

Exhibit C

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EXHIBIT F

Addendum Pursuant to the California Environmental Quality Act ARTICLE 11 Section 15164

MORISOLI/AMARAL Planning File No. PLN020016-AMD1 Combined Development Permit

1. Introduction

This technical addendum has been prepared pursuant to Article 11 Section 15164 of the California Environmental Quality Act Guidelines to address an amendment to a Condition of Approval, which will allow a change in the primary access route for the first two phases of development of an approved subdivision. The Morisoli/Amaral Subdivision project (formally named Tavernetti Residential Subdivision) was approved as part of a Combined Development Permit (PLN020016, Resolution 03-043) consisting of: 1) General Plan Amendment to amend the property's land use designation from Rural Grazing, 10 - 160 acre minimum and Permanent Grazing, 40 acre minimum, to Low Density Residential, 5 - 1 acres per unit, and Medium Density Residential, 1-5 units per acre; 2) Zoning Re-classification to change the zoning designations of the subject parcel from PG/40, RG/20, LDR/1 and RG/40 to LDR/B-6, LDR/B-6-VS, MDR/1, MDR/1 (24) and O zoning designations; 3) Vesting Tentative Map for the subdivision of 402 acres into 319 residential lots including 48 lots for development of inclusionary housing units, and 9 Open Space areas containing approximately 225 acres and including 5.5 acres of improved parkland; 4) Use Permit to allow development on slopes in excess of 30%; 5) Use Permit to allow removal of approximately 730 protected Oak trees; and 6) Use Permit to allow expansion of a sewage treatment facility; and 7) grading (approximately 700,000 cubic yards of cut and 630,000 cubic yards of fill).

An Environmental Impact Report (SCH 9704129) was prepared and certified for the subdivision. None of the conditions described in Section 15162 calling for preparation of a subsequent EIR or negative declaration have occurred.

2. Scope and Purpose of this Addendum

The purpose of this addendum is to identify minor technical changes resulting from an amendment to Condition No. 50 of the Combined Development Permit to allow Via Canada to serve as interim primary access for Phases A and B of the subdivision. Per the approved tentative map, development is approved to occur over 15 phases. As originally approved, Condition No. 50 required improvements to allow Via Canada to serve as an emergency access route only. The Vesting Tentative Map was approved with Pettitt Road as the primary access for the subdivision, and at the time of the Draft EIR, Via Canada was considered an emergency access route only. The Final EIR states "The

Monterey County Public Works Department reviewed the Amendment to the Draft EIR for the Morisoli-Amaral Subdivision and commented on the proposed mitigations and updated vesting tentative map design in relation to traffic impacts. In the Draft EIR, the project had one access road (Pettitt Road) and an emergency-only road. The vesting tentative (map) shows access from Pettitt Road and includes also a secondary access from Via Canada. The addition of a full secondary access can be accommodated for the project with the application of proper engineering standards.” As approved, Condition No. 50 is in conflict with this statement because it indicates that Via Canada will only serve as emergency access, as opposed to a full access. As amended, Condition No. 50 requires improvements to Via Canada to meet minimum requirements to allow it to serve as interim primary access until any subsequent phase of the subdivision is developed and constructed. At that time, Pettitt Road will be designed and constructed as described as shown on the Vesting Tentative Map.

3. Additional Analysis

A Traffic Analysis was prepared by Keith Higgins, Traffic Engineer, to verify that the amendment to Condition No. 50 would not result in new or substantially increased significant effects. The report analyzed the use of Via Canada as primary access to serve the 28 lots of Phases A and B of the subdivision, as well as the 20 existing and future homes in the Via Canada de la Paz subdivision and eight existing homes near Pine Canyon Road that currently use Via Canada for access. The report recommended improvements, including widening a section of Via Canada to meet requirements for a Private Rural Sidehill Road per County Standards, trimming branches of an existing oak tree to enhance sight visibility, and installing a stop sign at the Via Canada/Pine Canyon Road intersection. Recommended improvements were incorporated into and/or referenced in the amended Condition text. Improvements recommended are consistent with Public Works’ comments from the FEIR as related to proper engineering standards.

The EIR (SCH#9704129) did not specifically analyze the Pine Canyon Road / Via Canada intersection because at the time of the Draft EIR, it was anticipated that at project buildout Via Canada would only be used by the project for emergency access. However, the EIR did analyze the Pine Canyon Road / Pettitt Road intersection, which was approved to serve as primary access at project buildout. The EIR determined that this intersection would operate at an overall A Level of Service at General Plan Buildout with stop control only at Pettitt Road. The lowest level of service movement of this intersection, the Pettitt Road left turn onto northbound Pine Canyon Road, was forecasted to operate at Level of Service C, which is well within acceptable levels. The Pine Canyon / Via Canada intersection is projected to operate with only 18% as much traffic on Via Canada on an interim basis, and this amount will only decrease in future phases of development. Therefore, no Level of Service impacts will result at this intersection.

Although the specific details of required improvements were not included in the project description and were not analyzed in the Draft EIR, the Final EIR anticipated the use of

Via Canada as a secondary access point and acknowledged that the road would require improvements per proper engineering standards. As originally approved, Condition No. 50 required improvements to Via Canada for emergency access only. The change to require improvements to allow Via Canada to serve as an interim primary access will not result in any substantial changes that would require Environmental Review pursuant to Section 15162 of the California Environmental Quality Act.

4. Conclusion

This addendum serves to identify minor technical changes and provide clarifications of conditions for Phases A and B of the proposed subdivision.

Staff has reviewed the Environmental Impact Report (SCH#9704129), the additional traffic assessment, and the proposed amendment to Condition No. 50 of the Combined Development Permit for consistency with the environmental considerations contained within. Staff finds the site-specific conditions and the scope of work required by the amendment including improvements to Via Canada to allow it to serve as interim primary access for Phases A and B of the subdivision are not substantial changes and therefore do not warrant the preparation of a subsequent environmental document.

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