County of Monterey

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

Meeting Agenda - Final

Wednesday, April 29, 2026
9:00 AM

Para interpretación en español, haga clic aquí:
https://attend.wordly.ai/join/THCT-8529

County of Monterey Planning Commission

For information on The Ralph M. Brown Act: Open Meetings please click on the link below:

Para obtener información sobre La Ley Ralph M. Brown, siga el siguiente enlace:

https://leginfo.legislature.ca.gov/faces/codes_displayText.xhtml?division=2.&chapter=9.&part=1.&lawCode=GOV&title=5

FEE SCAM ALERT:
Be aware of a fake invoice scam, if you receive an unexpected invoice related to a county project, call the County Permit Center at 831-755-5025 to confirm its authentic.

ALERTA DE ESTAFA DE TARIFAS:
Tenga cuidado con las estafas de facturas falsas, si recibe una factura inesperada relacionada con un proyecto del condado, llame al Centro de Permisos del Condado al 831-755-5025 para confirmar su autenticidad.

INTERPRETATION SERVICES:
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.

SERVICIOS DE INTERPRETACIÓN:
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.

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.

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 pchearingcomments@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.

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:
+ **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**

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

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: pchearingcomments@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. Pará 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.

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.

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.

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.

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

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

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. Approval of the March 25, 2026, and April 8, 2026, Planning Commission Meeting Minutes and the March 25, 2026, Special Joint Meeting of the Planning Commission and Land Use Advisory Committee Meeting Minutes.

   Attachments: Cover Page
   Exhibit A - Draft PC Minutes_ 03-25-26
   Exhibit B - Draft Special Joint Meeting PC-LUAC Minutes_ 03-25-26
   Exhibit C - Draft PC Minutes_ 04-08-26

2. APPOINT TARA EVANS TO THE BIG SUR LAND USE ADVISORY COMMITTEE.

Attachments: Cover Page
Exhibit A - Statement of Interest Information for Tara Evans

9:00 A.M. – SCHEDULED MATTERS

3. REF250037 - WATER ALLOCATION POLICY

Consider and provide input on a draft Water Allocation Policy for areas of unincorporated Monterey County served by the Monterey Peninsula Water Management District (MPWMD)
Project Location: Unincorporated Monterey County MPWMD Water Service Area
Proposed CEQA action: The proposed County of Monterey Water Allocation Policy (Policy) is not a project under the California Environmental Quality Act (CEQA) pursuant to Public Resources Code section 21065 and CEQA Guideline section 15378 because the Policy is an administrative activity that will not result in direct or indirect physical changes in the environment. Any future discretionary development that obtains a water allotment pursuant to the Policy will undergo the necessary environmental review pursuant to CEQA when the project is considered. Additionally, the Monterey Peninsula Water Management District (MPWMD) analyzed the potential effects of water allocation made available through the Pure Water Monterey Expansion project via Environmental Impact Report Addendum (dated January 2024, State Clearinghouse #2013051094).

Attachments: Staff Report
Exhibit A - Draft Water Allocation Policy (released for public review April 8, 2026)
Exhibit B - Water Waiting List (dated April 16, 2026)
Exhibit C - Public Correspondence (received through April 22, 2026)

4. PLN220308 - LINCOLN GREEN INN LLC

Public hearing to consider a Local Coastal Program Amendment to change the zoning of a 0.3 acre parcel from Medium Density Residential with a density of 2 units an acre, Design Control Overlay, with a height limit of 18 feet (MDR/2-D(18')(CZ)) to Visitor Serving Commercial, Design Control Overlay, with a height limit of 18 feet (VSC-D(18')(CZ)); amending Monterey County Code Chapter 20.12 to remove the reference to the "Lincoln Green Cottages"; and amending the Carmel Area Land Use Plan and Coastal Implementation Plan (Part 4) to limit Lincoln Green Inn to five total visitor serving units; and a Combined Development Permit for after-the-fact conversion of an existing 394 square foot two car garage into a visitor serving unit within 750 feet of known archaeological resources.
Project Location: 26208 & 26200 Carmelo Street, Carmel Area Land Use Plan
Proposed CEQA Action: Find the projects Statutorily Exempt pursuant to CEQA Guidelines Section 15265 and Categorically Exempt pursuant to CEQA Guidelines section 15301, and there are no exceptions pursuant to section 15300.2.

Attachments: Staff Report
Exhibit A - Local Coastal Program Draft Resolution
Exhibit B - Coastal Development Permit Draft Resolution
Exhibit C – Draft Ordinance (redline)
Exhibit D - Land Use Plan (clean & redline)
Exhibit E – Coastal Implementation Plan (clean & redline)
Exhibit F - Draft Parking Plan
Exhibit G - Traffic Assessment
Exhibit H - Public Comment
Exhibit I - Vicinity Map

5. PLN240355 - BECK GARRETT ANDREW

Public hearing to consider the construction of a 1,000 square foot two-story single-family dwelling with an attached 630 square foot lower-level garage, 592 square foot uncovered deck, 720 square foot covered balcony, and associated site improvements, including the removal of one Coast live oak and development on slopes in excess of 25%.

Project Location: 146 San Benancio Road, Salinas

Proposed CEQA action: Find that the project qualifies as a Class 3 Categorical Exemption pursuant to Section 15303 of the CEQA Guidelines and there are no exceptions pursuant to Section 15300.2.

Attachments: Staff Report
Exhibit A - Draft Resolution
Exhibit B - Vicinity Map
Exhibit C - Toro LUAC Minutes, dated March 23, 2026
Exhibit D – Arborist Report (County of Monterey Library No. LIB250295), dated February 4, 2025; and April 8, 2026

6. PLN240105-DEP - CARMEL RIO ROAD LLC

Public hearing to consider a Vesting Tentative Map to subdivide four parcels containing 12.5 acres into 60 residential lots and five open space & street parcels, construction of 59 single-family dwellings ranging between 2,790 and 3,930 square feet, and fifteen 1,026 square foot townhomes, use of a Pattern & Design Book with three architectural styles, and associated site and subdivision improvements including development within the Carmel Valley Floodplain and development on slopes in excess of 25%.

Project Location: The properties are located at 26500 & 26550 Val Verde Drive, Carmel.

Proposed CEQA action: Adopt a Mitigated Negative Declaration pursuant to Section 15074 of the CEQA Guidelines.

Attachments:
Staff Report
Exhibit A - Discussion
Exhibit B - Draft Resolution
Exhibit C - Draft ISMND
Exhibit D - CEQA Public Comments
Exhibit E - LUAC minutes
Exhibit F - Site Visit photos
Exhibit G - State Design Bonus Law Letter
Exhibit H - Floodplain and Stormwater Control Design Memos
Exhibit I - Biological Report
Exhibit J - Traffic Assessment and VMT Memo
Exhibit K - Project Water Demand
Exhibit L - State Water Resource Control Board Letter
Exhibit M - Can and Will Serve Letters
Exhibit N - Land Evaluation Site Assessment
Exhibit O - Vicinity Map

REFERRALS

7. PLANNING COMMISSION REFERRALS

Attachments:
Cover Page
Exhibit A - PC Referral Spreadsheet

DEPARTMENT REPORT

ADJOURNMENT

County of Monterey

Board Report

Legistar File Number: PC 26-044

Item No.1

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

April 29, 2026

Introduced: 4/8/2026
Version: 2

Current Status: Agenda Ready
Matter Type: Planning Item

Approval of the March 25, 2026, and April 8, 2026, Planning Commission Meeting Minutes and the March 25, 2026, Special Joint Meeting of the Planning Commission and Land Use Advisory Committee Meeting Minutes.

Exhibit A - Draft PC Minutes 03-25-26
Exhibit B - Draft Special Joint Meeting PC/LUAC Minutes 03-25-26
Exhibit C - Draft PC Minutes 04-08-26

County of Monterey
Planning Commission

Agenda Item No.1

Legistar File Number: PC 26-044

Item No.1

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

April 29, 2026

Introduced: 4/8/2026
Version: 2

Current Status: Agenda Ready
Matter Type: Planning Item

Approval of the March 25, 2026, and April 8, 2026, Planning Commission Meeting Minutes and the March 25, 2026, Special Joint Meeting of the Planning Commission and Land Use Advisory Committee Meeting Minutes.

Exhibit A - Draft PC Minutes 03-25-26
Exhibit B - Draft Special Joint Meeting PC/LUAC Minutes 03-25-26
Exhibit C - Draft PC Minutes 04-08-26

Exhibit A

This page intentionally left blank.

County of Monterey

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

Meeting Minutes - Draft

Wednesday, March 25, 2026

9:00 AM

Para interpretación en español, haga clic aquí:
https://attend.wordly.ai/join/THCT-8529

County of Monterey Planning Commission

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

The meeting was called to order by Chair Getzelman at 9:02a.m.

PLEDGE OF ALLEGIANCE

The Pledge of Allegiance was led by Commissioner Gomez.

ROLL CALL

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

Absent:
Amy Roberts

Secretary Beretti reviewed the Zoom Protocols and the Wordly Interpretation Services Protocols.

PUBLIC COMMENTS

None

AGENDA ADDITIONS, DELETIONS AND CORRECTIONS

Clerk, Janet Navarro informed the Commission of correspondence received and distributed for a non-agenda item.

COMMISSIONER COMMENTS, REQUESTS AND REFERRALS

None

9:00 A.M. – SCHEDULED MATTERS

1. **PLN250149 - DUNCAN & DUNCAN LLC**
   Receive an update on the withdrawn status of the Peace of Mind Dog Rescue Project (HCD-Planning File No. PLN250149) which proposed the establishment of a senior dog rescue and exterior modifications. No action required.
   Project Location: 8 El Caminito Road, Carmel Valley.
   Proposed CEQA action: Find that the item is not a project under CEQA pursuant to Pub. Res.

Code § 21065.

Fionna Jensen, Project Planner presented the item.

Public Comment:
None

Project withdrawn. No action required.

2. PLN250111 - BAYER LEX NEAL TR

Public hearing to consider demolition of an existing residence, garage, and other site improvements, and construction of a replacement 5,754 square foot single-family dwelling with a 701 square foot detached garage and associated site improvements including a new septic system, repair of a deck and stairway, development within 100 feet of Environmentally Sensitive Habitat Area, and development within 50 feet of a Coastal bluff.
Project Location: 35700 Highway 1, Monterey, Big Sur Coast Land Use Plan
Proposed CEQA action: Find the project Categorically Exempt pursuant to CEQA Guidelines section 15302, and there are no exceptions pursuant to Section 15300.2.

McKenna Bowling, Project Planner presented the item.

Applicant Representative: Angus Jeffers

Public Comment: Lex Bayer, owner

It was moved to approve by Commissioner Diehl, seconded by Commissioner Hartzell, with edits requested by the applicant and clarification that the easement deed is relative to the Coastal Bluff area for Condition 13, by the following vote:

AYES: Getzelman, Mendoza, Gomez, Gonzalez, Work, Shaw, Monsalve, Diehl, Hartzell
NOES: None
ABSENT: Roberts
ABSTAIN: None

DEPARTMENT REPORT

Secretary Beretti notified the Commission that County HCD submitted the 3rd Submittal of the Draft Housing Element to state HCD on March 13, 2026, which has a 60-day review period.

At the March 24, 2026 Board of Supervisors meeting the Board of Supervisors considered the Annual reports for the General Plan Housing Element and the Long Range Work Program, staff relayed the Planning Commission's recommendations which included specifically requesting key priority implementation items from the

2010 General Plan be given High Priority and move through completion specifically continuing Chualar and adding Pajaro Community Plan Development and Development Evaluation System, The Board of Supervisors supported adding the Pajaro Community Plan to the list of top priorities and staff noted that addressing Development Evaluation Systems is incorporated as part of the Housing Element Implementation.

The Special Joint Land Use Advisory Committee and Planning Commission Meeting is scheduled at 1:30p.m. today, March 25, 2026.

ADJOURNMENT

The meeting was adjourned by Chair Getzelman at 9:29a.m.

Exhibit B

This page intentionally left blank.

County of Monterey

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

Meeting Minutes - Draft

Wednesday, March 25, 2026

1:30 PM

Special Meeting
https://attend.wordly.ai/join/THCT-8529

County of Monterey Planning Commission

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

1:30PM. - CALL TO ORDER

The Special Meeting of the Joint Land Use Advisory Committee and Planning Commission meeting was called to order by Chair Getzelman at 1:05p.m.

PLEDGE OF ALLIGIANCE:

The Pledge of Allegiance was led by Commissioner Diehl.

ROLL CALL

Present:
Paul C. Getzelman
Francisco Javier Mendoza
Jessica Hartzell
Ernesto Gonzalez
Ramon Gomez
Etna Monsalve
Martha Diehl

Absent:
Amy Roberts
Christine Shaw
Ben Work

ROLL CALL – LAND USE ADVISORY COMMITTEES (LUAC):
Present:
Big Sur:
Trey Kropp, John Grigsby, David Smiley

Cachagua:
No members present

Carmel Unincorporated/Carmel Highlands:
Stuart Poulter

Carmel Valley:
No members present

Castroville:
No members present

Del Monte Forest:
Rick Verbanec

Greater Monterey Peninsula:
No members present

North County:
Belinda Taluban, David Prina

South Coast:
Harry Harris, Connie Mccoy

South County:
Rob Johnson

Toro:
Mike Weaver, Stephen Hooper

PUBLIC COMMENTS

None

AGENDA ADDITIONS, DELETIONS AND CORRECTIONS

Clerk Janet Navarro informed the Commission that there are no agenda additions, deletions or corrections.

ACTION ITEMS

1. **LAND USE ADVISORY COMMITTEE (LUAC) MEMBER UPDATES**
   Each Land Use Advisory Committee (LUAC) will be invited to present up to three issues from the past year for general discussion. These may include achievements, challenges or emerging issues.

   After the presentations are completed there will be a discussion which may result in Planning Commission or staff recommendations or actions.

2. **TRAINING ITEMS FOR PLANNING COMMISSION AND LUAC's:**
   1. Role of Land Use Advisory Committees
      a. Review Procedures (Board Resolution 15-103) and Election of Officers
   2. Role of the Planning Commission
   3. Due Process and Brown Act
   4. Conflict of Interest
   5. Public Records
   6. Commissioner/Committee Member Comments

   Melanie Beretti, Planning Commission Secretary and Reed Gallogly, County Counsel presented the training.

Public Comment:
Mike Weaver, Connie McCoy, David Smiley, No Name - question regarding site visits, Lynn Riddle

The meeting recessed at 3:09p.m., and reconvened at 3:16p.m.

Public Comment: None

No Motion required.

ADJOURNMENT

The meeting was adjourned by Chair Getzelman at 4:07p.m.

Exhibit C

This page intentionally left blank.

County of Monterey

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

Meeting Minutes - Draft

Wednesday, April 8, 2026

9:00 AM

Para interpretación en español, haga clic aquí:
https://attend.wordly.ai/join/THCT-8529

County of Monterey Planning Commission

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.

9:00 A.M. - CALL TO ORDER

The Planning Commission meeting was called to order by Chair Getzelman at 9:00a.m.

PLEDGE OF ALLEGIANCE

The Pledge of Allegiance was led by Commissioner Work.

ROLL CALL

Present:
Paul C. Getzelman
Francisco Javier Mendoza
Jessica Hartzell
Ernesto Gonzalez
Ben Work
Christine Shaw
Martha Diehl
Amy Roberts
Ramon Gomez arrived at 9:03a.m.

Absent:
Etna Monsalve

Secretary Beretti reviewed the Wordly Interpretation Services Protocols.

PUBLIC COMMENTS

None

AGENDA ADDITIONS, DELETIONS AND CORRECTIONS

Clerk Janet Navarro informed the commission that additional correspondence was received for Agenda Item No. 3 - PLN250008 - CLARK WESLEY & SHAIDA TRS AND CLARK WESLEY ALAN.

COMMISSIONER COMMENTS, REQUESTS AND REFERRALS

None

APPROVAL OF CONSENT CALENDAR

1. Acknowledge the resignation of Marcus Foster from the Big Sur Land Use Advisory Committee.

   Public Comment:
   None

It was moved to approve by Commissioner Gonzalez, seconded by Commissioner Gomez, by the following vote:

AYES: Getzelman, Mendoza, Gomez, Gonzalez, Work, Shaw, Diehl, Hartzell, Roberts
NOES: None
ABSENT: Monsalve
ABSTAIN: None

APPROVAL/ACCEPTANCE OF MINUTES

2. APPROVAL OF THE FEBRUARY 25, 2026 AND THE MARCH 11, 2026 PLANNING COMMISSION MEETING MINUTES.

It was moved to approve by Commissioner Gomez, seconded by Commissioner Work, by the following vote and requested to add the Approval of Minutes to the Consent Calendar on the future agendas:

AYES: Getzelman, Mendoza, Gomez, Gonzalez, Work, Shaw, Diehl, Hartzell, Roberts
NOES: None
ABSENT: Monsalve
ABSTAIN: None

9:00 A.M. – SCHEDULED MATTERS

3. PLN250008 - CLARK WESLEY & SHAIDA TRS AND CLARK WESLEY ALAN
Public hearing to consider a lot merger between three legal lots of record consisting of Parcel A (APN: 241-154-001-000; 0.42 acres), Parcel B (APN: 241-142-005-000; 0.02 acres), and Parcel C (APN: 241-142-004-000; 1.12 acres), resulting in one 1.56-acre parcel.
Project Location: 42 Mt Devon Road, Carmel, Carmel Area Land Use Plan.
Proposed CEQA action: Find the project Categorically Exempt pursuant to CEQA Guidelines section 15305, and there are no exceptions under Section 15300.2.

Jordan Evans-Polockow, Project Planner presented the item.

Applicant Representative:
Braden Sterling

Public Comment:
None

It was moved to approve by Commissioner Diehl, seconded by Commissioner Hartzell, with language clarification to Conditions of Approval No.6 of the self-executing Indemnification Agreement and by the following vote:

AYES: Getzelman, Mendoza, Gomez, Gonzalez, Work, Shaw, Diehl, Hartzell, Roberts
NOES: None
ABSENT: Monsalve
ABSTAIN: None

DEPARTMENT REPORT

Secretary Beretti informed the Commission that the next 2 Planning Commission meetings will have full agendas.

Commissioner Gomez asked for an update on the Housing Element.

ADJOURNMENT

The meeting was adjourned by Chair Getzelman at 9:23a.m.

Introduced: 4/15/2026
Version: 1

Current Status: Agenda Ready
Matter Type: Planning Item

APPOINT TARA EVANS TO THE BIG SUR LAND USE ADVISORY COMMITTEE.

RECOMMENDATION:
It is recommended that the Planning Commission appoint Tara Evans to serve on the Big Sur Land Use Advisory Committee for a term ending June 30, 2028.

DISCUSSION:
On April 8, 2026, Staff received a Statement of Interest from Tara Evans, expressing interest in serving on the Big Sur Land Use Advisory Committee. This Statement of Interest was reviewed by Commissioner Diehl, who serves as the Primary Commissioner Liaison for the committee.

Commissioner Diehl confirmed the nomination and requested that the item be placed on a future Planning Commission agenda for formal consideration.

Prepared by: Carissa Caro, Secretary, ext.7091
Approved by: Melanie Beretti, AICP, Acting Chief of Planning

The following attachment is on file with the HCD:
Exhibit A - Statement of Interest Information for Tara Evans

County of Monterey
Planning Commission

Agenda Item No. 3

Legistar File Number: PC 26-045

Item No.2

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

April 29, 2026

Introduced: 4/15/2026
Version: 1

Current Status: Agenda Ready
Matter Type: Planning Item

APPOINT TARA EVANS TO THE BIG SUR LAND USE ADVISORY COMMITTEE.

RECOMMENDATION:
It is recommended that the Planning Commission appoint Tara Evans to serve on the Big Sur Land Use Advisory Committee for a term ending June 30, 2028.

DISCUSSION:
On April 8, 2026, Staff received a Statement of Interest from Tara Evans, expressing interest in serving on the Big Sur Land Use Advisory Committee. This Statement of Interest was reviewed by Commissioner Diehl, who serves as the Primary Commissioner Liaison for the committee.

Commissioner Diehl confirmed the nomination and requested that the item be placed on a future Planning Commission agenda for formal consideration.

Prepared by: Carissa Caro, Secretary, ext.7091
Approved by: Melanie Beretti, AICP, Acting Chief of Planning

The following attachment is on file with the HCD:
Exhibit A - Statement of Interest Information for Tara Evans

Exhibit A

This page intentionally left blank.

County of Monterey
HOUSING AND COMMUNITY
DEVELOPMENT DEPARTMENT
Craig Spencer, Director

1441 Schilling Place
Salinas, CA 93901
O: 831 755 5025
F: 831 757 9516

Land Use Advisory Committee
Statement of Interest Information Sheet

Name: Tara Evans

Land Use Advisory Committee area: District 5, Big Sur Land Use Advisory Committee

Number of years residing in that land use area: 60

Occupation: Semi-retired childcare provider and part-time waitress

Past experiences pertaining to architecture, building, community issues, construction, environmental concerns, forestry, landscaping, land use issues or other matters are listed below:

1. I am an avid gardener and assist areas to eradicate invasive species of plants.
2. I am a life long environmental.
3. I have attended many community meetings over the years (BSMAC, LUAC, Health Center…).

Reason that I wish to participate as a member of my land use advisory committee:

1. I live in and love Big Sur, my parents came here in 1949 and I wish to see Big Sur maintain that which attracts residents and visitors alike – the untarnished wildness, beauty, and peacefulness.
2. I strongly wish to see that Big Sur does not get overdeveloped for the very reason above.

This page intentionally left blank

Introduced: 4/23/2026
Version: 1

Current Status: Agenda Ready
Matter Type: Planning Item

REF250037 - WATER ALLOCATION POLICY
Consider and provide input on a draft Water Allocation Policy for areas of unincorporated Monterey County served by the Monterey Peninsula Water Management District (MPWMD)
Project Location: Unincorporated Monterey County MPWMD Water Service Area
Proposed CEQA action: The proposed County of Monterey Water Allocation Policy (Policy) is not a project under the California Environmental Quality Act (CEQA) pursuant to Public Resources Code section 21065 and CEQA Guideline section 15378 because the Policy is an administrative activity that will not result in direct or indirect physical changes in the environment. Any future discretionary development that obtains a water allotment pursuant to the Policy will undergo the necessary environmental review pursuant to CEQA when the project is considered. Additionally, the Monterey Peninsula Water Management District (MPWMD) analyzed the potential effects of water allocation made available through the Pure Water Monterey Expansion project via Environmental Impact Report Addendum (dated January 2024, State Clearinghouse #2013051094).

RECOMMENDATION:
It is recommended that the Planning Commission:
Consider and provide input on a draft Water Allocation Policy (**Exhibit A**) for areas in unincorporated Monterey County served by the Monterey Peninsula Water Management District (MPWMD).

PROJECT INFORMATION:
Planning File Number: REF250037
Project Location: MPWMD Water Service Area
Plan Area: Carmel Valley Master Plan, Greater Monterey Peninsula, Del Monte Forest, and Carmel Area

SUMMARY:
On November 12, 2025, staff conducted a workshop with the Planning Commission to receive input on development of a Water Allocation Policy and/or Ordinance in the MPWMD Service Area (staff report and exhibits are available at this link:
https://monterey.legistar.com/LegislationDetail.aspx?ID=7727450&GUID=14D92DA5-D5EA-4B73-A6BB-751CC37D9F22&Options=&Search=)

At the November 2025 workshop staff presented background on water allocation and past practice at the County regarding allocation of water, provide a preliminary draft water allocation policy, and solicited input from the Planning Commission and public on various policy topic areas including: water

allocation process/procedures; purpose and goals of the policy; potential use categories for water allocation; and key definitions and clarifications for the policy.

The Planning Commission provided direction to continue developing a Policy and/or Ordinance given changes in state housing law and the finite nature of water resources currently available in the MPWMD service area. The Planning Commission also requested additional information and context on the policy topic areas discussed, how the policy would be implemented, as well as directed staff to conduct additional community outreach.

In response to the discussion and feedback provided during the Planning Commission workshop as well as outreach conducted since then, staff refined the draft Water Allocation Policy to simplify and clarify process, procedures, and definitions. A revised draft policy was made available for public review and comment starting April 8, 2026 through April 22, 2026 (see **Exhibit A**). Staff is reviewing public comment and will make responsive edits to the draft Water Allocation Policy, as appropriate. A revised, redlined version will be distributed to the Planning Commission and interested parties prior to the April 29, 2026 Planning Commission hearing.

Staff requests that the Planning Commission consider and provide input on the draft Water Allocation Policy. Staff will transmit the Planning Commission recommendation to the Board of Supervisors for the Board's consideration of the policy. No formal recommendation from the Planning Commission is required for this administrative policy, however, the Planning Commission will be integral to the implementation of the policy and its feedback is valuable.

DISCUSSION:

Water Allocation Policy - Process and Procedures

A Board Policy is adopted via resolution and can be amended from time to time by the Board of Supervisors without the required two readings of an ordinance. As drafted, this proposed Board Water Allocation Policy would establish the process, procedures, and management of water allocations in the MPWMD service area in unincorporated Monterey County. If the Board were to adopt the proposed Water Allocation Policy, the policy would be adopted via resolution and could be subsequently amended via resolution should Board priorities for water allocation change or additional water resources be allocated to the County from MPWMD.

The draft Water Allocation Policy is structured in the following manner, as required by the Board Policy Manual Policy and Procedure (Policy number i-2):

- Purpose;
- Background;
- Policy;
- Procedure;
- Review Date; and
- Board Action.

The following discussion provides a summary of the various sections of the draft Water Allocation Policy, recommendations and rationale on specific policy direction, public outreach to date, and next

steps.

Purpose/Background

The purpose of the proposed Water Allocation Policy is to "Establish a uniform policy for the allocation of limited water resources within the unincorporated areas of Monterey County within the MPWMD service area".

The background section provides a figure demarcating the boundary of the MPWMD service area and CalAm service area and describes historical past practice on how the County has allocated water. In some cases, the County has provided water on a "first-come, first-served" basis or considered the allocation of water alongside a discretionary application, with water being reserve after the discretionary decision and until a construction permit was ready to issue. Additionally, the section also acknowledges the water waiting list (**Exhibit A**) and the processing requirements for projects that have requested water after the closure of the water waiting list and prior to the adoption of the Water Allocation Policy. Ultimately, the Policy serves to update this past practice given changes in California housing law requiring municipalities to prioritize utility services for housing development planned for in the Housing Element, the finite allocation of water provide to the County by MPWMD and provide a framework to prioritize development that furthers County goals and interests.

Policy

The policy section provides a framework for prioritizing the allocation of water resources:

1. Honor past commitments to the allocation of water established in the "HCD Approved Water Waitlist";
2. Development of Planned Housing Growth;
3. First Come First Served; and
4. Strategic Reserve

Once water has been allocated to projects on the HCD Approved Water Waitlist, the remaining water allocation would be reserved as a percentage of the remaining water allocation as follows:

- 80% for Planned Housing Growth;
- 15% First-come, First-Served Basis; and
- 5% retained as a strategic reserve.
    - *The County of Monterey Board of Supervisors would retain the authority to approve allocations from the Strategic Reserve category pursuant to a resolution.

Procedure

The procedure section outlines the types of projects that fall into each specific category and the procedure for allocation of water. The procedures for each category include a ministerial permit pathway (i.e. construction permit) or discretionary permit pathway (i.e. Use Permit, Coastal Development Permit, etc.) depending on what permits are required.

To provide earlier notification of water availability, the draft policy proposes that applicants would be informed during the completeness review of a project application if the project is eligible for water. The County would then maintain a list of projects that have requested water including the amount of water that is available by category or suballocation area where the water is proposed to come from.

Planned Housing Growth

Qualifying Projects

The Planned Housing Growth category includes the following types of projects:

- A housing project that:
    - Is located in an Affordable Housing Overlay as defined in the 2010 General Plan, or is listed as a Housing Element Opportunity Site in the 6th Cycle Housing Element Update; and
    - Provides no fewer than the minimum percentage of total units deed restricted to lower-income and moderate-income households as required by Monterey County Code Chapter 18.40 or provides more than 50 percent of the units at levels affordable to moderate income, workforce I, and/or workforce II households; and
    - Meets a minimum density of 10 dwelling units/per 1 acre.

Other projects that qualify under this category include ADUs and JADUs that do not exceed 12 fixture units, single family dwelling (SFDs) units on vacant lots of record that do not exceed 18 fixture units, and portions of housing projects that are deed-restricted affordable to low-income households as required by County Code or State Housing Law.

Procedure

The proposed Procedure allows for certain projects (ministerial approvals) to be approved by the HCD Director, and other projects (discretionary approvals) be approved by the Appropriate Authority for the discretionary permit (i.e. Zoning Administrator, Planning Commission or Board of Supervisors).

For ministerial projects (no land use entitlement required), the HCD director can allocate up to 15 acre-feet of water to projects that meet the "Planned Housing Growth" criteria. Projects requesting over 15 acre-feet of water require approval at a public hearing.

For discretionary projects (land use entitlement required), the Appropriate Authority will approve water allocations at the time of the discretionary permit decision. Decisions on discretionary permits are appealable as outlined in the Monterey County Code (MCC).

In response to Planning Commission and public feedback on the preliminary draft policy, staff expanded the definition of what qualifies as Planned Housing Growth to include ADUs/JADUs, and SFDs on vacant lots of record. Staff also clarified the allocation procedure based on permit requirements. Fixture unit maximums were also revised and clarified to better align with housing development and fixture trends for unincorporated Monterey County.

First Come First Served

Qualifying Projects

All other development projects that do not qualify under the "Planned Housing Growth" category in the proposed policy could apply for water under the "First Come First Served" category. The purpose of this First Come First Served category is to allow for a process for certain projects to

obtain water allocations on a first-come, first-served basis similar to past County practice. Water fixture maximums apply to residential development projects. Water fixture maximums do not apply to non-residential uses except as noted in the Procedures section, which is discussed below.

Procedures

The Procedure allows for certain projects (ministerial approvals) to be approved by the HCD Director, and other projects (discretionary approvals) be approved by the Appropriate Authority for the discretionary permit (i.e. Zoning Administrator, Planning Commission or Board of Supervisors).

For ministerial projects (no land use entitlement required), the HCD director can approve the water allocation for projects less than 1 acre-feet of water or less. Projects requesting over 1 acre-foot of water require approval at a public hearing. Decisions on ministerial projects are not appealable.

For discretionary projects (land use entitlement required), the Appropriate Authority will approve water allocations at the time of the discretionary permit decision. Decisions on discretionary permits are appealable as outlined in the Monterey County Code (MCC).

In this updated draft policy, staff refined the prior use category options to simplify the implementation process and recognize that the current water allocation for UMC is finite. Staff recommend a first come, first served category for uses that do not qualify for Planned Housing Growth. This ensures that other residential and non-residential projects have a pathway to request and be eligible to obtain a water allocation. Fixture maximums are proposed to apply to residential uses in this category to provide for a reasonable distribution of limited water resources.

Strategic Reserve

Qualifying Projects

For projects that do not conform to the above-mentioned categories, the Board of Supervisors may authorize the allocation of water or authorize the HCD Director to approve the allocation of water from the Strategic Reserve category. This category is intended to reserve water for County facility needs or for future (currently unknown) project(s) that are supported by the Board and/or have some public benefit.

Procedure

The Board of Supervisors would retain the authority to allocate water from the strategic reserve.

HCD Director - Additional Review Procedure

For projects that qualify for ministerial approval, the HCD Director can refer the matter to the Planning Commission if the granting of a water allocation could result in significant public policy issues, significant/adverse environmental impacts, significant changes in the nature of a community, or would establish precedents.

This provides an avenue for the HCD Director to refer water allocation determinations to the Planning Commission in instances where the ministerial approval of a project combined with the administrative approval of a water allocation could result in undesirable outcomes.

Time Limits

Water allocations would continue to be held by a project applicant for the term limits set by the MCC for approved construction permits and approved land use entitlements as applicable.

For example, if an Administrative Permit for a project includes a water allocation as part of the approval, that water allocation is held by that project and deducted from the County's overall water allocation for the life of the Administrative Permit. If that Administrative permit were allowed to expire expiration of the Administrative Permit (2 years from the date of granting the permit unless otherwise stated) and no action was taken to extend the life of the permit, then the project would no longer have a water credit, and that water credit would be made available to other projects requesting/needing water.

As discussed in the Planning Commission Workshop, staff continues to recommend that time limits apply to water allocations to ensure that projects requesting water are meaningfully advancing towards and through construction.

Review of Allocation Policy

Staff will monitor the remaining balance of water allocation within each of the categories as defined in the Policy, magnitude of demand for water within each category, and anticipated future water supplies. Staff will periodically review this Policy and recommend amendments as may be needed to ensure on-going alignment with Board priorities and water supply and demand.

Developer Stakeholder Meeting

Staff held a stakeholder meeting with the development community in late March to discuss the draft Water Allocation Policy and received feedback on the policy. This feedback was incorporated into the draft Water Allocation Policy that was made available for public review in mid-April. Comments leading to revisions included:

- Clarifying that applicants demonstrate they have the right to receive water in light of the Cal-Am Cease and Desist Order (CDO);
- Ensure availability and certainty of water availability earlier in the development process;
- Updated fixture maximums to be in better alignment with bedroom and bathroom counts for units in unincorporated Monterey County; and
- Including that affordable portions of housing projects can qualify for water allocation under the Planned Housing Growth category

Public Comment Period

Staff released the draft Water Allocation Policy for public review starting April 8, 2026 through April 22, 2026. **Exhibit C** includes public comment received through April 22, 2026. In response to public comment, staff anticipates incorporating some changes to the draft Water Allocation Policy. A revised, red-lined draft Water Allocation Policy will be provided to the Planning Commission and interested parties list prior to the hearing date for review.

Timing and Next Steps

Staff anticipates bringing the draft Water Allocation Policy to the Board of Supervisors for

consideration and adoption in early June 2026. Additionally, staff continues to develop guidance documents and implementing procedures for the Water Allocation Policy.

OTHER AGENCY INVOLVEMENT

Housing and Community Development Department staff are working in collaboration with the Office of County Counsel to review the proposed policy and ordinance.

Prepared by: Sarah Wikle, Principal Planner, 831-784-5700
Approved by: Melanie Beretti, AICP, Chief of Planning, 831-755-5285

The following Exhibits are on file with HCD:
Exhibit A - Draft Water Allocation Policy (released for public review April 8, 2026)
Exhibit B - Water Waiting List (dated April 16, 2026)
Exhibit C - Public Correspondence (received through April 22, 2026)

Cc: Elizabeth Gonzales, Permit Center Manager; Joshua Bowling, HCD Assistant Director; Craig Spencer, HCD Director; Edgar Sanchez, Associate Planner; The Open Monterey Project (Molly Erickson); Keep Big Sur Wild; Landwatch; Water Allocation Policy Distribution List; Project File REF250037.

Introduced: 4/23/2026 **Current Status:** Agenda Ready

Version: 1 **Matter Type:** Planning Item

REF250037 - WATER ALLOCATION POLICY

Consider and provide input on a draft Water Allocation Policy for areas of unincorporated Monterey County served by the Monterey Peninsula Water Management District (MPWMD)

Project Location: Unincorporated Monterey County MPWMD Water Service Area

Proposed CEQA action: The proposed County of Monterey Water Allocation Policy (Policy) is not a project under the California Environmental Quality Act (CEQA) pursuant to Public Resources Code section 21065 and CEQA Guideline section 15378 because the Policy is an administrative activity that will not result in direct or indirect physical changes in the environment. Any future discretionary development that obtains a water allotment pursuant to the Policy will undergo the necessary environmental review pursuant to CEQA when the project is considered. Additionally, the Monterey Peninsula Water Management District (MPWMD) analyzed the potential effects of water allocation made available through the Pure Water Monterey Expansion project via Environmental Impact Report Addendum (dated January 2024, State Clearinghouse #2013051094).

RECOMMENDATION:

It is recommended that the Planning Commission:
Consider and provide input on a draft Water Allocation Policy (**Exhibit A**) for areas in unincorporated Monterey County served by the Monterey Peninsula Water Management District (MPWMD).

PROJECT INFORMATION:

Planning File Number: REF250037
Project Location: MPWMD Water Service Area
Plan Area: Carmel Valley Master Plan, Greater Monterey Peninsula, Del Monte Forest, and Carmel Area

SUMMARY:

On November 12, 2025, staff conducted a workshop with the Planning Commission to receive input on development of a Water Allocation Policy and/or Ordinance in the MPWMD Service Area (staff report and exhibits are available at this link:
https://monterey.legistar.com/LegislationDetail.aspx?ID=7727450&GUID=14D92DA5-D5EA-4B73-A6BB-751CC37D9F22&Options=&Search=)

At the November 2025 workshop staff presented background on water allocation and past practice at the County regarding allocation of water, provide a preliminary draft water allocation policy, and solicited input from the Planning Commission and public on various policy topic areas including: water

allocation process/procedures; purpose and goals of the policy; potential use categories for water allocation; and key definitions and clarifications for the policy.

The Planning Commission provided direction to continue developing a Policy and/or Ordinance given changes in state housing law and the finite nature of water resources currently available in the MPWMD service area. The Planning Commission also requested additional information and context on the policy topic areas discussed, how the policy would be implemented, as well as directed staff to conduct additional community outreach.

In response to the discussion and feedback provided during the Planning Commission workshop as well as outreach conducted since then, staff refined the draft Water Allocation Policy to simplify and clarify process, procedures, and definitions. A revised draft policy was made available for public review and comment starting April 8, 2026 through April 22, 2026 (see **Exhibit A**). Staff is reviewing public comment and will make responsive edits to the draft Water Allocation Policy, as appropriate. A revised, redlined version will be distributed to the Planning Commission and interested parties prior to the April 29, 2026 Planning Commission hearing.

Staff requests that the Planning Commission consider and provide input on the draft Water Allocation Policy. Staff will transmit the Planning Commission recommendation to the Board of Supervisors for the Board's consideration of the policy. No formal recommendation from the Planning Commission is required for this administrative policy, however, the Planning Commission will be integral to the implementation of the policy and its feedback is valuable.

DISCUSSION:

Water Allocation Policy - Process and Procedures

A Board Policy is adopted via resolution and can be amended from time to time by the Board of Supervisors without the required two readings of an ordinance. As drafted, this proposed Board Water Allocation Policy would establish the process, procedures, and management of water allocations in the MPWMD service area in unincorporated Monterey County. If the Board were to adopt the proposed Water Allocation Policy, the policy would be adopted via resolution and could be subsequently amended via resolution should Board priorities for water allocation change or additional water resources be allocated to the County from MPWMD.

The draft Water Allocation Policy is structured in the following manner, as required by the Board Policy Manual Policy and Procedure (Policy number i-2):

- Purpose;
- Background;
- Policy;
- Procedure;
- Review Date; and
- Board Action.

The following discussion provides a summary of the various sections of the draft Water Allocation Policy, recommendations and rationale on specific policy direction, public outreach to date, and next

steps.

Purpose/Background

The purpose of the proposed Water Allocation Policy is to "Establish a uniform policy for the allocation of limited water resources within the unincorporated areas of Monterey County within the MPWMD service area".

The background section provides a figure demarcating the boundary of the MPWMD service area and CalAm service area and describes historical past practice on how the County has allocated water. In some cases, the County has provided water on a "first-come, first-served" basis or considered the allocation of water alongside a discretionary application, with water being reserve after the discretionary decision and until a construction permit was ready to issue. Additionally, the section also acknowledges the water waiting list (**Exhibit A**) and the processing requirements for projects that have requested water after the closure of the water waiting list and prior to the adoption of the Water Allocation Policy. Ultimately, the Policy serves to update this past practice given changes in California housing law requiring municipalities to prioritize utility services for housing development planned for in the Housing Element, the finite allocation of water provide to the County by MPWMD and provide a framework to prioritize development that furthers County goals and interests.

Policy

The policy section provides a framework for prioritizing the allocation of water resources:

1. Honor past commitments to the allocation of water established in the "HCD Approved Water Waitlist";
2. Development of Planned Housing Growth;
3. First Come First Served; and
4. Strategic Reserve

Once water has been allocated to projects on the HCD Approved Water Waitlist, the remaining water allocation would be reserved as a percentage of the remaining water allocation as follows:

- 80% for Planned Housing Growth;
- 15% First-come, First-Served Basis; and
- 5% retained as a strategic reserve.
    - *The County of Monterey Board of Supervisors would retain the authority to approve allocations from the Strategic Reserve category pursuant to a resolution.

Procedure

The procedure section outlines the types of projects that fall into each specific category and the procedure for allocation of water. The procedures for each category include a ministerial permit pathway (i.e. construction permit) or discretionary permit pathway (i.e. Use Permit, Coastal Development Permit, etc.) depending on what permits are required.

To provide earlier notification of water availability, the draft policy proposes that applicants would be informed during the completeness review of a project application if the project is eligible for water. The County would then maintain a list of projects that have requested water including the amount of water that is available by category or suballocation area where the water is proposed to come from.

Planned Housing Growth

Qualifying Projects

The Planned Housing Growth category includes the following types of projects:

- A housing project that:
  - Is located in an Affordable Housing Overlay as defined in the 2010 General Plan, or is listed as a Housing Element Opportunity Site in the 6th Cycle Housing Element Update; and
  - Provides no fewer than the minimum percentage of total units deed restricted to lower-income and moderate-income households as required by Monterey County Code Chapter 18.40 or provides more than 50 percent of the units at levels affordable to moderate income, workforce I, and/or workforce II households; and
  - Meets a minimum density of 10 dwelling units/per 1 acre.

Other projects that qualify under this category include ADUs and JADUs that do not exceed 12 fixture units, single family dwelling (SFDs) units on vacant lots of record that do not exceed 18 fixture units, and portions of housing projects that are deed-restricted affordable to low-income households as required by County Code or State Housing Law.

Procedure

The proposed Procedure allows for certain projects (ministerial approvals) to be approved by the HCD Director, and other projects (discretionary approvals) be approved by the Appropriate Authority for the discretionary permit (i.e. Zoning Administrator, Planning Commission or Board of Supervisors).

For ministerial projects (no land use entitlement required), the HCD director can allocate up to 15 acre-feet of water to projects that meet the "Planned Housing Growth" criteria. Projects requesting over 15 acre-feet of water require approval at a public hearing.

For discretionary projects (land use entitlement required), the Appropriate Authority will approve water allocations at the time of the discretionary permit decision. Decisions on discretionary permits are appealable as outlined in the Monterey County Code (MCC).

In response to Planning Commission and public feedback on the preliminary draft policy, staff expanded the definition of what qualifies as Planned Housing Growth to include ADUs/JADUs, and SFDs on vacant lots of record. Staff also clarified the allocation procedure based on permit requirements. Fixture unit maximums were also revised and clarified to better align with housing development and fixture trends for unincorporated Monterey County.

First Come First Served

Qualifying Projects

All other development projects that do not qualify under the "Planned Housing Growth" category in the proposed policy could apply for water under the "First Come First Served" category. The purpose of this First Come First Served category is to allow for a process for certain projects to

obtain water allocations on a first-come, first-served basis similar to past County practice. Water fixture maximums apply to residential development projects. Water fixture maximums do not apply to non-residential uses except as noted in the Procedures section, which is discussed below.

Procedures

The Procedure allows for certain projects (ministerial approvals) to be approved by the HCD Director, and other projects (discretionary approvals) be approved by the Appropriate Authority for the discretionary permit (i.e. Zoning Administrator, Planning Commission or Board of Supervisors).

For ministerial projects (no land use entitlement required), the HCD director can approve the water allocation for projects less than 1 acre-feet of water or less. Projects requesting over 1 acre-foot of water require approval at a public hearing. Decisions on ministerial projects are not appealable.

For discretionary projects (land use entitlement required), the Appropriate Authority will approve water allocations at the time of the discretionary permit decision. Decisions on discretionary permits are appealable as outlined in the Monterey County Code (MCC).

In this updated draft policy, staff refined the prior use category options to simplify the implementation process and recognize that the current water allocation for UMC is finite. Staff recommend a first come, first served category for uses that do not qualify for Planned Housing Growth. This ensures that other residential and non-residential projects have a pathway to request and be eligible to obtain a water allocation. Fixture maximums are proposed to apply to residential uses in this category to provide for a reasonable distribution of limited water resources.

Strategic Reserve

Qualifying Projects

For projects that do not conform to the above-mentioned categories, the Board of Supervisors may authorize the allocation of water or authorize the HCD Director to approve the allocation of water from the Strategic Reserve category. This category is intended to reserve water for County facility needs or for future (currently unknown) project(s) that are supported by the Board and/or have some public benefit.

Procedure

The Board of Supervisors would retain the authority to allocate water from the strategic reserve.

HCD Director - Additional Review Procedure

For projects that qualify for ministerial approval, the HCD Director can refer the matter to the Planning Commission if the granting of a water allocation could result in significant public policy issues, significant/adverse environmental impacts, significant changes in the nature of a community, or would establish precedents.

This provides an avenue for the HCD Director to refer water allocation determinations to the Planning Commission in instances where the ministerial approval of a project combined with the administrative approval of a water allocation could result in undesirable outcomes.

Time Limits

Water allocations would continue to be held by a project applicant for the term limits set by the MCC for approved construction permits and approved land use entitlements as applicable.

For example, if an Administrative Permit for a project includes a water allocation as part of the approval, that water allocation is held by that project and deducted from the County's overall water allocation for the life of the Administrative Permit. If that Administrative permit were allowed to expire expiration of the Administrative Permit (2 years from the date of granting the permit unless otherwise stated) and no action was taken to extend the life of the permit, then the project would no longer have a water credit, and that water credit would be made available to other projects requesting/needing water.

As discussed in the Planning Commission Workshop, staff continues to recommend that time limits apply to water allocations to ensure that projects requesting water are meaningfully advancing towards and through construction.

Review of Allocation Policy

Staff will monitor the remaining balance of water allocation within each of the categories as defined in the Policy, magnitude of demand for water within each category, and anticipated future water supplies. Staff will periodically review this Policy and recommend amendments as may be needed to ensure on-going alignment with Board priorities and water supply and demand.

Developer Stakeholder Meeting

Staff held a stakeholder meeting with the development community in late March to discuss the draft Water Allocation Policy and received feedback on the policy. This feedback was incorporated into the draft Water Allocation Policy that was made available for public review in mid-April. Comments leading to revisions included:

- Clarifying that applicants demonstrate they have the right to receive water in light of the Cal-Am Cease and Desist Order (CDO);
- Ensure availability and certainty of water availability earlier in the development process;
- Updated fixture maximums to be in better alignment with bedroom and bathroom counts for units in unincorporated Monterey County; and
- Including that affordable portions of housing projects can qualify for water allocation under the Planned Housing Growth category

Public Comment Period

Staff released the draft Water Allocation Policy for public review starting April 8, 2026 through April 22, 2026. **Exhibit C** includes public comment received through April 22, 2026. In response to public comment, staff anticipates incorporating some changes to the draft Water Allocation Policy. A revised, red-lined draft Water Allocation Policy will be provided to the Planning Commission and interested parties list prior to the hearing date for review.

Timing and Next Steps

Staff anticipates bringing the draft Water Allocation Policy to the Board of Supervisors for

consideration and adoption in early June 2026. Additionally, staff continues to develop guidance documents and implementing procedures for the Water Allocation Policy.

OTHER AGENCY INVOLVEMENT

Housing and Community Development Department staff are working in collaboration with the Office of County Counsel to review the proposed policy and ordinance.

Prepared by: Sarah Wikle, Principal Planner, 831-784-5700
Approved by: Melanie Beretti, AICP, Chief of Planning, 831-755-5285

The following Exhibits are on file with HCD:
Exhibit A - Draft Water Allocation Policy (released for public review April 8, 2026)
Exhibit B - Water Waiting List (dated April 16, 2026)
Exhibit C - Public Correspondence (received through April 22, 2026)

Cc: Elizabeth Gonzales, Permit Center Manager; Joshua Bowling, HCD Assistant Director; Craig Spencer, HCD Director; Edgar Sanchez, Associate Planner; The Open Monterey Project (Molly Erickson); Keep Big Sur Wild; Landwatch; Water Allocation Policy Distribution List; Project File REF250037.

Exhibit A

This page intentionally left blank.

County of Monterey
Board Policy Manual

Policy Name	**Policy Number**	**Page**
Monterey County Water Allocation Priorities and Procedures		
Policy Category Government and Administration		

I. Purpose

Establish a uniform policy for the allocation of limited water resources within the unincorporated areas of Monterey County within the Monterey Peninsula Water Management District service area.

II. Background

Monterey Peninsula Water Management District ("MPWMD" or "the District") has adopted rules that govern water resources within its jurisdictional boundaries (see Figure 1 below). MPWMD rules include, among other things, the ability to allocate water credits to local governments within its territory. This includes allocations to the County of Monterey ("County").

Water allocations, or water credits, are used by MPWMD to manage water supplies within the District boundaries. See Figure 1 for MPWMD District Boundaries.

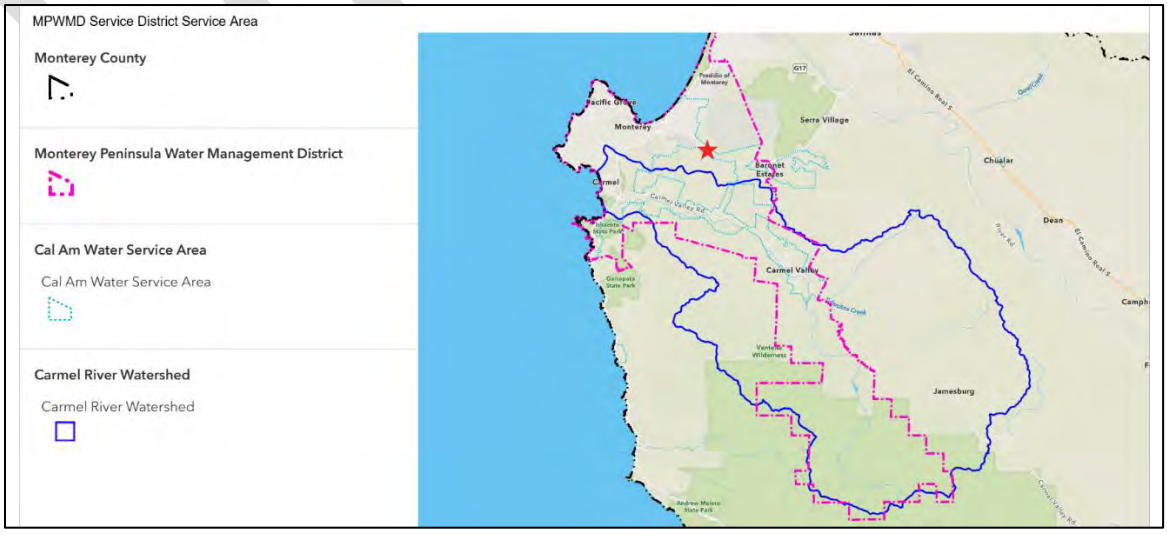


Figure 1 – MPWMD Service District Area (accessed November 2025)

DRAFT

The County, as a recipient of MPWMD water allocations, may approve developments and construction permits as defined in Titles 18, 20 and 21 of the Monterey County Code ("MCC"), subject to issuance of a water permit from MPWMD, and may suballocate all or a portion of the County's water allocation to a property or development. If the County approves the suballocation of water credits, MPWMD debits the County's allocation when it issues a water permit.

Water allocated by MPWMD to the County is limited and the demand by property owners and developers for the County's limited water allocation within the unincorporated area exceeds the limited supply.

Currently, the County does not have an adopted policy for the allocation of water credits in the MPWMD area. The past practice of the County typically included approval of a water credit allocation at the time a construction permit was ready to issue on a first-come first-served basis. In limited circumstances, the Planning Commission authorized the allocation of water credits when acting on a discretionary permit. In these cases, water credits were reserved after the discretionary decision and until a construction permit was ready to issue. After accounting for most of the County's water allocation (circa 2000), staff established a "water waiting list" for those projects that were conceptually approved but could not move forward with building until water became available. This Policy addresses the "water waiting list" and updates the past practice for allocation of the County's water credits. Additionally, projects that have requested a water allocation prior to the adoption of this Policy, but who were not on the "water waiting list" should be considered by the Planning Commission with the decision appealable to the Board of Supervisors for projects requiring a discretionary permit.

Given recent changes in California housing law requiring municipalities to prioritize utility services for housing development planned in the Housing Element of the General Plan, the finite allocation of water provided to the County by MPWMD, and the lack of a formal policy to prioritize the allocation of water to uses and development that furthers County goals and interest as it relates, development of a Water Allocation Policy for areas within the MPWMD service area is prudent.

III. Policy

It is the policy of the County to prioritize the allocation of limited water resources in the MPWMD area and in the following order of priority:

DRAFT

1. Honor past commitments to the allocation of water established in the "HCD Approved Water Waitlist".[1]

2. Development of Planned Housing Growth.[2]

3. First Come First Served.[3]

4. Strategic Reserve.[4]

In accordance with the above listed priorities, the Director of Housing and Community Development, or their designee (collectively, "HCD Director") shall be charged with tracking water allocations provided to the County and reserving portions of each new allocation as follows:

Prior commitments established in the "HCD Approved Water Waitlist" for the allocation of water shall be accounted for and deducted from the total credits available.

After accounting for prior commitments, all remaining water credits and any future allocations shall be reserved as follows:

- 80% of allocations shall be reserved for Planned Housing Growth;
- 15% First-come, First-Served Basis; and
- 5% of allocations shall be retained as a strategic reserve.
    - *The Monterey County Board of Supervisors shall retain the authority to approve allocations from the Strategic Reserve category pursuant to a resolution.

IV. Procedure

An application for development requesting an allocation of water shall be submitted with an MPWMD water permit application and a written request for an allocation of water from the County specifying the amount of water requested and identifying the suballocation area the water is proposing to come from (i.e. Planned Housing Growth, First Come First Served, or Strategic Reserve). The County shall review all relevant land use entitlement permit and construction permit applications pursuant to this Policy. The County shall notify the applicant during the completeness review of the construction permit or the land use entitlement if the

[1] Past commitments include water allocated by the Board of Supervisors and those properties or projects that have been on the County's "water waiting list" as modified to exclude properties and projects that were on the list but have subsequently secured water from other sources prior to receiving an allocation from the County. The "water waiting list" is available at the Housing and Community Development Department.

[2] Planned Housing Growth as defined this policy in Section IV.1.I.

[3] All remaining development projects that do not meet the definition of Planned Housing Growth would fall under this category. Residential development shall comply with fixture limitations as defined in Section IV.2.I.

[4] This category can be allocated to other uses that are not covered under other categories, at the discretion of the Board of Supervisors as defined in Section IV.3.

DRAFT

project is eligible for water. The County will maintain a list of projects that have been provided notice of eligibility, including the amount of water requested and the category or suballocation area the water is proposed to come from. Such list will be available on the County's website.

To request water credits, applicants shall demonstrate that they have a right to receive water or have an existing meter while the CDO is in effect.

1. Planned Housing Growth:
    I. Projects that qualify under this category include the following:
        a. A housing project that:
            i. Is located in an Affordable Housing Overlay as defined in the 2010 General Plan, or is listed as a Housing Element Opportunity Site in the 6th Cycle Housing Element Update; and
            ii. Provides no fewer than the minimum percentage of total units deed restricted to lower-income and moderate income households as required by Monterey County Code Chapter 18.40 or provides more than 50 percent of the units at levels affordable to moderate income, workforce I, and/or workforce II households; and
            iii. Meets a minimum density of 10 dwelling units/per 1 acre.
        b. An accessory dwelling unit or junior accessory dwelling unit that does not exceed 12 fixture units(0.12 afy).
        c. A single-family dwelling on a vacant lot of record that does not exceed 18 fixture units (0.18 afy).
        d. Portions of housing projects that are deed-restricted to low-income households as required by Monterey County Code Chapter 18.40 or as required by State Housing Law (i.e. State Density Bonus Law and/or Builders Remedy Law).

    II. Procedure for Planned Housing Growth:
        a. Ministerial Process (if no land use entitlement is required under the MCC): The HCD Director may approve a water allocation at the time a construction permit is ready to issue provided the project conforms with this Policy. In order to provide for a reasonable distribution of limited water allocations, the HCD Director can approve developments less than 15 acre-feet.

            The water allocation will be held for the period of time that the construction period remains active as noted in the "Time Limits" discussion.

        b. Discretionary Process (if a land use entitlement is required under the MCC): The Appropriate Authority, as defined in Title 20 or Title 21, may approve a water allocation with the land use entitlement. The Appropriate Authority shall consider whether the project conforms

DRAFT

with all the necessary criteria indicated in this Policy. This section shall also apply to ministerial permits requesting 15 or more acre-feet of water.

The water allocation will be held by the project for the period that the entitlement remains active as noted in the "Time Limits" discussion.

The decision of the Appropriate Authority is appealable as outlined in the Monterey County Code Chapters 20.86 and 21.80.

2. First Come First Served: For projects that do not qualify for Planned Housing Growth as described in this Policy, the following requirements apply:
   I. Residential Unit Fixture Maximums – the following fixture unit maximums apply for residential projects to be considered for water credits under this category.
      a. Single Family Residential Dwellings (SFDs) per unit – 18 fixture unit maximum (0.18-acre feet per year of water).
         i. Water may be allocated for expansions, remodels, or replacement of existing SFDs, provided that the total amount of water for which an SFD is eligible is 18 fixture units.
      b. Multifamily Residential Dwellings (MFDs) per unit – 18 fixture unit maximum (0.18-acre feet per year of water).
         i. Expansions, remodels or replacement of existing MFDs will not be eligible to receive additional water, except that units which do not have an existing clothes washer may receive one fixture unit (0.01) in order to install a clothes washer.

   II. Non-Residential Uses - No fixture maximums apply except as described in the procedures section that follows.

   III. Procedure for First Come First Served
      a. Ministerial Process (if no land use entitlement is required under the MCC): The HCD Director, may approve a water allocation at the time a construction permit is ready to issue, provided that the project complies with this Policy. In order to provide for a reasonable distribution of limited water allocations, the HCD Director can approve developments of 1 acre-feet or less.

         The water allocation will be held for the period of time that the construction period remains active as noted in the "Time Limits" discussion. The decision of the HCD Director is not appealable.

      b. Discretionary Process (If a land use entitlement is required under the MCC): The Appropriate Authority may approve a water allocation with the land use entitlement. The Appropriate Authority shall consider whether the project conforms with all the necessary criteria indicated in

DRAFT

this Policy. This section shall also apply to ministerial permits requesting more than 1-acre feet.

The water allocation will be held by the project for the period that the entitlement remains active as noted in the "Time Limits" discussion.

The decision of the Appropriate Authority is appealable as outlined in the MCC Chapters 20.86 and 21.80.

3. Strategic Reserve:
    I. Procedure
        a. The Board of Supervisors may authorize the allocation of water or authorize the HCD Director to approve the allocation of water, for those projects or properties that do not conform to these criteria from the Strategic Reserve allocation category. The Board shall consider the following findings when authorizing water allocation:
            i. The project has been designed to minimize the amount of water needed; and
            ii. The project complies with the County's adopted policies and regulations; and
            iii. The project will provide affordable housing, create new jobs, or has a public benefit.

        The water allocation will be active as discussed in the "Time Limits" section below. The Board of Supervisor's decision is not appealable.

4. HCD Director – Additional Review Procedure:

If, in the opinion of the HCD Director, additional review is required prior to approving a water allocation for a project that does not require land use entitlements, the HCD Director may refer the matter to the Planning Commission for a decision. The HCD Director can refer to a decision to the Planning Commission if any of the following would occur through the granting of a water allocation:

i. Significant public policy issues;
ii. Significant, unmitigable, and adverse environmental impacts;
iii. Significant changes in the nature of a community; or
iv. Establishment of precedents or standards by which other projects will be measured.

Once the MPWMD application has been reviewed and approved by the County, the applicant will be responsible for submitting the application to the MPWMD to obtain a water permit. A construction permit will be released to the applicant once the MPWMD water permit has been issued and the applicant has provided proof of the approved permit to HCD.

DRAFT

5. Time Limits on County Water Allocations

   The County's water allocations may be held by a project applicant for the time limits set by the MCC for approved construction permits and approved land use entitlements as applicable. If a project's water allocation lapses, the allocation will be made available to other projects per this Policy.

6. Annual Review of Allocation Policy

   The HCD Director, or designee, shall regularly review this Policy to assess the need for changes. The review should include:

   - The remaining balance of water allocations within each of the categories defined in this policy;
   - The general magnitude of demand for water within each category;
   - Any future water supplies that are anticipated; and
   - Any changes to this policy that may be warranted to better facilitate the allocation of water. This includes, for instance, the ability to modify policies, criteria, and procedures to better align with the intended purpose or the ability to shift the total amount of water reserved for each category given supply and demand.

7. Review Date

   a. This Policy will be reviewed as needed to better align with the ability to shift the total amount of water reserved for each category given supply and demand or as directed by the Board.

8. Board Action

   a. Legistar File Number _____

DRAFT

This page intentionally left blank

Exhibit B

This page intentionally left blank.

FINAL LIST OF PREVIOUSLY APPROVED PERMITS WAITING ON WATER

APN NUMBER/ADDRESS:	APPROVED PERMIT:	WATER ALLOCATION:
007-103-009-000 2825 CONGRESS RD	PLN240088/25CP02542 SFD	.371
008-112-024-000 4045 LOS ALTOS, PB	PLN970296 SFD	.347
009-441-019-000 26410 ISABELLA AVE	PLN990554 SFD	.487
169-231-003-000 BERWICK DRIVE	PLN000528 COMMERCIAL BLDG	.945
007-103-011-000 2821 CONGRESS RD	PLN240089/25CP02593 SFD	.377
007-103-012-000 2819 CONGRESS RD	PLN240234/25CP01708 SFD	.447
243-052-006-000 2930 RIBERA RD	PLN030644 TEST WELL/SFD	.302
416-522-020-000/416-522-017-000 OLD RANCH RD/ROBINSON CYN	12-LOT SUBDIVISION PLN020280, PLN150751, PLN180516	8.807

This page intentionally left blank

Exhibit C

This page intentionally left blank.

From: Adam Klett & Alessia Danelon
To: Wikle, Sarah; Alessia D
Subject: Comment – Water Allocation Policy
Date: Wednesday, April 8, 2026 10:17:32 PM

This Message Is From an Untrusted Sender
You have not previously corresponded with this sender.

To whom it may concern, I reviewed the proposed county of Monterey water allocation policy , I had some questions and some comments I'll outline below -

Section IV.1 is ambiguous because it does not specify whether ***any*** or ***all*** of the listed criteria qualify a project for Planned Housing Growth. **Can you clarify the intent** ?

As written, the structure suggests that single-family dwellings on legal lots of record should qualify, yet the County appears to interpret the category narrowly as requiring ***all*** listed criteria. This would deprioritize existing single family lots of record lots into the 15% First-Come First-Served bucket. This contradicts the policy's own layout and undermines vested development expectations.

The requirement to demonstrate that a water meter can be affixed should be removed from the county policy as a circular issue related to the water company CDO rather than the county water allocation policy. If the water allocated from the county cannot be used within the timeout period it can always be returned to the pool if a conditional approval is never acted upon . Leaving this water meter placement clause adds additional uncertainty and a circular process issue where lot owners must spend a bunch of time and money putting together a planning package which can never be accepted until the CDO order is lifted so water can never be allocated so conditional approval of the planning package can never happen . Would ideally like to get things moving for conditional approval of a planning packet with water allocated from the county then the construction can start soon after the CDO is lifted. Also would avoid a flood of applications the day after the CDO is lifted.

The County should clarify the definition of planned housing growth , reduce or rebalance the 80% allocation, remove the circular requirement to 'demonstrate a right to receive water,' and create a dedicated allocation pathway for legal lots of record

Transparency is also essential: the HCD Approved Water Waitlist should be published, and allocation data should be made publicly accessible. I'd like to formally request being placed on this list if we are not already on there .

Best,

Adam Klett and Alessia Danelon

From: Kathryn Avila
To: Wikle, Sarah
Subject: Public Comment – Water Allocation Policy.
Date: Thursday, April 9, 2026 1:24:10 PM
Attachments: image002.jpg
image004.png
image001.jpg
4-9-26DRAFT Water Allocation BOS Policy_cleanADA.pdf

This Message Is From an External Sender
[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 afternoon,

Please see my comments marked on the attached

KATHRYN AVILA
Real Estate Entitlement, Investment, and Special Projects
Email: kathryn@avilaconst.com
Direct Dial: 831-382-3524 | **Cell:** 831-540-7858 | **Main Office:** 831-372-5580
Fax: 831-372-5584
12 Thomas Owens Way, Ste 200, Monterey, CA 93940

From: Wikle, Sarah <WikleS@countyofmonterey.gov>
Sent: Thursday, April 9, 2026 9:01 AM
To: Beretti, Melanie <BerettiM@countyofmonterey.gov>; Spencer, Craig <SpencerC@countyofmonterey.gov>; Patrick Orosco <porosco@oroscogroup.com>; Matt Nohr <mnohr@oroscogroup.com>; rawilliams@carmeldevelopment.com; gmorgan@chispahousing.org; joanna.carman@midpen-housing.org; Kathryn Avila <Kathryn@avilaconst.com>; reena.zhang@edenhousing.org
Cc: Gonzales, Elizabeth <GonzalesE@countyofmonterey.gov>; Dale Ellis <dale@alombardolaw.com>
Subject: RE: Water Allocation Policy - MPWMD - Housing Developer Stakeholder Engagement Meeting

Hello all,

Thank you again for meeting with us a couple of weeks ago to discuss the draft Water Allocation Policy. I believe most of you should be on the interested parties list now but want to follow up and let you know that we have a draft available for public review. You can access the draft here: Water Allocation Board Policy (REF250037) | County of Monterey, CA. We are having the review period be open from April 8-April 22.

If you want to send over additional comments, those can be directed to me. Please put in the subject line of your email: Public Comment – Water Allocation Policy.

We are targeting a tentative date of late April/early May to return to the Planning Commission.

Thank you,
Sarah

Sarah Wikle (she/they)
Principal Planner – Advance Planning
County of Monterey Housing & Community Development
1441 Schilling Place, South 2nd Floor
(831) 784-5700
WikleS@countyofmonterey.gov

-----Original Appointment-----
From: Wikle, Sarah
Sent: Thursday, March 19, 2026 5:13 PM
To: Wikle, Sarah; Beretti, Melanie; Spencer, Craig; Patrick Orosco; Matt Nohr; rawilliams@carmeldevelopment.com; gmorgan@chispahousing.org; joanna.carman@midpen-housing.org; kathryn@avilaconst.com; reena.zhang@edenhousing.org
Cc: Gonzales, Elizabeth; Dale Ellis
Subject: Water Allocation Policy - MPWMD - Housing Developer Stakeholder Engagement Meeting
When: Thursday, March 26, 2026 3:00 PM-4:00 PM (UTC-08:00) Pacific Time (US & Canada).
Where: https://montereycty.zoom.us/j/95556693573?pwd=qdkG9LyWy5ulIRaUwy9Cw70IEDaSac.1

Hello, please accept this meeting invitation to discuss policy topics under development for a Water Allocation Policy that County staff are working on for portions of unincorporated Monterey County that are located in the Monterey Peninsula Water Management District (MPWMD) Service Area.

Join Zoom Meeting
https://montereycty.zoom.us/j/95556693573?pwd=qdkG9LyWy5ulIRaUwy9Cw70IEDaSac.1

Password: 779797

One tap mobile
+12133388477,,95556693573# US (Los Angeles)
+16692192599,,95556693573# US (San Jose)

Dial by your location
+1 213 338 8477 US (Los Angeles)

+1 669 219 2599 US (San Jose)
+1 669 900 6833 US (San Jose)
+1 929 205 6099 US (New York)
+1 312 626 6799 US (Chicago)
Meeting ID: 955 5669 3573
Find your local number: https://montereycty.zoom.us/u/acLGauRnXz

Join by SIP
95556693573@zoomcrc.com

Join by H.323
162.255.37.11 (US West)
162.255.36.11 (US East)

County of Monterey
Board Policy Manual

Policy Name	**Policy Number**	**Page**
Monterey County Water Allocation Priorities and Procedures		
Policy Category Government and Administration		

I. Purpose

Establish a uniform policy for the allocation of limited water resources within the unincorporated areas of Monterey County within the Monterey Peninsula Water Management District service area.

II. Background

Monterey Peninsula Water Management District ("MPWMD" or "the District") has adopted rules that govern water resources within its jurisdictional boundaries (see Figure 1 below). MPWMD rules include, among other things, the ability to allocate water credits to local governments within its territory. This includes allocations to the County of Monterey ("County").

Water allocations, or water credits, are used by MPWMD to manage water supplies within the District boundaries. See Figure 1 for MPWMD District Boundaries.

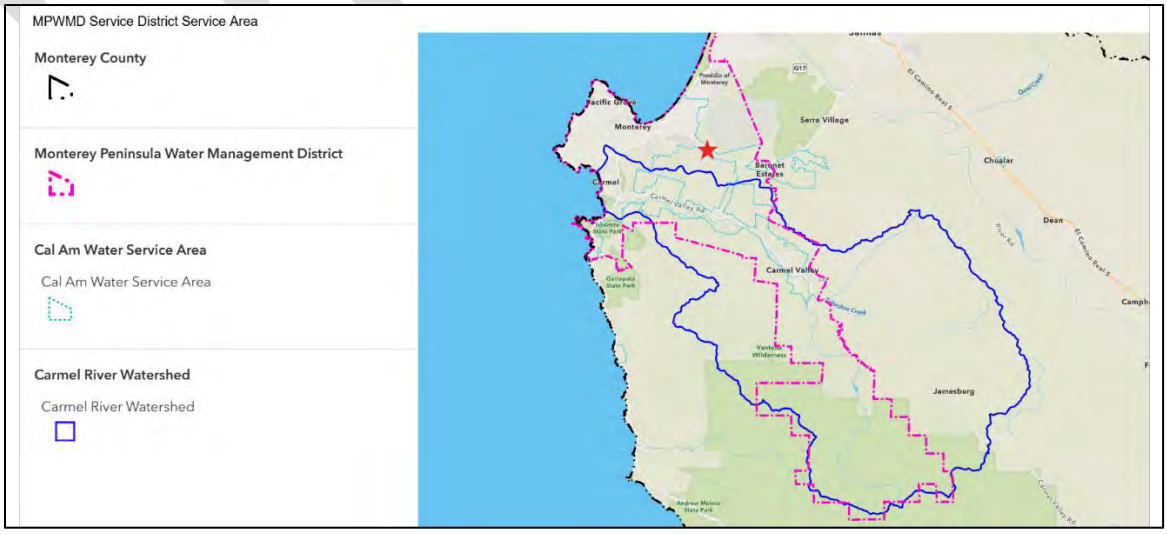


Figure 1 – MPWMD Service District Area (accessed November 2025)

DRAFT

The County, as a recipient of MPWMD water allocations, may approve developments and construction permits as defined in Titles 18, 20 and 21 of the Monterey County Code ("MCC"), subject to issuance of a water permit from MPWMD, and may suballocate all or a portion of the County's water allocation to a property or development. If the County approves the suballocation of water credits, MPWMD debits the County's allocation when it issues a water permit.

Water allocated by MPWMD to the County is limited and the demand by property owners and developers for the County's limited water allocation within the unincorporated area exceeds the limited supply.

Currently, the County does not have an adopted policy for the allocation of water credits in the MPWMD area. The past practice of the County typically included approval of a water credit allocation at the time a construction permit was ready to issue on a first-come first-served basis. In limited circumstances, the Planning Commission authorized the allocation of water credits when acting on a discretionary permit. In these cases, water credits were reserved after the discretionary decision and until a construction permit was ready to issue. After accounting for most of the County's water allocation (circa 2000), staff established a "water waiting list" for those projects that were conceptually approved but could not move forward with building until water became available. This Policy addresses the "water waiting list" and updates the past practice for allocation of the County's water credits. Additionally, projects that have requested a water allocation prior to the adoption of this Policy, but who were not on the "water waiting list" should be considered by the Planning Commission with the decision appealable to the Board of Supervisors for projects requiring a discretionary permit.

Given recent changes in California housing law requiring municipalities to prioritize utility services for housing development planned in the Housing Element of the General Plan, the finite allocation of water provided to the County by MPWMD, and the lack of a formal policy to prioritize the allocation of water to uses and development that furthers County goals and interest as it relates, development of a Water Allocation Policy for areas within the MPWMD service area is prudent.

III. Policy

It is the policy of the County to prioritize the allocation of limited water resources in the MPWMD area and in the following order of priority:

DRAFT

1. Honor past commitments to the allocation of water established in the "HCD Approved Water Waitlist".[1]

2. Development of Planned Housing Growth.[2]

3. First Come First Served.[3]

4. Strategic Reserve.[4]

In accordance with the above listed priorities, the Director of Housing and Community Development, or their designee (collectively, "HCD Director") shall be charged with tracking water allocations provided to the County and reserving portions of each new allocation as follows:

Prior commitments established in the "HCD Approved Water Waitlist" for the allocation of water shall be accounted for and deducted from the total credits available.

After accounting for prior commitments, all remaining water credits and any future allocations shall be reserved as follows:

- 80% of allocations shall be reserved for Planned Housing Growth;
- 15% First-come, First-Served Basis; and
- 5% of allocations shall be retained as a strategic reserve.
    - *The Monterey County Board of Supervisors shall retain the authority to approve allocations from the Strategic Reserve category pursuant to a resolution.

IV. Procedure

An application for development requesting an allocation of water shall be submitted with an MPWMD water permit application and a written request for an allocation of water from the County specifying the amount of water requested and identifying the suballocation area the water is proposing to come from (i.e. Planned Housing Growth, First Come First Served, or Strategic Reserve). The County shall review all relevant land use entitlement permit and construction permit applications pursuant to this Policy. The County shall notify the applicant during the completeness review of the construction permit or the land use entitlement if the

[1] Past commitments include water allocated by the Board of Supervisors and those properties or projects that have been on the County's "water waiting list" as modified to exclude properties and projects that were on the list but have subsequently secured water from other sources prior to receiving an allocation from the County. The "water waiting list" is available at the Housing and Community Development Department.

[2] Planned Housing Growth as defined this policy in Section IV.1.I.

[3] All remaining development projects that do not meet the definition of Planned Housing Growth would fall under this category. Residential development shall comply with fixture limitations as defined in Section IV.2.I.

[4] This category can be allocated to other uses that are not covered under other categories, at the discretion of the Board of Supervisors as defined in Section IV.3.

DRAFT

project is eligible for water. The County will maintain a list of projects that have been provided notice of eligibility, including the amount of water requested and the category or suballocation area the water is proposed to come from. Such list will be available on the County's website.

To request water credits, applicants shall demonstrate that they have a right to receive water or have an existing meter while the CDO is in effect.

1. Planned Housing Growth:
    I. Projects that qualify under this category include the following:
        a. A housing project that:
            i. Is located in an Affordable Housing Overlay as defined in the 2010 General Plan, or is listed as a Housing Element Opportunity Site in the 6th Cycle Housing Element Update; and
            ii. Provides no fewer than the minimum percentage of total units deed restricted to lower-income and moderate income households as required by Monterey County Code Chapter 18.40 or provides more than 50 percent of the units at levels affordable to moderate income, workforce I, and/or workforce II households; and
            iii. Meets a minimum density of 10 dwelling units/per 1 acre.
        b. An accessory dwelling unit or junior accessory dwelling unit that does not exceed 12 fixture units(0.12 afy). add or SB 9 secondary unit
        c. A single-family dwelling on a vacant lot of record that does not exceed 18 fixture units (0.18 afy).
        d. Portions of housing projects that are deed-restricted to low-income households as required by Monterey County Code Chapter 18.40 or as required by State Housing Law (i.e. State Density Bonus Law and/or Builders Remedy Law).

Procedure for Planned Housing Growth:

a. Ministerial Process (if no land use entitlement is required under the MCC): The HCD Director may approve a water allocation at the time a construction permit is ready to issue provided the project conforms with this Policy. In order to provide for a reasonable distribution of limited water allocations, the HCD Director can approve developments less than 15 acre-feet.

The water allocation will be held for the period of time that the construction period remains active as noted in the "Time Limits" discussion.

b. Discretionary Process (if a land use entitlement is required under the MCC): The Appropriate Authority, as defined in Title 20 or Title 21, may approve a water allocation with the land use entitlement. The Appropriate Authority shall consider whether the project conforms

Working from memory, but I think reads differently than I remember it being discussed in our industry call. This is more limiting.

Strike.

If the intent is to provide water to housing, I don't know why we'd limit it to AHOs and Opportunity Sites, which are limited in quantity.

remove references to 18.40/ affordability. The ordinance already applies; no need to reiterate here

this is probably a bit too low if its meant to include landscape allocation too. See next page for a breakdown of a 2 bath unit for 10.1 FU

I dont like this section. It doesnt provide enough "pre-process" certainty that water will be available once the Discretionary review process starts. We are already hunders of thousands $+ into the process by this point.

Further, I fear water will be used as leverage for exactions (additional affordability; improvements not otherwise required of the project; etc.) if done this way.

Water should be pre-approved very early on so long as it is not more than 15 acre feet (Pre- application?) and contingent upon the future discretionary review. If the Appropriate Authority approves the discretionary reviews, the water is deemed approved. not a "may be approved" type situation

DRAFT

EXAMPLE FIXTURE UNIT ACCOUNTING

2 bathroom unit	
toilet	0.8
sink	1
tub shower	2
toilet	0.8
sink	1
tub shower	2
laundry	
washer	1
kitchen	
sink(dishwasher option ok)	1.5
per unit water	10.1

doesnt include landscape - need to add in

with all the necessary criteria indicated in this Policy. This section shall also apply to ministerial permits requesting 15 or more acre-feet of water.

The water allocation will be held by the project for the period that the entitlement remains active as noted in the "Time Limits" discussion.

The decision of the Appropriate Authority is appealable as outlined in the Monterey County Code Chapters 20.86 and 21.80.

2. First Come First Served: For projects that do not qualify for Planned Housing Growth as described in this Policy, the following requirements apply:
   I. Residential Unit Fixture Maximums – the following fixture unit maximums apply for residential projects to be considered for water credits under this category.
      a. Single Family Residential Dwellings (SFDs) per unit – 18 fixture unit maximum (0.18-acre feet per year of water).
         i. Water may be allocated for expansions, remodels, or replacement of existing SFDs, provided that the total amount of water for which an ~~SFD is eligible is~~ 18 fixture units.

this is probably a bit too low if its meant to include landscape allocation too. See previous page for a breakdown of a 2 bath unit for 10.1 FU

      b. Multifamily Residential Dwellings (MFDs) per unit – 18 fixture unit maximum (0.18-acre feet per year of water).
         i. Expansions, remodels or replacement of existing MFDs will not be eligible to receive additional water, except that units which do not have an existing clothes washer may receive one fixture unit (0.01) in order to install a clothes washer.

   II. Non-Residential Uses - No fixture maximums apply except as described in the procedures section that follows.

   III. Procedure for First Come First Served
      a. Ministerial Process (if no land use entitlement is required under the MCC): The HCD Director, may approve a water allocation at the time a construction permit is ready to issue, provided that the project complies with this Policy. In order to provide for a reasonable distribution of limited water allocations, the HCD Director can approve developments of 1 acre-feet or less.

         The water allocation will be held for the period of time that the construction period remains active as noted in the "Time Limits" discussion. The decision of the HCD Director is not appealable.

      b. Discretionary Process (If a land use entitlement is required under the MCC): The Appropriate Authority may approve a water allocation with the land use entitlement. The Appropriate Authority shall consider whether the project conforms with all the necessary criteria indicated in

revise to align with comments on page 4

DRAFT

this Policy. This section shall also apply to ministerial permits requesting more than 1-acre feet.

The water allocation will be held by the project for the period that the entitlement remains active as noted in the "Time Limits" discussion.

The decision of the Appropriate Authority is appealable as outlined in the MCC Chapters 20.86 and 21.80.

3. Strategic Reserve:
    I. Procedure
        a. The Board of Supervisors may authorize the allocation of water or authorize the HCD Director to approve the allocation of water, for those projects or properties that do not conform to these criteria from the Strategic Reserve allocation category. The Board shall consider the following findings when authorizing water allocation:
            i. The project has been designed to minimize the amount of water needed; and
            ii. The project complies with the County's adopted policies and regulations; and
            iii. The project will provide affordable housing, create new jobs, or has a public benefit.

        The water allocation will be active as discussed in the "Time Limits" section below. The Board of Supervisor's decision is not appealable.

4. HCD Director – Additional Review Procedure:

If, in the opinion of the HCD Director, additional review is required prior to approving a water allocation for a project that does not require land use entitlements, the HCD Director may refer the matter to the Planning Commission for a decision. The HCD Director can refer to a decision to the Planning Commission if any of the following would occur through the granting of a water allocation:

i. Significant public policy issues;
ii. Significant, unmitigable, and adverse environmental impacts;
iii. Significant changes in the nature of a community; or
iv. Establishment of precedents or standards by which other projects will be measured.

strike - this is a nimby foothold

Once the MPWMD application has been reviewed and approved by the County, the applicant will be responsible for submitting the application to the MPWMD to obtain a water permit. A construction permit will be released to the applicant once the MPWMD water permit has been issued and the applicant has provided proof of the approved permit to HCD.

DRAFT

5. Time Limits on County Water Allocations

   The County's water allocations may be held by a project applicant for the time limits set by the MCC for approved construction permits and approved land use entitlements as applicable. If a project's water allocation lapses, the allocation will be made available to other projects per this Policy.

add in details on how someone would get water if their approval lapsed? In theory, someone could have an approved project but no water. Now what? Can the Director re- issue? How many times?

6. Annual Review of Allocation Policy

   The HCD Director, or designee, shall regularly review this Policy to assess the need for changes. The review should include:

   - The remaining balance of water allocations within each of the categories defined in this policy;
   - The general magnitude of demand for water within each category;
   - Any future water supplies that are anticipated; and
   - Any changes to this policy that may be warranted to better facilitate the allocation of water. This includes, for instance, the ability to modify policies, criteria, and procedures to better align with the intended purpose or the ability to shift the total amount of water reserved for each category given supply and demand.

7. Review Date

   a. This Policy will be reviewed as needed to better align with the ability to shift the total amount of water reserved for each category given supply and demand or as directed by the Board.

8. Board Action

   a. Legistar File Number _____

DRAFT

From:	Manish Goel
To:	McDougal, Melissa; Wikle, Sarah
Subject:	Re: Water Allocation Policy update – draft available for public review and comment
Date:	Thursday, April 9, 2026 2:26:21 PM
Attachments:	image002.png image001.png

This Message Is From an Untrusted Sender
You have not previously corresponded with this sender.

Thank you for sharing this. We support moving from a first-come, first-served model to a more structured and policy-driven approach.

We are existing homeowners with a very small incremental request of 0.5 water credits to add a powder room. Importantly, this will not increase our overall water consumption. The new fixture will effectively replace usage from an existing bathroom, resulting in no net new demand on the system.

As you are soliciting feedback, it would be helpful to consider a pathway for small, de minimis requests such as this, particularly where there is no impact on overall water usage or supply. Creating a defined process or carve-out for these types of use cases would benefit homeowners like us, without affecting broader allocation priorities or water scarcity considerations.

Thank you for your consideration.

Cheers

Manish Goel (M: 408-242-5368)
Founder, Thousand Greens (thousandgreens.com: a network for private golf club members)

On Wednesday, April 8, 2026 at 02:13:04 PM HST, McDougal, Melissa <mcdougalm@countyofmonterey.gov> wrote:

Hello,

Thank you for your on-going interest in the development of a Water Allocation Policy in the Monterey Peninsula Water Management District (MPWMD) service area. This email is to notify you that a draft of the proposed policy is available on the project webpage: Water Allocation Board Policy (REF250037) | County of Monterey, CA

The comment and review period will be open from today, April 8th through Wednesday, April 22nd. You can provide comments via email to wikles@countyofmonterey.gov with "Public Comment – Water Allocation Policy" in the email subject line. You can also mail public comment to:

Housing and Community Development Department
Attn: Sarah Wikle, Principal Planner
1441 Schilling Place, South 2nd Floor
Salinas CA, 93901

Staff is anticipating a return to the Planning Commission for a workshop in late April/early May to discuss the proposed policy. An additional email will be sent to this distribution list to notify you when the agenda packet is available.

Thank you,

Melissa Johnson (McDougal)
Administrative Secretary Confidential
Housing and Community Development
1441 Schilling Place, 2nd Floor, Salinas, CA 93901
Direct: (831) 755-5146
HCD Main Line: (831) 755-5025
Email: McDougalm@countyofmonterey.gov

From:	Stephanie Kister
To:	Wikle, Sarah
Subject:	RE: Water Allocation Policy update – draft available for public review and comment
Date:	Thursday, April 9, 2026 11:37:02 AM
Attachments:	image001.png image003.png image004.png

This Message Is From an External Sender
[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.]

Sarah,

One comment that needs to be address is that 18 fixture units for a new house on a vacant lot is way too small. That amount must cover the interior fixture and landscaping. 18 FU is enough for a 3 bathroom house with virtually no landscaping. Landscaping alone can use 3- 40 FU depending on the size.

Thanks,
Stephanie

From: Wikle, Sarah <WikleS@countyofmonterey.gov>
Sent: Thursday, April 9, 2026 8:54 AM
To: Stephanie Kister <skister@mpwmd.net>
Subject: [EXTERNAL] RE: Water Allocation Policy update – draft available for public review and comment

Hi Stephanie,

Thank you for taking the time to review and for your comments. Please let me know if you have any questions as we continue during this process.

Please also feel free to let members of the public know that we have an interested parties list where the can be notified of upcoming hearings if anyone has questions. You can send them to me.

Best,
Sarah

Sarah Wikle (she/they)
Principal Planner – Advance Planning
County of Monterey Housing & Community Development

nd

1441 Schilling Place, South 2 Floor
(831) 784-5700
WikleS@countyofmonterey.gov

From: Stephanie Kister <skister@mpwmd.net>
Sent: Thursday, April 9, 2026 8:50 AM
To: Wikle, Sarah <WikleS@countyofmonterey.gov>
Subject: FW: Water Allocation Policy update – draft available for public review and comment

Sarah,

I think it's a great policy! Looking forward to its adoption!

Thanks,
Stephanie Kister Campbell
Water Demand Analyst

From: McDougal, Melissa <McDougalM@countyofmonterey.gov>
Sent: Wednesday, April 8, 2026 5:13 PM
Subject: [EXTERNAL] Water Allocation Policy update – draft available for public review and comment

Hello,

Thank you for your on-going interest in the development of a Water Allocation Policy in the Monterey Peninsula Water Management District (MPWMD) service area. This email is to notify you that a draft of the proposed policy is available on the project webpage: Water Allocation Board Policy (REF250037) | County of Monterey, CA

The comment and review period will be open from today, April 8th through Wednesday, April 22nd. You can provide comments via email to wikles@countyofmonterey.gov with "Public

Comment – Water Allocation Policy" in the email subject line. You can also mail public comment to:

Housing and Community Development Department
Attn: Sarah Wikle, Principal Planner
1441 Schilling Place, South 2nd Floor
Salinas CA, 93901

Staff is anticipating a return to the Planning Commission for a workshop in late April/early May to discuss the proposed policy. An additional email will be sent to this distribution list to notify you when the agenda packet is available.

Thank you,

Melissa Johnson (McDougal)
Administrative Secretary Confidential
Housing and Community Development
1441 Schilling Place, 2nd Floor, Salinas, CA 93901
Direct: (831) 755-5146
HCD Main Line: (831) 755-5025
Email: McDougalm@countyofmonterey.gov



MONTEREY PENINSULA WATER MANAGEMENT DISTRICT

TRANSMITTED VIA EMAIL

April 22, 2026

Sarah Wikle, Principal Planner
Housing and Community Development
County of Monterey
1441 Schilling Place, 2nd Floor
Salinas, CA 93901

Subject: Comments on Draft Water Allocation Board Policy (REF250037)

Dear Sarah Wikle:

On March 1, 2025, the Monterey Peninsula Water Management District (District or MPWMD) released an allocation of water from the Pure Water Monterey Expansion (PWMx) to each Jurisdiction in the District. Unincorporated Monterey County areas that benefit from this allocation include properties served by California American Water (Cal-Am) in Carmel, Carmel Highlands, Carmel Valley, Pebble Beach, Jack's Peak area, and the Highway 68 corridor (Laguna Seca office park and nearby residences, York School, Pasadera, etc.). The water in the County's Allocation is expressly intended to enable Jurisdictions in the District to implement their General Plans and Local Coastal Programs (LCPs), and to restore reasonable use of private property after decades of severe water constraints. For years, many residents and business owners have been unable to add bathrooms, remodel homes, or improve their properties due to lack of available water.

With completion of the Pure Water Monterey Expansion (PWMx), the lack of water constraint has been resolved. There is now sufficient water supply to meet community needs for the foreseeable future. The District's 2025 allocation of water, the first since 1993, was a direct response to this new reality. The District has also made clear that additional water from PWMx will be made available when needed.[1]

Despite this, the County's proposed policy continues to rely on an outdated "limited supply" premise. The statement on page two, "Water allocated by MPWMD to the County is limited and the demand exceeds the limited supply" is incorrect and must be revised. It directly contradicts the District's findings and undermines the County's ability to meet its housing obligations and support economic activity. Continuing to frame water as scarce when it is not will unnecessarily constrain housing production, property improvements, and business development.

[1] The District maintains over 2,000 AF of PWMx water in reserve, and the 2025 Allocation was only a portion of the available new water supply (see MPWMD Ordinance No. 197).

General Comments on the Proposed Policy

1. **Policy Title**

   The policy should be renamed "Monterey County MPWMD Cal-Am Water Allocation Priorities and Procedures" to accurately reflect its limited applicability to properties within the MPWMD served by Cal-Am.

2. **Accuracy and Mapping**

   The Background, Policy, and Procedure sections contain multiple inaccuracies regarding the District's Water Permit process and require correction. The District is available to assist in ensuring the County's policy language is fully aligned with MPWMD Rules and Regulations before adoption.

   In addition, the policy must use MPWMD and Cal-Am service area boundaries to define where it applies. The current mapping is not appropriate. A revised map is provided and should be adopted.

3. **Substantive Policy Deficiencies**

   The proposed policy is unnecessarily restrictive and, in several cases, internally inconsistent. As written, it will constrain housing, limit reinvestment in existing properties, and create administrative confusion. The policy improperly uses the term "water credits," misuses and misstates the MPWMD Rule 23 process to authorize use of water from a Jurisdiction's Allocation and the Water Permit process, and prioritizes water for certain projects while failing to account for the needs of property owners and businesses that have been constrained for years due to limited water availability for property improvements.

   - **Planned Housing Growth Limits**

     The proposed limits of 0.12 AFY for Accessory Dwelling Units and 0.18 AFY for single-family dwellings are unreasonably low and do not reflect typical development patterns in the unincorporated MPWMD area. These limits would effectively cap new homes at approximately three bathrooms and preclude common features such additional sinks, swimming pools and landscaping.

     This approach is incompatible with both existing land use patterns and the County's housing objectives. These limits must be increased to realistic levels.

     Further, the policy fails to define water allocation parameters for projects under Planned Housing Growth Item 1.a., including those within the Affordable Housing Overlay or projects providing affordable housing. This omission is a critical flaw and must be corrected.

- **First Come, First Served Provisions**

  Section 2.1.a. establishes an 18-fixture unit maximum for both single-family and multi-family dwellings but does not clearly state how this limit is applied. As written, it is unclear whether:

  - 18 fixture units is the maximum amount of the allocation available per project, or
  - Properties are capped at 18 fixture units and would not qualify for additional water.

  This ambiguity must be resolved.

  The multi-family provisions are also contradictory. The policy establishes an 18-fixture unit maximum, then states that expansions, remodels, or replacement of existing multi-family dwellings are not eligible for any additional water (except for adding a clothes washer). This is illogical and directly undermines efforts to expand housing capacity. The County cannot claim to support housing while prohibiting reasonable expansion of multi-family units. This provision must be revised.

- **Water Set-Asides and Project Timing**

  The policy fails to establish clear rules for when water is approved and how long it may be reserved. This is a significant omission.

  Under MPWMD Rule 33, a Jurisdiction releases water through a Water Release Form that expires after five years or sooner at the Jurisdiction's discretion. The County must align with this framework. Large projects may justify longer timelines, but smaller projects—such as single-family homes, remodels, and additions—should be required to proceed to construction promptly.

  The County must not indefinitely reserve water for speculative or stalled projects. Past practice has tied up water in projects that took decades to permit or were never built, while shovel-ready projects were unable to proceed. This cannot continue. Water must remain available for viable, active development.

- **Permit Process and Compliance**

  The policy does not accurately reflect the District's permitting process. Water is authorized by the Jurisdiction through a Water Release Form and debited from the allocation when the District issues its Water Permit, typically at the end of the building permit process. Final inspection confirms compliance.

> The policy must also address permit amendments. If a project exceeds its permitted water use, the property owner must either amend the permit or remove the unpermitted fixtures. If additional water is not available, the County will be forced to either enforce violations or debit its allocation after the fact. The current policy is silent on this issue and must be revised to address it explicitly.

The District expects the County to revise the draft policy to reflect current water availability and to remove unnecessary and counterproductive constraints and to conform the final policy to regulations of the MPWMD. The District released water to the County more than a year ago, and District staff continue to receive daily inquiries from constituents seeking to move forward with property improvements.

Further delay is unwarranted. The County should expeditiously adopt a policy that is accurate, internally consistent, and aligned with the region's actual water supply conditions. MPWMD offers its assistance to align County policy to MPWMD rules and regulations.

Sincerely,

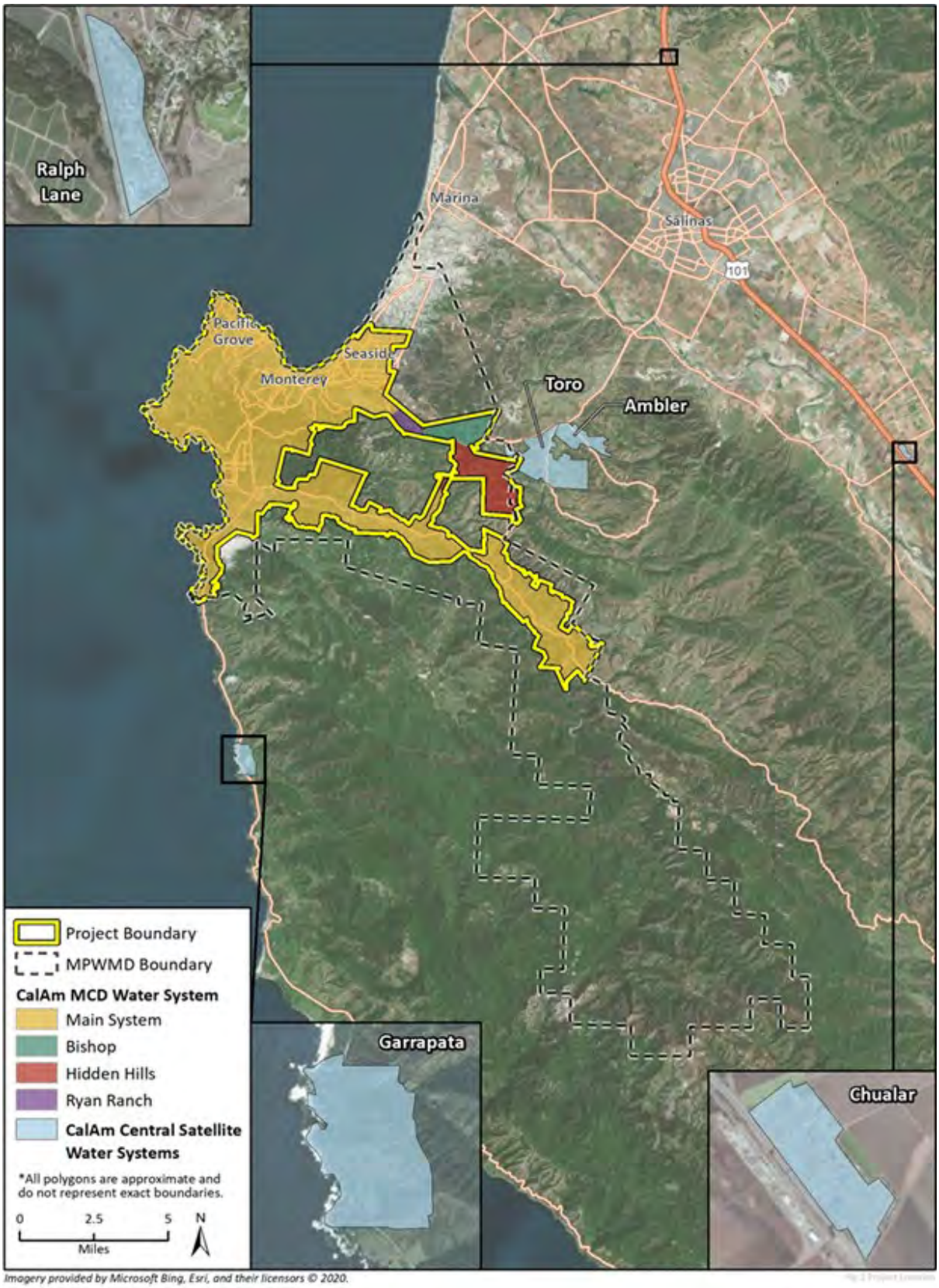
Stephanie Locke
Water Demand Manager

Enclosure: MPWMD and Cal-Am Boundaries Map

California American Water Co Central Coast Service Areas

Overlap With

Monterey Peninsula Water Management District Boundary



Note: "Project Boundary" shown in yellow is the Cal-Am service area within MPWMD boundaries.


Pacific Grove
Monterey
Olympia
Glen
Monterey Peninsula Country Club
Del Rey Oaks
Fort Ord Cleanup Restricted Area
Pilarcitos Canyon
Serra Village
Skyline Forest
Aguajito Oaks
Ambler Park
Carmel
Carmel Valley
Saddle Mountain
Potrero Canyon
Snivelys Ridge
Calera Canyon
Carmel Valley
Chamisal Ridge
Garrapata State Park
Carmel Valley
547 ft
604 ft
173 ft
1
68
G16

From: Bradley Green
To: Wikle, Sarah; Sanchez, Edgar
Subject: Public Comment – Water Allocation Policy
Date: Wednesday, April 22, 2026 3:16:02 PM
Attachments: image001[41].png

This Message Is From an External Sender
[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.]

Sarah Wikle, Edgar Sanchez and Monterey County Housing and Community Development,

After reading the Draft Water Allocation Policy for Monterey County, I have some comments that I will list below.

- Item IV. Procedure: the draft states, “The County shall notify the applicant during the *completeness review* of the construction permit or land use entitlement if the project is eligible for water.” This is counterproductive as *completeness review* is the final stage in the building permit process. Depending on the project, the building permit process can take several months from application to completeness review. It should be noted in the Water Allocation Policy that, “The County shall notify the applicant during application processing of the construction and/or building permit if the project is eligible for water. AND the water allocation should be set aside for said project during the entire review period.” It would be a shame to pay tens of thousands for a building review to result in months of waiting with a negative water allocation outcome during the completeness review.

- Item IV(1) Planned Housing Growth: I. Projects that qualify under this category include the following. This could be misleading and should state, “Projects that qualify under this category include **one or more** of the following.”

- Item IV(1)II. Procedure for Planned Housing Growth. This states that, “The HCD Director may approve a water allocation at the time a construction permit is ready to issue…” Again, this is counterproductive and should state, “…may approve a water allocation at the time a construction permit application is submitted…” This would give ample time to provide clarity for both HCD and the applicant regarding the possibility of the allocation and proceed with the MPWMD process to procure a water permit and return said water permit to HCD prior to completeness review.

- Maximum allocations (18 for SFD and 12 for ADU): The maximum allocations should be further defined to include language regarding existing credits tied to a parcel. For instance, do the maximum 18 credits for an SFD include the allocation with the existing credits tied to a parcel? OR do the maximum 18 credits for an SFD include the allocation *in addition to* the existing credits tied to a parcel? I would strongly encourage the allocations be in addition to any credits existing as MPWMD has previously stated that there is a wealth of water allocations in addition to the “finite” amount mentioned in this draft.

Thank you for your time reviewing this public comment.

Sincerely,



Bradley Green
HASTINGS CONSTRUCTION INC.
(831) 620-0920

County of Monterey
Board Policy Manual

Policy Name	Policy Number	Page
Monterey County Water Allocation Priorities and Procedures		
Policy Category Government and Administration		

I. Purpose

Establish a uniform policy for the allocation of limited water resources within the unincorporated areas of Monterey County within the Monterey Peninsula Water Management District ("the District") service area.

II. Background

The District ~~Monterey Peninsula Water Management District ("MPWMD" or "the District")~~ (use one or another, but be consistent.) has adopted rules that govern water resources within its jurisdictional boundaries (see Figure 1 below). ~~MPWMD~~ District rules include, among other things, the ability to allocate water ~~credits~~ to local governments within ~~its territory~~the District. This includes allocations to the County of Monterey ("the County").

Water allocations~~, or water credits~~, are used by MPWMD to manage water supplies within the District boundaries. ~~See Figure 1 for MPWMD District Boundaries.~~

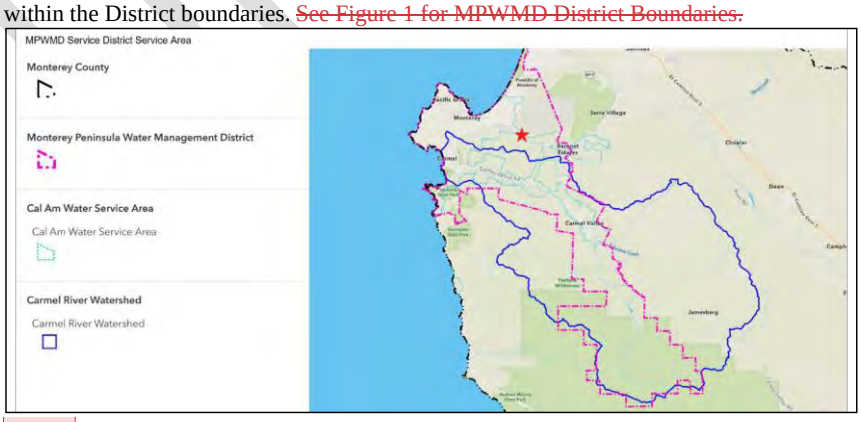


Figure 1 – MPWMD Service District Area (accessed November 2025)

Notes submitted by Lombardo and Associates April 22, 2026

Commented [DE1]: Highly recommend Figure 1 be on a single page large enough to be readable. Staff and some commissioners may have a good handle on the District boundary, but most folks do not.

DRAFT

On January 27, 2025 the MPWMD allocated 72 acre feet of water per year (AFY) to the County for use in the MPWMD area. The County had 10.95 AFY available at the time. The total amount of water available for allocation at that time was 82.95 AFY. The use of that water is solely at the County's discretion. If the County approves the suballocation of water ~~credits~~, MPWMD debits the County's allocation when it issues a water permit.

The County, ~~as a recipient of MPWMD water allocations,~~ may approve developments and construction permits as ~~defined~~ provided in Titles 18, 20 and 21 of the Monterey County Code ("MCC")~~;~~. Construction permits can only be issued after the ~~subject to~~ issuance of a water permit from MPWMD. ~~, and may suballocate all or a portion of the County's water allocation to a property or development. If the County approves the suballocation of water credits, MPWMD debits the County's allocation when it issues a water permit.~~

Water allocated by MPWMD to the County is limited and the demand by property owners and developers for the County's limited water allocation within the unincorporated area exceeds the limited supply.

Currently, the County does not have an adopted policy for the allocation of water ~~credits~~ in the MPWMD area. The past practice of the County typically included approval of a water credit allocation at the time a construction permit was ready to issue on a first-come first-served basis. In limited circumstances, the Planning Commission authorized the allocation of water credits when acting on a discretionary permit. In these cases, water credits were reserved after the discretionary decision and until a construction permit was ready to issue. After accounting for most of the County's water allocation (circa 2000), staff established a "water waiting list" for those projects that were conceptually approved but could not move forward with building until water became available. This Policy addresses the "water waiting list" and updates the past practice for allocation of the County's water credits. Additionally, projects that have requested a water allocation prior to the adoption of this Policy, but who were not on the "water waiting list" should be considered by the Planning Commission with the decision appealable to the Board of Supervisors for projects requiring a discretionary permit.

Given recent changes in California housing law requiring municipalities to prioritize utility services for housing development planned in the Housing Element of the General Plan~~,~~ and the finite allocation of water provided to the County by MPWMD, ~~and the lack of a formal policy to prioritize the allocation of water to uses and development that furthers County goals and interest as it relates,~~ development of a Water Allocation Policy for areas within the MPWMD service area is prudent.

III. Policy

It is the policy of the County to prioritize the use of the water allocated by the

Commented [DE2]: Allocated water and credits are separate and distinct. Credits are earned by property owners, typically through retrofit of appliances. Those credits are for use on the property and only in a few situations may they be transferred.

Commented [DE3]: Water was allocated with discretionary approval, not building permits.

Commented [DE4]: I do not recall it being limited.

Commented [DE5]: What does conceptually mean? The projects on the list are approved projects, not a concept.

Commented [DE6]: Very confusing. Discretionary projects go to PC, ZA or the Director. Ministerial projects are Director/staff approval. Where would appeals on ministerial projects go?

Is there a list for projects that have requested water but are not on "the list."

Commented [DE7]: Cite?

DRAFT

MPWMD ~~allocation~~ in January 2025 ~~of limited water resources in the MPWMD area and~~ in the following order ~~of priority~~:

Notes submitted by Lombardo and Associates April 22, 2026

1. ~~Honor past commitments to the~~Projects ~~allocation~~ allocated ~~of~~ water ~~established in~~ as shown on the "HCD Approved Water Waitlist"~~,~~[1] and complete applications for projects in the MPWMD.

2. Development of Planned Housing Growth.[2]

3. First Come First Served.[3]

4. Strategic Reserve.[4]

In accordance with the above listed priorities, the Director of Housing and Community Development, or their designee (collectively, "HCD Director") shall be charged with tracking water allocations provided to the County and reserving ~~portions~~ water ~~of each new allocation~~ as follows:

Prior commitments established in the "HCD Approved Water Waitlist" for the allocation of water shall be accounted for and deducted from the total credits available. Complete applications for development shall be included and water reserved accordingly. Should a complete project not be approved, the allocation shall be returned.

After accounting for prior commitments, all remaining water credits and any future allocations shall be reserved as follows:

- 80% of allocations shall be reserved for Planned Housing Growth;
- 15% First-come, First-Served Basis; and
- 5% of allocations shall be retained as a strategic reserve.
    - *The Monterey County Board of Supervisors shall retain the authority to approve allocations from the Strategic Reserve category pursuant to a resolution.

Commented [DE8]: How were these percentages determined?

IV. Procedure

An application for development requesting an allocation of water shall be submitted with an MPWMD water permit application and a written request from the applicant for an allocation of water from the County specifying the amount of water requested and identifying the suballocation area the water is proposing to come from (i.e. Planned Housing Growth, First Come First Served, or Strategic Reserve). The County shall review all relevant land use entitlement permit and construction permit applications pursuant to this Policy. The County shall notify the applicant during the completeness review of the construction permit or the land use entitlement if the

Commented [DE9]: category

Commented [DE10]: what would constitute relevant. How is that determined and who make the decision?

Commented [DE11]: What is an entitlement permit? Design Approval, variance, height?

[1] Past commitments include water allocated by the Board of Supervisors, Planning Commission or Zoning Administrator and those properties or projects that have been on the County's "water waiting list" ~~as modified to exclude properties and projects that were on the list but have subsequently secured water from other sources prior to receiving an allocation from the County~~. The "water waiting list" is available at the Housing and Community Development Department.

[2] Planned Housing Growth as defined this policy in Section IV.1.I.

Notes submitted by Lombardo and Associates April 22, 2026

DRAFT

[3] All remaining development projects that do not meet the definition of Planned Housing Growth would fall under this category. Residential development shall comply with fixture limitations as defined in Section IV.2.I.

[4] This category can be allocated to other uses that are not covered under other categories, at the discretion of the Board of Supervisors as defined in Section IV.3.

Notes submitted by Lombardo and Associates April 22, 2026

project is eligible for water. The County will maintain a list of projects that have been provided notice of eligibility, including the amount of water requested and the category or suballocation area the water is proposed to come from. Such list will be available on the County's website.

To request water credits, applicants shall demonstrate that they have a right to receive water or have an existing meter while the CDO is in effect.

1. Planned Housing Growth:
    - I. Projects that qualify under this category include the following:
        - a. A housing project that:
            - i. Is located in an Affordable Housing Overlay as defined in the 2010 General Plan, or is listed as a Housing Element Opportunity Site in the 6th Cycle Housing Element Update; and
            - ii. Provides no fewer than the minimum percentage of total units deed restricted to lower-income and moderate income households as required by Monterey County Code Chapter 18.40 or provides more than 50 percent of the units at levels affordable to moderate income, workforce I, and/or workforce II households; and
            - iii. Meets a minimum density of 10 dwelling units/per 1 acre.
        - b. An accessory dwelling unit or junior accessory dwelling unit that does not exceed 12 fixture units(0.12 afy).
        - c. A single-family dwelling on a vacant lot of record that does not exceed 18 fixture units (0.18 afy).
        - d. Portions of housing projects that are deed-restricted to low-income households as required by Monterey County Code Chapter 18.40 or as required by State Housing Law (i.e. State Density Bonus Law and/or Builders Remedy Law).

    - II. Procedure for Planned Housing Growth:
        - a. Ministerial Process (if no discretionary land use entitlement is required under the MCC): The HCD Director may approve a water allocation at the time a construction permit is ready to issue provided the project conforms with this Policy. In order to provide for a reasonable distribution of limited water allocations, the HCD Director can approve developments less than 15 acre-feet.

            The water allocation will be held for the period of time that the construction period remains active as noted in the "Time Limits" discussion.

        - b. Discretionary Process (if a land use entitlement is required under the MCC): The Appropriate Authority, as defined in Title 20 or Title 21, may approve a water allocation with the land use entitlement. The Appropriate Authority shall consider whether the project conforms

Commented [DE12]: eligible and allocation are two different things

Commented [DE13]: Credits are the purview of the District. See my earlier comment.

Commented [DE14]: Requires sewer

Commented [DE15]: Gross or net acre?

Commented [DE16]: An ADU with 2 BR, 2 Bath, kitchen and laundry is 13.1 FU

Commented [DE17]: What is the basis of the .12 and .18 limit? How is water for landscaping allocated?

Commented [DE18]: The surety of water should be early in the process. An applicant will spend tens, if not hundreds, of thousands of dollars to get to the point of having construction permits ready to issue. I cannot see an applicant or an investor spending that much money or time on a project with no surety of water.

Commented [DE19]: 15 AFY is 18+% of the total allocation. Does that equate to a reasonable distribution.

Commented [DE20]: Or may not?

DRAFT

with all the necessary criteria indicated in this Policy. This section shall also apply to ministerial permits requesting 15 or more acre-feet of water.

The water allocation will be held by the project for the period that the entitlement remains active as noted in the "Time Limits" discussion.

The decision of the Appropriate Authority is appealable as outlined in the Monterey County Code Chapters 20.86 and 21.80.

2 First Come First Served: For projects that do not qualify for Planned Housing Growth as described in this Policy, the following requirements apply:

I. Residential Unit Fixture Maximums – the following fixture unit maximums apply for residential projects to be considered for water credits under this category.

a. Single Family Residential Dwellings (SFDs) per unit – 18 fixture unit maximum (0.18-acre feet per year of water).

i. Water may be allocated for expansions, remodels, or replacement of existing SFDs, provided that the total amount of water for which an SFD is eligible is 18 fixture units.

b. Multifamily Residential Dwellings (MFDs) per unit – 18 fixture unit maximum (0.18-acre feet per year of water).

i. Expansions, remodels or replacement of existing MFDs will not be eligible to receive additional water, except that units which do not have an existing clothes washer may receive one fixture unit (0.01AFY) in order to install a clothes washer.

II. Non-Residential Uses - No fixture maximums apply except as described in the procedures section that follows.

III. Procedure for First Come First Served

a. Ministerial Process (if no land use entitlement is required under the MCC): The HCD Director, may approve a water allocation at the time a construction permit is ready to issue, provided that the project complies with this Policy. In order to provide for a reasonable distribution of limited water allocations, the HCD Director can approve developments of 1 ~~acre-feet~~acre-foot or less.

The water allocation will be held for the period of time that the construction period remains active as noted in the "Time Limits" discussion. The decision of the HCD Director is not appealable.

b. Discretionary Process (If a land use entitlement is required under the MCC): The Appropriate Authority may approve a water allocation with the land use entitlement. The Appropriate Authority shall consider whether the project conforms with all the necessary criteria indicated in

Commented [DE21]: Internally inconsistent. The Codes establish discretionary and ministerial. Will this require amendments to the codes?

Commented [DE22]: This is highly restrictive considering many of the FC/FS units are likely to be larger, ranch style …

Commented [DE23]: Does this mean if the house already has more than 18 FUs, no FUs can be added??

Commented [DE24]: This would be a high efficiency washer

Commented [DE25]: Does this include a DA, Variance, Addition to height?

Commented [DE26]: 100 fixture units @ 18 per unit = 5.5 units

Commented [DE27]: ?

Notes submitted by Lombardo and Associates April 22, 2026

DRAFT

this Policy. This section shall also apply to ministerial permits requesting more than 1-acre feet.

The water allocation will be held by the project for the period that the entitlement remains active as noted in the "Time Limits" discussion.

The decision of the Appropriate Authority is appealable as outlined in the MCC Chapters 20.86 and 21.80.

3 Strategic Reserve:

I. Procedure

a. The Board of Supervisors may authorize the allocation of water or authorize the HCD Director to approve the allocation of water, for those projects or properties that do not conform to these criteria from the Strategic Reserve allocation category. The Board shall consider the following findings when authorizing water allocation:

i. The project has been designed to minimize the amount of water needed; and
ii. The project complies with the County's adopted policies and regulations; and
iii. The project will provide affordable housing, create new jobs, or has a public benefit.

The water allocation will be active as discussed in the "Time Limits" section below. The Board of Supervisor's decision is not appealable.

4 HCD Director – Additional Review Procedure:

If, in the opinion of the HCD Director, additional review is required prior to approving a water allocation for a project that does not require land use entitlements, the HCD Director may refer the matter to the Planning Commission for a decision. The HCD Director can refer to a decision to the Planning Commission if any of the following would occur through the granting of a water allocation:

i. Significant public policy issues;
ii. Significant, unmitigable, and adverse environmental impacts;
iii. Significant changes in the nature of a community; or
iv. Establishment of precedents or standards by which other projects will be measured.

Once the MPWMD application has been reviewed and approved by the County, the applicant will be responsible for submitting the application to the MPWMD to obtain a water permit. A construction permit will be released to the applicant once the MPWMD water permit has been issued and the applicant has provided proof of the approved permit to HCD.

Notes submitted by Lombardo and Associates April 22, 2026

Commented [DE28]: Discretionary and ministerial are set by code. Will Code amendments be required to implement the policy?

Commented [DE29]: Are these meant to be the same thing. Conflicts with County Code.

DRAFT

5 Time Limits on County Water Allocations

The County's water allocations may be held by a project applicant for the time limits set by the MCC for approved construction permits and approved land use entitlements as applicable. If a project's water allocation lapses, the allocation will be made available to other projects per this Policy.

Commented [DE30]: Waiting list?

6 Annual Review of Allocation Policy

The HCD Director, or designee, shall regularly review this Policy to assess the need for changes. The review should include:

Commented [DE31]: Should/shall?

- The remaining balance of water allocations within each of the categories defined in this policy;
- The general magnitude of demand for water within each category;
- Any future water supplies that are anticipated; and
- Any changes to this policy that may be warranted to better facilitate the allocation of water. This includes, for instance, the ability to modify policies, criteria, and procedures to better align with the intended purpose or the ability to shift the total amount of water reserved for each category given supply and demand.

7 Review Date

a. This Policy will be reviewed as needed to better align with the ability to shift the total amount of water reserved for each category given supply and demand or as directed by the Board.

Commented [DE32]: Part of the annual review?

8 Board Action

a. Legistar File Number _____

DRAFT

Notes submitted by Lombardo and Associates April 22, 2026

OROSCO GROUP

April 22, 2026

Monterey County Housing and Community Development Department
Attn: Sarah Wikle, Principal Planner
1441 Schilling Place, South 2nd Floor
Salinas, CA 93901
Email: wikles@countyofmonterey.gov
Tel: (831) 784-5700

Re: Public Comment – Water Allocation Policy

Dear Monterey County

We appreciate the opportunity to provide comments on Monterey County's April 8, 2026, Draft Water Allocation Policy for the Monterey Peninsula Water Management District (MPWMD) service area. As a real estate development company actively working on multiple housing projects within the County, we support the County's effort to establish a clear and structured framework for allocating limited water resources, particularly the prioritization of housing production that qualifies under the Planned Housing Growth category.

While the overall direction of the policy is sound, there are several conflicts in its methodology that will materially impair the policy's goal of stimulating affordable and market rate housing development. Most notably, applicants must be able to reserve a water allocation for a proposed development a great deal earlier in the process than is being proposed. While we agree that the process should prioritize projects that are eligible for ministerial review and approval, the proposed process does the opposite. Projects that require discretionary approvals are allocated water at the planning stage while projects that are eligible for ministerial approval must wait until award of building permits.

For the policy to be effective, both categories of projects (ministerial and discretionary) must be able to reserve water well before either planning or building approvals are granted in order that applicants be compelled to put considerable time and money at risk. We propose that water allocations be reserved by qualified applicants at the time that any application is deemed complete (irrespective of the ministerial or discretionary process thereafter). Satisfaction of County standards to deem a project complete requires control of a subject project, months of work, including coordination with all county departments, and what is typically hundreds of thousands of dollars. This milestone represents a reasonable risk for the project applicant; any other milestone does not.

The timing of the planning approval process is largely out of an applicant's influence or control, as is the building permit process. Each can take months, if not years to complete. Qualifying projects should not be put at risk for circumstances beyond their control if they are demonstrating diligence in working through the process. It is not reasonable to expect that applicants would wager hundreds of thousands, sometimes millions of dollars if the possibly exists that a project that was applied for at a later date advances more quickly than the project in question, effectively jumping ahead in priority and putting the project at risk due to no fault of the applicant. Similarly, challenges to approvals are both outside of applicants and County control and need not have merit or substance in order to derail a project under the currently proposed policy wording. The determination of any project challenge should be rendered before a project loses any water allocation that it has relied upon.

Absent this change, there exists a fundamental disconnect between the County's approval process and the realities of project financing. Lenders and equity partners require certainty that essential utilities, including water, are secured well in advance of construction. This level of uncertainty introduces unacceptable risk, delays project timelines, increases costs, and will ultimately discourage housing production.

This approach creates a high level of risk and uncertainty that is not consistent with industry practice or financing requirements. The development process requires substantial upfront investment well before building permit issuance. The preparation of an initial planning submittal and subsequent full planning application alone often involves extensive architectural design, civil engineering, landscape architecture, and a range of technical studies and consultant coordination. These efforts routinely require significant financial commitment at early stages of the process.

Under the County's current draft framework, applicants are effectively required to proceed through entitlement, complete construction documents, and prepare for permit issuance incurring substantial costs without any assurance that water will ultimately be allocated. This creates a material risk exposure that lenders and equity partners are unlikely to accept. In practical terms, this uncertainty will delay or prevent projects from moving forward, increase the cost of capital, and ultimately reduce housing production within the County. The policy, as currently structured, shifts a disproportionate level of risk onto applicants without providing a reliable mechanism to manage or mitigate that risk.

To address this fundamental issue, the policy should be revised to establish water allocation at the time a project application is deemed complete by the County, coupled with a series of incremental milestones that function as checks and balances to ensure projects continue to advance in a timely and reasonable manner consistent with standard industry durations. Specific changes we propose are as follows:

- The HCD Director should be authorized to approve and reserve (guarantee) water allocations of up to 15 acre-feet at the time that a project application is deemed complete, provided the project complies with the Policy.
- The water reservation should remain valid through the planning process for a period of up to two years so long as the project applicant is diligently pursuing project approvals.
- If project approvals are challenged in court, the two-year deadline should be stayed until such legal challenge is resolved either against or in favor of the project. (Additionally, Section 4.iii of the policy should be stricken from the policy.)
- If planning approvals and resolution of any court challenge is obtained, the water reservation should remain valid so long as the project applies for a building permit within 6 months of the planning approval.
- The water reservation should thereafter remain valid for up to 1 year after application for a building permit so long as the applicant is diligently pursuing said building permitting.
- Water should be vested at the time that a project receives a building permit.
- If commencement of construction does not occur within 6 months, which deadline may be extended at the discretion of the HCD director for an additional 6 months, then the water allocation should be forfeited.

This approach aligns with industry-standard financing requirements, predictable entitlement processes, and with the County's broader housing production goals. Without this change, the policy will continue to create risk to developers and lenders in addition to unintentionally favoring discretionary projects (which can secure allocation earlier) over ministerial projects creating an inconsistent and inequitable framework.

Related to this issue is an inconsistency in how the policy treats different types of projects. Discretionary projects are allowed to secure water allocation at the time of land use entitlement, while ministerial projects must wait until building permit issuance. This creates an unintended incentive for applicants to pursue discretionary approvals, even when projects are otherwise eligible for ministerial processing. Such an outcome would increase processing time, introduce unnecessary public hearings, and add to the workload of County staff and decision-makers, while undermining the intent of streamlined ministerial approvals under State housing laws. Ministerial projects that comply with all applicable standards should not be placed at a disadvantage relative to discretionary projects.

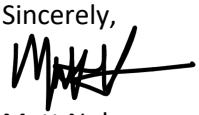
The First-Come, First-Served category, which is limited to 15 percent of remaining water, presents additional challenges. This category includes non-residential development and housing projects that do not meet the Planned Housing Growth criteria, yet it is constrained by both limited allocation and the same timing uncertainty associated with ministerial approvals. These factors may hinder economic development, limit adaptive reuse opportunities, and reduce overall investment in the County. Expanding flexibility within this category and providing earlier allocation would improve its functionality.

The policy's safeguard measures, which allow for additional review based on broadly defined considerations such as significant public policy issues or changes in community character, also introduce a level of subjectivity that may create uncertainty in application. While such safeguards are understandable, clearer criteria or thresholds would improve predictability and ensure more consistent implementation.
Finally, while the policy includes provisions for identifying projects that are "eligible" for water, eligibility alone does not provide sufficient certainty for project advancement. A clearer distinction between eligibility, allocation approval, and allocation reservation would be beneficial, along with a more transparent system for tracking available water by allocation category. This would improve clarity for applicants and support more informed decision-making.

In conclusion, the County's effort to create a structured and equitable approach to water allocation is both necessary and commendable. However, the current draft policy, particularly the deferral of water allocation to the building permit stage for ministerial projects creates a significant barrier to implementation. Without early and reliable allocation certainty, many housing projects will not be able to proceed. Revising the policy to allow for allocation approval and reservation at the ministerial approval stage will better align with financing requirements, reduce risk, and support the County's housing production objectives.

Thank you for your consideration of these comments. I would welcome the opportunity to discuss this further.

Sincerely,



Matt Nohr
Director of Development, Orosco Group

CC: Craig Spencer, Monterey County spencer@countyofmonterey.gov

Introduced: 4/20/2026
Version: 1

Current Status: Agenda Ready
Matter Type: Planning Item

PLN220308 - LINCOLN GREEN INN LLC

Public hearing to consider a Local Coastal Program Amendment to change the zoning of a 0.3 acre parcel from Medium Density Residential with a density of 2 units an acre, Design Control Overlay, with a height limit of 18 feet (MDR/2-D(18')(CZ)) to Visitor Serving Commercial, Design Control Overlay, with a height limit of 18 feet (VSC-D(18')(CZ)); amending Monterey County Code Chapter 20.12 to remove the reference to the "Lincoln Green Cottages"; and amending the Carmel Area Land Use Plan and Coastal Implementation Plan (Part 4) to limit Lincoln Green Inn to five total visitor serving units; and a Combined Development Permit for after-the-fact conversion of an existing 394 square foot two car garage into a visitor serving unit within 750 feet of known archaeological resources.

Project Location: 26208 & 26200 Carmelo Street, Carmel Area Land Use Plan

Proposed CEQA Action: Find the projects Statutorily Exempt pursuant to CEQA Guidelines Section 15265 and Categorically Exempt pursuant to CEQA Guidelines section 15301, and there are no exceptions pursuant to section 15300.2.

RECOMMENDATIONS:

Staff recommends that the Planning Commission adopt two resolutions:

- A resolution recommending that the Board of Supervisors:
    1) Find that the project qualifies as a Statutory Exemption under Section 15265 of the CEQA Guidelines;
    2) Amend the Monterey County Local Coastal Program by:
        a. Adopting an Ordinance to amend Sectional District Map 16 of Title 20 section 20.08.060 to rezone 0.3 acre parcel from Medium Density Residential with a density of 2 units an acre, Design Control Overlay, with a height limit of 18 feet [MDR/2-D(18)(CZ)] to Visitor Serving Commercial, Design Control Overlay, with a height limit of 18 feet and a [VSC-D(18)(CZ)]; and
        b. Adopting an Ordinance to amend the Monterey County Code Chapter 20.12 to remove the reference to the "Lincoln Green Cottages";
        c. Adopt a Resolution to amend Policy 4.4.3.D.4 of the Carmel Area Land Use Plan and Coastal Implementation Plan (Part 4) section 20.146.120.B.3.b to add reference to the 5 visitor serving units for Lincoln Green Inn.
    3) Direct HCD staff to submit the Local Coastal Program Amendment to the California Coastal Commission for certification.
- A resolution recommending that the Board of Supervisors:
    1) Find that the project qualifies as a Class 3 Categorical Exemption pursuant to CEQA

Guidelines section 15303, and there are no exceptions pursuant to section 15300.2; and

2) Approving an After-the-Fact Combined Development Permit consisting of:
   a. A Coastal Development Permit to allow the conversion of an existing two-car garage into a visitor serving unit; and
   b. A Coastal Administrative Permit to allow development within 750 feet of archaeological resources.

PROJECT INFORMATION:

Property Owner: Lincoln Green Inn, LLC
Applicant: Maureen Wruck Planning Consultant, LLC
Project Location: 26208 & 26200 Carmelo Street
APN: 009-403-003-000
Parcel Size: 0.30 acres
Zoning: Medium Density Residential with a density of 2 units an acre, Design Control Overlay, with a height limit of 18 feet or "MDR/2-D(18)(CZ)"
Plan Area: Carmel Area Land Use Plan
Flagged and Staked: No
Project Planner: Joseph Alameda, Associate Planner
alamedaj@countyofmonterey.gov, (831)783-7079
Fionna Jensen, Principal Planner
Jensenf1@countyofmonterey.gov, (831)796-6407

SUMMARY/DISCUSSION:

The subject property is governed by the goals, text, and policies of the 1982 General Plan, Carmel Area Land Use Plan, Coastal Implementation Plan (Part 4), and the Zoning Ordinance (Title 20).

On September 17, 2024, the project applicant, Lincoln Green Inn, LLC, filed a request to allow after-the-fact conversion of a garage into an additional (fifth) visitor serving unit on the subject property. During the staff's review of the development proposed, the staff identified an inconsistency between the property's zoning district and land use designation.

County staff, having reviewed applicable planning documents (1802 General Plan, Carmel Area Land Use Plan, and Title 20), the history of the property, available documentary evidence, and the physical characteristics of the property, are recommending approval of the proposed project (zoning change, Title 20 text amendment, LUP and CIP amendment, and after-the-fact conversion).

Pursuant to Title 20 section 20.94.030, the Planning Commission shall act as a recommending body to the Board of Supervisors for Local Coastal Program Amendments, including text amendments and rezones. Since the proposed after-the-fact conversion element of the project is concurrently being considered with the proposed Local Coastal Program Amendments, the Planning Commission shall act as the recommending body to the Board of Supervisors on the entire project scope. Following the Planning Commission's recommendation, the Board of Supervisors will consider the project. Although the County is required to correct this error, the proposed rezone and text amendments do amend the County's Local Coastal Program, and thus, consideration by the California Coastal Commission is still

required and will occur following the Planning Commission and Board of Supervisors hearings.

Zoning and Land Use Inconsistency

The Lincoln Green Inn was built on the subject property in 1926 and has been in operation ever since. The property received its first zoning district in 1963. Although the property was commercially developed and operated, the property was zoned Residential ("R-1") in 1963 and through 1980. In 1982, the Carmel Area Land Use Plan was adopted in October 1982. At this time, the property received its first land use designation (Visitor Serving Commercial). Although the property's land use designation reflected its historical and ongoing visitor-serving commercial operation, the property was rezoned to Medium Density Residential. However, this was done in error as the Medium Density Residential zoning district is not compatible with the underlying Land Use Designation of Visitor Serving Commercial. This erroneous zoning continues to apply to the property today. California Government Code § 65860(a) states, "County or city zoning ordinances shall be consistent with the general plan of the county or city." Accordingly, the County is required to correct this inconsistency between the property's land use designation (enforced by the Carmel Area Land Use Plan and the 1982 General Plan), and the zoning district (the County's Zoning Ordinance [Title 20]). To correct this, the project involves changing the subject property's zoning district from Medium Density Residential with a density of 2 units an acre, a height limit of 18 feet, and a Design Control Overlay [MDR/2-D(18)(CZ)] to Visitor Serving Commercial with a height limit of 18 feet and a Design Control Overlay [VSC-D(18)(CZ)]. In addition, should this rezone be implemented, the Medium Density Residential zoning district's reference to the "Lincoln Green Inn Cottages" (Title 20 section 20.12.070.E(3)) is no longer applicable. Accordingly, the staff recommends that this language from Chapter 20.12 be removed. Rezoning the property VSC would bring the zoning into compliance with the underlying land use designation and better align with the historical and current use of the property.

Rezone and LCP Amendments

The rezone and Title 20 Zoning Ordinance Amendment were previously considered by the Planning Commission on November 12, 2025. At this time, the Combined Development Permit proposing to allow after-the-fact conversion of a garage into an additional (fifth) visitor serving unit was still under review and not ripe for consideration. However, both elements of the project are now ready for consideration and have been incorporated into the project scope.

On November 12, 2025, members of the Planning Commission raised concerns about the potential visitor-serving (or other commercial) intensification that could result from the proposed rezoning of the property from MDR to VSC. While any intensification of the property would be subject to separate discretionary and environmental reviews, the Planning Commission expressed a desire to recognize Lincoln Green's historical and ongoing operation (5 units) and limit future intensification through the use of a Special Treatment Area, or other planning mechanism. After public testimony and deliberation, the Planning Commission continued the item to a date uncertain to allow staff to explore ways to recognize historical and ongoing uses, while limiting future expansion of the Inn, thereby maintaining its compatibility with the surrounding medium-density residential area.

A "Special Treatment Area" (STA) is intended to be used in conjunction with the underlying land use designation. Its purpose is to facilitate a comprehensive planned approach for specifically designated properties (or a single property) where a mix of uses is permitted and/or where there are unique

natural and scenic resources or significant recreational/visitor-serving opportunities. In this case, while a STA could be utilized to recognize the historical and ongoing visitor serving commercial use of the property despite its residential zoning, the STA would not resolve the property's land use designation and zoning inconsistency. This is because the STA would be used in conjunction with the property's visitor serving commercial land use designation and not supersede or change its inconsistent residential zoning district. Simply, the inconsistency would still exist with the adoption of a STA. To resolve the inconsistency, either the land use designation or zoning district must change to be compatible with the other. Given that the property's historical use (Inn/visitor serving commercial) is compatible with its historical/current land use designation (visitor serving commercial), staff believes it is more appropriate to then change the zoning of the property than it is to redesignate the property to residential, thereby creating a legal non-conforming use (inns are not allowed uses in MDR). However, to address the Planning Commission's concerns regarding intensification and needing to maintain a density and intensity that is appropriate for the residential neighborhood, staff recommends two amendments to the text of the Carmel Area Land Use Plan and Coastal Implementation Plan (Part 4).

Chapter 4.4 of the Carmel Area Land Use Plan establishes specific development policies for various land use designations. In keeping with Key Policy 4.4.1, which requires that all future development be clearly consistent with and subordinate to the foremost priority of protecting the area's scenic beauty and natural resource values, Policy 4.4.3.D(4) (Specific Policies) establishes maximum intensities for various "Recreation and Visitor-Serving" sites throughout the CARLUP area. Pursuant to this Policy, the following sites are limited to:

- 86 visitor units and 12 employee units for Carmel River Inn
- 150 visitor units and 12 employee units for Highlands Inn
- 35 visitor units and 4 employee units for Tickle Pink
- 16 visitor units and 2 employee units for Sandpiper Inn

This policy and the maximum intensities for the four visitor-serving sites are mirrored in Coastal Implementation Plan (CIP; Part 4) section 20.146.120.B.3.b.

To limit Lincoln Green Inn to its current intensity, the proposed project includes amending CARLUP Policy 4.4.3.D(4) and CIP section 20.146.120.B.3.b to include "5 visitor units for Lincoln Green Inn" (**Exhibits D** and **E**). Based on site constraints, namely existing mature native trees, existing structures, and required parking stalls per inn unit, five visitor-serving units are the maximum that the subject property could feasibly be developed with. Lincoln Green Inn has been operating with five inn units for approximately 30 years. Staff is aware of parking complaints, as guests' vehicles often extend into the traveled right-of-way (**Exhibit H**). However, as described below, the Applicant is proposing modifications to the property's parking to address the raised concerns and to ensure that the property complies with the County's parking regulations (one stall per inn unit). Thus, staff believes allowing for up to five visitor units on the Lincoln Green Property is reasonable, protects the area's scenic beauty and natural resource values, and allows for historical uses to continue that have proven to be compatible with the neighborhood.

Staff recommends the Planning Commission adopt a resolution (**Exhibit A**) recommending that the Board of Supervisors approve rezoning the property to VSC and implementing the above-mentioned

LUP and CIP amendments.

Conversion
The project also involves the after-the-fact permitting of an existing 394 square foot detached garage that was converted into a visitor- serving unit approximately 30 years ago. Although the subject property is currently zoned MDR, the proposed project includes rezoning the property to VSC to align with its underlying land use designation. Therefore, the VSC zoning district was considered when analyzing the after-the-fact conversion's consistency with applicable regulations. The VSC zoning district allows hotels, motels, and inns (and intensification of existing visitor-serving facilities) as a conditionally permitted use, subject to the granting of a Coastal Development Permit. The project involves after-the-fact authorization to increase Lincoln Green Inn's units from four to five through the conversion of an existing garage. The project also involves a Coastal Administrative Permit to allow development (parking modifications and after-the-fact conversion) within 750 feet of existing archaeological sites.

Potable water will continue to be provided to the parcel by the Monterey Peninsula Water Management District (MPWMD), and wastewater will continue to be managed by the Carmel Area Wastewater District.

Staff recommends the Planning Commission adopt a resolution (**Exhibit B**) recommending that the Board of Supervisors approve the after-the-fact conversion.

Parking
Pursuant to Title 20 section 20.58.040, the required parking for inns is 1 space per unit plus 2 spaces for every three employees. The proposed after-the-fact conversion does not alter the existing operation of Lincoln Green Inn. According to the operations plan (**Exhibit B.3**), there are no full-time on-site staff members. Contract services are retained for landscaping and room turnover. Landscaping is conducted twice a week, after guest check-out times (i.e., between 11:00 AM and 3:00 PM). Room turnover and cleaning are also done during this time period. There are up to four individuals who provide these services. Guests self-check-in during 3:00 - 6:00 PM, and self-check-out at 11:00 AM. There is a two-night minimum stay on the weekends and a three-night minimum stay on some holidays. A roving manager does check-in on the property.

Historically and currently, guests and contracted services park diagonally in front of the property, within the Carmelo Street right-of-way. This is because the property's two garages, which abut Carmelo Street, have been converted into a visitor serving unit and a storage/check-in structure. As a result, Lincoln Green Inn has operated with five inn units for 30 years, with no on-site parking. The County is in receipt of complaints regarding vehicles' spillover into the 60 public right-of-way. Pursuant to Title 20, parking must be located entirely on-site. Accordingly, the property is not currently in compliance with the County's parking standards. However, as proposed, the storage/check-in office would be partially converted back to allow for one parking stall within the structure, and the property's frontage would be modified to allow for four additional on-site parking stalls. Reconstruction of a landscaping wall, removal and replanting of landscaping, and the removal of one nonnative tree would need to occur to implement the parking/frontage modifications. A draft parking plan has been provided (**Exhibit F**) and illustrates the property's ability to have five on-site

parking stalls as required by County Code. Condition No. 5 requires that the Applicant/Owner provide a final parking plan meeting County requirements prior to issuance of any permits from Building Services. In general, contracted services are not typically considered permanent employees for the purpose of calculating the number of parking stalls per Title 20 section 20.58.040. Here, there are only up to four contracted employees (no permanent employees), and such employees will be on-site when guests check out and vacate their respective parking stalls. Therefore, with the implementation of the project, the property will come into compliance with the required parking stalls (1 stall per unit).

Cultural Resources

According to the Monterey County Geographic Information System (GIS), the subject property is within an area of high archaeological sensitivity. In accordance with General Plan Open Space Policy OS-6.3, any new development being proposed within moderate or high sensitivity zones, or within 150 feet of a known recorded archaeological and/or cultural site, shall complete a Phase One Archaeological survey. According to the prepared Phase One Archaeological Survey (County of Monterey Library No. LIB240240), no cultural resources or indications of archaeological resources were identified during the Project Archaeologist's pedestrian survey of the project site. The potential for inadvertent impacts to cultural resources is limited and will be controlled by use of the County's standard condition (Condition No. 3), which requires the contractor to stop work if previously unidentified resources are discovered during construction.

ENVIRONMENTAL REVIEW:

The California Environmental Quality Act (CEQA) Guidelines Section 15265 statutorily exempts project activities and approvals made by any local government necessary for the preparation and adoption of a local coastal program. Amendments of the local coastal program, including Land Use Plan land use designation amendments and zoning amendments, are subject to the same processing and analysis regulations as the original adoption of the local coastal program. This land use and zoning change will not take effect until after the change is certified by the California Coastal Commission. CEQA Guidelines section 15301 Categorically Exempts existing facilities with negligible change. The project involves after-the-fact authorization of an existing facility. Negligible changes to the property are proposed (landscape and parking improvements). No intensification over baseline conditions (current conditions) would occur. Therefore, the subject Local Coastal Program amendment is exempt from CEQA, and no environmental review is required.

OTHER AGENCY/DEPARTMENT INVOLVEMENT:

The following County departments have reviewed the project:

HCD-Planning Services
HCD-Engineering Services
Environmental Health Bureau
HCD-Environmental Services
Office of County Counsel

Prepared by: Joseph Alameda, Associate Planner, x7079
Reviewed by: Fionna Jensen, Principal Planner
Approved by: Melanie Berretti, AICP, Chief of Planning

The following attachments are on file with HCD:
Exhibit A - Local Coastal Program Draft Resolution

- Draft Ordinance (clean)
- Proposed Zoning Map

Exhibit B- Coastal Development Permit Draft Resolution

- Draft Conditions of Approval
- Project Plans
- Operations Plan

Exhibit C - Draft Ordinance (redline)
Exhibit D - Land Use Plan (clean & redline)
Exhibit E - Coastal Implementation Plan (clean & redline)
Exhibit F - Draft Parking Plan
Exhibit G - Traffic Assessment
Exhibit H - Public Comment
Exhibit I - Vicinity Map

cc: Front Counter Copy; Joseph Alameda, Associate Planner; Fionna Jensen, Principal Planner; California Coastal Commission, Santa Cruz Office; Lincoln Green Inn LLC, Property Owner; Joel Panzer, Agent/Architect; The Open Monterey Project (Molly Erickson); Laborers International Union of North America (Lozeau Drury LLP); Christina McGinnis, Keep Big Sur Wild; LandWatch; Project File PLN220308.

County of Monterey
Planning Commission

Agenda Item No.4

Legistar File Number: PC 26-047

Item No.4

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

April 29, 2026

Introduced: 4/20/2026
Version: 1

Current Status: Agenda Ready
Matter Type: Planning Item

PLN220308 - LINCOLN GREEN INN LLC
Public hearing to consider a Local Coastal Program Amendment to change the zoning of a 0.3 acre parcel from Medium Density Residential with a density of 2 units an acre, Design Control Overlay, with a height limit of 18 feet (MDR/2-D(18')(CZ)) to Visitor Serving Commercial, Design Control Overlay, with a height limit of 18 feet (VSC-D(18')(CZ)); amending Monterey County Code Chapter 20.12 to remove the reference to the "Lincoln Green Cottages"; and amending the Carmel Area Land Use Plan and Coastal Implementation Plan (Part 4) to limit Lincoln Green Inn to five total visitor serving units; and a Combined Development Permit for after-the-fact conversion of an existing 394 square foot two car garage into a visitor serving unit within 750 feet of known archaeological resources.
Project Location: 26208 & 26200 Carmelo Street, Carmel Area Land Use Plan
Proposed CEQA Action: Find the projects Statutorily Exempt pursuant to CEQA Guidelines Section 15265 and Categorically Exempt pursuant to CEQA Guidelines section 15301, and there are no exceptions pursuant to section 15300.2.

RECOMMENDATIONS:
Staff recommends that the Planning Commission adopt two resolutions:

- A resolution recommending that the Board of Supervisors:
    1) Find that the project qualifies as a Statutory Exemption under Section 15265 of the CEQA Guidelines;
    2) Amend the Monterey County Local Coastal Program by:
        a. Adopting an Ordinance to amend Sectional District Map 16 of Title 20 section 20.08.060 to rezone 0.3 acre parcel from Medium Density Residential with a density of 2 units an acre, Design Control Overlay, with a height limit of 18 feet [MDR/2-D(18)(CZ)] to Visitor Serving Commercial, Design Control Overlay, with a height limit of 18 feet and a [VSC-D(18)(CZ)]; and
        b. Adopting an Ordinance to amend the Monterey County Code Chapter 20.12 to remove the reference to the "Lincoln Green Cottages";
        c. Adopt a Resolution to amend Policy 4.4.3.D.4 of the Carmel Area Land Use Plan and Coastal Implementation Plan (Part 4) section 20.146.120.B.3.b to add reference to the 5 visitor serving units for Lincoln Green Inn.
    3) Direct HCD staff to submit the Local Coastal Program Amendment to the California Coastal Commission for certification.
- A resolution recommending that the Board of Supervisors:
    1) Find that the project qualifies as a Class 3 Categorical Exemption pursuant to CEQA

Guidelines section 15303, and there are no exceptions pursuant to section 15300.2; and

2) Approving an After-the-Fact Combined Development Permit consisting of:
   a. A Coastal Development Permit to allow the conversion of an existing two-car garage into a visitor serving unit; and
   b. A Coastal Administrative Permit to allow development within 750 feet of archaeological resources.

PROJECT INFORMATION:

Property Owner: Lincoln Green Inn, LLC
Applicant: Maureen Wruck Planning Consultant, LLC
Project Location: 26208 & 26200 Carmelo Street
APN: 009-403-003-000
Parcel Size: 0.30 acres
Zoning: Medium Density Residential with a density of 2 units an acre, Design Control Overlay, with a height limit of 18 feet or "MDR/2-D(18)(CZ)"
Plan Area: Carmel Area Land Use Plan
Flagged and Staked: No
Project Planner: Joseph Alameda, Associate Planner
alamedaj@countyofmonterey.gov, (831)783-7079
Fionna Jensen, Principal Planner
Jensenf1@countyofmonterey.gov, (831)796-6407

SUMMARY/DISCUSSION:

The subject property is governed by the goals, text, and policies of the 1982 General Plan, Carmel Area Land Use Plan, Coastal Implementation Plan (Part 4), and the Zoning Ordinance (Title 20).

On September 17, 2024, the project applicant, Lincoln Green Inn, LLC, filed a request to allow after-the-fact conversion of a garage into an additional (fifth) visitor serving unit on the subject property. During the staff's review of the development proposed, the staff identified an inconsistency between the property's zoning district and land use designation.

County staff, having reviewed applicable planning documents (1802 General Plan, Carmel Area Land Use Plan, and Title 20), the history of the property, available documentary evidence, and the physical characteristics of the property, are recommending approval of the proposed project (zoning change, Title 20 text amendment, LUP and CIP amendment, and after-the-fact conversion).

Pursuant to Title 20 section 20.94.030, the Planning Commission shall act as a recommending body to the Board of Supervisors for Local Coastal Program Amendments, including text amendments and rezones. Since the proposed after-the-fact conversion element of the project is concurrently being considered with the proposed Local Coastal Program Amendments, the Planning Commission shall act as the recommending body to the Board of Supervisors on the entire project scope. Following the Planning Commission's recommendation, the Board of Supervisors will consider the project. Although the County is required to correct this error, the proposed rezone and text amendments do amend the County's Local Coastal Program, and thus, consideration by the California Coastal Commission is still

required and will occur following the Planning Commission and Board of Supervisors hearings.

Zoning and Land Use Inconsistency

The Lincoln Green Inn was built on the subject property in 1926 and has been in operation ever since. The property received its first zoning district in 1963. Although the property was commercially developed and operated, the property was zoned Residential ("R-1") in 1963 and through 1980. In 1982, the Carmel Area Land Use Plan was adopted in October 1982. At this time, the property received its first land use designation (Visitor Serving Commercial). Although the property's land use designation reflected its historical and ongoing visitor-serving commercial operation, the property was rezoned to Medium Density Residential. However, this was done in error as the Medium Density Residential zoning district is not compatible with the underlying Land Use Designation of Visitor Serving Commercial. This erroneous zoning continues to apply to the property today. California Government Code § 65860(a) states, "County or city zoning ordinances shall be consistent with the general plan of the county or city." Accordingly, the County is required to correct this inconsistency between the property's land use designation (enforced by the Carmel Area Land Use Plan and the 1982 General Plan), and the zoning district (the County's Zoning Ordinance [Title 20]). To correct this, the project involves changing the subject property's zoning district from Medium Density Residential with a density of 2 units an acre, a height limit of 18 feet, and a Design Control Overlay [MDR/2-D(18)(CZ)] to Visitor Serving Commercial with a height limit of 18 feet and a Design Control Overlay [VSC-D(18)(CZ)]. In addition, should this rezone be implemented, the Medium Density Residential zoning district's reference to the "Lincoln Green Inn Cottages" (Title 20 section 20.12.070.E(3)) is no longer applicable. Accordingly, the staff recommends that this language from Chapter 20.12 be removed. Rezoning the property VSC would bring the zoning into compliance with the underlying land use designation and better align with the historical and current use of the property.

Rezone and LCP Amendments

The rezone and Title 20 Zoning Ordinance Amendment were previously considered by the Planning Commission on November 12, 2025. At this time, the Combined Development Permit proposing to allow after-the-fact conversion of a garage into an additional (fifth) visitor serving unit was still under review and not ripe for consideration. However, both elements of the project are now ready for consideration and have been incorporated into the project scope.

On November 12, 2025, members of the Planning Commission raised concerns about the potential visitor-serving (or other commercial) intensification that could result from the proposed rezoning of the property from MDR to VSC. While any intensification of the property would be subject to separate discretionary and environmental reviews, the Planning Commission expressed a desire to recognize Lincoln Green's historical and ongoing operation (5 units) and limit future intensification through the use of a Special Treatment Area, or other planning mechanism. After public testimony and deliberation, the Planning Commission continued the item to a date uncertain to allow staff to explore ways to recognize historical and ongoing uses, while limiting future expansion of the Inn, thereby maintaining its compatibility with the surrounding medium-density residential area.

A "Special Treatment Area" (STA) is intended to be used in conjunction with the underlying land use designation. Its purpose is to facilitate a comprehensive planned approach for specifically designated properties (or a single property) where a mix of uses is permitted and/or where there are unique

natural and scenic resources or significant recreational/visitor-serving opportunities. In this case, while a STA could be utilized to recognize the historical and ongoing visitor serving commercial use of the property despite its residential zoning, the STA would not resolve the property's land use designation and zoning inconsistency. This is because the STA would be used in conjunction with the property's visitor serving commercial land use designation and not supersede or change its inconsistent residential zoning district. Simply, the inconsistency would still exist with the adoption of a STA. To resolve the inconsistency, either the land use designation or zoning district must change to be compatible with the other. Given that the property's historical use (Inn/visitor serving commercial) is compatible with its historical/current land use designation (visitor serving commercial), staff believes it is more appropriate to then change the zoning of the property than it is to redesignate the property to residential, thereby creating a legal non-conforming use (inns are not allowed uses in MDR). However, to address the Planning Commission's concerns regarding intensification and needing to maintain a density and intensity that is appropriate for the residential neighborhood, staff recommends two amendments to the text of the Carmel Area Land Use Plan and Coastal Implementation Plan (Part 4).

Chapter 4.4 of the Carmel Area Land Use Plan establishes specific development policies for various land use designations. In keeping with Key Policy 4.4.1, which requires that all future development be clearly consistent with and subordinate to the foremost priority of protecting the area's scenic beauty and natural resource values, Policy 4.4.3.D(4) (Specific Policies) establishes maximum intensities for various "Recreation and Visitor-Serving" sites throughout the CARLUP area. Pursuant to this Policy, the following sites are limited to:

- 86 visitor units and 12 employee units for Carmel River Inn
- 150 visitor units and 12 employee units for Highlands Inn
- 35 visitor units and 4 employee units for Tickle Pink
- 16 visitor units and 2 employee units for Sandpiper Inn

This policy and the maximum intensities for the four visitor-serving sites are mirrored in Coastal Implementation Plan (CIP; Part 4) section 20.146.120.B.3.b.

To limit Lincoln Green Inn to its current intensity, the proposed project includes amending CARLUP Policy 4.4.3.D(4) and CIP section 20.146.120.B.3.b to include "5 visitor units for Lincoln Green Inn" (**Exhibits D** and **E**). Based on site constraints, namely existing mature native trees, existing structures, and required parking stalls per inn unit, five visitor-serving units are the maximum that the subject property could feasibly be developed with. Lincoln Green Inn has been operating with five inn units for approximately 30 years. Staff is aware of parking complaints, as guests' vehicles often extend into the traveled right-of-way (**Exhibit H**). However, as described below, the Applicant is proposing modifications to the property's parking to address the raised concerns and to ensure that the property complies with the County's parking regulations (one stall per inn unit). Thus, staff believes allowing for up to five visitor units on the Lincoln Green Property is reasonable, protects the area's scenic beauty and natural resource values, and allows for historical uses to continue that have proven to be compatible with the neighborhood.

Staff recommends the Planning Commission adopt a resolution (**Exhibit A**) recommending that the Board of Supervisors approve rezoning the property to VSC and implementing the above-mentioned

LUP and CIP amendments.

Conversion
The project also involves the after-the-fact permitting of an existing 394 square foot detached garage that was converted into a visitor- serving unit approximately 30 years ago. Although the subject property is currently zoned MDR, the proposed project includes rezoning the property to VSC to align with its underlying land use designation. Therefore, the VSC zoning district was considered when analyzing the after-the-fact conversion's consistency with applicable regulations. The VSC zoning district allows hotels, motels, and inns (and intensification of existing visitor-serving facilities) as a conditionally permitted use, subject to the granting of a Coastal Development Permit. The project involves after-the-fact authorization to increase Lincoln Green Inn's units from four to five through the conversion of an existing garage. The project also involves a Coastal Administrative Permit to allow development (parking modifications and after-the-fact conversion) within 750 feet of existing archaeological sites.

Potable water will continue to be provided to the parcel by the Monterey Peninsula Water Management District (MPWMD), and wastewater will continue to be managed by the Carmel Area Wastewater District.

Staff recommends the Planning Commission adopt a resolution (**Exhibit B**) recommending that the Board of Supervisors approve the after-the-fact conversion.

Parking
Pursuant to Title 20 section 20.58.040, the required parking for inns is 1 space per unit plus 2 spaces for every three employees. The proposed after-the-fact conversion does not alter the existing operation of Lincoln Green Inn. According to the operations plan (**Exhibit B.3**), there are no full-time on-site staff members. Contract services are retained for landscaping and room turnover. Landscaping is conducted twice a week, after guest check-out times (i.e., between 11:00 AM and 3:00 PM). Room turnover and cleaning are also done during this time period. There are up to four individuals who provide these services. Guests self-check-in during 3:00 - 6:00 PM, and self-check-out at 11:00 AM. There is a two-night minimum stay on the weekends and a three-night minimum stay on some holidays. A roving manager does check-in on the property.

Historically and currently, guests and contracted services park diagonally in front of the property, within the Carmelo Street right-of-way. This is because the property's two garages, which abut Carmelo Street, have been converted into a visitor serving unit and a storage/check-in structure. As a result, Lincoln Green Inn has operated with five inn units for 30 years, with no on-site parking. The County is in receipt of complaints regarding vehicles' spillover into the 60 public right-of-way. Pursuant to Title 20, parking must be located entirely on-site. Accordingly, the property is not currently in compliance with the County's parking standards. However, as proposed, the storage/check-in office would be partially converted back to allow for one parking stall within the structure, and the property's frontage would be modified to allow for four additional on-site parking stalls. Reconstruction of a landscaping wall, removal and replanting of landscaping, and the removal of one nonnative tree would need to occur to implement the parking/frontage modifications. A draft parking plan has been provided (**Exhibit F**) and illustrates the property's ability to have five on-site

parking stalls as required by County Code. Condition No. 5 requires that the Applicant/Owner provide a final parking plan meeting County requirements prior to issuance of any permits from Building Services. In general, contracted services are not typically considered permanent employees for the purpose of calculating the number of parking stalls per Title 20 section 20.58.040. Here, there are only up to four contracted employees (no permanent employees), and such employees will be on-site when guests check out and vacate their respective parking stalls. Therefore, with the implementation of the project, the property will come into compliance with the required parking stalls (1 stall per unit).

Cultural Resources

According to the Monterey County Geographic Information System (GIS), the subject property is within an area of high archaeological sensitivity. In accordance with General Plan Open Space Policy OS-6.3, any new development being proposed within moderate or high sensitivity zones, or within 150 feet of a known recorded archaeological and/or cultural site, shall complete a Phase One Archaeological survey. According to the prepared Phase One Archaeological Survey (County of Monterey Library No. LIB240240), no cultural resources or indications of archaeological resources were identified during the Project Archaeologist's pedestrian survey of the project site. The potential for inadvertent impacts to cultural resources is limited and will be controlled by use of the County's standard condition (Condition No. 3), which requires the contractor to stop work if previously unidentified resources are discovered during construction.

ENVIRONMENTAL REVIEW:

The California Environmental Quality Act (CEQA) Guidelines Section 15265 statutorily exempts project activities and approvals made by any local government necessary for the preparation and adoption of a local coastal program. Amendments of the local coastal program, including Land Use Plan land use designation amendments and zoning amendments, are subject to the same processing and analysis regulations as the original adoption of the local coastal program. This land use and zoning change will not take effect until after the change is certified by the California Coastal Commission. CEQA Guidelines section 15301 Categorically Exempts existing facilities with negligible change. The project involves after-the-fact authorization of an existing facility. Negligible changes to the property are proposed (landscape and parking improvements). No intensification over baseline conditions (current conditions) would occur. Therefore, the subject Local Coastal Program amendment is exempt from CEQA, and no environmental review is required.

OTHER AGENCY/DEPARTMENT INVOLVEMENT:

The following County departments have reviewed the project:

HCD-Planning Services
HCD-Engineering Services
Environmental Health Bureau
HCD-Environmental Services
Office of County Counsel

Prepared by: Joseph Alameda, Associate Planner, x7079
Reviewed by: Fionna Jensen, Principal Planner
Approved by: Melanie Berretti, AICP, Chief of Planning

The following attachments are on file with HCD:
Exhibit A - Local Coastal Program Draft Resolution

- Draft Ordinance (clean)
- Proposed Zoning Map

Exhibit B- Coastal Development Permit Draft Resolution

- Draft Conditions of Approval
- Project Plans
- Operations Plan

Exhibit C - Draft Ordinance (redline)
Exhibit D - Land Use Plan (clean & redline)
Exhibit E - Coastal Implementation Plan (clean & redline)
Exhibit F - Draft Parking Plan
Exhibit G - Traffic Assessment
Exhibit H - Public Comment
Exhibit I - Vicinity Map

cc: Front Counter Copy; Joseph Alameda, Associate Planner; Fionna Jensen, Principal Planner; California Coastal Commission, Santa Cruz Office; Lincoln Green Inn LLC, Property Owner; Joel Panzer, Agent/Architect; The Open Monterey Project (Molly Erickson); Laborers International Union of North America (Lozeau Drury LLP); Christina McGinnis, Keep Big Sur Wild; LandWatch; Project File PLN220308.

Exhibit A

This page intentionally left blank.

DRAFT RESOLUTION TO RECOMMEND AMENDMENT OF LOCAL COASTAL PROGRAM PLN220308/LINCOLN GREEN INN, LLC

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

In the matter of the application of:
LINCOLN GREEN INN LLC (PLN220308)
RESOLUTION NO.
Resolution of the County of Monterey Planning Commission recommending that the Board of Supervisors:

1) Find that the project qualifies as Statutory Exemption under Section 15265 of the CEQA Guidelines, and that none of the exceptions from Section 15300.2 apply
2) Adopt an Ordinance amending Sectional District Map 16 of Title 20 section 20.08.060 (Monterey County Coastal Implementation Plan) to rezone a 0.3 acre parcel from Medium Density Residential with a density of 2 units an acre, a height limit of 18 feet, and a Design Control Overlay [MDR/2-D(18)(CZ)] to Visitor Serving Commercial with a height limit of 18 feet and a Design Control Overlay [VSC-D(18)(CZ)];
3) Adopt an Ordinance amending the Monterey County Code Chapter 20.12 to remove the reference to the "Lincoln Green Cottages";
4) Amending Policy 4.4.3.D.4 of the Carmel Area Land Use Plan and Coastal Implementation Plan (Part 4) Section 20.146.120.B.3.b to add reference to the 5 visitor serving units for Lincoln Green Inn; and
5) Find that the proposed Amendment to the Local Coastal Plan is intended to be carried out in a manner fully in conformity with the Coastal Act; and submit the Local Coastal Program amendment to the California Coastal Commission for Certification.

PLN220308 Lincoln Green Inn, LLC, 26208 & 26200 Carmelo Street (Assessor's Parcel Number 009-403-003-000), Carmel Area Land Use Plan]

The LINCOLN GREEN LLC (PLN220308) application came before the County of Monterey Planning Commission on November 12, 2025, and April 29, 2026, at a public hearing. Having considered all the written and documentary evidence, the administrative record, the staff report, oral testimony, and other evidence presented, the Planning

Commission hereby makes a recommendation to the Monterey County Board of Supervisors with reference to the following facts and findings:

RECITALS

1. Section 30500 of the Public Resources Code requires each County and City to prepare a Local Coastal Program (LCP) for that portion of the coastal zone within its jurisdiction.

2. On October 19, 1982, the Board of Supervisors adopted the Carmel Area Land Use Plan ("Land Use Plan") as part of the LCP in the Coastal Zone pursuant to the California Coastal Act. This Land Use Plan replaces policy guidance for most policy topics found in the General Plan and is applied in the Coastal Zone. Adoption of this Land Use Plan involved the application of the Visitor Serving Commercial ("VSC") land use designation to the subject property (APN: 009-403-003-000) ("Property"). VSC zoning districts allow visitor-serving commercial uses.

3. On April 13, 1983, the California Coastal Commission (Coastal Commission) acknowledged certification of the Carmel Area Land Use Plan as part of Monterey County's Local Coastal Program.

4. On October 23, 1984, the Monterey County Board of Supervisors adopted a comprehensive amendment to the Carmel Area Land Use Plan and on January 22, 1985, the California Coastal Commission certified the amendments.

5. Figure 1 (Proposed Land Use) of the Carmel Area Land Use Plan provides a graphic representation of the general distribution, location, extent, and intensity of land uses and transportation routes in this planning area.

6. The property has a land use designation of Recreation and Visitor-Serving in Figure 1 of the Land Use Plan. This land use designation encompasses moderate to high-intensity uses, providing basic support services and accommodations to meet visitor needs associated with coastal recreation and travel are appropriate. Major hotel or inn accommodations are principally allowed uses.

7. On January 5, 1988, Monterey County adopted the Coastal Implementation Plan (CIP) of the LCP consistent with Section 30512.1 of the Public Resources Code. Part 1 of the CIP is Title 20, the zoning ordinance for the coastal zone.

8. The Sectional District Map ("The Zoning Map") provides a graphic representation of the zoning classifications of the properties within the planning area. Pursuant to Planning & Zoning law, zoning must be consistent with the General Plan land use designation.

9. The Zoning Map shows the property with a zoning classification of Medium Density Residential with a density of 2 units per acre, a height limit of 18 feet, and a Design Control Overlay (Coastal Zone) "MDR/2-D(18)(CZ)."

10. The Medium Density Residential zoning district is not compatible with the Recreation and Visitor serving land use designation. California Government Code § 65860 states that zoning ordinances must be consistent with the General Plan of the county or city. On

November 14, 2022 the property owner submitted an application to amend the Zoning Map to rezone property from Medium Density Residential to Visitor-Serving Commercial, and amend Sectional District Map 16 of Title 20 section 20.08.060 (Monterey County Coastal Implementation Plan) of the Monterey County Code to change the zoning classification of the 0.3 acre parcel from Medium Density Residential with a density of 2 units an acre, a height limit of 18 feet, and a Design Control Overlay [MDR/2-D(18)(CZ)] to Visitor Serving Commercial with a height limit of 18 feet and a Design Control Overlay [VSC-D(18)(CZ)]. The proposed zoning ordinance details this change in zoning.

11. The proposed zoning ordinance would also amend Chapter 20.12 of Title 20 of Monterey County Code to remove reference to the Lincoln Green Inn, as the Medium Density Residential zoning district will no longer apply.

12. The site contains four permitted visitor-serving lodging units and two accessory structures of 394 square feet and 408 square feet in size, operating as the Lincoln Green Inn. Separately, the applicant has applied for a Combined Development Permit to seek after-the-fact conversion of one accessory structure to a visitor-serving lodging unit at the Lincoln Green Inn.

13. The Carmel Area Land Use Plan and Coastal Implementation Plan require that new or expanded recreation and visitor-serving facilities demonstrate consistency with the land use plan, maximum site and parcel densities, and environmental, visual, design, and traffic constraints. The expansion and development of recreation and visitor-serving facilities shall be of a scale and nature that is compatible with the natural and scenic character of the area. Essentially, the scale and number of new or expanded visitor-serving units and related employee units are dependent on site constraints and compatibility of the surrounding area. However, Policy 4.4.3.D.4 of the Carmel Area Land Use Plan and Coastal Implementation Plan (Part 4) section 20.146.120.B.3.b provides additional unit limitations and establishes the maximum intensity for various Recreation and Visitor-Serving through the Plan area (Carmel River Inn, Highlands Inn, Tickle Pink, and Sandpiper Inn). To limit Lincoln Green Inn to five visitor-serving units, which would be of a scale and nature that is compatible with the natural and scenic character of the area, Policy 4.4.3.D.4 of the Carmel Area Land Use Plan and Coastal Implementation Plan (Part 4) section 20.146.120.B.3.b would be amended to include “5 visitor units for Lincoln Green Inn.” This would not preclude the establishment of employee housing.

14. Section 30514 of the Public Resources Code provides for amendments to adopted Local Coastal Programs (LCPs), including the Land Use Plan (LUP) and the Coastal Implementation Plan (CIP), which the zoning ordinance (Title 20) is a part of. Additionally, on September 24, 1985, the Monterey County Board of Supervisors adopted procedures for amending the LCP-CIP. The procedures include: the County’s Planning Commission hold a noticed public hearing and make a recommendation to the Board of Supervisors; the Board of Supervisors hold a noticed public hearing, adopt an ordinance, and submit the proposed amendment to the California Coastal Commission for certification together with materials sufficient for a thorough and complete review and the Coastal Commission confirm the County’s action. Accordingly, the proposed amendments will not go into effect until after certification by the Coastal Commission, and they will not become operative until the Coastal Commission’s certification is final and effective.

15. State law requires the Planning Commission to hold a noticed public hearing on proposed amendments to zoning ordinances and to make a written recommendation to the Board of Supervisors.

16. On April 29, 2026, the Planning Commission held a duly noticed public hearing to consider making a recommendation to the Board of Supervisors on the proposed ordinance to amend the zoning classification (Attachment 1). At least 10 days before the hearing on April 14, 2026, notices of the hearing before the Planning Commission were published in The Monterey County Weekly.

17. State law provides a statutory exemption from the California Environmental Quality Act (CEQA) for consideration and adoption of local coastal programs. CEQA Guidelines Section 15265(a)(1), applies to activities and approvals undertaken by a local government necessary for the adoption of a local coastal program. The proposed amendment to the Local Coastal Program requires certification by the California Coastal Commission prior to taking effect.

18. These amendments are intended to be carried out in a manner fully in conformity with the California Coastal Act (Public Resources Code Sections 30512, 30513, and 30519).

19. The proposed Zoning Ordinance is attached to this Resolution as Attachment 1 and is incorporated herein by reference. The Ordinance would amend Sectional District Map 16 of Title 20 section 20.08.060 (Monterey County Coastal Implementation Plan) of Monterey County Code to reclassify a 0.3 acre property from Medium Density Residential with a Density of 2 units an acre, a height limit of 18 feet, and a Design Control Overlay [MDR/2-D(18)(CZ)] to Visitor Serving Commercial with a height limit of 18 feet and a Design Control Overlay [VSC-D(18)(CZ)].

DECISION

The Planning Commission of the County of Monterey, State of California, hereby recommends that the Board of Supervisors:

1) Find that the project qualifies as a Statutory Exemption under Section 15265 of the CEQA Guidelines;
2) Adopt an Ordinance amending Sectional District Map 16 of Title 20 section 20.08.060 (Monterey County Coastal Implementation Plan) to change the zoning classification on a 0.3 acre parcel from Medium Density Residential with a density of 2 units an acre, a height limit of 18 feet, and a Design Control Overlay [MDR/2-D(18)(CZ)] to Visitor Serving Commercial with a height limit of 18 feet and a Design Control Overlay [VSC-D(18)(CZ)];
3) Adopt an Ordinance to amend the Monterey County Code Chapter 20.12 to remove the reference to the "Lincoln Green Cottages";
4) Adopt a Resolution amending Policy 4.4.3.D.4 of the Carmel Area Land Use Plan and Coastal Implementation Plan (Part 4) Section 20.146.120.B.3.b to add reference to the 5 visitor serving units for Lincoln Green Inn; and
5) Find that the proposed Amendment to the Local Coastal Plan is intended to be carried out in a manner fully in conformity with the Coastal Act; and submit the Local Coastal Program amendment to the California Coastal Commission for Certification.

PASSED AND ADOPTED on this 29th day of April 2026, 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 THE APPLICANT ON _____.

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.

This page intentionally left blank

ORDINANCE NO. _____

AN ORDINANCE OF THE COUNTY OF MONTEREY, STATE OF CALIFORNIA, AMENDING SECTION 20.12.070 AND SECTIONAL DISTRICT MAP 16 OF SECTION 20.08.060 OF THE MONTEREY COUNTY CODE TO AMEND THE ZONING CLASSIFICATION OF A CERTAIN PROPERTY IN THE COUNTY OF MONTEREY

County Counsel Summary

This ordinance amends Section 16 of the Sectional District Maps of Section 20.08.060 of Title 20 (Monterey County Coastal Implementation Plan) of the Monterey County Code to amend the zoning classification of a 0.3 acre parcel from Medium Density Residential with a density of 2 units an acre, a height limit of 18 feet and a Design Control Overlay [MDR/2-D(18)(CZ)] to Visitor Serving Commercial with a height limit of 18 feet and a Design Control Overlay [VSC-D(18)(CZ)]. This ordinance also amends Section 20.12.070(E) to remove reference to the Lincoln Green Cottages. These changes are to ensure that the zoning is consistent with the land use designation in the Carmel Area Land Use Plan. This Property is located at 26208 & 26200 Carmelo Street (Assessor's Parcel Number 009-403-003-000).

The Board of Supervisors of the County of Monterey ordains as follows:

SECTION 1. Findings and declarations.

A. Pursuant to Article XI, section 7 of the California Constitution, the County of Monterey may adopt and enforce ordinances and regulations not in conflict with general laws to protect and promote the public health, safety, and welfare of its citizens.

B. The purpose of this ordinance is to correct the zoning of the subject property to be consistent with the approved land use designation in the Carmel Area Land Use Plan. To effectuate this change, Section 16 of the Sectional District Maps of Section 20.08.60 need to be amended to reclassify a 0.3 acre property from Medium Density Residential with a Density of 2 units an acre, a height limit of 18 feet, and a Design Control Overlay [MDR/2-D(18)(CZ)] to Visitor Service Commercial with a height limit of 18 feet and a Design Control Overlay [VSC-D(18)(CZ)]. Also, Section 20.12.070(E) of the Monterey County Code needs to be amended to remove reference to the Lincoln Green Cottages.

C. This ordinance amends the Monterey County Coastal Implementation Plan, which is part of the County's Local Coastal Program. Pursuant to the Coastal Act, the County may amend the certified Local Coastal Program provided the County follows certain procedures. The procedures include the following: the County's Planning Commission holds a noticed public hearing and makes a recommendation to the Board of Supervisors on the proposed amendment; the Board of Supervisors holds a noticed public hearing to adopt the ordinance subject to California Coastal Commission certification, and submits the proposed amendment to the Coastal

Commission for certification together with materials sufficient for a thorough and complete review; and the Coastal Commission certifies the amendment and confirms the County's action. Accordingly, this ordinance will not go into effect until after the Coastal Commission certifies the amendment and confirms the Board's action.

D. The amendments in this ordinance are intended to be carried out in a manner fully in conformity with the California Coastal Act (Public Resources Code Sections 30512, 30513, and 30519).

E. State law provides a statutory exemption from the California Environmental Quality Act ("CEQA") for consideration and adoption of local costal programs. CEQA Guidelines Section 15265(a)(1) applies to activities and approvals undertaken by a local government necessary for the adoption of a local coastal program. This exemption also applies to amendments to local coastal program. This ordinance is part of a local coastal program amendment, and requires certification by the California Coastal Commission prior to taking effect.

SECTION 2. Subsection (E) of Section 20.12.070 of the Monterey County Code is amended to read as follows:

E. Visitor-Serving Uses.

1. On that portion of the Odello property known as "Odello East", visitor-serving uses and employee housing in addition to the permitted residential uses are permitted pursuant to Section 20.146.120.C.2.

2. Up to sixteen (16) visitor-serving units and one manager apartments are permitted to remain on the property commonly known as "Grosvenor Inn".

SECTION 3. ZONING DISTRICT MAP. Section 16 of the Sectional District Maps of Section 20.08.060 of the Monterey County Code is hereby amended to reclassify a 0.3 acre property from Medium Density Residential with a Density of 2 units an acre, a height limit of 18 feet, and a Design Control Overlay [MDR/2-D(18)(CZ)] to Visitor Service Commercial with a height limit of 18 feet and a Design Control Overlay [VSC-D(18)(CZ)]. The map attached hereto as **Exhibit 1** is incorporated herein by reference.

SECTION 4. SEVERABILITY. If any section, subsection, sentence, clause or phrase of this ordinance is for any reason held to be invalid, such decision shall not affect the validity of the remaining portions of this ordinance. The Board of Supervisors hereby declares that it would have passed this ordinance and each section, subsection, sentence, clause and phrase thereof, irrespective of the fact that any one or more sections, subsections, sentences, clauses, or phrases be declared invalid.

SECTION 5. EFFECTIVE DATE. This Ordinance shall become effective on the thirty-first day following its adoption or upon California Coastal Commission confirmation that County's ordinance satisfies the Coastal Commission's certification order, whichever occurs later.

PASSED AND ADOPTED on this _____ day of _____ 2026, by the following vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

_____
Chair, Christopher M. Lopez
Monterey County Board of Supervisors

A T T E S T:

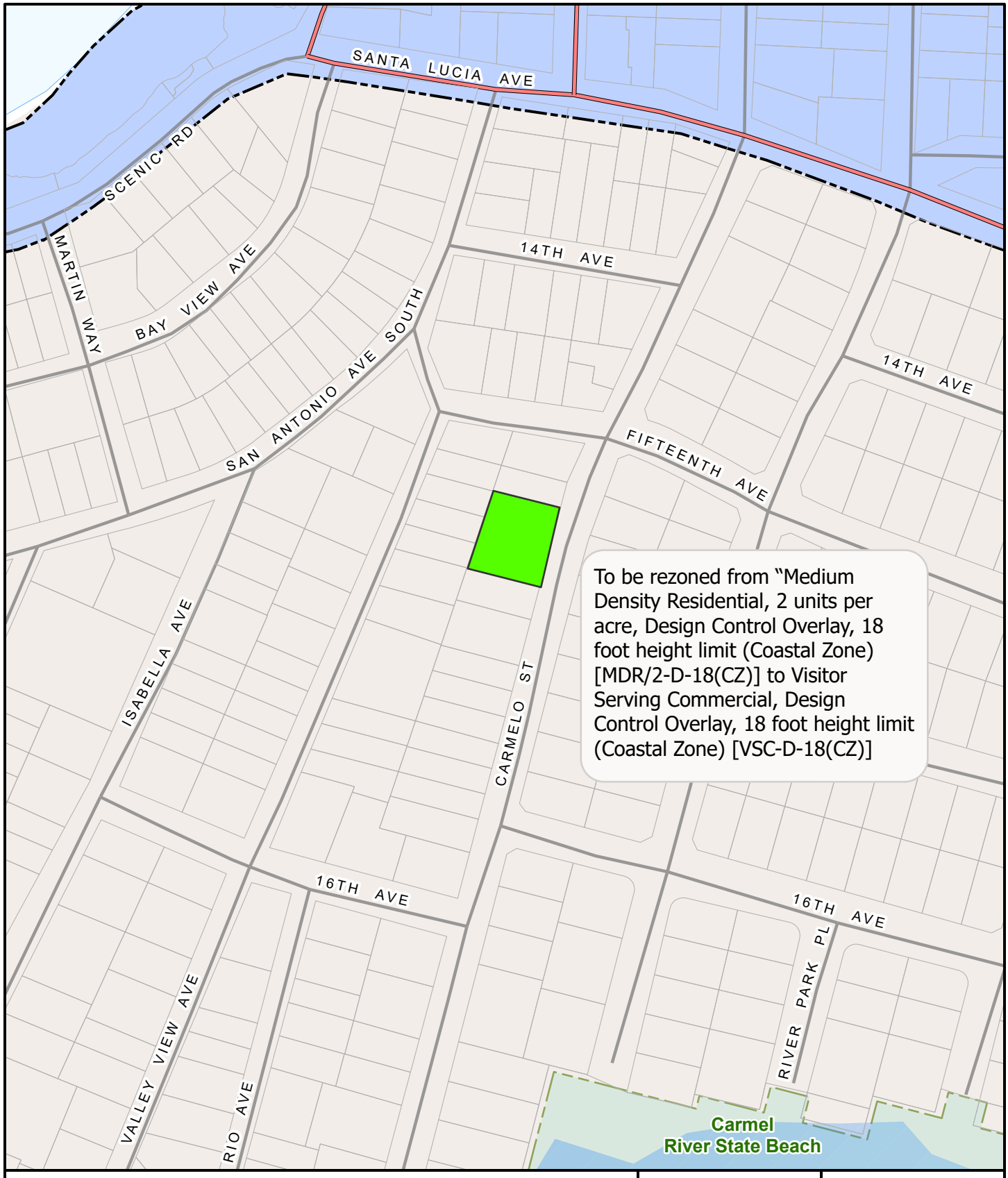
VALERIE RALPH
Clerk of the Board

By:_____
Deputy

APPROVED AS TO FORM BY:

Kelly L. Donlon
_____
Kelly L. Donlon
Chief Assistant County Counsel

This page intentionally left blank



Amending Sectional District Map 20-16

APN 009-403-003-000

Project Site

N

0 100

Feet

MONTEREY COUNTY CALIFORNIA 1850

PLANNER: TEX

This page intentionally left blank

Exhibit B

This page intentionally left blank.

DRAFT RESOLUTION

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

In the matter of the application of:
LINCOLN GREEN INN, LLC (PLN220308)
RESOLUTION NO. ----
Resolution by the Monterey County Planning Commission recommending that the Board of Supervisors:

1) Finding that the project qualifies for a Class 3 categorical exemption pursuant to CEQA Guidelines section 15303, and that none of the exceptions from section 15300.2 apply; and
2) Approving an After-the-Fact Combined Development Permit consisting of:
   a. A Coastal Development Permit to allow the conversion of an existing 394 square foot two-car garage into a visitor serving unit; and
   b. A Coastal Administrative Permit to allow development within 750 feet of archaeological resources.

[PLN220308 Lincoln Green Inn, LLC, 26208 & 26200 Carmelo Street, Carmel, Carmel Area Land Use Plan (Assessor's Parcel Number 009-403-003-000)]

The LINCOLN GREEN LLC (PLN220308) application came before the County of Monterey Planning Commission on April 29, 2026, at a public hearing. Having considered all the written and documentary evidence, the administrative record, the staff report, oral testimony, and other evidence presented, the Planning Commission hereby makes a recommendation to the Monterey County Board of Supervisors with reference to the following facts and findings:

FINDINGS

1. FINDING: **CONSISTENCY** – The Project, as proposed and 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 in:
- the 2010 Monterey County General Plan;
- Carmel Area Land Use Plan; and

- the Monterey County Coastal Zoning Ordinance (Title 20).

No correspondence was received during the course of review indicating any identifying potential inconsistencies with these documents. As proposed and conditioned, no conflicts with these plans and regulations were found to exist.

b) Allowed Use. The property is located at 26208 and 26200 Carmelo Street, Carmel Area Land Use Plan (APN: 009-403-003-000). The subject property is currently zoned Medium Density Residential with a density of 2 acres per unit, a design control overlay, and an 18-foot height limitation in the Coastal Zone. The Planning Commission has concurrently adopted Resolution No.26-XXX, which recommends the Board of Supervisors rezone the subject property to Visitor-Serving Commercial with a Design Control overlay and an 18 foot height limit in the Coastal Zone or "VSC-D(18)(CZ)", and amend the Carmel Area Land Use Plan and Coastal Implementation Plan to limit the subject property to a total of five inn units. Therefore, this resolution recognizes and analyzes the project's consistency with the requirements of the VSC zoning District. The project involves the after-the-fact permitting of an existing 394 square foot detached garage that was converted to a visitor-serving unit as a part of the Lincoln Green Inn approximately 30 years ago. The VSC zoning district allows inns as a conditionally permitted use, subject to the granting of a Coastal Development Permit. The project also involves a Coastal Administrative Permit to allow development within 750 feet of existing archaeological sites. Therefore, the project is an allowed land use for this site.

c) Lot Legality. The property is described as Lots 5, 7 and 9 on a final map entitled "Map of Addition No. 7 Carmel-By-The-Sea" recorded in April of 1908 (Volume 2, Cities & Towns, Page 24). Therefore, the County recognizes the lots as legal lots of record.

d) Development Standards. Pursuant to Title 20 section 20.22.070, setbacks for development where a General Development Plan is not required shall be established by the Appropriate Authority through the project review based on surrounding land use, provision of adequate parking and landscaping, and other site design features. In this case, no General Development Plan is required pursuant to Title 20 section 20.22.030.A, as the lot is not in excess of one acre, the development proposed does not include more than one use, and the development does not include any form of subdivision. Therefore, setbacks for the project site, as shown on the attached plans, shall be established by this resolution through recommendation by the Planning Commission for adoption by the Board of Supervisors. The described in Finding 1 Evidence "c", the development occurs over 3 separate legal lots of record. The lots have historically been held in common ownership and have been transferred jointly as one lot. In order to avoid inconsistencies as it relates to site development standards, Condition No.4 has been added, which will require the Owner to record on title a covenant and

agreement to hold the property as one parcel until such time as the Lincoln Green Onn is no longer operational and all related site improvements have been removed. The site is 0.3 acres (13,159 square feet), the allowable coverage is 50% (6,579 square feet), while the existing coverage of the site is 3,567 square feet or 41.2%. Additionally, the maximum allowed height for structures within the VSC zoning district is 35 feet, unless superseded by a structure height limit noted on the zoning map, which in this case is 18 feet. As no structural changes are proposed as part of this application, the subject structure will remain 11 feet 9 inches. Therefore, the project complies with applicable site development standards.

e) Design. No exterior changes occurred with the conversion of the garage into a visitor serving unit.

f) Parking. Pursuant to Title 20 section 20.58.040, The required parking for inns is 1 space per unit plus 2 spaces for every 3 employees. According to the operations plan, there are no full-time on-site staff members, and with implementation of this project, there will be a total of 5 units. Contract services are retained for landscaping and room turnover. Landscaping is conducted twice a week, after guest check-out times (i.e., between 11:00 AM and 3:00 PM). Room turnover and cleaning are also done during this time period. There are up to four individuals who provide these services. Guests self-check-in during 3:00 - 6:00 PM, and self-check-out at 11:00 AM. There is a two-night minimum stay on the weekends and a three-night minimum stay on some holidays. A roving manager does check-in on the property. In general, contracted services are not typically considered permanent employees for the purpose of calculating the number of parking stalls per Title 20 section 20.58.040. Here, there are only up to four contracted employees (no permanent employees), and such employees will be on-site when guests check out and vacate their respective parking stalls. As proposed, the storage/check-in office will be partially converted back to allow for one parking stall within the structure, and the property's frontage will be modified to allow for four additional on-site parking stalls. A draft parking plan has been provided and illustrates the property's ability to have five on-site parking stalls as required by County Code. Condition No. 5 requires that the Applicant/Owner provide a final parking plan meeting County requirements prior to issuance of any permits from Building Services.

g) Traffic Generation. A traffic report prepared by Hexagon Transportation Consultants, Inc (LIB240242) analyzed the existing and proposed trip generation estimates for the Lincoln Green Inn. Based on the trip generation estimate included in the report, the proposed expansion would increase the number of additional daily trips by four, one of which would occur during the AM peak hours (between 7AM – 9AM). The trip generation calculation for the proposed use includes all trips generated onsite, including visitors, and assumes that the total number

of Inn staff will not increase as part of the proposed expansion. The increase in traffic associated with the proposed expansion of the inn would represent between 0.2 percent and 0.4 percent of daily traffic in the area and would not be noticeable or affect nearby roadway operations. Additionally, the conversion was done approximately 30 years ago without permitting and has been in use as a visitor serving unit since then, therefore new traffic impacts are unlikely to occur as a result of the issuance of this permit.

h) Cultural Resources. According to the Monterey County Geographic Information System (GIS), the subject property is within an area of high archaeological sensitivity. In accordance with General Plan Open Space Policy OS-6.3, any new development being proposed within moderate or high sensitivity zones, or within 150 feet of a known recorded archaeological and/or cultural site, shall complete a Phase One Archaeological survey. According to the prepared Phase One Archaeological Survey (County of Monterey Library No. LIB240240), no cultural resources or indications of archaeological resources were identified during the Project Archaeologist's pedestrian survey of the project site. The potential for inadvertent impacts to cultural resources is limited and will be controlled by use of the County's standard condition (Condition No. 3), which requires the contractor to stop work if previously unidentified resources are discovered during construction.

i) Carmel Area Land Use Plan. Policy 4.4.2.4 states, "Because there is limited suitable land or water to support new development and because the capacity of public facilities is limited, coastal-dependent recreation and visitor-serving uses shall have priority over residential and other non-coastal dependent uses." Further, Policy 4.4.3.D.1, states "expansion of existing facilities or the location of new facilities within existing developed areas is preferred over development elsewhere." Accordingly, utilizing an existing structure for the establishment of an additional inn unit, which is at a scale that is compatible with the neighborhood, is prioritized by the LUP and Coastal Act. The project's additional unit (after-the-fact approval) has been reviewed against the criteria of Policy 4.4.3.D.4, which requires that new or expanded visitor-serving facility proposals must demonstrate consistency with the land use plan, maximum site and parcel densities, and environmental, visual, design, and traffic safety constraints. See Finding 1 and supporting evidence. The property is not subject to the Residential Development Density table of Policy 4.6. The site is limited to five inn units per Resolution No.26-XXX.

j) The application, project plans, and related support materials submitted by the project applicant to County of Monterey HCD-Planning found in Project File PLN220308.

2. 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, Environmental Health Bureau, and Cypress Fire Protection District. County staff reviewed the application materials and plans to verify that the project on the subject site conforms to the 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) Staff identified the need address potential historical and cultural resources and trip generation impacts from the proposed project. The following report have been prepared:

- "Archaeological Assessment Review of the Lincoln Green Inn" (LIB240240) prepared by Dana E. Supernowicz, M.A, Pebble Beach, CA, March 26, 2023.
- "Historical Assessment Review of the Lincoln Green Inn" (LIB240241) prepared by Dana E. Supernowicz, M.A, Pebble Beach, CA, March 26, 2023.
- "Trip Generation Study for the Lincoln Green Inn in Monterey County, CA" (LIB240242) prepared by Ollie Zhou, San Jose, CA, July 9, 2023.

c) Staff conducted a site inspection on November 17, 2022 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 County of Monterey HCD-Planning found in Project File PLN220308.

3. 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, Environmental Health Bureau, and Cypress Fire Protection District. 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) All necessary public facilities will be provided to the subject property. Potable water is provided to the parcel by CalAm, and wastewater is handled by the Carmel Area Wastewater District.

c) Staff conducted a site inspection on November 17, 2022 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 County of Monterey HCD-Planning found in Project File PLN220308.

4. FINDING: **VIOLATIONS -** The subject property is not in compliance with all rules and regulations pertaining to zoning uses, subdivision, and any other applicable provisions of the County's zoning ordinance. No active code enforcement cases exist on the property. However, violations do exist on the subject property. Issuance of this permit will bring the property back into compliance.

EVIDENCE:

a) Staff reviewed County of Monterey HCD - Planning and Building Services Department records and is not aware of any existing code enforcement cases on the subject property. However, the proposed conversion took place approximately 30 years ago without the issuance of required permits. Pursuant to Title 20, parking must be located entirely on-site. Guests and contracted services currently and have historically parked diagonally in front of the property, within the Carmelo Street right-of-way. As a result, Lincoln Green Inn has operated with five inn units for 30 years, with no on-site parking. The County is in receipt of complaints regarding vehicles' spillover into the 60 public right-of-way. Accordingly, the property is not currently in compliance with the County's parking standards. However, as proposed, the storage/check-in office would be partially converted back to allow for one parking stall within the structure, and the property's frontage would be modified to allow for four additional on-site parking stalls. Issuance of this after-the-fact permit will bring the property back into compliance.

b) Staff conducted a site inspection on November 17, 2022 and researched County records to assess if any violation exists on the subject property.

c) The application, plans and supporting materials submitted by the project applicant to County of Monterey HCD-Planning for the proposed development are found in Project File PLN220308.

5. FINDING: **CEQA (Exempt) –** The project is categorically exempt from environmental review and no unusual circumstances were identified to exist for the proposed project.

EVIDENCE:

a) California Environmental Quality Act (CEQA) Guidelines Section 15301 categorically exempts existing facilities, involving no or negligible changes or intensification of such facility or use.

b) The project consists of after-the-fact approval of the existing inn unit, and therefore meets the Class 1 exemption. Interior conversion of the office/storage space to a garage and modification to the property's frontage to accommodate required parking are negligible changes to the property. Therefore, the proposed project meets the Class 1 exemption criteria.

c) None of the exceptions under CEQA Guidelines Section 15300.2 apply to this project. The project does not involve a designated historical resource, a hazardous waste site, unusual circumstances that would result in a significant effect, or development that would result in a cumulative significant impact. The project site does not have an environmentally sensitive habitat; the property is not located on or along a scenic highway or corridor and has been designed and sited to minimize impacts to forest resources and remove only the trees necessary for construction. There is no substantial evidence that would support a fair argument that the project has a reasonable possibility of having a significant effect on the environment or that it would result in a cumulative significant impact.

d) The application, project plans, and related support materials submitted by the project applicant to County of Monterey HCD-Planning for the proposed development found in Project File PLN220308.

6. FINDING: **PUBLIC ACCESS –** The project is in conformance with the public access and recreation policies of the Coastal Act (specifically Chapter 3 of the Coastal Act of 1976, commencing with Section 30200 of the Public Resources Code) and applicable Local Coastal Program, and does not interfere with any form of historic public use or trust rights.

EVIDENCE:

a) No Public access is required as part of the project as no substantial adverse impacts on access, either individually or cumulatively, as described in Section 20.145.150 of the Monterey County Coastal Implementation Plan can be demonstrated.

b) No evidence or documentation has been submitted or found showing the existence of historic public use or trust rights over this property.

c) The subject property is not described as an area where the Local Coastal Program requires visual or physical public access (Carmel Area, Figure 3, Local Coastal Program Public Access).

c) The application, project plans, and related support materials submitted by the project applicant to Monterey County HCD-Planning found in Project File PLN220308.

DECISION

NOW, THEREFORE, based on the above findings and evidence, the Planning Commission does hereby recommend the Board of Supervisors:

1. Find that the project qualifies as a Class 1 Categorical Exemption pursuant to CEQA Guidelines section 15301, and there are no exceptions pursuant to section 15300.2; and
2. Approve an After-the-Fact Combined Development Permit consisting of:
    a. A Coastal Development Permit to allow the conversion of an existing two-car garage into a visitor serving unit; and
    b. A Coastal Administrative Permit to allow development within 750 feet of archaeological resources.

All of which are in general conformance with the attached sketch and subject to the attached 4 conditions, all being attached hereto and incorporated herein by reference.

PASSED AND ADOPTED this 29th day of April, 2026 upon motion of _____, seconded by , by the following vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

_____
Melanie Beretti, AICP, Chief of Planning
Planning Commission Secretary

COPY OF THIS DECISION MAILED TO APPLICANT ON _____.

County of Monterey HCD Planning

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

PLN220308

1. PD001 - SPECIFIC USES ONLY

Responsible Department: Planning

Condition/Mitigation Monitoring Measure: This Combined Development permit (PLN220308) allows for the conversion of an existing 394 square foot two-car garage into a visitor serving unit within 750 feet of known archaeological resources. The property is located at 26208 & 26200 Carmelo Street, Carmel (Assessor's Parcel Number 009-403-003-000), Carmel Area Land Use 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 Monitoring Measure: The applicant shall record a Permit Approval Notice. This notice shall state:
"A Combined Development Permit and Local Coastal Program Amendment (Resolution Number _____) was approved by Board of Supervisors for Assessor's Parcel Number 009-403-003-000 on XXXXXX, 2026. The permit was granted subject to 5 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 Action to be Performed: Prior to the issuance of grading and building permits, certificates of compliance, or commencement of use, whichever occurs first and as applicable, the Owner/Applicant 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 Monitoring Measure: If, during the course of construction, cultural, archaeological, historical or 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 Action to be Performed: The Owner/Applicant shall adhere to this condition on an on-going basis.

Prior to the issuance of grading or building permits and/or prior to the recordation of the 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. PDSP001 - COVENANT AND AGREEMENT TO HOLD PROPERTY AS ONE PARCEL

Responsible Department: Planning

Condition/Mitigation Monitoring Measure: Prior to issuance of building or grading permits, the Applicant/Owner shall record on title a "COVENANT AND AGREEMENT TO HOLD PROPERTY AS ONE PARCEL" or an equivalent agreement, approved as to form by the Office of County Counsel, that requires the Applicant/Owner and its successors to hold the three properties under common ownership until such time that the Lincoln Green Inn is no longer operational and all related site improvements have been removed.

Compliance or Monitoring Action to be Performed: Prior to issuance of building or grading permits, the Applicant/Owner shall record on title an agreement satisfying the language of this condition.

5. PW0007 - PARKING STANDARD

Responsible Department: Public Works

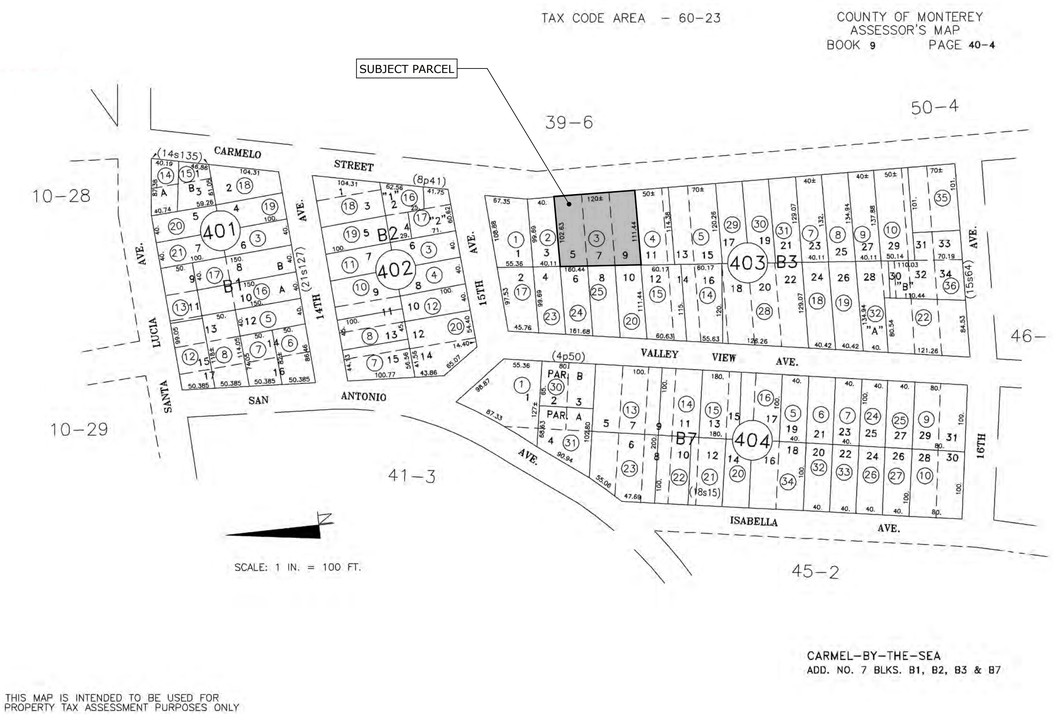
Condition/Mitigation Monitoring Measure: The parking stalls and circulation shall meet County standards, and shall be subject to the
approval of the HCD. Five stalls shall be provided for on-site inn units.

Compliance or Monitoring Action to be Performed: Prior to Building/Grading Permits Issuance, the Owner's/Applicant's engineer/architect shall prepare a parking plan and submit plans for review and approval.

L I N C O L N G R E E N I N N

2 6 2 0 8 C A R M E L O S T R E E T , C A R M E L C A 9 3 9 2 3

PARCEL MAP



VICINITY MAP / TRUCK HAUL ROUTE



PROJECT DATA

OWNER:	JOESPH WALTER LINCOLN GREEN INN, LLC. 26208 CARMELO STREET CARMEL, CA 93923
SITE:	26208 CARMELO STREET CARMEL, CA 93923
APN:	009-403-003-000
SITE AREA:	13,159 SQ FT (.302 AC)
CARMEL AREA LUP DESIGNATION:	RECREATION AND VISITOR-SERVING COMMERCIAL
ZONING:	MDR/2-D (18)CZ) (EXISTING) VSC-D (18)(CZ) (PROPOSED)
OCCUPANCY:	R-1
CONSTUCTION TYPE:	R-3

AREA CALCULATIONS:

EXISTING BUILDING AREA:

GARAGES:	802 SQ FT
RENTALS	2,765 SQ FT
TOTAL:	3,567 SQ FT

PROPOSED BUILDING AREA:

GARAGE:	408 SQ FT
RENTALS	3,159 SQ FT
TOTAL:	3,567 SQ FT

F.A.R.: 27.1%

COVERAGE CALCULATIONS:

EXISTING COVERAGE:

GARAGES:	802 SQ FT
RENTALS	2,765 SQ FT
FIREPLACES	54 SQ FT
DECKS	220 SQ FT
TOTAL:	3,841 SQ FT (29.1%)

PROPOSED COVERAGE:

GARAGE:	408 SQ FT
RENTALS	3,159 SQ FT
FIREPLACES	54 SQ FT
DECKS	220 SQ FT
TOTAL:	3,841 SQ FT (29.1%)

IMPREVIOUS CALCULATIONS:

EXISTING IMPERVIOUS:

IMPERVIOUS	1,807 SQ FT
BUILDING	3,227 SQ FT
BUILDING	394 SQ FT
TOTAL:	5,428 SQ FT (41.2%)

PROPOSED IMPERVIOUS:

IMPERVIOUS	1,807 SQ FT
BUILDING	3,227 SQ FT
BUILDING	394 SQ FT
TOTAL:	5,428 SQ FT (41.2%)

BUILDING HEIGHT (ADU):	11'-9"
GRADING:	0 CY CUT 0 CY FILL 0 TOTAL (UNDER 50 CY)
PARKING:	7 SPACES (NO CHANGE)
LANDSCAPING:	EXISTING - NO PROPOSED CHANGES
FUEL MANAGEMENT:	NONE (EXISTING STRUCTURES IN URBAN SETTING)
FIRE SPRINKLERS:	NO
TREE REMOVAL:	NONE
WATER SUPPLY:	CAL AM
SEWER:	CARMEL AREA WASTEWATER DISTRICT

SHEET INDEX

SHEET I.D.	NAME / DESCRIPTION	REVISION
A0.0	COVER SHEET, PROJECT DATA	
T-1	SURVEY	
A1.1	SITE PLAN	
A2.1	FLOOR PLAN	
A3.1	ELEVATIONS	

SCOPE OF WORK

THIS SUBMITTAL IS TO AMMEND THE MORNING GLORY UNIT ON THE LINCOLN PARCEL CONVERTED INTO A RENTABLE UNIT +/- 30 YEARS AGO (ACTUAL DATE UNKNOWN), COMPLETED WITH OUT A PERMIT, PRIOR TO CURRENT OWNER'S PURCHASE OF THE PROPERTY. CURRENT OWNER IS SEEKING TO RECEIVE PLANNING AND BUILDING APPROVALS TO LEGITIMIZE THE CONVERSION OF A TWO-CAR GARAGE INTO ONE SINGLE VISITOR-SERVING UNIT. AMEND ZONING CLASSIFICATION FROM MDR/2-D (18)(CZ) TO VSC-D (18)(CZ)

PROJECT TEAM

PLANNING CONSULTANT:	MAUREEN WRUCK PLANNING CONSULTANT, LLC JOEL R. PANZER 21 WEST ALISAL STREET, SUITE 111 SALINAS, CA 93901 831.771.2557
ARCHITECT:	H3 DESIGN CHARLES S. HORNISHER, AIA C-38209 549 HILLCREST AVE. PACIFIC GROVE, CA 93950 831.233.4319

DEFERRED SUBMITTALS

PRIOR TO INSTALLATION OF THE FOLLOWING SYSTEMS, THE CONTRACTOR SHALL SUBMIT TO THE COUNTY OF MONTEREY BUILDING DEPARTMENT THE REQUIRED DOCUMENTATION FOR REVIEW AND APPROVAL. REVIEW BY ARCHITECT SHALL BE PERFORMED PRIOR TO SUBMITTING DOCUMENTS.

1.
2.

APPLICABLE CODES

THIS PROJECT SHALL COMPLY WITH ALL CURRENT CODES AS FOLLOWS:

2022 CALIFORNIA BUILDING CODE
2022 CALIFORNIA PLUMBING CODE
2022 CALIFORNIA MECHANICAL CODE
2022 CALIFORNIA ENERGY CODE
2022 CALIFORNIA ELECTRICAL CODE
2022 CALIFORNIA FIRE CODE
2022 CALIFORNIA GREEN BUILDING CODE
2022 CALIFORNIA RESIDENTIAL CODE

REVISION DATE

BELOW ARE LISTED REVISIONS, THEIR DELTA SYMBOL AND DATE:
++.++.++ - REVISION LISTED

H3 DESIGN
549 HILLCREST AVENUE
PACIFIC GROVE, CA 93950
(C) 831.233.4319
#STEWARDSHIPINDESIGN

08 . 13 . 24

LICENSED ARCHITECT
CHARLES S. HORNISHER
C-38209
08.31.25
STATE OF CALIFORNIA

L I N C O L N G R E E N I N N
2 6 2 0 8 C A R M E L O S T R E E T , C A R M E L C A 9 3 9 2 3

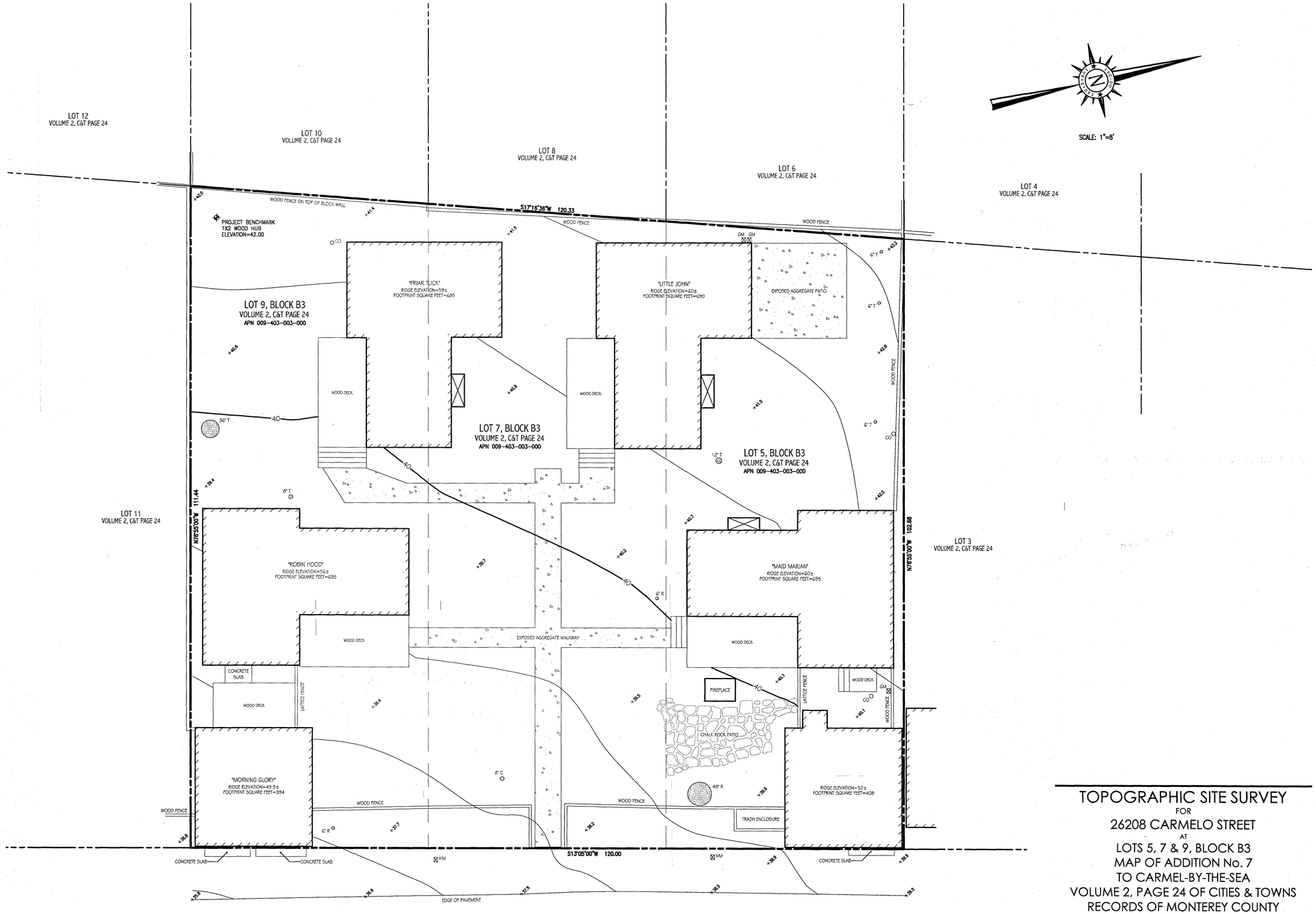
ALL DRAWINGS, DESIGNS + WRITTEN MATERIALS ARE THE ORIGINAL WORK OF H³ DESIGN AND MAY NOT BE DUPLICATED, USED OR TRANSFERRED WITHOUT WRITTEN CONSENT

TITLE SHEET

A0.0

LEGEND:

- FOUND MONUMENT (AS NOTED)
- SET 3/4" IRON PIPE, TAGGED PLS 8368 (UNLESS NOTED OTHERWISE)
- RECORD BOUNDARY
- RECORD RIGHT OF WAY
- RECORD LOT LINE
- ORIGINAL LOT LINE
- PROJECT BENCHMARK
- 123 CONTOUR (MAJOR)
- CONTOUR (MINOR)
- BUILDING OUTLINE
- CHIMNEY
- EDGE OF PAVEMENT
- EDGE OF SIDEWALK
- GM GAS METER
- CO SANITARY SEWER CLEAN-OUT
- WM WATER METER
- 12"T TREE WITH SIZE AND TYPE
- C CYPRESS
- R REDWOOD
- T TREE
- +47.2 SPOT ELEVATION



CARMELO STREET

(A 40 FOOT WIDE COUNTY ROAD)

RECORD DESCRIPTION:

LOTS 5, 7 AND 9 IN BLOCK B-3 AS SHOWN ON THE MAP ENTITLED "MAP OF ADDITION No. 7 CARMEL-BY-THE-SEA, AS FILED IN VOLUME 2, PAGE 24, OF CITIES AND TOWNS, RECORDS OF MONTEREY COUNTY, CALIFORNIA.

BENCHMARK:

ELEVATIONS FOR THIS SURVEY ARE BASED ON AN ASSUMED DATUM. AN ELEVATION OF 42.00 HAS BEEN ASSIGNED TO 1" by 2" WOOD HUB SET IN THE GROUND NEAR THE WESTERLY CORNER OF THE SUBJECT PROPERTY AS SHOWN HEREON.

NOTES:

1. BOUNDARY LOCATIONS SHOWN HEREON WERE DETERMINED WITH THE BENEFIT OF A FIELD SURVEY SUPPLEMENTED BY RECORD DATA. ALL BOUNDARY DATA SHOWN HEREON ARE FROM THE RECORDS, AND IS SHOWN APPROXIMATE ONLY - NOT FOR CONSTRUCTION. THIS IS NOT A BOUNDARY SURVEY.
2. ENTITLEMENTS OR ENCUMBRANCES AFFECTING THIS PROPERTY MAY NOT NECESSARILY BE SHOWN.
3. DISTANCES SHOWN ARE EXPRESSED IN FEET AND DECIMALS THEREOF.
4. CONTOUR INTERVAL = ONE FOOT.
5. TREE TYPES ARE INDICATED WHERE KNOWN. DIAMETERS OF TREES ARE SHOWN IN INCHES AND ARE APPROXIMATE ONLY, TO BE VERIFIED BY AN APPROVED ARBORIST. TREES SMALLER THAN 6" ARE NOT SHOWN. ARE SHOWN. DIRECTION OF GROWTH AND DRIP LINE SHAPE TO BE NOTED AND VERIFIED BY OTHERS.
6. BUILDING RIDGE ELEVATIONS ARE APPROXIMATE AND ARE FOR REFERENCE ONLY. MOST BUILDING HAVE STAGGERED AND/OR VARIED RIDGE LINES.
7. THIS MAP CORRECTLY REPRESENTS A SURVEY PREPARED BY ME AND/OR UNDER MY DIRECTION, FROM FIELD DATA COLLECTED IN SEPTEMBER OF 2012.

PROFESSIONAL LAND SURVEYOR
FRANK LUCIDO JR.
Exp. 12-31-13
No. 8368
STATE OF CALIFORNIA

TOPOGRAPHIC SITE SURVEY

FOR

26208 CARMELO STREET

AT

LOTS 5, 7 & 9, BLOCK B3
MAP OF ADDITION No. 7
TO CARMEL-BY-THE-SEA
VOLUME 2, PAGE 24 OF CITIES & TOWNS
RECORDS OF MONTEREY COUNTY

ENVIRONS OF CARMEL | COUNTY OF MONTEREY | STATE OF CALIFORNIA

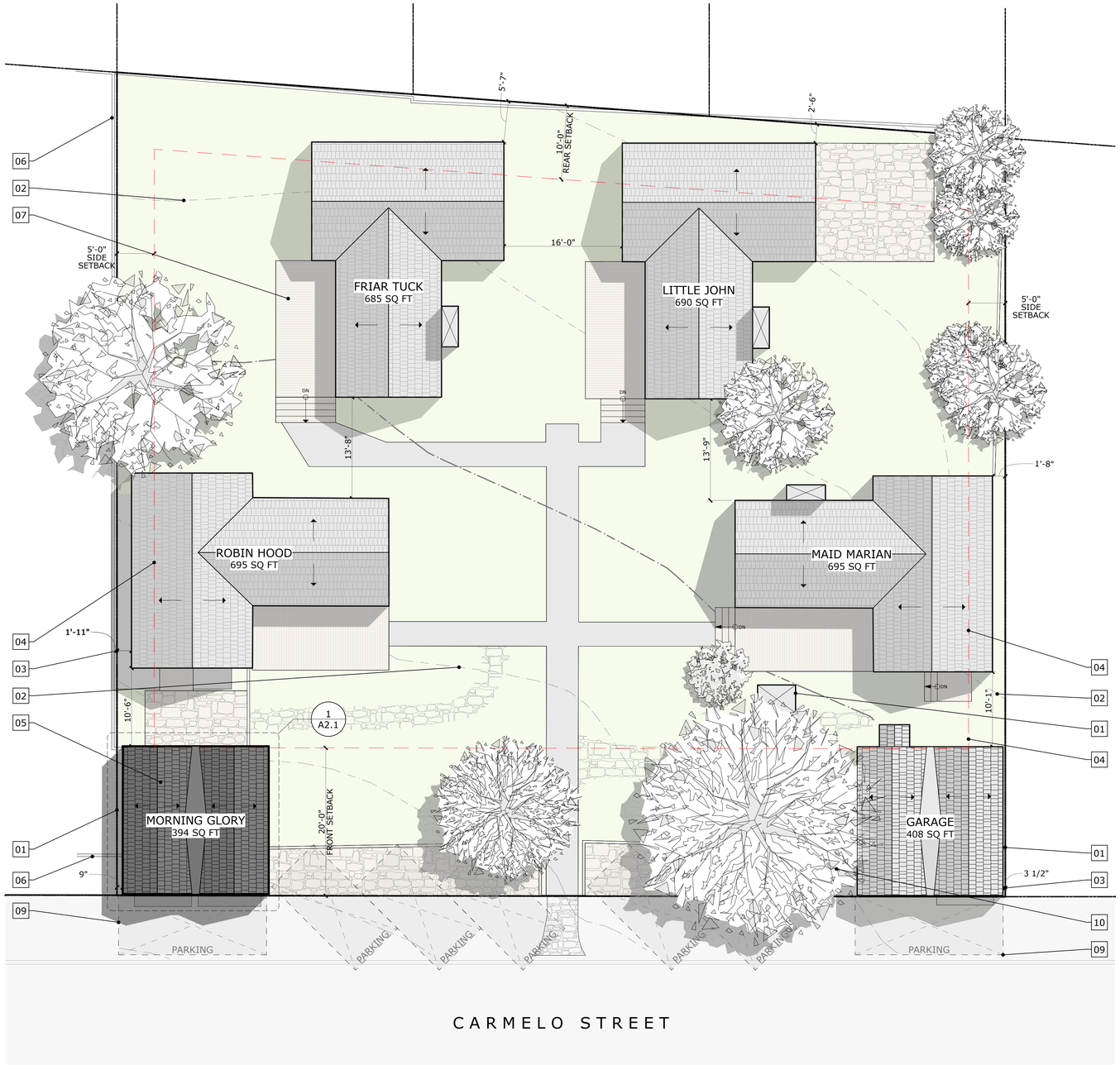
PREPARED FOR

Joseph Water

by LUCIDO SURVEYORS — Del Rey Oaks, California

SCALE: 1" = 8' | PROJECT No. 1074 | OCTOBER 2012

APN 009-403-003-000



PROPOSED SITE PLAN

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

0 2' 4' 8' 16'

SITE PLAN SHEET NOTES

01 PROPERTY LINE

02 TOPOGRAPHIC LINE

03 BUILDING DISTANCE TO PROPERTY LINE

04 SEBACK PER CITY OF COUNTY OF MONTEREY REQUIREMENTS

05 GARAGE CONVERTED INTO "MORNING GLORY" RENTABLE UNIT

06 6' FENCE

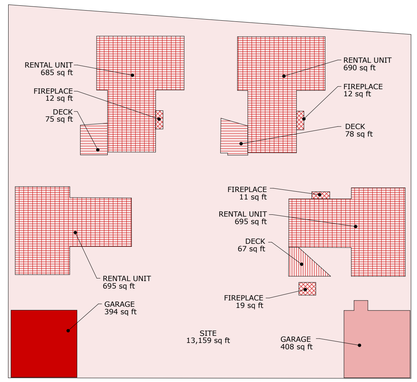
07 RAISED DECK

08 EXTERIOR FIREPLACE

09 7 PARKING SPACES

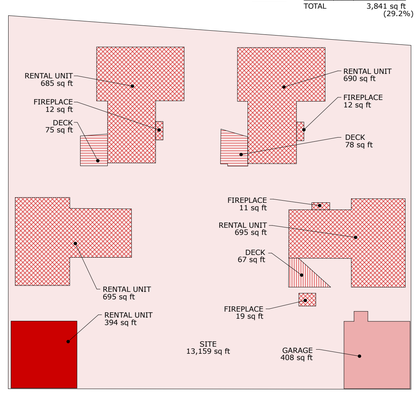
10 TRASH ENCLOSURE

BUILDING COVERAGE DIAGRAMS



EXISTING BUILDING COVERAGE

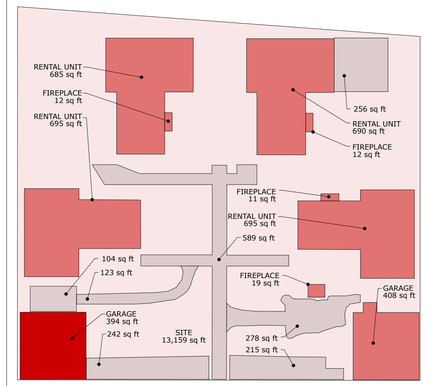
	GARAGE	408 sq ft
	GARAGE	394 sq ft
	RENTALS	2,765 sq ft
	FIREPLACES	54 sq ft
	DECKS (+24")	220 sq ft
	TOTAL	3,841 sq ft (29.2%)



PROPOSED BUILDING COVERAGE

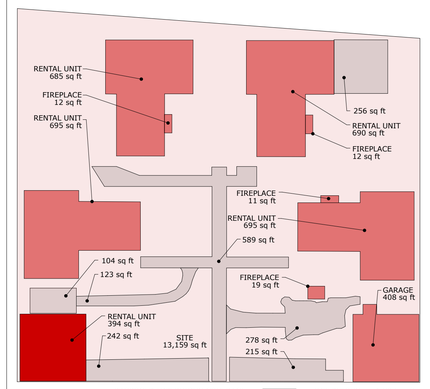
	GARAGE	408 sq ft
	RENTAL	394 sq ft
	RENTALS	2,765 sq ft
	FIREPLACES	54 sq ft
	DECKS (+24")	220 sq ft
	TOTAL	3,841 sq ft (29.2%)

IMPERVIOUS COVERAGE DIAGRAMS



EXISTING IMPERVIOUS COVERAGE

	IMPERVIOUS	1,807 sq ft
	BUILDING	3,227 sq ft
	BUILDING	394 sq ft
	TOTAL	5,428 sq ft (41.2%)



PROPOSED IMPERVIOUS COVERAGE

	IMPERVIOUS	1,807 sq ft
	BUILDING	3,227 sq ft
	BUILDING	394 sq ft
	TOTAL	5,428 sq ft (41.2%)

GENERAL NOTES

A. SURVEY INFORMATION FROM TOPOGRAPHIC SITE SURVEY BY LUCIDO SURVEYORS, PROJECT #1074

B. ALL WORK INTERIOR TO UNIT, NO NEW AREA ADDED

H3 DESIGN
591 ILLINOIS AVENUE
PACIFIC GROVE, CA 93950
(C) 831.233.4319
#STEVEN@H3DESIGNCOMPANY.COM

08 . 13 . 24

LICENSED ARCHITECT
CHARLES S. HOSKINSON
C-38709
08.31.25
RENEWAL
STATE OF CALIFORNIA

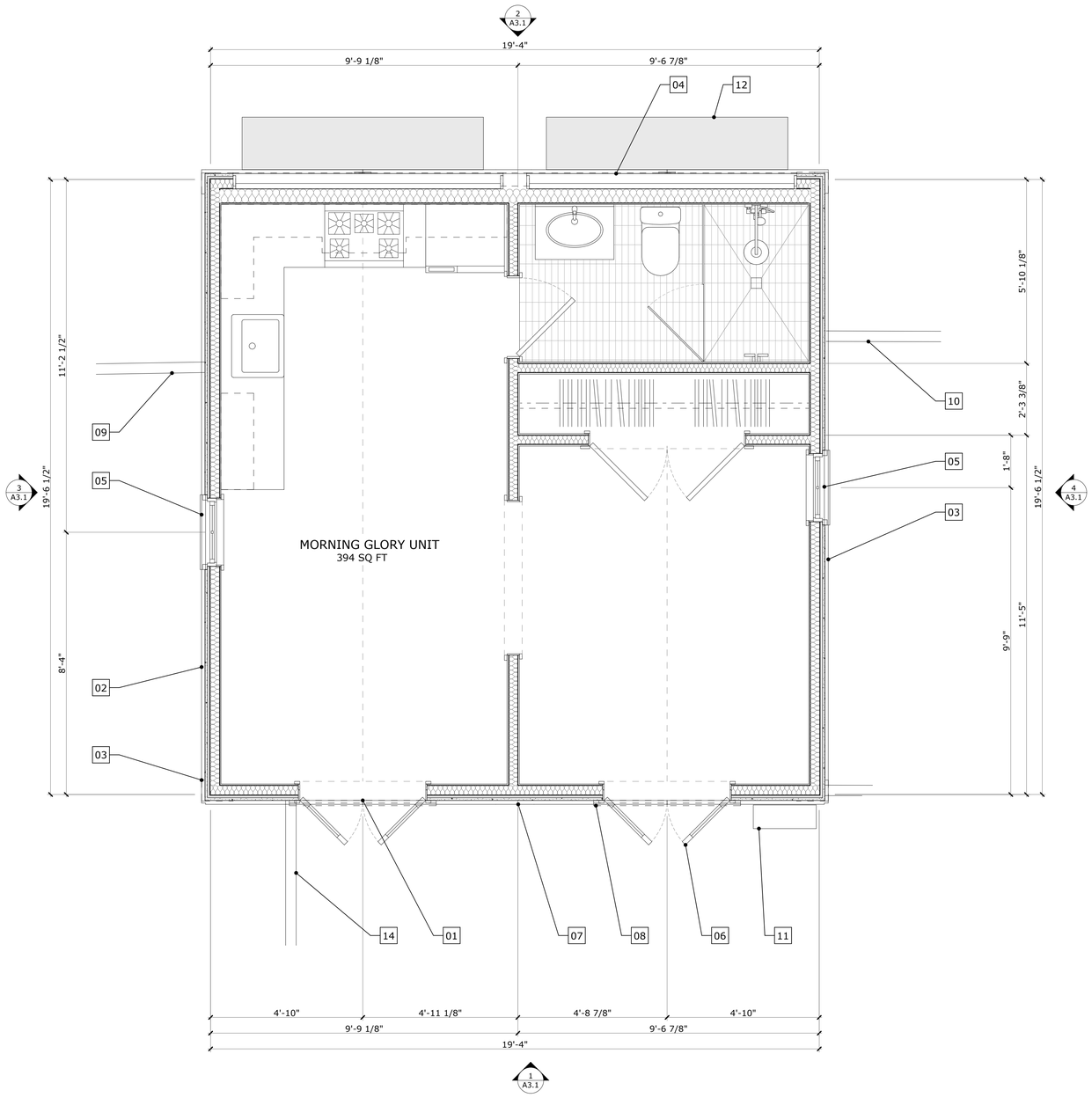
LINCOLN GREEN INN

26208 CARMELO STREET, CARMEL CA 93923

ALL DRAWINGS, DESIGNS + WRITTEN MATERIALS ARE THE ORIGINAL WORK OF H³ DESIGN AND MAY NOT BE DUPLICATED, USED OR TRANSFERRED WITHOUT WRITTEN CONSENT

ARCHITECTURAL SITE PLAN

A1.1



FLOOR PLAN SHEET NOTES

01 ELECTRICAL MASTHEAD

02 LINE OF ROOF OVERHEAD

03 PAINTED CEMENT PLASTER

04 EXISTING GARAGE WOOD DOORS

05 PAINTED WOOD WINDOWS

06 PAINTED WOOD DOORS, TYP.

07 EXTERIOR LIGHTING, SEE WEST ELEVATION

08 COPPER AWNING

09 3' PAINTED DECORATIVE WOOD FENCE

10 6' PAINTED WOOD FENCE

11 ON DEMAND WATER HEATER

12 CONCRETE APRON

13 PAVED ASPHALT DRIVEWAY

14 DECORATIVE LATTICE SCREEN

GENERAL NOTES

A. SURVEY INFORMATION FROM TOPOGRAPHIC SITE SURVEY BY LUCIDO SURVEYORS, PROJECT #1074

B. ALL WORK INTERIOR TO UNIT, NO NEW AREA ADDED

H3 DESIGN
549 ILLINOIS AVENUE
PACIFIC GROVE, CA 93950
(C) 831.233.4319
#STEVEN@STEVENHENRYDESIGN.COM

08 . 13 . 24

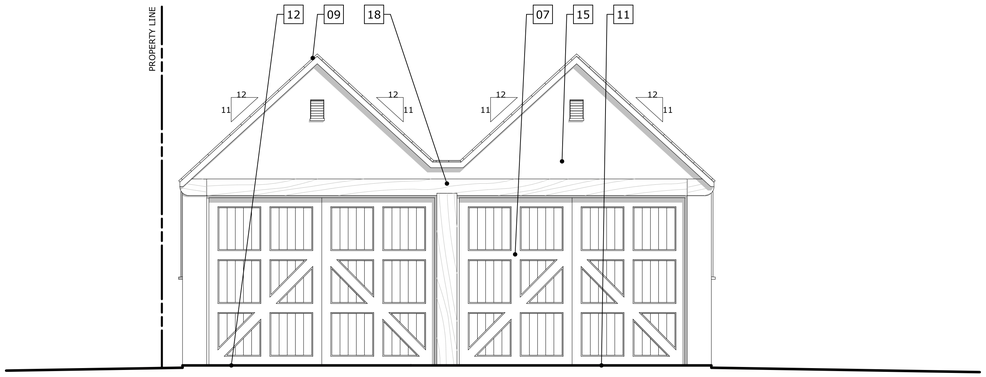
LICENSED ARCHITECT
CHARLES S. HOSKINSON
C-38709
08.31.25
RENEWAL
STATE OF CALIFORNIA

LINCOLN GREEN INN
26208 CARMELO STREET, CARMEL CA 93923

ALL DRAWINGS, DESIGNS + WRITTEN MATERIALS ARE THE ORIGINAL WORK OF H³ DESIGN AND MAY NOT BE DUPLICATED, USED OR TRANSFERRED WITHOUT WRITTEN CONSENT

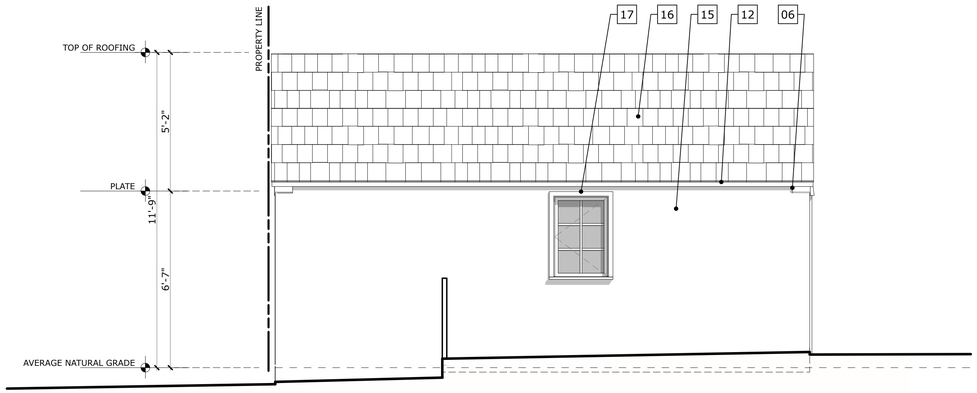
FLOOR PLAN

A2.1



EAST ELEVATION

SCALE: 3/8" = 1'-0"



NORTH ELEVATION

SCALE: 3/8" = 1'-0"

EAST ELEVATION
COLORS TO MATCH
EXISTING

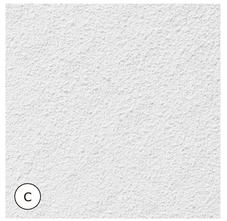




ROOFING
3/4" HEAVY CEDAR SHAKE
SHINGLED ROOFING



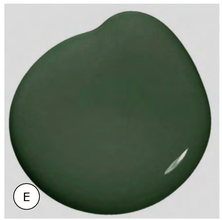
PAINT (BODY + CASING)
BENJAMIN MOORE
2124-60 MISTY GRAY



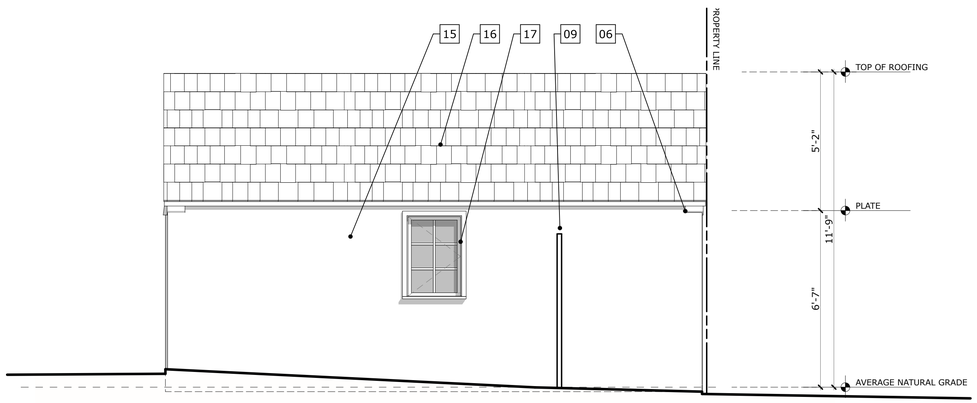
(N) CEMENT PLASTER
7/8", PAINTED CEMENT
PLASTER WITH SMOOTH
SAND FINISH



WOOD WINDOWS + DOORS
PAINTED WOOD WINDOWS,
DOORS + TRIM

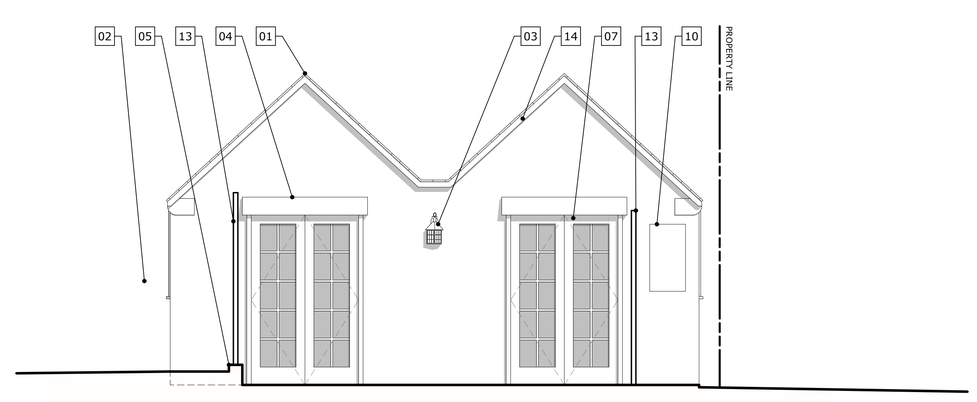


PAINT (TRIM)
BENJAMIN MOORE
HC-135 LAFAYETTE GREEN



SOUTH ELEVATION

SCALE: 3/8" = 1'-0"



WEST ELEVATION

SCALE: 3/8" = 1'-0"

ELEVATION SHEET NOTES

01 ELECTRICAL MASTHEAD
02 HEDGE NOT SHOWN FOR CLARITY
03 EXTERIOR LIGHTING
04 COPPER AWNING
05 STONE STEM WALL
06 HEAVY TIMBER CORBEL DETAIL
07 PAINTED WOOD GARAGE DOORS
08 3' PAINTED DECORATIVE WOOD FENCE
09 6' PAINTED WOOD FENCE
10 ON DEMAND WATER HEATER
11 CONCRETE APRON
12 PAVED ASPHALT DRIVEWAY
13 DECORATIVE LATTICE SCREEN
14 PAINTED WOOD ACCENT TRIM

MATERIAL LEGEND

15 PAINTED CEMENT PLASTER (B) (C)
16 CEDAR SHAKE ROOF (A)
17 PAINTED WOOD WINDOWS + DOORS (B) (D)
18 PAINTED HEAVY TIMBER FRAMING + DETAIL

FLOOR PLAN SHEET NOTES

A. SURVEY INFORMATION FROM TOPOGRAPHIC SITE SURVEY BY LUCIDO SURVEYORS, PROJECT #1074

B. ALL WORK INTERIOR TO UNIT, NO NEW AREA ADDED

H3 DESIGN
549 ILLINOIS AVENUE
PACIFIC GROVE, CA 93950
(C) 831.233.4319

08 . 13 . 24

LICENSED ARCHITECT
CHARLES S. HUNSINGER
C-38709
08.31.25
STATE OF CALIFORNIA

LINCOLN GREEN INN
26208 CARMELO STREET, CARMEL CA 93923

ALL DRAWINGS, DESIGNS + WRITTEN MATERIALS ARE THE ORIGINAL WORK OF H³ DESIGN AND MAY NOT BE DUPLICATED, USED OR TRANSFERRED WITHOUT WRITTEN CONSENT

ELEVATIONS

A3.1

This page intentionally left blank

Lincoln Green Inn
Operations Plan

PLN220308
APN 009-403-003-000

The Lincoln Green Inn has been serving visitors to Carmel since circa 1925. The property operates as a visitor serving overnight lodging facility since that time.

Check-in for guests is between 3:00 PM and 6:00 PM on the day of arrival. Check out is at 11:00 AM. There is a two-night minimum stay on the weekends and a three-night stay on some holidays.

The Lincoln Green Inn has no full-time on-site employees. Contract services are retained for landscaping and room turnover. Landscaping is conducted twice a week, after guest check-out times (i.e., between 11:00 AM and 3:00 PM). Room turnover and cleaning is also done during this time period. There are four individuals that provide these services.

In the current era of on-line reservations systems, there is no regular on-site management. A roving manager does check-in on the property.

Proposed parking has historically been located on Carmelo Street. No changes are proposed. A total of six parking stalls will be provided, consistent with the required parking stalls noted in Monterey County Code Section 20.58.040. The cover letter included with this application addresses parking conditions in further detail, including on-street parking for this historic property.

Traffic estimates are included in the traffic report filed with the application (Hexagon, July 2023). Trip generation for the proposed adaptive reuse of the historic garage to visitor accommodation use is a daily rate of 3.35 trips (see Table 1). There are no changes proposed for the long-standing four other visitor accommodation units.

The addition of a single unit will be consistent with Monterey County Code Section 10.60. This is a small inn that does not operate any machine, mechanism, device or contrivance which produces a noise level that would exceed eighty-five DBA measured fifty feet away between 9:00 PM and 7:00 AM. We would note this is a lodging facility that does not have an associated bar or a restaurant.

This page intentionally left blank

Exhibit C

This page intentionally left blank.

ORDINANCE NO. _____

AN ORDINANCE OF THE COUNTY OF MONTEREY, STATE OF CALIFORNIA, AMENDING SECTION 20.12.070 AND SECTIONAL DISTRICT MAP 16 OF SECTION 20.08.060 OF THE MONTEREY COUNTY CODE TO AMEND THE ZONING CLASSIFICATION OF A CERTAIN PROPERTY IN THE COUNTY OF MONTEREY

County Counsel Summary

This ordinance amends Section 16 of the Sectional District Maps of Section 20.08.060 of Title 20 (Monterey County Coastal Implementation Plan) of the Monterey County Code to amend the zoning classification of a 0.3 acre parcel from Medium Density Residential with a density of 2 units an acre, a height limit of 18 feet and a Design Control Overlay [MDR/2-D(18)(CZ)] to Visitor Serving Commercial with a height limit of 18 feet and a Design Control Overlay [VSC-D(18)(CZ)]. This ordinance also amends Section 20.12.070(E) to remove reference to the Lincoln Green Cottages. These changes are to ensure that the zoning is consistent with the land use designation in the Carmel Area Land Use Plan. This Property is located at 26208 & 26200 Carmelo Street (Assessor's Parcel Number 009-403-003-000).

The Board of Supervisors of the County of Monterey ordains as follows:

SECTION 1. Findings and declarations.

A. Pursuant to Article XI, section 7 of the California Constitution, the County of Monterey may adopt and enforce ordinances and regulations not in conflict with general laws to protect and promote the public health, safety, and welfare of its citizens.

B. The purpose of this ordinance is to correct the zoning of the subject property to be consistent with the approved land use designation in the Carmel Area Land Use Plan. To effectuate this change, Section 16 of the Sectional District Maps of Section 20.08.60 need to be amended to reclassify a 0.3 acre property from Medium Density Residential with a Density of 2 units an acre, a height limit of 18 feet, and a Design Control Overlay [MDR/2-D(18)(CZ)] to Visitor Service Commercial with a height limit of 18 feet and a Design Control Overlay [VSC-D(18)(CZ)]. Also, Section 20.12.070(E) of the Monterey County Code needs to be amended to remove reference to the Lincoln Green Cottages.

C. This ordinance amends the Monterey County Coastal Implementation Plan, which is part of the County's Local Coastal Program. Pursuant to the Coastal Act, the County may amend the certified Local Coastal Program provided the County follows certain procedures. The procedures include the following: the County's Planning Commission holds a noticed public hearing and makes a recommendation to the Board of Supervisors on the proposed amendment; the Board of Supervisors holds a noticed public hearing to adopt the ordinance subject to California Coastal Commission certification, and submits the proposed amendment to the Coastal

Commission for certification together with materials sufficient for a thorough and complete review; and the Coastal Commission certifies the amendment and confirms the County's action. Accordingly, this ordinance will not go into effect until after the Coastal Commission certifies the amendment and confirms the Board's action.

D. The amendments in this ordinance are intended to be carried out in a manner fully in conformity with the California Coastal Act (Public Resources Code Sections 30512, 30513, and 30519).

E. State law provides a statutory exemption from the California Environmental Quality Act ("CEQA") for consideration and adoption of local costal programs. CEQA Guidelines Section 15265(a)(1) applies to activities and approvals undertaken by a local government necessary for the adoption of a local coastal program. This exemption also applies to amendments to local coastal program. This ordinance is part of a local coastal program amendment, and requires certification by the California Coastal Commission prior to taking effect.

SECTION 2. Subsection (E) of Section 20.12.070 of the Monterey County Code is amended to read as follows:

E. Visitor-Serving Uses.

1. On that portion of the Odello property known as "Odello East", visitor-serving uses and employee housing in addition to the permitted residential uses are permitted pursuant to Section 20.146.120.C.2.

2. Up to sixteen (16) visitor-serving units and one manager apartments are permitted to remain on the property commonly known as "Grosvenor Inn".

~~3. Up to four visitor-serving units are permitted to remain on the property commonly known as "Lincoln Green Cottages".~~

SECTION 3. ZONING DISTRICT MAP. Section 16 of the Sectional District Maps of Section 20.08.060 of the Monterey County Code is hereby amended to reclassify a 0.3 acre property from Medium Density Residential with a Density of 2 units an acre, a height limit of 18 feet, and a Design Control Overlay [MDR/2-D(18)(CZ)] to Visitor Service Commercial with a height limit of 18 feet and a Design Control Overlay [VSC-D(18)(CZ)]. The map attached hereto as **Exhibit 1** is incorporated herein by reference.

SECTION 4. SEVERABILITY. If any section, subsection, sentence, clause or phrase of this ordinance is for any reason held to be invalid, such decision shall not affect the validity of the remaining portions of this ordinance. The Board of Supervisors hereby declares that it would have passed this ordinance and each section, subsection, sentence, clause and phrase thereof, irrespective of the fact that any one or more sections, subsections, sentences, clauses, or phrases be declared invalid.

SECTION 5. EFFECTIVE DATE. This Ordinance shall become effective on the thirty-first day following its adoption or upon California Coastal Commission confirmation that County's ordinance satisfies the Coastal Commission's certification order, whichever occurs later.

PASSED AND ADOPTED on this _____ day of _____ 2026, by the following vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

_____
Chair, Christopher M. Lopez
Monterey County Board of Supervisors

A T T E S T:

VALERIE RALPH
Clerk of the Board

By:_____
Deputy

APPROVED AS TO FORM BY:

_____
Kelly L. Donlon
Chief Assistant County Counsel

This page intentionally left blank

Exhibit D

This page intentionally left blank.

4.4.3 Specific Policies

[**A-C…**]

D. Recordation and Visitor-Serving Commercial

1. Visitor-serving facilities are presently located in existing developed areas. Expansion of existing facilities or the location of new facilities within existing developed areas is preferred over development elsewhere.
2. Where feasible, retention of existing moderate-cost recreation and visitor-serving facilities should be encouraged.
3. Where significant expansion of existing high-cost visitor-serving facilities or development of new high-cost facilities is proposed, low to moderate-cost facilities or land suitable for such use should be provided, where feasible, as part of the development project. The development of low to moderate-cost facilities could include: hostels, overnight camping, motel units, picnic facilities, or recreational trails where appropriate.
4. Proposals for development of new or expansion of existing recreation and visitor-serving facilities should be evaluated on an individual basis. All proposals must demonstrate consistency with the land use plan, maximum site and parcel densities, and environmental, visual, design and traffic safety constraints. The expansion and development of recreation and visitor-serving facilities should be of a scale and nature that is compatible with the natural and scenic character of the area.

   Maximum intensity for "Recreation and Visitor-Serving" sites not specified elsewhere in the Plan are as follows:

   86 visitor units and 12 employee units for Carmel River Inn
   150 visitor units and 12 employee units for Highlands Inn
   35 visitor units and 4 employee units for Tickle Pink
   16 visitor units and 2 employee units for Sandpiper Inn
   5 visitor units for Lincoln Green Inn

The maximum intensity specified here or elsewhere in the plan for visitor-serving sites shall not be required to be reduced because of a finding inadequate traffic capacity on Highway 1, unless maximum permitted intensity in this plan of residential use is correspondingly reduced.

…

4.4.3 Specific Policies

[**A-C…**]

D. Recordation and Visitor-Serving Commercial

1. Visitor-serving facilities are presently located in existing developed areas. Expansion of existing facilities or the location of new facilities within existing developed areas is preferred over development elsewhere.
2. Where feasible, retention of existing moderate-cost recreation and visitor-serving facilities should be encouraged.
3. Where significant expansion of existing high-cost visitor-serving facilities or development of new high-cost facilities is proposed, low to moderate-cost facilities or land suitable for such use should be provided, where feasible, as part of the development project. The development of low to moderate-cost facilities could include: hostels, overnight camping, motel units, picnic facilities, or recreational trails where appropriate.
4. Proposals for development of new or expansion of existing recreation and visitor-serving facilities should be evaluated on an individual basis. All proposals must demonstrate consistency with the land use plan, maximum site and parcel densities, and environmental, visual, design and traffic safety constraints. The expansion and development of recreation and visitor-serving facilities should be of a scale and nature that is compatible with the natural and scenic character of the area.

   Maximum intensity for "Recreation and Visitor-Serving" sites not specified elsewhere in the Plan are as follows:

   86 visitor units and 12 employee units for Carmel River Inn
   150 visitor units and 12 employee units for Highlands Inn
   35 visitor units and 4 employee units for Tickle Pink
   16 visitor units and 2 employee units for Sandpiper Inn
   5 visitor units for Lincoln Green Inn

The maximum intensity specified here or elsewhere in the plan for visitor-serving sites shall not be required to be reduced because of a finding inadequate traffic capacity on Highway 1, unless maximum permitted intensity in this plan of residential use is correspondingly reduced.

…

Exhibit E

This page intentionally left blank.

20.146.120 Land Use and Development Standards

Intent of the Section: It is the intent of this section to insure that all future development within the Carmel Coastal Segment clearly be consistent with and subordinate to the foremost priority of protecting the areas scenic beauty and natural resource values. The Carmel River shall be considered the dividing line between the urban and rural areas of the Monterey Peninsula. The river shall provide the natural boundary between urban and higher intensity uses to the north and rural, lower intensity uses to the south. Agricultural activities, passive and low-intensity recreation and rural residential use of the Carmel areas large private landholdings are the more appropriate land uses for these areas.

[A…]

B. Specific Development Standards

[1-2…]

3. Recreation and Visitor-Serving Commercial

a. Where significant expansion of existing high-cost visitor-serving facilities or development of new high-cost facilities is proposed, CML-65 low to moderate-cost facilities or land suitable for such use should be provided, where feasible, as part of the development project. The development of low to moderate-cost facilities could include: hostels, overnight camping, motel units, picnic facilities, or recreational trails where appropriate (Ref. Policy 4.4.3.D-3). As part of any application for new visitor-serving facilities or expansion of existing facilities greater than 10% (rooms or floor area), the applicant shall indicate how the proposed development will compare in cost to the average cost of similar facilities in the area. If the proposed project will exceed the average cost by 10% or more, the applicant shall be required to include a low-cost (at least 30% below average cost) component to the project. This low-cost component must be sized to serve a percentage of visitors that "high-cost" project will serve. That percentage shall be at least equal to the percentage above average the high-cost facility is (e.g., a project 20% above average cost serving 100 visitors per day shall include a low-cost component capable of serving 20 visitors per day). The low-cost facility shall generally be of the same function as the high-cost facility, but need not be the exact type or quality (e.g., snack bar adjacent to restaurant; tent camping adjunct to cabins; hotel adjunct to hotel). The County shall not require that any certain rental fee be fixed for such uses.

b. All proposals for development of new or expansion of existing recreation and visitor-serving facilities must demonstrate consistency with the land use plan, maximum site and parcel densities, and environmental, visual, design and traffic constraints. The expansion and development of recreation and visitor-serving facilities shall be of a scale and nature that is compatible with the natural and scenic character of the area.

The maximum intensity for "Recreation and Visitor-Serving" Sites not specified in the Carmel Area Land Use Plan are as follows:

86 visitors units and 12 employee units for Carmel River Inn;

CML-66 150 visitor units and 12 employee units for Highlands Inn;
35 visitor units and 4 employee units for Tickle Pink;
16 visitor units and 2 employee units for Sandpiper Inn.

The maximum intensity specified shall not be required to be reduced because of a finding inadequate traffic capacity on Highway 1, unless maximum permitted intensity in this plan of residential use is correspondingly reduced (Ref. Policy 4.4.3.D-3).

[…]

CARMEL AREA COASTAL IMPLEMNETATION PLAN EXCERPT (TRACKED CHANGES)

20.146.120 Land Use and Development Standards

Intent of the Section: It is the intent of this section to insure that all future development within the Carmel Coastal Segment clearly be consistent with and subordinate to the foremost priority of protecting the areas scenic beauty and natural resource values. The Carmel River shall be considered the dividing line between the urban and rural areas of the Monterey Peninsula. The river shall provide the natural boundary between urban and higher intensity uses to the north and rural, lower intensity uses to the south. Agricultural activities, passive and low-intensity recreation and rural residential use of the Carmel areas large private landholdings are the more appropriate land uses for these areas.

[A…]

B. Specific Development Standards

[1-2…]

3. Recreation and Visitor-Serving Commercial

a. Where significant expansion of existing high-cost visitor-serving facilities or development of new high-cost facilities is proposed, CML-65 low to moderate-cost facilities or land suitable for such use should be provided, where feasible, as part of the development project. The development of low to moderate-cost facilities could include: hostels, overnight camping, motel units, picnic facilities, or recreational trails where appropriate (Ref. Policy 4.4.3.D-3). As part of any application for new visitor-serving facilities or expansion of existing facilities greater than 10% (rooms or floor area), the applicant shall indicate how the proposed development will compare in cost to the average cost of similar facilities in the area. If the proposed project will exceed the average cost by 10% or more, the applicant shall be required to include a low-cost (at least 30% below average cost) component to the project. This low-cost component must be sized to serve a percentage of visitors that "high-cost" project will serve. That percentage shall be at least equal to the percentage above average the high-cost facility is (e.g., a project 20% above average cost serving 100 visitors per day shall include a low-cost component capable of serving 20 visitors per day). The low-cost facility shall generally be of the same function as the high-cost facility, but need not be the exact type or quality (e.g., snack bar adjacent to restaurant; tent camping adjunct to cabins; hotel adjunct to hotel). The County shall not require that any certain rental fee be fixed for such uses.

b. All proposals for development of new or expansion of existing recreation and visitor-serving facilities must demonstrate consistency with the land use plan, maximum site and parcel densities, and environmental, visual, design and traffic constraints. The expansion and development of recreation and visitor-serving facilities shall be of a scale and nature that is compatible with the natural and scenic character of the area.

The maximum intensity for "Recreation and Visitor-Serving" Sites not specified in the Carmel Area Land Use Plan are as follows:

86 visitors units and 12 employee units for Carmel River Inn;

CML-66 150 visitor units and 12 employee units for Highlands Inn;
35 visitor units and 4 employee units for Tickle Pink;
16 visitor units and 2 employee units for Sandpiper Inn~~.~~;
5 visitor units for Lincoln Green Inn.

The maximum intensity specified shall not be required to be reduced because of a finding inadequate traffic capacity on Highway 1, unless maximum permitted intensity in this plan of residential use is correspondingly reduced (Ref. Policy 4.4.3.D-3).

[…]

Exhibit F

This page intentionally left blank.

APN: 009-403-003-000

SITE AREA: 13,159 SQ FT (.302 AC)

CARMEL AREA LUP DESIGNATION: RECREATION AND VISITOR-SERVING COMMERCIAL

ZONING:

VSC-D (18)(CZ) (PROPOSED)

OCCUPANCY: R-1

CONSTUCTION TYPE: R-3

AREA CALCULATIONS:

EXISTING BUILDING AREA:

GARAGES:	802 SQ FT
RENTALS	2,765 SQ FT
TOTAL:	3,567 SQ FT

PROPOSED BUILDING AREA:

GARAGE:	408 SQ FT
RENTALS	3,159 SQ FT
TOTAL:	3,567 SQ FT

F.A.R.: 27.1%

COVERAGE CALCULATIONS:

EXISTING COVERAGE:

GARAGES:	802 SQ FT
RENTALS	2,765 SQ FT
FIREPLACES	54 SQ FT
DECKS	220 SQ FT
TOTAL:	3,841 SQ FT (29.1%)

/ VSC = 50%

PROPOSED COVERAGE:

GARAGE:	408 SQ FT
RENTALS	3,159 SQ FT
FIREPLACES	54 SQ FT
DECKS	220 SQ FT
TOTAL:	3,841 SQ FT (29.1%)

IMPREVIOUS CALCULATIONS:

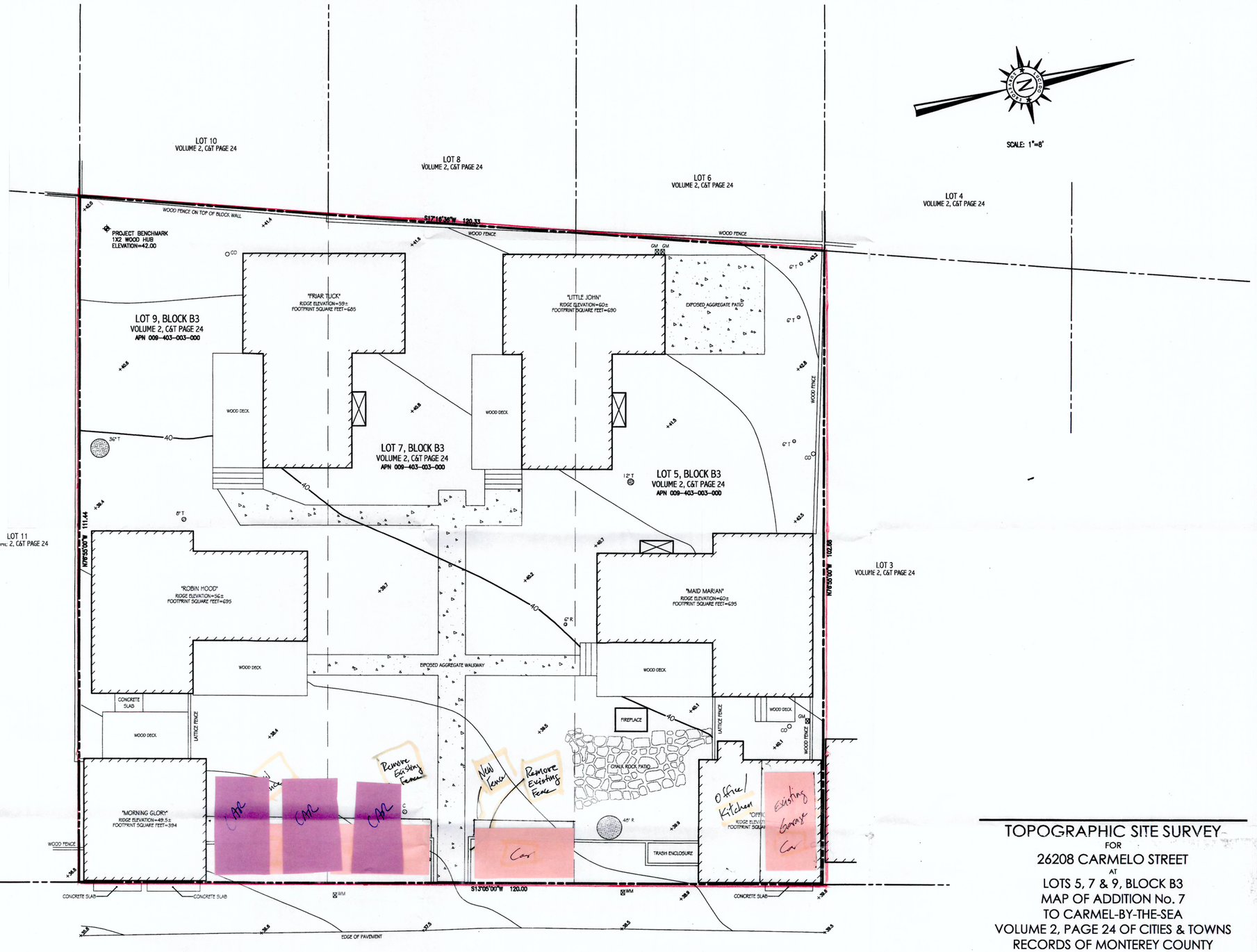
EXISTING IMPERVIOUS:

IMPERVIOUS	1,807 SQ FT
BUILDING	3,227 SQ FT
BUILDING	394 SQ FT
TOTAL:	5,428 SQ FT (41.2%)

PROPOSED IMPERVIOUS:

IMPERVIOUS	1,807 SQ FT
BUILDING	3,227 SQ FT
BUILDING	394 SQ FT
TOTAL:	5,428 SQ FT (41.2%)

BUILDING HEIGHT 11'-9" / VSC = 35'



SCALE: 1"=8'

RECORD DESCRIPTION:

LOTS 5, 7 AND 9 IN BLOCK B-3 AS SHOWN ON THE MAP ENTITLED "MAP OF ADDITION No. 7 CARMEL-BY-THE-SEA, AS FILED IN VOLUME 2, PAGE 24, OF CITIES AND TOWNS, RECORDS OF MONTEREY COUNTY, CALIFORNIA.

BENCHMARK:

ELEVATIONS FOR THIS SURVEY ARE BASED ON AN ASSUMED DATUM. AN ELEVATION OF 42.00 HAS BEEN ASSIGNED TO 1" by 2" WOOD HUB SET IN THE GROUND NEAR THE WESTERLY CORNER OF THE SUBJECT PROPERTY AS SHOWN HEREON.

NOTES:

1. BOUNDARY LOCATIONS SHOWN HEREON WERE DETERMINED WITH THE BENEFIT OF A FIELD SURVEY SUPPLEMENTED BY RECORD DATA. ALL BOUNDARY DATA SHOWN HEREON ARE FROM THE RECORDS, AND IS SHOWN APPROXIMATE ONLY - NOT FOR CONSTRUCTION. THIS IS NOT A BOUNDARY SURVEY.
2. ENTITLEMENTS OR ENCUMBRANCES AFFECTING THIS PROPERTY MAY NOT NECESSARILY BE SHOWN.
3. DISTANCES SHOWN ARE EXPRESSED IN FEET AND DECIMALS THEREOF.
4. CONTOUR INTERVAL = ONE FOOT.
5. TREE TYPES ARE INDICATED WHERE KNOWN. DIAMETERS OF TREES ARE SHOWN IN INCHES AND ARE APPROXIMATE ONLY, TO BE VERIFIED BY AN APPROVED ARBORIST. TREES SMALLER THAN 6" ARE NOT SHOWN. ARE SHOWN. DIRECTION OF GROWTH AND DRIP LINE SHAPE TO BE NOTED AND VERIFIED BY OTHERS.
6. BUILDING RIDGE ELEVATIONS ARE APPROXIMATE AND ARE FOR REFERENCE ONLY. MOST BUILDING HAVE STAGGERED AND/OR VARIED RIDGE LINES.
7. THIS MAP CORRECTLY REPRESENTS A SURVEY PREPARED BY ME AND/OR UNDER MY DIRECTION, FROM FIELD DATA COLLECTED IN SEPTEMBER OF 2012.

VSC Constraint MAP
— Setbacks / None
— Building to Building Setbacks / None

PROFESSIONAL LAND SURVEYOR
FRANK LUCIDO JR.
Exp. 12-31-13
No. 8368
STATE OF CALIFORNIA

TOPOGRAPHIC SITE SURVEY

FOR

26208 CARMELO STREET

AT

LOTS 5, 7 & 9, BLOCK B3
MAP OF ADDITION No. 7
TO CARMEL-BY-THE-SEA
VOLUME 2, PAGE 24 OF CITIES & TOWNS
RECORDS OF MONTEREY COUNTY

ENVIRONS OF CARMEL | COUNTY OF MONTEREY | STATE OF CALIFORNIA

PREPARED FOR
Joseph Water

by LUCIDO SURVEYORS — Del Rey Oaks, California

SCALE: 1" = 8' | PROJECT No. 1074 | OCTOBER 2012

APN 009-403-003-000

This page intentionally left blank

Exhibit G

This page intentionally left blank.

HEXAGON TRANSPORTATION CONSULTANTS, INC.

Memorandum

Date: July 19, 2023

To: Mr. Joel Panzer, Maureen Wruck Planning Consultant, LLC

From: Ollie Zhou, T.E.

Subject: Trip Generation Study for the Lincoln Green Inn in Monterey County, CA.

Hexagon Transportation Consultants, Inc. has completed a trip generation study for the Lincoln Green Inn expansion project in Monterey County, CA. The existing inn is located on Carmelo Street south of 15th Avenue in Monterey County, near the City of Carmel-by-the-Sea (see Figure 1). The inn currently encompasses four lodging units and two two-car garages on site. The project proposes to convert one of the two-car garages into one additional lodging unit on site for a total of five lodging units.

Figure 1
Project Site



Trip Generation Estimates

Through empirical research, data have been collected that quantify the amount of traffic produced by many types of land uses. The research is compiled in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual, 11th Edition* (2021). The standard trip generation rates can be applied to help predict the future traffic increases that would result from a new development. For the proposed project, the rates published for "Motel" (ITE Land Use 320) were used to estimate the

generated trips. This land use category is the best available category in the manual to describe trip generating characteristics of the proposed inn.

As shown in Table 1 below, the additional 1 lodging unit is estimated to generate 4 additional daily trips, of which 1 outbound trip would occur during the AM peak hour (7AM – 9AM), and 1 inbound trip would occur during the PM peak hour (4PM – 6PM). The trip generation rates include all trips generated on site, including staff, visitors, etc. The inn does not plan on expanding its staff count so this analysis is conservative. It should also be noted that because of the small number of units added, daily total trips, AM peak hour total trips, and PM peak hour total trips are all rounded up, for a conservative analysis.

Table 1
Trip Generation Estimate

					AM Peak Hour				PM Peak Hour			
Land Use	Size	Unit	Daily Rate	Daily Trips [2]	Peak Rate	Trips In	Trips Out	Total Trips	Peak Rate	Trips In	Trips Out	Total Trips
Lincoln Green Inn Expansion [1]	1	room	3.35	4	0.35	0	1	1	0.36	1	0	1

Notes:
All rates are from: Institute of Transportation Engineers, *Trip Generation, 11th Edition* (2021)
1. Land Use Code 320: Motel.
2. Because of the small number of trips generated, daily trips, and peak hour total trips are rounded up for a conservative analysis.

Effects on Local Traffic

Carmelo Street, the street fronting the project site, is a two-lane roadway with a 25 mile-per-hour (mph) speed limit. The paved width of Carmelo Street varies. Near the project site, it is generally 20 to 22 feet wide. In front of the project site, the paved width is approximately 34 feet wide, allowing for angled on-street parking on the project site's side of the road.

Per Monterey County's annual average daily traffic report, Carmelo Street's annual average daily traffic volume generally varies between 930 to 1,800 daily vehicles (see Table 2). The traffic added by the proposed inn would represent approximately 0.2% to 0.4% of the daily traffic. During the AM and PM peak hours, there would be only one vehicle added during the entire hour. The added traffic volume would not be noticeable and would not affect nearby roadway operations.

Table 2
Carmelo Street Annual Average Daily Traffic Volume Counts

			Annual Average Daily Traffic		
Road Name	From	To	Year 2020 [1]	Year 2021 [1]	Year 2022
Carmelo Street	Scenic Road	Carmel-by-the-Sea City Limits	1,800	930	1,000

Notes:
Data obtained from Monterey County Public Works Annual Average Daily Traffic, 2022
1. Per the County, year 2020 and 2021 data are COVID-19 pandemic counts.

Exhibit H

This page intentionally left blank.

From: JEFF MAST
To: 293-pchearingcomments
Subject: Lincoln Green PLN220308
Date: Monday, November 10, 2025 4:48:22 PM
Attachments: Letter to Monterey County Planning Commission.docx

---

This Message Is From an Untrusted Sender
You have not previously corresponded with this sender.

My letter regarding the Lincoln Green PLN220308 is attached.
Please include it in the Planning Commission of the County of Monterey hearing scheduled for Wednesday, November 12, 2025.

Lauren E Mast
26233 Carmelo St.
Carmel, CA 93923
Jeffm37@comcast.net
November 9, 2025

To:
Monterey County Planning Commission
168 West Alisal Street
Salinas, CA 93901
Email: planningcommission@co.monterey.ca.us

Subject: Comments on Proposed Change of Zoning District – Project PLN220038 (Lincoln Green Inn LLC)

Dear Commissioners,

I am writing as a nearby resident who received notice of the proposed zoning change for the Lincoln Green Inn, located at 26200 and 26208 Carmelo Street in Carmel. My home is directly across the street from this property.

I would first like to express that Lincoln Green Inn is currently a valued and attractive part of our neighborhood. The property is well maintained, the gardens are beautiful, and the four cottages fit harmoniously with the surrounding residential character. The current use has not negatively impacted our neighborhood, and I appreciate the care the owners have taken to preserve the property's charm.

However, I am concerned about the proposed change from MDR/2-D(18)(CZ) (Medium Density Residential, Design Control, Coastal Zone) to VSC-D(18)(CZ) (Visitor Serving Commercial, Design Control, Coastal Zone). Our neighborhood is a quiet, residential area with narrow streets that already experience limited parking and occasional congestion. A change to a commercial zoning designation could potentially allow expansion of the existing use, an increase in the number of guests, greater parking demand, or future construction that may not fit within the scale and residential feel of our community.

If the goal of this zoning amendment is simply to bring the current inn's operation into conformance with zoning regulations, I respectfully suggest that the County consider whether a Conditional Use Permit (CUP) under the existing MDR-2 zoning could achieve this instead of a full rezoning to Visitor Serving Commercial. This would preserve the residential zoning framework while allowing continued use of the property in its current low-impact form.

I appreciate the Planning Commission's efforts to maintain the character of Carmel's neighborhoods and to balance the needs of property owners with those of surrounding residents. I ask that you carefully consider the potential long-term effects of this proposed zoning change before making your decision.

Thank you for the opportunity to share my comments.

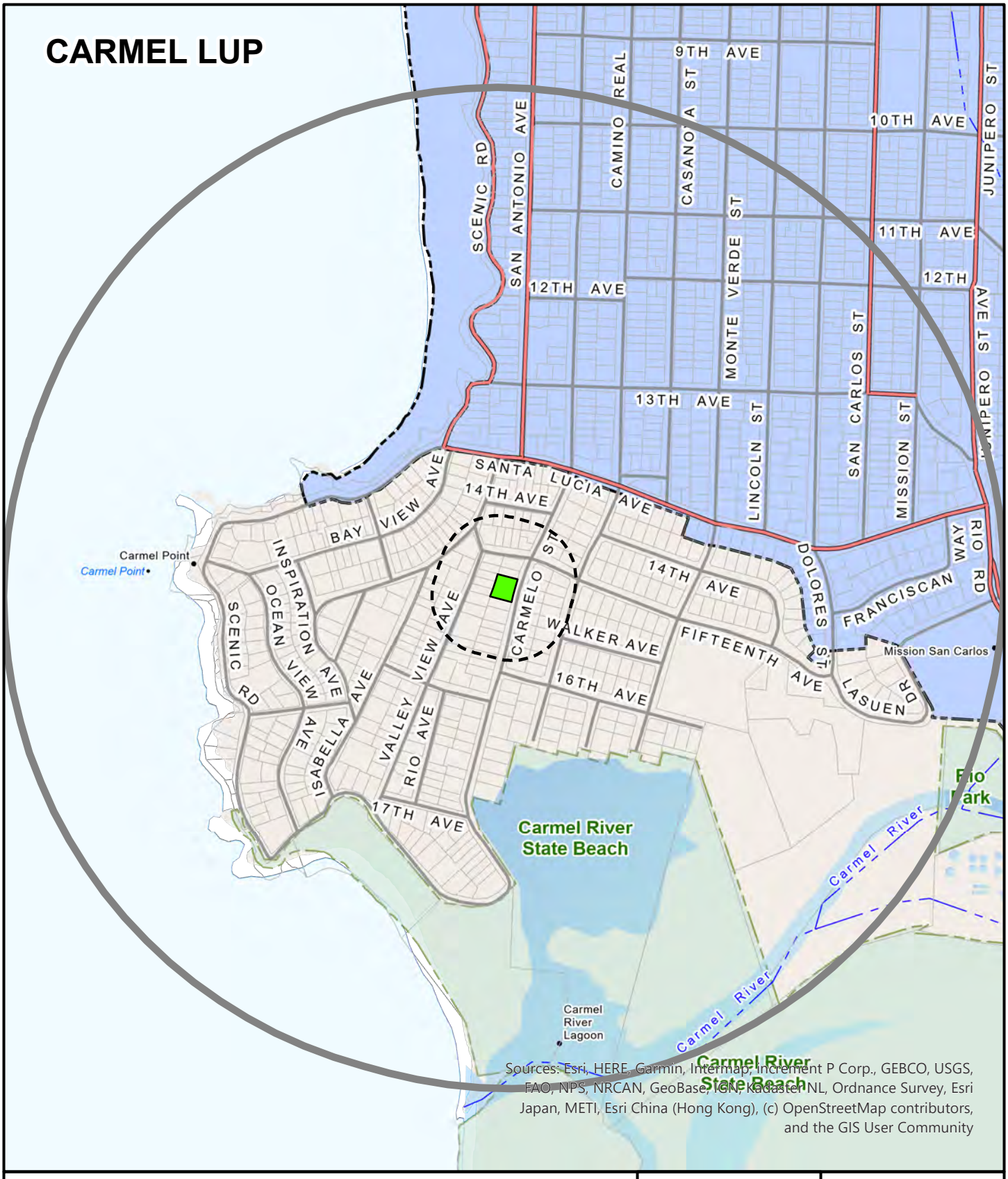
Respectfully,

Lauren Mast
Carmel, California

This page intentionally left blank

Exhibit I

This page intentionally left blank.



APPLICANT: LINCOLN GREEN INN

APN: 009403003000 **FILE #** PLN220308

Project Site | 300 FT Buffer | 2500 FT Buffer

N

0 600

Feet

PLANNER: JOSEPH ALAMED/

This page intentionally left blank

Introduced: 4/17/2026 **Current Status:** Agenda Ready

Version: 1 **Matter Type:** Planning Item

PLN240355 - BECK GARRETT ANDREW

Public hearing to consider the construction of a 1,000 square foot two-story single-family dwelling with an attached 630 square foot lower-level garage, 592 square foot uncovered deck, 720 square foot covered balcony, and associated site improvements, including the removal of one Coast live oak and development on slopes in excess of 25%.

Project Location: 146 San Benancio Road, Salinas

Proposed CEQA action: Find that the project qualifies as a Class 3 Categorical Exemption pursuant to Section 15303 of the CEQA Guidelines and there are no exceptions pursuant to Section 15300.2.

RECOMMENDATIONS

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

1) Find that the construction of the first single-family dwelling on a lot which allows residential uses qualifies as a Class 3 Categorical Exemption pursuant to Section 15303 of the CEQA Guidelines and there are no exceptions pursuant to Section 15300.2; and
2) Approve a Design Approval to allow construction of a 1,000 square foot two-story single-family dwelling with an attached 630 square foot lower-level garage, 592 square foot uncovered deck, 720 square foot covered balcony, and associated site improvements, including the removal of one Coast live oak tree; and a Use Permit to allow development on slopes in excess of 25%.

The attached draft resolution includes findings and evidence for consideration (**Exhibit A**). Staff recommends approval subject to 13 conditions of approval.

PROJECT INFORMATION

Agent: Darren Davis
Property Owner: Garrett Beck
APN: 416-261-039-000
Parcel Size: 10-acres
Zoning: Resource Conservation with a 40-acre minimum and Design Control overlay or "RC/40-D"
Plan Area: Toro Area Plan
Flagged and Staked: Yes
Planner: Kayla Nelson, Associate Planner
nelsonk@countyofmonterey.gov (831796-6408

SUMMARY

The subject property is approximately 10 acres located at 146 San Benancio Road in Salinas which is

guided by the Toro Area Plan. The project proposes the construction of a 1,000 square foot two-story single-family dwelling with an attached 630 square foot lower-level garage, a 592 square foot uncovered deck, and a 720 square foot cantilevered covered wraparound balcony. The project also involves a Use Permit to allow development of the residence on slopes in excess of 25%. Associated site improvements will include the removal of one 11-inch Coast live oak tree to accommodate driveway access to the main dwelling, 135 square feet of stairs, 130 linear feet of concrete site retaining walls ranging from 2 to 5 feet in height, a generator, installation of an on-site wastewater treatment system, and a treatment system for the existing shared two-connection water system. Grading consists of approximately 200 cubic yards of cut and 200 cubic yards of fill (see attached project plans in **Exhibit A**).

Based on staff analysis, the proposed project is consistent with all rules and regulations pertaining to zoning uses and any other applicable provisions of the 2010 Monterey County General Plan, Toro Area Plan, and Zoning Ordinance (Title 21).

DISCUSSION

Development Standards

The development standards for the RC zoning district are identified in Title 21 Section 21.36.060. Required setbacks for main dwellings are 30 foot (front), 20 foot (sides), and 20 foot (rear) and the minimum distance between accessory and main structures is 10 feet. The maximum allowed height is 30 feet. However, pursuant to Toro Area Plan Policy T-3.3, a special 100-foot setback from San Benancio Road is required for the Toro Scenic Highway Corridors and Visual Sensitivity Map. As proposed, the two-story single-family dwelling will have a 45 foot (front), 615 foot (right side), 104 foot (left side), and 347 foot (rear) setbacks. The proposed height is 25 feet above the average natural grade, which is below the maximum height allowance (30 feet). The applicant has complied with all setback and height requirements pursuant to the Monterey County Zoning Ordinance (Title 21).

Pursuant to Title 21 Section 21.36.060.E, the maximum allowed site coverage is 25%. As proposed, the project would have a total site coverage of 2,312 square feet, which equals 0.5% of the approximate 10-acre parcel. Therefore, as proposed, the project meets the required coverage limitations.

Design Review

The proposed exterior colors and materials are consistent with the area's setting and surrounding residences. The single-family dwelling is designed to reflect a simple side-gabled Ranch-style architecture that blends with the surrounding neighborhood. Proposed colors and materials of the structure include olive green board and batten exterior siding with dark brown trim and fascia. Roofing material consists of brown Class "A" fire-rated composite shingles. The proposed deck will consist of redwood planks, posts, and a top rail with horizontal stainless steel cable side rails. Proposed exterior lighting includes black metal downlit wall-mounted fixtures. A lighting plan is required to be submitted prior to issuance of building permits to ensure the project complies with the Monterey County lighting guidelines and Toro Area Plan Policy T-3.5 (**Exhibit A**). The proposed exterior finishes will be fire-resistant, blend with the surrounding environment, are consistent with the surrounding residential neighborhood character, and other dwellings in the neighborhood.

Additionally, the property is located off San Benancio Road in a rural area. San Benancio is a known scenic public road pursuant to Toro Area Plan Policy T-3.3 and Toro Area Scenic Highway Corridors and Visual Sensitivity Map Figure 16. The proposed project is situated on a parcel over 700 feet from San Benancio Road. The property was staked and flagged, and staff performed the required visual impact analysis. The proposed site was found to be naturally screened from public view by existing development, steep slopes, and mature vegetation. Location of the development was chosen to avoid the greatest amount of tree removal and reduce impacts to steep slopes, as well as viewshed impacts. The project, as conditioned, will not result in adverse visual impacts to nearby scenic corridors. Further, the project is consistent with the applicable scenic resource policies of the 2010 General Plan and the Toro Area Plan. Therefore, the proposed development will not have a substantial adverse impact on a public viewshed. As proposed, the project assures protection of the public viewshed, is consistent with neighborhood character, and assures visual integrity.

Health and Safety

Necessary public facilities will serve the proposed single-family residence. The parcel is supplied by an existing on site domestic well associated with the inactive San Benancio San Benancio Water System #51, which serves Assessor's Parcel Numbers 416-261-038 and 416-261-039. Water quality testing by Monterey Bay Analytical Services identified arsenic at 22.2 parts per million (ppm), exceeding the Maximum Contaminant Level of 10 ppm. Reactivation of the permit requires installation of an approved arsenic treatment system. A conceptual treatment plan by Culligan Commercial Services was reviewed and accepted by the Environmental Health Bureau Drinking Water Protection Services. Additional sampling for required constituents was completed and accepted, with results dated October 1, 2025. Approval is conditioned on installation of the treatment system prior to permit reactivation (Condition No. 7).

The proposed on-site wastewater treatment system will serve a two-bedroom residence on an approximately 10-acre parcel. A feasibility study by Grice Engineering evaluated soil and percolation through seven borings. Borings B1 through B4 reached 4 feet with percolation rates from 1.30 to 3.00 minutes per inch, averaging 2.18 minutes per inch, supporting a soil application rate of 1.2 gallons per day per square foot under Monterey County Code Chapter 15.20. Subsurface conditions are suitable for dispersal, with no groundwater to 9 feet and an estimated depth exceeding 350 feet below the trench bottom, beyond the 20-foot requirement. The system is designed for 300 gallons per day and requires 250 square feet of infiltrative area, equivalent to 62.5 linear feet of trench. It includes conventional leach field trenches approximately 62.5 feet long, 2 feet deep, and 1.5 feet wide, a 1,000-gallon septic tank, and a 1,000-gallon pump tank with controlled dosing. The design complies with 30% slope limits, setback requirements, and Environmental Health Bureau standards for soil suitability, hydraulic loading, groundwater separation, and site constraints.

The subject parcel is located within a State Responsibility Area classified as having a high fire hazard. The construction of the new single-family dwelling will be required to meet current fire and building code standards prior to the issuance of construction permits. Additionally, the project includes a fire safety Fuel Management Plan and arborist recommendations for defensible space to ensure the development meets fire safety regulations. This management plan recommends compliance with California Public Resources Code section 4291 (Defensible Space), which establishes fuel reduction and vegetation management guidelines for areas within 100 feet of structures. On-going compliance

with fuel management practices will ensure that the property owner is adequately maintaining defensible space, as required by California Public Resources Code section 4291. The Monterey County Regional Fire Protection District reviewed the proposed project and made no comments. The project has been reviewed by the HCD-Planning Division and conditions have been recommended, 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.

Development on Slopes

The proposed project includes development on slopes in excess of 25%. Pursuant to Title 21 Section 21.64.230 and General Plan Policy OS-3.5, development on slopes exceeding 25% may be permitted through approval of a Use Permit where no feasible alternative exists on slopes less than 25%, or where the project better achieves General Plan and applicable area plan objectives. The subject parcel is predominantly characterized by slopes exceeding 25%, thereby limiting feasible alternative building locations. The proposed development has been sited to minimize grading and site disturbance while maintaining consistency with applicable land use policies. As such, the project satisfies the threshold criteria for consideration of development on slopes exceeding 25%.

The project site is constrained by topographic conditions, with the majority of the approximately 10-acre parcel exhibiting slopes in excess of 25%, as documented by County GIS mapping and site-specific analysis. The proposed development footprint, including the residence, driveway, and associated improvements totaling approximately 4,327 square feet, has been located in the most suitable and least impactful area of the site given these constraints.

Pursuant to Title 21 Section 21.64.230.E.1, the project meets the required finding that there are no feasible alternative development locations on slopes less than 25% within the parcel, and the proposed design minimizes environmental disturbance while maintaining the natural topographic character of the site. The proposed single-family dwelling utilizes a stacked design by building the livable space above the garage with simple and direct driveway access, which minimizes the development footprint. The building site was also placed on the lower elevations of the property rather than upslopes to further minimize development impacts. The OWTS was specifically designed to accommodate sloped terrain through the use of contour-aligned leach fields and controlled effluent distribution. Supporting technical studies confirm that site conditions, including favorable soil permeability, absence of shallow groundwater, and lack of concentrated drainage, are suitable for such installation. Therefore, the project will not result in significant adverse impacts to slope stability, drainage patterns, or water quality. Further, given the sloped nature of the parcel, there is no alternative building site on the subject property that better meets the goals, policies, and objectives of the 2010 Monterey County General Plan and Toro Area Plan.

Tree Removal

The proposed project includes the removal of a single-stemmed Coast live oak tree with a trunk diameter breast height (DBH) of 11 inches. Pursuant to Title 21 Section 21.64.260.D.2, the Director of Planning may approve the removal of no more than three protected trees per lot in one year without a Use Permit. Additionally, pursuant to Toro Area Plan Policy T-3.7, the removal of healthy, native oak trees in the Toro Planning Area shall be discouraged.

An Arborist Report was submitted with the project by qualified arborist Frank Ono, dated February

4, 2025 (**Exhibit D**). The initial report indicated the removal of two trees: an 11-inch (tree #398) and 20-inch (tree #399) Oak. Upon reviewing this report, staff contacted the arborist to verify the trees to be removed. On April 8, 2026, a revised report was submitted, which clarified that only the 11-inch oak would be removed. The 20-inch oak was found to be on the neighboring property and would not be removed for the proposed development. The 11-inch oak is located along the shared private road off San Benancio Road and is sited within the proposed driveway configuration. The driveway is short, simple, and direct, thereby limiting the need to remove additional trees. The location of the proposed single-family dwelling was chosen to avoid the amount of tree removal required for development.

The project is conditioned to require a building permit prior to tree removal and the applicant would need to abide by the 1:1 tree replacement for the removal of one oak. The arborist also addresses fuel management and defensible space best management practices to reduce wildfire risk. Measures for tree protection during construction have been incorporated as conditions of approval and include tree root protection and a raptor and migratory bird nest survey if tree removal were to take place during February 22 through August 1. The project has been designed and sited to minimize the removal of protected trees to the greatest extent feasible. The location of the tree to be removed is adjacent to the proposed driveway access. However, given the existing site constraints and need for a driveway to accommodate access to the primary residence, the one tree to be removed is the minimum amount necessary to achieve development standards. As demonstrated, the project meets the required findings to allow the removal of one oak tree (**Exhibit A**).

ENVIRONMENTAL REVIEW

California Environmental Quality Act (CEQA) Guidelines Section 15303 categorically exempts the development of the first single-family dwelling on a parcel that allows residential use. The project proposes the construction of a 1,000 square foot two-story single-family dwelling with an attached 630 square foot lower-level garage, 592 square foot uncovered deck, 720 square foot covered balcony, 135 square feet of stairs, 130 linear feet of site retaining walls, and associated site improvements, including the removal of one Coast live oak tree and development on slopes in excess of 25%. None of the exceptions under CEQA Guidelines Section 15300.2 apply to this project.

TORO LAND USE ADVISORY COMMITTEE (LUAC).

Based on the LUAC procedure guidelines adopted by the Monterey County Board of Supervisors Resolution No. 15-103, the project was referred to the Toro LUAC for review on March 23, 2026 (**Exhibit C**). Questions were raised regarding site suitability and the quantities of the proposed tree replacement. The applicant provided a full set of plans showing that the location of the proposed residence is sited in an area that minimizes development on slopes. To address tree replacement, staff reached out to the project arborist and confirmed that only one tree will be removed and replanted. All other comments were non-substantive and outside of the LUAC's purview. The LUAC unanimously recommended approval of the project as proposed by a vote of 5-0, with one member absent.

OTHER AGENCY INVOLVEMENT

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

HCD-Engineering Services

HCD-Environmental Services
Environmental Health Bureau
Monterey County Regional Fire Protection District

Prepared by: Kayla Nelson, Associate Planner, x6408
Reviewed by: Fionna Jensen, Principal Planner
Approved by: Melanie Beretti, AICP, Chief of Planning

The following attachments are on file with HCD:
Exhibit A - Draft Resolution, including:

- Recommended Conditions of Approval
- Site Plan, Floor Plans, and Elevations
- Colors and Materials

Exhibit B - Vicinity Map
Exhibit C - Toro LUAC Minutes, dated March 23, 2026
Exhibit D - Arborist Report (County of Monterey Library No. LIB250295), dated February 4, 2025; and April 8, 2026

cc: Front Counter Copy; Monterey County Regional Fire Protection District; HCD-Environmental Services; HCD-Engineering Services; Environmental Health Bureau; Kayla Nelson, Planner; Fionna Jensen, Principal Planner; Garrett Beck, Property Owner; Darren Davis, Agent; Monterey Land Group; The Open Monterey Project; LandWatch (Executive Director); Lozeau Drury LLP; Christina McGinnis, Keep Big Sur Wild; Planning File PLN240355.

Introduced: 4/17/2026 **Current Status:** Agenda Ready

Version: 1 **Matter Type:** Planning Item

PLN240355 - BECK GARRETT ANDREW

Public hearing to consider the construction of a 1,000 square foot two-story single-family dwelling with an attached 630 square foot lower-level garage, 592 square foot uncovered deck, 720 square foot covered balcony, and associated site improvements, including the removal of one Coast live oak and development on slopes in excess of 25%.

Project Location: 146 San Benancio Road, Salinas

Proposed CEQA action: Find that the project qualifies as a Class 3 Categorical Exemption pursuant to Section 15303 of the CEQA Guidelines and there are no exceptions pursuant to Section 15300.2.

RECOMMENDATIONS

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

1) Find that the construction of the first single-family dwelling on a lot which allows residential uses qualifies as a Class 3 Categorical Exemption pursuant to Section 15303 of the CEQA Guidelines and there are no exceptions pursuant to Section 15300.2; and
2) Approve a Design Approval to allow construction of a 1,000 square foot two-story single-family dwelling with an attached 630 square foot lower-level garage, 592 square foot uncovered deck, 720 square foot covered balcony, and associated site improvements, including the removal of one Coast live oak tree; and a Use Permit to allow development on slopes in excess of 25%.

The attached draft resolution includes findings and evidence for consideration (**Exhibit A**). Staff recommends approval subject to 13 conditions of approval.

PROJECT INFORMATION

Agent: Darren Davis
Property Owner: Garrett Beck
APN: 416-261-039-000
Parcel Size: 10-acres
Zoning: Resource Conservation with a 40-acre minimum and Design Control overlay or "RC/40-D"
Plan Area: Toro Area Plan
Flagged and Staked: Yes
Planner: Kayla Nelson, Associate Planner
nelsonk@countyofmonterey.gov (831796-6408

SUMMARY

The subject property is approximately 10 acres located at 146 San Benancio Road in Salinas which is

guided by the Toro Area Plan. The project proposes the construction of a 1,000 square foot two-story single-family dwelling with an attached 630 square foot lower-level garage, a 592 square foot uncovered deck, and a 720 square foot cantilevered covered wraparound balcony. The project also involves a Use Permit to allow development of the residence on slopes in excess of 25%. Associated site improvements will include the removal of one 11-inch Coast live oak tree to accommodate driveway access to the main dwelling, 135 square feet of stairs, 130 linear feet of concrete site retaining walls ranging from 2 to 5 feet in height, a generator, installation of an on-site wastewater treatment system, and a treatment system for the existing shared two-connection water system. Grading consists of approximately 200 cubic yards of cut and 200 cubic yards of fill (see attached project plans in **Exhibit A**).

Based on staff analysis, the proposed project is consistent with all rules and regulations pertaining to zoning uses and any other applicable provisions of the 2010 Monterey County General Plan, Toro Area Plan, and Zoning Ordinance (Title 21).

DISCUSSION

Development Standards

The development standards for the RC zoning district are identified in Title 21 Section 21.36.060. Required setbacks for main dwellings are 30 foot (front), 20 foot (sides), and 20 foot (rear) and the minimum distance between accessory and main structures is 10 feet. The maximum allowed height is 30 feet. However, pursuant to Toro Area Plan Policy T-3.3, a special 100-foot setback from San Benancio Road is required for the Toro Scenic Highway Corridors and Visual Sensitivity Map. As proposed, the two-story single-family dwelling will have a 45 foot (front), 615 foot (right side), 104 foot (left side), and 347 foot (rear) setbacks. The proposed height is 25 feet above the average natural grade, which is below the maximum height allowance (30 feet). The applicant has complied with all setback and height requirements pursuant to the Monterey County Zoning Ordinance (Title 21).

Pursuant to Title 21 Section 21.36.060.E, the maximum allowed site coverage is 25%. As proposed, the project would have a total site coverage of 2,312 square feet, which equals 0.5% of the approximate 10-acre parcel. Therefore, as proposed, the project meets the required coverage limitations.

Design Review

The proposed exterior colors and materials are consistent with the area's setting and surrounding residences. The single-family dwelling is designed to reflect a simple side-gabled Ranch-style architecture that blends with the surrounding neighborhood. Proposed colors and materials of the structure include olive green board and batten exterior siding with dark brown trim and fascia. Roofing material consists of brown Class "A" fire-rated composite shingles. The proposed deck will consist of redwood planks, posts, and a top rail with horizontal stainless steel cable side rails. Proposed exterior lighting includes black metal downlit wall-mounted fixtures. A lighting plan is required to be submitted prior to issuance of building permits to ensure the project complies with the Monterey County lighting guidelines and Toro Area Plan Policy T-3.5 (**Exhibit A**). The proposed exterior finishes will be fire-resistant, blend with the surrounding environment, are consistent with the surrounding residential neighborhood character, and other dwellings in the neighborhood.

Additionally, the property is located off San Benancio Road in a rural area. San Benancio is a known scenic public road pursuant to Toro Area Plan Policy T-3.3 and Toro Area Scenic Highway Corridors and Visual Sensitivity Map Figure 16. The proposed project is situated on a parcel over 700 feet from San Benancio Road. The property was staked and flagged, and staff performed the required visual impact analysis. The proposed site was found to be naturally screened from public view by existing development, steep slopes, and mature vegetation. Location of the development was chosen to avoid the greatest amount of tree removal and reduce impacts to steep slopes, as well as viewshed impacts. The project, as conditioned, will not result in adverse visual impacts to nearby scenic corridors. Further, the project is consistent with the applicable scenic resource policies of the 2010 General Plan and the Toro Area Plan. Therefore, the proposed development will not have a substantial adverse impact on a public viewshed. As proposed, the project assures protection of the public viewshed, is consistent with neighborhood character, and assures visual integrity.

Health and Safety

Necessary public facilities will serve the proposed single-family residence. The parcel is supplied by an existing on site domestic well associated with the inactive San Benancio San Benancio Water System #51, which serves Assessor's Parcel Numbers 416-261-038 and 416-261-039. Water quality testing by Monterey Bay Analytical Services identified arsenic at 22.2 parts per million (ppm), exceeding the Maximum Contaminant Level of 10 ppm. Reactivation of the permit requires installation of an approved arsenic treatment system. A conceptual treatment plan by Culligan Commercial Services was reviewed and accepted by the Environmental Health Bureau Drinking Water Protection Services. Additional sampling for required constituents was completed and accepted, with results dated October 1, 2025. Approval is conditioned on installation of the treatment system prior to permit reactivation (Condition No. 7).

The proposed on-site wastewater treatment system will serve a two-bedroom residence on an approximately 10-acre parcel. A feasibility study by Grice Engineering evaluated soil and percolation through seven borings. Borings B1 through B4 reached 4 feet with percolation rates from 1.30 to 3.00 minutes per inch, averaging 2.18 minutes per inch, supporting a soil application rate of 1.2 gallons per day per square foot under Monterey County Code Chapter 15.20. Subsurface conditions are suitable for dispersal, with no groundwater to 9 feet and an estimated depth exceeding 350 feet below the trench bottom, beyond the 20-foot requirement. The system is designed for 300 gallons per day and requires 250 square feet of infiltrative area, equivalent to 62.5 linear feet of trench. It includes conventional leach field trenches approximately 62.5 feet long, 2 feet deep, and 1.5 feet wide, a 1,000-gallon septic tank, and a 1,000-gallon pump tank with controlled dosing. The design complies with 30% slope limits, setback requirements, and Environmental Health Bureau standards for soil suitability, hydraulic loading, groundwater separation, and site constraints.

The subject parcel is located within a State Responsibility Area classified as having a high fire hazard. The construction of the new single-family dwelling will be required to meet current fire and building code standards prior to the issuance of construction permits. Additionally, the project includes a fire safety Fuel Management Plan and arborist recommendations for defensible space to ensure the development meets fire safety regulations. This management plan recommends compliance with California Public Resources Code section 4291 (Defensible Space), which establishes fuel reduction and vegetation management guidelines for areas within 100 feet of structures. On-going compliance

with fuel management practices will ensure that the property owner is adequately maintaining defensible space, as required by California Public Resources Code section 4291. The Monterey County Regional Fire Protection District reviewed the proposed project and made no comments. The project has been reviewed by the HCD-Planning Division and conditions have been recommended, 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.

Development on Slopes

The proposed project includes development on slopes in excess of 25%. Pursuant to Title 21 Section 21.64.230 and General Plan Policy OS-3.5, development on slopes exceeding 25% may be permitted through approval of a Use Permit where no feasible alternative exists on slopes less than 25%, or where the project better achieves General Plan and applicable area plan objectives. The subject parcel is predominantly characterized by slopes exceeding 25%, thereby limiting feasible alternative building locations. The proposed development has been sited to minimize grading and site disturbance while maintaining consistency with applicable land use policies. As such, the project satisfies the threshold criteria for consideration of development on slopes exceeding 25%.

The project site is constrained by topographic conditions, with the majority of the approximately 10-acre parcel exhibiting slopes in excess of 25%, as documented by County GIS mapping and site-specific analysis. The proposed development footprint, including the residence, driveway, and associated improvements totaling approximately 4,327 square feet, has been located in the most suitable and least impactful area of the site given these constraints.

Pursuant to Title 21 Section 21.64.230.E.1, the project meets the required finding that there are no feasible alternative development locations on slopes less than 25% within the parcel, and the proposed design minimizes environmental disturbance while maintaining the natural topographic character of the site. The proposed single-family dwelling utilizes a stacked design by building the livable space above the garage with simple and direct driveway access, which minimizes the development footprint. The building site was also placed on the lower elevations of the property rather than upslopes to further minimize development impacts. The OWTS was specifically designed to accommodate sloped terrain through the use of contour-aligned leach fields and controlled effluent distribution. Supporting technical studies confirm that site conditions, including favorable soil permeability, absence of shallow groundwater, and lack of concentrated drainage, are suitable for such installation. Therefore, the project will not result in significant adverse impacts to slope stability, drainage patterns, or water quality. Further, given the sloped nature of the parcel, there is no alternative building site on the subject property that better meets the goals, policies, and objectives of the 2010 Monterey County General Plan and Toro Area Plan.

Tree Removal

The proposed project includes the removal of a single-stemmed Coast live oak tree with a trunk diameter breast height (DBH) of 11 inches. Pursuant to Title 21 Section 21.64.260.D.2, the Director of Planning may approve the removal of no more than three protected trees per lot in one year without a Use Permit. Additionally, pursuant to Toro Area Plan Policy T-3.7, the removal of healthy, native oak trees in the Toro Planning Area shall be discouraged.

An Arborist Report was submitted with the project by qualified arborist Frank Ono, dated February

4, 2025 (**Exhibit D**). The initial report indicated the removal of two trees: an 11-inch (tree #398) and 20-inch (tree #399) Oak. Upon reviewing this report, staff contacted the arborist to verify the trees to be removed. On April 8, 2026, a revised report was submitted, which clarified that only the 11-inch oak would be removed. The 20-inch oak was found to be on the neighboring property and would not be removed for the proposed development. The 11-inch oak is located along the shared private road off San Benancio Road and is sited within the proposed driveway configuration. The driveway is short, simple, and direct, thereby limiting the need to remove additional trees. The location of the proposed single-family dwelling was chosen to avoid the amount of tree removal required for development.

The project is conditioned to require a building permit prior to tree removal and the applicant would need to abide by the 1:1 tree replacement for the removal of one oak. The arborist also addresses fuel management and defensible space best management practices to reduce wildfire risk. Measures for tree protection during construction have been incorporated as conditions of approval and include tree root protection and a raptor and migratory bird nest survey if tree removal were to take place during February 22 through August 1. The project has been designed and sited to minimize the removal of protected trees to the greatest extent feasible. The location of the tree to be removed is adjacent to the proposed driveway access. However, given the existing site constraints and need for a driveway to accommodate access to the primary residence, the one tree to be removed is the minimum amount necessary to achieve development standards. As demonstrated, the project meets the required findings to allow the removal of one oak tree (**Exhibit A**).

ENVIRONMENTAL REVIEW

California Environmental Quality Act (CEQA) Guidelines Section 15303 categorically exempts the development of the first single-family dwelling on a parcel that allows residential use. The project proposes the construction of a 1,000 square foot two-story single-family dwelling with an attached 630 square foot lower-level garage, 592 square foot uncovered deck, 720 square foot covered balcony, 135 square feet of stairs, 130 linear feet of site retaining walls, and associated site improvements, including the removal of one Coast live oak tree and development on slopes in excess of 25%. None of the exceptions under CEQA Guidelines Section 15300.2 apply to this project.

TORO LAND USE ADVISORY COMMITTEE (LUAC).

Based on the LUAC procedure guidelines adopted by the Monterey County Board of Supervisors Resolution No. 15-103, the project was referred to the Toro LUAC for review on March 23, 2026 (**Exhibit C**). Questions were raised regarding site suitability and the quantities of the proposed tree replacement. The applicant provided a full set of plans showing that the location of the proposed residence is sited in an area that minimizes development on slopes. To address tree replacement, staff reached out to the project arborist and confirmed that only one tree will be removed and replanted. All other comments were non-substantive and outside of the LUAC's purview. The LUAC unanimously recommended approval of the project as proposed by a vote of 5-0, with one member absent.

OTHER AGENCY INVOLVEMENT

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

HCD-Engineering Services

HCD-Environmental Services
Environmental Health Bureau
Monterey County Regional Fire Protection District

Prepared by: Kayla Nelson, Associate Planner, x6408
Reviewed by: Fionna Jensen, Principal Planner
Approved by: Melanie Beretti, AICP, Chief of Planning

The following attachments are on file with HCD:
Exhibit A - Draft Resolution, including:

- Recommended Conditions of Approval
- Site Plan, Floor Plans, and Elevations
- Colors and Materials

Exhibit B - Vicinity Map
Exhibit C - Toro LUAC Minutes, dated March 23, 2026
Exhibit D - Arborist Report (County of Monterey Library No. LIB250295), dated February 4, 2025; and April 8, 2026

cc: Front Counter Copy; Monterey County Regional Fire Protection District; HCD-Environmental Services; HCD-Engineering Services; Environmental Health Bureau; Kayla Nelson, Planner; Fionna Jensen, Principal Planner; Garrett Beck, Property Owner; Darren Davis, Agent; Monterey Land Group; The Open Monterey Project; LandWatch (Executive Director); Lozeau Drury LLP; Christina McGinnis, Keep Big Sur Wild; Planning File PLN240355.

Exhibit A

This page intentionally left blank.

DRAFT RESOLUTION

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

In the matter of the application of:
BECK GARRETT ANDREW (PLN240355)

RESOLUTION NO. 26-

Resolution by the County of Monterey Planning Commission:

1) Finding that the construction of the first single-family dwelling on a lot which allows residential uses qualifies as a Class 3 Categorical Exemption pursuant to Section 15303 of the CEQA Guidelines and there are no exceptions pursuant to Section 15300.2; and
2) Approving a Design Approval to allow construction of a 1,000 square foot two-story single-family dwelling with an attached 630 square foot lower-level garage, 592 square foot uncovered deck, 720 square foot covered balcony, and associated site improvements, including the removal of one Coast live oak tree; and a Use Permit to allow development on slopes in excess of 25%.

[PLN240355, Garrett Beck, 146 San Benancio Road, Salinas, Toro Area Plan (Assessor's Parcel Number 416-261-039-000)]

The BECK GARRETT ANDREW application (PLN240355) came on for a public hearing before the County of Monterey Planning Commission on April 29, 2026. Having considered all the written and documentary evidence, the administrative record, the staff report, oral testimony, and other evidence presented, the Planning Commission finds and decides as follows:

FINDINGS

1. 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 in:
- the 2010 Monterey County General Plan;
- Toro Area Plan; 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) The proposed project is for the construction of a 1,000 square foot two-story single-family dwelling with an attached 630 square foot lower-level garage, a 592 square foot uncovered deck, and a 720 square foot cantilevered covered wraparound balcony. Colors and materials of the proposed single-family dwelling will include olive green board and batten exterior siding with dark brown trim and fascia, brown composite shingled roof, redwood deck with stainless steel railing, and black metal exterior lighting fixtures. The project also involves a Use Permit to allow development of the residence on slopes in excess of 25%. Associated site improvements will include the removal of one 11-inch Coast live oak tree to accommodate driveway access to the main dwelling, 135 square feet of stairs, 130 linear feet of concrete site retaining walls ranging from 2 to 5 feet in height, a generator, installation of an on-site wastewater treatment system, and a treatment system for the existing shared two-connection water system. Grading consists of approximately 200 cubic yards of cut and 200 cubic yards of fill.

c) Allowed Use. The property is located at 146 San Benancio Road, Salinas, Toro Area Plan (Assessor's Parcel Number 416-261-039-000). The parcel is zoned Resource Conservation with a 40-acre minimum and Design Control overlay or "RC/40-D", which allows for the first single-family dwelling per a legal lot of record pursuant to Title 21 Section 21.36.030.A. In the D zoning district, the single-family dwelling requires a Design Approval pursuant to Section 21.44.050. The project proposes the removal of one Coast live oak tree and 4,327 square feet of development on slopes, which is the minimal amount necessary to accommodate the main residence. The proposed development on slopes requires the granting of a Use Permit. The development avoids impacts to viewshed resources and will have minimal impacts on forest and soil resources (See Finding No. 1, Evidence "k", and Findings Nos. 3 and 4). Therefore, the project is an allowed land use for this site.

d) Lot Legality. The property is shown in its current configuration as Parcel B, as shown on the map filed January 25, 1978, in Book 12 of Parcel Maps, at Page 47, in the Monterey County Recorder's Office. Therefore, the County recognizes the parcel as a legal lot of record.

e) Design/Neighborhood and Community Character. Pursuant to Chapter 21.44 of Title 21, the project site and surrounding area are designated as a Design Control Zoning District ("D" zoning overlay), which regulates the location, size, configuration, materials, and colors of structures and fences to assure the protection of the public viewshed and neighborhood character. See Finding No. 4 and supporting evidence below.

f) Setbacks. The development standards for the RC zoning district are identified in Title 21 Section 21.36.060. Required setbacks for main dwellings are 30 foot (front), 20 foot (sides), and 20 foot (rear) and the minimum distance between accessory and main structures is 10 feet. The maximum allowed height is 30 feet. However, pursuant to Toro Area Plan Policy T-3.3, a special 100-foot setback from San Benancio

Road is required for the Toro Scenic Highway Corridors and Visual Sensitivity Map. As proposed, the two-story single-family dwelling will have a 45-foot (front), 615-foot (right side), 104-foot (left side), and 347-foot (rear) setbacks. The proposed height is 25 feet above the average natural grade. Associated site improvements will consist of the installation of an on-site wastewater system, site retaining walls, and a driveway. Therefore, the project is consistent with the development standards as outlined in Title 21.

g) Site Coverage. Pursuant to Title 21 Section 21.36.060.E, the maximum allowed site coverage is 25%. As proposed, the project would have a total site coverage of 2,312 square feet, which equals 0.5% of the approximate 10-acre parcel. Therefore, as proposed, the project meets the required coverage limitations.

h) Development on Slopes. The subject project is located on a vacant lot with slopes in excess of 25%. Given the steep terrain of the entire project site, there is no feasible alternative that would allow development of the first single-family dwelling to occur on slopes less than 25%. See Finding No. 5 and supporting evidence below.

i) Existing Easements. The subject parcel is already restricted by existing Conservation and Scenic Easements, which are conveyed over steep slopes to the north, south, and west of the proposed building site. These conservation easements were established with the subdivision in 1978. All proposed development was carefully sited and designed to be outside of these easements.

j) Cultural Resources. The project site is in an area designated as having high archaeological sensitivity. On February 1, 2025, an Archaeological Report (LIB250298) was prepared by Dana E. Supernowicz with Historic Resources Associates. A pedestrian survey was performed at the project site and the results of that survey were negative. The potential for inadvertent impacts to cultural resources will be addressed by the County's standard project condition (Condition No. 3), which requires the contractor to stop work if previously unidentified resources are discovered during construction. See Finding No. 7, Evidence "b".

k) Tree Removal. The proposed project includes the removal of a single-stemmed Coast live oak tree with a trunk diameter breast height (DBH) of 11 inches measured two feet above ground level. Pursuant to Title 21 Section 21.64.260.D.2, the Chief of Planning may approve the removal of no more than three protected trees per lot in one year without a Use Permit. Additionally, pursuant to Toro Area Plan Policy T-3.7, the removal of healthy, native oak trees in the Toro Planning Area shall be discouraged. The 11-inch oak is located along the shared private road off San Benancio Road and is sited within the proposed driveway configuration. The driveway is short, simple, and direct, thereby limiting the need to remove additional trees. The location of the proposed single-family dwelling was chosen to avoid the amount of tree removal required for development.

An Arborist Report (LIB250295) was submitted with the project by qualified arborist Frank Ono, dated February 4, 2025 and April 8, 2026. The report analyzed the forest resources on-site and potential impacts

from the proposed development. Findings indicate that the site functions as an open oak savannah system with generally stable forest conditions and no widespread disease presence. Development has been carefully sited to avoid encroachment into critical root zones and to retain the majority of existing canopy cover, thereby maintaining ecological function and visual character.

The project is conditioned to require a building permit prior to tree removal (Condition No. 11) and the applicant would need to abide by the 1:1 tree replacement (Condition No. 12) for the removal of one oak. The arborist also addresses fuel management and defensible space best management practices to reduce wildfire risk. Measures for tree protection during construction have been incorporated as conditions of approval and include tree root protection (Condition No. 10) and a raptor and migratory bird nest survey if tree removal were to take place during February 22 through August 1 (Condition No. 8).

The project has been designed and sited to minimize the removal of protected trees to the greatest extent feasible. However, given the existing site constraints and need for a driveway to accommodate access to the primary residence, the one tree to be removed is the minimum amount necessary to achieve development standards. As demonstrated, the project meets the required findings to allow the removal of one oak tree.

l) Toro Land Use Advisory Committee (LUAC) Review. Based on the LUAC procedure guidelines adopted by the County of Monterey Board of Supervisors Resolution No. 15-103, the project was referred to the Toro LUAC for review on March 23, 2026. Questions were raised regarding site suitability and the quantities of the proposed tree replacement. The applicant provided a full set of plans showing that the location of the proposed residence is sited in an area that minimizes development on slopes. To address tree replacement, staff reached out to the project arborist and confirmed that only one tree will be removed and replanted. All other comments were non-substantive and outside of the LUAC's purview. The LUAC unanimously recommended approval of the project as proposed by a vote of 5-0, with one member absent.

m) The project planner conducted a site inspection on February 27, 2026, to verify that the project on the subject parcel conforms to the plans listed above.

n) The application, project plans, and related support materials submitted by the project applicant to Monterey County HCD-Planning can be found in Project File PLN240355.

2. 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, Environmental Health Bureau, and Monterey County Regional Fire Protection District. County staff reviewed the application materials and plans to verify that the project on

the subject site conforms to the 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) Staff identified potential impacts to archaeological, cultural, forest, and soil resources. The following reports have been prepared:
   - "Arborist Report" (County of Monterey Library No. LIB250295) prepared by Frank Ono, Pacific Grove, CA, February 4, 2025; and April 8, 2026.
   - "Geotechnical Report" (County of Monterey Library No. LIB250296) prepared by Grice Engineering, Inc., Salinas, CA, April 9, 2025.
   - "Phase I Archaeological Report" (County of Monterey Library No. LIB250298) prepared by Historic Resource Associates, Pebble Beach, CA, February 1, 2025.
   - "On-Site Wastewater Treatment System Study" (County of Monterey Library No. LIB250299) prepared by Grice Engineering, Inc., Salinas, CA, April 9, 2025.

   The above-mentioned technical reports by outside consultants indicated that there are no physical or environmental constraints that would indicate that the site is not suitable for the use proposed. County staff have independently reviewed these reports and concur with their conclusions. All development shall be in accordance with these reports.

c) Staff conducted a site inspection on February 27, 2026, 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 can be found in Project File PLN240355.

3. 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, Environmental Health Bureau (EHB), and Monterey County Regional Fire Protection District. 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 will be provided to serve the proposed single-family residence. The subject parcel is served by an existing on-site domestic well that is part of an inactive small water system permit, San Benancio Water System #51 (EHB Record No. WA0001664), which serves Assessor's Parcel Numbers 416-261-038 and 416-261-039. Water quality analysis conducted by Monterey Bay Analytical Services (MBAS), based on a sample collected June 19, 2024, identified

arsenic at a concentration of 22.2 parts per million (ppm), exceeding the Maximum Contaminant Level (MCL) of 10 ppm. Reactivation of the water system permit requires installation of an approved arsenic treatment system. A conceptual arsenic reduction treatment plan prepared by Culligan Commercial Services, dated October 8, 2024, was reviewed and deemed acceptable by EHB Drinking Water Protection Services (DWPS). Subsequent DWPS review determined that additional water quality constituents were required, including aluminum, antimony, barium, beryllium, mercury, nickel, perchlorate, selenium, thallium, silver, and color. Supplemental sampling was completed on September 12, 2025, with analytical results dated October 1, 2025. These results were reviewed and accepted by DWPS. Approval of the water system is conditioned upon the installation of an approved arsenic treatment system prior to reactivation of the small water system permit (Condition No. 7).

c) The proposed on-site wastewater treatment system (OWTS) is designed to serve a two-bedroom single-family dwelling on an approximately 10-acre parcel. The system design is supported by a feasibility study conducted by Grice Engineering, Inc. (LIB250299) dated April 9, 2025, which evaluated subsurface soil conditions and percolation characteristics. Seven soil borings were performed to assess site suitability. Borings B1 through B4 were advanced to a depth of 4 feet below ground surface and yielded percolation rates of 2.20 minutes per inch (MPI) for B1 and B2, 3.00 MPI for B3, and 1.30 MPI for B4. These results produce an average percolation rate of 2.18 MPI, corresponding to a soil application rate (SAR) of 1.2 gallons per day per square foot in accordance with Table 4 of Monterey County Code Chapter 15.20. Subsurface conditions at this depth are considered suitable for effluent dispersal. Additional exploration at Bore B5 extended to a depth of 9 feet below ground surface with no groundwater encountered. The depth to groundwater exceeds 350 feet below the proposed leach field trench bottom, significantly surpassing the minimum vertical separation requirement of 20 feet as specified in Table 4 of Monterey County Code Chapter 15.20. The OWTS design, prepared by Grice Engineering, Inc., dated May 14, 2025, establishes a design flow of 300 gallons per day for the proposed residence. Based on the assigned SAR of 1.2, a minimum effective leach field infiltrative area of 250 square feet is required. Using a trench sidewall credit of 4 square feet per linear foot, the system requires a minimum of 62.5 linear feet of trench. The proposed dispersal system consists of conventional leach field trenches configured as primary and secondary systems. Each leach field will be constructed with dimensions of approximately 62.5 feet in length, 2 feet in depth, and 1.5 feet in width. The system also includes a 1,000-gallon septic tank for primary treatment and a 1,000-gallon pump or holding tank to facilitate controlled dosing of effluent to the leach field. Dosing volumes will be regulated through a control panel to ensure consistent distribution based on system demand. The leach field is designed for installation on slopes not exceeding 30 %, consistent with the requirements of Table 8 of Monterey County Code Chapter 15.20 for conventional systems without supplemental

treatment. A pre-site inspection conducted on September 12, 2025, verified that all required horizontal setbacks can be achieved in compliance with Table 3 of Monterey County Code Chapter 15.20. On October 27, 2025, EHB reviewed the proposed OWTS design and found that it meets applicable county standards for soil suitability, hydraulic loading, vertical separation to groundwater, and site constraints, and is suitable for installation at the subject parcel.

d) The subject parcel is located within a State Responsibility Area classified as having a high fire hazard. The construction of the new single-family dwelling will be required to meet current fire and building code standards prior to the issuance of construction permits. Additionally, the project includes a fire safety Fuel Management Plan and arborist recommendations for defensible space to ensure the development meets fire safety regulations. This management plan recommends compliance with California Public Resources Code section 4291 (Defensible Space), which establishes fuel reduction and vegetation management guidelines for areas within 100 feet of structures. On-going compliance with fuel management practices will ensure that the property owner is adequately maintaining defensible space, as required by California Public Resources Code section 4291. The Monterey County Regional Fire Protection District reviewed the proposed project and made no comments.

e) Staff conducted a site inspection on February 27, 2026, to verify that the project will not have an adverse effect on the health, safety, and welfare of persons either residing or working in the neighborhood.

f) The application, project plans, and related support materials submitted by the project applicant to Monterey County HCD-Planning can be found in Project File PLN240355.

4. FINDING: **DESIGN/VISUAL SENSITIVITY –** The design of the proposed project assures protection of the public viewshed, is consistent with neighborhood character, and assures visual integrity without imposing undue restrictions on private property.

EVIDENCE:

a) Pursuant to Title 21 Section 21.44, the purpose of the Design Control District is to regulate the location, size, configuration, materials, and colors of structures and fences to assure the protection of the public viewshed and neighborhood character.

b) Neighborhood Character. The proposed single-family dwelling would have a comparatively smaller footprint to other residences in the vicinity. As proposed, the residential dwelling will not compromise the integrity of the surrounding neighborhood character.

c) Material and Color Finishes. The proposed exterior colors and materials are consistent with the area's rural setting and surrounding residences. The single-family dwelling is designed to reflect a simple side-gabled Ranch-style architecture that blends with the surrounding neighborhood. Proposed colors and materials of the structure include olive green board and batten exterior siding with dark brown trim and fascia. Roofing material consists of brown Class "A" fire-rated composite shingles. The proposed deck will consist of redwood planks, posts, and a top rail with horizontal stainless steel cable side rails. Proposed exterior lighting

includes black metal downlit wall-mounted fixtures. A lighting plan is required to be submitted prior to issuance of building permits to ensure the project complies with the Monterey County lighting guidelines and Toro Area Plan Policy T-3.5 (Condition No. 9). The proposed exterior finishes described above will be fire-resistant, blend with the surrounding environment, are consistent with the surrounding residential neighborhood character, and other dwellings in the neighborhood.

d) Visual Resources. The property is located along a shared private road off San Benancio Road in a rural area. San Benancio is a known scenic public road pursuant to Toro Area Plan Policy T-3.3 and Toro Area Scenic Highway Corridors and Visual Sensitivity Map Figure 16. The proposed project is situated on a parcel over 700 feet from San Benancio Road. The property was staked and flagged, and staff performed the required visual impact analysis. The proposed site was found to be naturally screened from public view by existing development, steep slopes, and mature vegetation. Location of the development was chosen to avoid the greatest amount of tree removal and reduce impacts to steep slopes, as well as viewshed impacts. The project, as conditioned, will not result in adverse visual impacts to nearby scenic corridors. Further, the project is consistent with the applicable scenic resource policies of the 2010 General Plan and the Toro Area Plan. Therefore, the proposed development will not have a substantial adverse impact on a public viewshed. As proposed, the project assures protection of the public viewshed, is consistent with neighborhood character, and assures visual integrity.

e) The project planner conducted a site inspection on February 27, 2026, to verify the potential visual impacts of the project on the subject parcel. Based on the evidence described above, the proposed structure and use are consistent with the surrounding residential neighborhood character (i.e., structural design features, colors, and material finishes).

f) The application, project plans, and related support materials submitted by the project applicant to Monterey County HCD-Planning for the proposed development can be found in Project File PLN240355.

5. FINDING: **DEVELOPMENT ON SLOPES** – There is no feasible alternative that would allow development to occur on slopes of less than 25 % and the proposed development better achieves the goals, policies, and objectives of the Monterey County General Plan and Toro Area Plan and the Monterey County Zoning Ordinance (Title 21) than other development alternatives.

EVIDENCE: a) Pursuant to Title 21 Section 21.64.230 and General Plan Policy OS-3.5, development on slopes exceeding 25 % may be permitted through approval of a Use Permit where no feasible alternative exists on slopes less than 25 %, or where the project better achieves General Plan and applicable area plan objectives. The subject parcel is predominantly characterized by slopes exceeding 25 %, thereby limiting feasible alternative building locations. The proposed development has been sited to minimize grading and site disturbance while maintaining consistency with applicable land use

policies. As such, the project satisfies the threshold criteria for consideration of development on slopes exceeding 25 %.

b) The project site is constrained by topographic conditions, with the majority of the approximately 10-acre parcel containing slopes in excess of 25 %, as documented by County GIS mapping and site-specific analysis. Limited, irregularly shaped areas along the property's ridgeline and along the lower elevations of the property contain slopes less than 25%. The proposed development footprint, including the residence, driveway, and associated improvements totaling approximately 4,327 square feet, has been located in the most suitable and least impactful area of the site given these constraints. A Geotechnical Report (LIB250296) prepared by Grice Engineering, Inc., dated April 9, 2025, demonstrates that the underlying soils, consisting of shallow silty sands, possess adequate bearing capacity and permeability when properly engineered. Geotechnical analysis indicates the absence of landslide hazards, slope instability, or other geologic constraints that would preclude development. With implementation of recommended measures, including controlled grading, compaction, and use of suitable in situ or engineered fill, the proposed improvements can be constructed in a manner that ensures structural stability and consistency with Title 21 requirements.

c) Pursuant to Title 21 Section 21.64.230.E.1, the project meets the required findings in that there are no feasible alternative development locations on slopes less than 25 % within the parcel, and the proposed design minimizes environmental disturbance while maintaining the natural topographic character of the site. The proposed single-family dwelling utilizes a stacked design by building the livable space above the garage with simple and direct driveway access, which minimizes the development footprint. The building site was also placed on the lower elevations of the property rather than upslopes to further minimize development impacts. Furthermore, the OWTS is specifically designed to accommodate sloped terrain through the use of contour-aligned leach fields and controlled effluent distribution. Supporting technical studies confirm that site conditions, including favorable soil permeability, absence of shallow groundwater, and lack of concentrated drainage, are suitable for such installation. Therefore, the project will not result in significant adverse impacts to slope stability, drainage patterns, or water quality.

d) Pursuant to Title 21 Section 21.64.230.E.2, conditions of approval are required to ensure compliance with applicable standards and to reduce potential impacts associated with development on slopes exceeding 25 %. Such conditions include, but are not limited to, implementation of all geotechnical recommendations related to grading and foundation design, installation and maintenance of erosion control and drainage improvements, compliance with approved OWTS design, and adherence to all applicable Monterey County codes and regulations. The applicant is required to record a

notice of report (Condition No. 13) to ensure development is in accordance with the project's technical reports. With this condition in place, the project will not result in significant environmental impacts and is consistent with the intent of the County's slope development regulations.

e) The subject project minimizes development on slopes exceeding 25% in accordance with the applicable goals and policies of the 2010 Monterey County General Plan and Title 21.

f) The project planner conducted a site inspection on February 27, 2026, to verify that there is no feasible alternative which would allow development to occur on slopes of less than 25%.

g) The application, plans and supporting materials submitted by the project applicant to Monterey County HCD-Planning for the proposed development can be found in Project File PLN240355.

6. 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 are not aware of any violations existing on subject property.

b) Staff conducted a site inspection on February 27, 2026, and researched County records 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 can be found in Project File PLN240355.

7. FINDING: **CEQA (Exempt) –** The project is categorically exempt from environmental review, and no unusual circumstances were identified to exist for the proposed project.

EVIDENCE:

a) California Environmental Quality Act (CEQA) Guidelines Section 15303 categorically exempts the development of the first single-family dwelling on a parcel that allows residential use. The project proposes the construction of a 1,000 square foot two-story single-family dwelling with an attached 630 square foot lower-level garage, 592 square foot uncovered deck, 720 square foot covered balcony, 135 square feet of stairs, 130 linear feet of site retaining walls, and associated site improvements, including the removal of one Coast live oak tree and development on slopes in excess of 25%. Therefore, the proposed project fits the criteria to meet the Class 3 Categorical Exemption pursuant to CEQA Guidelines Section 15303.

b) None of the exceptions under CEQA Guidelines Section 15300.2 apply to this project. The project does not involve a designated historical resource, or a hazardous waste site. The development is not located within view of a scenic highway corridor known as San Benancio Road. The project was sited and designed to blend with the environment and not cause adverse impacts to the public viewshed. The project, as proposed, does not cause any unusual circumstances that would result in a significant effect or would result in a cumulative significant impact.

The project site is located within an area of high archaeological sensitivity. On January 25, 2025, a pedestrian field survey was performed by Dana E. Supernowicz with Historic Resources Associates to determine if resources were present on site. The result of that survey was negative, and no resource site indicators were detected on the subject parcel. Therefore, a standard condition of approval has been incorporated to ensure construction work is halted if archaeological resources are accidentally uncovered (Condition No. 3).

c) No adverse environmental effects were identified during staff review of the development application during a site visit on February 27, 2026.

d) See supporting Finding Nos. 1 and 2. The application, project plans, and related support materials submitted by the project applicant to Monterey County HCD-Planning can be found in Project File PLN240355.

8. 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, the Board of Supervisors is the Appeal Authority to consider appeals from the discretionary decisions, except decisions on appeals made pursuant to Subsections A and B of Section 21.80.040, of the Planning Commission made pursuant to this Title.

DECISION

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

1. Find that the construction of the first single-family dwelling on a lot which allows residential uses qualifies as a Class 3 Categorical Exemption pursuant to Section 15303 of the CEQA Guidelines and there are no exceptions pursuant to Section 15300.2; and
2. Approve a Design Approval to allow construction of a 1,000 square foot two-story single-family dwelling with an attached 630 square foot lower-level garage, 592 square foot uncovered deck, 720 square foot covered balcony, and associated site improvements, including the removal of one Coast live oak tree; and a Use Permit to allow development on slopes in excess of 25%.

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

PASSED AND ADOPTED this 29th day of April 2026, 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 THE 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 CLERK TO THE BOARD 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 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.

This page intentionally left blank

County of Monterey HCD Planning

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

PLN240355

1. PD001 - SPECIFIC USES ONLY

Responsible Department: Planning

Condition/Mitigation Monitoring Measure: This Use Permit and Design Approval (PLN240355) allows construction of a 1,000 square foot two-story single-family dwelling with an attached 630 square foot lower-level garage, 592 square foot uncovered deck, 720 square foot covered balcony, and associated site improvements, including the removal of one Coast live oak tree; and development on slopes in excess of 25%. Colors and materials consist of olive green board and batten exterior siding with dark brown trim and fascia, brown composite shingled roof, redwood deck with stainless steel railing, and black metal exterior lighting fixtures. Grading consists of approximately 200 cubic yards of cut and 200 cubic yards of fill. The property is located at 146 San Benancio Road, Salinas (Assessor's Parcel Number 416-261-039-000), Toro Area 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 Monitoring Measure: The applicant shall record a Permit Approval Notice. This notice shall state:
"A Use Permit and Design Approval (Resolution Number _____) was approved by the Planning Commission for Assessor's Parcel Number 416-261-039-000 on April 29, 2026. The permit was granted subject to 13 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 Action to be Performed: Prior to the issuance of grading and building permits, certificates of compliance, or commencement of use, whichever occurs first and as applicable, the Owner/Applicant 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 Monitoring Measure: If, during the course of construction, cultural, archaeological, historical or 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 Action to be Performed: The Owner/Applicant shall adhere to this condition on an on-going basis.

Prior to the issuance of grading or building permits and/or prior to the recordation of the 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. PW0045 – COUNTYWIDE TRAFFIC FEE

Responsible Department: Public Works

Condition/Mitigation Monitoring Measure: Prior to issuance of building permits, the Owner/Applicant shall pay the Countywide Traffic Fee or the ad hoc fee pursuant to General Plan Policy C-1.8. The fee amount shall be determined based on the parameters in the current fee schedule.

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

6. 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.

7. EHSP01 - WATER TREATMENT SYSTEM DESIGN (Non-Standard)

Responsible Department: Health Department

Condition/Mitigation Monitoring Measure: Water quality analysis of a sample collected from the onsite well (EHB Permit No. WP0010804) on June 19, 2024, indicates Arsenic was detected at twenty-two and two tenths (22.2) parts per million (ppm), which exceeds the maximum containment level of ten (10) ppm. A water treatment system shall be designed and installed to provide water that meets primary drinking water standards. The water treatment system shall be designed to meet the standards of Monterey County Code, Chapter 15.04. The design shall address water treatment wastewater management. Submit plans from a qualified individual for the water system improvements, and any associated fees to the Director of Environmental Health for review and approval prior to installing the improvements. (Environmental Health)

Compliance or Monitoring Action to be Performed: Prior to the issuance of construction permit, the applicant shall submit to the Environmental Health Bureau (EHB) for review and approval plans for a water treatment system and any associated fees.

Prior to occupancy, the EHB-approved water treatment system shall be installed. The applicant shall provide to the EHB for review and acceptance as-built plans for the water treatment system prepared by a qualified individual and shall submit acceptable water quality results for a pre- and post-treatment name of contaminant sample from the well.

8. 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.

9. PD014(A) - LIGHTING - EXTERIOR LIGHTING PLAN

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. The lighting source shall be shielded and recessed into the fixture. The applicant shall submit three (3) copies of an 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 the 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, the Owner/Applicant/Contractor shall submit written and photographic evidence demonstrating 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.

10. 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.

11. PD011(A) - TREE REMOVAL

Responsible Department: Planning

Condition/Mitigation Monitoring Measure: Tree removal shall not occur until a construction permit has been issued in conformance with the appropriate stage or phase of development in this permit. Only those trees approved for removal shall be removed. (HCD-Planning)

Compliance or Monitoring Action to be Performed: Prior to tree removal, the Owner/ Applicant/ Tree Removal Contractor shall demonstrate that a construction permit has been issued prior to commencement of tree removal.

12. PD048 - TREE REPLACEMENT/RELOCATION

Responsible Department: Planning

Condition/Mitigation Monitoring Measure: Within 60 days of permit approval, the applicant shall replace and or relocate each tree approved for removal as follows:
- Replacement ratio: 1:1
- Replacement ratio recommended by arborist: 1:1 of a 5-gallon stock or larger Coast live oak tree.
- Other: The tree may be planted on the edges of the existing tree canopies, but it must be planted where it can be watered and kept weed-free. The replacement tree may be a 5-gallon stock or larger. It is recommended that a larger specimen be planted to avoid damage from deer browsing. Deer protection against deer browsing should be used.

Replanting should avoid open spaces where trees are not now found unless there is evidence of soil deep enough and of sufficient quality to support tree planting. The tree should be planted in the area with the greatest opening in the stand, in deep enough soil to allow minimal competition and maximum sunlight. Spacing between any planted tree should be at least 10 feet. Occasional deep watering (more than two weeks apart) during the late spring, summer, and fall is recommended during the first two years after establishment.

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.

13. 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 Counsel'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.

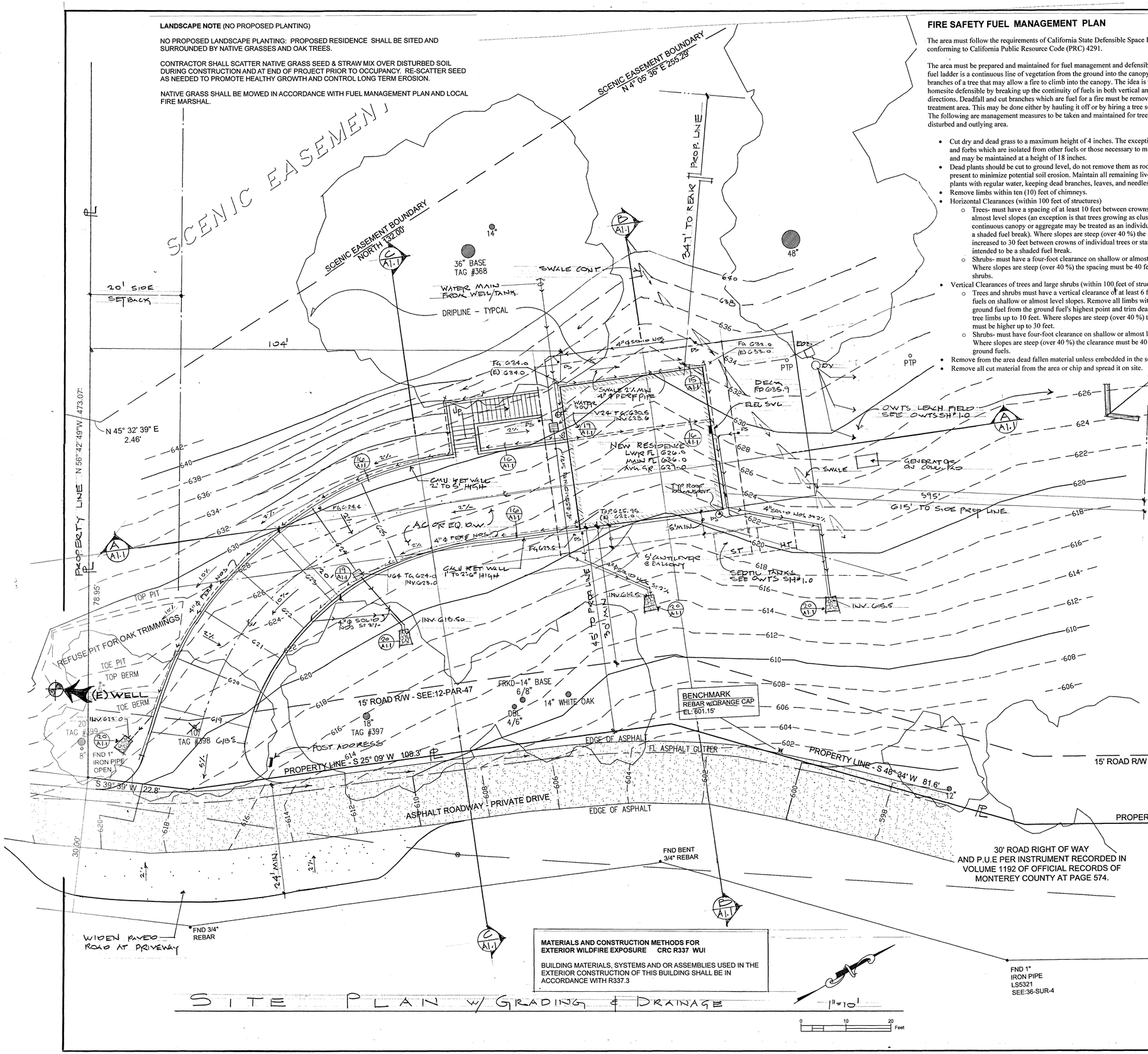
This page intentionally left blank

LANDSCAPE NOTE (NO PROPOSED PLANTING)

NO PROPOSED LANDSCAPE PLANTING: PROPOSED RESIDENCE SHALL BE SITED AND SURROUNDED BY NATIVE GRASSES AND OAK TREES.

CONTRACTOR SHALL SCATTER NATIVE GRASS SEED & STRAW MIX OVER DISTURBED SOIL DURING CONSTRUCTION AND AT END OF PROJECT PRIOR TO OCCUPANCY. RE-SCATTER SEED AS NEEDED TO PROMOTE HEALTHY GROWTH AND CONTROL LONG TERM EROSION.

NATIVE GRASS SHALL BE MOWED IN ACCORDANCE WITH FUEL MANAGEMENT PLAN AND LOCAL FIRE MARSHAL.



SITE PLAN w/ GRADING & DRAINAGE

1" = 10'

0 10 20 Feet

MATERIALS AND CONSTRUCTION METHODS FOR EXTERIOR WILDFIRE EXPOSURE CRC R337 WUI

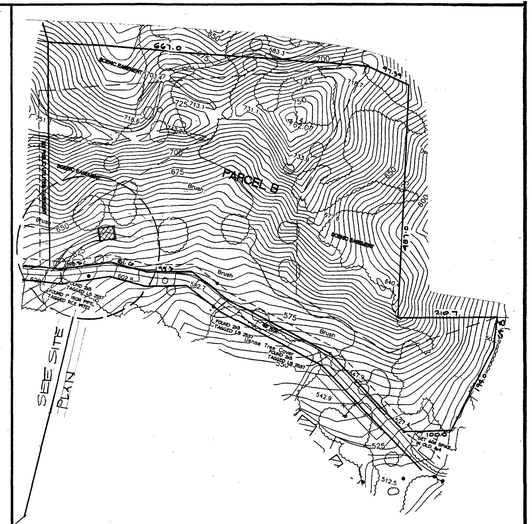
BUILDING MATERIALS, SYSTEMS AND OR ASSEMBLIES USED IN THE EXTERIOR CONSTRUCTION OF THIS BUILDING SHALL BE IN ACCORDANCE WITH R337.3

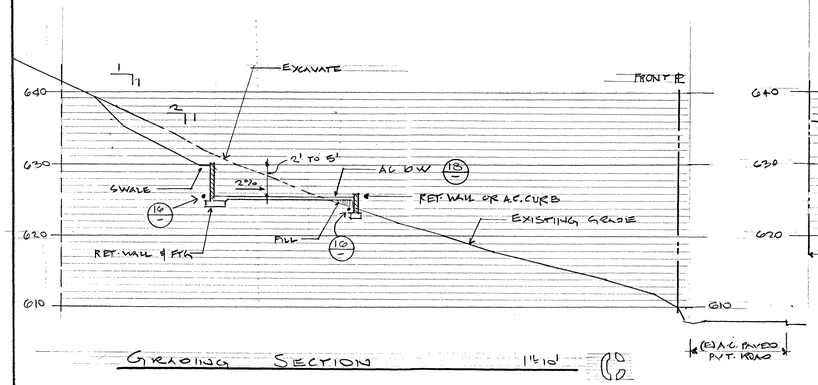
FIRE SAFETY FUEL MANAGEMENT PLAN

The area must follow the requirements of California State Defensible Space Regulations conforming to California Public Resource Code (PRC) 4291.

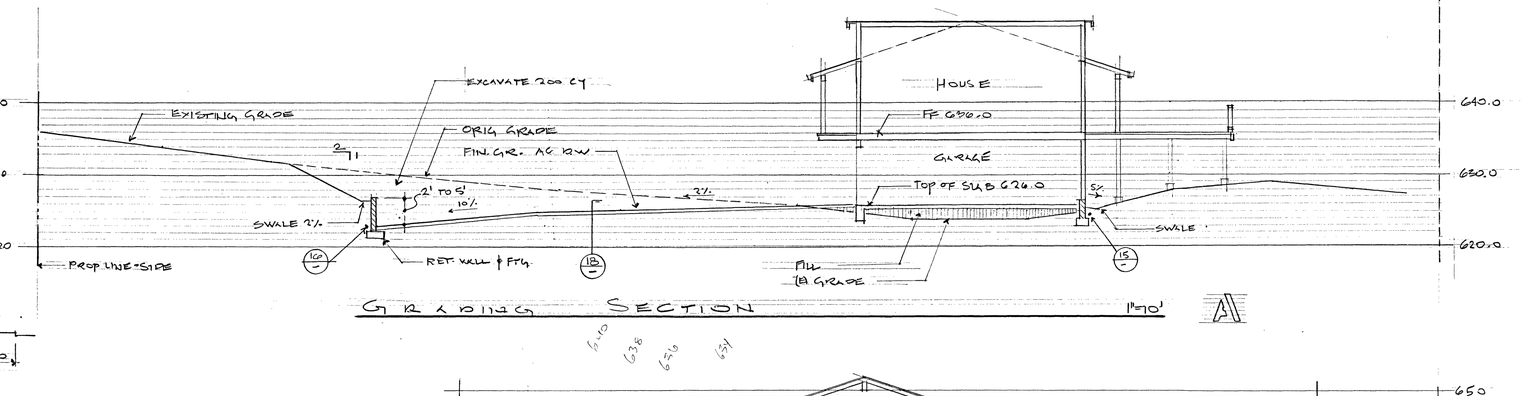
The area must be prepared and maintained for fuel management and defensible space. A fuel ladder is a continuous line of vegetation from the ground into the canopy or upper branches of a tree that may allow a fire to climb into the canopy. The idea is to make the homesite defensible by breaking up the continuity of fuels in both vertical and horizontal directions. Deadfall and cut branches which are fuel for a fire must be removed from the treatment area. This may be done either by hauling it off or by hiring a tree service to chip. The following are management measures to be taken and maintained for trees within the disturbed and outlying area.

- Cut dry and dead grass to a maximum height of 4 inches. The exceptions are grasses and forbs which are isolated from other fuels or those necessary to minimize erosion and may be maintained at a height of 18 inches.
- Dead plants should be cut to ground level, do not remove them as roots may still be present to minimize potential soil erosion. Maintain all remaining live landscape plants with regular water, keeping dead branches, leaves, and needles removed.
- Remove limbs within ten (10) feet of chimneys.
- Horizontal Clearances (within 100 feet of structures)
  - Trees- must have a spacing of at least 10 feet between crowns on shallow or almost level slopes (an exception is that trees growing as clusters with continuous canopy or aggregate may be treated as an individual tree to make a shaded fuel break). Where slopes are steep (over 40 %) the spacing must be increased to 30 feet between crowns of individual trees or stands of trees intended to be a shaded fuel break.
  - Shrubs- must have a four-foot clearance on shallow or almost level slopes. Where slopes are steep (over 40 %) the spacing must be 40 feet between shrubs.
- Vertical Clearances of trees and large shrubs (within 100 feet of structures)
  - Trees and shrubs must have a vertical clearance of at least 6 feet from ground fuels on shallow or almost level slopes. Remove all limbs within 6 feet of ground fuel from the ground fuel's highest point and trim dead portions of tree limbs up to 10 feet. Where slopes are steep (over 40 %) the clearance must be higher up to 30 feet.
  - Shrubs- must have four-foot clearance on shallow or almost level slopes. Where slopes are steep (over 40 %) the clearance must be 40 feet from ground fuels.
- Remove from the area dead fallen material unless embedded in the soil.
- Remove all cut material from the area or chip and spread it on site.

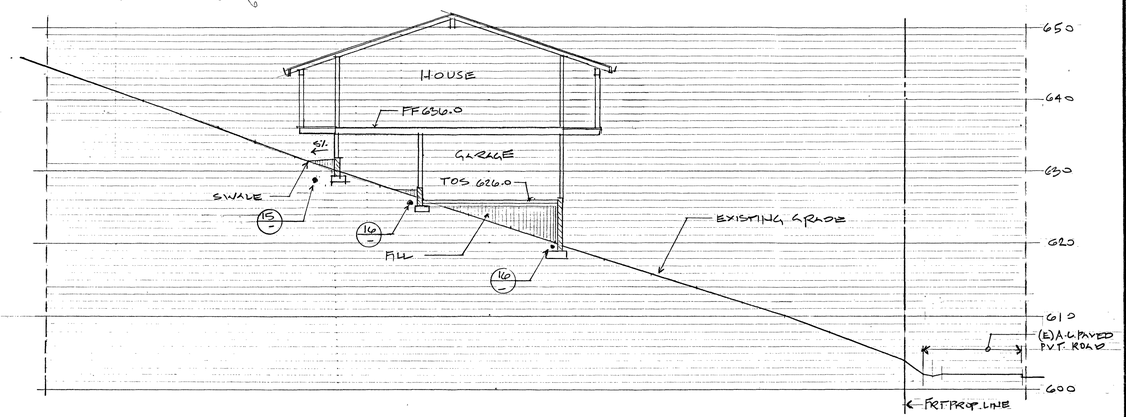

PARCEL B
SEE SITE PLAN
TYP. PROPERTY LINE
TYP. PROPERTY LINE
TYP. PROPERTY LINE



GRADING SECTION 1"=10' 6



GRADING SECTION 1"=10' A

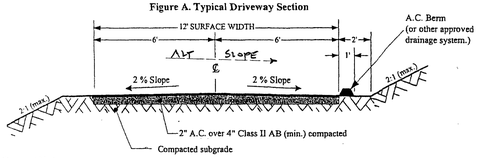


GRADING SECTION 1"=10' B

PRIVATE ACCESS DRIVEWAY STANDARDS

Definition of Driveway: A vehicular access that serves no more than two buildings, with no more than three dwelling units on a single parcel, and any number of accessory buildings. (Monterey County Wildfire Protection Standards 18.56.030.)

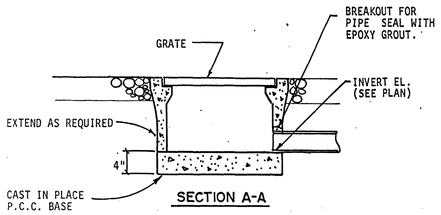
Figure A. Typical Driveway Section



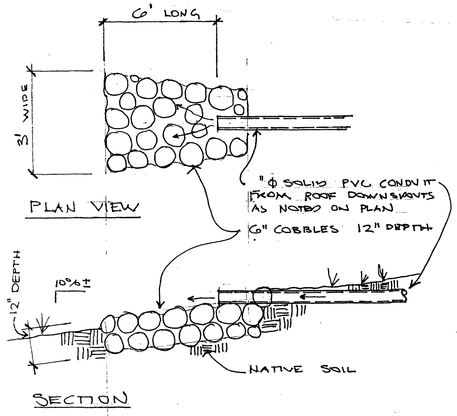
General Notes:

1. An all weather pavement section can be used where native soils provide sufficient bearing capacity.
2. An unpaved section of 4 inches compacted Class II AB can be use on firm and unyielding subgrade soils.
3. An asphalt concrete pavement section can be used where underlying native soils do not provide sufficient bearing capacity and shall be used where road gradient exceeds 8% to a maximum of 15% for the local fire authority access, per Monterey County Fire Safety Requirements (Form #1. Rev. March 1997). For development in the Pescadero Watershed areas, there maybe additional planning requirements.
4. All fills, native or imported rock, intended to support pavements shall be placed and compacted to at least 90 % of the maximum dry density as determined by the modified Proctor test (ASTM D1557).
5. Aforementioned items shall be done at the direction from the geotechnical engineer, Monterey County Private Road Standards 16.08350 and Monterey County Fire Safety Requirements (Form #1, Rev. March 1997).

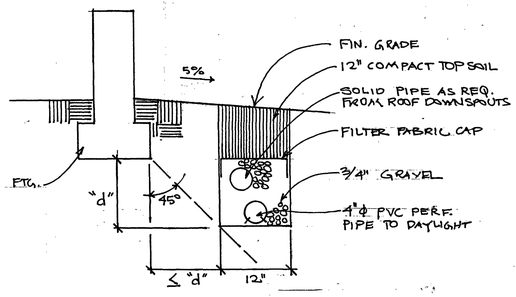
DRIVEWAY SECTION 18



CHRISTY BOX AREA DRAIN/D.B. 19



ENERGY DISSIPATER 20



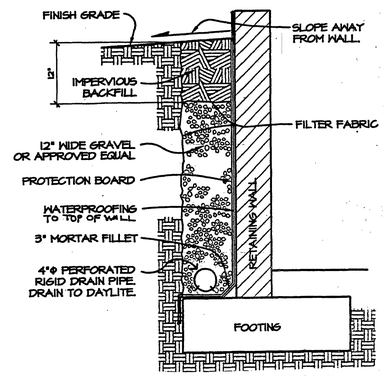
NOTES

1. ADHERE TO ALL SPECIFICIATIONS OF THE "SOILS REPORT" WHEN SUCH REPORT IS PROVIDED BY OWNER.
2. INSTALL CLEANOUT RISERS ON ALL UPSTREAM ENDS AND 90 DEGREE ANGLE POINTS OF DRAIN PIPE.
3. DRAIN IS DESIGNED TO SUBSTANTIALLY CONFORM WITH CPC 1101.5 & CRC R401.3.

FOUNDATION DRAIN 15

RETAINING WALL DRAINAGE NOTES

1. SEE PLANS AND SPECIFICATIONS FOR FOOTING AND RETAINING WALL CONSTRUCTION.
2. PROVIDE WATERPROOFING AT ALL RETAINING WALLS AT LIVING SPACES, GARAGES, BASEMENTS AND SIMILAR USES. METHOD AND MATERIALS FOR WATERPROOFING SHALL BE SUBMITTED TO ENGINEER FOR REVIEW AND APPROVAL.
3. THIS DETAIL AND SPECIFICATION SHALL APPLY TO ALL RETAINING WALLS UNLESS SPECIFICALLY DETAILED OTHERWISE.
4. ADHERE TO ALL SPECIFICATIONS OF THE "SOILS REPORT" WHEN SUCH REPORT IS PROVIDED BY OWNER.
5. INSTALL CLEANOUT RISERS ON ALL UPSTREAM ENDS AND 90 DEGREE ANGLE POINTS OF DRAIN PIPE.
6. DRAIN IS DESIGNED TO SUBSTANTIALLY CONFORM WITH CBC 1807.4.2



RETAINING WALL DRAIN 16

PD003(A) - CULTURAL RESOURCES NEGATIVE ARCHAEOLOGICAL REPORT

Responsible Department: Planning

Condition/Mitigation Monitoring Measure: If, during the course of construction, cultural, archaeological, historical or 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)

SPECIAL TESTS AND INSPECTION SCHEDULE

THE FOLLOWING ITEMS SHALL BE INSPECTED. "SPECIAL INSPECTION" SHALL CONFORM TO 2022 CBC 1704.7. SPECIAL INSPECTION AGENCIES AND/OR INDIVIDUALS SHALL BE RETAINED BY THE OWNER AND APPROVED BY THE BUILDING OFFICIAL PRIOR TO ANY WORK. FOR MATERIAL TESTING REQUIREMENTS, SEE SPECIFICATIONS AND/OR GENERAL NOTES. TESTING AGENCY SHALL SEND COPIES OF ALL STRUCTUAL TESTING AND INSPECTION REPORTS DIRECTLY TO THE BUILDING OFFICAL AND ENGINEER.

ITEM	REQ.	REMARKS
FOUNDATION EXCAVATIONS	YES	BY SOIL ENGINEER / PERIODIC
SUBGRADE PREPARATION	YES	BY SOIL ENGINEER / PERIODIC
CLASSIFICATION/TESTING FILL MATERIAL	YES	BY SOIL ENGINEER / PERIODIC
OBSERVATION OF FILL MATERIAL/COMPACTION	YES	BY SOIL ENGINEER / CONTINUOUS
FOUNDATION	YES	BY SOIL ENGINEER / PERIODIC VERIFICATION - MATERIALS BLW FOOTING/ACHEIVE BEARING CAPACITY
MASONRY & CONCRETE CONSTRUCTION	YES	TO BE DETERMINED / PERIODIC
REINFORCING STEEL CONSTRUCTION	YES	TO BE DETERMINED / PERIODIC

SOILS ENGINEER TO PROVIDE OBSERVATION DURING GRADING AND FOUNDATION PHASE OF CONSTRUCTION.

GRADING & DRAINAGE NOTES

1. Roof drain downspouts shall be installed on all roof gutters, and shall discharge onto concrete splash blocks or pavement, and drain away from structure as noted below, or shall connect to a 4 inch dia solid NDS underground conduit per plan. The conduit shall slope at a 1% gradient minimum and discharge into a cobble energy dissipators shown on plan.
2. Area Drains to be connected to closed 4" solid NDS conduit and discharged into a cobble energy dissipator shown on plan. Install distribution boxes as needed.
3. Foundation sub drains and retaining wall drains shall be installed on the uphill side of foundations in accordance to plan and details. Drain conduit to be a 4" dia perf. NDS pipe or equal, connected to a 4" dia. solid NDS pipe sloping at a 1% gradient minimum and discharge into cobble dissipators shown on plan.
3. All finish grades including patios, and driveways shall be contoured to slope away from proposed structures:
   Site Grading (CRC 401.3): Surface Drainage shall be diverted to a storm sewer conveyance or other approved point of collection that does not create a hazard. Lots shall be graded to drain surface away from foundation walls. The grade shall fall a minimum of 6 inches within the first 10 feet. **Exception:** Where lot lines, walls, slopes, or other physical barriers prohibit 6 inches of fall within 10 feet, drains or swales shall be constructed to ensure drainage away from the structure. Impervious surface (pavers, etc..) within 10 feet of the building foundation shall slope a minimum of 2 percent away from the building.
   All drainage facilities should be checked and maintained periodically to remove obstructions and assure proper function.
4. See sheet #C1-C2 for erosion control and BMP's.
5. Cut and fill slopes shall have a maximum slope of 2' horizontal to 1' vertical. U.O.N.
6. Toe of all cut and fill slopes to be be 3'-0" minimum from property line.
7. All grading shall conform with the county of Monterey Grading Ordinance No. 2535, and erosion control ordinance No. 2806.
8. Ultimate purpose of grading: Construct new S.F.D.
9. Estimated Start Date: Jan 1, 2026
10. Estimated Complete date: Dec 31, 2026
11. Actual grading shall begin within 30 days of vegetation removal or the area shall be planted to control erosion.
12. All fill material shall comply with geotechnical report.
13. Excavate 200 cubic yards
    Fill 200 cubic yards
    Import 0 cubic yards
14. Pad elevation shall be certified to 0.1 feet by a licensed surveyor or civil engineer, prior to digging any footings or scheduling any inspections.
15. A soils geotechnical report has been prepared by:
    Grice Engineering, Inc.
    File # 7974-25.02
    561A Brunken Avenue
    Salinas, CA 93901
    831 422-9619
16. Soils report requires foundation excavations to be reviewed by soils engineer. Prior to requesting a building division foundation inspection, the soils engineer shall inspect and approve in writing the foundation excavations.
17. When a grading permit is required, prior to calling for building division foundation inspection, preliminary grading and compaction reports shall be submitted to and approved by the building division grading inspector. Any revisions from the original soils report shall be incorporated into the plans and specifications.

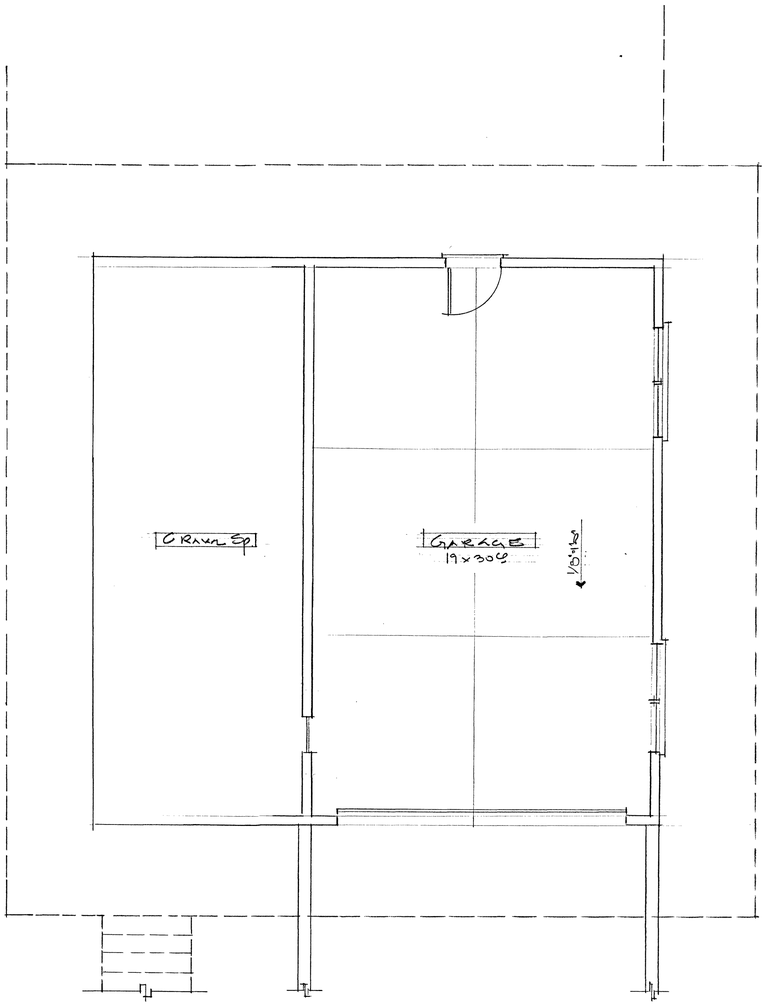
REVISIONS	BY

BUILDING DESIGN & CONSULTING
draftact
2150 GARDEN RD., SUITE B3 / MONTEREY, CA. 93940
(831) 646-5988 FAX 646-5988

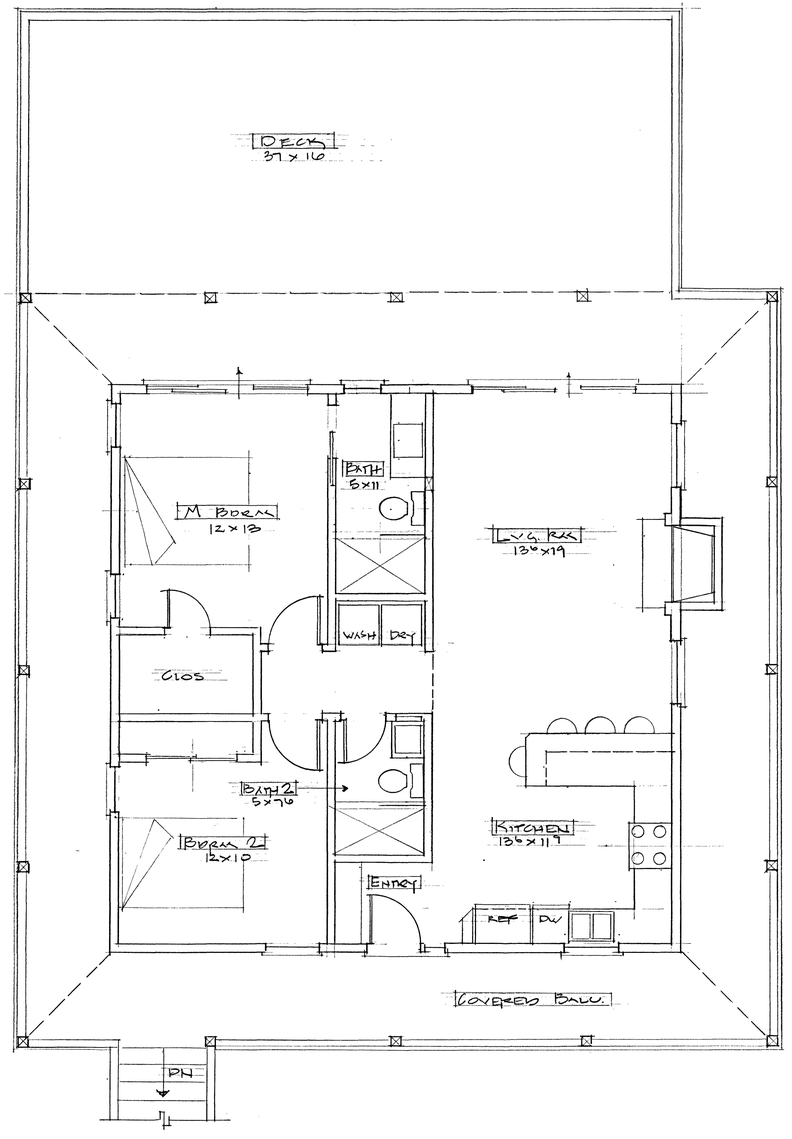
BECK RESIDENCE
SAN BENANCIO CYN. RD. (PRIVATE ROAD)
SALINAS, CALIFORNIA
APN: 416-261-039-000 PH: 831 455-5067

Date 8-11-25
Scale
Drawn
Job 45-2024
Sheet A1.1
Of Sheets 221

CLEARPRINT®



LOWER FLOOR 1/4"=1'-0"



MAIN FLOOR 1/4"=1'-0"

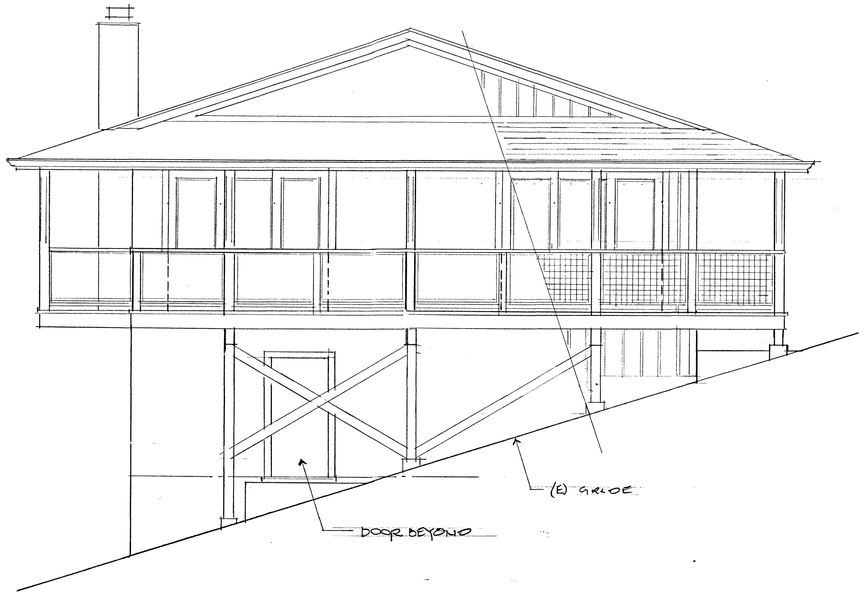
REVISIONS	BY
8-11-25	D

BUILDING DESIGN & CONSULTING
draftect
2150 GARDEN RD., SUITE B3 / MONTEREY, CA 93940
(831) 646-5988 FAX 646-5989

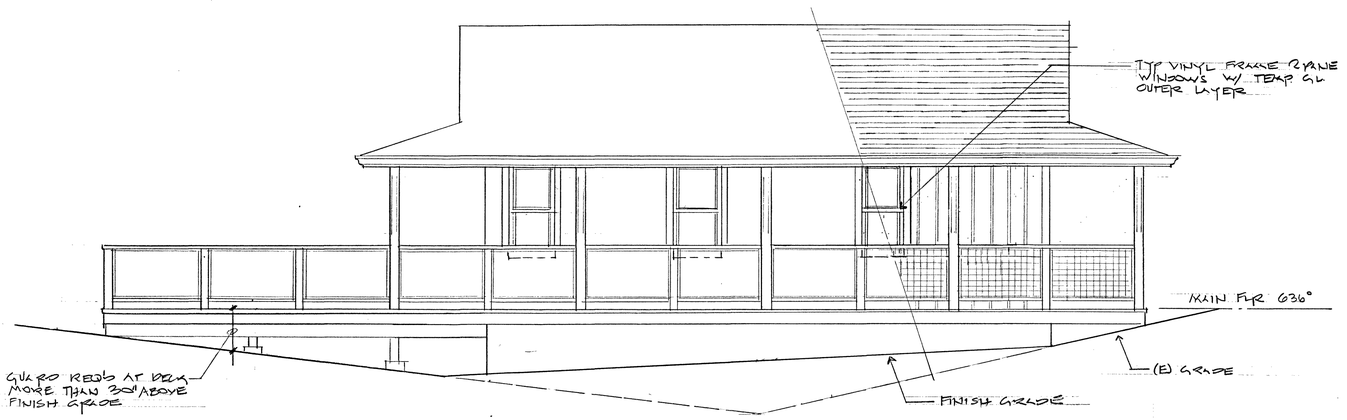
BECK RESIDENCE
SAN BENANCIO CYN. RD. (PRIVATE ROAD)
SALINAS, CALIFORNIA
APN: 416-261-039-000 PH: 831 455-5067

Date	6-4-25
Scale	
Drawn	
Job	45.2024
Sheet	A1.2
Of	Sheets

24 X 36 CLEARPRINT®



NORTH ELEVATION 1/4"=1'0"



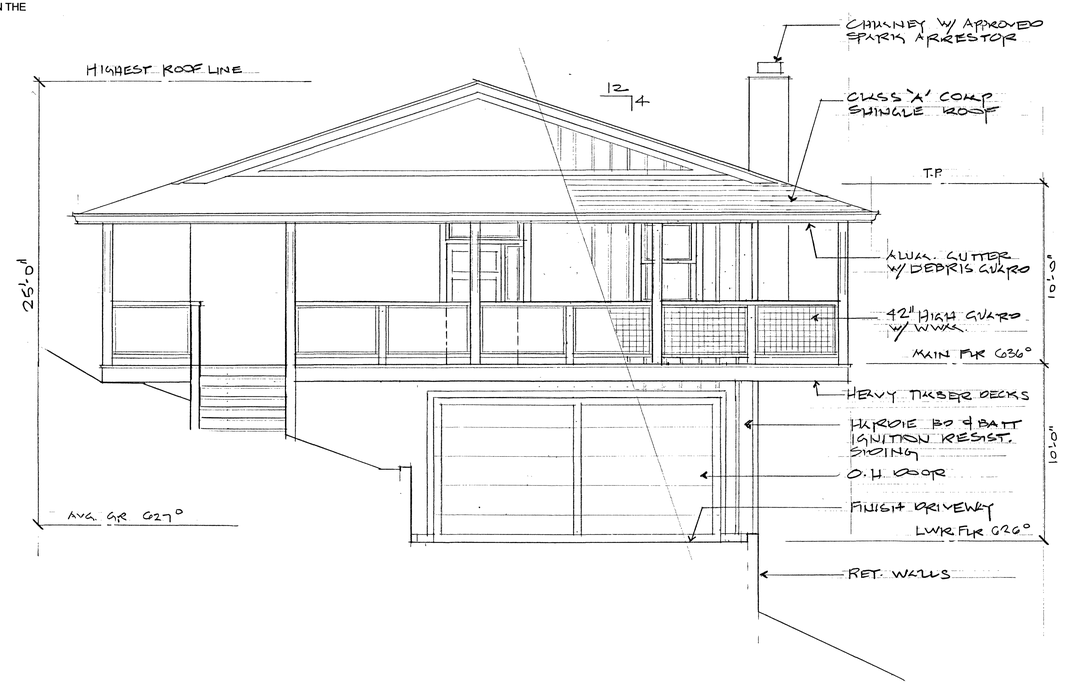
WEST ELEVATION 1/4"=1'0"

MATERIALS AND CONSTRUCTION METHODS FOR EXTERIOR WILDFIRE EXPOSURE CRC R337 WUI

BUILDING MATERIALS, SYSTEMS AND OR ASSEMBLIES USED IN THE EXTERIOR CONSTRUCTION OF THIS BUILDING SHALL BE IN ACCORDANCE WITH R337.3



EAST ELEVATION 1/4"=1'0"



SOUTH ELEVATION 1/4"=1'0"

REVISIONS	BY
6-4-25	CD
8-11-25	D

BUILDING DESIGN & CONSULTING
draftact
2150 GARDEN RD., SUITE B3 / MONTEREY, CA. 93940
(831) 646-5888 FAX 646-5889

BECK RESIDENCE
SAN BENANCIO CYN. RD. (PRIVATE ROAD)
SALINAS, CALIFORNIA
APN: 416-261-039-000 PH: 831 455-5067

Date	6-2-25
Scale	
Drawn	
Job	45.2024
Sheet	A1.3
Of	Sheets

24 X 36 CLEARPRINT®

SCENIC EASEMENT

SCENIC EASEMENT BOUNDARY
N 4° 06' 36" E 255.29'

SCENIC EASEMENT BOUNDARY
NORTH 132.00'

14"

36" BASE
TAG #368

48"

DRIPLINE – TYPCAL

PARC
12-PA
1/25/

AREA FOR OWTS
SEPTIC SYSTEM

PTP

PTP

PTP

2:2%

RESIDENCE
1000 SF

DECK
592 SF

38'±

DRIVEWAY
2735 SF

7.4%

4.5%

4.3%

10.0%

10%

2.0%

2.6%

3.2%

1.3%

1.2%

TOP PIT

FUSE PIT FOR OAK TRIMMINGS

TOP PIT

TOP BERM

TOE BERM

TAG #398

TAG #397
18"

15' ROAD R/W - SEE:12-PAR-47

ARKD-14" BASE
6/8"
DBL
4/6"

14" WHITE OAK

BENCHMARK
REBAR w/ORANGE CAP
EL. 601.15'

FND 1"
IRON PIPE
OPEN

PROPERTY LINE - S 25° 09' W 108.3'

EDGE OF ASPHALT

FL ASPHALT GUTTER

PROPERTY LINE - S 48° 44' W 81.8'

12"

S 39° 39' W 22.8'

ASPHALT ROADWAY / PRIVATE DRIVE

EDGE OF ASPHALT

15' ROAD R/W - SEE:12-PAR-47

PROPERTY LINE - S 32° 11' W 95.3'

30' ROAD RIGHT OF WAY
AND P.U.E PER INSTRUMENT RECORDED IN
VOLUME 1192 OF OFFICIAL RECORDS OF
MONTEREY COUNTY AT PAGE 574.

FND BENT
3/4" REBAR

FND 3/4"
REBAR

FND 1"
IRON PIPE
LS5321
SEE:36-SUR-4

FND 1"
IRON PIPE
LS5321
SEE:36-SUR-4

N 56° 42' 49" W 473.07'

N 45° 32' 39" E
2.46'

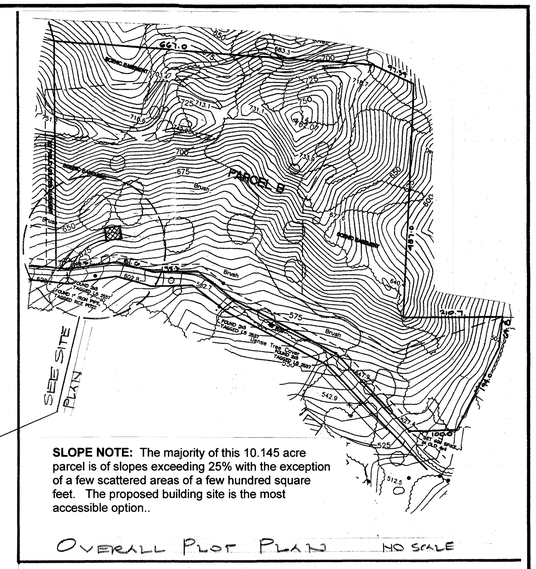
LEGEND

- SLOPE EXCEEDS 25%
- 100 EXIST. CONTOURS
- PROPERTY LINES
- EASEMENTS U.O.N.

SLOPE MAP

1" = 10'

0 10 20



SLOPE NOTE: The majority of this 10.145 acre parcel is of slopes exceeding 25% with the exception of a few scattered areas of a few hundred square feet. The proposed building site is the most accessible option..

OVERALL PLOT PLAN NO SCALE

REVISIONS	BY

BUILDING DESIGN
& CONSULTING

draftact

2150 GARDEN RD., SUITE B3 / MONTEREY, CA 93940
(831) 646-0888 FAX 646-0886

BECK RESIDENCE
SAN BENANCIO CYN. RD. (PRIVATE ROAD)
SALINAS, CALIFORNIA
APN: 416-261-039-000 PH: 831 455-5067

Date 8-11-25

Scale

Drawn

Job 95-2025

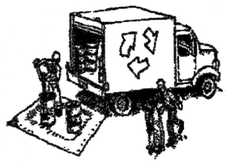
Sheet SL1
Of 1 Sheets

24 X 36 CLEARPRINT®

224

CONSTRUCTION BEST MANAGEMENT PRACTICES (BMPs)

Construction Projects Are Required to Implement the Stormwater Best Management Practices (BMP) on this Page, as they Apply to Your Project, All Year Long



MATERIALS & WASTE MANAGEMENT

Non-Hazardous Materials

- ❑ Berm and cover stockpiles of sand, dirt or other construction material with tarps when rain is forecast or if not actively being used within 14 days.
- ❑ Use (but don't overuse) reclaimed water for dust control.

Hazardous Materials

- ❑ Label all hazardous materials and hazardous wastes (such as pesticides, paints, thinners, solvents, fuel, oil, and antifreeze) in accordance with city, county, state and federal regulations.
- ❑ Store hazardous materials and wastes in water tight containers, store in appropriate secondary containment, and cover them at the end of every work day or during wet weather or when rain is forecast.
- ❑ Follow manufacturer's application instructions for hazardous materials and be careful not to use more than necessary. Do not apply chemicals outdoors when rain is forecast within 24 hours.
- ❑ Arrange for appropriate disposal of all hazardous wastes.

Waste Management

- ❑ Cover waste disposal containers securely with tarps at the end of every work day and during wet weather.
- ❑ Check waste disposal containers frequently for leaks and to make sure they are not overfilled. Never hose down a dumpster on the construction site.
- ❑ Clean or replace portable toilets, and inspect them frequently for leaks and spills.
- ❑ Dispose of all wastes and debris properly. Recycle materials and wastes that can be recycled (such as asphalt, concrete, aggregate base materials, wood, gyp board, pipe, etc.)
- ❑ Dispose of liquid residues from paints, thinners, solvents, glues, and cleaning fluids as hazardous waste.

Construction Entrances and Perimeter

- ❑ Establish and maintain effective perimeter controls and stabilize all construction entrances and exits to sufficiently control erosion and sediment discharges from site and tracking off site.
- ❑ Sweep or vacuum any street tracking immediately and secure sediment source to prevent further tracking. Never hose down streets to clean up tracking.



EQUIPMENT MANAGEMENT & SPILL CONTROL

Maintenance and Parking

- ❑ Designate an area, fitted with appropriate BMPs, for vehicle and equipment parking and storage.
- ❑ Perform major maintenance, repair jobs, and vehicle and equipment washing off site.
- ❑ If refueling or vehicle maintenance must be done onsite, work in a bermed area away from storm drains and over a drip pan big enough to collect fluids. Recycle or dispose of fluids as hazardous waste.
- ❑ If vehicle or equipment cleaning must be done onsite, clean with water only in a bermed area that will not allow rinse water to run into gutters, streets, storm drains, or surface waters.
- ❑ Do not clean vehicle or equipment onsite using soaps, solvents, degreasers, steam cleaning equipment, etc.

Spill Prevention and Control

- ❑ Keep spill cleanup materials (rags, absorbents, etc.) available at the construction site at all times.
- ❑ Inspect vehicles and equipment frequently for and repair leaks promptly. Use drip pans to catch leaks until repairs are made.
- ❑ Clean up spills or leaks immediately and dispose of cleanup materials properly.
- ❑ Do not hose down surfaces where fluids have spilled. Use dry cleanup methods (absorbent materials, cat litter, and/or rags).
- ❑ Sweep up spilled dry materials immediately. Do not try to wash them away with water, or bury them.
- ❑ Clean up spills on dirt areas by digging up and properly disposing of contaminated soil.
- ❑ Report significant spills immediately. You are required by law to report all significant releases of hazardous materials, including oil. To report a spill: 1) Dial 911 or your local emergency response number, 2) Call the Governor's Office of Emergency Services Warning Center, (800) 852-7550 (24 hours).



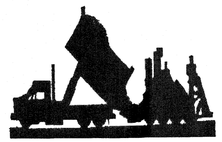
EARTHWORK & CONTAMINATED SOILS

Erosion Control

- ❑ Schedule grading and excavation work for dry weather only.
- ❑ Stabilize all denuded areas, install and maintain temporary erosion controls (such as erosion control fabric or bonded fiber matrix) until vegetation is established.
- ❑ Seed or plant vegetation for erosion control on slopes or where construction is not immediately planned.

Sediment Control

- ❑ Protect storm drain inlets, gutters, ditches, and drainage courses with appropriate BMPs, such as gravel bags, fiber rolls, berms, etc.
- ❑ Prevent sediment from migrating offsite by installing and maintaining sediment controls, such as fiber rolls, silt fences, or sediment basins.
- ❑ Keep excavated soil on the site where it will not collect into the street.
- ❑ Transfer excavated materials to dump trucks on the site, not in the street.
- ❑ Contaminated Soils
- ❑ If any of the following conditions are observed, test for contamination and contact the Regional Water Quality Control Board:
  - Unusual soil conditions, discoloration, or odor.
  - Abandoned underground tanks
  - Abandoned wells
  - Buried barrels, debris, or trash.



PAVING/ASPHALT WORK

- ❑ Avoid paving and seal coating in wet weather, or when rain is forecast before fresh pavement will have time to cure.
- ❑ Cover storm drain inlets and manholes when applying seal coat, tack coat, slurry seal, fog seal, etc.
- ❑ Collect and recycle or appropriately dispose of excess abrasive gravel or sand. Do NOT sweep or wash it into gutters.
- ❑ Do not use water to wash down fresh asphalt concrete pavement.

Sawcutting & Asphalt/Concrete Removal

- ❑ Completely cover or barricade storm drain inlets when saw cutting. Use filter fabric, catch basin inlet filters, or gravel bags to keep slurry out of the storm drain system.
- ❑ Shovel, abosorb, or vacuum saw-cut slurry and dispose of all waste as soon as you are finished in one location or at the end of each work day (whichever is sooner!).
- ❑ If sawcut slurry enters a catch basin, clean it up immediately.



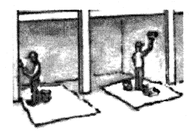
CONCRETE, GROUT & MORTAR APPLICATION

- ❑ Store concrete, grout and mortar under cover, on pallets and away from drainage areas. These materials must never reach a storm drain.
- ❑ Wash out concrete equipment/ trucks offsite or in a contained area, so there is no discharge into the underlying soil or onto surrounding areas. Let concrete harden and dispose of as garbage.
- ❑ Collect the wash water from washing exposed aggregate concrete and remove it for appropriate disposal offsite.



LANDSCAPE MATERIALS

- ❑ Contain stockpiled landscaping materials by storing them under tarps when they are not actively being used.
- ❑ Stack erodible landscape material on pallets. Cover or store these materials when they are not actively being used or applied.
- ❑ Discontinue application of any erodible landscape material within 2 days before a forecast rain event or during wet weather.



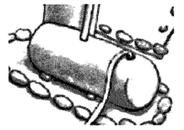
PAINTING & PAINT REMOVAL

Painting cleanup

- ❑ Never clean brushes or rinse paint containers into a street, gutter, storm drain, or surface waters.
- ❑ For water-based paints, paint out brushes to the extent possible. Rinse to the sanitary sewer once you have gained permission from the local wastewater treatment authority. Never pour paint down a drain.
- ❑ For oil-based paints, paint out brushes to the extent possible and clean with thinner or solvent in a proper container. Filter and reuse thinners and solvents. Dispose of residue and unusable thinner/solvents as hazardous waste.

Paint Removal

- ❑ Chemical paint stripping residue and chips and dust from marine paints or paints containing lead or tributyltin must be disposed of as hazardous waste.
- ❑ Paint chips and dust from non-hazardous dry stripping and sand blasting may be swept up or collected in plastic drop cloths and disposed of as trash.



DEWATERING

- ❑ Effectively manage all run-on, all runoff within the site, and all runoff that discharges from the site. Divert run-on water from offsite away from all disturbed areas or otherwise ensure compliance.
- ❑ When dewatering, notify and obtain approval from the local municipality before discharging water to a street gutter or storm drain. Filtration or diversion through a basin, tank, or sediment trap may be required.
- ❑ In areas of known contamination, testing is required prior to reuse or discharge of groundwater. Consult with the Engineer to determine whether testing is required and how to interpret results. Contaminated groundwater must be treated or hauled off-site for proper disposal.

To Report a Spill: Call 911 or (831) 394-6811

If you see paint, cement. motor oil, antifreeze or other hazardous materials flowing into or being dumped into a storm drain, immediately call 911 to report it.

Additional Contact Numbers (Non-Emergency):

City of Carmel-by-the-Sea:	(831) 620-2000
City of Del Rey Oaks:	(831) 394-8511
City of Monterey:	(831) 646-3921
City of Pacific Grove:	(831) 648-5722
City of Sand City:	(831) 394-3054
City of Seaside:	(831) 899-6825
County of Monterey:	(831) 755-4800

* Adapted with permission from the San Mateo Countywide Water Pollution Prevention Program

STORM DRAIN POLLUTERS MAY BE LIABLE FOR FINES OF UP TO $10,000 PER DAY!

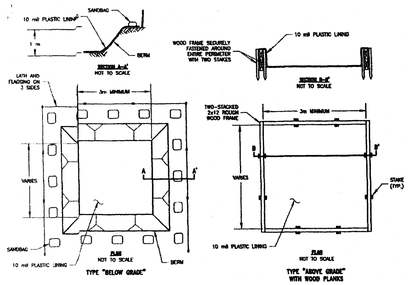
REVISIONS	BY

BUILDING DESIGN & CONSULTING
draftech
2150 GARDEN RD., SUITE B3 / MONTEREY, CA 93940
PH: 831.646-5988
FAX 646-5986

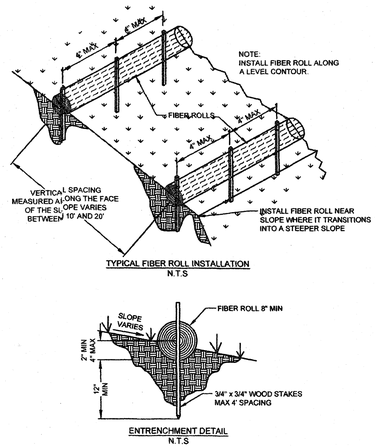
BECK RESIDENCE
SAN BENANCIO CYN. RD. (PRIVATE ROAD)
SALINAS, CALIFORNIA
APN: 416-261-039-000 PH: 831 455-5067

Date 8-1-25
Scale
Drawn
Job 45-2024
Sheet C-1
Of 2 Sheets

24 X 36 CLEARPRINT®

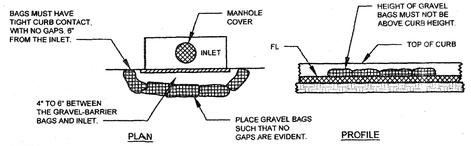


CONCRETE WASTE MANAGEMENT WM-8 5



FIBER ROLLS 4

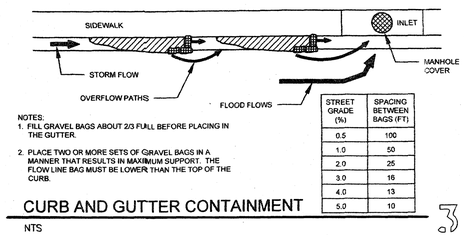
NTS



NOTES:
1 GRAVEL BAGS SHALL CONTAIN 1" TO 2" DIAMETER ROCK CONTAINED IN PERVIOUS BURLAP BAGS OR SYNTHETIC NET BAGS ABOUT 24" LONG, 12" WIDE, AND 6" HIGH.

DRAIN INLET BARRIER 2

NTS

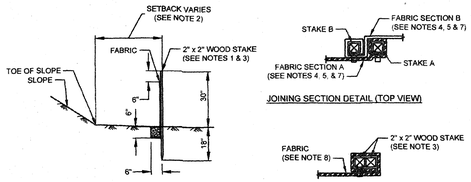


NOTES:
1. FILL GRAVEL BAGS ABOUT 2/3 FULL BEFORE PLACING IN THE GUTTER.
2. PLACE TWO OR MORE SETS OF GRAVEL BAGS IN A MANNER THAT RESULTS IN MAXIMUM SUPPORT. THE FLOW LINE BAG MUST BE LOWER THAN THE TOP OF THE CURB.

STREET GRADE (%)	SPACING BETWEEN BAGS (FT)
0.5	100
1.0	50
2.0	25
3.0	16
4.0	13
5.0	10

CURB AND GUTTER CONTAINMENT 3

NTS



NOTES:
1. STAKE DIMENSIONS ARE NOMINAL.
2. DIMENSIONS MAY VARY TO FIT FIELD CONDITIONS.
3. STAKES SHALL BE SPACED AT 8'-0" MAXIMUM AND SHALL BE POSITIONED ON DOWNSTREAM SIDE OF FENCE.
4. STAKES TO OVERLAP AND FENCE FABRIC TO FOLD AROUND EACH STAKE AND FULL TURN. SECURE FABRIC TO STAKE WITH 4 STAPLES.
5. STAKES SHALL BE DRIVEN TIGHTLY TOGETHER TO PREVENT POTENTIAL FLOW-THROUGH OF SEDIMENT AT JOINT. THE TOPS OF THE STAKES SHALL BE SECURED WITH WIRE.
6. FOR END STAKE, FENCE FABRIC SHALL BE FOLDED AROUND TWO STAKES ONE FULL TURN AND SECURED WITH 4 STAPLES.
7. JOINING SECTIONS SHALL NOT BE PLACED AT SUMP LOCATIONS.

SILT FENCE 1

NTS

STORAGE AND DISPOSAL PROCEDURES

1 TEMPORARY SANITARY FACILITIES SHOULD BE LOCATED AWAY FROM DRAINAGE FACILITIES, WATERCOURSES, AND FROM TRAFFIC CIRCULATION. IF SITE CONDITIONS ALLOW, PLACE PORTABLE FACILITIES A MINIMUM OF 50 FEET FROM DRAINAGE CONVEYANCES AND TRAFFIC AREAS.

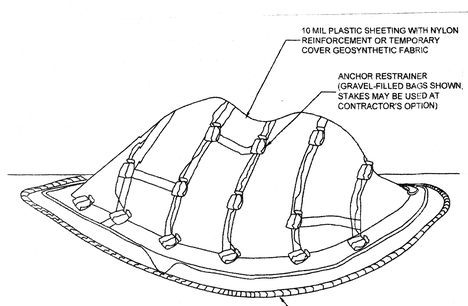
2 WHEN SUBJECTED TO HIGH WINDS OR RISK OF HIGH WINDS, TEMPORARY SANITARY FACILITIES SHOULD BE SECURED TO PREVENT OVERTURNING.

3 TEMPORARY SANITARY FACILITIES MUST BE EQUIPPED WITH SECONDARY CONTAINMENT TRAYS TO PREVENT DISCHARGE OF POLLUTANTS TO THE STORMWATER DRAINAGE SYSTEM OF THE RECEIVING WATER.

4 ARRANGE FOR REGULAR WASTE COLLECTION. DO NOT ALLOW SANITARY FACILITY TO BECOME OVERFULL

SANITARY WASTE MANAGEMENT 6

NTS



NOTES
1 ALL STOCKPILES SHALL BE CONTAINED AND COVERED WHEN NOT ACTIVE, AND SECURED AT THE END OF EACH DAY
2 STOCKPILES SHALL BE SECURELY COVERED OVERNIGHT, AND PRIOR TO, DURING, AND AFTER RAIN EVENTS.
3 NO MATERIAL SHALL LEAVE THE SITE OR MOVE INTO STREET.
4 PLASTIC SHEETING HAS LIMITATIONS DUE TO SUNLIGHT BREAKDOWN, HARD TO MANAGE IN WINDY CONDITIONS, AND CAN INCREASE RUNOFF ISSUE FOR PERIMETER CONTROLS. INSPECT FREQUENTLY OR USE GEOSYNTHETIC FABRIC AS APPLICABLE.
5 DO NOT LOCATE WITHIN 50 FEET OF A STORM DRAIN.

TEMPORARY COVER ON STOCKPILE 7

NTS

HCD – **ENVIORNMENTAL SERVICES NOTES**

1. All or part of the construction of this project is expected to occur during the winter season (October 15th through April 15th ? YES / NO
2. All grading shall conform to the Monterey County Grading Ordinance #2535, Erosion Control Ordinance#2806, and California Building Code.
3. It shall be the responsibility of the owner and the permittee to ensure that erosion does not occur from an activity during or after project construction. Additional measures, beyond those specified, may be required as deemed necessary to control accelerated erosion (MCC 16.12.100).
4. Temporary erosion control to be installed between October 15 and April 15.
5. Vegetation removal between October 15 and April 15 shall not precede subsequent grading or construction by more than 15 days. During this period, erosion and sediment control measures shall be in place at the end of each working day.
7. During construction the applicant shall schedule an inspection with HCD-Environmental Services to inspect drainage device installation, review the maintenance and effectiveness of BMPs installed, and to verify that polutants of concern are not discharged from the site. At the time of the inspection, the applicant shall provide certification that all necessary geotechnical inspections have been completed to that point.
8. Dust from grading operations must be controlled. The owner or contractor may be required to keep adequate equipment aon the grading site to prevent dust problems.
9. The Director of Building Inspection (Building Official) shall stop operations during periods of inclement weather if he or shee determines that erosion problems are not being controlled adequately.
10. Prior to commencement of any land disturbance, the owner/applicant shall schedule an inspection with HCD-Environmental Services to ensure all necessary sediment controls are in place and the project is compliant with Monterey County grading and erosion control regulations.

Prior to Building Final:

11. Prior to final inspection, the owner/applicant shall schedule and inspection with HCD-Environmental Services to conduct a Final Grading Inspection, collect Final Geotechnical Letter of Conformance, ensure that all disturbed areas have been stabilized and that all temporary erosion and sediment control measures that are no longer needed have been removed.

Erosion Control Legend

(A) **Tracking Control:** Prevent tracking dirt offsite. Use gravel and corrugated steel plates or equal to provide a stabalized entrance and exit for vehicles. Clean plates regularly and replace gravel when no longer effective. Maintain dust control and implement street sweeping and vacuming as needed

(B) **Solid Waste Management:** 3 c.y. container with lid

(C) **Sanitary/Septic Waste Management:** Portable Bathroom w/ containment underneath (WM-9) (6/-)

(D) **Concrete Washout** (WM-8). (5/-)

(E) **Stockpile Management** – Fiber rolls or gravel bags around with visqueen cover and gravel bags on top to secure visqueen (WM-3). (7/-)

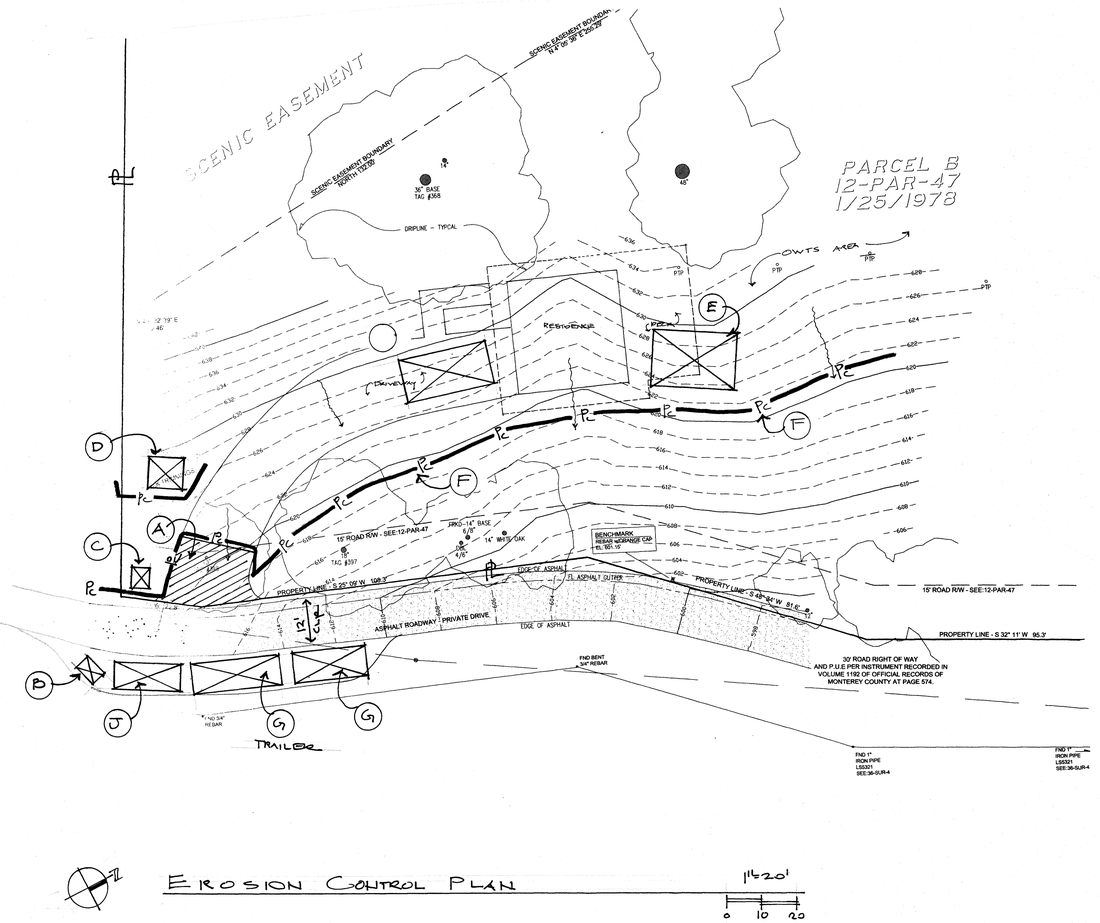
(F) **Perimeter Control:** Fiber Rolls or Silt Fencing. (4/-) (1/-)

(G) **Earth moving Equipment** w/ containment underneath

(H) **Material Delivery and Storage**, cover when not in use (WM-1)

(J) **Crew Parking**

Notes: **1)** Earth moving equipment, trailers, and pickup trucks may be parked on shoulder of private easement road as long as 12' clear right-of-way is provided for through traffic to neighboring houses. No parking on public roads. **2)** See sheet C1 for BMP's



EROSION CONTROL PLAN 1"=20'

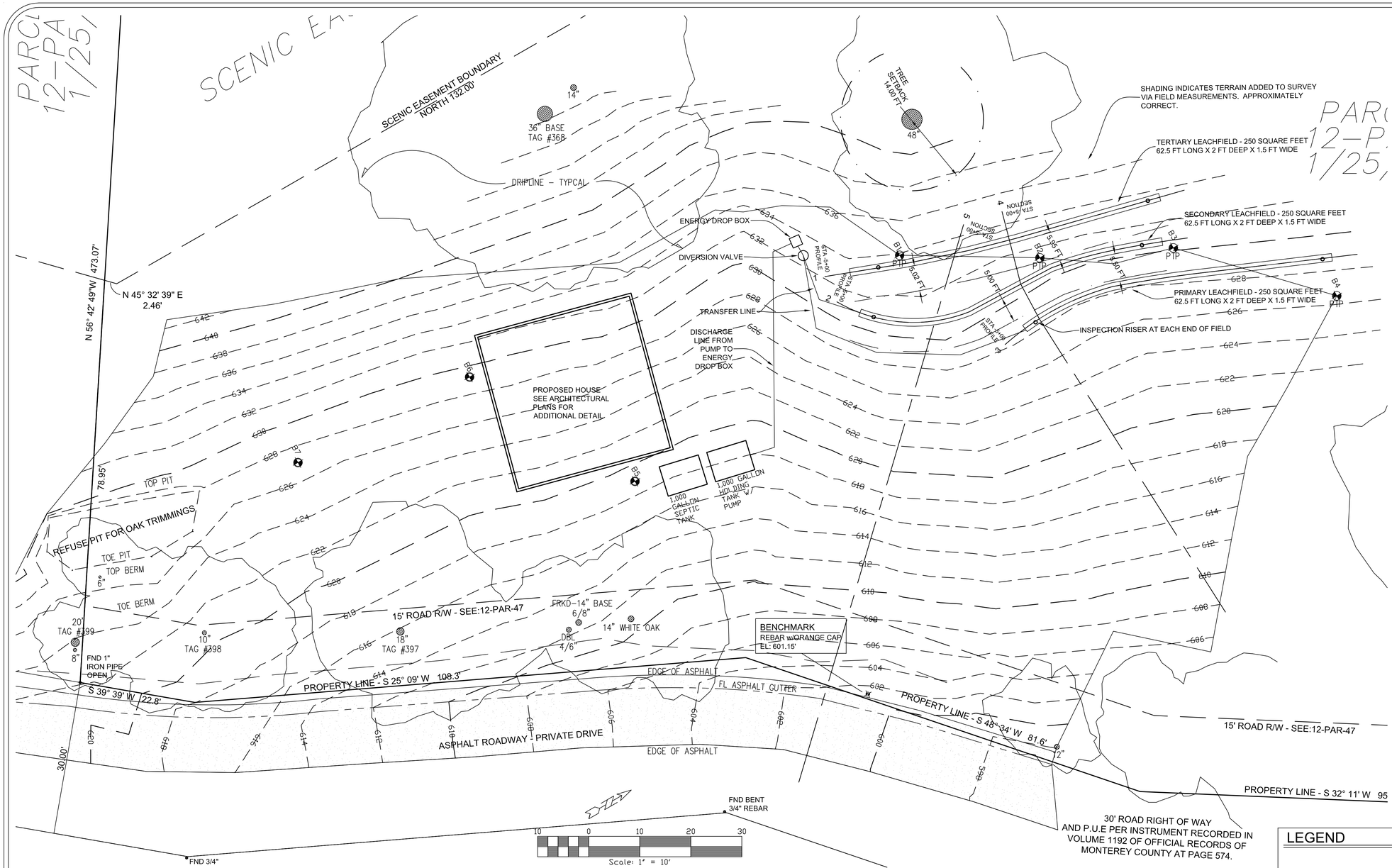
0 10 20

REVISIONS	BY

BUILDING DESIGN & CONSULTING
draftact
2150 GARDEN RD., SUITE B3 / MONTEREY, CA 93940
(831) 646-5986 FAX 646-5988

BECK RESIDENCE
SAN BENANCIO CYN. RD. (PRIVATE ROAD)
SALINAS, CALIFORNIA
APN: 416-261-039-000 PH: 831 455-5067

Date	8-1-25
Scale	
Drawn	
Job	45-2024
Sheet	6 of 8 Sheets



SITE PLAN

SCALE 1" = 10'

SHEET INDEX:
OWTS–1.0 SITE PLAN, SPECIFICATIONS AND NOTES
OWTS–2.0 PROFILES
OWTS–2.1 SECTIONS
OWTS–4.0 LEACHFIELD TRENCH AND TRACER WIRE DETAILS
OWTS–5.0 TANKS AND PUMP DETAILS

NOT ALL EXISTING OR PROPOSED SITE FEATURES ARE SHOWN. REFER TO ARCHITECTURE PLANS AND SURVEY FOR FURTHER DETAILS.

NOTE: TRACER WIRE SHALL BE INSTALLED PER DETAILS ON SHEET C3.

PROPERTY AND SYSTEM INFORMATION:
SITE ADDRESS: SAN BENANCIO ROAD, SALINAS, CALIFORNIA
A.P.N.: 416-261-039-000
AREA OF PARCEL: 10.145 ACRES

PROPOSED STRUCTURES: 2 BEDROOM RESIDENCE (3 PEOPLE)

TOTAL NUMBER OF OCCUPANTS: 3 TOTAL

PER TABLE 5-2 MCEH OWTS:
ALLOWABLE APPLIED NITROGEN PER ACRE: 40 GRAMS
ALLOWABLE APPLIED NITROGEN ON PARCEL: 405.8 GRAMS

EXISTING APPLIED NITROGEN ON PARCEL: 0 GRAMS

PROPOSED APPLIED NITROGEN ON PARCEL: 30 GRAMS

PROPOSED EXCESS APPLIED NITROGEN: 0 GRAMS

NITROGEN REDUCTION TREATMENT NOT REQUIRED

OWTS DESIGN FOR RESIDENCE

PER TABLE 5-3 MCEH OWTS:
RESIDENCE
PEAK DAILY FLOW: 300 GALLONS
SEPTIC TANK SIZE: WITHOUT GARBAGE GRINDER 1,000 GALLONS
WITH GARBAGE GRINDER 1,500 GALLONS

SEPTIC TANK LOCATION IS CURRENTLY BELOW THE LEACHFIELDS AND WILL REQUIRE A PUMP TO LIFT THE EFFLUENT TO THE LEACHFIELDS. FOR THIS THE EFFLUENT IS TO BE HELD IN A TANK AND PUMPED TO THE LEACHFIELD AREA.

REQUIRED HOLDING TANK VOLUME IS A MINIMUM OF 300 GALLONS AND IS TO PROVIDE A SURGE CAPACITY OF 200 PERCENT (600 GALLONS) OF THE DAILY SEWAGE QUANTITY . MAXIMUM PUMP DRAW DOWN, PUMP CYCLE AND TANK GEOMETRY WILL REQUIRE A TANK VOLUME LARGER THAN THE SURGE VOLUME.

DOSING VOLUME CAN BE SET TO VARIOUS VOLUMES AND ROUTINES. DOSE VOLUME SHOULD BE LIMITED TO A MAXIMUM OF 100± GALLONS.

A CONTROL PANEL PROVIDING DOSING OF THE SINGLE DOSE VOLUME OR OTHER SUITABLE AMOUNTS SHOULD BE USED IN CONJUNCTION WITH HIGH AND LOW LEVEL ALARMS.

PUMP DISCHARGE RATE SHOULD BE SELECTED TO PROVIDE A MINIMUM RUN TIME OF 5 MINUTES. SHORT RUN TIMES INCREASE SWITCHING AND PUMP WEAR.

DEPTH TO GROUND WATER: IS GREATER THAN 350 FEET BELOW THE LOWEST GRADE OF THE LEACHFIELD

GROUNDWATER SETBACK PER TABLE 5-6 MCEH OWTS: 20 FEET

POTENTIAL GROUND WATER RECHARGE AREA (GWRA) SPECIFIED BY FIGURE 2-10 PER MCEH-OWTS-2018: NOT APPLICABLE

APPLICATION RATE: 1.2 GALLONS PER SQUARE FOOT PER DAY
INFILTRATION AREA REQUIRED: 250 SQUARE FEET

LEACHFIELD TYPE: SHALLOW TRENCH, 2 FT DEEP X 1.5 FT WIDE X 62.5 FT LONG
EFFECTIVE WALL AREA: BOTH SIDE WALLS = 250 SQUARE FEET

PRIMARY, SECONDARY, AND TERTIARY FIELD INDICATED.

SEPTIC TANK(S) AND PUMP VAULT LOCATION INDICATED. ACTUAL LOCATION AND ELEVATION TO BE DETERMINED BASED ON ACTUAL PLUMBING ALIGNMENTS AND ELEVATIONS

AREA IS OF NATURAL FORM WITH COVER OF GRASS, BUSHES AND SCATTERED TREES. TERRAIN OVER THE LEACHFIELDS IS NEAR 30%, TERRAIN BELOW LEACHFIELDS VARIES.

THE LAYOUT IS PRIMARILY PREPARED TO INDICATE THE REQUIRED COMPONENTS, FUNCTION AND THAT THERE ARE SUITABLE LOCATIONS FOR THESE COMPONENTS.

THE CREATION DATE OF THE PROPERTY REQUIRES ONLY TWO COMPLETE LEACHFIELDS HOWEVER THREE LEACHFIELDS ARE DETAILED TO INDICATE SUFFICIENT ROOM IS AVAILABLE FOR THE ON SITE WASTE WATER TREATMENT SYSTEM (OWTS).

PLEASE REFER TO THE OWTS REPORT BY GRICE ENGINEERING, INC. FOR ADDITIONAL INFORMATION, DETAILS AND COMMENTARY.

LEGEND

- PROPOSED LEACHFIELDS
- PROPERTY LINE
- HORIZONTAL SETBACKS
- 362 MINOR CONTOURS
- 360 MAJOR CONTOURS
- PROPOSED STRUCTURE
- SS PROPOSED SEWER LINE
- 10 FT TYPICAL 10 FOOT TREE SETBACK DIAMETER ± PLUS 10FT
- B1 TEST LOCATION PER GRICE ENGINEERING

REVISION DATES

PUB 04/09/2025

GRICE ENGINEERING INC
ENGINEERING . GEOTECHNICS . HYDROLOGY . SOILS . FOUNDATIONS . EARTH STRUCTURES
561A Brunken Avenue Salinas, California Salinas: (831) 422-9619 Monterey: (831) 375-1198 FAX: (831) 422-1896

NOT VALID WITHOUT STAMP AND SIGNATURE

LAWRENCE E. GRICE, P.E. ; R.C.E. 66857

PREPARED FOR:

GARRETT ANDREW BECK
16089 BALFOUR LANE
SALINAS, CALIFORNIA 93908

BECK RESIDENCE; A.P.N. 416-261-039-000
SAN BENANCIO ROAD, SALINAS, CALIFORNIA 93908

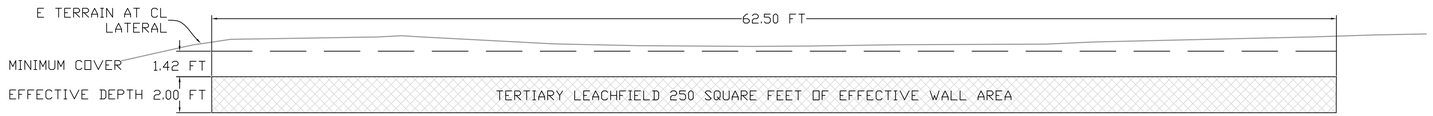
ONSITE WASTEWATER TREATMENT SYSTEM PLANS

SITE PLAN

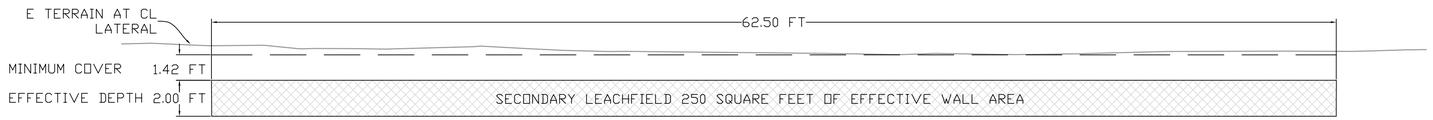
OWTS-1.0

Date Plotted: May 14, 2025

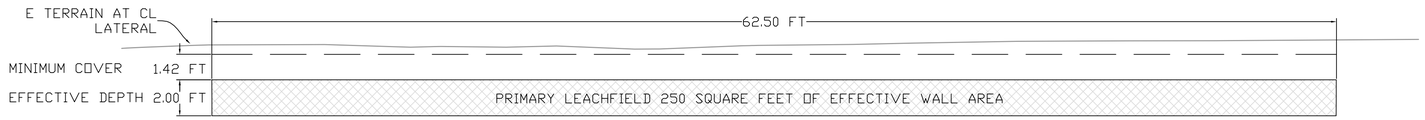
BECK RESIDENCE
FILE NO. 7974-25.02



1 PROFILE 1
SCALE 1" = 4'



2 PROFILE 2
SCALE 1" = 4'



3 PROFILE 3
SCALE 1" = 4'

REVISION DATES

PUB 04/09/2025

GRICE ENGINEERING INC
ENGINEERING • GEOTECHNICS • HYDROLOGY • SOILS • FOUNDATIONS • EARTH STRUCTURES
561A Brunken Avenue Salinas, California Salinas: (831) 422-9619 Monterey: (831) 375-1198 FAX: (831) 422-1896

NOT VALID WITHOUT STAMP AND SIGNATURE



LAWRENCE E. GRICE, P.E. ; R.C.E. 66857

PREPARED FOR:

GARRETT ANDREW BECK
16089 BALFOUR LANE
SALINAS, CALIFORNIA 93908

BECK RESIDENCE; A.P.N. 416-261-039-000
SAN BENANCIO ROAD, SALINAS, CALIFORNIA 93908

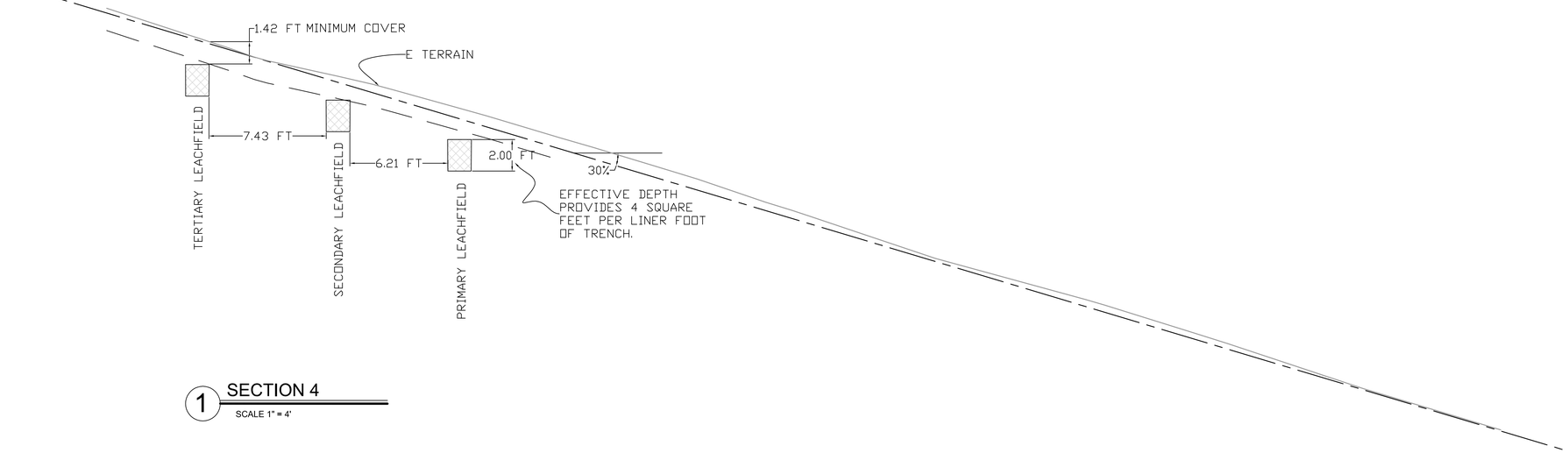
ONSITE WASTEWATER TREATMENT SYSTEM PLANS

PROFILES

OWTS-2.0

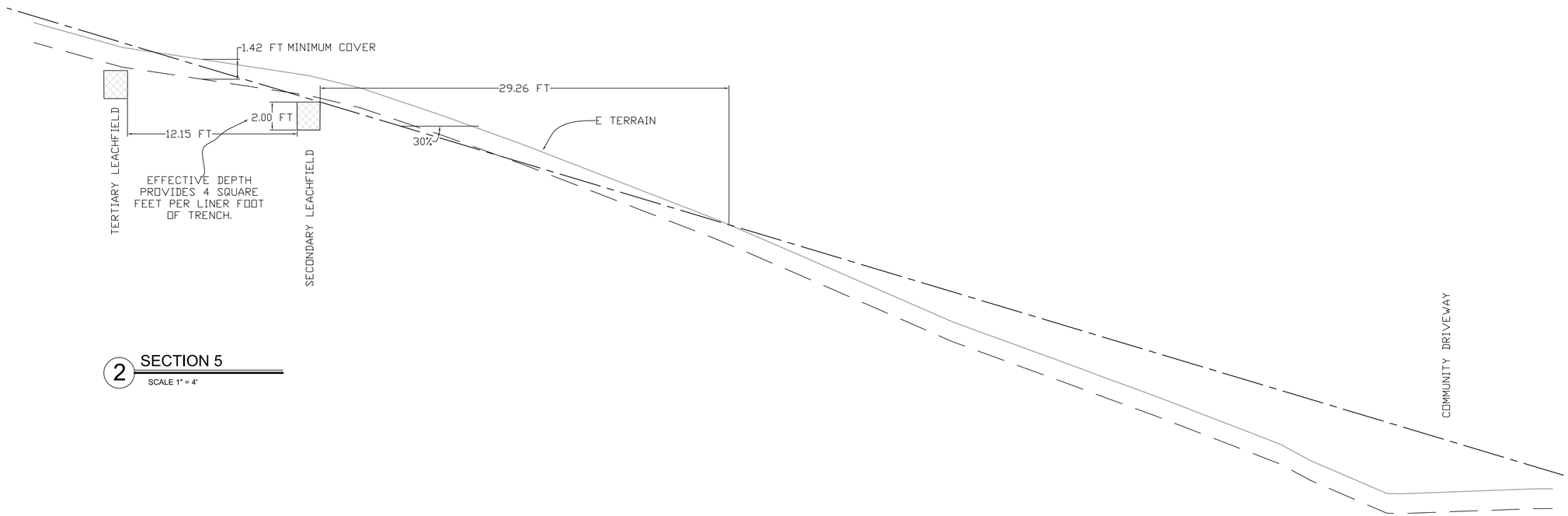
Date Plotted: May 14, 2025

BECK RESIDENCE
FILE NO. 7974-25.02



1 SECTION 4

SCALE 1" = 4'



2 SECTION 5

SCALE 1" = 4'

REVISION DATES

PUB 04/09/2025

GRICE ENGINEERING INC

ENGINEERING • GEOTECHNICS • HYDROLOGY • SOILS • FOUNDATIONS • EARTH STRUCTURES

561A Brunken Avenue Salinas, California Salinas: (831) 422-9619 Monterey: (831) 375-1198 FAX: (831) 422-1896

NOT VALID WITHOUT STAMP AND SIGNATURE

DIGITAL2025.04.09

LAWRENCE E. GRICE, P.E. ; R.C.E. 66857

PREPARED FOR:

GARRETT ANDREW BECK
16089 BALFOUR LANE
SALINAS, CALIFORNIA 93908

BECK RESIDENCE; A.P.N. 416-261-039-000
SAN BENANCIO ROAD, SALINAS, CALIFORNIA 93908

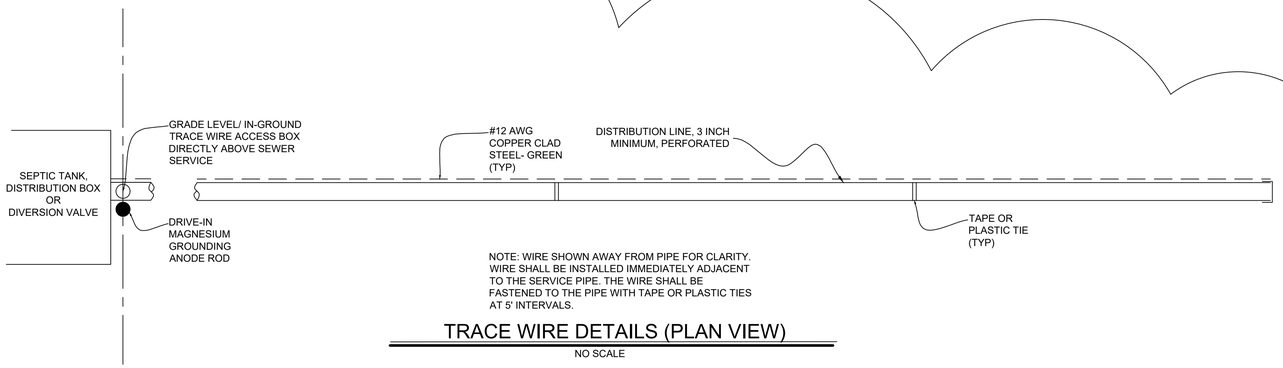
ONSITE WASTEWATER TREATMENT SYSTEM PLANS

SECTIONS

OWTS-2.1

Date Plotted: May 14, 2025

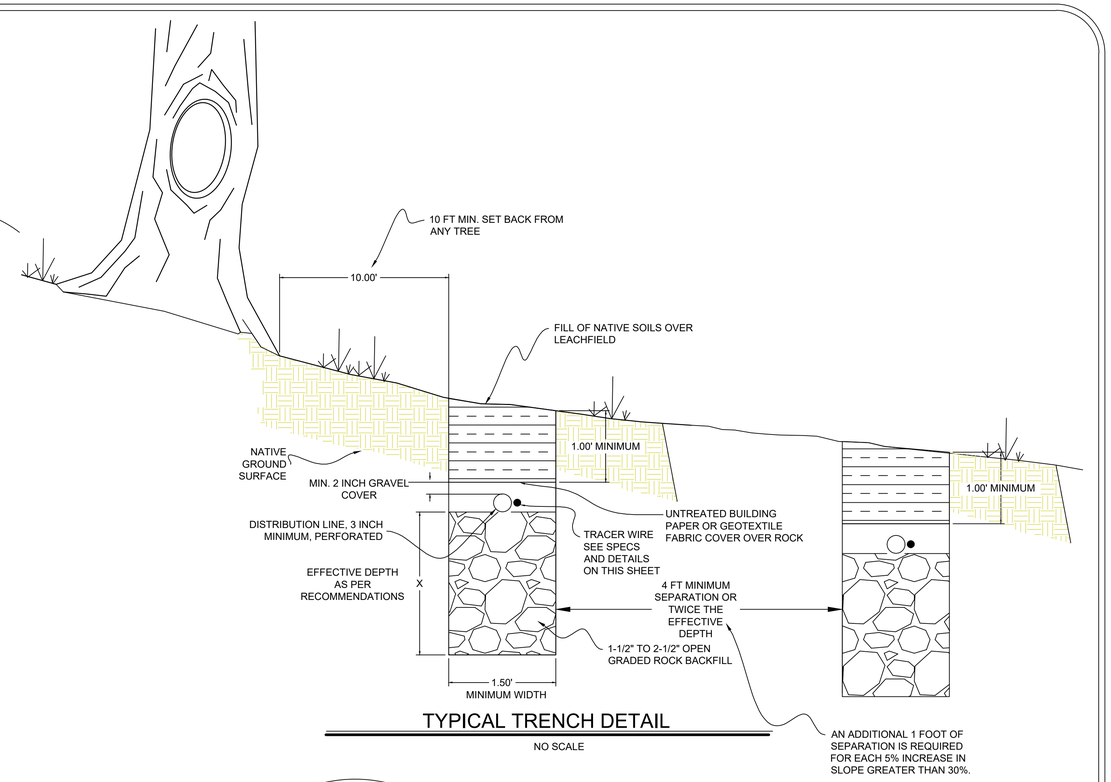
BECK RESIDENCE
FILE NO. 7974-25.02



NOTE: WIRE SHOWN AWAY FROM PIPE FOR CLARITY. WIRE SHALL BE INSTALLED IMMEDIATELY ADJACENT TO THE SERVICE PIPE. THE WIRE SHALL BE FASTENED TO THE PIPE WITH TAPE OR PLASTIC TIES AT 5' INTERVALS.

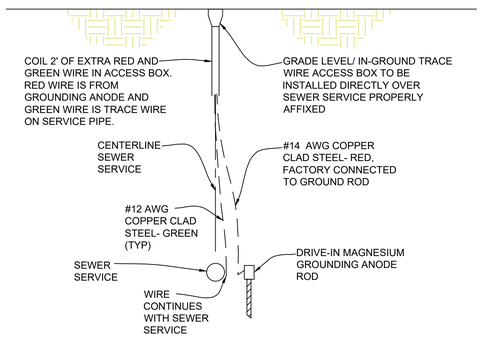
TRACE WIRE DETAILS (PLAN VIEW)

NO SCALE



TYPICAL TRENCH DETAIL

NO SCALE



TRACE WIRE DETAILS (SECTION VIEW)

NO SCALE

TRACE WIRE SPECIFICATIONS

MATERIALS- GENERAL

ALL TRACE WIRE AND TRACE WIRE PRODUCTS SHALL BE DOMESTICALLY MANUFACTURED.

ALL TRACE WIRE SHALL HAVE HDPE INSULATION INTENDED FOR DIRECT BURY, COLOR COATED PER APWA STANDARD FOR THE SPECIFIC UTILITY BEING MARKED.

CONNECTORS

DIRECT BURY WIRE CONNECTORS, INCLUDING 3-WAY LOCKABLE CONNECTOR: SNAKEBITE 3- WAY DIRECT BURY LUG: COPPERHEAD PART # 3WB-01. MAIN LINE SPLICE TO SERVICE LINE CONNECTION SHALL BE SPECIFICALLY MANUFACTURED FOR USE IN UNDERGROUND TRACE WIRE INSTALLATION, SHALL BE DIELECTRIC SILICON FILLED TO SEAL OUT MOISTURE AND CORROSION, AND SHALL BE INSTALLED IN A MANNER SO AS TO PREVENT ANY UNINSULATED WIRE EXPOSURE.

TERMINATION/ACCESS

ALL TRACE WIRE TERMINATION POINTS MUST UTILIZE AN APPROVED TRACE WIRE ACCESS BOX (ABOVE GROUND OR GRADE LEVEL/IN-GROUND AS APPLICABLE), SPECIFICALLY MANUFACTURED FOR THIS PURPOSE. A MINIMUM OF 2 FT. OF EXCESS WIRE IS REQUIRED IN ALL GRADE LEVEL TRACE WIRE ACCESS BOXES AFTER SETTING AT FINAL GRADE.

- SERVICE LATERALS ON PRIVATE PROPERTY - TRACE WIRE MUST TERMINATE AT AN APPROVED ABOVE-GROUND TRACE WIRE ACCESS BOX, PROPERLY AFFIXED TO THE BUILDING EXTERIOR, DIRECTLY ABOVE WHERE THE UTILITY ENTERS THE BUILDING, AT AN ELEVATION NOT GREATER THAN 5 VERTICAL FEET ABOVE GRADE OR TERMINATE AT AN APPROVED GRADE LEVEL/IN-GROUND TRACE WIRE ACCESS BOX, LOCATED WITHIN 2 LINEAR FEET OF THE BUILDING BEING SERVED BY THE UTILITY.
- ON LONG-RUNS, IN EXCESS OF 500 LINEAR FEET WITHOUT SERVICE LATERALS OR HYDRANTS, TRACE WIRE ACCESS MUST BE PROVIDED UTILIZING AN APPROVED IN-GROUND TRACE WIRE ACCESS BOX, LOCATED AT THE EDGE OF THE ROAD RIGHT-OF-WAY, AND OUT OF THE ROADWAY. THE IN-GROUND TRACE WIRE ACCESS BOX SHALL BE DELINEATED USING A POLYETHYLENE MARKER POST, COLOR CODED PER APWA STANDARD FOR THE SPECIFIC UTILITY BEING MARKED.

GROUNDING

- TRACE WIRE MUST BE PROPERLY GROUNDED AT ALL DEAD ENDS/STUBS
- GROUNDING OF TRACE WIRE SHALL BE ACHIEVED BY USE OF A DRIVE-IN MAGNESIUM GROUNDING ANODE ROD WITH A MINIMUM OF 20FT OF #14 HDPE COPPER CLAD WIRE CONNECTED TO ANODE (MINIMUM 1.0 LB.) SPECIFICALLY MANUFACTURED FOR THIS PURPOSE, AND BURIED AT THE SAME ELEVATION AS THE UTILITY. DRIVE IN MAGNESIUM ANODE: COPPERHEAD PART # ANO-1005

INSTALLATION-GENERAL

- TRACE WIRE INSTALLATION SHALL BE PERFORMED IN SUCH A MANNER THAT ALLOWS PROPER ACCESS FOR CONNECTION OF LINE TRACING EQUIPMENT, PROPER LOCATING OF WIRE WITHOUT LOSS OR DETERIORATION OF LOW FREQUENCY (512HZ) SIGNAL FOR DISTANCES IN EXCESS OF 1,000 LINEAR FEET, AND WITHOUT DISTORTION OF SIGNAL CAUSED BY MULTIPLE WIRES BEING INSTALLED IN CLOSE PROXIMITY TO ONE ANOTHER.
- TRACE WIRE SYSTEM MUST BE INSTALLED AS A CONTINUOUS SINGLE WIRE. NO LOOPING OR COILING OF WIRE IS ALLOWED.
- ANY DAMAGE OCCURRING DURING INSTALLATION OF THE TRACE WIRE MUST BE IMMEDIATELY REPAIRED IN AN APPROVED WATERPROOF METHOD. TAPING AND/OR SPRAY COATING SHALL NOT BE ALLOWED.
- TRACE WIRE ON ALL SERVICE LATERALS/STUBS MUST TERMINATE AT AN APPROVED TRACE WIRE ACCESS BOX DIRECTLY ABOVE THE UTILITY, USING COLOR CODED ACCESS BOXES, LOCATED AT THE EDGE OF THE ROAD RIGHTOF-WAY, BUT OUT OF THE ROADWAY. (SEE TRACE WIRE TERMINATION/ACCESS)
- ALL MAINLINE DEAD-ENDS SHALL GO TO GROUND USING AN APPROVED WATERPROOF CONNECTION TO A DRIVE-IN MAGNESIUM GROUNDING ANODE ROD, BURIED AT THE SAME DEPTH AS THE TRACE WIRE. THE ANODE WILL BE BURIED ON THE OPPOSITE SIDE OF THE UTILITY AT THE FURTHEST MOST POINT. THE ANODE WIRE WILL BE CONNECTED IN THE TRACE WIRE ACCESS BOX TO THE TRACE WIRE UTILIZING THE CONNECTION POINT IN THE ACCESS BOX.
- MAINLINE TRACE WIRE SHALL NOT BE CONNECTED TO EXISTING CONDUCTIVE PIPES. TREAT AS A MAINLINE DEAD-END, GROUND USING AN APPROVED WATERPROOF CONNECTION TO A GROUNDING ANODE, BURIED AT THE SAME DEPTH AS THE TRACE WIRE.
- ALL SERVICE LATERAL TRACE WIRES SHALL BE CONNECTED TO THE MAINLINE WITH A SINGLE WIRE, (NO LOOPING WILL BE ALLOWED) USING A MAINLINE TO LATERAL LUG CONNECTOR, INSTALLED WITHOUT CUTTING/SPLICING THE MAINLINE TRACE WIRE.
- IN OCCURRENCES WHERE EXISTING TRACE WIRE IS ENCOUNTERED ON AN EXISTING UTILITY THAT IS BEING EXTENDED OR TIED INTO, THE NEW AND EXISTING TRACE WIRE SHALL BE CONNECTED USING APPROVED SPLICE CONNECTORS, SHALL BE PROPERLY GROUNDED AT THE SPLICE LOCATION AS SPECIFIED AND BE COMPLETELY WATERPROOF TO PROHIBIT CORROSION AND LOSS OF CONDUCTIVITY.

INSTALLATION - SANITARY SEWER SYSTEM

- LAY MAINLINE TRACE WIRE CONTINUOUSLY, BY-PASSING AROUND THE OUTSIDE OF MANHOLES/STRUCTURE ON THE NORTH OR EAST SIDE.
- TRACE WIRE ON ALL SANITARY LATERALS MUST TERMINATE AT AN APPROVED TRACE WIRE ACCESS BOX COLOR CODED GREEN AND LOCATED DIRECTLY ABOVE THE SERVICE LATERAL AT THE ROAD RIGHT OF WAY. FOLLOW GROUNDING SPECIFICATION AND CONNECTIONS.

TRACE WIRE SPECIFICATIONS (CONTINUED)

PROHIBITED PRODUCTS AND METHODS

THE FOLLOWING PRODUCTS AND METHODS SHALL NOT BE ALLOWED OR ACCEPTABLE

- UNINSULATED TRACE WIRE
- TRACE WIRE INSULATIONS OTHER THAN HDPE
- TRACE WIRES NOT DOMESTICALLY MANUFACTURED
- TWIST-ON WIRE CONNECTORS
- BRASS OR COPPER GROUND RODS
- WIRE CONNECTIONS UTILIZING TAPING OR SPRAY-ON WATERPROOFING
- LOOPED WIRE OR CONTINUOUS WIRE INSTALLATIONS, THAT HAS MULTIPLE WIRES LAID SIDE-BY-SIDE OR IN CLOSE PROXIMITY TO ONE ANOTHER
- BRASS FITTINGS WITH TRACE WIRE CONNECTION LUGS
- WIRE TERMINATIONS WITHIN THE ROADWAY, I.E. IN VALVE BOXES, CLEANOUTS, MANHOLES, ETC.
- CONNECTING TRACE WIRE TO EXISTING CONDUCTIVE UTILITIES: EXPLANATION, TO PREVENT CORROSION AT EXISTING GROUNDING OPTIONS ON CORPS OR CURB STOPS OR SPLICES. ANODE GROUNDING WILL PREVENT THE WIRE FROM CORRODING.

TESTING

ALL NEW TRACE WIRE INSTALLATIONS SHALL BE LOCATED USING TYPICAL LOW FREQUENCY (512HZ) LINE TRACING EQUIPMENT, WITNESSED BY THE CONTRACTOR, ENGINEER AND FACILITY OWNER AS APPLICABLE, PRIOR TO ACCEPTANCE OF OWNERSHIP.

THIS VERIFICATION SHALL BE PERFORMED UPON COMPLETION OF ROUGH GRADING AND AGAIN PRIOR TO FINAL ACCEPTANCE OF THE PROJECT.

CONTINUITY TESTING IN LIEU OF ACTUAL LINE TRACING SHALL NOT BE ACCEPTED.

REVISION DATES

PUB 04/09/2025

GRICE ENGINEERING INC
ENGINEERING • GEOTECHNICS • HYDROLOGY • SOILS • FOUNDATIONS • EARTH STRUCTURES
561A Brunken Avenue Salinas, California Salinas: (831) 422-9619 Monterey: (831) 375-1198 FAX: (831) 422-1896

NOT VALID WITHOUT STAMP AND SIGNATURE

DIGITAL2025.04.09

LAWRENCE E. GRICE, P.E. ; R.C.E. 66857

PREPARED FOR:

GARRETT ANDREW BECK
16089 BALFOUR LANE
SALINAS, CALIFORNIA 93908

BECK RESIDENCE; A.P.N. 416-261-039-000
SAN BENANCIO ROAD, SALINAS, CALIFORNIA 93908

ONSITE WASTEWATER TREATMENT SYSTEM
LEACHFIELD TRENCH AND TRACER WIRE DETAILS

OWTS-4.0
Date Plotted: May 14, 2025

BECK RESIDENCE
FILE NO. 7974-25.02

NOTES:

1). EXCAVATION SPECIFICATIONS:

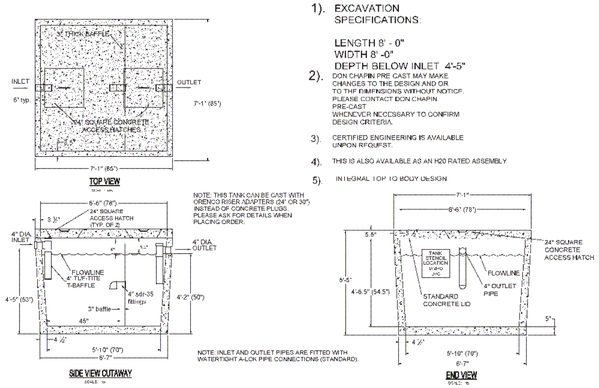
LENGTH 8' - 0"
WIDTH 8' -0"
DEPTH BELOW INLET 4'-5"

2). DON CHAPIN PRE CAST MAY MAKE CHANGES TO THE DESIGN AND OR TO THE DIMENSIONS WITHOUT NOTICE. PLEASE CONTACT DON CHAPIN PRE-CAST WHENEVER NECESSARY TO CONFIRM DESIGN CRITERIA.

3). CERTIFIED ENGINEERING IS AVAILABLE UPON REQUEST.

4). THIS IS ALSO AVAILABLE AS AN H20 RATED ASSEMBLY

5). INTEGRAL TOP TO BODY DESIGN



DON CHAPIN
PRE-CAST
2735 BOLSA RD.
HOLLISTER, CA 95023
(831) 630-1042
(831) 630-5763

PRE-CAST CONCRETE WATER TIGHT
SEPTIC TANK
CAPACITY 1000 GALLONS
MODEL IPS1000

DON CHAPIN PRE-CAST

3/12/09 _

1A CONCRETE 1,000 GALLON SEPTIC TANK FOR RESIDENCE

SCALE: AS DIMENSIONED

NOTES:

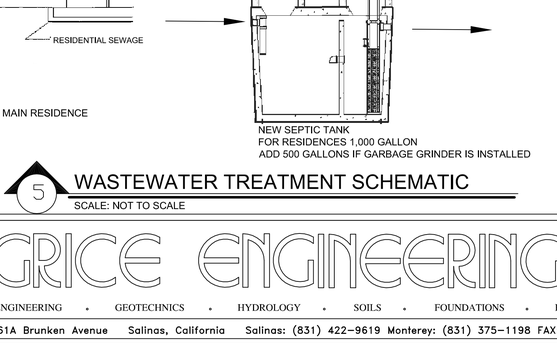
1). EXCAVATION SPECIFICATIONS:

LENGTH 8' - 0"
WIDTH 8' -0"
DEPTH BELOW INLET 4'-5"

2). DON CHAPIN PRE-CAST MAY MAKE CHANGES TO THE DESIGN AND OR TO THE DIMENSIONS WITHOUT NOTICE. PLEASE CONTACT DON CHAPIN PRE-CAST WHENEVER NECESSARY TO CONFIRM DESIGN CRITERIA.

3). CERTIFIED ENGINEERING IS AVAILABLE UPON REQUEST.

4). INTEGRAL TOP TO BODY DESIGN



DON CHAPIN PRE-CAST
2735 BOLSA RD.
HOLLISTER, CA 95023
(831) 630-1042
(831) 630-5763

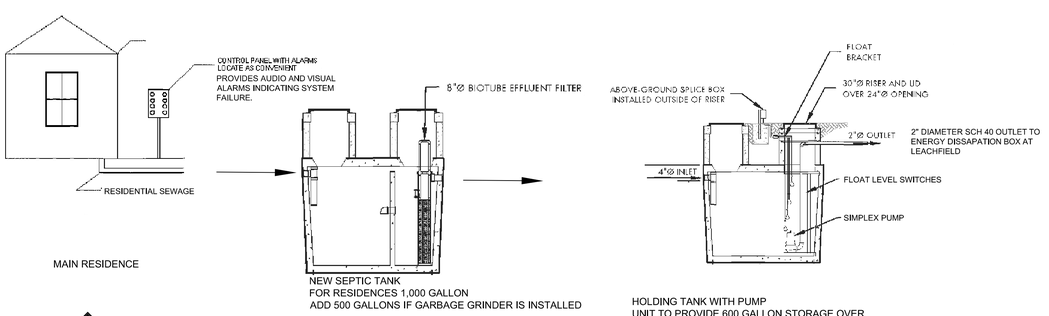
PRE-CAST CONCRETE WATER TIGHT
TRAFFIC RATED PUMP TANK
CAPACITY 1000 GALLONS
MODEL IPH1000

DON CHAPIN PRE-CAST

12/16/09_

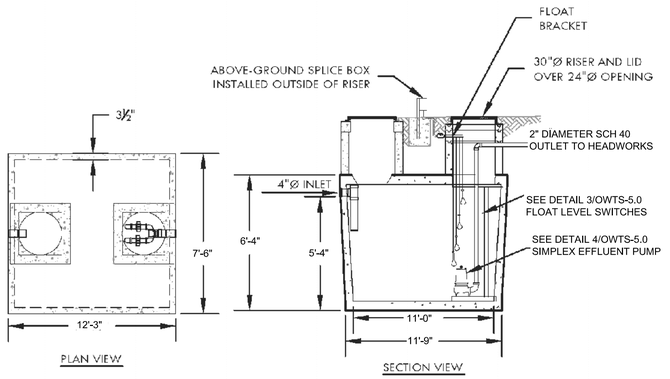
1C CONCRETE 1,000 GALLON HOLDING TANK

SCALE: AS DIMENSIONED



5 WASTEWATER TREATMENT SCHEMATIC

SCALE: NOT TO SCALE



2 CONCRETE 1,000 GALLON PUMP TANK

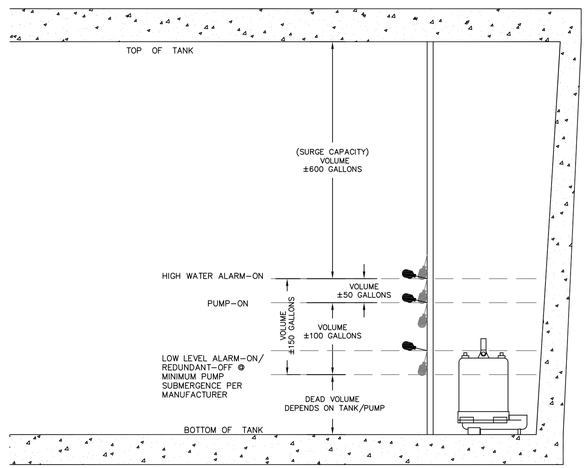
SCALE: AS DIMENSIONED

MCEH-OWTS-2018: 5.7.1 PUMP CHAMBERS

1. DUE TO VARIABLE USES OF PUMP CHAMBERS, THE CAPACITY SHALL BE AT LEAST 300 GALLONS AND SPECIFIED BY THE QUALIFIED PROFESSIONAL SO THAT THE TANK WILL HAVE A SURGE CAPACITY EQUAL TO AT LEAST 200% OF THE ESTIMATED DAILY DESIGN FLOW.

2. ALL PUMP CHAMBERS SHALL BE EQUIPPED WITH AN AUDIBLE AND VISIBLE ALARM TO ALERT WHEN THE HIGH-WATER LEVEL IN A TANK IS REACHED.

3. ELECTRICAL CONNECTION SHOULD BE MADE OUTSIDE OF THE DOSING TANK AND RISE IN A WEATHER PROOF BOX. AN ELECTRICAL PERMIT SHALL BE OBTAINED FROM THE MONTEREY COUNTY RESOURCE MANAGEMENT AGENCY- BUILDING SERVICES DEPARTMENT PRIOR TO COMMENCING CONSTRUCTION.



GENERAL NOTES

1. HIGH WATER ALARM: ACTIVATES THE LIQUID LEVEL ALARM LIGHT AND AUDIBLE ALARM WHEN WATER LEVEL IS HIGH. MAY BE SILENCED DEPENDENT ON CONTROL PANEL SETUP. THE ALARM WILL REMAIN ON UNTIL THE HIGH LEVEL CONDITION IS CORRECTED. THE FLOAT IS IN THE UP POSITION WHEN ACTIVATING THE ALARM.

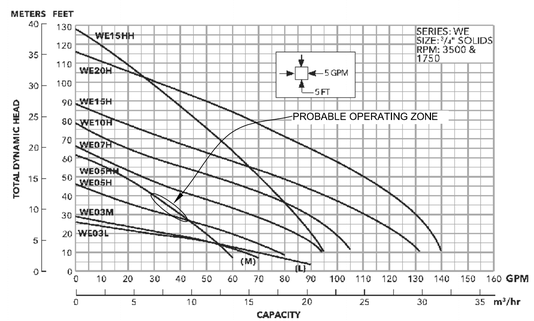
2. PUMP ON (ON–DEMMAND): THIS FLOAT TURNS THE PUMP ON AND OFF.

4. LOW WATER ALARM/ REDUNDANT OFF. THIS OFF FUNCTION AFFECTS THE OPERATION OF THE PUMPS EVEN IF THEY ARE RUN MANUALLY. WHEN THE LIQUID LEVEL FALLS BELOW THIS FLOAT, THE PUMP IS TURNED OFF. THIS FLOAT ALSO ACTIVATES THE LOW LIQUID LEVEL ALARM. THIS FLOAT IS IN THE DOWN POSITION WHEN ACTIVATING THIS ALARM.

*FINAL FLOAT DEPTHS SHALL BE FIELD ADJUSTED.

3 FLOAT ARRANGEMENT FOR DEMAND LEACHFIELD DOSING

SCALE: 1"= 1'



4 EFFLUENT SIMPLEX PUMP CURVE

GOULDS SUBMERSIBLE HIGH HEAD EFFLUENT PUMP
MODEL WE05HH, 1/2HP (OR EQUIVALENT)

REVISION DATES

PUB 04/09/2025

GRICE ENGINEERING INC

ENGINEERING . GEOTECHNICS . HYDROLOGY . SOILS . FOUNDATIONS . EARTH STRUCTURES

561A Brunken Avenue Salinas, California Salinas: (831) 422–9619 Monterey: (831) 375–1198 FAX: (831) 422–1896

NOT VALID WITHOUT STAMP AND SIGNATURE

LAWRENCE E. GRICE, P.E. ; R.C.E. 66857

PREPARED FOR:

GARRETT ANDREW BECK
16089 BALFOUR LANE
SALINAS, CALIFORNIA 93908

BECK RESIDENCE; A.P.N. 416-261-039-000
SAN BENANCIO ROAD, SALINAS, CALIFORNIA 93908

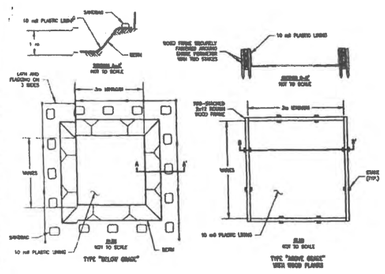
ONSITE WASTEWATER TREATMENT SYSTEM PLANS

TANKS AND PUMP DETAILS

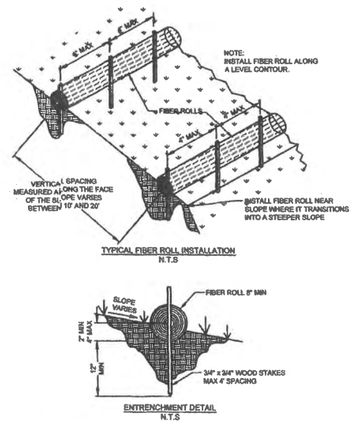
OWTS-5.0

Date Plotted: May 14, 2025

BECK RESIDENCE
FILE NO. 7974-25.02

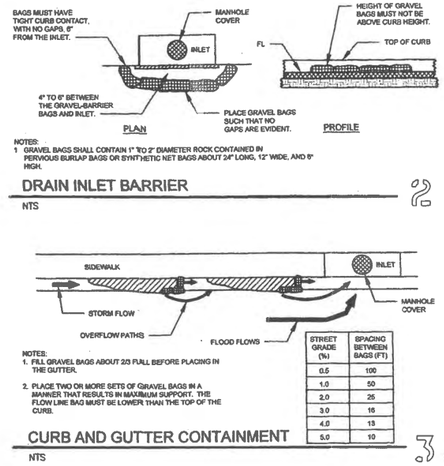


CONCRETE WASTE MANAGEMENT WM-8 5



FIBER ROLLS 4

NTS



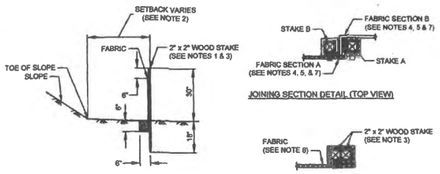
STREET GRADE (%)	SPACING BETWEEN BAGS (FT)
0.5	100
1.0	50
2.0	25
3.0	16
4.0	13
5.0	10

DRAIN INLET BARRIER 2

NTS

CURB AND GUTTER CONTAINMENT 3

NTS



SILT FENCE 1

NTS

STORAGE AND DISPOSAL PROCEDURES

1 TEMPORARY SANITARY FACILITIES SHOULD BE LOCATED AWAY FROM DRAINAGE FACILITIES, WATERCOURSES, AND FROM TRAFFIC CIRCULATION. IF SITE CONDITIONS ALLOW, PLACE PORTABLE FACILITIES A MINIMUM OF 50 FEET FROM DRAINAGE CONVEYANCES AND TRAFFIC AREAS.

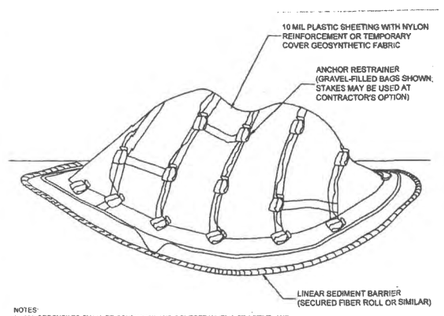
2 WHEN SUBJECTED TO HIGH WINDS OR RISK OF HIGH WINDS, TEMPORARY SANITARY FACILITIES SHOULD BE SECURED TO PREVENT OVERTURNING.

3 TEMPORARY SANITARY FACILITIES MUST BE EQUIPPED WITH SECONDARY CONTAINMENT TRAYS TO PREVENT DISCHARGE OF POLLUTANTS TO THE STORMWATER DRAINAGE SYSTEM OF THE RECEIVING WATER.

4 ARRANGE FOR REGULAR WASTE COLLECTION. DO NOT ALLOW SANITARY FACILITY TO BECOME OVERFULL.

SANITARY WASTE MANAGEMENT 6

NTS



NOTES:
1 ALL STOCKPILES SHALL BE CONTAINED AND COVERED WHEN NOT ACTIVE, AND SECURED AT THE END OF EACH DAY
2 STOCKPILES SHALL BE SECURELY COVERED OVERNIGHT, AND PRIOR TO, DURING, AND AFTER RAIN EVENTS.
3 NO MATERIAL SHALL LEAVE THE SITE OR MOVE INTO STREET.
4 PLASTIC SHEETING HAS LIMITATIONS DUE TO SUNLIGHT BREAKDOWN, HARD TO MANAGE IN WINDY CONDITIONS, AND CAN INCREASE RUNOFF ISSUE FOR PERIMETER CONTROLS. INSPECT FREQUENTLY OR USE GEOSYNTHETIC FABRIC AS APPLICABLE.
5 DO NOT LOCATE WITHIN 50 FEET OF A STORM DRAIN.

TEMPORARY COVER ON STOCKPILE 7

NTS

HCD – ENVIORNMENTAL SERVICES NOTES

1. All or part of the construction of this project is expected to occur during the winter season (October 15th through April 15th ? YES / NO
2. All grading shall conform to the Monterey County Grading Ordinance #2535, Erosion Control Ordinance#2806, and California Building Code.
3. It shall be the responsibility of the owner and the permittee to ensure that erosion does not occur from an activity during or after project construction. Additional measures, beyond those specified, may be required as deemed necessary to control accelerated erosion (MCC 16.12.100).
4. Temporary erosion control to be installed between October 15 and April 15.
5. Vegetation removal between October 15 and April 15 shall not precede subsequent grading or construction by more than 15 days. During this period, erosion and sediment control measures shall be in place at the end of each working day.
7. During construction the applicant shall schedule an inspection with HCD-Environmental Services to inspect drainage device installation, review the maintenance and effectiveness of BMPs installed, and to verify that polutants of concern are not discharged from the site. At the time of the inspection, the applicant shall provide certification that all necessary geotechnical inspections have been completed to that point.
8. Dust from grading operations must be controlled. The owner or contractor may be required to keep adequate equipment aon the grading site to prevent dust problems.
9. The Director of Building Inspection (Building Official) shall stop operations during periods of inclement weather if he or shee determines that erosion problems are not being controlled adequately.
10. Prior to commencement of any land disturbance, the owner/applicant shall schedule an inspection with HCD-Environmental Services to ensure all necessary sediment controls are in place and the project is compliant with Monterey County grading and erosion control regulations.

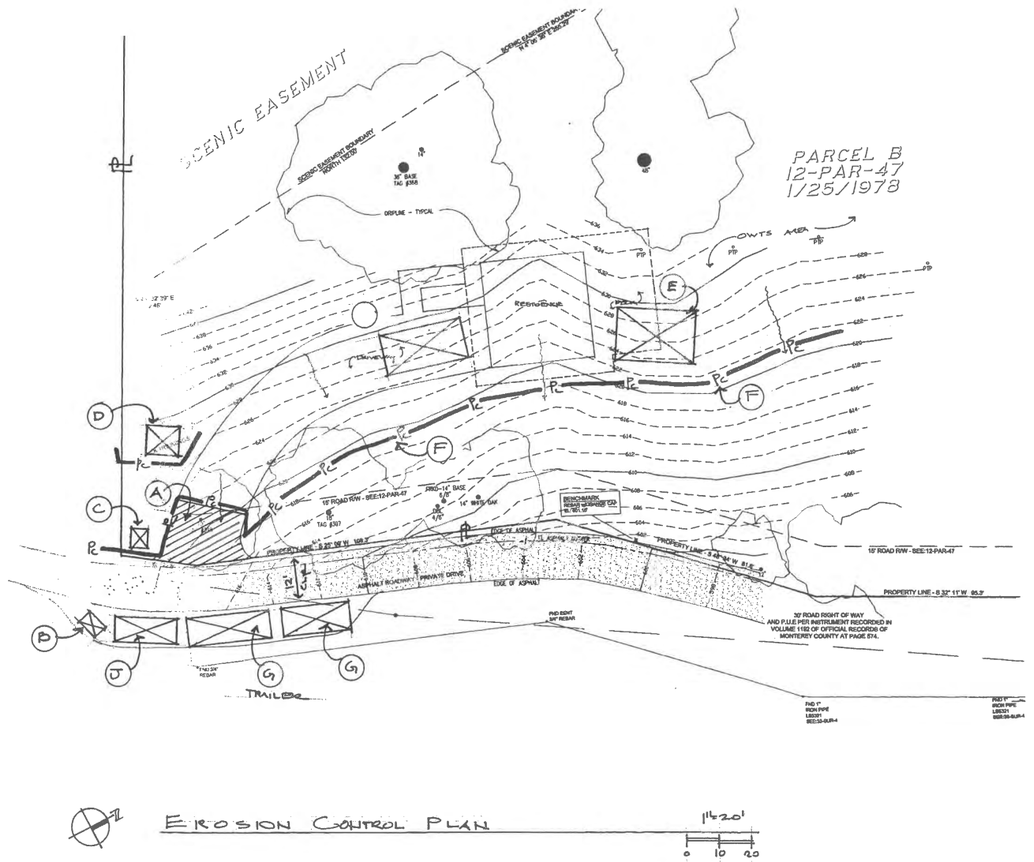
Prior to Building Final:

11. Prior to final inspection, the owner/applicant shall schedule and inspection with HCD-Environmental Services to conduct a Final Grading Inspection, collect Final Geotechnical Letter of Conformance, ensure that all disturbed areas have been stabilized and that all temporary erosion and sediment control measures that are no longer needed have been removed.

Erosion Control Legend

- (A) **Tracking Control:** Prevent tracking dirt offsite. Use gravel and corrugated steel plates or equal to provide a stabalized entrance and exit for vehicles. Clean plates regularly and replace gravel when no longer effective. Maintain dust control and implement street sweeping and vacuming as needed
- (B) **Solid Waste Management:** 3 c.y. container with lid
- (C) **Sanitary/Septic Waste Management:** Portable Bathroom w/ containment underneath (WM-9) (6)
- (D) **Concrete Washout** (WM-8). (5)
- (E) **Stockpile Management** – Fiber rolls or gravel bags around with visqueen cover and gravel bags on top to secure visqueen (WM-3). (7)
- (F) **Perimeter Control:** Fiber Rolls or Silt Fencing. (4) (1)
- (G) **Earth moving Equipment** w/ containment underneath
- (H) **Material Delivery and Storage**, cover when not in use (WM-1)
- (J) **Crew Parking**

Notes: 1) Earth moving equipment, trailers, and pickup trucks may be parked on shoulder of private easement road as long as 12' clear right-of-way is provided for through traffic to neighboring houses. No parking on public roads. 2) See sheet C1 for BMP's


SCENIC EASEMENT
SCENIC EASEMENT BOUNDARY SOUTH 68.59'
SCENIC EASEMENT BOUNDARY N 73° 39' E 145'
30' BASE TAG 9368
DRIPLINE - TYPICAL
PARCEL B
12-PAR-47
1/25/1978
OWTS AREA
PROPOSED RESIDENCE
DRIVEWAY
18' ROAD R/W - SEE 12-PAR-47
PROP. 24" BASE
16" WHITE OAK
TAG 8367
EXIST. 24" ASPHALT
PROPERTY LINE - S 20° 58' W 161.38'
PROPERTY LINE - S 69° 58' W 81.6'
PROPERTY LINE - S 32° 17' W 85.3'
ASPHALT ROADWAY - PRIVATE DRIVE
EDGE OF ASPHALT
PROP. 24" SD
PROP. 12" SD
PROP. 4" SS
PROP. 2" GAS
PROP. 2" ELEC
PROP. 2" TEL
PROP. 2" CATV
PROP. 1" WATER
PROP. 1" IRR
PROP. 1" GAS
PROP. 1" ELEC
PROP. 1" TEL
PROP. 1" CATV
PROP. 1" WATER
PROP. 1" IRR
PROP. 4" SS
PROP. 12" SD
PROP. 24" SD
PROP. 1" WATER
PROP. 1" IRR
PROP. 1" GAS
PROP. 1" ELEC
PROP. 1" TEL
PROP. 1" CATV
PROP. 2" GAS
PROP. 2" ELEC
PROP. 2" TEL
PROP. 2" CATV

This page intentionally left blank

Project: **Beck Residence**
San Benancio Road
Salinas, CA **PLN240355**

draftect

Colors and Materials

Roofing: GAF Class “A” Comp Shingles
Color: Barkwood



Body: Clark and Kensington
Archipelago Islands



Trim: Clark and Kensington
Estate Brown



Siding: Hardie Panel Board & Batt Ignition Resistant Fiber Cement Siding & Batts



Decking & Guardrail:

Decking - Trex Ignition Resistant Redwood Color

Guard – Redwood Posts and Top Rail, stainless steel cables



City Streets 10" Wide Sand Coal Black Modern LED Outdoor Wall Light



Technical Specifications

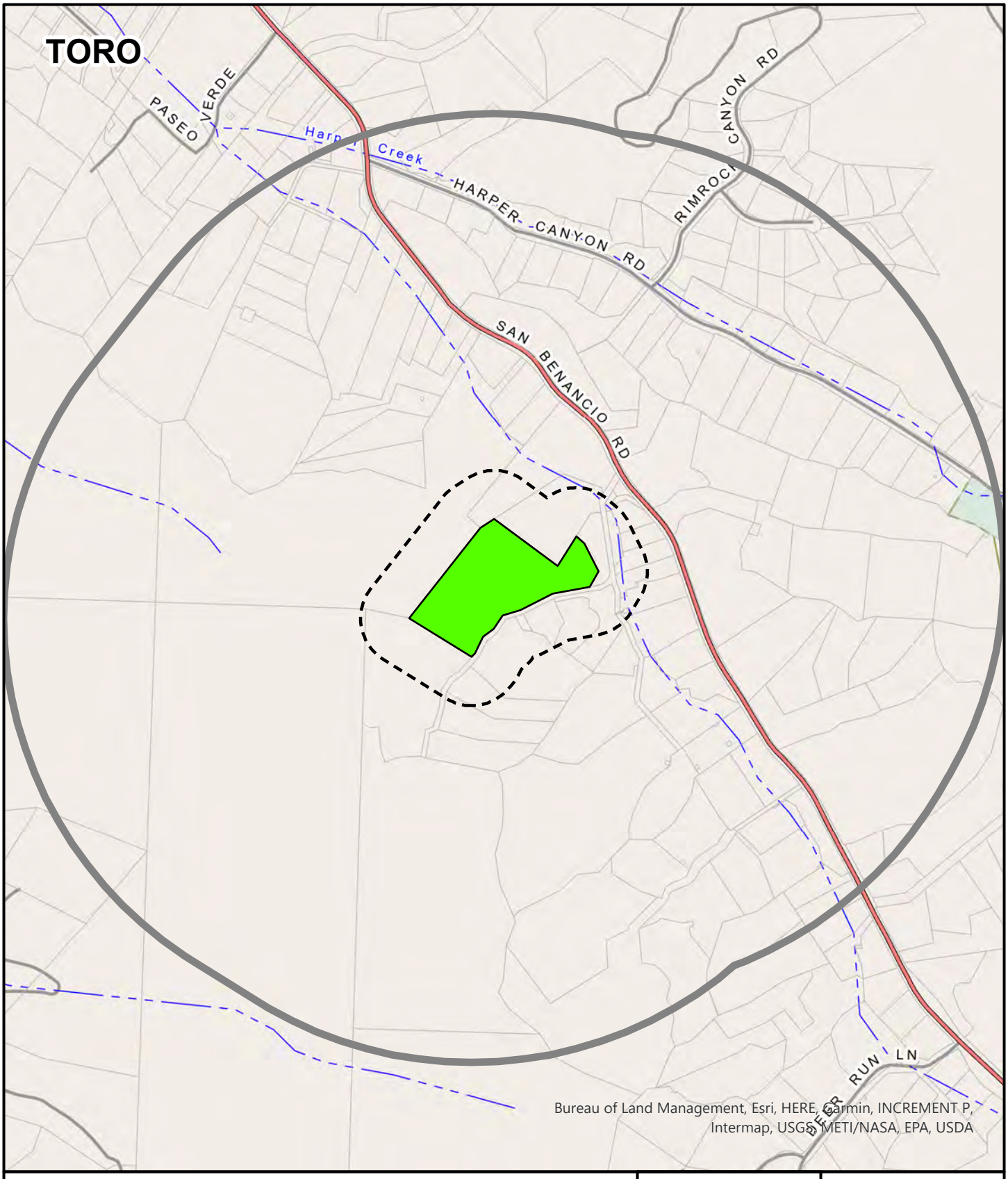
Height	7.50 inches
Width	10.00 inches
Weight	1.19 pounds
Max Wattage	8 watts
#of Bulbs	1

Dark Sky listed down light

This page intentionally left blank

Exhibit B

This page intentionally left blank.



APPLICANT: BECK GARRETT ANDREW

APN: 416261039000 **FILE #** PLN240355

Project Site | 300 FT Buffer | 2500 FT Buffer

N

0 600

Feet

PLANNER: KAYLA NELSON

This page intentionally left blank

Exhibit C

This page intentionally left blank.

MINUTES
Toro Land Use Advisory Committee
March 23, 2026

1. Meeting called to order by: Tamara Schwartz **at 4:03** pm

2. Roll Call

Members Present: Lauren Keenan, Mike Weaver, Tamara Schwartz, Stephen Hooper, Mike Mueller

Members Absent: Judie Riley

3. Approval of Minutes:

A. **March 9, 2026** minutes

Motion: Schwartz (LUAC Member's Name)

Second: Hooper (LUAC Member's Name)

Ayes: Schwartz, Hooper, Mueller

Noes: None

Absent: Keenan

Abstain: Weaver

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
PLN240355 – BECK GARRETT ANDREW

6. Other Items:

A) Preliminary Courtesy Presentations by Applicants Regarding Potential Projects (Refer to pages below)

None

B) Announcements

None

7. Meeting Adjourned: 5:00 pm

Minutes taken by: Weaver

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: Toro

1. **Project Name:** BECK GARRETT ANDREW

File Number: PLN240355

Project Location: 146 SAN BENANCIO RD, SALINAS, CA 93908

Project Planner: KAYLA NELSON

Area Plan: TORO AREA PLAN

Project Description: DESIGN APPROVAL TO ALLOW THE CONSTRUCTION OF A 1,000 SQUARE FOOT TWO-STORY SINGLE-FAMILY DWELLING INCLUDING A 512 SQUARE FOOT ATTACHED GARAGE AND ASSOCIATED SITE IMPROVEMENT INCLUDING THE REMOVAL OF ONE OAK TREE; AND USE PERMIT TO ALLOW DEVELOPMENT ON SLOPES EXCEEDING 25%.

Was the Owner/Applicant/Representative present at meeting? Yes X No _____

(Please include the names of the those present)

Applicant Garrett Beck's neighbor, Courtland Evers @ 148 San Benancio Rd. was present. Evers' project came before the LUAC on March 9, 2026, PLN240262 and was approved.

Was a County Staff/Representative present at meeting? Mary Israel Senior Planner (Name)

PUBLIC COMMENT: Neighbor Courtland Evers stated that his neighbor across the residential street, Garrett Beck, would not be sharing his water well or system. Beck confirmed that he would be sharing a water well with another neighbor, the one he bought the 10-acre lot from, and he would be putting in a water system to include two 5,000-gallon storage tanks at the top of his hill for gravity feed.

Name	Site Neighbor?		Issues / Concerns (suggested changes)
	YES	NO	

Mike Weaver		**X**	Weaver stated that in lieu of a physical site visit today he looked up the 146 San Benancio Rd. address on Google Earth and discovered that the location provided online was of a place further up San Benancio Rd. and immediately adjacent to San Benancio Rd. It is the wrong location. Mary Israel commented that a phone call to Google can correct that. Beck responded that he would do that. Good to do in the event of an emergency.

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)**
Beck explained the 10-acre, #146 lot had been the result of a subdivision in year 1976, 50 years ago.	Slopes exceeding 25%	The project plans displayed revealed the selected building site was the most suitable as the entire ten-acre lot seemed to be on a slope exceeding 25%.
Beck will be off the "Grid" using solar panels, battery packs and a portable Generator for power.		
Proposed one Oak tree to be removed for the project.	Oak tree protection and replacement	Beck receptive to replacement. Unclear as to the current H&CD recommended oak tree replacement ratio.

ADDITIONAL LUAC COMMENTS

Would electric energy from Solar Panels be enough to provide the new water system with enough water pressure to set off the fire sprinkler heads in the ceilings in the event of a wild fire?
Beck explained that still needs to be engineered but confident it can be.
The full size project plans were very much appreciated by the LUAC as the plans were spread across the large table and each page was displayed and looked at by the LUAC. The exterior house colors selected were Olive Green with Brown trim.

RECOMMENDATION:

Motion by: Mike Mueller (LUAC Member's Name)

Second by: Lauren Keenan (LUAC Member's Name)

X Support Project as proposed

_____ Support Project with changes

_____ Continue the Item

Reason for Continuance: _____

Continued to what date: _____

AYES: Mueller, Keenan, Weaver, Hooper, Schwartz

NOES: None

ABSENT: Riley

ABSTAIN: None

This page intentionally left blank

Exhibit D

This page intentionally left blank.

Beck Residence
Tree Resource Assessment
Construction Impact Analysis

Prepared for:

Garett Beck

Prepared by:

Frank Ono
Urban Forester
Member Society of American Foresters #48004
ISA Certified Arborist #536
1213 Miles Avenue
Pacific Grove, CA 93950

February 4, 2025

Owner:

Garrett Beck
16089 Balfour Lane
Salinas, CA 93908-1233

Architect or Designer:

Draftech
2150 Garden Road, SuiteB3
Monterey, CA 93940

Forester and Arborist

Frank Ono, Member SAF #48004, ISA Certified Arborist #536
F.O. Consulting
1213 Miles Ave
Pacific Grove, CA 93950

SUMMARY

Development is proposed for this site requiring excavation near oak trees. The project proposes the construction of a new 1000 s.f. two-story single-family residence with 512 s.f. first-story garage, 224 s.f. uncovered deck, 80 s.f. covered front porch, 80 s.f. uncovered front porch, 2500 s.f. a.c. driveway, septic system, and four-foot site retaining walls. Grading includes the excavation of 277 c.y. of soil and fill of 87 c.y. of soil.

The plan, as submitted, requires the removal of one tree for the design to succeed, therefore, the request is for removing oak tree #398 -11" diameter oak. This tree assessment/arborist report is prepared to identify and address the effects that the project may have on the existing tree resources on site as well as a list of recommendations regarding trees on the project.

INTRODUCTION

This tree assessment/arborist report is prepared for Garrett Beck, the owner of the property located on APN 416-261-039 (address is not yet assigned) by Frank Ono, Urban Forester, and Certified Arborist (member Society of American Foresters #48004 and International Society of Arboriculture Certified Arborist #536) due to the proposed construction. The report is required because the Toro Area Land Use Plan and Monterey County Zoning Ordinance Title 21 identify native Coast live oak trees as species requiring protection and special consideration for management.

ASSIGNMENT/SCOPE OF PROJECT

To ensure protection of the tree resources on site, the property owner, Garrett Beck, has requested an assessment of trees in the proposed development area. The assessment findings are to be documented in an arborist report to work in conjunction with other conditions for the building permit application. To accomplish this assignment, the following tasks have been completed;

- Evaluate health, structure, and preservation suitability for each tree within or adjacent (15 feet or less) to the proposed development of trees greater than six diameter inches at 24 inches above grade.
- Review proposed building site plans as provided to me by the property owner drawn by Draftect.
- Make recommendations for alternative methods and preconstruction treatments to facilitate tree retention relating to a Tree Location/Preservation Map.
- Determine the number of trees affected by construction that meet "Landmark" criteria as defined by the County of Monterey, Title 21 Monterey County Zoning Ordinance, and mitigation requirements for those found to be affected.
- Document findings are in a report as required by the County of Monterey Planning Department.

LIMITATIONS

This assignment is limited to the review of plans submitted to me dated November 9, 2024, drawn by Draftect to assess the effects of potential construction on trees within or adjacent to construction activities. An assessment has been made of these plans specifically and no other plans were reviewed. Only minor grading and erosion details are discussed in this report that relate to tree health.

It is not the intent of this report to be a monetary valuation of the trees or to provide a risk assessment for any tree on this parcel, as any tree can fail at any time. No clinical diagnosis was performed on any pest or pathogen that may or may not be present. In addition to an inspection of the property, F.O. Consulting relied on information provided in the preparation of this report (such as surveys, property boundaries, and property ownership) and must reasonably rely on the accuracy of the information provided. F.O. Consulting shall not be responsible for another's means, methods, techniques, schedules, sequence, or procedures, for contractor safety or any other related programs; or for another's failure to complete the work following the plans and specifications.

PURPOSE AND GOAL

The purpose of the tree assessment/arborist report prepared for this parcel, due to proposed construction activities located at APN 416-261-039, is to determine what trees will be affected by the proposed project. Its goal is to protect and maintain the Toro Area forested resources through adherence to development standards, which allow the protection, and maintenance of its forest resources. Furthermore, it is the intended goal of this report to aid in planning to offset the potential effects of the proposed development on the property while encouraging forest stability and sustainability, perpetuating the forested character of the property and the immediate vicinity.

SITE DESCRIPTION

1) Assessor's Parcel Number: 416-261-039-000.

2) Location: The address is yet to be assigned.

3) Parcel size: approximately 10.3 Acres.

4) Existing Land Use: The parcel is vacant and is zoned RC40-D

5) Slope: The parcel has slopes over 25%.

6) Soils: The parcel is located on soils classified by the Monterey County Soils report as GkB and Xd soils.

    a. GkB -Gorgonio sandy loam. The Gorgonio series consists of somewhat excessively drained soils on alluvial fans and in mountain valleys. It is level to gently sloping soil on valley floors and has the profile described as representative of the series. Permeability is rapid, and the available water capacity is 3.5 to 5 inches. Roots penetrate to a depth of more than 60 inches. Slopes are mostly 2 to 4 percent. Runoff is slow, and the erosion hazard is slight.
    b. Xd-Xerorthents, dissected. These are steep to extremely steep soils on bluffs along major rivers, on steep escarpments of fans and terraces, and on the banks of deeply entrenched streams and gullies that have narrow bottoms. Soils consist mostly of unconsolidated or weakly consolidated alluvium commonly containing pebbles, cobblestones, and stones. Runoff is rapid and very rapid, and the erosion hazard is high or very high. Drainage, subsoil permeability, depth of the root zone, and available water capacity all vary within short distances.

7) Vegetation: The vegetation on site is composed primarily of a few scattered Oak with coastal scrub understory.

8) Forest Condition and Health: The stand of trees and health are evaluated with the use of the residual trees combined with surrounding adjacent trees as a complete stand. The site is vacant, and the surrounding forest canopy is fragmented and open. It is an oak savannah with a mixture of dominant coastal live oak (*Quercus agrifolia*) and Valley oak (*Quercus lobata*). No abnormal presence of oak diseases is apparent, though several oaks exhibit the presence of oak bark beetle activity, one of which is a tree identified for removal.

BACKGROUND

The assessment focuses on incorporating the preliminary location of site improvements coupled with consideration for the general goals desired by the landowner. The proposed improvements assessed included preserving trees to the greatest extent feasible, maintaining the view shed, and general aesthetic quality of the area while complying with Monterey County Codes. The study of individual trees determined the treatments necessary to complete the project and meet the goals of the landowner. Trees within and immediately adjacent to the proposed development area were located, measured, inspected, flagged, and recorded. The assessment of each tree concluded with an opinion of whether the tree should be removed, or preserved, based on the extent and effect of construction activity on the tree's short and long-term health. All meetings and field reviews focused on the immediate area surrounding the proposed development.

OBSERVATIONS/DISCUSSION

The following list includes observations made while on site and summarizes details discussed during this stage of the planning process.

- The site is vacant. There are no utilities, structures, or graded parking areas. The proposed construction is located just above the existing private drive and requires excavation for a short driveway and approach for the proposed structure.
- Oaks are located throughout the property, some as individual, others as groupings. Trees vary in diameter and size. Most of the trees on the upslope areas of the property are landmark-sized (24" diameter or greater) with smaller diameter trees along the private drive perimeter. Except for the oak (less than landmark size) located within the driveway approach to be removed, the remainder of the trees are to be retained.
- The oak located within the proposed driveway area that will be impacted are as follows:

    - #399 is a mature single-stemmed 30 feet tall 20" diameter oak located within the driveway prism. This tree is attacked by oak bark beetles within its trunk area, though its crown appears in fair condition.

- The tree listed above requires removal because it will be impacted by grading and excavation. The remainder of the trees appear to be outside the grading area. The trees closest to construction include a large 45" diameter oak (Landmark size) upslope of the proposed structure and a smaller 20" diameter oak downslope near the private drive.
- No trees are located within the area proposed for leach fields or between the leach field area and the proposed structure.
- All remaining trees will not be impacted by the project as presented. The proposed construction is at a distance that no encroachment, at this time, to the remainder of the trees is necessary.

Laws, Policies, and Regulations Reviewed

The Toro Area plan protects both Oak and Madrone. The Toro Area Plan and Monterey County Code Section 21.64.260 both address the preservation of oaks and other protected trees. The purpose of the Ordinance is to provide regulations to protect and preserve such trees. The threshold diameter size for this code is 6 inches. That document addresses all these topics in detail and is designed to conserve and protect the trees long-term.

CONCLUSION/PROJECT ASSESSMENT

This proposal to build an addition to a single-family residence and expand the driveway and garage is planned to maintain the existing oak forested environment, allowing the forest to continue to exist and regenerate over time. The proposed removal of #398 is expected for this site are the minimum required due to construction and does not reduce the tree cover to less than 25% of the existing forest canopy. All remaining trees near the proposed project are expected to survive construction. The remainder of the property containing tree cover will remain undisturbed. No water courses are near the project.

Site Effects

Site disturbance will occur during building construction. Short-term site effects are confined to the construction envelope and immediate surroundings where some trees may be trimmed and root systems reduced. The pruning of tree crowns above 30% and reduction of root area may have short-term effects on those trees treated, including a reduction of growth and potential limb dieback.

No significant long-term effects on the forest ecosystem are anticipated. The project as proposed is not likely to significantly reduce the availability of wildlife over the long term as the site has surrounding forested areas that will remain untouched. The site was evaluated for the following:

- Soil erosion; Slopes are moderate where construction is to occur and may be addressed by appropriate measures; no construction is proposed on steeper areas.
- Water Quality: No water courses are located on the property. The removal of the trees will not substantially lessen the ability for the natural assimilation of nutrients, chemical pollutants, heavy metals, silt, and other noxious substances from ground and surface waters;
- Ecological Impacts: The removals will not hurt existing biological and ecological systems or create climatic conditions that affect these systems. The removals will not create conditions which may adversely affect the dynamic equilibrium of associated systems;
- Noise Pollution: The removals will not significantly increase ambient noise levels to the degree that a nuisance is anticipated to occur;
- Air Movement: The removals will not significantly reduce the ability of the existing vegetation to reduce wind velocities; no nuisance is anticipated to occur;
- Solar shade or sunlight: The site is moderately forested; tree removal is of less dominant trees or poor-quality trees and will not affect shading or lighting;
- Wildlife Habitat: The removals will not significantly reduce available habitat for wildlife existence.

RECOMMENDATIONS

Tree Removal and Replacement

One tree will need removal, #398 a 30-foot-tall 20” diameter oak, because it is within the driveway footprint.

The site has a sufficient amount of room to replant with an oak on a 1:1 ratio which should be included with a landscape plan. The tree may be planted on the edges of the existing tree canopies but must be planted where it can be watered and kept weed-free. The replacement tree may be 5-gallon stock or larger. It is recommended that a larger specimen be planted to avoid damage from deer browsing. Deer protection against deer browsing should be used.

Replanting should avoid open spaces where trees are not now found unless there is evidence of soil deep enough and of sufficient quality to support tree planting. The tree should be planted in an area with the greatest opening in the stand with deep enough soils to allow for minimum competition and maximum sunlight. Spacing between any planted tree should be at least 10 feet. Occasional deep watering (more than two weeks apart) during the late spring, summer, and fall is recommended during the first two years after establishment.

Tree Pruning

It is to be understood that the pruning of retained trees may be expected for this site, especially near building construction areas. Pruning will include trees with deadwood, minor structural defects or diseases that must be compensated, and/or defensible fire space. Trees should be monitored on occasion for health and vigor after pruning. Should the health and vigor of any tree decline it will be treated as appropriately recommended by a certified arborist or qualified forester. Pruning shall conform to the following standards:

- Clear crowns of diseased, crossing, weak, and dead limbs or wood to a minimum size of 1-1/2 inch in diameter; Remove stubs, cutting outside the wound wood tissue that has formed around the branch; Interior branches shall not be stripped out.
- Reduce the end weight of heavy, horizontal branches by selectively removing small-diameter branches, no greater than 3 inches, near the ends of the scaffolds. In some cases, larger diameters may be removed depending on the situation such as where critical for safety).
- Pruning cuts larger than 4 inches in diameter, except for deadwood, shall be avoided unless deemed crucial for safety (broken, cracked, crossing, rubbing, etc.). Pruning cuts that expose heartwood shall be avoided whenever possible.
- All pruning shall be performed by a qualified arborist or under the supervision of an ISA Certified Arborist or Tree Worker. Arborists are required to have a State of California Contractors License for Tree Service (C-61/D49) and provide proof of worker's compensation and general liability insurance.
- All pruning shall be per the Tree Pruning Guidelines (International Society of Arboriculture) and/or the ANSI A300 Pruning Standard (American National Standard for Tree Care Operations) and adhere to the most recent edition of ANSI Z133.1.
- No more than 20 percent of live foliage shall be removed from the trees.

Tree Protection

Before the commencement of construction activities:

- Trees located adjacent to construction areas shall be protected from damage by construction equipment by the use of temporary fencing and through wrapping of trunks with protective materials.
- Fencing shall consist of chain link, snowdrift, plastic mesh, hay bales, or field fence. Existing fencing may also be used.
- Fencing must not be to be attached to the tree. It shall be free-standing or self-supporting so as not to damage trees. Fencing shall be rigidly supported and shall stand a minimum height of four feet above grade.
- Soil compaction, parking of vehicles or heavy equipment, stockpiling of construction materials, and/or dumping of materials should not be allowed adjacent to trees on the property, especially within fenced areas.
- Fenced areas and trunk protection materials must remain in place during the entire construction period.

During grading and excavation activities:

- All trenching, grading or any other digging or soil removal that is expected to encounter tree roots will be monitored by a qualified arborist or forester to ensure against drilling or cutting into or through major roots.
- The project arborist should be on-site during excavation activities to direct any minor field adjustments that may be needed.
- Trenching for the retaining wall and driveway located adjacent to any tree should be done by hand where practical and any roots greater than 2 inches in diameter should be bridged or pruned appropriately.
- Any roots that must be cut shall be cut by manually digging a trench and cutting exposed roots with a saw, vibrating knife, rock saw, narrow trencher with sharp blades, or other approved root pruning equipment.
- Any roots damaged during grading or excavation should be exposed to sound tissue and cut cleanly with a saw.

If significant roots (greater than 2” in diameter) are discovered during grading:

- The arborist/forester will be authorized to halt excavation until appropriate mitigation measures are formulated and implemented.
- If significant roots are identified that must be removed that will destabilize or negatively affect the target trees, the property owner will be notified immediately and a determination for removal will be assessed and made as required by law for treatment of the area that will not risk death decline or instability of the tree consistent with the implementation of appropriate construction design approaches to minimize effects, such as hand digging, bridging or tunneling under roots, etc..

Fuels Management Plan

The area must follow the requirements of California State Defensible Space Regulations conforming to California Public Resource Code (PRC) 4291.

The area must be prepared and maintained for fuel management and defensible space. A fuel ladder is a continuous line of vegetation from the ground into the canopy or upper branches of a tree that may allow a fire to climb into the canopy. The idea is to make the homesite defensible by breaking up the continuity of fuels in both vertical and horizontal directions. Deadfall and cut branches which are fuel for a fire must be removed from the treatment area. This may be done either by hauling it off or by hiring a tree service to chip. The following are management measures to be taken and maintained for trees within the disturbed and outlying area.

- Cut dry and dead grass to a maximum height of 4 inches. The exceptions are grasses and forbs which are isolated from other fuels or those necessary to minimize erosion and may be maintained at a height of 18 inches.
- Dead plants should be cut to ground level, do not remove them as roots may still be present to minimize potential soil erosion. Maintain all remaining live landscape plants with regular water, keeping dead branches, leaves, and needles removed.
- Remove limbs within ten (10) feet of chimneys.
- Horizontal Clearances (within 100 feet of structures)
    - Trees- must have a spacing of at least 10 feet between crowns on shallow or almost level slopes (an exception is that trees growing as clusters with continuous canopy or aggregate may be treated as an individual tree to make a shaded fuel break). Where slopes are steep (over 40 %) the spacing must be increased to 30 feet between crowns of individual trees or stands of trees intended to be a shaded fuel break.
    - Shrubs- must have a four-foot clearance on shallow or almost level slopes. Where slopes are steep (over 40 %) the spacing must be 40 feet between shrubs.
- Vertical Clearances of trees and large shrubs (within 100 feet of structures)
    - Trees and shrubs must have a vertical clearance of at least 6 feet from ground fuels on shallow or almost level slopes. Remove all limbs within 6 feet of ground fuel from the ground fuel's highest point and trim dead portions of tree limbs up to 10 feet. Where slopes are steep (over 40 %) the clearance must be higher up to 30 feet.
    - Shrubs- must have four-foot clearance on shallow or almost level slopes. Where slopes are steep (over 40 %) the clearance must be 40 feet from ground fuels.
- Remove from the area dead fallen material unless embedded in the soil.
- Remove all cut material from the area or chip and spread it on site.

Best Management Practices to Observe (BMP)

The following best management practices must be adhered to:

A) Tree service Contractors will verify animal or bird nesting before tree work. If the nesting activity of migratory birds is found, work must stop, and a wildlife biologist consulted before commencing work (the typical bird nesting season ranges from February 22 to August 1).
B) Do not deposit any fill around trees, which may compact soils and alter water and air relationships. Avoid depositing fill, parking equipment, or staging construction materials near existing trees. Covering and compacting soil around trees can alter water and air relationships with the roots. Fill placed within the drip line may encourage the development of oak root fungus (Armillaria mellea). As necessary, trees may be protected by boards, fencing, or other materials to delineate protection zones.
C) Pruning shall be conducted so as not to unnecessarily injure the tree. General-Principals of pruning include placing cuts immediately beyond the branch collar, making clean cuts by scoring the underside of the branch first, and for live oak, avoiding the period from February through May.
D) Native live trees are not adapted to summer watering and may develop crown or root rot as a result. Do not regularly irrigate within the drip line of oaks. If replanting, native, locally adapted, drought-resistant species are the most compatible with this goal.
E) Root cutting should occur outside of springtime. Late June and July would likely be the best. Pruning of the live crown should not occur from February through May.
F) Tree material greater than 3 inches in diameter remaining on-site for more than one month that is not cut and split into firewood must be covered with thick clear plastic that is dug in securely around the pile to discourage infestation and dispersion of bark beetles.
G) A mulch layer up to approximately 4 inches deep should be applied to the ground under selected trees following construction. Only 1 to 2 inches of mulch should be applied within 1 to 2 feet of the trunk, and under no circumstances should any soil or mulch be placed against the root crown (base) of trees. The best source of mulch would be from chipped material generated on-site.
H) If trees near the development are visibly declining in vigor, a Professional Forester or Certified Arborist should be contacted to inspect the site to recommend a course of action.

Report Prepared By:



Frank Ono, SAF Forester #48004 and ISA Certified Arborist #536 — February 4, 2025 Date

PHOTOGRAPHS

The building site, view looking to the south





Trees #398 will be removed to access the property



Tree #398 is behind #399 (on the neighboring property) just to the right

The base of tree #399 is being attacked by bark beetles but is on the neighboring property





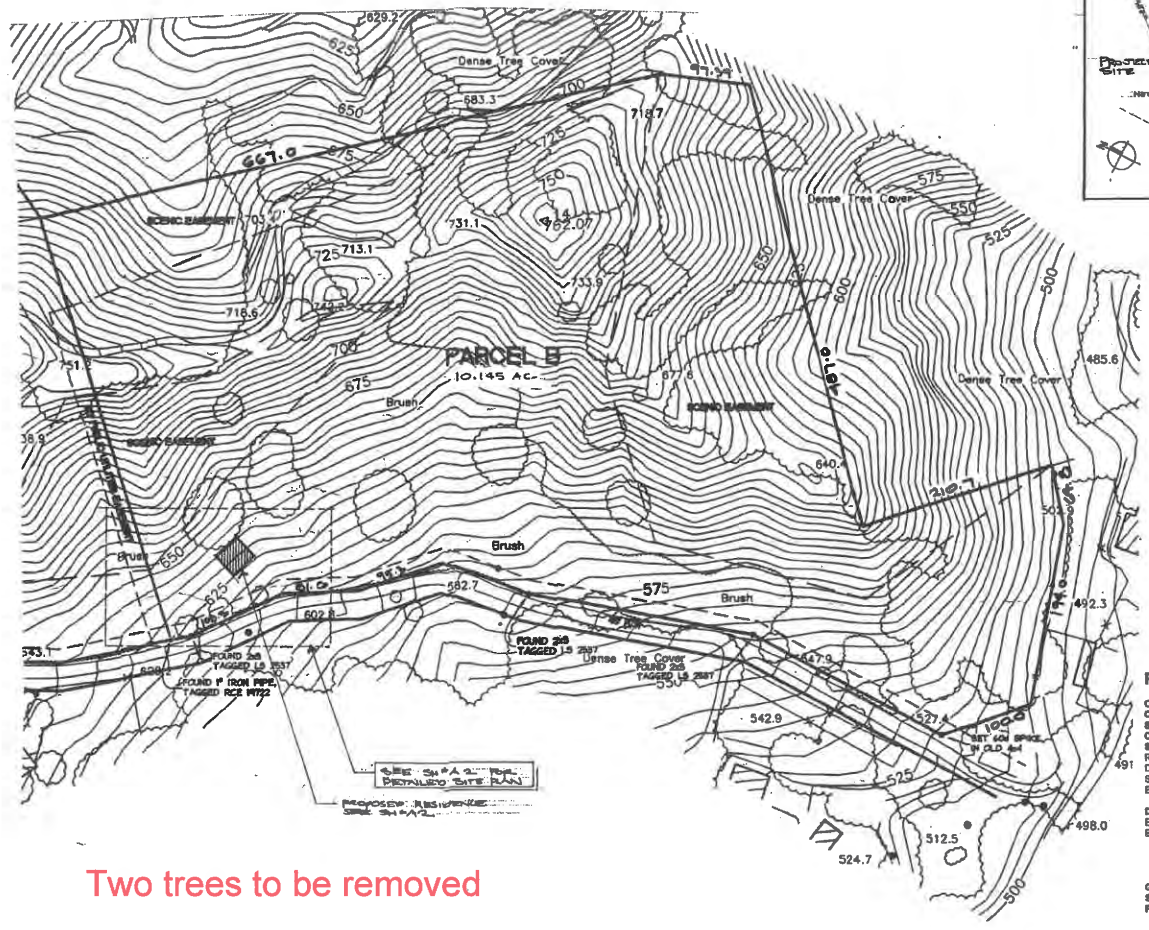
Tree #368 is upslope of the project and will not be affected

The structure will be located between #368 (upslope) and trees located along the road way





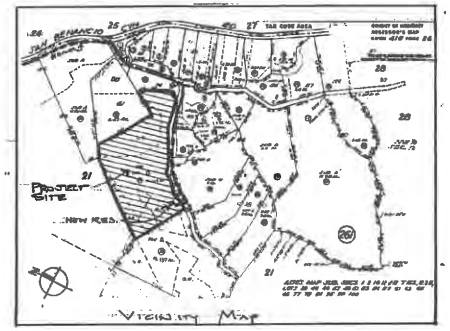
Are where structure is to be located



Two trees to be removed

OVERALL SITE PLAN

1" = 60'



PROJECT DESCRIPTION

OCCUPANCY GROUP: R-3/U
CONSTRUCTION TYPE: V-B SPRINKLERED
STORIES: 2 HEIGHT: 23'-6"
CODES: 2022 CALIFORNIA CODES
SCOPE OF WORK: CONSTRUCTION OF A NEW 1000 S.F. TWO STORY SINGLE FAMILY RESIDENCE WITH 512 S.F. FIRST STORY ATTACHED GARAGE, 224 S.F. UN-COVERED DECK, 80 S.F. COVERED FRONT PORCH, 80 S.F. UN-COVERED FRONT PORCH, 2500 S.F. A.C. DRIVEWAY, SEPTIC SYSTEM, 4' SITE RETAINING WALLS.
EXCAVATE 277 C.Y., FILL 87 C.Y., REMOVE (1) OAK TREE

DEVELOPMENT ON 25% SLOPES REQUIRED: ENTIRE 10 ACRE SITE IS OF SLOPES EXCEEDING 25%, THEREFORE IT IS NECESSARY TO DEVELOPE THE PROJECT ENTIRELY ON SLOPES EXCEEDING 25%

STRUCTURES	1384 S.F.
DRIVEWAY & STAIRS	2625 S.F.
TOTAL DEVELOPMENT ON 25% SLOPES	4009 S.F.

GROUND DISTURBANCE: 4009 S.F.
SEWER SYSTEM: SEPTIC WATER SYSTEM: EXISTING SHARED WELL

FLOOR AREA:	HOUSE	1000 S.F.
	GARAGE	512 S.F.
	TOTAL	1512 S.F.
SITE COVERAGE:	HOUSE/GARAGE	1000 S.F.
	DECK	224 S.F.
	PORCH	160 S.F.
	TOTAL COVERAGE	1384 S.F.
	LOT AREA	10.145 ACRES = LESS THAN 1%

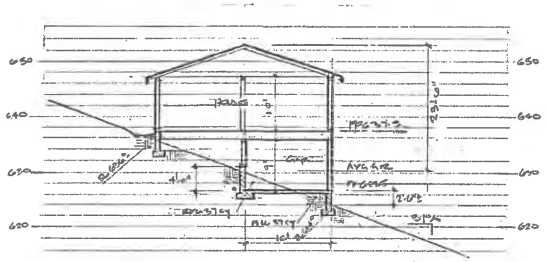
ZONING: RC/40-D

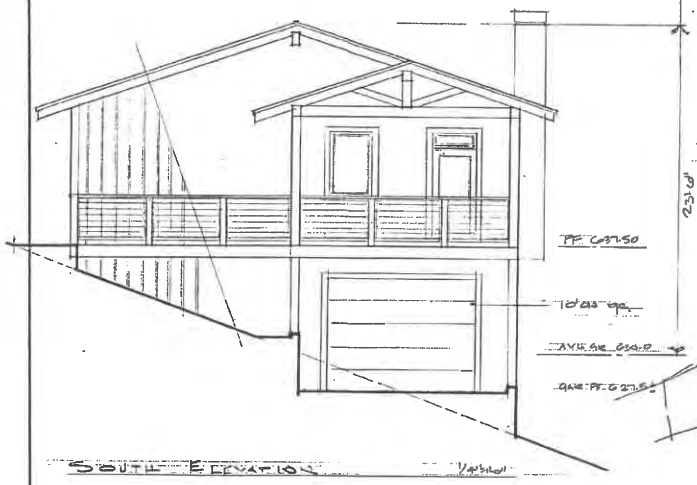
PROPERTY OWNER: GARRETT BECK
16089 BALFOUR LANE
SALINAS, CA 93906
831 455-5067

REVISIONS	BY

BECK RESIDENCE
SAN BENANCIO CYN. RD. (PRIVATE ROAD)
SALINAS, CALIFORNIA
APN: 416-281-039-000 PH: 831 455-5067

Date 11-9-24
Scale
Drawn
Job 45-2024
Sheet A1
Of Sheets





#368 48"Oak
Protect with fencing
#397 20" Oak
Protect with fencing
20" Oak
11" Oak
#399 & #398

SCENIC EASEMENT
SAN BENANCIO CYN. RD (PVT ROAD)

SITE PLAN
1"=10'

PROJECT DESCRIPTION

OCCUPANCY GROUP: R-3/U
CONSTRUCTION TYPE: V-B SPRINKLERED
STORIES: 2 HEIGHT: 23'-6"
CODES: 2023 CALIFORNIA CODES
SCOPE OF WORK: CONSTRUCTION OF A NEW 1000 S.F. TWO STORY SINGLE FAMILY RESIDENCE WITH 512 S.F. FIRST STORY ATTACHED GARAGE, 224 S.F. UN-COVERED DECK, 80 S.F. COVERED FRONT PORCH, 80 S.F. UN-COVERED FRONT PORCH, 2500 S.F. A.C. DRIVEWAY, SEPTIC SYSTEM, 4' SITE RETAINING WALLS.
EXCAVATE 277 C.Y., FILL 87 C.Y., REMOVE (1) OAK TREE

DEVELOPMENT ON 25% SLOPES REQUIRED: ENTIRE 10 ACRE SITE IS OF SLOPES EXCEEDING 25%, THEREFORE IT IS NECESSARY TO DEVELOPE THE PROJECT ENTIRELY ON SLOPES EXCEEDING 25%

STRUCTURES	1384 S.F.
DRIVEWAY & STAIRS	2625 S.F.
TOTAL DEVELOPMENT ON 25% SLOPES	4009 S.F.

GROUND DISTURBANCE: 4009 S.F.
SEWER SYSTEM: SEPTIC WATER SYSTEM: EXISTING SHARED WELL

FLOOR AREA:	HOUSE	1000 S.F.
	GARAGE	512 S.F.
	TOTAL	1512 S.F.
SITE COVERAGE:	HOUSE/GARAGE	1000 S.F.
	DECK	224 S.F.
	PORCH	160 S.F.
	TOTAL COVERAGE	1384 S.F.
	LOT AREA	10.146 ACRES = LESS THAN 1%

ZONING: RC/40-D

MATERIALS AND CONSTRUCTION METHODS FOR EXTERIOR WILDFIRE EXPOSURE CRC R337 WUI

BUILDING MATERIALS, SYSTEMS AND OR ASSEMBLIES USED IN THE EXTERIOR CONSTRUCTION OF THIS BUILDING SHALL BE IN ACCORDANCE WITH R337.3

REVISIONS | BY

BECK RESIDENCE
SAN BENANCIO CYN. RD. (PRIVATE ROAD),
SALINAS, CALIFORNIA
APN: 416-261-039-000 PH: 831 455-5067

Date 11-9-24
Scale
Drawn
Job 45-2024
Sheet A1.2
Of Sheets

MATERIALS AND CONSTRUCTION METHODS FOR EXTERIOR WILDFIRE EXPOSURE CRC R337 WUI

BUILDING MATERIALS, SYSTEMS AND OR ASSEMBLIES USED IN THE EXTERIOR CONSTRUCTION OF THIS BUILDING SHALL BE IN ACCORDANCE WITH R337.3

LOWER FLOOR PLAN 1/4"=1'-0"

FLOOR PLAN 1/4"=1'-0"

REVISIONS	BY
	D

drafted

BECK RESIDENCE
SAN BENANCIO CYN. RD. (PRIVATE ROAD)
SALINAS, CALIFORNIA
APN: 416-261-039-000 PH: 831 455-5067

Date 1-9-24
Scale
Drawn
Job 45-2024
Sheet A3
Of Sheets

Revised
Beck Residence
Tree Resource Assessment
Construction Impact Analysis

Prepared for:

Garett Beck

Prepared by:

Frank Ono
Urban Forester
Member Society of American Foresters #48004
ISA Certified Arborist #536
1213 Miles Avenue
Pacific Grove, CA 93950

April 8, 2026

Owner:

Garrett Beck
16089 Balfour Lane
Salinas, CA 93908-1233

Architect or Designer:

Draftech
2150 Garden Road, SuiteB3
Monterey, CA 93940

Forester and Arborist

Frank Ono, Member SAF #48004, ISA Certified Arborist #536
F.O. Consulting
1213 Miles Ave
Pacific Grove, CA 93950

SUMMARY

Development is proposed for this site requiring excavation near oak trees. The project proposes the construction of a new 1000 s.f. two-story single-family residence with 512 s.f. first-story garage, 224 s.f. uncovered deck, 80 s.f. covered front porch, 80 s.f. uncovered front porch, 2500 s.f. a.c. driveway, septic system, and four-foot site retaining walls. Grading includes the excavation of 277 c.y. of soil and fill of 87 c.y. of soil.

The plan, as submitted, requires the removal of one tree for the design to succeed; therefore, the request is for removing the oak tree #398 -11" diameter oak. This tree assessment/arborist report is prepared to identify and address the effects the project may have on the existing tree resources on site, as well as to provide a list of recommendations regarding trees on the project.

INTRODUCTION

This tree assessment/arborist report is prepared for Garrett Beck, the owner of the property located on APN 416-261-039 (address is not yet assigned) by Frank Ono, Urban Forester, and Certified Arborist (member Society of American Foresters #48004 and International Society of Arboriculture Certified Arborist #536) due to the proposed construction. The report is required because the Toro Area Land Use Plan and the Monterey County Zoning Ordinance, Title 21, identify native Coast live oak trees as a species requiring protection and special consideration in management.

ASSIGNMENT/SCOPE OF PROJECT

To ensure protection of the tree resources on site, the property owner, Garrett Beck, has requested an assessment of trees in the proposed development area. The assessment findings are to be documented in an arborist report to work in conjunction with other conditions for the building permit application. To accomplish this assignment, the following tasks have been completed;

- Evaluate health, structure, and preservation suitability for each tree within or adjacent (15 feet or less) to the proposed development of trees greater than six inches in diameter at 24 inches above grade.
- Review proposed building site plans as provided to me by the property owner, drawn by Draftect.
- Make recommendations for alternative methods and preconstruction treatments to facilitate tree retention relating to a Tree Location/Preservation Map.
- Determine the number of trees affected by construction that meet "Landmark" criteria as defined by the County of Monterey, Title 21 Monterey County Zoning Ordinance, and mitigation requirements for those found to be affected.
- Document findings are in a report as required by the County of Monterey Planning Department.

LIMITATIONS

This assignment is limited to the review of plans submitted to me dated November 9, 2024, drawn by Draftect to assess the effects of potential construction on trees within or adjacent to construction activities. An assessment has been made of these plans specifically and no other plans were reviewed. Only minor grading and erosion details are discussed in this report that relate to tree health.

It is not the intent of this report to be a monetary valuation of the trees or to provide a risk assessment for any tree on this parcel, as any tree can fail at any time. No clinical diagnosis was performed on any pest or pathogen that may or may not be present. In addition to an inspection of the property, F.O. Consulting relied on information provided in the preparation of this report (such as surveys, property boundaries, and property ownership) and must reasonably rely on the accuracy of the information provided. F.O. Consulting shall not be responsible for another's means, methods, techniques, schedules, sequence, or procedures, for contractor safety or any other related programs; or for another's failure to complete the work following the plans and specifications.

PURPOSE AND GOAL

The purpose of the tree assessment/arborist report prepared for this parcel, due to the proposed construction activities at APN 416-261-039, is to determine which trees will be affected by the proposed project. Its goal is to protect and maintain the Toro Area's forested resources by adhering to development standards that support their protection and maintenance. Furthermore, this report is intended to aid planning to mitigate the potential effects of the proposed development on the property while encouraging forest stability and sustainability, thereby perpetuating the forested character of the property and the immediate vicinity.

SITE DESCRIPTION

1) Assessor's Parcel Number: 416-261-039-000.

2) Location: The address is yet to be assigned.

3) Parcel size: approximately 10.3 Acres.

4) Existing Land Use: The parcel is vacant and is zoned RC40-D

5) Slope: The parcel has slopes over 25%.

6) Soils: The parcel is located on soils classified by the Monterey County Soils report as GkB and Xd soils.

    a. GkB -Gorgonio Sandy Loam. The Gorgonio series consists of somewhat excessively drained soils on alluvial fans and in mountain valleys. It is level to gently sloping soil on valley floors and has the profile described as representative of the series. Permeability is rapid, and the available water capacity is 3.5 to 5 inches. Roots penetrate to a depth of more than 60 inches. Slopes are mostly 2 to 4 percent. Runoff is slow, and the erosion hazard is slight.
    b. Xd-Xerorthents, dissected. These are steep to extremely steep soils on bluffs along major rivers, on steep escarpments of fans and terraces, and on the banks of deeply entrenched streams and narrow-bottomed gullies. Soils consist mostly of unconsolidated or weakly consolidated alluvium commonly containing pebbles, cobblestones, and stones. Runoff is rapid and very rapid, and the erosion hazard is high or very high. Drainage, subsoil permeability, depth of the root zone, and available water capacity all vary within short distances.

7) Vegetation: The vegetation on site is composed primarily of a few scattered oaks with a coastal scrub understory.

8) Forest Condition and Health: The stand of trees and health are evaluated with the use of the residual trees combined with the surrounding adjacent trees as a complete stand. The site is vacant, and the surrounding forest canopy is fragmented and open. It is an oak savannah with a mixture of dominant coastal live oak (*Quercus agrifolia*) and Valley oak (*Quercus lobata*). No abnormal presence of oak diseases is apparent, though several oaks exhibit the presence of oak bark beetle activity, one of which is a tree identified for removal.

BACKGROUND

The assessment focuses on incorporating the preliminary location of site improvements while considering the landowner's general goals. The proposed improvements assessed included preserving trees to the greatest extent feasible, maintaining the viewshed and the area's general aesthetic quality, and complying with Monterey County Codes. The study of individual trees determined the treatments needed to complete the project and meet the landowner's goals. Trees within and immediately adjacent to the proposed development area were located, measured, inspected, flagged, and recorded. The assessment of each tree concluded with an opinion of whether the tree should be removed, or preserved, based on the extent and effect of construction activity on the tree's short and long-term health. All meetings and field reviews focused on the immediate area surrounding the proposed development.

OBSERVATIONS/DISCUSSION

The following list includes observations made while on site and summarizes details discussed during this stage of the planning process.

- The site is vacant. There are no utilities, structures, or graded parking areas. The proposed construction is located just above the existing private drive and requires excavation for a short driveway and approach for the proposed structure.
- Oaks are located throughout the property, some as individuals, others as groupings. Trees vary in diameter and size. Most of the trees on the upslope areas of the property are landmark-sized (24" diameter or greater) with smaller diameter trees along the private drive perimeter. Except for the oak (less than landmark size) located within the driveway approach that is to be removed, the remainder of the trees are to be retained.
- The oak located within the proposed driveway area that will be impacted is as follows:
  - #398 is a single-stemmed 11" diameter semi-mature oak located within the driveway prism. The tree is 30 feet tall but somewhat suppressed by a more dominant oak (#399) and appears in fair-to-good condition.
- The tree listed above requires removal because it will be impacted by grading and excavation. The remaining trees appear to be outside the grading area. The trees closest to construction include a large 45" diameter oak (Landmark size) upslope of the proposed structure and a smaller 20" diameter oak downslope near the private drive.
- No trees are located within the area proposed for leach fields or between the leach field area and the proposed structure.
- All remaining trees will not be impacted by the project as presented. The proposed construction is at a distance where no encroachment on the remaining trees is necessary at this time.

Laws, Policies, and Regulations Reviewed

The Toro Area plan protects both Oak and Madrone. The Toro Area Plan and Monterey County Code Section 21.64.260 both address the preservation of oaks and other protected trees. The purpose of the Ordinance is to provide regulations to protect and preserve such trees. The threshold diameter size for this code is 6 inches. That document addresses all these topics in detail and is designed to conserve and protect the trees in the long term.

CONCLUSION/PROJECT ASSESSMENT

This proposal to build an addition to a single-family residence and expand the driveway and garage is planned to maintain the existing oak forested environment, allowing the forest to continue to exist and regenerate over time. The proposed removal of #398 is expected for this site, and is the minimum required due to construction, and does not reduce the tree cover to less than 25% of the existing forest canopy. All remaining trees near the proposed project are expected to survive construction. The remainder of the property containing tree cover will remain undisturbed. No water courses are near the project.

Site Effects

Site disturbance will occur during building construction. Short-term site effects are confined to the construction envelope and immediate surroundings where some trees may be trimmed and root systems reduced. The pruning of tree crowns above 30% and the reduction of root area may have short-term effects on treated trees, including reduced growth and potential limb dieback.

No significant long-term effects on the forest ecosystem are anticipated. The proposed project is unlikely to significantly reduce wildlife availability over the long term, as the site is surrounded by forested areas that will remain untouched. The site was evaluated for the following:

- Soil erosion; Slopes are moderate where construction is to occur and may be addressed by appropriate measures; no construction is proposed on steeper areas.
- Water Quality: No water courses are located on the property. The removal of the trees will not substantially reduce the ability of the natural environment to assimilate nutrients, chemical pollutants, heavy metals, silt, and other noxious substances from ground and surface waters.
- Ecological Impacts: The removals will not hurt existing biological and ecological systems or create climatic conditions that affect these systems. The removals will not create conditions that may adversely affect the dynamic equilibrium of associated systems.
- Noise Pollution: The removals will not significantly increase ambient noise levels to the degree that a nuisance is anticipated to occur;
- Air Movement: The removals will not significantly reduce the ability of the existing vegetation to reduce wind velocities; no nuisance is anticipated to occur.
- Solar shade or sunlight: The site is moderately forested; tree removal is of less dominant trees or poor-quality trees and will not affect shading or lighting.
- Wildlife Habitat: The removals will not significantly reduce available habitat for the existence of wildlife.

RECOMMENDATIONS

Tree Removal and Replacement

One tree will need removal, #398 a 30-foot-tall 11” diameter oak, because it is within the driveway footprint.

The site has sufficient room to replant with an oak at a 1:1 ratio, which should be included in the landscape plan. The tree may be planted on the edges of the existing tree canopies, but it must be planted where it can be watered and kept weed-free. The replacement tree may be a 5-gallon stock or larger. It is recommended that a larger specimen be planted to avoid damage from deer browsing. Deer protection against deer browsing should be used.

Replanting should avoid open spaces where trees are not now found unless there is evidence of soil deep enough and of sufficient quality to support tree planting. The tree should be planted in the area with the greatest opening in the stand, in deep enough soil to allow minimal competition and maximum sunlight. Spacing between any planted tree should be at least 10 feet. Occasional deep watering (more than two weeks apart) during the late spring, summer, and fall is recommended during the first two years after establishment.

Tree Pruning

It is to be understood that the pruning of retained trees may be expected for this site, especially near building construction areas. Pruning will include trees with deadwood, minor structural defects, or diseases that must be compensated for, and/or defensible fire space. Trees should be monitored on occasion for health and vigor after pruning. Should the health and vigor of any tree decline it will be treated as appropriately recommended by a certified arborist or qualified forester. Pruning shall conform to the following standards:

- Clear crowns of diseased, crossing, weak, and dead limbs or wood to a minimum size of 1-1/2 inch in diameter; Remove stubs, cutting outside the wound wood tissue that has formed around the branch; Interior branches shall not be stripped out.
- Reduce the end weight of heavy, horizontal branches by selectively removing small-diameter branches, no greater than 3 inches, near the ends of the scaffolds. In some cases, larger diameters may be removed depending on the situation such as where critical for safety).
- Pruning cuts larger than 4 inches in diameter, except for deadwood, shall be avoided unless deemed crucial for safety (broken, cracked, crossing, rubbing, etc.). Pruning cuts that expose heartwood shall be avoided whenever possible.
- All pruning shall be performed by a qualified arborist or under the supervision of an ISA Certified Arborist or Tree Worker. Arborists are required to have a State of California Contractors License for Tree Service (C-61/D49) and provide proof of workers' compensation and general liability insurance.
- All pruning shall be per the Tree Pruning Guidelines (International Society of Arboriculture) and/or the ANSI A300 Pruning Standard (American National Standard for Tree Care Operations) and adhere to the most recent edition of ANSI Z133.1.
- No more than 20 percent of live foliage shall be removed from the trees.

Tree Protection

Before the commencement of construction activities:

- Trees located adjacent to construction areas shall be protected from damage by construction equipment by the use of temporary fencing and through wrapping of trunks with protective materials.
- Fencing shall consist of chain link, snowdrift, plastic mesh, hay bales, or field fence. Existing fencing may also be used.
- Fencing must not be attached to the tree. It shall be free-standing or self-supporting so as not to damage trees. Fencing shall be rigidly supported and shall stand a minimum height of four feet above grade.
- Soil compaction, parking of vehicles or heavy equipment, stockpiling of construction materials, and/or dumping of materials should not be allowed adjacent to trees on the property, especially within fenced areas.
- Fenced areas and trunk protection materials must remain in place during the entire construction period.

During grading and excavation activities:

- All trenching, grading or any other digging or soil removal that is expected to encounter tree roots will be monitored by a qualified arborist or forester to ensure against drilling or cutting into or through major roots.
- The project arborist should be on-site during excavation activities to direct any minor field adjustments that may be needed.
- Trenching for the retaining wall and driveway located adjacent to any tree should be done by hand where practical and any roots greater than 2 inches in diameter should be bridged or pruned appropriately.
- Any roots that must be cut shall be cut by manually digging a trench and cutting exposed roots with a saw, vibrating knife, rock saw, narrow trencher with sharp blades, or other approved root pruning equipment.
- Any roots damaged during grading or excavation should be exposed to sound tissue and cut cleanly with a saw.

If significant roots (greater than 2” in diameter) are discovered during grading:

- The arborist/forester will be authorized to halt excavation until appropriate mitigation measures are formulated and implemented.
- If significant roots are identified that must be removed that will destabilize or negatively affect the target trees, the property owner will be notified immediately and a determination for removal will be assessed and made as required by law for treatment of the area that will not risk death decline or instability of the tree consistent with the implementation of appropriate construction design approaches to minimize effects, such as hand digging, bridging or tunneling under roots, etc..

Fuels Management Plan

The area must comply with the requirements of the California State Defensible Space Regulations, as set forth in California Public Resources Code (PRC) 4291.

The area must be prepared and maintained for fuel management and defensible space. A fuel ladder is a continuous line of vegetation from the ground into the canopy or upper branches of a tree that may allow a fire to climb into the canopy. The idea is to make the homesite defensible by breaking up fuel continuity in both vertical and horizontal directions. Deadfall and cut branches which are fuel for a fire must be removed from the treatment area. This may be done either by hauling it off or by hiring a tree service to chip. The following management measures are to be taken and maintained for trees within the disturbed and outlying areas.

- Cut dry and dead grass to a maximum height of 4 inches. The exceptions are grasses and forbs which are isolated from other fuels or those necessary to minimize erosion and may be maintained at a height of 18 inches.
- Dead plants should be cut to ground level, do not remove them, as roots may still be present to minimize potential soil erosion. Maintain all remaining live landscape plants with regular water, keeping dead branches, leaves, and needles removed.
- Remove limbs within ten (10) feet of chimneys.
- Horizontal Clearances (within 100 feet of structures)
    - Trees- must have a spacing of at least 10 feet between crowns on shallow or almost level slopes (an exception is that trees growing as clusters with continuous canopy or aggregate may be treated as an individual tree to make a shaded fuel break). Where slopes are steep (over 40 %), the spacing must be increased to 30 feet between crowns of individual trees or stands of trees intended to be a shaded fuel break.
    - Shrubs- must have a four-foot clearance on shallow or almost level slopes. Where slopes are steep (over 40 %) the spacing must be 40 feet between shrubs.
- Vertical Clearances of trees and large shrubs (within 100 feet of structures)
    - Trees and shrubs must have a vertical clearance of at least 6 feet from ground fuels on shallow or almost level slopes. Remove all limbs within 6 feet of ground fuel from the ground fuel's highest point and trim dead portions of tree limbs up to 10 feet. Where slopes are steep (over 40 %) the clearance must be higher up to 30 feet.
    - Shrubs- must have four-foot clearance on shallow or almost level slopes. Where slopes are steep (over 40 %) the clearance must be 40 feet from ground fuels.
- Remove from the area dead fallen material unless embedded in the soil.
- Remove all cut material from the area or chip and spread it on site.

Best Management Practices to Observe (BMP)

The following best management practices must be adhered to:

A) Tree service Contractors will verify animal or bird nesting before tree work. If the nesting activity of migratory birds is found, work must stop, and a wildlife biologist must be consulted before commencing work (the typical bird nesting season ranges from February 22 to August 1).
B) Do not deposit any fill around trees, which may compact soils and alter water and air relationships. Avoid depositing fill, parking equipment, or staging construction materials near existing trees. Covering and compacting soil around trees can alter the relationships between water, air, and the roots. Fill placed within the drip line may encourage the development of oak root fungus (Armillaria mellea). As necessary, trees may be protected by boards, fencing, or other materials to delineate protection zones.
C) Pruning shall be conducted so as not to unnecessarily injure the tree. General-Principals of pruning include placing cuts immediately beyond the branch collar, making clean cuts by scoring the underside of the branch first, and for live oak, avoiding the period from February through May.
D) Native live trees are not adapted to summer watering and may develop crown or root rot as a result. Do not regularly irrigate within the drip line of oaks. If replanting, native, locally adapted, drought-resistant species are the most compatible with this goal.
E) Root cutting should occur outside of springtime. Late June and July would likely be the best. Pruning of the live crown should not occur from February through May.
F) Tree material greater than 3 inches in diameter remaining on-site for more than one month that is not cut and split into firewood must be covered with thick clear plastic that is dug in securely around the pile to discourage infestation and dispersion of bark beetles.
G) A mulch layer up to approximately 4 inches deep should be applied to the ground under selected trees following construction. Only 1 to 2 inches of mulch should be applied within 1 to 2 feet of the trunk, and under no circumstances should any soil or mulch be placed against the root crown (base) of trees. The best source of mulch would be from chipped material generated on-site.
H) If trees near the development are visibly declining in vigor, a Professional Forester or Certified Arborist should be contacted to inspect the site to recommend a course of action.

Report Prepared By:



Frank Ono, SAF Forester #48004 and ISA Certified Arborist #536 Revised April 8, 2026 Date

PHOTOGRAPHS

The building site, view looking to the south





Trees #398 will be removed to access the property



Tree #398 is behind #399 (on the neighboring property), just to the right

The base of tree #399 is being attacked by bark beetles but is on the neighboring property





Tree #368 is upslope of the project and will not be affected

The structure will be located between #368 (upslope) and trees located along the road way





Are where structure is to be located

This page intentionally left blank

Introduced: 4/22/2026
Version: 1

Current Status: Agenda Ready
Matter Type: Planning Item

PLN240105-DEP - CARMEL RIO ROAD LLC

Public hearing to consider a Vesting Tentative Map to subdivide four parcels containing 12.5 acres into 60 residential lots and five open space & street parcels, construction of 59 single-family dwellings ranging between 2,790 and 3,930 square feet, and fifteen 1,026 square foot townhomes, use of a Pattern & Design Book with three architectural styles, and associated site and subdivision improvements including development within the Carmel Valley Floodplain and development on slopes in excess of 25%.

Project Location: The properties are located at 26500 & 26550 Val Verde Drive, Carmel.

Proposed CEQA action: Adopt a Mitigated Negative Declaration pursuant to Section 15074 of the CEQA Guidelines.

RECOMMENDATION

Staff recommends that the Planning Commission adopt a resolution:

1) Adopting a Mitigated Negative Declaration pursuant to Section 15074 of the CEQA Guidelines;
2) Approving a Combined Development Permit consisting of:
   a. Vesting Tentative Map to subdivide four parcels containing 12.5 acres into 60 residential lots and five open space & street parcels;
   b. An Administrative Permit to allow the construction of 59 single-family dwellings ranging between 2,790 and 3,930 square feet, and 15 1,026 square foot townhomes;
   c. A Design Approval to allow the use of Pattern & Design Book consisting of four conceptual single-family residential floor plans, offered in three architectural styles (Spanish Colonial, Transitional, and Traditional), and one townhouse floor plan with a Traditional architectural style;
   d. A Use Permit to allow development within the Carmel Valley Floodplain; and
   e. A Use Permit to allow development on slopes in excess of 25% of approximately 1,800 square feet; and
3) Adopting a Mitigation Monitoring and Reporting Plan.

The attached draft resolution includes findings and evidence for the Planning Commission's consideration, subject to conditions of approval.

PROJECT INFORMATION

Property Owners: Carmel Rio Road LLC

APN's: 015-021-004-000, 015-021-015-000, 015-021-020-000, 015-021-021-000 and 015-021-049-000

Plan Areas: Carmel Valley Master Plan
Project Planner: Joseph Alameda, Associate Planner
(831) 783-7079, AlamedaJ@countyofmonterey.gov

Fionna Jensen, Principal Planner
(831)796-6407, JensenF1@countyofmonterey.gov

PROJECT SUMMARY/DISCUSSION

The project site is located approximately 0.7 miles southeast of the City of Carmel by-the-Sea boundary, approximately 0.3 miles east of California State Route 1 (SR-1), and approximately 0.2 miles south of Carmel Valley Road. The project proposes the subdivision of a 12.5-acre site, currently comprised of four parcels, into 60 lots, which would be developed with 74 new residential units. The subdivision would also create five parcels containing 3.85 acres, which would contain the proposed private streets/roads and open space areas (Parcels A-E). Fifty-nine of the lots (Lots 1 - 59) will be developed with for-sale single-family residences. These lots range in size from 5,000 to 8,772 square feet and have designated building envelopes. Four different floor plans are proposed for the single-family residences, which will be two stories and range between approximately 2,790 and 3,930 square feet in size. The remaining 0.82-acre lot (Lot 60) will be developed with three individual townhomes, each with 6 two-bedroom units and 9 three-bedroom units (15 total deed-restricted low-income housing units). Each townhome unit will be approximately 1,026 square feet in size. The project includes both private open space (i.e., rear yard areas for single family residences and flexible green space for the townhomes), and approximately 73,356 square feet of community open space and parks, which can be used by all residents.

The subject property is located within a Design Control overlay district. Accordingly, the Applicant/Owner is also proposing a Pattern & Design Book that details conceptual floor plans, colors, materials, and architectural styles for the single-family dwelling and townhomes. Approval of the Pattern & Design Book would function as a blanket Design Approval for all of the proposed development. Per the proposed Pattern & Design Book, the single-family dwellings would consist of three architectural styles (Spanish Colonial, Transitional, and Traditional), while the townhouses would be developed with a Traditional architectural style. Conditions, covenants, and restrictions, and the HOA would ensure all development is in compliance with the Pattern & Design Book (Condition Nos. 31 and 46).

Access is provided by the existing Val Verde Drive, which will be improved as part of the project. The project also includes the construction of an internal circulation network of two private streets, sidewalks, crosswalks, medians, and on-site street parking. To reduce vehicle trip generation consistent with County policies, the project, as proposed and designed, incorporates seven Traffic Demand Management (TDM) strategies, including transit subsidies, travel-behavior outreach, carpool and vanpool loading areas, bicycle facilities, pedestrian improvements, and electric vehicle parking facilities. As conditioned, pedestrian improvements along Val Verde Drive and Rio Road will be implemented.

The project also involves development within the Carmel Valley Floodplain and development on slopes in excess of 25%, which requires the granting of a Use Permit in each case. To implement the

project, the property's existing residence and detached garage in the southern portion of the site will be demolished. Grading of the project site will require approximately 18,000 cubic yards of cut and 18,000 cubic yards of fill. After construction, soil will be stabilized by buildings, pavement, landscaping, and vegetation. Of the 35 trees proposed for removal, only one Coast redwood tree (32-inch trench diameter) was determined to be protected under Monterey County Code, and thus requires the granting of an Administrative Tree Removal Permit.

Sanitary sewer services would be provided by the Carmel Area Wastewater District (CAWD). The Property Owner has approximately 35-acre feet per year (AFY) of riparian water rights. As proposed, the Property Owner would "wheel" approximately 16 AFY of its water rights to California American Water Company (CalAm), which would then distribute treated potable water to the project site via existing water main lines within Val Verde Drive. The Property Owner would then permanently dedicate approximately 19 AFY of its riparian water rights for beneficial in-stream uses in the Carmel River. CalAm, the Monterey Peninsula Water Management District, and the State Water Resource Control Board concur with this method of water supply. The State Water Resource Control Board has confirmed that the proposed wheeling agreement approach will not conflict with the 2009 CalAm Cease and Desist Order.

On-site stormwater control measures are proposed within the flood hazard areas and have been designed to exceed the required capacity to accommodate a 95th percentile storm event. All runoff from the proposed development would be conveyed into these stormwater control measures (bioretention ponds) to ensure that post-development conditions do not impact off-site properties. As conditioned, the project would also install on-site drainage improvements to help address the known overland flooding issues of the area.

Builders Remedy

To address the statewide housing shortage crisis, the State Housing Accountability Act establishes limitations on a local government's ability to deny, reduce the density of, or make infeasible housing development projects, and includes penalties for noncompliance. (See Gov. Code § 65589.5). One of these provisions is referred to as the "Builder's Remedy." Builder's Remedy (Government Code § 65589.5(d)(5)) provides that a local agency shall not disapprove a housing development project for very low-, low-, or moderate-income households, or an emergency shelter, or condition approval in a manner that renders the housing development project infeasible or lowers its density, based on the project's inconsistency with zoning and General Plan standards, if the local agency had not timely adopted a "substantially compliant" housing element. However, Builder's Remedy projects are required to comply with objective health and safety standards. To be "objective," a rule or standard must not involve personal or subjective judgment by a public official. Under Gov. Code § 65589.5, inconsistencies with local density requirements are not valid grounds to deny a housing project, do not need to be waived or conceded under the Density Bonus Law, and shall not require a rezone. All other objective non-health and safety standards should be complied with, but cannot be used as valid grounds to deny a housing project, and cannot be required if it reduces the project's density. If a project is not compliant with objective non-health and safety standards, waivers or concessions (as eligible per Density Bonus Law) may be granted to modify or eliminate the requirement.

In short, under the HAA and Builder's Remedy, a local government must approve a housing

development project that complies with all objective rules in the general plan, zoning ordinance, subdivision ordinance, and design standards. Further, the local government must approve a housing development project at the proposed density, unless it makes written findings, based upon a preponderance of the evidence in the record that the project would have a specific, adverse impact upon the public health or safety that cannot be mitigated without lowering the density and/or rendering it unaffordable.

The County does not currently have a compliant Housing Element and is thus subject to the Builder's Remedy. The proposed project has been submitted pursuant to the Builder's Remedy and is vested to regulations in place in June 2024. The statute requires that a final decision be made in no more than five public hearings, including appeals. The Planning Commission's April 29th hearing is the second public hearing for this project (LUAC meeting was the first public hearing).

Staff has reviewed the project for consistency with applicable land use and planning documents, including the 2010 General Plan, Carmel Valley Master Plan, Title 20 (Zoning Ordinance), and Title 19 (Subdivision Ordinance). Staff's review has determined that the project is consistent with applicable objective and subjective standards, subject to the granting of three waivers to modify certain site development standards (detailed in **Exhibit A**). County staff prepared an Initial Study/Mitigated Negative Declaration and identified potential environmental impacts that require mitigation measures to reduce the severity of the impact to less than significant.

DISCUSSION

See **Exhibit A** for a discussion regarding the project's consistency with applicable Monterey County Code and analysis of the project's potential impacts on biological, historical, cultural, tribal cultural, local roadways, prime farmland, steeper slopes, and the Carmel Valley floodplain.
Besides five CEQA comment letters received during the draft Initial Study/Mitigated Negative Declaration's circulation period, no public comment was received during the review of the project.

CEQA

Pursuant to Public Resources Code Section 21083 and California Environmental Quality Act (CEQA) Guidelines Sections 15063(a) and 15063(b)(2), Monterey County as Lead Agency completed environmental review to determine if the project may have a significant effect on the environment. The County prepared a draft initial study and mitigated negative declaration (IS/MND) for this project (**Exhibit C**). County staff filed the draft IS/MND with the County Clerk on February 24, 2026; and circulated it for public review from February 24, 2026 through March 25, 2026 (State Clearinghouse Number 2026020910). The draft IS/MND identified potentially significant impacts to Biological Resources, Cultural Resources, Noise, Transportation/Traffic, and Tribal Cultural Resources. Staff has proposed mitigation measures to reduce the identified impacts to a level of less than significant. These mitigation measures have been incorporated into the project as conditions of approval (Condition Nos. 51-59). All other standard topics of environmental analysis were found to be less than significant or have no impact.

Five public agencies submitted comments on the Initial Study and Mitigated Negative Declaration: California Department of Conservation (DOC), Monterey Bay Air Resources District (MBARD), California Highway Patrol (CHP), California Department of Transportation (Caltrans), and State

Water Resources Control Board (SWRCB). Minor applications and clarification changes to the Draft IS/MND were made. Recirculation was not warranted, and no additional mitigation measures are required to address the comments. Responses to comments are attached as **Exhibit D** and detailed in the draft Resolution (**Exhibit A**).

OTHER AGENCY INVOLVEMENT

HCD-Engineering Services, -Environmental Services, -Housing, Monterey County Environmental Health Bureau, and Cypress Fire Protection District.

LAND USE AVISORY COMMITTEE

The proposed project was referred to the Carmel Valley Land Use Advisory Committee in accordance with Board of Supervisors' adopted guidelines. On March 16, 2026, the Carmel Valley LUAC voted 5-0 to not support the project, citing concerns with development within and the introduction of occupants within the Carmel Valley floodplain (**Exhibit E**). Members of the public raised concerns about evacuation adequacy during emergencies, development within a floodplain, removal of trees occupied by nesting birds, and the need to reintroduce native plant and tree species. A member of the LUAC also commented on the project's impact on local roadways. Although the LUAC did not provide HCD-Planning staff the ability to address these comments at the hearing, the concerns have been received and are addressed in the Discussion (**Exhibit A**) and Draft Resolution (**Exhibit B**). The Cypress Fire Protection District has reviewed the project and confirms there are adequate means of ingress and egress during emergencies via Val Verde Drive and within the subdivision's internal road configuration. As described in Exhibit A, no residential structures will be introduced into the floodplain. One of the two proposed stormwater detention ponds exceed the required capacity (95th percentile storm) and thus will provide up to an additional 300 cubic feet of floodplain storage. As conditioned, the project will also construct on-site drainage improvements to ensure that the proposed development will not significantly affect any other properties by increasing stream velocities or depths, or diverting the flow from Drainage Area 27. Thirty-four non-native trees will be removed, and one native tree will be removed. A condition has been applied to require a bird and raptor nesting survey. Project implementation includes replanting of native landscaping. Additionally, at the request of a member of the project, the project has been revised to include a community garden. Finally, as mitigated, the project will improve the level of service at the SR-1 and Carmel Rancho Blvd. intersection.

Prepared by: Joseph Alameda, Associate Planner and Fionna Jensen, Principal Planner, x6407
Approved by: Melanie Beretti, AICP, Chief of Planning

The following attachments are on file with HCD:
Exhibit A - Discussion
Exhibit B - Draft Resolution

- Draft Conditions of Approval
- Project Plans, Vesting Tentative Map, and Draft Pattern & Design Book

Exhibit C - Draft ISMND
Exhibit D - CEQA Public Comments

- Response to Comments

- Tracked changes to ISMND

Exhibit E - LUAC minutes
Exhibit F - Site Visit photos
Exhibit G - State Density Bonus Law Letter
Exhibit H - Floodplain and Stormwater Control Design Memos
Exhibit I - Biological Report
Exhibit J - Traffic Assessment and VMT Memo
Exhibit K - Project Water Demand
Exhibit L - State Water Resource Control Board Letter
Exhibit M - Can-and-Will Serve letters
Exhibit N - Land Evaluation Site Assessment
Exhibit O - Vicinity Map

cc: Front Counter Copy; Planning Commission; Cypress Fire Protection District; Fionna Jensen, Principal Planner; Carmel Rio Road LLC, Property Owner; Pam Nieting, Applicant; The Open Monterey Project (Molly Erickson); LandWatch (Director); Christina McGinnis, Keep Big Sur Wild; Laborers International Union of North America (Lozeau Drury LLP); Interested Parties.

County of Monterey
Planning Commission

Agenda Item No.6

Legistar File Number: PC 26-049

Item No.6

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

April 29, 2026

Introduced: 4/22/2026
Version: 1

Current Status: Agenda Ready
Matter Type: Planning Item

PLN240105-DEP - CARMEL RIO ROAD LLC
Public hearing to consider a Vesting Tentative Map to subdivide four parcels containing 12.5 acres into 60 residential lots and five open space & street parcels, construction of 59 single-family dwellings ranging between 2,790 and 3,930 square feet, and fifteen 1,026 square foot townhomes, use of a Pattern & Design Book with three architectural styles, and associated site and subdivision improvements including development within the Carmel Valley Floodplain and development on slopes in excess of 25%.
Project Location: The properties are located at 26500 & 26550 Val Verde Drive, Carmel.
Proposed CEQA action: Adopt a Mitigated Negative Declaration pursuant to Section 15074 of the CEQA Guidelines.

RECOMMENDATION
Staff recommends that the Planning Commission adopt a resolution:

1) Adopting a Mitigated Negative Declaration pursuant to Section 15074 of the CEQA Guidelines;
2) Approving a Combined Development Permit consisting of:
   a. Vesting Tentative Map to subdivide four parcels containing 12.5 acres into 60 residential lots and five open space & street parcels;
   b. An Administrative Permit to allow the construction of 59 single-family dwellings ranging between 2,790 and 3,930 square feet, and 15 1,026 square foot townhomes;
   c. A Design Approval to allow the use of Pattern & Design Book consisting of four conceptual single-family residential floor plans, offered in three architectural styles (Spanish Colonial, Transitional, and Traditional), and one townhouse floor plan with a Traditional architectural style;
   d. A Use Permit to allow development within the Carmel Valley Floodplain; and
   e. A Use Permit to allow development on slopes in excess of 25% of approximately 1,800 square feet; and
3) Adopting a Mitigation Monitoring and Reporting Plan.

The attached draft resolution includes findings and evidence for the Planning Commission's consideration, subject to conditions of approval.

PROJECT INFORMATION
Property Owners: Carmel Rio Road LLC
APN's: 015-021-004-000, 015-021-015-000, 015-021-020-000, 015-021-021-000 and 015-021-049-000

Plan Areas: Carmel Valley Master Plan
Project Planner: Joseph Alameda, Associate Planner
(831) 783-7079, AlamedaJ@countyofmonterey.gov

Fionna Jensen, Principal Planner
(831)796-6407, JensenF1@countyofmonterey.gov

PROJECT SUMMARY/DISCUSSION

The project site is located approximately 0.7 miles southeast of the City of Carmel by-the-Sea boundary, approximately 0.3 miles east of California State Route 1 (SR-1), and approximately 0.2 miles south of Carmel Valley Road. The project proposes the subdivision of a 12.5-acre site, currently comprised of four parcels, into 60 lots, which would be developed with 74 new residential units. The subdivision would also create five parcels containing 3.85 acres, which would contain the proposed private streets/roads and open space areas (Parcels A-E). Fifty-nine of the lots (Lots 1 - 59) will be developed with for-sale single-family residences. These lots range in size from 5,000 to 8,772 square feet and have designated building envelopes. Four different floor plans are proposed for the single-family residences, which will be two stories and range between approximately 2,790 and 3,930 square feet in size. The remaining 0.82-acre lot (Lot 60) will be developed with three individual townhomes, each with 6 two-bedroom units and 9 three-bedroom units (15 total deed-restricted low-income housing units). Each townhome unit will be approximately 1,026 square feet in size. The project includes both private open space (i.e., rear yard areas for single family residences and flexible green space for the townhomes), and approximately 73,356 square feet of community open space and parks, which can be used by all residents.

The subject property is located within a Design Control overlay district. Accordingly, the Applicant/Owner is also proposing a Pattern & Design Book that details conceptual floor plans, colors, materials, and architectural styles for the single-family dwelling and townhomes. Approval of the Pattern & Design Book would function as a blanket Design Approval for all of the proposed development. Per the proposed Pattern & Design Book, the single-family dwellings would consist of three architectural styles (Spanish Colonial, Transitional, and Traditional), while the townhouses would be developed with a Traditional architectural style. Conditions, covenants, and restrictions, and the HOA would ensure all development is in compliance with the Pattern & Design Book (Condition Nos. 31 and 46).

Access is provided by the existing Val Verde Drive, which will be improved as part of the project. The project also includes the construction of an internal circulation network of two private streets, sidewalks, crosswalks, medians, and on-site street parking. To reduce vehicle trip generation consistent with County policies, the project, as proposed and designed, incorporates seven Traffic Demand Management (TDM) strategies, including transit subsidies, travel-behavior outreach, carpool and vanpool loading areas, bicycle facilities, pedestrian improvements, and electric vehicle parking facilities. As conditioned, pedestrian improvements along Val Verde Drive and Rio Road will be implemented.

The project also involves development within the Carmel Valley Floodplain and development on slopes in excess of 25%, which requires the granting of a Use Permit in each case. To implement the

project, the property's existing residence and detached garage in the southern portion of the site will be demolished. Grading of the project site will require approximately 18,000 cubic yards of cut and 18,000 cubic yards of fill. After construction, soil will be stabilized by buildings, pavement, landscaping, and vegetation. Of the 35 trees proposed for removal, only one Coast redwood tree (32-inch trench diameter) was determined to be protected under Monterey County Code, and thus requires the granting of an Administrative Tree Removal Permit.

Sanitary sewer services would be provided by the Carmel Area Wastewater District (CAWD). The Property Owner has approximately 35-acre feet per year (AFY) of riparian water rights. As proposed, the Property Owner would "wheel" approximately 16 AFY of its water rights to California American Water Company (CalAm), which would then distribute treated potable water to the project site via existing water main lines within Val Verde Drive. The Property Owner would then permanently dedicate approximately 19 AFY of its riparian water rights for beneficial in-stream uses in the Carmel River. CalAm, the Monterey Peninsula Water Management District, and the State Water Resource Control Board concur with this method of water supply. The State Water Resource Control Board has confirmed that the proposed wheeling agreement approach will not conflict with the 2009 CalAm Cease and Desist Order.

On-site stormwater control measures are proposed within the flood hazard areas and have been designed to exceed the required capacity to accommodate a 95th percentile storm event. All runoff from the proposed development would be conveyed into these stormwater control measures (bioretention ponds) to ensure that post-development conditions do not impact off-site properties. As conditioned, the project would also install on-site drainage improvements to help address the known overland flooding issues of the area.

Builders Remedy

To address the statewide housing shortage crisis, the State Housing Accountability Act establishes limitations on a local government's ability to deny, reduce the density of, or make infeasible housing development projects, and includes penalties for noncompliance. (See Gov. Code § 65589.5). One of these provisions is referred to as the "Builder's Remedy." Builder's Remedy (Government Code § 65589.5(d)(5)) provides that a local agency shall not disapprove a housing development project for very low-, low-, or moderate-income households, or an emergency shelter, or condition approval in a manner that renders the housing development project infeasible or lowers its density, based on the project's inconsistency with zoning and General Plan standards, if the local agency had not timely adopted a "substantially compliant" housing element. However, Builder's Remedy projects are required to comply with objective health and safety standards. To be "objective," a rule or standard must not involve personal or subjective judgment by a public official. Under Gov. Code § 65589.5, inconsistencies with local density requirements are not valid grounds to deny a housing project, do not need to be waived or conceded under the Density Bonus Law, and shall not require a rezone. All other objective non-health and safety standards should be complied with, but cannot be used as valid grounds to deny a housing project, and cannot be required if it reduces the project's density. If a project is not compliant with objective non-health and safety standards, waivers or concessions (as eligible per Density Bonus Law) may be granted to modify or eliminate the requirement.

In short, under the HAA and Builder's Remedy, a local government must approve a housing

development project that complies with all objective rules in the general plan, zoning ordinance, subdivision ordinance, and design standards. Further, the local government must approve a housing development project at the proposed density, unless it makes written findings, based upon a preponderance of the evidence in the record that the project would have a specific, adverse impact upon the public health or safety that cannot be mitigated without lowering the density and/or rendering it unaffordable.

The County does not currently have a compliant Housing Element and is thus subject to the Builder's Remedy. The proposed project has been submitted pursuant to the Builder's Remedy and is vested to regulations in place in June 2024. The statute requires that a final decision be made in no more than five public hearings, including appeals. The Planning Commission's April 29th hearing is the second public hearing for this project (LUAC meeting was the first public hearing).

Staff has reviewed the project for consistency with applicable land use and planning documents, including the 2010 General Plan, Carmel Valley Master Plan, Title 20 (Zoning Ordinance), and Title 19 (Subdivision Ordinance). Staff's review has determined that the project is consistent with applicable objective and subjective standards, subject to the granting of three waivers to modify certain site development standards (detailed in **Exhibit A**). County staff prepared an Initial Study/Mitigated Negative Declaration and identified potential environmental impacts that require mitigation measures to reduce the severity of the impact to less than significant.

DISCUSSION

See **Exhibit A** for a discussion regarding the project's consistency with applicable Monterey County Code and analysis of the project's potential impacts on biological, historical, cultural, tribal cultural, local roadways, prime farmland, steeper slopes, and the Carmel Valley floodplain.
Besides five CEQA comment letters received during the draft Initial Study/Mitigated Negative Declaration's circulation period, no public comment was received during the review of the project.

CEQA

Pursuant to Public Resources Code Section 21083 and California Environmental Quality Act (CEQA) Guidelines Sections 15063(a) and 15063(b)(2), Monterey County as Lead Agency completed environmental review to determine if the project may have a significant effect on the environment. The County prepared a draft initial study and mitigated negative declaration (IS/MND) for this project (**Exhibit C**). County staff filed the draft IS/MND with the County Clerk on February 24, 2026; and circulated it for public review from February 24, 2026 through March 25, 2026 (State Clearinghouse Number 2026020910). The draft IS/MND identified potentially significant impacts to Biological Resources, Cultural Resources, Noise, Transportation/Traffic, and Tribal Cultural Resources. Staff has proposed mitigation measures to reduce the identified impacts to a level of less than significant. These mitigation measures have been incorporated into the project as conditions of approval (Condition Nos. 51-59). All other standard topics of environmental analysis were found to be less than significant or have no impact.

Five public agencies submitted comments on the Initial Study and Mitigated Negative Declaration: California Department of Conservation (DOC), Monterey Bay Air Resources District (MBARD), California Highway Patrol (CHP), California Department of Transportation (Caltrans), and State

Water Resources Control Board (SWRCB). Minor applications and clarification changes to the Draft IS/MND were made. Recirculation was not warranted, and no additional mitigation measures are required to address the comments. Responses to comments are attached as **Exhibit D** and detailed in the draft Resolution (**Exhibit A**).

OTHER AGENCY INVOLVEMENT

HCD-Engineering Services, -Environmental Services, -Housing, Monterey County Environmental Health Bureau, and Cypress Fire Protection District.

LAND USE AVISORY COMMITTEE

The proposed project was referred to the Carmel Valley Land Use Advisory Committee in accordance with Board of Supervisors' adopted guidelines. On March 16, 2026, the Carmel Valley LUAC voted 5-0 to not support the project, citing concerns with development within and the introduction of occupants within the Carmel Valley floodplain (**Exhibit E**). Members of the public raised concerns about evacuation adequacy during emergencies, development within a floodplain, removal of trees occupied by nesting birds, and the need to reintroduce native plant and tree species. A member of the LUAC also commented on the project's impact on local roadways. Although the LUAC did not provide HCD-Planning staff the ability to address these comments at the hearing, the concerns have been received and are addressed in the Discussion (**Exhibit A**) and Draft Resolution (**Exhibit B**). The Cypress Fire Protection District has reviewed the project and confirms there are adequate means of ingress and egress during emergencies via Val Verde Drive and within the subdivision's internal road configuration. As described in Exhibit A, no residential structures will be introduced into the floodplain. One of the two proposed stormwater detention ponds exceed the required capacity (95th percentile storm) and thus will provide up to an additional 300 cubic feet of floodplain storage. As conditioned, the project will also construct on-site drainage improvements to ensure that the proposed development will not significantly affect any other properties by increasing stream velocities or depths, or diverting the flow from Drainage Area 27. Thirty-four non-native trees will be removed, and one native tree will be removed. A condition has been applied to require a bird and raptor nesting survey. Project implementation includes replanting of native landscaping. Additionally, at the request of a member of the project, the project has been revised to include a community garden. Finally, as mitigated, the project will improve the level of service at the SR-1 and Carmel Rancho Blvd. intersection.

Prepared by: Joseph Alameda, Associate Planner and Fionna Jensen, Principal Planner, x6407
Approved by: Melanie Beretti, AICP, Chief of Planning

The following attachments are on file with HCD:
Exhibit A - Discussion
Exhibit B - Draft Resolution

- Draft Conditions of Approval
- Project Plans, Vesting Tentative Map, and Draft Pattern & Design Book

Exhibit C - Draft ISMND
Exhibit D - CEQA Public Comments

- Response to Comments

- Tracked changes to ISMND

Exhibit E - LUAC minutes
Exhibit F - Site Visit photos
Exhibit G - State Density Bonus Law Letter
Exhibit H - Floodplain and Stormwater Control Design Memos
Exhibit I - Biological Report
Exhibit J - Traffic Assessment and VMT Memo
Exhibit K - Project Water Demand
Exhibit L - State Water Resource Control Board Letter
Exhibit M - Can-and-Will Serve letters
Exhibit N - Land Evaluation Site Assessment
Exhibit O - Vicinity Map

cc: Front Counter Copy; Planning Commission; Cypress Fire Protection District; Fionna Jensen, Principal Planner; Carmel Rio Road LLC, Property Owner; Pam Nieting, Applicant; The Open Monterey Project (Molly Erickson); LandWatch (Director); Christina McGinnis, Keep Big Sur Wild; Laborers International Union of North America (Lozeau Drury LLP); Interested Parties.

Exhibit A

This page intentionally left blank.

EXHIBIT A
DISCUSSION

Design

Carmel Valley Master Plan Policy CV-1.1 requires that development follow a rural architectural theme to preserve the rural character of Carmel Valley. Policy CV-1.20 of the Carmel Valley Master Plan requires that materials and colors be consistent with the rural character of the valley and be compatible and appropriate for the immediate surrounding area. Consistent with these policies, the project would incorporate three architectural styles (Spanish Colonial, Transitional, and Traditional), with colors and materials consisting of earth-tone colors and materials that are complementary to the area (see **Figure 1** and **Exhibit B2**). The Applicant curated these three architectural styles by cataloging and identifying key architectural elements found in existing development in the surrounding areas (Monterey, Carmel Valley & Carmel-by-the-Sea):

- The proposed Spanish Colonial design would have low-pitched gabled roofs, stucco exterior walls with limited masonry, symmetrical windows, and simple massing forms. A beige exterior stucco color is proposed, with dark or light brown trim options. The architectural style is found throughout Carmel Valley and is very prominent in the City of Carmel-by-the-Sea. This design reflects the area's rural architectural theme and is comparable to existing development in the area.

- The proposed Transitional architectural style is meant to represent a thoughtful evolution of architectural styles found throughout Monterey Peninsula and Carmel Valley. The Applicant described this style as "blending traditional and modern elements into a classic and contemporary adaptation of an architectural style creates homes that are [rooted] in Carmel Valley's rural heritage and response to modern living." The proposed design would incorporate steeper-pitched roofs with composite shingles, stucco exterior walls with stone accents, and simple massing forms. A gray exterior stucco color is proposed, with light brown or beige/ivory trim options. Examples of this architectural style can be found throughout Carmel Valley. This design reflects the area's rural architectural theme, which helps to preserve the rural character of Carmel Valley.

- The proposed Traditional architectural style is a blend of the area's bungalow and craftsman style residences. These architectural traditions are rooted in early 20th-century coastal development and reflect a philosophy of craftsmanship, natural materials, and human-scale design. The proposed design would include low and steep-pitched gable roofs with weathered wood shingles, covered porches, and simple massing forms. A gray exterior stucco/board and batten is proposed, with dark blue/gray or white trim options. This design reflects the area's rural architectural theme and is comparable to existing development in the area.

These architectural styles, as well as the four proposed floor plans for the single-family dwellings and two floor plans for the townhomes, make up the project's proposed Pattern & Design Book. Approval of this Pattern & Design Book would serve as a blanket Design Approval over the subject subdivision and allow the proposed single-family dwellings and townhomes to be constructed without individual Design Approvals. As conditioned, a Homeowners Association will be created and will be required to enforce the Pattern & Design Book's guidelines. Exterior lighting (residential structures) and street lighting requirements would also be incorporated into the Pattern & Design Book, and enforced by the HOA. Compliance with the Pattern & Design

Book would mirror the requirements of General Plan Policy LU-1.13 which requires that exterior lighting (street lighting and residential development) is downlight, and all roof-mounted solar panels have a non-reflective coating or other appropriate design to reduce glare. Landscaping on private residential lots and within open spaces would be enforced by the HOA through the creation of a Master Landscape Guideline book. This would ensure that areas are appropriately landscaped, water-efficient measures are implemented, and no invasive species are introduced that would disturb the surrounding environment.



Figure 1. Proposed colors and materials; conceptual streetscape.

Visual Resources

Within the Carmel Valley Master Plan, Carmel Valley Road and Laureles Grade are recognized as a scenic corridor, and those views of the Carmel River, or the distant hills as seen from key public viewing areas such as Garland Ranch Regional Park, are protected (CVMP Policy CV-3.3). The proposed development would be visible from the intersection of SR-1 and Carmel Valley Road, but all views of the development would be distant and subordinate to the surrounding commercial and developed character of this intersection. The project site is located 0.2 miles south of Carmel Valley Road. Views of the project site from Carmel Valley Road are heavily screened by existing vegetation along the corridor (see **Figure 2**). The proposed project would introduce 74 units (all structures are 30 feet tall). The proposed development may be visible for limited instances along a 500-foot segment of Carmel Valley Road, but would be filtered by existing vegetation and would not block views of the Carmel River or the distant hills. The proposed structures' ridgelines would be at or below the surrounding tree canopies. No hillsides will be modified (CVMP Policy CV-3.4). Due to distance, the proposed development would not be visible from Laureles Grade Road, or Garland Ranch Regional Park.

The project site is not visible from the northern extent of Palo Corona Regional Park due to intervening vegetation; however, construction of the proposed development would be visible along a 0.2-mile stretch of an internal hiking trail due to minimal changes in elevation and the height of the structures. From this vantage point, two-story commercial developments along Carmel Rancho Boulevard and low-density residential development are distantly visible and heavily screened by intervening vegetation. From this vantage point, the introduction of two-story residential development and associated site improvements would not substantially degrade

the semi-rural, vegetated viewshed, as the development would be complementary and consistent in height, bulk, and mass with surrounding development. Additionally, the project site is visible from the park's first ridge/mountain, known as Inspiration Point (0.8 miles south) (see **Exhibit F**). From Inspiration Point, which is recognized by the Monterey County Regional Park District as a vista for the express purpose of hiking, viewing, and sightseeing, the project site is entirely visible, and thus the proposed development would also be distantly visible from Inspiration Point. Due to the elevation change of approximately 600 feet, only limited portions of the proposed southern facades and the roofs would be visible. Further, at 0.8 miles south of the project site, the proposed development's scale would appear much smaller due to distance and elevation change.

As proposed, the project complies with the 2010 General Plan and Carmel Valley Master Plan's policies regarding protection of visible hillsides and viewsheds from scenic corridors. As described above, the proposed colors and materials will aid in the development by being less visually intrusive when visible.



Figure 2. View of project site from Carmel Valley Road.

Inclusionary Housing

The Project is required to comply with the Inclusionary Housing Ordinance requirement to provide a minimum of 20% affordable housing units (Monterey County Code Chapter 18.40). The project proposes more than five units and, therefore, may provide the required inclusionary units on-site or off-site. As proposed, the project includes 15 on-site affordable units (townhomes), which will be deed-restricted to low-income individuals. This is consistent with the County's Inclusionary Housing requirements and Builder Remedy inclusionary housing requirements. The affordable townhome units will be located on Lot 60 and will be managed by the HOA. HCD-Housing has reviewed the proposed inclusionary housing and added one condition of approval, which requires an Inclusionary Housing Agreement.

State Density Bonus Law

State Density Bonus Law (SDBL) (Gov. Code § 65915, *et seq*.) created a mechanism to obtain more favorable development requirements for projects with affordable or senior units. To meet the affordable housing goals, developers are entitled to a density bonus that corresponds to specified percentages of units set aside for very-low, low, or moderate-income households. In addition to the density bonus, SDBL provides three additional benefits for qualifying projects:

1. One or more concessions/incentives that provide cost reductions for the development. Under the law, a concession includes a reduction in site development standards and/or regulations when such regulations potentially make the project economically infeasible for the developer to build. These can include a reduction in site development standards or modification of zoning or architectural design requirements that exceed minimum building standards. The number of allowed concessions/incentives is determined on a sliding scale based on the percentage of units that will be set aside as affordable units and the household income category of those affordable units.

   Concessions/incentives may only be denied if the County has substantial evidence that the concession/incentive would be contrary to state or federal law; does not result in identifiable and actual cost reductions; or would have a "specific, adverse impact" on public health and safety; or on property listed in the California Register, based on objective standards, which cannot be mitigated. "Objective" standards must be verifiable by reference to an external and uniform benchmark.

2. Waivers are reductions or modifications of any development standards and other regulations that would physically preclude the development of a project at the density permitted and with the allowed incentives or concessions. Development standards include, but are not limited to, height limitations, setback requirements, site coverage, open space requirements, or parking requirements that apply to a residential development pursuant to any ordinance, general plan element, policy, resolution, or regulation. There is no limit on the number of waivers an applicant can request through SDBL.

   Grounds for the denial of a requested waiver are limited to: the requested waiver would have a specific, adverse impact on health or safety that cannot be mitigated; would be contrary to state or federal law; or would have an adverse impact on property listed in the California Register of Historic Resources.

3. Reductions in parking requirements, provided based on the number of bedrooms in each unit and the type of project.

Here, by deed restricting 20% of the proposed units BMR, the project is eligible for three concessions/incentives and an unlimited number of waivers. The applicant submitted a letter requesting a concession to the County's requirement that affordable units provide a similar number of bedrooms as the market rate units (**Exhibit G**). The requested waivers are to reduce the required minimum building site, density maximum, and building site coverage. In this case, staff has determined that the concession is not needed to find the project consistent with

applicable County Code, and supports the granting of three waivers to modify specific site development standards.

- *Similar Bedroom Count:* Monterey County Code section 18.40.070.B(3) requires that on-site inclusionary housing units contain a "similar" number of bedrooms as the market rate development, with "total square footages suitable for the number of bedrooms". The proposed affordable townhomes will consist of two and three-bedroom units, while the market rate single-family dwellings will have 4 and 5 bedrooms. The Applicant's concession request letter identifies that the proposed clustering of the affordable units and at their sizes allows for the project to maintain its overall density. The Applicant's justification for this concession also finds that the current bedroom count and size result in an identifiable and actual cost reduction. Put simply, increasing the number of bedrooms for the affordable units would increase the cost per square foot and could render such units' construction economically infeasible.

  After a conversation with the HCD-Director and Housing Program Manager, HCD staff reviewed the requested concession and determined that it is not required to satisfy Monterey County Code section 18.40.070.B(3). Two- and three-bedroom affordable housing units are favorable in the Monterey County and, in this case, will provide meaningful housing to low-income households and individuals. While the affordable unit's bedroom count is not the same as the market rate residence's bedroom count, County Code does not require like-for-life, only similar. Here, two- and three-bedroom affordable housing units will likely be occupied by the same number of individuals and/or household members as a four-to-five-bedroom residence. The proposed townhome's bedroom count will provide more meaningful, affordable housing than one-bedroom or studio alternatives. The proposed sizes of the affordable townhomes are suitable for two- and three-bedroom units. Therefore, staff recommends the Planning Commission agree that 1) the two- to three-bedroom affordable townhome units are proportionally similar to four- to five-bedroom market-rate single-family dwellings; 2) the proposed unit mix (nine three-bedroom and six two-bedroom units) is acceptable; and 3) meets the intent of Monterey County Code section 18.40.070.B(3), which is to provide affordable units for a range of household sizes (e.g., 2-person households, multigenerational households, households with children, etc.).

  The affordable townhomes will not be discernible from those of the market rate units with regard to finishes and architectural elements, as required by Monterey County Code section 18.40.070.B(2). The affordable units will have access to the project's parks, roadways, etc. Therefore, staff believes the requested concession is not required, and the County is not required to determine whether it will not have a specific, adverse impact on public health and safety, or be contrary to state or federal law.

- *Minimum Building Site, Density Maximum, and Building Site Coverage:* The Low-Density Residential Zoning District requires lots to be 1-acre, unless a part of a clustered development, which allows 0.5-acre lots, and to have a maximum development density of 1 unit per acre. Further, LDR zoned lots are limited to 35% building site coverage. Here, the project proposes a minimum lot size of 5,000 square feet (0.11 acres), rather than the

required 1-acre minimum, with an overall density of 5.92 dwelling units per acre. If required to provide the 1-acre per building site would physically preclude the construction of the proposed number of lots (60), as the underlying zone would only allow 12 lots. Similarly, requiring 1 unit per acre density would physically preclude the proposed density or number of units (74 units on 12.5 acres = 5.92DU/A), as only 12 units would be allowed on the 12.5-acre lot. Further, as a Builder's Remedy project, the County cannot reduce the proposed density. While a waiver is not required to modify the underlying density, staff recognizes the applicant's request for such a waiver. Therefore, staff recommends the Planning Commission grant these two waivers (density and lot site).

Additionally, while the proposed smaller single-family dwellings (2,790 square feet) may comply with 35% site coverage, the proposed larger residences (up to 3,920 square feet) may exceed allowable coverage, up to 56%. The proposed townhomes will have a building site coverage of 40%. Overall, all proposed developments will result in a site coverage of 31%. Complying with the required site coverage (35%) would require each lot size to increase in size. This would thereby physically preclude the construction of housing units and the project as designed because the number of lots would need to be decreased. Similarly, decreasing the size of townhomes and residences to comply with the 35% site coverage limitation could render the project economically infeasible. Strict application of the zoning district's site development standards would preclude the density and scale of the proposed project. There is no feasible method to satisfactorily mitigate or avoid the specific adverse impact without rendering the development unaffordable to very low, low, and moderate income households. Therefore, the staff recommends that the Planning Commission grant the requested site coverage waiver.

Subdivision

As outlined in the attached resolution, the project meets all required findings of the Subdivision Map Act and Title 19 of the Monterey County Code (subdivision ordinance). All necessary facilities, including sewage and water services, will be provided and the site has been determined by staff to be suitable for the proposed development with incorporated mitigation measures.

Site Development Standards

As discussed above, the applicant has requested the granting of three waivers to find the proposed development (single-family dwellings and townhomes) compliant with the required density, site coverage, and lot size requirements. The project is consistent with all other required development standards in the LDR zoning district. Pursuant to Title 21 section 21.14.060, main structures are limited to 30 feet in height and shall have setbacks of 30 feet (front), 10% of the lot's width to a maximum of 20 feet (side), and 20 feet (rear), unless within an approved building envelope. As shown on the attached plans (also see **Figure 3**), the proposed townhomes and single-family dwellings will have heights of 30 feet and will be located within the proposed VTM's building envelopes. As proposed, typical setbacks will be 6 feet for the front (except for 20 feet on Lots 1, 39, 51, and 59), 5 feet for the side (except 10 feet on Lots 29, 29, and 59), and 10 feet for the rear. The project will provide 307 parking stalls (garages, driveways, and on-street guest parking), which exceeds the required number of parking stalls per Chapter 21.58.

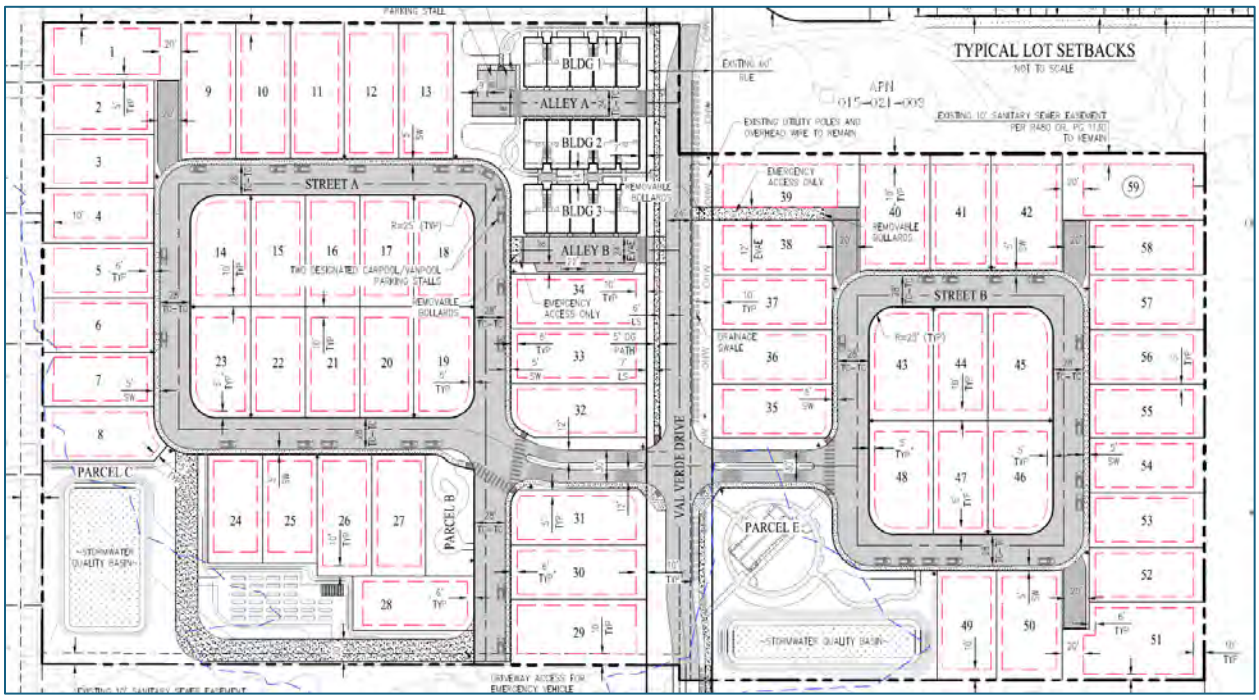


Figure 3. Proposed subdivision layout, building envelopes, on-site improvements, etc.

Surface Water & Flood Control

Local drainages contribute to the Lower Carmel River/Lagoon Sub-Watershed of the Carmel River. The Carmel River passes approximately 1,100 feet south of the southern boundary of the project site. There are no drainages defined in the National Hydrography Dataset that cross the project site, and a review of recent aerial imagery did not reveal the presence of any defined channels or riparian areas. However, the site and surrounding areas are known to be exposed to flood risks from two distinct flooding sources:

1) overbank flows from the Carmel River (FEMA floodplain); and
2) overland flows from the current downstream end of the relatively large north bank tributary known as County Drainage Area 27 (DA-27).

As described below under *Development Within the Carmel River Floodplain*, the project has demonstrated consistency with Carmel Valley Floodplain regulations, and residential development will be safe from Carmel River flooding and FEMA Special Hazard Areas.

Flooding issues resulting from DA-27 are known to exist in this area. Flooding associated with DA-27 generally flows in a southwesterly direction across the project site towards the Carmel River. This runoff originates in the foothills of the valley wall north of the Carmel River. Flow paths within DA-27 are well-defined in the steep canyons north of Carmel Valley Road, but essentially disappear on the south side of the road, where a small ditch carries flow for a short distance before ending at a point approximately 700 feet north of the project site. The overland flow modeling presented in the County's County Service Area 50 Final Lower Carmel River Stormwater Management and Flood Control Report (CSA-50 Report) shows that much of the runoff originating in DA-27 would flow south and west to cross Val Verde Drive at the Project

site, towards the Barnyard, Rio Road, and Carmel Rancho Boulevard. The modeling shows that as much as 46 acre-feet could enter CSA-50 from DA-27, and much of this would be overland flow through the site. Ponding, or flooding, depths of a 100-year event were modeled to be between 0.5 feet and 6 feet throughout various areas of CSA 50's boundary (see **Figure 4**).



Figure 4. CSA-50 Report illustrating ponding/flooding depths through the CSA area. Project site shown in red.

The extent of and potential solutions to the DA-27 flooding were studied in the County's CSA-50 Report. Recommended options to address flooding associated with DA-27 include the construction of perimeter protection (levees) and conveyance of DA-27 runoff via pipeline or drainage ditch from Carmel River to the Carmel River.

CSA-50 is actively collecting fees from affected property owners to help fund drainage improvements. The subject property owner pays approximately $36 per month into CSA-50 through tax assessments. None of the improvements recommended in the CSA-50 report have been installed as of date. However, the adjacent property (Rancho Canada Subdivision Project) is currently in the process of installing an 84-inch stormwater pipe along its western property line. This stormwater pipe is adequately sized to receive and distribute all runoff from DA-27 to the Carmel River, but it will only be installed for the length of the property. Therefore, although this pipe is expected to be installed in the summer of 2026, it is not connected to the runoff outlets at Carmel Valley Road. Accordingly, it will not properly function without a pipe being installed between it and Carmel Valley Road. The County may construct a connecting pipe, but capital improvement plans, funding sources, timelines, etc., have not been approved, and therefore, reliance on a future, potential pipe would be inappropriate to demonstrate compliance with Title 16 requirements.

Therefore, the project's hydrologists analyzed overland flooding impacts under current conditions. As modeled in the CSA-50 report, the eastern portion of Val Verde Drive within the project site would be inundated by up to 1 foot in 100-year storm events. The western half of the property would be primarily inundated by up to 0.5 feet, but as high as 1 foot on the western

property line. Limited portions of the eastern half of the project site are anticipated to be affected by 100-year storm events (up to 0.5 feet).

Compliance Flood Control Provisions

Title 16 section 16.16.050 establishes provisions for flood hazard reduction. Title 16 requires that the project ensure that the proposed development "will not significantly reduce the capacity of existing rivers or watercourses or otherwise adversely affect any other properties by increasing stream velocities or depths, or diverting the flow." Section 16.16.050.C requires that new construction be elevated at least one foot above base flood elevations. Although the project proposes on-site stormwater control measures to maintain on-site drainage/run off, as required by County Code, these improvements are not sized or intended to address the overland flows (surface water) that may impact the project site during 100-year storm events. In accordance with Title 16 section 16.16.050.C, the proposed finished floor of the residential lots anticipated to be inundated by overland flows (up to 1 foot) would be elevated over one foot above the modeled ponding depths. This is accomplished by leveling the project site and slightly elevating the western half of the site by 1-3 feet. Finished floors of the proposed residential development will add another 10-12 inches of freeboard. Although not subject to major flooding, the eastern half of the project site will be raised 0.1 to 2.5 feet. Therefore, as designed, the proposed residential development will not be subject to surface water flooding of DA-27 and is consistent with Title 16 section 16.16.050.C.

Flooding associated with DA-27 is known within the project site and the surrounding areas. Although the site, as proposed, would be safe from modeled inundation by raising it above projected ponding depths, nearby properties may be affected by increased velocities or depths. By raising the site, as discussed above, the overland flows that would otherwise occupy the site would be displaced elsewhere, thereby increasing the flooding or ponding depths of nearby properties, specifically those to the north.

Compliance with Title 16 requires that the project ensure that the proposed development "will not significantly…affect any other properties by increasing stream velocities or depths, or diverting the flow." Therefore, additional drainage on-site improvements are needed to manage and reduce impacts from overland flows of DA-27 that may result in increased off-site flooding depths. County staff discussed other alternatives with PWF&P to help alleviate stormwater runoff from DA-27. Other alternatives include off-site improvements or payment of fair share contributions for future drainage improvements. However, given constraints that are not in control of the Applicant/Owner (e.g, rights of entry, funding, timing, etc.), staff has determined that on-site improvements are the only viable option at this time.

Therefore, as conditioned, the project would be required to install on-site drainage improvements that would allow DA-27 runoff to be received on-site, rather than displaced elsewhere, but in a controlled manner (Condition No. 24). The site would be improved through fine grading, drainage pipes, and/or other measures to collect runoff along the northern property lines and direct the runoff south within the proposed street rights-of-way or within controlled drainage improvements throughout the property. The drainage improvements would be sized to accommodate the projected volumes of overland water, while still ensuring that all properties (on- and off-site) have safe access to nearby roads. The captured or conveyed runoff would then continue in its current flow pattern (southwest) or may be redirected to nearby public (County)

stormwater drainage improvements. Improvements would be constructed concurrently with subdivision improvements (grading, utilities, roads, etc.). However, should an alternative improvement option be made available prior to final map approval, such as the County's conveyance pipe becoming an actual project, the Applicant/Owner may utilize or contribute to such an improvement, subject to PWF&P approval.

To ensure compliance with Title 16 requirements, Condition No. 24 has been applied. This condition requires that the project ensures that DA-27 run on received on-site is routed through the subject property or otherwise controlled in a manner that ensures 1) on-site habitable structures are safe from overland floods, and 2) off-site properties are not adversely impacted or subject to increased overland flooding depths during 20-year and 100-year storm events, as demonstrated by a hydrology and hydraulic analysis, capacity assessments, and/or other appropriate documentation, prepared by a licensed civil engineer.. Per this condition, the following would occur:

1) The Applicant/Owner shall construct on-site drainage improvements throughout the property to necessary to meet the performance standard above, subject to PWFP review and approval, or other improvement alternatives determined appropriate by the Director of PWFP that are equally or more effective, and better address DA-27's overland flow issues and the goals, policies, and text of the 2010 General Plan and Monterey County Code. Required improvements shall be roughly proportional to the project's impact on overland flows and shall not require addressing pre-existing deficiencies. Required improvements shall be shown on the final map and constructed concurrently with subdivision improvements.
2) However, if the County (including CSA-50) confirms that the drainage conveyance pipe connecting DA-27 to the Carmel River is an actual, planned project (funded, permitted, and scheduled to be completed prior to inspection of subdivision improvements), the Applicant/Owner shall pay a fair-share contribution toward the construction of that improvement, as determined by PWFP, prior to approval of the final map.

Staff recognizes the severity of flooding issues in this area, which were also raised at the LUAC meeting. The above condition and conceptually described on-site improvements would address overland floods in the area, but would not resolve the area's issue. Completely resolving the area's flooding issues is not the responsibility of the property project. However, it is required that the project demonstrate that off-site flooding impacts are not worsened. Accordingly, by capturing, controlling, and directing (or redirecting) DA-27 overland flows, rather than displacing those flows, would ensure that off-site ponding depths are not in excess of current modeling conditions. With implementation of this condition, and as designed, staff believes that the project complies with the County's flood hazard provisions. The occupants of the proposed project will not be subject to either Carmel River flooding or DA-27 overland floods. Furthermore, implementation of the project, as conditioned, will not significantly reduce the capacity of existing rivers or watercourses or otherwise adversely affect any other properties by increasing stream velocities or depths, or diverting the flow.

Development Within the Carmel River Floodplain

Pursuant to Title 21 section 21.64.130.D.2, development within Carmel Valley floodplain is permissible, provided that all structures, including related utilities, shall be so located and

constructed so as to minimize or eliminate infiltration of flood waters into the systems and discharges from the systems flood waters. Any habitable development within the floodplain must be elevated one foot above the base flood elevation. The proposed project would not meet the exclusions listed in Title 21 section 21.64.130.G and therefore requires the granting of a Use Permit.

At the Land Use Advisory Committee (LUAC) hearing on March 16, 2026, members of the LUAC and the public raised concerns regarding residential development within the floodplain and ultimately cited this as the reason for their recommendation of denial. 1.2 acres of the property are located within the floodplain.

Due to the special flood hazard area (100-year floodplain), the project's hydrologist designated the southwest corner of the property as "non-buildable", making it optimal for the required stormwater quality basin. Accordingly, the project's bioretention basins (Parcels C and E) are located within the flood hazard area and exceed the required capacity required to accommodate a 95th percentile storm event (see **Figure 3**, floodplain boundary shown in blue line). If a flood (overtopping of the Carmel River) did occur, the bioretention basins would help minimize on-site floodwater ponding that could mobilize pollutants, ensuring that stormwater is conveyed away from residences and would not rise to levels capable of inundating pollutant sources. Anchoring to prevent flotation, collapse, or lateral movement of the proposed recreational amenities on Parcels C and E is required in accordance with Monterey County Code. A limited portion of three residential parcels (Lots 6-8) lies within the 100-year floodplain; all other residential parcels would be located outside of the floodplain (see **Figure 3,** floodplain boundary shown in blue line). The portions of Lots 6-8 within the floodplain would serve as rear yards and would be graded to direct flood flows away from the residences and south toward the bioretention basin adjacent to Lot 8, as shown in the Preliminary Grading Plan. Per the Preliminary Stormwater Control Plan (sheet C-9 of the project plans), no residential units or building foundations are anticipated to be developed within any portion of the 100-year floodplain. Although not anticipated, should structural development within the floodplain occur, it would be subject to the requirement of Chapter 16.16 of the County Code and require that finished floors be elevated one foot above the base flood elevation to minimize related risk and hazards to an acceptable level. As shown on the attached plans, Lots 6-8 would have pad elevations of 37.2-37.4 feet with implementation of proposed grading activities, which is above the identified 35-36 foot base flood elevation. Additionally, finished floors would be an additional 10-12 increase of freeboard. Further, while the southern portion of Val Verde Drive and Rio Road are within the floodplain, in the event of a flood, there will be additional emergency egress to Carmel Valley Road from the northern portion of Val Verde Drive, which is well outside of the floodplain. **Exhibit G** includes two memorandums detailing the project's stormwater control measures and compliance with the County's Carmel River Floodplain regulations.

Separately, as detailed in **Exhibit L**, the Applicant/Owner is voluntarily offering a $100,000 grant directly to CSA 50, which would fund approximately three years of its obligations with an estimated 10% buffer, to support a portion of its responsibility for the Carmel Floodplain Restoration Environmental Enhancement (CRFREE) Project. The purpose of CRFREE is flood risk reduction, habitat restoration, groundwater recharge and hydrologic connectivity and watershed resilience. This financial contribution would provide immediate and flexible support

toward advancing restoration work. This contribution would be made prior to issuance or acceptance of wheeling agreements from the State Water Resource Control Board.

Biological Resources

The project site has been historically cultivated. The Carmel River is approximately 1,100 feet south of the project site. The site is surrounded by commercial uses to the west, and existing low-density residential to the north and south. The Rancho Canada Subdivision is directly east and is currently under construction. Despite the disturbed condition of the site and the surrounding development, implementation of the project could impact habitat for special status species, disrupt nesting birds, and alter natural habitat. Two Biological Assessments were prepared (County of Monterey Library No. LIB240302 and LIB250157; **Exhibit I**) for the project site. No special status plant species were observed during the field surveys. Based on the absence of suitable habitat and previous site disturbance, the field surveys determined that special-status plant species do not have the potential to occur on the project site. Three special status animal species were identified as having the potential to occur within the project site based on the presence of suitable habitat or foraging. The planted mixed woodland provides suitable habitat for Monterey dusky-footed woodrat, California red-legged frog, overwintering monarch butterfly, and potential nesting and foraging habitat for non-game migratory birds and native birds. However, implementation of Mitigation Measures BIO-1, BIO-2, BIO-3, and BIO-4 would reduce these impacts to a less than significant level by requiring pre-construction surveys and training, biological monitoring, and avoidance measures, including exclusionary fencing.

Cultural/Tribal Cultural Resources

Monterey County GIS identifies the project site as having high archaeological sensitivity but not within 250 feet of known archaeological resources. The project site is disturbed as it has been historically cultivated. An archaeological report was prepared and concluded that there is no surface evidence of potentially significant archaeological resources. While no historic or archaeological resources have been identified within the project site, the site is located within an area of regional archaeological sensitivity and five recorded cultural resources. Although the potential to encounter historic or archaeological resources is low based on site-specific study, construction of the project would require ground disturbance, such as grading and excavation in an area of regional sensitivity. Mitigation Measure CR-1 will be implemented, which requires an on-call archaeological monitor to be retained for the duration of all project related ground-disturbing activity and a pre-construction cultural awareness training to be conducted prior to the commencement of any such activity.

Pursuant to Public Resources Code section 21080.3.1 et seq., Monterey County HCD–Planning initiated consultation with the Oholone/Coastonan-Esselen Nation, the KaKoon Ta Ruk Band of the Ohlone-Costanoan, and the Esselen Tribe of Monterey County on January 9, 2026. The Esselen Tribe of Monterey County requested consultation which occurred on February 3, 2026. Representatives of the tribe requested the on-site presence of a Native American monitor to observe all ground-disturbing activities associated with the subdivision improvements and development of the site. In addition, the tribal representative requested that the Esselen Tribe of Monterey County be included in any resource recovery program or reburial. Although the Esselen Tribe of Monterey County requested monitoring for all ground disturbance, including utilities, trenches, landscaping, foundations, etc., it is up to the lead agency to make the final

determination of mitigation measures to be implemented. The County of Monterey, as lead agency, respectfully disagrees with the extent of the requested monitoring as grading and construction related to the residential structures will not impact soils that have not already been disturbed and monitored by initial subdivisions' improvement grading (roads, utilities, detention ponds). This ensures that all disturbed soil will be monitored by a tribal representative without unduly burdening the project applicant by requiring soils to be monitored twice. Therefore, further monitoring is not warranted unless the disturbance exceeds the depths of initial grading activities.

Mitigation Measure TR-1 will be implemented, which requires a Tribal Monitor affiliated with the area to be on-site for all initial ground disturbance for subdivision improvements and for any further development that requires ground disturbance at depths deeper than what has already been monitored and excavated. Adherence to the County's standard cultural resource condition of approval (Condition No. 3) and Mitigation Measures CR-1 and TR-1 will result in less than significant impacts on cultural and tribal cultural resources.

Traffic

Access to the project site is via Rio Road. The site does not directly connect to Carmel Valley Road, though there is an excavation route to this corridor during an emergency. According to the Traffic Impact Assessment, existing daily traffic along Rio Road east of Carmel Rancho Boulevard is approximately 1,160 trips, with 45 morning and 116 evening peak hour trips. The project would add approximately 685 daily trips, including 48 morning and 66 evening peak hour trips, all entering and exiting via Rio Road.

The Transportation Impact Assessment (**Exhibit J**) analyzed 10 roadway segments to determine LOS conditions. Under existing and existing plus project conditions, three of the 10 roadway segments operate at an acceptable level of service. The other seven roadway segments operate at an unacceptable level of service. The project would not have a significant impact on these roadway segments because it would not worsen the LOS by one letter grade. Accordingly, the project would not cause an intersection's LOS to degrade below acceptable LOS or have a significant impact on an intersection already operated below acceptable levels (D-F) (Source: IX.63). Accordingly, the project would not conflict with the General Plan as it pertains to roadway congestion.

With implementation of the project, more than 0.01 in volume to capacity (V/C) ratio would be added to the intersection of Carmel Valley Road and Carmel Rancho Boulevard, which already operates at an unacceptable level of service under existing conditions and would continue to operate at an unacceptable level of service under project conditions. This change in V/C ratio conflicts with 2010 General Plan LOS standards for signalized intersections. Therefore, Mitigation Measure T-1 requires that the project convert the existing northbound left-through (middle lane of this intersection) to a northbound through-right at Carmel Valley Road/Carmel Rancho Boulevard to improve the level of service to an acceptable level and result in a less than significant impact (Condition No. 59). Additionally, the project will be conditioned to pay into the Carmel Valley Traffic Impact Program (CVTIP), which would support additional improvements within the Carmel Valley Master Plan (Condition No. 27). Adherence to Mitigation Measure T-1 and standard conditions of approval requiring payment of fair share

traffic fees would ensure impacts are less than significant relative to roadway congestion and conflicts with local transportation policies or programs.

Pedestrian and Bicycle Improvements
The project would not conflict with Section 21.64.250 of the County's Zoning Ordinance, which requires residential developments of 25 or more units to incorporate feasible trip reduction measures that reduce dependence on automobiles. Val Verde Drive would be widened to accommodate two 10-foot travel lanes, two-foot shoulders, and a five-foot decomposed granite pedestrian path (**Figure 3**). These improvements are consistent with roadway strategies in Section 21.64.250 of the County's Zoning Ordinance, which encourage maintaining safe and efficient local access and supporting multimodal connectivity within neighborhood-scale roadway networks. These improvements to Val Verde Drive would provide adequate access, internal circulation, and encourage alternative modes of travel to reduce vehicle trips. Onsite, bicycle repair and secure parking would be provided throughout. As conditioned, the project would also construct a sidewalk along Rio Road from Val Verde Drive to Carmel Rancho Boulevard, ensuring a seamless connection to the existing pedestrian network to enhance connectivity (Condition No. 26).

VMT
The Countywide average VMT per capita for residential projects is 11.4. To meet the screening threshold for a less than significant impact, a project must be equal to or less than 85 percent of the County average, or 9.7 VMT per capita. Based on the project location, the VMT per capita for the site is estimated at 11.3, which is slightly below the County average, but above the 85 percent threshold. To reduce VMT, the project, as proposed, would implement the TDM strategies. The seven proposed TDM strategies would result in a 14 percent reduction in VMT (Vehicle Miles Travelled) and a project VMT per capita of 9.7, thereby meeting the local threshold (9.7 VMT). Although the County has not adopted a formal VMT policy, HCD-Planning and Engineering Services has reviewed the proposed TDM measures below and concurs with their applicability and related VMT reduction percentage, which are consistent with VMT reduction targets used by neighboring jurisdictions following the California Air Pollution Control Officers Association Handbook. See **Exhibit J** (VMT Memo).

1. Transit Subsidies [TDM-1 (4% reduction)]: to encourage the use of nearby transit, the project would implement subsidized transit fare in the amount of $5.96, for residents who occupy the 20 percent deed restricted affordable housing units.
2. Travel Behavior Change Program [TDM-2 (4% reduction)]: the project would include the development and implementation of a travel behavior change program that would inform residents through passive educational and promotional materials on the facilities available at the project site, such as bike parking and carpool/vanpool areas, and nearby transit stops to promote the use of various transportation options.
3. Carpool/Vanpool [TDM-3 (1% reduction)]: the project would incorporate an easy access location for carpools or vanpools, which is shown on the project plans and will be identified with signage and painted curbs.

4. Bicycle Facilities [TDM-4 (1% reduction)]: the project would incorporate secure bicycle parking, as shown on project plans, to provide the added convenience and security needed to encourage the use of bicycling as a viable form of travel to destinations.
5. Pedestrian Facilities [TDM-5 (2% reduction)]: the project includes complete internal and external pedestrian network improvements including the construction of a sidewalk along the entirety of Val Verde Drive to Rio Road, thereby providing safe access for pedestrians to nearby retail areas and transit stops within 0.5 miles of the project. The project's decomposed granite pedestrian path and internal sidewalk system would connect the residences to nearby commercial services and existing transit options where no pedestrian or bicycle facilities currently exist, thereby aligning with AMBAG's Metropolitan Transportation Plan/Sustainable Communities Strategy, and Monterey County Active Transportation Plan goals.
6. EV Chargers [TDM-6 (1% reduction)]: all 148 parking spaces as shown on the project plans, would be compatible with Level 1 or Level 2 electric vehicle chargers.
7. Affordable Housing [TDM-7 (1% reduction)]: the project would include 15 deed-restricted affordable housing units, representing 20 percent of the total residences. The affordable housing units would provide opportunities for lower-income households to live closer to job centers and transit, thereby improving the jobs-housing balance, which reduces VMTs.

With implementation of the proposed TDM measures, the project would meet the County's screening threshold for a less than significant VMT impact. To ensure these TDMs are implemented into the Final Map and/or final construction plans, their requirements are either shown on the project plans or implemented through condition of approvals. Many of the TDMs would be managed by the required HOA.

Long-Term Water Supply

Currently, water on the Project site is provided by three on-site groundwater wells. The Monterey Peninsula Water Management District has confirmed that the existing water use on site has historically averaged 34.97-acre feet (AF) per year over a 10-year baseline period spanning 2016-2025, and 25 AF per year over a 20-year baseline period spanning 1993-2023. The 10-year water demand is recognized by State Water Resources Control Board and Monterey Peninsula Water Management District as the property owner's riparian water rights. The projected water demand for the development is 15.71 AF (interior annual average water demand [13.35AFY] plus exterior annual average water demand [2.36 AFY] but is rounded up to 16 AF per year for a conservative estimate) (see **Exhibit K**). As a result, the Project would result in an 18.97 AF per year reduction of water use compared to the historical 10-year average demand. Note: the project's water demand is based on one dwelling unit per lot (Lots 1-59) and 15 townhomes on Lot 60, and does not contemplate ADUs or additional structures that may require water fixtures. Future development of the proposed lots would be required to demonstrate an adequate water supply.

There are three potential water supply options that the project could utilize, some more feasible than others:

1. Obtain 16 AFY of water credits from the County's allocation to serve the project. However, per MPWMD Ordinance 197, the County's allocation of water cannot be used to establish new meters until the Cease and Desist Order (CDO) has been lifted. Here, there are no existing CalAM meters on the project site, and therefore, if the project site were to receive a water allocation, the project would not have a water source until such time as the CDO is lifted. Further, the County is currently in the process of drafting a water allocation policy and is not issuing water to property owners. Under this scenario, there is inadequate evidence of water supply to support the proposed project and make the required public health and safety findings.
2. Utilize the property's riparian water rights and establish a private water system. Under this scenario, water would be pumped out of two of the three on-site wells, treated on-site at a water treatment system, and then distributed to the proposed residential lots. To accomplish this, a private water system would need to be created and would be regulated by the State Water Resources Control Board. However, the State Water Resource Control Board will not authorize the establishment of a new water system until it has been proven that a project cannot connect to a public purveyor, such as a CalAm. While the project site cannot utilize a typical CalAm connection due to the lack of on-site meters and the current CDO, the property could utilize its riparian rights and enter into a wheeling agreement to receive water from CalAm. Therefore, there is a water supply option (wheeling agreement) where the project site could be served by a public purveyor. This wheeling agreement option is described below and is the preferred water supply option according to the State Water Resource Control Board.
3. Utilize the property's riparian water rights, wheel a portion of those rights to CalAm via a wheeling agreement, and permanently forbear the remaining rights. Given the issues with relying on the above two water supply options, the proposed project's water demand would be reliant on a wheeling agreement, which has been reviewed and approved by local and state agencies. It is described in more detail below.

Under the proposed wheeling agreement, the property owner would transfer, or "wheel", approximately 16 acre-feet/year (AFY) of its riparian water rights to CalAM to serve the Project. Cal-Am would draw 16 AF/Y of raw water from their existing wells within the same alluvial aquifer as the project site and treat the water for domestic use. Cal-Am confirmed via email on February 6, 2026 that Cal-Am has the "capability and capacity to treat the additional 16 acre-feet per year of groundwater for iron and manganese at its Begonia Iron Removal Plant." The treated domestic water would be distributed through the existing water main on Val Verde Drive, which would be conveyed to the residences through a system of new 8-inch water pipes located within the proposed street rights-of-ways. Under this scenario, all on-site water wells would be abandoned as they would not be necessary to provide domestic or landscaping water. CalAM has issued a conditional can-and-will serve letter confirming this approach (**Exhibit M**).

The applicant also proposes to formally dedicate, or otherwise permanently forbear, the remainder of their riparian rights (18.97 AF of riparian water per year) for beneficial in-stream uses in the Carmel River, which will help to improve the Carmel River instream flows. The property is hydraulically connected to the Carmel River alluvial aquifer; reduced pumping of the

Project Wells would directly benefit surface water conditions not only at the project site but throughout the interconnected aquifer system. Increased instream flows provide multiple ecological benefits, including improved aquatic habitat conditions, habitat connectivity, enhanced water quality, and improved passage and rearing conditions for steelhead and other native species within the lower Carmel River.

This wheeling agreement proposal was confirmed by the State Water Resource Control Board (SWRCB) to not be in conflict with the existing Cease-and-Desist Order, which restricts Cal-Am's diversions from the Carmel River (**Exhibit L**). A similar wheeling agreement was utilized for the adjacent Rancho Canada Subdivision project. The SWRCB found, "Project's reduction in consumptive use and dedication or permanent forbearance of water to instream beneficial use will contribute to reducing reliance on unlawful Carmel River diversions, while providing a net environmental benefit to the watershed." This finding is contingent upon implementation of the project as described, including completion of the Water Code section 1707 instream flow dedication or a permanent forbearance agreement, adherence to the identified water demand for the housing development, and completion of the restoration commitments described in the City Ventures' April 1, 2026 proposal (**Exhibit L**).

The fundamental intent of the County General Plan Goal PS-3.1 and associated policies is that new development must have a long-term water supply in terms of quantity and quality. The analysis shows that the Project would not increase consumptive water use, would result in increased recharge to the Carmel Valley Alluvial Aquifer, and would not result in any substantial adverse effect on Carmel River instream flows. In short, the proposed project, as conditioned, has demonstrated that there is a long-term adequate water supply to support the proposed 74 units.

Prime Farmland

Within the 12.5-acre project site, approximately 11.2 acres are designated as Prime Farmland under the California Department of Conservation Farmland Mapping and Monitoring Program (FMMP). Approximately 10 acres of the 12.5-acre project site are currently used for row crop agriculture producing strawberries, melons, artichokes, squash, pumpkins, fennel, fava beans, zucchini, radishes, and flowers. The project would convert the entire 11.2 acres designated as Prime Farmland from the current agricultural use to non-agricultural use as a residential development.

Chapter 21.92 (Regulations to Mitigate For Development On Farmland) of the County's Zoning Ordinance establishes regulations to mitigate the loss of farmland, as designated by the FMMP, as a result of development or the conversion of farmland to non-agricultural uses or the redesignation of land from an agricultural designation, pursuant to the General Plan (e.g., Farmland, Permanent Grazing, and Rural Grazing) to any designation other than an agricultural designation. However, Chapter 21.92 only applies to land designated or zoned for agriculture. The project site is designated in the Carmel Valley Master Plan (CVMP) as Low Density Residential and is zoned as Low Density Residential within a Design Control District, both of which are designated for residential uses. Therefore, Chapter 21.92 does not apply to the proposed project and does not trigger mitigation requirements.

Because the project site contains 11.2 acres of land designated as Prime Farmland, a LESA report was prepared to quantitatively evaluate the project's potential impacts on agricultural resources. A Land Evaluation and Site Assessment (LESA) report was prepared (**Exhibit N**)

The California LESA model is a quantitative methodology used to evaluate potential agricultural resource impacts based on the quality of agricultural soils and the surrounding land uses. These factors are scored and combined to generate a total LESA score. The purpose of the report was to provide a quantitative assessment to evaluate the project's potential impacts to agricultural resources. LESA scores range from zero to 100, with scores between zero and 39 indicating no significant impact to agricultural resources, scores of 80 or higher indicating a significant impact, and scores between 40 and 79 considered potentially significant depending on individual sub-scores. According to the LESA report, the project's overall LESA score is 68.5. While scores within the 60–79 range can indicate a significant impact, significance is not triggered when either the Land Evaluation or Site Assessment sub-score is below 20 points. The project's Land Evaluation sub-score is 49.75, reflecting the agricultural capability of underlying soils, while the Site Assessment sub-score is 18.75 due to the limited extent of surrounding agricultural lands. In addition, the LESA report concludes that the site is isolated from other important farmlands and does not function as part of a broader agricultural landscape, meaning the conversion of Prime Farmland to non-agricultural use for the project would not significantly affect agricultural resources.

The Monterey County Agriculture Commissioner's Office reviewed the proposed project and the LESA and concurred with its less-than-significant impact determination. Therefore, based on the site's residential land use designations and the LESA sub-scores indicating a limited agricultural context, the project would not result in a significant impact converting Prime Farmland to non-agricultural use.

Development on Slopes in Excess of 25%

While the 12.5-acre project site is relatively flat. However, there are approximately 1,800 square feet of man-made slopes that are in excess of 25%. The steeper slopes are on the perimeter of the property's cultivated area, and drainage ditches along portions of Val Verde Drive. Implementation of the project will require grading of the entire site and, therefore, will involve approximately 1,800 square feet of development (grading) on slopes in excess of 25%.

Pursuant to the Monterey County General Plan Policy OS-3.5, 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% and/or
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.

In this case, there is no feasible alternative that would allow the proposed 60-lot subdivision and 74-unit housing development project to not impact slopes in excess of 25%. Primarily, the impacts to slopes are occurring as a result of required road improvements to Val Verde Drive,

which are being required to provide adequate ingress/egress to the subdivision, as well as meet the access requirements of the Fire Department.

Additionally, the housing development project cannot be conditioned or modified to its lower density to comply with subjective standards, such as Policy OS-3.5, pursuant to the Housing Accountability Act, and further, it cannot be modified without the County finding, based on a preponderance of the evidence, that the housing development project would have a specific, adverse impact upon the public health or safety and there is no feasible method to mitigate the public health and safety impact without lowering the density or rendering it unaffordable.

Here, staff recommends the Planning Commission find that the project meets the criteria of Policy OS-3.5.

Fire Hazard and Emergency Evacuation

The project site is located within a Moderate Fire Hazard Severity zone but is not located within a state responsibility area. All new structures and utility infrastructure are required to include fire safety requirements, such as fire-residence rating and fire protection systems in accordance with Section 18.14.080 of the Monterey County Code. A Fuel Management Plan for the project was prepared for the project, which was reviewed by the Cypress FPD on November 18, 2024, and did not raise any concerns or indicators of inconsistencies with applicable requirements.

Staff received additional comments from Cypress FPD on April 13, 2026 requesting additional emergency egress points from each respective side of the subdivision, which have been provided and are indicated on the project plans. At the Land Use Advisory Committee (LUAC) hearing on March 16, 2026, public comment was made regarding potential inadequate evacuation plans in the case of an emergency. In response to public comments, a condition has been prepared to require that the Applicant/Owner/HOA prepare an Emergency Action Plan (EAP). The EAP will be provided to each single-family dwelling owner and each tenant of the affordable townhomes. The EAP shall include emergency contact information, before -, during- and after-evacuation procedures, specific duties of tenants, transportation arrangements, and Evacuation Guide & Checklist (prepared by the Monterey County Office of Emergency Services), and a site plan illustrating emergency exit routes and areas of refuge.

CEQA (Mitigated Negative Declaration)

Pursuant to Public Resources Code Section 21083, and California Environmental Quality Act (CEQA), the Lead Agency shall conduct environmental review in the form of an Initial Study to determine if the Project may have a significant effect on the environment, and shall prepare a Negative Declaration if there is no substantial evidence that the Project or any of its aspects may cause a significant effect on the environment. Monterey County, as Lead Agency, through HCD-Planning, prepared an initial study pursuant to CEQA (**Exhibit C**). The Initial Study identified several potentially significant effects, but the applicant has agreed to the proposed mitigation measures that avoid the effects or mitigate the effects to a point where clearly no significant effects would occur. Based upon the analysis of the initial study, HCD-Planning prepared a mitigated negative declaration (**Exhibit C**).

Resource areas that were analyzed in the IS/MND included: aesthetics, agriculture and forest resources, air quality, biological resources, cultural resources, energy, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, noise, population and housing, public services, recreation, transportation/traffic, tribal cultural resources, utilities and service systems, and wildfire. The County identified potentially significant impacts to Biological Resources, Cultural Resources, Noise, Transportation/Traffic, and Tribal Cultural Resources. Mitigation measures have been proposed to reduce the identified impacts to a level of less than significant and are further discussed throughout this Exhibit.

Pursuant to CEQA Guidelines Section 15073(e), public agencies were sent the Draft IS/MND. Five public agencies submitted comments on the Initial Study and Mitigated Negative Declaration: California Department of Conservation (DOC), Monterey Bay Air Resources District (MBARD), California Highway Patrol (CHP), California Department of Transportation (Caltrans), and State Water Resources Control Board (SWRCB) (**Exhibit D**). Minor applications and clarification changes to the Draft IS/MND were made (**Exhibit D2**). Recirculation was not warranted, and no additional mitigation measures are required to address the comments.

Responses to comments are attached as **Exhibit D1**, and are summarized below:

1. DOC letter states that the conversion of agricultural land represents a permanent loss and impact on agricultural resources. This commenter recommended that the IS/MND address mitigation for the loss or conversion of agricultural land and provided general guidance on the information to include in environmental review for projects that involve the conversion or loss of agricultural land. As detailed in Section IV.2 of the IS/MND, *Agricultural Resources*, the Land Evaluation and Site Assessment (LESA) report prepared for the project found that because the site is isolated from other important farmlands and does not function as part of a broader agricultural landscape, the project would not significantly impact agricultural resources. The Monterey County Agricultural Commissioner's office reviewed the LESA and concurred with the less-than-significant impact finding. The site is designated and zoned for Low Density Residential use under the applicable Carmel Valley Master Plan. Because the site's land use designation is residential, County Zoning Ordinance Chapter 21.92, which establishes mitigation requirements for development on agriculturally designated land, does not apply to the project.
2. The MBARD letter describes the context and requirements of MBARD Rules 402, 424, and 439, states that fugitive dust should be mitigated during project construction, recommends that all buildings proposed for demolition test for asbestos in the building materials, recommends the use of Tier 3 and 4 construction equipment, and recommends alternatives to open hearth fireplaces. As described in Section VI.3 of the IS/MND, *Air Quality*, the project would have less than a significant air quality impact. Fugitive dust emissions generated during project construction would be temporary, short-term, and below MBARD significance thresholds. As stated in Section IV.9 of the IS/MND, *Hazards and Hazardous Materials*, demolition and construction would be required to comply with MBARD Rule 424, which enforces the National Emissions Standards for Hazardous Air Pollutants regulation with authority delegated by the United States Environmental Protection Act. As described in Section VI.3 of the IS/MND, *Air Quality*,

all construction equipment would be equipped with United States Environmental Protection Act Tier 4 engines. The project does not propose open hearth fireplaces within any of the residential structures. Project construction would conform to all applicable air quality standards and regulations, including Rules 402, 424, and 439.

3. The CHP letter states that the project would result in increased vehicular travel, which would impact traffic safety on SR-1 and surrounding roadways. CHP raised concerns relative to increased incidents requiring emergency response during project construction; traffic congestion near Rio Road and SR-1; increased congestion during peak commute hours, which could increase crashes and slow emergency response times; and additional enforcement demands. The commenter's concern regarding increased congestion resulting in an increase in crashes and slower first responder response times is acknowledged. The County confirmed with Cypress Fire Protection District that there are emergency access gates on the north end of Val Verde Drive, at the intersection of Val Verde Road and Carmel Valley Road, which would provide a secondary means of ingress and egress to facilitate emergency access during project construction and operation. Cypress FPD is located 0.5 miles west. Implementation of the project will not interfere with the FPD's access to the site or nearby properties. As described in Section VI.9 of the IS/MND, *Hazards and Hazardous Materials*, the project would not impair an adopted emergency response plan or emergency evacuation plan. The project site is located near Carmel Valley Road and SR 1, which are identified as evacuation routes in the General Plan Safety Element. Although the project would result in an increase in population and associated vehicular travel, as discussed in Section VI.15 of the IS/MND, *Public Services*, it would not generate population growth beyond that anticipated in the County's General Plan or require new or expanded police protection facilities. Section VI.17 of the IS/MND, *Transportation and Traffic*, evaluates increased vehicular travel associated with project construction and operation using vehicle miles traveled (VMT), consistent with the requirements of CEQA Guidelines Section 15064.3(b) and guidance from the Governor's Office of Land Use and Climate Innovation. As discussed in Section II of the IS/MND, *Project Characteristics*, the project incorporates traffic demand management (TDM) strategies consistent with County policies to reduce vehicle trip generation. Pursuant to Senate Bill 743, level of service (LOS) and congestion are no longer used to determine the significance of transportation impacts under CEQA. The IS/MND includes an informational discussion of LOS and congestion to demonstrate consistency with the County's Circulation Element. Vehicle safety rules and enforcement requirements would continue to apply to project construction and operation, consistent with existing laws and regulations.
4. Caltrans' letter states that the IS-MND should incorporate a summary of the analytical results in the Traffic Impact Analysis on the intersections on SR-1, specifically Rio Road and Carmel Valley Road, to enable Caltrans to review the potential impacts and issue further comments that may be warranted. CEQA Guidelines Section 15064.3 specifies VMT as the sole appropriate metric to evaluate transportation impacts. As described in Section VI. 17 of the IS/MND, *Transportation and Traffic*, the transportation and traffic analysis was based on a VMT assessment conducted in accordance with CEQA requirements and the Governor's Office of Land Use and Climate Innovation. The traffic analysis's results regarding the intersections on SR-1 are outside the scope of CEQA. However, the IS MND includes a discussion of LOS and congestion, including at SR-1,

for informational purposes. Caltrans commented on and reviewed the various traffic reports throughout the review of this project. Caltrans requested revisions to the draft IS/MND to identify additional transit services nearby and update reference to 2024 CAPCOA Handbook, consult with Monterey-Salinas Transit if transit improvements are proposed, and requests additional information about the specifics of the transit subsidy. As recommended by Caltrans, Section VI. 17 of the draft IS/MND, *Transportation and Traffic*, was revised to also describe Routes 5 and 91 as transit services in the project vicinity, and updated to include reference to 2024 CAPCOA Handbook, rather than the 2010 CAPCOA Handbook. The analysis that relied on the 2010 CAPCOA Handbook remains adequate, and no other changes are needed. No transit improvements are proposed. The additional details regarding transit subsidies, including cost and duration, will be developed through the implementation of Condition No. 31, but is not yet available. However, the subsidies will be at least $5.96 per day (administered on a monthly basis), provided to all affordable housing tenants, and managed through the HOA.

5. The SWRCB letter commented on the project three potential water supply options. However, the proposed project is only reliant on the wheeling agreement water supply option and therefore comments pertaining to other water supply scenarios are no longer applicable. As conditioned, all on-site wells will be destroyed, as requested by SWRCB. SWRCB requested consideration of potential water treatment by Cal-Am Monterey at an existing treatment facility. As described in Section VI. 19 of the IS/MND, *Utilities and Service Systems*, Cal-Am confirmed the capability and capacity to treat the additional 16 acre-feet per year of groundwater for iron and manganese at the Begonia Iron Removal Plant. Fire flow would be provided provided through the existing water main in Val Verde Drive and meet local and state requirements. The commenter states that a stormwater basin is proposed near the Carmel Presbyterian Church well in a 100-year flood hazard area. The commenter requests a discussion of how the well will be protected from contamination and a determination of whether the regulations can be met or if a waiver or alternative to Waterworks Standards for domestic wells (California Code of Regulations, Title 22, Chapter 16) is anticipated. The on-site wells, including the Carmel Presbyterian Church well, were constructed with sanitary seals extending to depths of approximately 50 to 70 feet. The sanitary seals are designed to prevent the downward migration of surface water, thereby protecting groundwater quality and reducing the potential for contamination. The Carmel Presbyterian Church well is located within a floodplain; however, the well head is elevated and can be further elevated if required to meet California Code of Regulations, Title 22, Chapter 16 requirements. As described in Section VI. 10, Hydrology and Water Quality, the project would not violate water quality standards or substantially degrade water quality. The proposed stormwater basin would be constructed and operated in compliance with applicable federal and state regulations that require protection of groundwater quality. Under the federal Clean Water Act and the National Pollutant Discharge Elimination System (NPDES) program, stormwater controls such as the proposed stormwater basin are required to prevent pollutants from causing or contributing to violations of water quality standards by filtering pollutants at the source. Consistent with these federal requirements, the stormwater basin proposed near the Carmel Presbyterian Church well would remove pollutants from stormwater through a combination of physical, biological, and chemical treatment processes including

absorption, filtration, plant uptake, microbial activity, decomposition, sedimentation and volatilization as stored water gradually exfiltrates over a period of days. Furthermore, all on-site wells will be destroyed.

This page intentionally left blank

Exhibit B

This page intentionally left blank.

DRAFT RESOLUTION

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

In the matter of the application of:
CARMEL RIO ROAD LLC (PLN240105-DEP)
RESOLUTION NO. 26--
Resolution by the County of Monterey Planning Commission:

1) Adopting a Mitigated Negative Declaration pursuant to Section 15074 of the CEQA Guidelines;
2) Approving a Combined Development Permit consisting of:
    a. Vesting Tentative Map to subdivide four parcels containing 12.5 acres into 60 residential lots and five open space & street parcels;
    b. An Administrative Permit to allow the construction of 59 single family dwellings ranging between 2,790 and 3,930 square feet, and 15 1,026 square foot townhomes, and the removal of one Redwood tree;
    c. A Design Approval to allow the use of Pattern & Design Book consisting of four conceptual single-family residential floor plans, offered in three architectural styles (Spanish Colonial, Transitional, and Traditional), and one townhouse floor plan with a Traditional architectural style;
    d. A Use Permit to allow development within the Carmel Valley Floodplain; and
    e. A Use Permit to allow development on slopes in excess of 25% of approximately 1,800 square feet; and
3) Adopting a Mitigation Monitoring and Reporting Plan.

[PLN240105-DEP, Carmel Rio Road LLC, 26500 & 26550 Val Verde Drive, Carmel, Carmel Valley Master Plan (APNs: 015-021-004-000, 015-021-015-000, 015-021-020-000, 015-021-021-000 and 015-021-049-000)]

The CARMEL RIO ROAD LLC application (PLN240105-DEP) came on for a public hearing before the County of Monterey Planning Commission on April 29, 2026. Having considered all the written and documentary evidence, the administrative record, the staff report, oral testimony, and other evidence presented, the Planning Commission finds and decides as follows:

FINDINGS

1. **FINDING:** **CONSISTENCY** – The Project and use, as conditioned and mitigated, is consistent with the policies of the Monterey County 2010 General Plan, Carmel Valley Master Plan, Monterey County Zoning Ordinance (Title 21), Monterey County Subdivision Ordinance (Title 19), and other County health, safety, and welfare ordinances related to land use development.

EVIDENCE:

a) During the course of review of this application, the Project has been reviewed for consistency with the text, policies, and regulations in:
   - the 2010 Monterey County General Plan;
   - Carmel Valley Master Plan;
   - Monterey County Zoning Ordinance (Title 21); and
   - Monterey County Subdivision Ordinance (Title 19).

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) Project Description. The Carmel Rio Road (Carmel 1 INV) LLC project (project) site encompasses approximately 12.5 acres (not including parcel 015-021-049 for a portion of Val Verde Drive) located at 26500 Val Verde Drive, within unincorporated Monterey County, California (Assessor's Parcel Numbers [APN] 015-021-004-000, 015-021-015-000, 015-021-020-000, 015-021-021-000, 015- 021-049-000). The project site is located approximately 0.7 miles southeast of the City of Carmel by-the-Sea boundary and is outside of the City's formal sphere of influence. The project site is approximately 0.3 miles east of California State Route 1 (SR-1), and approximately 0.2 miles south of Carmel Valley Road. The project proposes the subdivision of a 12.5-acre site, currently comprised of four parcels, into 60 lots, which would be developed with 74 new residential units. The subdivision would also create five parcels containing 3.85 acres, which would contain the proposed private streets/roads and open space areas. The proposed subdivision is subject to the approval of a Vesting Tentative Map. Fifty-nine of the lots (Lots 1 – 59) will be developed with for-sale single-family residences. These lots range in size from 5,000 to 8,772 square feet and have designated building envelopes. The remaining 0.82-acre lot (Lot 60) will be developed with three individual townhomes, each with 6 two-bedroom units and 9 three-bedroom units (15 total, for-sale deed-restricted low-income housing units). All residential development and site improvements below are subject to the granting of an Administrative Permit. All residential units will be equipped with solar panels. Four different floor plans are proposed for the single-family residences, which will be two stories and range between approximately 2,790 and 3,930 square feet in size. Each townhome unit will be approximately 1,026 square feet in size. This Combined Development Permit and Design Approval includes approval of a Pattern & Design Book, which approves conceptual floor plans,

colors, materials, and architectural styles for the single-family dwelling and townhomes. As to be enforced through private conditions, covenants, and restrictions and the HOA (Condition Nos. 30 and 45), the single family dwellings will consist of three architectural styles (Spanish Colonial, Transitional, and Traditional), while the townhouses will be developed with a Traditional architectural style. Access is provided by the existing Val Verde Drive, which will be improved as part of the project. The project also includes the construction of an internal circulation network of two private streets, sidewalks, crosswalks, medians, and on-site street parking. To reduce vehicle trip generation consistent with County policies, the project, as proposed and designed, incorporates seven Traffic Demand Management (TDM) strategies including transit subsidies, travel-behavior outreach, carpool and vanpool loading areas, bicycle facilities, pedestrian improvements, and electric vehicle parking facilities The project includes both private open space (i.e., approx. 400-460 square feet of rear yard areas for single family residences, and flexible green space for the townhomes), and approximately 73,356 square feet of community open space and parks. Approximately 73,356 square feet would be designated as open space, which would consist of stormwater basins (Parcel C and a portion of Parcel E), a community garden (Parcel C), recreational amenities on the remainder of Parcel E (picnic tables, trash enclosures, bike racks, interior fencing, bocce ball courts, and a playground), and additional bike racks on Parcel B. A six-foot wooden fence will be constructed on the perimeter of the entire property. Less than six-foot fencing will be constructed along the open space areas and other internal areas. Oak trees will be planted along the interior access roads. The project also involves development within the Carmel Valley Floodplain and development on slopes in excess of 25%, which requires the granting of a Use Permit in each case. To implement the project, the property's existing residence and detached garage in the southern portion of the site will be demolished. Grading of the project site will require approximately 18,000 cubic yards of cut and 18,000 cubic yards of fill. After construction, soils will be stabilized by buildings, pavement, landscaping, and vegetation. Of the 35 trees proposed for removal, only one Coast redwood tree (32-inch trench diameter) was determined to be protected under Monterey County Code, and thus only requires the granting of an Administrative Permit (Tree Removal Permit). Therefore, the project involves allowed land uses.

c) Builders Remedy & Process. State law (Government Code § 65588) requires jurisdictions to update their housing elements on an eight-year cycle; failure to adopt a compliant housing element by statutory deadlines triggers the Builder's Remedy. The Builder's Remedy refers to a provision of state law that allows developers to propose, and may require cities and counties to approve, housing development projects (including mixed-use projects) that meet certain affordability criteria but do not comply with the local General Plan or zoning, under specific circumstances. The Housing

Accountability Act, Government Code §65589.5, limits the bases upon which a city or county can deny a housing development project that includes a certain percentage of affordable units. In 2019, the Legislature enacted Senate Bill (SB) 330, the Housing Crisis Act. SB330 added provision (d) to Government Code section 65589.5, preventing a city or county that has not adopted a revised General Plan housing element that is in "substantial compliance" with state law from disapproving Builder's Remedy projects based on inconsistencies with the local General Plan or zoning, unless the housing development project would have a specific, adverse impact upon the public health or safety, and there is no feasible method to satisfactorily mitigate or avoid the specific adverse impact without rendering the development unaffordable to low- and moderate-income households (Government Code § 65589.5(d)). Under this provision, "Inconsistency with the zoning ordinance or general plan land use designation shall not constitute a specific, adverse impact upon the public health or safety".

The applicant submitted a Preliminary SB330 Application on June 12, 2024. In June 2024, the County's Housing Element was out of substantial compliance with State Housing Element Law. Therefore, Builder's Remedy under Government Code § 65589.5(d)(5) applied at the time of pre-application, and continues to apply as of the date of this Resolution. This preliminary application was deemed complete on June 12, 2024, which vests the applicable objective standards, fees, and regulations as of that date, provided the formal housing development project was submitted within 180 days. On November 11, 2024, the housing development project and related materials were submitted. The project was later deemed complete pursuant to the Permit Streamlining Act on June 30, 2025. As described above, SB 330 prohibits local jurisdictions from imposing new regulations, reducing residential densities after the preliminary application is deemed complete, or denying project based on inconsistencies with the General Plan and local objective regulations. The project site is zoned as Low Density Residential, which allows a density of up to one unit per acre (Title 21 section 21.14.060). The project involves developing 12.5 acres with 74 total residential units for a total density of 5.92 dwelling units per acre. Therefore, although the project would develop the site with a residential density of 5.92 units per acre, exceeding the 1 unit per acre limit specified in Section 21.14.060 of the County's Zoning Ordinance, the project cannot be denied or conditioned based on density inconsistency, and cannot be required to rezone to a zoning district with a compatible density. Further, as a result of providing 20% of the units for lower income households, the Applicant/Owner has requested one concession and two waivers to modify the specific site development standards that have the effect of physically precluding the development or rendering the project economically infeasible (Government Code § 65915(e)(1) &

Government Code § 65915(d)(1)), pursuant to State Density Bonus Law. See Finding No. 7 and supporting evidence.

d) Lot Legality. Four lots make up the project site. Lot 1 (5.28 acres; APN: 015-021-015-000) was created in 1950 through a Grant Deed to Howard McAulay and is described a portion of Lot 14 as shown in that map entitled, "Partition Map of Hatton Property in Rancho Canada de la Segunda" recorded March 17, 1927, Volume 109 Official Records Parce 1. Lot 1 has since been transferred and is described in the same 1950 configuration, and therefore, the County recognizes Lot 1 as a legal lot of record. Lot 2 (APNs: 015-021-020-000 and 015-021-021-000) was created through a Grant Deed executed by Richard E. Bixler and Rose M. Bixler, his wife to John D. Harms and Mildred R. Harms, his wife recorded May 8, 1959, in Reel 1955 of Official Records, Page 493 under Recorder's Series Number 15312. Lot 2 has since been transferred, and its current grant deed describes it as being in the same, 1959 configuration, and therefore, the County recognizes Lot 2 as a legal lot of record. Lot 3 (5.35 acres; APN: 015-021-004-000) was created in 1959 through a Grant Deed and is described a portion of Lot 14 as shown in that map entitled, "Partition Map of Hatton Property in Rancho Canada de la Segunda" recorded March 17, 1927, Volume 109 Official Records Parce 1. Lot 3 has since been transferred and is described in the same 1950 configuration, and therefore, the County recognizes Lot 3 as a legal lot of record. Pursuant to Superior Court of the State of California Case No. 18CV001756 (Judgement Quieting Title to Real Property Known as APN:015-021-049-000), the County of Monterey recognizes Lot 4 (APN: 015- 021-049-000) as a legal lot of record. After the implementation project, Lots 1, 2, and 3 will be merged and then subdivided into 60 residential lots and 5 open space/street parcels, and Lot 4 will remain a separate legal lot of record.

e) Site Development Standards. With the granting of three waivers, the proposed development (single-family dwellings and townhomes) meets all required development standards in the LDR zoning district. Pursuant to Title 21 section 21.14.060, the minimum building site is 1-acre, the maximum density is 1 unit per acre, and the maximum site coverage per lot is 35%. The project will exceed these development standards. However, as detailed in Finding No. 7, Evidence "c", the Planning Commission has granted waivers to allow the project to exceed the minimum building site, density maximum, and building site coverage. Pursuant to Title 21 section 21.14.060, main structures are limited to 30 feet in height and shall have setbacks of 30 feet (front), 10% of the lot's width to a maximum of 20 feet (side), and 20 feet (rear), unless within an approved building envelope. As shown on the attached plans, the proposed townhomes and single-family dwellings will have maximum heights of 30 feet and will be located within the proposed VTM's building envelopes. As proposed, typical setbacks will be 6 feet for the front (except for 20 feet on Lots 1, 39, 51, and 59), 5 feet for the side (except 10 feet on Lots 29, 29, and 59), and 10 feet for the rear. The project will provide 307 parking stalls

(garages, driveways, and on-street guest parking), which exceeds the required number of parking stalls per Chapter 21.58.

f) Design and 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. Carmel Valley Master Plan Policy CV-1.1 requires that development follow a rural architectural theme to preserve the rural character of Carmel Valley. Policy CV-1.20 of the Carmel Valley Master Plan requires that materials and colors be consistent with the rural character of the valley and be compatible and appropriate for the immediate surrounding area. Consistent with these policies, the project would incorporate three architectural styles (Spanish Colonial, Transitional, and Traditional), with colors and materials consisting of earth-tone colors and materials that are complementary to the area. At the proposed density and by incorporating these design details, the proposed project would be compatible with the rural character of Carmel Valley and would not introduce structures that would significantly degrade the public viewshed. Compliance with General Plan Policy LU-1.13 will ensure that all exterior lighting (street lighting and residential development) is downlight and all roof-mounted solar panels have a non-reflective coating or other appropriate design to reduce glare. Additionally, the proposed project's open space and landscaping, as well as the size of the residential parcels and massing of the residential units, ensure that the project would be visually compatible with the surrounding development, including the commercial shopping center to the west and the residential subdivision south of Rio Road.

The proposed development will not block views of the viewshed, the river, or the distant hills as seen from key public viewing areas such as Garland Ranch Regional Park, along Carmel Valley Road, and along Laureles Grade Road (CVMP Policy CV-3.3). No hillsides will be modified (CVMP Policy CV-3.4). The project site is not visible from the northern extent of Palo Corona Regional Park due to intervening vegetation; however, construction of the proposed development would be visible along a 0.2-mile stretch of an internal hiking trail due to minimal changes in elevation and the height of the structures. From this vantage point, two-story commercial developments along Carmel Rancho Boulevard and low-density residential development are distantly visible and heavily screened by intervening vegetation. From this vantage point, the introduction of two-story residential development and associated site improvements would not substantially degrade the semi-rural, vegetated viewshed, as the development would be complementary and consistent in height, bulk, and mass with surrounding development. Additionally, the project site is visible from the park's first ridge/mountain, known as Inspiration Point (0.8 miles south). From Inspiration Point, which is recognized by

the Monterey County Regional Park District as a vista for the express purpose of hiking, viewing, and sightseeing, the project site is entirely visible, and thus the proposed development would also be distantly visible from Inspiration Point. Due to the elevation change of approximately 600 feet, only limited portions of the proposed southern facades and the roofs would be visible. Further, at 0.8 miles south of the project site, the proposed development's scale would appear much smaller due to distance and elevation change. The project's roof-mounted solar panels are presumed to face south. Due to distance, and interviewing vegetation and development, the proposed development will heavily screened from Carmel Valley Road. The proposed development would be visible from the intersection of SR-1 and Carmel Valley Road, but all views of the development would be distant and subordinate the surround commercial and developed character of this intersection. Due to distance, the proposed development would not be visible from Laureles Grade Road, or Garland Ranch Regional Park, and would not block views of the Carmel Valley River or distant hills. No other scenic resources identified within the General Plan or Carmel Valley Master Plan are within proximity to the project site that the proposed residential development would interfere with the viewshed. Given the distance and intervening topography and vegetation between the project site and the area's scenic resources, and the scale and design of the proposed development, the project will have a less than significant impact on scenic vistas.

g) Cultural Resources. According to Monterey County Geographical Information System (GIS), the property is located in an area of high archaeological sensitivity but not within 750 feet of a known archaeological resource. An archaeological report (LIB250131) was prepared and concluded that there is no surface evidence of potentially significant archaeological resources. Although the project area lies in close proximity to the Carmel River, no shell, stone, or other commonly occurring cultural artifacts were identified within the project footprint. The report did not recommend additional archaeological testing. While no historic or archaeological resources have been identified within the project site, the site is located within an area of regional archaeological sensitivity and five recorded cultural resources. Although the potential to encounter historic or archaeological resources is low based on site-specific study, construction of the project would require ground disturbance, such as grading and excavation in an area of regional sensitivity. Mitigation Measure CR-1 would be implemented to avoid significant impacts to unrecorded buried archaeological resources during construction, reducing the impact to a less than significant level. Should any identified resources be determined eligible for the CRHR, those resources would be avoided or appropriate measures, such as data recovery, would be identified on a case-by-case basis. Thus, as proposed, designed, conditioned, and mitigated, the proposed project minimizes and avoids potential impacts to archaeological resources. The County's standard project condition (Condition No. 3) would also be applied,

which requires the contractor to stop work if previously unidentified resources are discovered during construction. Finally, Mitigation Measure TR-1 requires on-site tribal monitoring during initial ground disturbing activities. Thus, as proposed, designed, and conditioned, the proposed project minimizes and avoids potential impacts to archaeological and tribal cultural resources.

h) Historical Resources. The project would involve demolition of the two existing structures on the project site, a California Ranch-style single-family residence built in 1958, and a detached garage built in 1962. Both structures were evaluated in 2010 and 2016 as part of a Phase I Historical Review of the project site conducted by Historian Kent Seavey, which determined that, based on the lack of architectural distinction, historical significance, and integrity, the two structures are not eligible for listing in the CRHR and the NRHP

i) Traffic. According to the Traffic Impact Assessment, existing daily traffic along Rio Road east of Carmel Rancho Boulevard is approximately 1,160 trips, with 45 morning and 116 evening peak hour trips. The project would add approximately 685 daily trips, including 48 morning and 66 evening peak-hour trips, all entering and exiting via Rio Road. Implementation of TDM strategies and Mitigation Measure T-1, described in subsequent evidence "j", are consistent with County policies developed to reduce vehicle trip generation and improve levels of service, and would result in less than a significant impact on local roadways.

j) Off-site Improvements. With implementation of the project, more than 0.01 in volume to capacity (V/C) ratio would be added to the intersection of Carmel Valley Road and Carmel Rancho Boulevard, which already operates at an unacceptable level of service under existing conditions and would continue to operate at an unacceptable level of service under existing plus project conditions. This change in V/C ratio would conflict with 2010 General Plan LOS standards for signalized intersections. Therefore, Mitigation Measure T-1 requires that the project convert the existing northbound left-through to a northbound through-right at Carmel Valley Road/Carmel Rancho Boulevard to improve the level of service to an acceptable level and result in a less than significant impact. Additionally, the project is conditioned to pay into the Carmel Valley Traffic Impact Program, which would support additional improvements within the Carmel Valley Master Plan. Adherence to Mitigation Measure T-1 and standard conditions of approval requiring payment of fair share traffic fees would ensure impacts are less than significant relative to roadway congestion and conflicts with local transportation policies or programs.

k) Land Use Advisory Committee. The proposed project was referred to the Carmel Valley Land Use Advisory Committee in accordance with Board of Supervisors' adopted guidelines. On March 16, 2026, the Carmel Valley LUAC voted 5-0 to not support the project, citing concerns with development within the floodplain and the introduction of occupants within the Carmel Valley floodplain. During the meeting, a member of the LUAC commented on the

project's impact on local roadways. Members of the public raised concerns about evacuation adequacy during emergencies, development within a floodplain, removal of trees occupied by nesting birds, and the need to reintroduce native plant and tree species. The Cypress Fire Protection District has reviewed the project and confirms there are adequate means of ingress and egress during emergencies. No residential structures will be introduced into the Carmel River floodplain or subject to inundation from DA-27 flooding. The proposed stormwater detention ponds will provide additional floodplain capacity. Condition No. 24 requires that drainage improvement be installed to ensure that implementation of the project will not worsen off-site flooding issues associated with DA-27. Thirty-four non-native trees will be removed, and one native tree will be removed. Condition No. 23 has been applied to require a bird and raptor nesting survey. Project implementation includes replanting of native landscaping (CVMP Policy CV-3.10). While the project will add daily trips to local roadways, implementation of Mitigation Measure TI-1 will resolve existing level of service issues at the intersection of SR-1 and Carmel Rancho Blvd.

l) Development on Slopes in Excess of 25%. There are approximately 1,800 square feet of slopes in excess of 25% on the subject property. The project involves clearing and grading the entire 12.5-acre property to construct 74 residential units. The criteria required to grant a Use Permit to allow development on slopes in excess of 25% have been met. See Finding No. 10 and supporting evidence.

m) Development within the Carmel Valley Floodplain. Approximately 1.2 acres of the subject 12.5-acre property are located within the Carmel Valley Floodplain. Although no residential units or structural development would be located within the floodplain, the project includes grading, construction of stormwater detention ponds, and recreational amenities within the floodplain. A Use Permit is required to allow development in the Carmel Valley Floodplain, and the criteria have been met in this case. See Finding No. 9 and supporting evidence.

n) Tree Removal. Of the 35 trees proposed for removal, only one tree is native and thus requires the granting of a Tree Removal Permit. Tree removal is the minimum necessary to implement the proposed project. Project implementation will include replanting of vegetation and trees along the proposed private roads and with the open space areas.

o) Prime Farmland. Although the project would involve converting Prime Farmland to a non-agricultural use, the project's residential use aligns with its existing zoning and land use designation under the County's General Plan. The residential designation was applied prior to adoption of the current General Plan. Since the site is not zoned or designated for agriculture, the project does not conflict with Agriculture Element Policy AG-1.1. Similarly, while the project would subdivide land identified as Prime Farmland, the site is designated by the County as Low Density Residential rather than Farmland. Therefore, the project does not conflict with Agriculture

Element Policy AG-1.3, which restricts subdivision of agricultural land except under specific circumstances such as inclusion in a Community Plan, an Infrastructure and Financing Study for a Rural Center, or for farmworker or employee/family housing. Because the project site contains 11.2 acres of land designated as Prime Farmland, a LESA report was prepared to quantitatively evaluate the project's potential impacts on agricultural resources. Chapter 21.92 only applies to land designated or zoned for agriculture. The project site is designated in the Carmel Valley Master Plan (CVMP) as Low Density Residential and is zoned as Low Density Residential within a Design Control District, both of which are designated for residential uses. Therefore, Chapter 21.92 does not apply to the proposed project and does not trigger mitigation requirements. A Land Evaluation and Site Assessment (LESA) report was prepared on January 14, 2026. According to the LESA report, the project's overall LESA score is 68.5. While scores within the 60–79 range can indicate a significant impact, significance is not triggered when either the Land Evaluation or Site Assessment sub-score is below 20 points. The project's Land Evaluation sub-score is 49.75, reflecting the agricultural capability of underlying soils, while the Site Assessment sub-score is 18.75 due to the limited extent of surrounding agricultural lands. In addition, the LESA report concludes that the site is isolated from other important farmlands and does not function as part of a broader agricultural landscape, meaning the conversion of Prime Farmland to non-agricultural use for the project would not significantly affect agricultural resources. The Monterey County Agriculture Commissioner's Office reviewed the proposed project and the LESA and concurred with its less-than-significant impact determination.

p) Use of Private Road. Pursuant to four Superior Court Default Judgements (Clerk Recorder's Document Nos. 2013044431-2013044434), the subject properties (Lots 1-3) have rights to use Val Verde Road Easement ("used for all road purposes for the benefit of the Carmel Rio Property including…for ingress and egress to any other residential or commercial development on the Carmel Rio Property"). Condition Nos. 21 and 30 have been applied and require the HOA to maintain all that portion of Val Verde Road that traverses from Rio Road to the property's northern property line.

q) Drainage. See Finding No. 2, Evidence "d" and "e".

r) The project planner conducted a site inspection on March 16, 2026 to verify that the Project on the subject parcel conforms to the plans listed above.

s) The application, Project plans, and related support materials submitted by the Project applicant to Monterey County HCD-Planning for the proposed development found in Project File PLN240105-DEP.

2. **FINDING:** **SITE SUITABILITY –** The site is physically suitable for the use proposed.

EVIDENCE: a) The Project has been reviewed for site suitability by the following departments and agencies: HCD-Planning, Cypress Fire Protection District, HCD-Engineering Services, HCD-Environmental Services, Environmental Health Bureau, and Water Resources Agency. There has been no indication from these departments/agencies that the site is not suitable for the development. Conditions recommended have been incorporated.

b) Staff identified potential impacts to Traffic and Vehicles Mile Traveled, Noise, Soils, Hazards, Cultural resources, Biological resources, Hydrogeological resources, Air Quality, Greenhouse Gas Emissions, Energy, and Drainage. The following reports have been prepared:

- "Due Diligence Biological Site Assessment" (County of Monterey Library No. LIB240302) prepared by Monk and Associates, Walnut Creek, California, June 13, 2024.
- "Pump Testing for Travers Well" (County of Monterey Library No. LIB240303) prepared by Bierman Hydrogeologic, Aptos, California, June 12, 2016.
- "Water Demand and Supply Analysis" (County of Monterey Library No. LIB240312) prepared by Bierman Hydrogeologic, Aptos, California, November 2, 2024.
- "AWSSA Memo" (County of Monterey Library No. LIB240313) prepared by Pamela Nieting, San Francisco, California, November 11, 2024.
- "Geotechnical Investigation" (County of Monterey Library No. LIB240314) prepared by Quantum Geotechnical, Inc., San Jose, California, November 15, 2024.
- "Phase II Environmental Site Assessment" (County of Monterey Library No. LIB240315) prepared by Stantec Consulting Services, Inc., San Bernadino, California, May 7, 2024.
- "Cultural Resource Study" (County of Monterey Library No. LIB250130) prepared by Historic Resource Associates, Pebble Beach, California, February 2025.
- "Cultural Resource Evaluation" (County of Monterey Library No. LIB250131) prepared by Archaeological Resource Management, San Jose, California, February 2025.
- "Tree Inventory, Assessment, and Protection Report" (County of Monterey Library No. LIB250132) prepared by Monarch Consulting Arborists, Felton, California, April 15, 2025.
- "Noise and Vibration Assessment" (County of Monterey Library No. LIB250133) prepared by Michael S. Thill, Cotati, California, April 2025.
- "Geological Hazards and Geotechnical Assessment" (County of Monterey Library No. LIB250156) prepared by Quantum Geotechnical, Inc., San Jose, California, April 2025.

- "Val Verde Biological Assessment" (County of Monterey Library No. LIB250157) prepared by RANA Consultants, Carmel, California, May 9, 2024.
- "Hydrogeologic Report" (County of Monterey Library No. LIB260081) prepared by Todd Groundwater, Alameda, California, January 2026.
- "Val Verde Drive Project LESA Model Memorandum" (County of Monterey Library No. LIB260093) prepared by Tyler Rogers, Oakland, California, January 14, 2026.
- "26500 Val Verde Drive – VMT Memorandum" (County of Monterey Library No. LIB260098) prepared by Kittleson & Associates, Inc. San Diego, California, January 19, 2026.
- "Traffic Impact Assessment" (County of Monterey Library No. LIB260097) prepared by Kittleson & Associates, Inc. San Diego, California, December 11, 2025.

The above-mentioned technical reports by outside consultants indicated that there are no physical or environmental constraints that would indicate that the site is not suitable for the use proposed, as designed and mitigated. County staff has independently reviewed these reports and concurs with their conclusions.

c) Biological Resources. Rana Creek Habitat Restoration (RANA) completed a Biological Assessment of the project site in May 2024. The assessment included a review of literature and regional resource agency databases including the California Department of Fish and Wildlife (CDFW) California Natural Diversity Database (CBDDB), United States Fish and Wildlife Service (USFWS) Critical Habitat Mapper, USFWS wetland data, Natural Resource Conservation Service Soil Survey, California Native Plant Society's Inventory of Rare and Endangered Plants, and USFWS Information for Planning and Consultation; and a field reconnaissance survey conducted by RANA biologists on May 9, 2024 (County of Monterey Library No. LIB240302). Monk & Associates (M&A) prepared a Due Diligence Biological Site Assessment Report for the project site in May 2024 (revised December 2025). This assessment included a review of literature and regional resource agency databases including the CDFW CNDDB, California Native Plant Society's Inventory of Rare and Endangered Plants, and a field reconnaissance survey conducted by M&A biologists on May 29, 2024 (County of Monterey Library No. LIB250157). No special status plant species were observed during the field surveys. Based on the absence of suitable habitat and previous site disturbance, the field surveys determined that special-status plant species do not have the potential to occur on the project site. Three special status animal species were identified as having the potential to occur within the project site based on the presence of suitable habitat or foraging. The planted mixed woodland provides suitable habitat for Monterey dusky-footed woodrat, California red-legged frog, overwintering monarch butterfly, and potential nesting and foraging habitat for non-game migratory birds and native birds protected by California Fish and Game Code Section 3503 and the Migratory Bird Treaty Act.

Mitigation Measures BIO-1, BIO-2, BIO-3, and BIO-4 have been incorporated as conditions of approval to reduce impacts to less than significant (see Finding 5, evidence "g").

d) Stormwater Control. In accordance with Policies S-3.1, S-2.5 and S-2.6 of the 2010 General Plan, post-development, off-site peak flow drainage from the area being developed shall not be greater than pre-development peak flow drainage. Approximately 55 percent of the project site would be covered by new impervious surfaces and approximately 45 percent of the project site would be covered by vegetated landscaping. The project site can be divided into two principal drainage areas: the area west of Val Verde Drive and the area east of Val Verde Drive. To reduce stormwater flows from the project site, two large bioretention basins would be constructed, one for each principal drainage area. Both bioretention basins would have the capacity to accommodate a 95th percentile rainfall event, as required by County Code. Specifically, the bioretention basin serving the area west of Val Verde Drive would occupy approximately 8,240 square feet of the southwestern corner of the project site and would have a retention volume capacity of approximately 8,240 cubic feet. This retention capacity meets the County's requirement. The bioretention basin serving the area east of Val Verde Drive would occupy approximately 4,993 square feet of the southern portion of the project site and would have a retention volume capacity of 5,492 cubic feet. This retention capacity exceeds the County's requirement. The bioretention basins would feature a combination of ponding, permeable planting soils, infiltration materials, and sub-drain systems. The basins will be designed to filter pollutants from stormwater runoff from impervious surfaces.

e) Surface Water & Flood Control. Flooding issues resulting from DA-27 are known to exist in this area. Flow paths within DA-27 are well-defined in the steep canyons north of Carmel Valley Road, but essentially disappear on the south side of the road, where a small ditch carries flow for a short distance before ending at a point approximately 700 feet north of the project site. The overland flow modeling presented in the County's County Service Area 50 Final Lower Carmel River Stormwater Management and Flood Control Report (CSA-50 Report) shows that much of the runoff originating in DA-27 would flow south and west to cross Val Verde Drive at the Project site, towards the Barnyard, Rio Road, and Carmel Rancho Boulevard. The modeling shows that as much as 46 acre-feet could enter CSA-50 from DA-27, and much of this would be overland flow through the site and adjacent sites. Ponding, or flooding, depths of a 100-year event were modeled to be between 0.5 feet and 6 feet throughout various areas of CSA 50's boundary.

As modeled, the eastern portion of Val Verde Drive within the project site would be inundated by up to 1 foot in 100-year storm events. The western half of the property would be primarily inundated by up to 0.5 feet, but as high as 1 foot on the western property line. Limited portions of the eastern half of the project site

are anticipated to be affected by 100-year storm events (up to 0.5 feet). In accordance with Title 16 section 16.16.050.C, the proposed finished floor of the residential lots anticipated to be inundated by overland flows (up to 1 foot) would be elevated over one foot above the modeled ponding depths. This is accomplished by leveling the project site and slightly elevating the western half of the site by 1-3 feet. Finished floors of the proposed residential development will add another 10-12 inches of freeboard. Although not subject to major flooding, the eastern half of the project site will be raised 0.1 to 2.5 feet. Therefore, as designed, the proposed residential development will not be subject to surface water flooding of DA-27 and is consistent with Title 16 section 16.16.050.C. Although the site, as proposed, would be safe from modeled inundation by raising it above projected ponding depths, nearby properties may be affected by increased velocities or depths. By raising the site, the overland flows that would otherwise occupy the site would be displaced elsewhere, thereby increasing the flooding or ponding depths of nearby properties, specifically those to the north.

Title 16 requires that the project ensure that the proposed development "will not significantly…affect any other properties by increasing stream… depths, or diverting the flow." To comply with this requirement, Condition No. 24 has been applied. This condition requires that the project ensure that DA-27 run on received on-site is routed through the subject property or otherwise controlled in a manner that ensures 1) on-site habitable structures are safe from overland floods, and 2) off-site properties are not adversely impacted or subject to increased overland flooding depths during 20-year and 100-year storm events, as demonstrated by a hydrology and hydraulic analysis, capacity assessments, and/or other appropriate documentation, prepared by a licensed civil engineer. To accomplish this, on-site drainage improvements shall collect runoff along the northern property lines and convey the runoff south within the proposed street rights-of-way or within controlled drainage improvements throughout the property. The drainage improvements shall be sized to accommodate the projected volumes of overland water, while still ensuring that all properties have safe access to nearby roads. Improvements shall be constructed concurrently with subdivision improvements (grading, utilities, roads, etc.). If other drainage improvement alternatives are determined by the Director of PWF&P to be equally or more effective, and better address DA-27's overland flow issues and the goals, policies, and text of the 2010 General Plan and Monterey County Code, then this condition requires that the Applicant/Owner install or implement those measures concurrently with subdivision improvements.

Therefore, as proposed and conditioned, the project will meet current regulations and requirements, including the Monterey County flood hazard requirements pursuant to MCC Section

16.16.050. Further, in accordance with Policies S-3.1, S-2.5 and S-2.6 of the 2010 General Plan, the proposed project, as designed, implements measures to reduce impacts from surface water and storm drainage that may result in localized flooding.

f) VMT. The project would not conflict with Section 21.64.250 of the County's Zoning Ordinance, which requires residential developments of 25 or more units to incorporate feasible trip-reduction measures that reduce dependence on automobiles. Val Verde Drive would be widened to accommodate two 10-foot travel lanes, two-foot shoulders, and a five-foot decomposed granite pedestrian path. These improvements are consistent with roadway strategies in Section 21.64.250 of the County's Zoning Ordinance, which encourage maintaining safe and efficient local access and supporting multimodal connectivity within neighborhood-scale roadway networks. These improvements to Val Verde would provide adequate access, internal circulation, and encourage alternative modes of travel to reduce vehicle trips. The TDM strategies introduced include transit subsidies, travel-behavior outreach, carpool and vanpool loading areas, bicycle facilities, pedestrian improvements, and electric vehicle parking. The TDM strategies would be consistent with County policies developed to reduce vehicle trip generation. With 74 residential units, the project would generate approximately 685 daily trips, with 48 occurring during the AM peak hour and 66 occurring during the PM peak hour.

g) Geological Resources. The project site is not located within the boundaries of an Earthquake Fault Zone for fault rupture hazard as defined by the Alquist-Priolo Earthquake Fault Zoning Act and no faults are known to pass through the site. The active fault nearest to the project site is the Monterey Bay-Tularcitos, approximately 1.4 miles northwest of the project site. The effects of earthquake-related ground shaking could include damage to structures, as well as damage to streets and utilities. However, the project would be required to comply with applicable building codes, including the Monterey County Code Chapter 16.08, Grading, which prohibits the issuance of grading permits for projects that would be hazardous by reason of flood, geological hazard, seismic hazard, or unstable soil. The Monterey County Building Code, Chapter 18.02, adopts the California Building Code (CBC), which assigns Seismic Design Categories for new construction projects, with earthquake safety regulations commensurate with the earthquake risks associated with a project's use and location. CBC requirements would ensure that the proposed structures would be able to: (1) resist minor earthquakes without damage; (2) resist moderate earthquakes without structural damage, but with some non-structural damage; and (3) resist major earthquakes without collapse, but with some structural as well as nonstructural damage. Further, all recommendations of the Geotechnical and Geological Reports are required to be implemented into the final construction plans pursuant to Monterey County Code section 16.080.110. By adhering to these existing regulations and requirements, the direct

or indirect impacts from the project as they relate to strong seismic ground shaking would be less than significant.

h) Liquefaction. According to the Geotechnical Investigation, the project site is also in a state-designated moderate- to high-potential liquefaction hazard zone. The factors known to influence liquefaction potential include grain size, relative density, groundwater conditions, effective confining pressures, and intensity and duration of ground shaking. Loose, saturated, near-surface, cohesionless soils exhibit the highest liquefaction potential, while dense, cohesionless soils and cohesive soils exhibit low to negligible liquefaction potential. The Geotechnical Investigation determined that liquefiable layers are present at the project site, although they are located relatively deep. In the event an earthquake caused liquefaction at the site, the ground would settle by six to nine inches, resulting in an estimated 4.5 inches of differences in site elevation over 100 feet. Therefore, the project site has moderate liquefaction potential. However, all recommendations of the Geotechnical Report shall be implemented into the final construction plans pursuant to Monterey County Code section 16.080.110. Accordingly, the differential settlement of 4.5 inches in 100 feet would be incorporated into the design of gravity utilities and foundations for residences. With the differential settlement incorporated into project designs, the direct or indirect impacts from the project as they relate to liquefaction would be less than significant.

i) Hazardous Materials. A Phase I Environmental Site Assessment report was prepared by Stantec in December 2023 and identified historical agricultural use on the project site that may have used herbicides containing organochlorine pesticides (OCPs) and/or heavy metals. Based on this finding, Stantec conducted a Phase II Environmental Site Assessment in April 2024 to evaluate the subsurface condition at the project site based on the site's historical agricultural use. The Phase II Environmental Site Assessment involved collecting soil samples from 30 shallow soil borings across the site. Soil samples were analyzed for OCPs, arsenic, and lead. Analytical results did not indicate the presence of OCPs lead above applicable regulatory thresholds. Although two of the 30 samples reported arsenic at concentrations of 5.4 and 7.4 mg/kg, which exceed regulatory thresholds, the Phase II Environmental Site Assessment did not recommend any remediation because arsenic naturally occurs throughout the State of California at concentrations of up to 11 mg/kg. The State of California uses the background levels as the cleanup standard for arsenic; therefore, arsenic was not detected above anticipated cleanup levels. Based on these results, the sites' historical agricultural use would not pose a concern for human health and/or the environment, and no further assessment or remedial action would be warranted. Because these contaminants are not present above typical background or regulatory thresholds, ground disturbance would not result in the release of hazardous materials into the environment, and impacts are less than significant with respect to OCP, arsenic, and lead.

Buildings constructed prior to 1977 in California may contain lead-based paint and asbestos-containing materials. The existing buildings on the project site (single family residence and detached garage) were constructed around 1960 and therefore may contain lead and asbestos. The project would require the demolition of the existing single-family residence and detached garage on southern portion of the site, which could result in upsetting and release of hazardous materials into the environment. During demolition activities, all building materials containing lead-based paint shall be removed in accordance with California Occupational Safety and Health Administration lead-related regulations contained in Title 8 of the CCR, Section 1532.1, including employee training, employee air monitoring, and dust control. Any debris or soil containing lead-based paint or coatings shall be disposed of at landfills that meet acceptance criteria for the type of lead being disposed of. In addition, demolition and construction would be required to comply with MBARD Rule 424, which enforces the National Emissions Standards for Hazardous Air Pollutants regulation with authority delegated by the USEPA. Rule 424 requires surveys for asbestos to be conducted prior to demolition activities that would disturb materials that might contain asbestos.

j) Service Standards. Pursuant to Table PS-1, the project site is located within acceptable emergency response times from Fire and Ambulance services, and will improve SRI-1/Carmel Rancho Blvd's LOS. CalAm, a public surveyor, will distribute potable water to the site through a wheeling agreement. The project will be connected to a public sewage system, will have an on-site garage and recycling pickup, and will install necessary drainage improvements.

k) Staff conducted a site inspection on March 16, 2026 to verify that the site is suitable for this use.

l) The application, Project plans, and related support materials submitted by the Project applicant to Monterey County HCD - Planning for the proposed development found in Project File PLN240105-DEP.

3. **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 the HCD-Planning, Monterey County Fire Protection District, HCD-Engineering Services, HCD-Environmental Services, Environmental Health Bureau (EHB), and Water Resources Agency. 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) Sanitary sewer services would be provided by the Carmel Area Wastewater District (CAWD). Wastewater generated by the proposed project would be collected and conveyed through a conventional gravity system of proposed 8-inch sanitary sewer pipes located within the proposed street rights-of-way. The wastewater collected on-site would be conveyed to a new 8-inch CAWD sanitary sewer main that would be located within the on-site proposed right-of-way along Val Verde Drive. The existing 12-inch CAWD sanitary sewer main that runs along the southern project boundary before turning south and off-site would be abandoned. Final plans would require CAWD review and approval. Cal-Am will provide an adequate water supply through a Wheeling Agreement, as approved by the State Water Resources Control Board. See Finding No. 6 and supporting evidence.

c) Fire Hazard Severity Zone. The project site is located within a Moderate Fire Hazard Severity zone and is not located within a Very High Fire Hazard Severity Zone or state responsibility area. New structures and utility infrastructures will not exacerbate fire risk. All new structures and utility infrastructure are required to include fire safety requirements, such as fire-residence rating and fire protection systems in accordance with Section 18.14.080 of the Monterey County Code. A Fuel Management Plan for the project was prepared for the project, which was reviewed by the Cypress FPD on November 18, 2024, and did not raise any concerns or indicators of inconsistencies with applicable requirements. The draft Fuel Management Plan identifies all open space within the buildout project site to be within the "Green Zone", which requires all vegetation to be cut to a maximum height of 4 inches, trim nearby trees, and removal fallen, dead material. On an on-going basis, the project site shall be managed by the HOA in accordance with State of California fuel management requirements, as well as the prepared Fuel Management Plan. The VTM has been reviewed by Cypress FPD and was revised to include secondary ingress/egress onto Val Verde Drive. As conditioned, there would be designated "no parking" areas along certain portions of the proposed private roads to ensure emergency vehicles have adequate access (Condition No. 46). CalAm will provide water that meets fire flow standards. All development shall meet local and state fire code requirements. Therefore, the project would not require installation or maintenance of infrastructure or utilities that would exacerbate fire risk, and impacts would be less than significant.

d) Emergency Action Plan. In response to public comment, Condition No. 30 and 19 has been prepared to require that the Applicant/Owner/HOA prepare an Emergency Action Plan (EAP). The EAP will be provided to each single-family dwelling owner and each occupant of the affordable townhomes and single family dwellings. The EAP shall include emergency contact information, before -, during-, and after-evacuation procedures, specific duties of residents, transportation arrangements, and Evacuation Guide & Checklist (prepared by the Monterey County Office of Emergency

Services), and a site plan illustrating emergency exit routes and areas of refuge.

e) Drainage. See Finding No. 2, Evidence "d" and "e".

f) Floodplain. See Finding No. 9 and supporting evidence.

g) Staff conducted a site inspection on March 16, 2026 to verify that the site is suitable for this use.

h) The application, plans and supporting materials submitted by the Project applicant to Monterey County HCD-Planning for the proposed development are found in Project File PLN240105-DEP.

4. **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 subject property.

b) Staff conducted a site inspection on March 16, 2026 to verify that the site has no violations.

c) There are no known violations on the subject parcel.

d) The application, plans and supporting materials submitted by the Project applicant to Monterey County HCD-Planning for the proposed development are found in Project File PLN240105-DEP.

5. **FINDING:** **CEQA (Mitigated Negative Declaration) -** On the basis of the whole record before the Monterey County Planning Commission, there is no substantial evidence that the proposed project as designed, conditioned and mitigated, will have a significant effect on the environment. The Mitigated Negative Declaration reflects the independent judgment and analysis of the County.

EVIDENCE:

a) Pursuant to Public Resources Code Section 21083, and California Environmental Quality Act (CEQA) Guidelines Sections 15063(a) and 15063(b)(2), the Lead Agency shall conduct environmental review in the form of an Initial Study to determine if the Project may have a significant effect on the environment, and shall prepare a Negative Declaration if there is no substantial evidence that the Project or any of its aspects may cause a significant effect on the environment.

b) The County of Monterey as Lead Agency, through HCD-Planning, prepared an initial study pursuant to CEQA. The initial study is on file in the offices of HCD-Planning and is hereby incorporated by reference (HCD-Planning File No. PLN240105-DEP).

c) There is no substantial evidence, based upon the record as a whole, that the Project may have a significant effect on the environment. The Initial Study identified several potentially significant effects, but the applicant has agreed to proposed mitigation measures that avoid the effects or mitigate the effects to a point where clearly no significant effects would occur. Based upon the analysis of the initial study, HCD-Planning prepared a mitigated negative declaration.

d) The Draft Initial Study and Mitigated Negative Declaration for HCD-Planning File No. PLN240105-DEP was prepared in accordance with the CEQA Guidelines; filed with the County Clerk on February 24, 2026; and circulated for public review from February 24, 2026 through March 25, 2026 (State Clearinghouse Number 2026020910).

e) Resource areas that were analyzed in the IS/MND included: aesthetics, agriculture and forest resources, air quality, biological resources, cultural resources, energy, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, noise, population and housing, public services, recreation, transportation/traffic, tribal cultural resources, utilities and service systems, and wildfire.

f) Evidence that has been received and considered includes: the application, technical studies/reports, staff reports that reflect the County's independent judgment, and information and testimony presented during public meetings and hearings. These documents are on file in HCD-Planning (HCD-Planning File No. PLN180441) and are hereby incorporated herein by reference.

g) The County identified potentially significant impacts to Biological Resources, Cultural Resources, Noise, Transportation/Traffic, and Tribal Cultural Resources. Mitigation measures have been proposed to reduce the identified impacts to a level of less than significant. Development of the project could impact habitat for special status species, disrupt nesting birds, and alter natural habitat. However, implementation of Mitigation Measures BIO-1 through BIO-4 would reduce these impacts to a less than significant level by requiring pre-construction surveys and training, biological monitoring, and avoidance measures, including exclusionary fencing. No historic resources are known to occur within the project site; however, the site and surrounding area have high archaeological sensitivity. Implementation of Mitigation Measures CR-1 and TR-1 will require tribal cultural and archaeological monitoring, and immediate halting of construction in the event of an unanticipated discovery of cultural or tribal cultural resources. Impacts relative to noise would be potentially significant because construction noise levels would exceed the 80 dBA threshold when within 90 feet of nearby residential uses and could result in increased vibrations. Therefore, Mitigation Measures N-1 and N-2 require noise suppression devices/techniques, and vibration reduction measures to be implemented to ensure that noise and vibration levels are acceptable and less than significant. Implementation of the project would increase the volume to capacity ratio of Carmel Valley Road and Carmel Rancho Boulevard by 0.01 and therefore result in a potentially significant impact. Mitigation Measure T-1 will reduce this potential impact to less than significant by requiring that the project convert the existing northbound left-through to a northbound through-right at Carmel Valley Road/Carmel Rancho Boulevard to improve the level of service to an acceptable level.

These mitigation measures have been incorporated into the Project as conditions of approval (Condition Nos. 49 through 56).

h) Pursuant to Public Resources Code section 21080.3.1 et seq., Monterey County HCD–Planning initiated consultation with local Native American tribes on January 9, 2026. The Esselen Tribe of Monterey County requested consultation. During the consultation on February 3, 2026, representatives of the tribe requested the on-site presence of a Native American monitor to observe all ground-disturbing activities associated with the subdivision improvements and development of the site. In addition, the tribal representative requested that the Esselen Tribe of Monterey County be included in any resource recovery program or reburial. Although the Esselen Tribe of Monterey County requested monitoring for all ground disturbance, including utilities, trenches, landscaping, foundations, etc., the County of Monterey, as lead agency, respectfully disagrees with the extent of the requested monitoring as grading and construction related to the residential structures will not impact soils that have not been already disturbed and monitored by initial subdivisions improvement grading (roads, utilities, detention ponds). Therefore, further monitoring is not warranted unless disturbance exceeds the depths of initial grading activities. Adherence to the County's standard cultural resource condition of approval (Condition No. 3) and Mitigation Measures CR-1 and TR-1 will result in less than significant impacts on cultural and tribal cultural resources.

i) All Project changes required to avoid significant effects on the environment have been incorporated into the Project and/or are made conditions of approval. A Condition Compliance and Mitigation Monitoring and/or Reporting Plan has been prepared in accordance with Monterey County regulations, is designed to ensure compliance during Project implementation, and is hereby incorporated herein by reference. The applicant must enter into an "Agreement to Implement a Mitigation Monitoring and/or Reporting Plan as a condition of Project approval (Condition No. 16).

j) Analysis contained in the initial study and the record as a whole indicate the Project could result in changes to the resources listed in Section 753.5(d) of the California Department of Fish and Wildlife (CDFW) regulations. All land development projects that are subject to environmental review are subject to a state filing fee plus the County recording fee, unless CDFW determines that the Project will have no effect on fish and wildlife resources. In this case, for purposes of the Fish and Game Code, the Project may have a significant adverse impact on the fish and wildlife resources upon which the wildlife depends. The initial study was sent to CDFW for review, comment, and to recommend necessary conditions to Protect biological resources in this area. Although no comments from CDFW have been received, the Project will be required to pay the state fee plus a fee payable to the Monterey County Clerk/Recorder for processing said fee and posting the Notice of Determination (Condition No. 15).

k) The Planning Commission finds that there is no substantial evidence supporting a fair argument of a significant environmental impact.

l) The County of Monterey Planning Commission considered the Mitigated Negative Declaration, along with the Combined Development Permit, at duly noticed public hearings held on April 29, 2026.

m) Pursuant to CEQA Guidelines Section 15073(e), public agencies were sent the Draft IS/MND. Five public agencies submitted comments on the Initial Study and Mitigated Negative Declaration: California Department of Conservation (DOC), Monterey Bay Air Resources District (MBARD), California Highway Patrol (CHP), California Department of Transportation (Caltrans), and State Water Resources Control Board (SWRCB). Minor applications and clarification changes to the Draft IS/MND were made. Recirculation was not warranted, and no additional mitigation measures are required to address the comments.

- DOC letter states that the conversion of agricultural land represents a permanent loss and impact on agricultural resources. This commenter recommended that the IS/MND address mitigation for the loss or conversion of agricultural land and provided general guidance on the information to include in environmental review for projects that involve the conversion or loss of agricultural land. As detailed in Section IV.2 of the IS/MND, *Agricultural Resources*, the Land Evaluation and Site Assessment (LESA) report prepared for the project found that because the site is isolated from other important farmlands and does not function as part of a broader agricultural landscape, the project would not significantly impact agricultural resources. The Monterey County Agricultural Commissioner's office reviewed the LESA and concurred with the less-than-significant impact finding. The site is designated and zoned for Low Density Residential use under the applicable Carmel Valley Master Plan. Because the site's land use designation is residential, County Zoning Ordinance Chapter 21.92, which establishes mitigation requirements for development on agriculturally designated land, does not apply to the project.
- The MBARD letter describes the context and requirements of MBARD Rules 402, 424, and 439, states that fugitive dust should be mitigated during project construction, recommends that all buildings proposed for demolition test for asbestos in the building materials, recommends the use of Tier 3 and 4 construction equipment, and recommends alternatives to open hearth fireplaces. As described in Section VI.3 of the IS/MND, *Air Quality*, the project would have less than a significant air quality impact. Fugitive dust emissions generated during project construction would be temporary, short-term, and below MBARD significance thresholds. As stated in Section IV.9 of the IS/MND,

Hazards and Hazardous Materials, demolition and construction would be required to comply with MBARD Rule 424, which enforces the National Emissions Standards for Hazardous Air Pollutants regulation with authority delegated by the United States Environmental Protection Act. As described in Section VI.3 of the IS/MND, *Air Quality*, all construction equipment would be equipped with United States Environmental Protection Act Tier 4 engines. The project does not propose open hearth fireplaces within any of the residential structures. Project construction would conform to all applicable air quality standards and regulations, including Rules 402, 424, and 439.

- The CHP letter states that the project would result in increased vehicular travel, which would impact traffic safety on SR-1 and surrounding roadways. CHP raised concerns relative to increased incidents requiring emergency response during project construction; traffic congestion near Rio Road and SR-1; increased congestion during peak commute hours, which could increase crashes and slow emergency response times; and additional enforcement demands. The commenter's concern regarding increased congestion resulting in an increase in crashes and slower first responder response times is acknowledged. The County confirmed with Cypress Fire Protection District that there are emergency access gates on the north end of Val Verde Drive, at the intersection of Val Verde Road and Carmel Valley Road, which would provide a secondary means of ingress and egress to facilitate emergency access during project construction and operation. Cypress FPD is located 0.5 miles west. Implementation of the project will not interfere with the FPD's access to the site or nearby properties. As described in Section VI.9 of the IS/MND, *Hazards and Hazardous Materials*, the project would not impair an adopted emergency response plan or emergency evacuation plan. The project site is located near Carmel Valley Road and SR 1, which are identified as evacuation routes in the General Plan Safety Element. Although the project would result in an increase in population and associated vehicular travel, as discussed in Section VI.15 of the IS/MND, *Public Services*, it would not generate population growth beyond that anticipated in the County's General Plan or require new or expanded police protection facilities. Section VI.17 of the IS/MND, *Transportation and Traffic*, evaluates increased vehicular travel associated with project construction and operation using vehicle miles traveled (VMT), consistent with the requirements of CEQA Guidelines Section 15064.3(b) and guidance from the Governor's Office of Land Use and Climate Innovation. As discussed in Section II of the IS/MND, *Project Characteristics*, the project incorporates traffic demand management (TDM) strategies consistent with County

policies to reduce vehicle trip generation. Pursuant to Senate Bill 743, level of service (LOS) and congestion are no longer used to determine the significance of transportation impacts under CEQA. The IS/MND includes an informational discussion of LOS and congestion to demonstrate consistency with the County's Circulation Element. Vehicle safety rules and enforcement requirements would continue to apply to project construction and operation, consistent with existing laws and regulations.

- Caltrans' letter states that the IS-MND should incorporate a summary of the analytical results in the Traffic Impact Analysis on the intersections on SR-1, specifically Rio Road and Carmel Valley Road, to enable Caltrans to review the potential impacts and issue further comments that may be warranted. CEQA Guidelines Section 15064.3 specifies VMT as the sole appropriate metric to evaluate transportation impacts. As described in Section VI. 17 of the IS/MND, *Transportation and Traffic*, the transportation and traffic analysis was based on a VMT assessment conducted in accordance with CEQA requirements and the Governor's Office of Land Use and Climate Innovation. The traffic analysis's results regarding the intersections on SR-1 are outside the scope of CEQA. However, the IS MND includes a discussion of LOS and congestion, including at SR-1, for informational purposes. Caltrans commented on and reviewed the various traffic reports throughout the review of this project. Caltrans requested revisions to the draft IS/MND to identify additional transit services nearby, update the reference to 2024 CAPCOA Handbook, consult with Monterey-Salinas Transit if transit improvements are proposed, and additional information about the specifics of the transit subsidy. As recommended by Caltrans, Section VI. 17 of the draft IS/MND, *Transportation and Traffic*, was revised to also describe Routes 5 and 91 as transit services in the project vicinity, and updated to include reference to 2024 CAPCOA Handbook, rather than the 2010 CAPCOA Handbook. The analysis that relied on the 2010 CAPCOA Handbook remains adequate, and no other changes are needed. No transit improvements are proposed. The additional details regarding transit subsidies, including cost and duration, will be developed through the implementation of Condition No. 30, but is not yet available. However, the subsidies will be at least $5.96 per day (administered on a monthly basis), provided to all affordable housing occupants, and managed through the HOA.
- The SWRCB letter commented on the project three potential water supply options. However, the proposed project is only reliant on the wheeling agreement water supply option and therefore comments pertaining to other

water supply scenarios are no longer applicable. As conditioned, all on-site wells will be destroyed, as requested by SWRCB. SWRCB requested consideration of potential water treatment by Cal-Am Monterey at an existing treatment facility. As described in Section VI. 19 of the IS/MND, *Utilities and Service Systems*, Cal-Am confirmed the capability and capacity to treat the additional 16 acre-feet per year of groundwater for iron and manganese at the Begonia Iron Removal Plant. Fire flow would be provided through the existing water main in Val Verde Drive and meet local and state requirements. The commenter states that a stormwater basin is proposed near the Carmel Presbyterian Church well in a 100-year flood hazard area. The commenter requests a discussion of how the well will be protected from contamination and a determination of whether the regulations can be met or if a waiver or alternative to Waterworks Standards for domestic wells (California Code of Regulations, Title 22, Chapter 16) is anticipated. The on-site wells, including the Carmel Presbyterian Church well, were constructed with sanitary seals extending to depths of approximately 50 to 70 feet. The sanitary seals are designed to prevent the downward migration of surface water, thereby protecting groundwater quality and reducing the potential for contamination. The Carmel Presbyterian Church well is located within a floodplain; however, the well head is elevated and can be further elevated if required to meet California Code of Regulations, Title 22, Chapter 16 requirements. As described in Section VI. 10, Hydrology and Water Quality, the project would not violate water quality standards or substantially degrade water quality. The proposed stormwater basin would be constructed and operated in compliance with applicable federal and state regulations that require protection of groundwater quality. Under the federal Clean Water Act and the National Pollutant Discharge Elimination System (NPDES) program, stormwater controls such as the proposed stormwater basin are required to prevent pollutants from causing or contributing to violations of water quality standards by filtering pollutants at the source. Consistent with these federal requirements, the stormwater basin proposed near the Carmel Presbyterian Church well would remove pollutants from stormwater through a combination of physical, biological, and chemical treatment processes including absorption, filtration, plant uptake, microbial activity, decomposition, sedimentation and volatilization as stored water gradually exfiltrates over a period of days. Furthermore, all on-site wells will be destroyed.

n) Monterey County HCD-Planning, located at 1441 Schilling Place, 2nd Floor, Salinas, California, 93901, is the custodian of documents and other materials that constitute the record of

proceedings upon which the decision to adopt the Mitigated Negative Declaration is based.

o) The application, plans, and supporting materials submitted by the Project applicant to Monterey County HCD-Planning for the proposed development are found in Project File PLN240105-DEP.

6. **FINDING:** **LONG-TERM SUSTAINABLE WATER SUPPLY AND ADEQUATE WATER SUPPLY SYSTEM:** The Project has an adequate water supply system to serve the development. The Project is required to provide proof of a Long-Term Sustainable Water Supply under General Plan Policy PS-3.1.

EVIDENCE:

a) The Project consists of subdividing 12 acres of land into 60 lots, and constructing 74 residential units and associated site improvements.

b) Water on the Project site is provided by three groundwater wells located on the Project site. The Monterey Peninsula Water Management District has confirmed that the existing water use on site has historically averaged 34.97 acre feet (AF) per year over a 10-year baseline period spanning 2016-2025, and 25 AF per year over a 20-year baseline period spanning 1993-2023. The 10-year water demand is recognized by State Water Resources Control Board and Monterey Peninsula Water Management District as the property owner's riparian water rights. The projected water demand for the development is 15.71 AF (interior annual average water demand [13.35AFY] plus exterior annual average water demand [2.36 AFY]), but is rounded up to 16 AF per year for a conservative estimate. As a result, the Project would result in an 18.97 AF per year reduction of water use compared to the historical 10-year average demand. The 16 AFY of assumed water demand is based on one dwelling unit per acre. Any additional dwelling units or habitable development on the proposed residential lots (e.g., Accessory Dwelling Units) would be required to demonstrate an adequate water supply independent of the project site's riparian water rights (e.g., through allocation or purchase of water credits).

c) The Project includes the applicant's proposal to transfer approximately 16 acre-feet/year (AFY) of its water rights to California-American Water (Cal-Am) to serve the Project. The applicant also proposes to formally dedicate, or otherwise permanently forbear, the remainder of their riparian rights (18.97 AF of riparian water per year) for beneficial in-stream uses in the Carmel River. This dedication will help to improve the Carmel River instream flows. The on-site wells will be destroyed in accordance with State and Local requirements (Conditions No. 12 and 37).

d) The fundamental intent of the County General Plan Goal PS-3.1 and associated policies is that new development must have a long-term water supply in terms of quantity and quality. The analysis shows that the Project would not increase consumptive water use, would result in increased recharge to the Carmel Valley Alluvial Aquifer, and would not result in any substantial adverse effect on Carmel River instream flows. Sixteen-acre feet of water rights

would be wheeled to Cal-Am per year via an extension of the existing water main on Val Verde Drive, which will be located adjacent to the existing water main and within the existing easement. Regarding quality, the Cal-Am would draw water from its existing wells in the Carmel Valley Alluvial Aquifer, treat it, and then distribute it back to the property via existing infrastructure. Cal-Am confirmed via email on February 6, 2026 that Cal-Am has the "capability and capacity to treat the additional 16 acre-feet per year of groundwater for iron and manganese at its Begonia Iron Removal Plant." The water treated at the Begonia Iron Removal Plant (Plant)will meet all regulatory standards and then be distributed to the project site via existing water mains and proposed on-site utility improvements. Per a call with MPWMD on February 9, 2026, the water main on Val Verde is connected to the Plant, so no additional infrastructure is needed to distribute water to the project site. The additional 16-acre feet treated at the Begonia Iron Removal Plant would result in negligible additional discharge, as the Plant currently treats approximately 3,000 AF of water per year and has historically treated 8,000 AF of water. All new on-site water supply infrastructure will be located within the proposed street rights-of-way and confined to previously disturbed areas, and will serve only the proposed residences. The SWRCB has confirmed that the proposed wheeling agreement is not in conflict with the CDO per an April 8, 2026 letter. Therefore, the water source is of acceptable water quality. New on-site water supply infrastructure would be designed to allow for standard Cal-Am connections (new meters) should the cease-and-desist order (CDO) be lifted and public water become available and allocated for this site in the future.

e) The proposed water supply for this Project was reviewed using the criteria in County General Plan Policy PS-3.2 (Policy criteria in italics):
   - Water Quality: Water will be treated at the Begonia Iron Removal Plant to the same quality as current local Cal-Am wells, which also draw water from the Carmel Valley Alluvial Aquifer, and is thus of acceptable water quality. See preceding evidence.
   - Authorized production capacity of a facility operating pursuant to a permit from a regulatory agency, production capability, and any adverse effect on the economic extraction of water or other effect on wells in the immediate vicinity, including recovery rates: The analysis in Mitigated Negative Declaration concludes that the on-site pumping levels (water demand) for the proposed project will be less than baseline pumping levels by approximately 19 acre feet per year, which will help with groundwater recharge. The Project Hydrologists' report states "…the relatively small drawdowns at neighboring wells under baseline [current] conditions would become even smaller under project [proposed] conditions." Current on-site pumping in support of agriculture activities had drawdown impacts of 1.06 feet

to 1.87 feet). With implementation of the project, the calculated drawdown 6-month post-occupancy will be reduced and less than significant (0.12 feet to 0.24 feet for all nearby [<1,100 feet] wells, under all pumping scenarios). Therefore, the project will have no adverse effects on other wells or groundwater level recovery.

- Technical, managerial and financial capability of the water purveyor or water system operator: The Project would be served by Cal-Am, and as a result, has proven capabilities to deliver water. As conditioned, the Project's water supply can meet this criterion.
- The source of the water supply and the nature of the right(s) to water from the source: There are riparian rights associated with the project site that meet the water needs of the Project. MPWMD and SWRCB recognize the project site's 10-year water demand, 34.97 AFY, as its riparian water rights. SWRCB has approved a proposal to transfer up to 16 AFY water rights to Cal-Am for new connections (subscriber uses) to be served by Cal-Am and to be used by Cal-Am. The remaining riparian water rights (18.97 AFY) will be dedicated back to the Carmel Valley River. Water will be drawn from existing Cal-Am wells and distributed to the project site in accordance with Cal-Am and State Standards. As demonstrated in the projections provided in Cal-Am's 2021 Urban Water Management Plan, and with implementation of its Water Shortage Contingency Plan Actions, Cal-Am anticipates no water supply shortages under multiple dry year conditions.
- Cumulative impacts of existing and projected future demand for water from the source, and the ability to reverse trends contributing to an overdraft condition or otherwise affecting supply: Cumulative conditions were taken into account when establishing significance criteria for the water supply analysis in the Mitigated Negative Declaration. With project implementation, there will be no cumulative impacts on water supply as there will be no net increase in consumptive water use, no net reduction in groundwater recharge, and no substantial adverse change in instream flows in the Carmel River. The Project's water supply impact will not exceed any of the significance criteria. The Project will reduce water use relative to the baseline agricultural use and help to reverse cumulative trends of water supply impacts on the Carmel River.
- Effects of additional extraction or diversion of water on the environment including on in-stream flows necessary to support riparian vegetation, wetlands, fish or other aquatic life, and the migration potential for steelhead, for the purpose of minimizing impacts on the environment and to those resources and species: The Project's water supply will not result in a net increase in consumptive water use, no net reduction in groundwater recharge, and no substantial

adverse change in instream flows in the Carmel River. Thus, it will not result in any additional extraction or diversion of water impacts on the environment and will not result in impacts to riparian vegetation, wetlands, fish or other aquatic life, or migration potential for steelhead. The Project instead should benefit riparian vegetation, wetlands, fish, and other aquatic life, and help improve spring and summer instream flows.

- Completion and operation of new projects, or implementation of best practices, to renew or sustain aquifer or basin functions: The Project will not adversely affect aquifer or basin functions and will not hinder other efforts to renew aquifer or basin functions. The Project will instead contribute to sustaining aquifer and basin functions.

f) Substantial evidence related to proof of sustainable water to support the Project, including the prepared Hydrogeological Report (LIB260081), Cal Water's can-and-will-serve-letter, and the analysis and references in the MND, and the SWRCB's letter were reviewed and approved by EHB.

g) The application, plans and supporting materials submitted by the Project applicant to Monterey County HCD-Planning for the proposed development are found in Project File PLN240105-DEP.

7. **FINDING:** **DENSITY BONUS & INCLUSIONARY HOUSING –** Monterey County Code Chapter 21.65 implements Government Code sections 65915 through 65917 and requirements for allowance of density bonus in the County. Density Bonus regulations work in conjunction with the County's Inclusionary Housing Ordinance (MCC Chapter 18.40). The application was found to qualify with density bonus requirements. The Project is required to comply with the Inclusionary Housing Ordinance requirement to provide a minimum of 20% affordable housing units (Monterey County Code Chapter 18.40).

EVIDENCE: a) The project proposes more than five units and, therefore, is required to provide inclusionary units on-site or off-site. Consistent with the County's Inclusionary Housing requirements and Builder Remedy inclusionary housing requirements, the project proposes to deed restrict 20% of its units to low-income households (15 townhome units). California's Density Bonus Law (Gov. Code §§65915 - 65918) allows a developer to increase density on a property above the maximum set under a jurisdiction's General Plan land use plan. In exchange for the increased density, a certain number of the new affordable dwelling units must be reserved at below market rate (BMR) rents. Qualifying applicants can also receive reductions in required development standards. The law provides three provisions that require local governments to grant qualifying projects: 1) incentives (or concessions) that provide cost reductions; 2) waivers of development standards that would physically preclude the development of a project at the density permitted and with the incentives granted, and; 3) reductions in parking requirements. By deed restricting 20% of the proposed

units BMR, the project is eligible for three concessions/incentives and an unlimited number of waivers if the development standard would physically prevent the development, unless the jurisdiction proves a specific adverse impact that cannot be mitigated. Pursuant to Title 21 section 21.65.040, the applicant submitted a request for one concession and three waivers to modify site development standards that either make the project financially infeasible or would physically preclude the proposed project. The requested concession is to the County's requirement that affordable units provide a similar number of bedrooms as the market rate units. The requested waivers are to reduce the required minimum building site, density maximum, and building site coverage. In summary, no concessions are required, and three waivers are granted.

b) Similar Bedroom Count. Monterey County Code section 18.40.070.B(3) requires that on-site inclusionary housing units contain a "similar" number of bedrooms as the market rate development, with "total square footages suitable for the number of bedrooms". The proposed affordable townhomes will consist of two and three-bedroom units (for sale), while the market rate single-family dwellings will have 4 and 5 bedrooms. The Applicant's concession request letter identifies that the proposed clustering of the affordable units and at their sizes allows for the project to maintain its overall density. The Applicant's justification for this concession also finds that the current bedroom count and size result in an identifiable and actual cost reduction; essentially, increasing the number of bedrooms for the affordable units would increase the cost per square foot and could render such units' construction economically infeasible. However, HCD and the Planning Commission have considered the concession and find that it is not required to satisfy Monterey County Code section 18.40.070.B(3). Two- and three-bedroom affordable housing units are favorable in the County of Monterey and, in this case, will provide meaningful housing to low-income households and individuals. While the affordable unit's bedroom count is not the same as the market rate residence's bedroom count, two- and three-bedroom affordable housing units will likely be occupied by the same number of individuals and/or household members as a four-to-five-bedroom residence. The proposed townhome's bedroom count will provide more meaningful, affordable housing than one-bedroom or studio alternatives. The proposed sizes of the affordable town homes are suitable for two- and three-bedroom units. The Planning Commission finds that 1) the two- to three-bedroom affordable townhome units are proportionally similar to four- to five-bedroom market-rate single-family dwellings; 2) the proposed unit mix (nine three-bedroom and six two-bedroom units) is acceptable; and 3) meets the intent of Monterey County Code section 18.40.070.B(3), which is to provide affordable units for a range of household sizes (e.g., 2-person households, multigenerational households, households with children, etc.). The affordable townhomes will not be discernible from those of the market rate units with regard to finishes and architectural elements,

as required by Monterey County Code section 18.40.070.B(2). The affordable units will have access to the project's parks, roadways, etc. Therefore, the requested concession is not required, and it does not need to determine whether it will not have a specific, adverse impact on public health and safety, or be contrary to state or federal law.

c) Minimum Building Site, Density Maximum, And Building Site Coverage. The Low-Density Residential Zoning District requires lots to be 1-acre, unless a part of a clustered development, which allows 0.5-acre lots, and to have a maximum development density of 1 unit per acre. Further, LDR zoned lots are limited to 35% building site coverage. Here, the project proposes a minimum lot size of 5,000 square feet (0.11 acres), rather than the required 1-acre minimum, with an overall density of 5.92 dwelling units per acre. Providing the one acre per building site, or clustering the building sites at 0.5 acres per lot, would physically preclude the construction of housing units and the project as designed, as the underlying zoning would only allow 12-24 units (1-acre and 0.5-acre lots). Similarly, requiring 1 acre per unit density would physically preclude the proposed density, as only 12 units would be allowed on the 12-acre lot. Further, as a Builder's Remedy project, the County cannot reduce the proposed density. Additionally, while the smaller single-family dwellings (2,790 square feet) may comply with 35% site coverage, larger residences (up to 3,920 square feet) may exceed allowable coverage, up to 56%. The proposed townhomes will have a building site coverage of 40%. Overall, all proposed developments will result in a site coverage of 31%. Complying with the required site coverage (35%) would require each lot size to increase in size. This would thereby physically preclude the construction of housing units and the project as designed because the number of lots would need to be decreased. Similarly, decreasing the size of townhomes and residences to comply with the 35% site coverage limitation would render the project economically infeasible. Strict application of the zoning district's site development standards would preclude the density and scale of the proposed project. There is no feasible method to satisfactorily mitigate or avoid the specific adverse impact without rendering the development unaffordable to very low, low, and moderate income households. Therefore, the Planning Commission grants the requested waivers.

d) The application, plans and supporting materials submitted by the Project applicant to Monterey County HCD-Planning for the proposed development are found in Project File No. PLN240105-DEP.

8. **FINDING:** **SUBDIVISION** – Section 66474 of the California Government Code (Subdivision Map Act) and Title 19 (Subdivision Ordinance) of the Monterey County Code (MCC) require that a request for subdivision be denied if any of the following findings are made:

1. That the proposed map is not consistent with the applicable general plan and specific plans.

2. That the design or improvement of the proposed subdivision is not consistent with the applicable general plan and specific plans.
3. That the site is not physically suitable for the type of development.
4. That the site is not physically suitable for the proposed density of development.
5. That the design of the subdivision or the proposed improvements is likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.
6. That the design of the subdivision or type of improvements is likely to cause serious public health problems.
7. That the design of the subdivision or the type of improvements will conflict with easements, acquired by the public at large, for access through or use of property within the proposed subdivision.

EVIDENCE:

a) Consistency. The Project, as designed and conditioned, is consistent with the 2010 Monterey County General Plan and Carmel Valley Master Plan (see Finding No. 1 and supporting evidence).

b) Design. The lot design is consistent with the Lot Design Standards of Title 19 section 19.10.030. The VTM has been reviewed for lot requirements and other ordinances and General Plan requirements. Single-family dwelling lot sizes (Lots 1-59) vary between 5,000 square feet and 8,324 square feet. Lot 60 (affordable townhomes) would be 35,541 square feet. All lots are clustered pursuant to Title 21 section 21.12.060.A. Street and Open Space Parcels (A-E) would range between 0.11 and 1.16 acres. Development standards are met, as discussed in Finding No. 1, with the granting of waivers discussed in Finding No. 7

c) Site Suitability. The site is suitable for the Project including the type and density of the development (see Finding Nos. 1 and 2, and supporting evidence).

d) Environment. The subdivision design and improvements will not cause environmental damage to fish or wildlife habitat. See Finding No. 5 and supporting evidence.

e) Health and Safety. The Project as designed and conditioned will not, under the circumstances of the particular application, be detrimental to the health, safety, peace, morals, comfort and general welfare of persons residing or working in the neighborhood or to the general welfare of the County (see Finding No. 3).

f) Water Supply. Title 19 section 19.10.070 requires that a provision be made for a domestic water supply as may be necessary to protect public health, safety, or welfare, and that the source of supply is adequate and potable. Title 19 section 19.03.015.L requires Water Supply and Nitrate Loading Information in order to assess these conditions and prove that there is a long-term water supply with the Project. See Finding No. 6 and supporting evidence.

g) Sewage Disposal Title 19 sections 19.03.015.K requires issuance of a "can-and-will serve-letter" if the proposed subdivision will receive sewage disposal from a public or private entity. CAWD will provide sewage disposal services, and appropriate

documentation has been provided to the Environmental Health Bureau (see Finding 3, Evidence "b").

h) Easements. The subdivision or the type of improvements will not conflict with existing easements (road, sewer, and PG&E). As conditioned, an easement will be conveyed over the rear setbacks of Lots 51-59 to ensure the County has access to an adjacent stormwater pipe. Streets, sidewalks, public open space, and stormwater detention ponds will be owned and managed by the HOA.

i) Traffic. According to the Traffic Impact Assessment, existing daily traffic along Rio Road east of Carmel Rancho Boulevard is approximately 1,160 trips, with 45 morning and 116 evening peak hour trips. The project would add approximately 685 daily trips, including 48 morning and 66 evening peak hour trips, all entering and existing via Rio Road. With implementation of the project, more than 0.01 in volume to capacity (V/C) ratio would be added to the intersection of Carmel Valley Road and Carmel Rancho Boulevard, which already operates at an unacceptable level of service under existing conditions and would continue to operate at an unacceptable level of service under existing plus project condition. This change in V/C ratio conflicts with 2010 General Plan LOS standards for signalized intersections. Therefore, Mitigation Measure T-1 requires that the project convert the existing northbound left-through to a northbound through-right at Carmel Valley Road/Carmel Rancho Boulevard to improve the level of service to an acceptable level and result in a less than significant impact (Condition No. 57). Additionally, the project will be conditioned to pay into the Carmel Valley Traffic Impact Program (CVTIP) which would support additional improvements within the Carmel Valley Master Plan (Condition No. 26). Adherence to Mitigation Measure T-1 and standard conditions of approval requiring payment of fair share traffic fees would ensure impacts are less than significant relative to roadway congestion and conflicts with local transportation policies or programs. The project includes seven TDM strategies that will result in a 14 percent reduction in VMT and a project VMT per capita of 9.7, which is equal to the 85 percent County average. As such, with implementation of the proposed TDM measures, the project would meet the County's screening threshold for a less than significant VMT impact.

j) Affordable Housing. The proposed project includes 15 townhome units that will be deed-restricted for low-income households. This satisfies local and state affordability requirements. Condition No. 14 requires that the Applicant/Owner enter into an inclusionary housing agreement and construct the affordable units concurrently with the market rate units.

k) Parks and Recreation. Pursuant to section 19.12.010 of the County's Subdivision Ordinance and Policy PS-11.10 of the Public Services Element, the project applicant is required to dedicate land and/or pay an in-lieu fee for park and recreational purposes. Based on the parkland dedication table in section 19.12.010 of the County's Subdivision Ordinance, the project would be required to

provide 1.1 acres of parkland. As proposed, the project would provide approximately 1.68 acres of parkland and open space, including shared community areas, private yards, a community garden park, play equipment, and community green space along the southern portion of the project site. The proposed parkland and open space would exceed the 1.1-acre requirement under the County's parkland dedication standards, reducing the demand on nearby existing parks. The project has been reviewed for site suitability by the Public Works, Facilities and Parks Dept.-Parks, there has been no indication from these departments that the site is not suitable for the proposed development.

l) The project will be constructed in two phases.

m) Pursuant to the Common Interest Development Act, a homeowners association (HOA) would be created to own and maintain Parcels A-E, and the affordable housing units.

n) The project planner conducted a site inspection on March 16, 2026 to verify that the Project would not conflict with zoning or building ordinances.

o) The application, plans and supporting materials submitted by the Project applicant to Monterey County HCD-Planning for the proposed development are found in Project File No. PLN240105-DEP.

9. **FINDING:** **DEVELOPMENT WITHIN CARMEL RIVER FLOODPLAIN** – The project is not located in the mapped floodway or floodway fringe and sufficient setbacks and measures to avoid erosion are proposed.

a) The project includes development within the Carmel River Floodplain and therefore, is subject to Monterey County Code Chapter 16.16 – *Regulations for Floodplains in Monterey County* and Monterey County Code Chapter 21.64.130 – *Regulations for Land Use in the Carmel Valley Floodplain*. Pursuant to MCC 21.64.130.D.2, development within Carmel Valley floodplain is permissible, provided that all structures including related utilities shall be so located and constructed so as to minimize or eliminate infiltration of flood waters into the systems and discharges from the systems flood waters. Any habitable development within the floodplain must be elevated one foot above the base flood elevation. The proposed project would not meet the exclusions listed in Title 21 section 21.64.130.G and therefore requires the granting of a Use Permit. The Planning Commission is the appropriate authority to grant a Use Permit.

b) No development is located within the Carmel River regulatory floodway. However, 1.2 acres of property are located within the floodplain (Zone AE). Due to the special flood hazard area, the project's hydrologist designated the southwest corner of the property as "non-buildable", making it optimal for the required stormwater quality basin. Accordingly, the project's bioretention basins (Parcels C and E) are located within the flood hazard area and exceed the required capacity required to accommodate a 95th percentile storm event. If a flood did occur, the bioretention basins

would prevent on-site floodwater ponding that could mobilize pollutants, ensuring that stormwater is conveyed away from residences and would not rise to levels capable of inundating pollutant sources. The proposed retention basins increase the floodplain's current capacity and will match existing peak flow runoff conditions from the 2-, 5-, 10-, 25-, 50-, and 100-year, 24-hour design storms. Anchoring to prevent flotation, collapse, or lateral movement of the proposed recreational amenities on Parcels C and E is required in accordance with Monterey County Code section 16.16.050.C.

c) The Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map, effective date April 02, 2009, identifies the floodplain's Base Flood Elevation (BFE) as 36 to 35 feet above mean sea level (FAMSL) (NAVD 88) for the portion of the Carmel River south of the project. The Flood Insurance Rate Map identifies a levee, dike, or floodwall along the lower portion of Val Verde Drive that continues south towards the river. This would remain in place with the implementation of the project. Further, a proposed drainage swale would be installed along the improved portion of Val Verde Drive, within the project limits. A limited portion of three residential parcels (Lots 6-8) lie within the 100-year floodplain; all other residential parcels would be located outside of the floodplain. The portions of Lots 6-8 within the floodplain would serve as rear yards and would be graded to direct flood flows away from the residences and south toward the bioretention basin adjacent to Lot 8, as shown in the Preliminary Grading Plan. Per the Preliminary Stormwater Control Plan (sheet C-9), no residential units or building foundations are anticipated to be developed within the 100-year floodplain. Although not anticipated, should structural development within the floodplain occur, it would be subject to the requirement of Chapter 16.16 of the County Code and require that finished floors be elevated one foot above the base flood elevation to minimize related risk and hazards to an acceptable level. As shown on the attached plans, Lots 6-8 would have pad elevations of 37.2-37.4 feet with implementation of proposed grading activities. Thus, these site's foundations and corresponding residential structures would be 1-2 feet above BFE. All proposed utilities within the floodplain (treated storm drain, sewer pipe & raw water pipe) would be underground and sealed as to eliminate infiltration of flood waters into the systems and discharges from the systems flood waters. According to the Hydrogeologic Report, project grading and construction activities would not significantly alter flood elevations or redirect overbank flows in a manner that would elevate flood hazards off-site. The project engineer also calculated that construction of the proposed project would result in an impact of less than 0.1 feet to the 100-year water surface elevation (WSEL) from pre to post-project conditions, which is considered negligible.

d) The limits of grading are outside of the Carmel River's top of bank and associated riparian corridor. Grading and erosion control measures are incorporated by design and required by applicable

Monterey County Code. In accordance with Title 21 section 21.64.130, the proposed project is sufficiently setback from the top of the bank and will not result in any project-related or flood-related erosion. Additionally, pursuant to Monterey County Code section 16.16.050.J, due to the project's location outside of the Carmel River Floodway, the proposed development will not reduce the capacity of the river or watercourse and will be protected from flow-related erosion and flow-related erosion hazards. Therefore, the project will not result in detrimental impacts to health, safety, peace, morals, comfort, and general welfare of the person residing in the subdivision or in the surrounding residential properties.

e) The application, plans, and supporting materials submitted by the Project applicant to Monterey County HCD-Planning for the proposed development are found in Project File No. PLN240105-DEP.

10. **FINDING:** **DEVELOPMENT ON SLOPES IN EXCESS OF 25% -** There is no feasible alternative which would allow development to occur on slopes of less than 25%.

EVIDENCE:

a) While the 12.5-acre project site is relatively flat, there are approximately 1,800 square feet of slopes that are in excess of 25%. These steeper areas appear to be man-made. The steeper slopes are on the perimeter of the property's cultivated area, and drainage ditches along portions of Val Verde Drive. Implementation of the project will require grading of the entire site, and therefore involve approximately 1,800 square feet of development (grading) on slopes in excess of 25%.

b) 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:

- there is no feasible alternative that would allow development to occur on slopes of less than 25%; and/or
- 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.

c) Implementation of the project would require grading and leveling the entire 12.5-acre site. This will involve approximately 1,800 square feet of development on steeper slopes. There is no feasible alternative that would allow the proposed 60-lot subdivision and 74-unit housing development project from occurring on slopes less than 25%. This is due to the fact that the steeper slopes exist along Val Verde Road, which needs to be improved and widened to meet fire standards, and on irregular areas of the property as a result of current agricultural activities.

d) Further, pursuant to Government Code section 65589.5(j), the housing development project cannot be conditioned or modified to its lower density to comply with subjective standards, such as

Policy OS-3.5, and further, it cannot be modified without the County finding, based on a preponderance of the evidence, that the housing development project would have a specific, adverse impact upon the public health or safety and there is no feasible method to mitigate the public health and safety impact without lowering the density.

e) The application, plans and supporting materials submitted by the Project applicant to Monterey County HCD-Planning for the proposed development are found in Project File No. PLN240105-DEP.

11. **FINDING:** **DEVELOPMENT EVALUATION SYSTEM (DES):** Although the project is a housing inventory site of the Draft 6th Cycle Housing and therefore would be in a future planned growth area, the project is outside the current targeted districts for growth, which are Community Areas, Rural Centers, or Affordable Housing Overlay Districts. 2010 General Plan Policy LU-1.19 calls for project proposals outside these targeted districts to be analyzed by the Development Evaluation System (DES) to ascertain strengths and shortcomings in light of implementing policies and regulations, resources, and infrastructure constraints. The project is consistent with the DES based on application of the DES criteria set forth in Policy LU-1.19.

EVIDNECE:

a) Site Suitability – The project site is suitable for the use proposed. See Finding 2.

b) Infrastructure – The project is located in an area of the County that has established roads and services. The project plans were provided to the MCRFD, which indicated that project implementation or operations would not impact the service's provision. The proposed project includes on-site stormwater detention ponds and stormwater management infrastructure. Water is available for the development. Traffic trip generation for residential use will have less than significant impacts with the incorporation of Mitigation Measure TI-1, which will improve an existing, congested intersection. CAWD will provide wastewater treatment (sewer). Adequate infrastructure exists.

c) Resource Management – Water usage for the proposed subdivison will be provided by Cal-Am via a riparian water rights wheeling agreement. The proposed water demand (16 AFY) is less property's historical (10-year) water demand (35 AFY). The prepared ISMND concluded that there would be less than significant impacts on the environment, subject to 9 mitigation measures, which have been applied as conditions of approval. Trees will be replanted along the proposed private roads and within the open space areas. The proposed density of the site is adequate and suitable for the site.

d) Proximity to a City, Community Area, or Rural Center & Jobs-Housing Balance Within the Community and Between the Community and Surrounding Areas – the project site is located 0.7 miles east of the City of Carmel-by-the-Sea. The property is also directly adjacent to a commercial development area (Barnyard Shopping Center), which represents a source of jobs.

Implementation of the proposed project would make it possible for developers to provide residential opportunities next to a commercially zoned area. The proposal would add multifamily housing in proximity to the City of Carmel and to job opportunities. The proposed housing development project is sited close to existing jobs. Commute times could be reduced for those employed in either Salinas or on the Peninsula and who do not live in a nearby dwelling unit along Highway 1 or Carmel Valley Road.

e) Mix/Balance of uses including Affordable Housing consistent with the County Affordable/Workforce Housing Incentive Program adopted pursuant to the Monterey County Housing Element – The project includes 15 low income townhome units, representing 20% of the project's units. This satisfies Builder's Remedy and the County's Inclusionary Housing Ordinance requirements. Implementation and operation of the project could contribute to the availability of rental/for sale housing options with updated features, materials, and utilities, and increase the housing inventory. The County is not requiring 35% under the DES because 1) Builder's Remedy projects are only required to provide 20% affordability, and 2) State HCD has opined that an analysis of the 35% requirement must be included within the Housing Element before application of the 35% requirement to projects. The 5th cycle Housing Element did not analyze DES or the 35% affordability requirement. The draft 6th Cycle Housing Element, as drafted, requires the County to explore the efficacy of LU-1.19 (DES & 35% affordability) as part of Housing Element Implementation.

f) Proximity to multiple modes of transportation – The project site is approximately 0.3 miles east of California State Route 1 (SR-1), and approximately 0.2 miles south of Carmel Valley Road. Access to the site is provided by the intersection of Rio Road and Val Verde Road. Two Monterey-Salinas Transit bus stops are provided within walking distance (Carmel Rancho & Crossroads Shopping Center). Buses are equipped with bicycle racks to improve upon the "last mile" issue of commuting on public transit. The proposed project includes transit subsidies for its affordable housing unit occupants to promote the use of available transit services. Nearby roads, including Carmel Road Boulevard, Carmel Valley Road, Rio Road, and Highway 1, are recognized by the Transportation Agency of Monterey County as bike routes. The project also includes on-site bike racks and repair facilities to promote the use of bicycles as an alternative mode of transportation. Monterey Regional Airport is approximately 7.7 miles north.

g) The application, plans and supporting materials submitted by the Project applicant to Monterey County HCD-Planning for the proposed development are found in Project File No. PLN240105-DEP.

12. **FINDING:** **APPEALABILITY -** The decision on this Project may be appealed to the Board of Supervisors.

EVIDENCE: a) Pursuant to Title 21 section, the Board of Supervisors is the Appeal Authority to consider appeals from the discretionary decisions of the Planning Commission.

DECISION

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

1) Adopt a Mitigated Negative Declaration pursuant to Section 15074 of the CEQA Guidelines;
2) Approve a Combined Development Permit consisting of:
    a. Vesting Tentative Map to subdivide four parcels containing 12.5 acres into 60 residential lots and five open space & street parcels;
    b. An Administrative Permit to allow the construction of 59 single family dwellings ranging between 2,790 and 3,930 square feet, and 15 1,026 square foot townhomes, and the removal of one Redwood tree;
    c. A Design Approval to allow the use of Pattern & Design Book consisting of four conceptual single-family residential floor plans, offered in three architectural styles (Spanish Colonial, Transitional, and Traditional), and one townhouse floor plan with a Traditional architectural style;
    d. A Use Permit to allow development within the Carmel Valley Floodplain; and
    e. A Use Permit to allow development on slopes in excess of 25% of approximately 1,800 square feet; and
3) Adopt a Mitigation Monitoring and Reporting Plan.

PASSED AND ADOPTED upon motion of Commissioner_____, seconded by Commissioner _____, and carried this 29th day of April, 2026, 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 CLERK OF THE BOARD 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 Administrative Permit, Design Approval, and Use Permit expires 4 years after the above date of granting thereof unless construction or use is started within this period.

3. This VTM expires 2 years after the above date of granting thereof unless extended or approved as a Final Map, subject to Board of Supervisors' consideration.

County of Monterey HCD Planning

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

PLN240105-DEP

1. PD001 - SPECIFIC USES ONLY

Responsible Department: Planning

Condition/Mitigation Monitoring Measure: This Combined Development Permit allows: 1) Vesting Tentative Map to subdivide four parcels containing 12.5 acres into 60 residential lots and five open space & street parcels; 2) an Administrative Permit to allow the construction of 59 single family dwellings ranging between 2,790 and 3,930 square feet, and 15 1,026 square foot townhomes, and the removal of one Redwood tree;3) A Design Approval to allow the use of Pattern & Design Book consisting of four conceptual single -family residential floor plans, offered in three architectural styles (Spanish Colonial, Transitional, and Traditional), and one townhouse floor plan with a Traditional architectural style; 4) A Use Permit to allow development within the Carmel Valley Floodplain; and 5) A Use Permit to allow development on slopes in excess of 25% of approximately 1,800 square feet. The property is located at 26500 & 26550 Val Verde Drive, Carmel, Carmel Valley Master Plan (APNs: 015-021-004-000, 015-021-015-000, 015-021-020-000 , 015-021-021-000 and 015-021-049-000). 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 Monitoring Measure: The applicant shall record a Permit Approval Notice. This notice shall state:
"A Combined Development Permit and Vesting Tentative Map (Resolution Number _____) was approved by the Planning Commission for Assessor's Parcel Numbers 015-021-004-000, 015-021-015-000, 015-021-020-000, 015-021-021-000 and 015-021-049-000 on April 29, 2026. The permit was granted subject to 57 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 Action to be Performed: Prior to the issuance of grading and building permits, certificates of compliance, or commencement of use, whichever occurs first and as applicable, the Owner/Applicant 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 Monitoring Measure: If, during the course of construction, cultural, archaeological, historical or 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 Action to be Performed: The Owner/Applicant/Developer shall adhere to this condition on an on-going basis.

Prior to the issuance of grading or building permits and /or prior to the recordation of the 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 in consultation with the Developer, shall immediately visit the site to determine the extent of the resources and to develop proper mitigation measures required for the discovery in accordance with CEQA Guidelines Section 15126.4(b)(3) to the extent appliable

4. STORMWATER CONTROL PLAN/REPORT (SWCP / SWCR)

Responsible Department: Environmental Services

Condition/Mitigation Monitoring Measure: Prior to issuance of the permit, the applicant shall submit a Storm Water Control Plan (SWCP) & Storm Water Control Plan Report (SWCR). The applicant shall provide a SWCP and a SWCR with supporting calculations, prepared by a professional engineer, that includes stormwater detention and retention facilities for the proposed project. Post-project runoff rates shall be limited, at a minimum, to match pre-development (natural/undeveloped) runoff rates for the 2, 5, 10, 25, 50, and 100-year 24-hour design storms. The SWCR shall include supporting calculations for each selected stormwater design measure, and it shall include a SWCP identifying the location of the drainage facilities with supporting construction details. The SWCP shall be reviewed by a licensed Geotechnical Engineer for any potential impacts to the conclusions and recommendations identified in the Geotechnical Investigation Report. The Plan shall be reviewed and approved by the County prior to recording the final map.

Compliance or Monitoring Action to be Performed: Prior to recordation of a final map, the applicant shall submit a final stormwater control plan/report to HCD-Environmental Services for review and approval.

5. (SWOMA) - STORM WATER OPERATIONS MAINTENANCE AGREEMENT

Responsible Department: Environmental Services

Condition/Mitigation Monitoring Measure: Prior to final map approval, the applicant shall enter into a Storm Water Operations Maintenance Agreement (SWOMA) that clearly identifies the responsible party for ongoing maintenance of structural stormwater control measures. The SWOMA shall contain provisions for an annual report to be prepared by a professional engineer. The annual report shall be submitted to HCD/Environmental Services for review and approval, no later than August 15th. All recommended maintenance shall be completed by October 15th of the same year. If maintenance is required, certification shall be provided by a professional engineer that all recommended maintenance has been completed before the start of the rainy season.

Compliance or Monitoring Action to be Performed: Prior to recordation of a final map, the owner/applicant shall submit the signed and notarized Agreement to HCD-Environmental Services for review and approval. The approved Agreement shall be recorded, and a copy of the recorded document shall be provided to HCD-Environmental Services.

6. (SWOMP) - STORM WATER OPERATIONS MAINTENANCE PLAN

Responsible Department: Environmental Services

Condition/Mitigation Monitoring Measure: Prior to final map approval, the applicant shall submit an Operation and Maintenance Plan prepared by a registered Professional Engineer that includes, at a minimum, the following:
a) A site map identifying all structural Stormwater Control Measures requiring O &M practices to function as designed.
b) O&M procedures for each structural Stormwater Control Measure including, but not limited to, LID facilities, retention/detention basins, and proprietorship devices.
c) The O&M Plan shall include short-and long-term maintenance requirements, recommended frequency of maintenance, and estimated cost for maintenance.

Compliance or Monitoring Action to be Performed: Prior to final map approval, the owner/applicant shall submit the O&M Plan to HCD-Environmental Services for review and approval.

7. CALIFORNIA CONSTRUCTION GENERAL PERMIT

Responsible Department: Environmental Services

Condition/Mitigation Monitoring Measure: Prior to issuance of the permit, the applicant shall submit a Stormwater Pollution Prevention Plan (SWPPP) and a valid Waste Discharger Identification Number (WDID) to HCD-Environmental Services for review and approval. If the project is exempt from obtaining coverage under the Construction General Permit, the applicant shall provide a letter of exemption or erosivity waiver with a valid waiver identification number from the Central Coast Regional Water Quality Control Board to HCD-Environmental Services for review and approval.

Required Steps:
1. Submit a Notice of Intent in California's SMARTS system to obtain coverage under the Construction General Permit
2. Submit SWPPP and WDID #
3. Submit Notice of Termination prior to final inspection

Compliance or Monitoring Action to be Performed: Prior to issuance of any grading or construction permits, the applicant shall submit a SWPPP including the WDID number certifying the project is covered under the California Construction General Permit or a letter of exemption from the Central Coast Regional Water Quality Control Board.

8. FEMA ELEVATION CERTIFICATE - FINAL CONSTRUCTION

Responsible Department: Environmental Services

Condition/Mitigation Monitoring Measure: The applicant shall provide the County an Elevation Certificate on FEMA's Elevation Certificate form, completed by a registered civil engineer or licensed land surveyor certifying that the structures have been constructed in accordance with Chapter 16.16 of Monterey County Code. (HCD- Environmental Services)

Compliance or Monitoring Action to be Performed: Prior to final inspection of the last residence, the owner/applicant shall submit a FEMA Elevation Certificate, based on "finished construction", to HCD-Environmental Services for review and approval.

9. EHSP01- SEWER IMPROVEMENT DESIGN

Responsible Department: Health Department

Condition/Mitigation Monitoring Measure: Engineered plans for the sewer system including all necessary redundancies shall be submitted to and approved by the Carmel Area Wastewater District (CAWD). Plans shall be in conformance with Monterey County Code, Chapter 19.13 and the California Plumbing Code, Title 24 part 5 of the California Code of Regulations.

Compliance or Monitoring Action to be Performed: Prior to filing the final/parcel map, submit plans to the County of Monterey Environmental Health Bureau for review and approval.
Submit written verification from the Carmel Area Wastewater District (CAWD) to the Monterey County Environmental Health Bureau (EHB) that plans have been reviewed and approved.

10. EHSP02 - INSTALL/BOND SEWER SYSTEM IMPROVEMENTS

Responsible Department: Health Department

Condition/Mitigation Monitoring Measure: The developer shall install the sewer system improvements to and within the subdivision and any appurtenances needed per Monterey County Code Chapter 19.13 Improvement Agreements.
OR
The developer shall enter into a Subdivision Improvement Agreement with the County that shall provide security guaranteeing the installation of the sewer system improvements per Monterey County Code Chapter 19.13 Improvement Agreements.

Compliance or Monitoring Action to be Performed: Prior to filing the final parcel map, install the sewer system improvements to and within the subdivision and any appurtenances needed and obtain approval of installation from the Carmel Area Wastewater District (CAWD).
Submit evidence of approval from CAWD to Environmental Health. OR
Provide Environmental Health Bureau with a draft of the Subdivision Improvement Agreement for review and approval. Record the Subdivision Improvement Agreement with the final map.

11. EHSP03 – EVIDENCE OF WATER SERVICE

Responsible Department: Health Department

Condition/Mitigation Monitoring Measure: As proposed, water would be “wheeled” from the property to Cal-Am so Cal-Am would serve the project. The Applicant/Owner shall obtain all necessary authorizations from Cal-Am, MPWMD, and the State as needed to wheel onsite riparian rights. Should adequate public water supply become available (allocated, purchased, or other method) prior to approval of final maps and the CDO be lifted, the Applicant/Owner/Developer may utilize such water supply and shall demonstrate to the Couty that the site can and will be served by a public purveyor. If these options are not viable, the applicant would be responsible for the creation of a stand-alone water system.

Compliance or Monitoring Action to be Performed: Prior to final map approval, submit to EHB and HBD-Planning evidence of available water service for either option.

12. EHSP04 - WELL NOT IN SERVICE

Responsible Department: Health Department

Condition/Mitigation Monitoring Measure: Destroy the existing well(s) that are not in service, according to the standards found in State of California Bulletin 74 and all its supplements, and Chapter 15.08 of the Monterey County Code.

(Environmental Health)

Compliance or Monitoring Action to be Performed: Prior to issuance of a subdivision improvement grading and construction permits, a California licensed well drilling contractor shall obtain a well destruction permit for the on-site well located with the proposed street from the Environmental Health Bureau. Other wells may remain on-site until issuance of the 53rd building permit per this condition.

Prior to final inspection of subdivision improvement grading/building permits, a California licensed well drilling contractor shall destroy the on-site well within the in roadway in accordance with the well destruction permit and submit the Well Drillers Report to the Environmental Health Bureau for review and acceptance.

Prior to issuance 53rd building permit for a market rate singe family dwelling, all remaining on-site wells shall be destroyed. A California licensed well drilling contractor shall obtain a well destruction permit for the remaining on-site wells from the Environmental Health Bureau.

Prior to final inspection of subdivision improvement grading/building permits, a California licensed well drilling contractor shall destroy the remaining on-site wells in accordance with the well destruction permit and submit the Well Drillers Report to the Environmental Health Bureau for review and acceptance. All well-decommissioning activities must be completed to the satisfaction of the County prior to the issuance of building permits for the final six (6) market-rate residential units within the Project.

13. EHSP05 - DTSC APPROVAL OF PHASE I AND II ENVIRONMENTAL SITE ASSESSMENTS

Responsible Department: Health Department

Condition/Mitigation Monitoring Measure: Phase I and II Environmental Site Assessment (ESA) prepared by Stantec dated 5/7/24 showed exceedances for Arsenic. Per Health & Safety Code § 25300 et seq. — Hazardous Substance Account Act (HSAA): Department of Toxic Substances Control (DTSC) will need to agree with findings and provide direction to applicant in order to obtain a “No Further Action” Letter (NFA).

Compliance or Monitoring Action to be Performed: To the satisfaction of the County of Monterey EHB Director, prior to filing/approval of the Vesting Tentative Map: submit Environmental Geology Services (EGS Consultants) Phase I and Phase II Environmental Site Assessments to the Department of Toxic Substances Control (DTSC) for review and approval. Upon approval – DTSC will provide the applicant with a “No Further Action” Letter (NFA). NFA Letter will be provided to Environmental Health Bureau Hazardous Materials Management Services prior to condition being updated to a “met” status.

14. Housing001 - Inclusionary Housing & Builder's Remedy Affordability

Responsible Department: Planning

Condition/Mitigation Monitoring Measure: The applicant has confirmed that they are going to comply with the Builder's Remedy (SB330) and the County's Inclusionary Housing Ordinance by providing 15 lower-income units as part of the development.

SB330 requires the applicant to construct either a) 20% of total units for lower-income households; or, b) 100% of the total units for moderate-income households. By constructing 15 lower-income units, the applicant will be making 20.3% of the development affordable.

The County's Inclusionary Housing Ordinance also requires that the applicant to make at least 20% of the total units affordable distributed as 4 very low-income units, 4 low-income units (collectively lower-income units), and 6 moderate-income units. The 15 lower-income units provided to comply with SB330 exceed the number of lower-income units required by the Inclusionary Housing Ordinance.

Based on the applicant's representations, this application meets the requirements to be considered complete consistent with the Builder's Remedy (SB330) and County Inclusionary Housing affordability requirements.

Compliance or Monitoring Action to be Performed: The Agreement shall further require the Applicant to receive certificates of occupancy for all affordable units prior to the issuance of building permits for the 56th market rate unit or post a bond or other financial security acceptable to the County sufficient to cover any remaining the construction costs of the income-restricted units within a mutually agreed timeframe. The Agreement shall further require the Applicant to receive certificates of occupancy for all affordable units prior to the issuance of building permits for the 45th market rate unit or post a bond or other financial security acceptable to the County sufficient to cover the construction costs of the income-restricted units within a mutually agreed timeframe.

15. PD005 - FISH & GAME FEE NEG DEC/EIR

Responsible Department: Planning

Condition/Mitigation Monitoring Measure: Pursuant to the State Public Resources Code Section 753.5, State Fish and Game Code, and California Code of Regulations, the applicant shall pay a fee, to be collected by the County, within five (5) working days of project approval. This fee shall be paid before the Notice of Determination is filed. If the fee is not paid within five (5) working days, the project shall not be operative, vested or final until the filing fees are paid. (HCD - Planning)

Compliance or Monitoring Action to be Performed: Within five (5) working days of project approval, the Owner/Applicant shall submit a check, payable to the County of Monterey, to the Director of HCD - Planning.

If the fee is not paid within five (5) working days, the applicant shall submit a check, payable to the County of Monterey, to the Director of HCD - Planning prior to the recordation of the final/parcel map, the start of use, or the issuance of building permits or grading permits.

16. PD006 - CONDITION OF APPROVAL / MITIGATION MONITORING PLAN

Responsible Department: Planning

Condition/Mitigation Monitoring Measure: The applicant shall enter into an agreement with the County to implement a Condition of Approval/Mitigation Monitoring and/or Reporting Plan (Agreement) in accordance with Section 21081.6 of the California Public Resources Code and Section 15097 of Title 14, Chapter 3 of the California Code of Regulations. Compliance with the fee schedule adopted by the Board of Supervisors for mitigation monitoring shall be required and payment made to the County of Monterey at the time the property owner submits the signed Agreement. The agreement shall be recorded. (HCD- Planning)

Compliance or Monitoring Action to be Performed: Within sixty (60) days after project approval or prior to final map approval, whichever occurs first, the Owner/Applicant shall:

1) Enter into an agreement with the County to implement a Condition of Approval/Mitigation Monitoring Plan.

2) Fees shall be submitted at the time the property owner submits the signed Agreement.

3) Proof of recordation of the Agreement shall be submitted to HCD -Planning.

17. 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 final map approval, the Owner/Applicant shall pay the Condition Compliance fee, as set forth in the fee schedule adopted by the Board of Supervisors.

18. PD011 - TREE AND ROOT PROTECTION

Responsible Department: Planning

Condition/Mitigation Monitoring Measure: No on-site trees require protection. However, trees which are located close to construction site (s) and within the work area consistent with the vesting tentative map 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. This includes off-site trees that shall be protected through protective fencing and measures described above. 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 permits for subdivision improvements and land clearing per Phase, the Owner/Applicant/Developer shall submit evidence of tree protection to HCD - Planning for review and approval. Tree protection shall remain in-place until the final inspection of the last single-family dwelling.

During grading and construction (all phases), 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 of the last home, the Arborist shall submit photos of the trees on and near 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.

19. PSDP007 - EMERGENCY ACTION PLAN

Responsible Department: Planning

Condition/Mitigation Monitoring Measure: The Applicant/Owner shall prepare an Emergency Action Plan (EAP) that includes at a minimum the following: emergency contact information, before -, during- and after-evacuation procedures, specific duties of tenants, transportation arrangements, and Evacuation Guide & Checklist (prepared by the Monterey County Office of Emergency Services), and a site plan illustrating emergency exit routes and areas of refuge. The AEP site plan shall reflect the approved project's site plan (i.e. location of entrance, buildings, parking, etc.)

The EAP will be provided to each single-family dwelling owner and each tenant of the affordable townhomes.

Compliance or Monitoring Action to be Performed: Prior to issuance of the first residential building permit, the Applicant/Owner/HOA shall submit for review and approval an Emergency Action Plan that incorporates the requirements of this condition.

Prior to final inspection of the first residential building permit, the Applicant/Owner shall submit evidence demonstrating that the approved EAP is incorporated into the new resident/employee/tenant manual.

20. PW0005 – ENCROACHMENT PERMIT

Responsible Department: Public Works

Condition/Mitigation Monitoring Measure: Encroachment Permits are required for all work within the public right-of-way.

Compliance or Monitoring Action to be Performed: Owner/Applicant shall obtain an encroachment permit from the HCD prior to issuance of building or grading permits, and construct and complete improvements prior to occupancy or commencement of use. The applicant is responsible for obtaining all permits and environmental clearances.

21. PW0002a - ROAD MAINTENANCE AGREEMENT

Responsible Department: Public Works

Condition/Mitigation Monitoring Measure: Owner/Applicant shall execute a legally-binding Road Maintenance Agreement for Val Verde Drive (Private Road) between the project boundary and Rio Road, whereby the owner, homeowners' association, or other agency with legal authorization will assume responsibility for the operation and maintenance of the proposed improvements. Maintenance shall be at a level that meets the County of Monterey standards. The agreement shall be recorded with the recorder’s office.

Compliance or Monitoring Action to be Performed: Prior to final occupancy of the first residence, the Owner/Applicant shall provide a road maintenance agreement to HCD-Engineering Services and PWFP for review and approval.

22. PD036 - UTILITIES-SUBDIVISION

Responsible Department: Planning

Condition/Mitigation Monitoring Measure: A note shall be placed on the parcel/final map or a separate sheet to be recorded with the parcel/final map indicating that "Underground utilities are required in this subdivision in accordance with Chapter 19.10.095, Title 19 of the Monterey County Code." Such facilities shall be installed or bonded through a Subdivision Improvement Agreement prior to filing the parcel/final map. The note shall be located in a conspicuous manner subject to the approval of the Director of HCD-Public Works. (HCD - Planning)

Compliance or Monitoring Action to be Performed: Prior to recording the parcel/final map, the Owner/Applicant shall place a note on the map or on a separate sheet and submit to HCD - Planning for review and approval.

The Owner/Applicant shall install utilities underground in accordance with Chapter 19.10.095, Title 19 of the Monterey County Code, or bond through a Subdivision Improvement Agreement for the underground utility facilities.

23. 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 1-August 31), 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. If ground distributing or construction stops for more than 30 days, an additional nest survey shall be prepared and submitted to the County. (HCD - Planning)

Compliance or Monitoring Action to be Performed: No more than 30 days prior to ground disturbance or tree removal associated with subdivision improvements (per phase), 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. If ground distributing or construction stops for more than 30 days, an additional nest survey shall be prepared and submitted to the County.

24. PDSP009 - DRAINAGE IMPROVEMENTS

Responsible Department: Planning

Condition/Mitigation Monitoring Measure: Flooding associated with County Drainage Area 27 (DA-27), within CSA-50, is known within the project site and the surrounding areas. The project shall demonstrate complies with all requirements of Title 16. Not withstanding other Title 16 flood hazard provisions, the project shall ensure that DA-27 run on received on-site is routed through the subject property or otherwise controlled in a manner that ensures 1) on-site habitable structures are safe from overland floods, and 2) off-site properties are not adversely impacted or subject to increased overland flooding depths during 20-year and 100-year storm events, as demonstrated by a hydrology and hydraulic analysis, capacity assessments, and/or other appropriate documentation, prepared by a licensed civil engineer. The following shall occur:

1) The Applicant/Owner shall construct on-site drainage improvements throughout the property to necessary to meet the performance standard above, subject to PWF&P review and approval, or other improvement alternatives determined appropriate by the Director of PWF&P that are equally or more effective, and better address DA-27's overland flow issues and the goals, policies, and text of the 2010 General Plan and Monterey County Code. Required improvements shall be roughly proportional to the project's impact on overland flows and shall not require addressing pre-existing deficiencies. Required improvements shall be shown on the final map and constructed concurrently with subdivision improvements; or

2) If the County confirms that the drainage conveyance pipe connecting DA-27 to the Carmel River is an actual, planned project (funded, permitted, and scheduled to be completed prior to final inspection of subdivison improvements), or other similar improvement is proposed, the Applicant/Owner shall pay a fair-share contribution toward the construction of that improvement, as determined by PWF&P, prior to approval of the final map.

Compliance or Monitoring Action to be Performed: Prior to final map approval, the Applicant/Owner shall submit on-site drainage improvement plans that demonstrate how post-development runoff from DA-27 will not increase baseline (pre-development) peak surface/overland flow rates, velocities, or depths for the project site or nearby properties that may receive overland flows or displaced flows during 20-year and 100-year storm events. These plans shall be accompanied by the necessary technical reports. If other improvement alternatives, determined appropriate by the Director of PWFP, that are equally or more effective, and better address DA-27's overland flow issues, become available prior to final map approval, these alternatives shall be analyzed and implemented as needed to satisfy this condition. All reports and plans are subject to review and approval by HCD-Planning and PWF&P. Once approved, final on-site drainage improvements shall be incorporated into the final map and subdivision improvement agreement. If other drainage improvement alternatives are determined by PWF&P to better comply with this condition, the Applicant/Owner shall implement those measures in a legally binding manner.

Prior to final inspection of the first residential structure, drainage improvements as required by this condition shall be installed or satisfied.

25. PW0001 – OFFSITE IMPROVEMENTS

Responsible Department: Public Works

Condition/Mitigation Monitoring Measure: The Subdivider shall be responsible for the design and construction of a sidewalk Rio Road ensuring a seamless connection to the existing pedestrian network to enhance connectivity. Trim the trees and vegetation near the proposed site access to provide sight visibility. The design and construction is subject to the approval of the HCD-Engineering Services. Encroachment Permits are required for all work within the public right-of-way.

Compliance or Monitoring Action to be Performed: Owner/Applicant shall submit the design for review and approval of the HCD, obtain an encroachment permit from the HCD prior to issuance of the first building or grading permits, and construct and complete improvements prior to occupancy or commencement of use. Applicant is responsible for obtaining all permits and environmental clearances.

26. PW0006 - CARMEL VALLEY

Responsible Department: Public Works

Condition/Mitigation Monitoring Measure: The Applicant shall pay the Carmel Valley Master Plan Area Traffic Mitigation fee pursuant to the Board of Supervisors Resolution NO. 95-140, adopted September 12, 1995 (Fees are updated annually based on CCI).

Compliance or Monitoring Action to be Performed: Prior to final inspection or final certificate of occupancy, whichever occurs consistent with SB937 or applicable state laws Owner/Applicant shall pay to PBI the required traffic mitigation fee.

27. PW0016 - MAINTENANCE OF SUBDIVISIONS

Responsible Department: Public Works

Condition/Mitigation Monitoring Measure: Subdivider shall pay for all maintenance and operation of subdivision improvements from the time of installation until acceptance of the improvements for the Subdivision as computed by the Board of Supervisors in accordance with the subdivision improvement agreement and until a homeowners association or other agency with legal authorization to collect fees sufficient to support the services is formed to assume responsibility for the services.

Compliance or Monitoring Action to be Performed: As an ongoing condition Subdivider shall be responsible to maintain improvements for the Subdivision consistent with the Subdivision Improvement Agreement until maintenance is assumed by another entity.

28. PW0020 - PRIVATE ROADS

Responsible Department: Public Works

Condition/Mitigation Monitoring Measure: Roads shall be designated on the final map as follows "Private Roads". (Public Works).

Compliance or Monitoring Action to be Performed: Prior to approval of Final Map, the Subdivider's Surveyor shall include on final map.

29. PW0021 - ROAD NAMES

Responsible Department: Public Works

Condition/Mitigation Monitoring Measure: Submit all proposed road names to the Public Works, Facilities, and Parks for approval by County Communications.

Compliance or Monitoring Action to be Performed: Prior to approval of Final Map, the Subdivider shall submit proposed road names to PWFP. PWFP will submit to County Communications for approval.

30. PW0030 - HOMEOWNERS ASSOCIATION

Responsible Department: Public Works

Condition/Mitigation Monitoring Measure: Form a homeowners association for maintenance of all common areas, including roads, driveways/courtyards, stormwater treatment and drainage facilities , landscaping, and the community amenity areas (Parcel A-E). Prepare an operation and maintenance plan for all facilities, which may be established in the Covenants, Conditions and Restrictions (CC&R's). The common interest development shall be governed in accordance with David Stirling Act . Implement a fee program or HOA budget to fund operation and maintenance, and have record CC&R's against each parcel within the subdivision. The road maintenance and operations plan shall require that the HOA maintain all Val Verde improvements as shown on the Final Map, and all that portion of paving and striping of Val Verde Drive from Rio Road to the northern property line and/or northern most point of roadway improvements. Nearby private residences and lots that utilize Val Verde Drive shall continue to have access .

The Developer shall develop a Master Landscape Guideline to be included in the CC&R's, subject to review and approval by HCD-Planning, that establishes 1) the planting schedule (locations, species, and irrigation) for Parcels A-E & Lot 60 (affordable units), and 2) landscape and planting guidelines for residential lots (1-59), including water use limitations. The Master Landscape Guide shall demonstrate that exterior (landscaping) water demand for the entire subdivision will not exceed 2.36 AFY, unless public water supply becomes available. Landscaping within Parcels A-E and Lot 60 shall be in general conformance with the Open Space Tree Plan, attached to this resolution. The Pattern & Design Book approved with this Resolution shall be updated to include exterior and street lighting guidelines that comply with County standards (General Plan Policy LU-1.13) and Board of Supervisors adopted guidelines. The exterior lighting plan guidelines shall include examples of approved locations, types, and wattages 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 HOA, or its architectural/design review board (if created), shall ensure that future development and landscaping on residential lots and within Parcels A-E are in substantial conformity with the Pattern & Design Book approved with this Resolution, and the Master Landscape Guidelines. Street trees shall line that portion of Val Verde Drive that traverses through the subject property and shall be maintained on an on-going basis unless demonstrated to be detrimental to health, life, safety, or property. Landscaping throughout the subdivision shall comply with MPWMD 's Minor Landscape requirements, including, but not limited to, the use of climate-appropriate, non-invasive species, and limited Turf. The Master Landscape Guide shall require all future landscape plans per residence to 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." The Pattern & Design Book and Master Landscape Guidelines shall be attached as an Exhibit to the CC &R, and the HOA shall be responsible for compliance with such guidelines. Records of compliance shall be submitted to the County of Monterey upon request. (continued below)

Compliance or Monitoring Action to be Performed: Condition Text: This project requires a Transportation Demand Management (TDM) plan for the lifetime of the project, which shall mean until such time as the project is demolished, or such time as the project is added to or replaced with a new project. The TDM strategies are included as part of VMT Memo prepared by Kittleson & Associates, dated January 19, 2026. A TDM plan shall be created to detail implementation and management of each TDM

Action: Prior to approval of a Final Map, the Applicant/Subdivider/Developer shall submit to HCD-Planning a copy of the final Pattern & Design Book and determine whether an architectural/design review board will be created with the formation of an HOA. The Applicant/Subdivider/Developer shall also submit to HCD-Planning for review and approval a Master Landscape Guideline book and EAP, meeting the requirements of this condition.

Prior to the approval of a Final Map, Subdivider shall submit documentation, including but not limited to the CC&Rs, to HCD Engineering Services and HCD-Planning for the formation of a homeowners association to maintain all common areas, including roads, driveways/courtyards, stormwater treatment and drainage facilities, landscaping, and the community amenity areas (Parcel A-E) and satisfy the requirement of this condition.

Prior to issuance of the first residential construction or grading permit, the project shall include the approved TDM Plan and the TDM Strategies contained in the CC&R's whose document is executed and recorded against the project, to be maintained throughout the lifetime of the project.

On an on-going basis, the HOA shall submit records relating to this condition to HCD-Planning, upon request.

31. PW0032 - AS BUILT PLANS

Responsible Department: Public Works

Condition/Mitigation Monitoring Measure: A Registered Civil Engineer shall file as-built plans (originals) in the Public Works, Facilities, and Parks department with a letter certifying improvements have been made in conformance with the improvement plans and local ordinance. (Public Works).

Compliance or Monitoring Action to be Performed: Prior to the release of bonds, the Subdivider/ Engineer shall submit as -built plans and a stamped notice of completion letter to Public Works, Facilities, and Parks for review and approval.

32. PW0036 - EXISTING EASEMENTS AND ROW

Responsible Department: Public Works

Condition/Mitigation Monitoring Measure: Provide for all existing and required easements or rights of way.

Compliance or Monitoring Action to be Performed: Prior to approval of the Subdivision Map, Subdivider's Surveyor shall include all existing and required easements or rights of way on Final Map.

33. PW0043 - REGIONAL DEVELOPMENT IMPACT FEE

Responsible Department: Public Works

Condition/Mitigation Monitoring Measure: Prior to issuance of final inspection or final certificate of occupancy, whichever occurs consistent with SB937 or other applicable state law, 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 final inspection or final certificate of occupancy, Owner/Applicant/Developer shall pay Monterey County Building Services Department the traffic mitigation fee. Owner/Applicant shall submit proof of payment to the HCD-Engineering Services.

34. PW0044 - CONSTRUCTION MANAGEMENT PLAN

Responsible Department: Public Works

Condition/Mitigation Monitoring Measure: The applicant shall submit a site-specific Construction Management Plan (CMP) to HCD-Planning and HCD-Engineering Services for review and approval that describes how the site will be managed during construction to protect onsite and nearby sensitive resources, avoid construction nuisance impacts to nearby properties, and reduce congestion/circulation impacts to the local transportation network. The applicant shall be required to adhere to the approved CMP. The Construction Management Plan shall include the following (As applicable):

• Names and contact information (primary and secondary) of parties responsible for the project during construction.

Summary table including:

Types of construction vehicles and the number of truck and/or vehicle trips/day.

Quantity and extent (acreage) of grading per day (Air Quality Management District Standards).

Hours of operation.

Project scheduling (dates) and duration of construction.

Map illustrating:

Location of project (vicinity map).

Proposed route for hauling material.

Location of Sensitive Receptors (schools, hospitals, etc.) along haul route.

Location of stockpiles and parking for construction vehicles.

Sensitive areas (tree protection zones, drainage, environmentally sensitive habitat, slopes, etc.) where no parking, stockpiling, or construction will occur.

The CMP shall:

Prescribe measures to reduce traffic impacts, including but not limited to scheduling hauling and material deliveries off-peak hours and encouraging carpooling. Prohibit blocking of access roads or driveways.

Avoid impacting access to private properties by not parking on neighboring properties or impeding on the travel lane of access roads. Construction vehicles shall be encouraged not to park directly in front of neighboring properties.

Ensure pedestrian paths of travel are not impeded or that alternative paths of travel are provided.

Provide adequate storage and staging areas. Staging and storage areas shall be on-site to the maximum extent possible to reduce potential noise, dust, glare, and other impacts to neighboring property.

If on-site storage and staging areas cannot be accommodated, appropriate best management practices shall be implemented to ensure that off-site storage and staging do not adversely impact access or cause excessive noise, dust, or lighting for neighboring properties.

The Applicant/Owner may need to obtain separate authorization to utilize off-site storage and staging areas. The owner/applicant shall be responsible for securing this authorization prior to approval of the CMP.

Prior to the commencement of construction activities, the applicant shall post a publicly visible sign that outlines the specifics of the construction management plan, the telephone number of the on-site contractor, and the telephone number of the person to contact regarding complaints. This contact person shall respond to complaints and take corrective action within 24 hours.

Recommendations from the project biologist, arborist, archaeologist, and/or other qualified professionals relating to construction activities shall be included in the CMP.

Compliance or Monitoring Action to be Performed:

1. Prior to issuance of a construction permit, the Owner/Applicant/Contractor shall prepare and submit a CMP meeting the requirements of this condition to 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.

35. PWSP016 - UTILITIES (NON-STANDARD CONDITION)

Responsible Department: Public Works

Condition/Mitigation Monitoring Measure: The subdivider shall submit three prints of the approved final map to each of the following utility companies. Pacific Gas & Electric Company, AT&T Company, and California-American Water Company. Utility companies shall submit their recommendations, if any, to the Director of Public Works for all required easements . (PWFP).

Compliance or Monitoring Action to be Performed: Prior to approval of Final Map, the Subdivider/Engineer shall provide final map to impacted utility companies for review. Subdivider shall submit utility comments, if any, to PWFP.

36. PWSP03 - SUBDIVISION IMPROVEMENTS

Responsible Department: Public Works

Condition/Mitigation Monitoring Measure: Prepare detailed improvement plans for approval by Housing and Community Development. Plans shall include, but not be limited to, utilities, roads, storm water, waste water, earthwork, and grading. Roads shall be constructed in accordance with the typical section shown on the tentative map and as required by the County. An improvement security agreement for improvements not constructed shall be required prior to acceptance of the Final Map.

Compliance or Monitoring Action to be Performed: Prior to the approval of a Final Map, the subdivider shall submit improvement plans prepared by their engineer to HCD Engineering Services on behalf of Public Works , Facilities, and Parks for review and approval. Subdivider shall enter into a subdivision improvement agreement to install improvements not constructed prior to acceptance of the Final Map. Improvements shall be bonded prior to the recordation of the Final Map.

37. PDSP001 - DEDICATE WATER RIGHTS AND MONITOR WATER USE

Responsible Department: Planning

Condition/Mitigation Monitoring Measure: MPWMD has confirmed that the existing water use on site has historically averaged 34.97 acre feet (AF) per year over a 10-year baseline period spanning 2016-2025. The 10-year water demand is recognized by SWRCB and MPWMD as the property owner's riparian water rights. The projected water demand for the development is 15.71 AF (interior annual average water demand [13.35AFY] plus exterior annual average water demand [2.36 AFY], but is rounded up to 16 AF per year for a conservative estimate). The Applicant shall permanently wheel an average of 16 AFY of riparian water rights associated with the project site to CalAM. The water rights shall be used solely for the on-site residential development (including landscaping & recreational areas). The wheeled rights shall not be available for any other use or transfer for use outside the Project site. The applicant shall formally dedicate, or otherwise permanently forbear , the remainder of their riparian rights (18.97AF of riparian water per year) for beneficial in-stream uses in the Carmel River. This dedication will help to improve the Carmel River instream flows. Prior to the issuance of the 53rd building permit, the on-site wells will be destroyed in accordance with State and Local requirements. All water use on-site shall be conditioned that MPWMD shall retain the ability to mandate feasible and reasonable reductions in water use in the future as necessary to constrain water use to the established water demand. Should public water credits become available for the project's water demand through allocation, purchase, or other method, therefore allowing the residential development to connect directly to a public water purveyor, the proposed project shall utilize such water source and connection, but shall then coordinate with SWRCB to dedicate the 16 AFY of wheeled rights for beneficial in-stream uses in the Carmel River.

MPWMD and the County shall track building permit and water use permit approvals to assure that the development overall will remain within the projected water demand. If tracking indicates that the project overall trend would result in an exceedance of the established water demand upon full buildout, then MPWMD and the County shall require conditioning of all future building and water use permits with reductions in water use in order to restore the trend to compliance with the established water demand. This limitation may ultimately include limitations on residential improvements (such as numbers of fixtures, swimming pools, or other limits), changes in landscaping amounts, types, or irrigation practices, a limit on overall amount of landscaping or other measures. If monitoring/reporting indicates that the project is exceeding the estimated water demand on average over two or more years, MPWMD and the County shall require responsible parties (HOA, individual property owners, and/or any other entity responsible for water use on the project) to modify landscaping & irrigation practices and/or add additional water efficiency measures to the project as necessary to reduce the water use to an average of 16 AFY. If triggered, the responsible parties for water use shall implement remedial measures within one year of exceedance. Failure to comply may result in MPWMD imposing mandatory water use limitations.

Compliance or Monitoring Action to be Performed:

1. A note shall be added to the final map, or an additional map sheet, stating that the project includes 60 residential lots, 59 market rate units, 15 townhomes, and associated landscaping and open areas, which is estimated to demand 16 AFY. If additional residential development that increases the water demand above this amount is proposed, including Accessory Dwelling Units, evidence of adequate water supply shall be demonstrated prior to issuance of construction permits.

2. Prior to issuance of the first building permit for the vertical construction of the Project, the applicant shall formalize its reduction of water usage through a perpetual covenant, such as a Section 1707 petition or other form or process, as mutually agreed upon by the California State Water Resources Control Board , and the Applicant.

3. Prior to issuance 53rd building permit for a market rate singe family dwelling, all on-site wells shall be destroyed. Following approval of the Project's CDO exception by the California State Water Resources Control Board, and upon installation of water meters for the Project by water purveyor (i.e. California-American Water), the Applicant shall commence the decommissioning of all onsite Project Wells in accordance with applicable Monterey County Environmental Health Bureau (EHB) requirements, Monterey Peninsula Water Management District (MPWMD) and all state regulations. Decommissioning shall include the destruction of the well (s) consistent with California Department of Water Resources standards. All well-decommissioning activities must be completed to the satisfaction of the County prior to the issuance of building permits for the final six (6) market-rate residential units within the Project.

4. Annually for the first five years of full build-out, the HOA and/or project developer shall submit water usage reports to MPWMD demonstrating compliance with the water demand and use limitation of this condition. Following this reporting period, water usage reports may be requested upon demand. All water usage reports shall be made available to HCD upon request.

38. PD015 - NOTE ON MAP-STUDIES

Responsible Department: Planning

Condition/Mitigation Monitoring Measure: A note shall be placed on the final map or a separate sheet to be recorded with the final map and shall be included on the subdivision improvement plan, subdivision grading permit, and in the CC&Rs stating that:

The following reports have been prepared for the project:
- Geotechnical Reports;
- Geological Hazards Report;
- Hydrogeological Reports
- Drainage/Floodplain/Stormwater Control Reports;
- Traffic Reports;
- Archaeological Reports;
- Noise & Vibration Analysis;
- Biological Resources Reports;
- Environmental Site Assessment (Phase I & II);
- Historical Report;
- Arborist Reports;

The note shall include the name of the specified report, date of the report, report preparer's name, that the report is on file in Monterey County HCD - Planning and that the recommendations contained in said report shall be followed in further development of this property. The note shall be located in a conspicuous location, subject to the approval of the County Surveyor.
(HCD - Planning)

Compliance or Monitoring Action to be Performed: Prior to recordation of final/parcel map, the Owner Applicant shall submit the final map with notes to the HCD - Planning and HCD - Public Works for review and approval.

39. 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 Counsel'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

40. PD011(A) - TREE REMOVAL

Responsible Department: Planning

Condition/Mitigation Monitoring Measure: Tree removal shall not occur until a construction permit has been issued in conformance with the appropriate stage or phase of development in this permit. Only those trees approved for removal shall be removed. (HCD-Planning)

Compliance or Monitoring Action to be Performed: Prior to tree removal, the Owner/ Applicant/ Tree Removal Contractor shall demonstrate that a construction permit has been issued prior to commencement of tree removal.

41. EHSP06- DESIGN WATER SYSTEM IMPROVEMENTS (NON-STANDARD)

Responsible Department: Health Department

Condition/Mitigation Monitoring Measure: The applicant shall design the water system improvements to meet the standards as found in Titles 17 and 22 of the California Code of Regulations and as found in the Residential Subdivision Water Supply Standards. (County of Monterey Environmental Health)

Compliance or Monitoring Action to be Performed: Prior to recordation of the first final map, the applicant shall submit engineered plans for water system improvements to the State Water Resources Control Board – Division of Drinking Water (DDW) and California American Water Company – Monterey water system, for review and verification of conformance with standards . Submit documentation indicating acceptance to the Environmental Health Bureau.

42. EHSP07 – INSTALL OR BOND WATER SYSTEM IMPROVEMENTS (NON-STANDARD)

Responsible Department: Health Department

Condition/Mitigation Monitoring Measure: Pursuant to Monterey County Code Chapter 19.13 Improvement Agreements, the owner shall install the water system improvements to and within the subdivision and any appurtenances needed.
OR
The owner shall enter into a Subdivision Improvement Agreement with the County that shall provide security guaranteeing the installation of the water system improvements . (County of Monterey Environmental Health)

Compliance or Monitoring Action to be Performed: Prior to recordation of the first final map, install the water system improvements to and within the subdivision and any appurtenances needed and obtain approval of installation California American Water Company – Monterey water system .
OR
Prior to recordation of the first final map, provide County of Monterey Environmental Health Bureau with a draft of the Subdivision Improvement Agreement for review and approval . Record the approved Subdivision Improvement Agreement concurrent with the first final map .

43. EHSP08 - FIRE FLOW STANDARDS (NON-STANDARD)

Responsible Department: Health Department

Condition/Mitigation Monitoring Measure: Design the water system improvements to meet fire flow standards as required and approved by the local fire protection agency.

Compliance or Monitoring Action to be Performed: Prior to recordation of the first final map, the applicant shall submit plans for the proposed water system improvements to the local fire protection agency for review and acceptance. Submit a set of water system plans verified by the State Water Resources Control Board - Division of Drinking Water to meet the standards of Titles 17 and 22 and signed or wet-stamped by the local fire protection agency to the Environmental Health Bureau for review and acceptance.

44. EHSP09 - WELL AND WATER SYSTEM EASEMENTS (NON-STANDARD)

Responsible Department: Health Department

Condition/Mitigation Monitoring Measure: The Final Map shall denote easements for existing and proposed California American Water Company – Monterey water system infrastructure, water distribution pipelines and access easement(s). Easements shall appear as part of the final map and shall meet the requirements of Monterey County Code, Section 15.04.050 and the California Code of Regulations, Title 22, Chapter 16, Section 64560 (Water Works Standards).

Compliance or Monitoring Action to be Performed: Prior to filing the first final map, the applicant shall submit a draft of the final map to the County of Monterey Environmental Health Bureau for review and acceptance.

45. PDSP003 - CONVENTS, CONDITIONS & RESTRICTIONS

Responsible Department: Planning

Condition/Mitigation Monitoring Measure: The Applicant shall prepare and submit draft project Covenants, Conditions and Restrictions (CC&R) for the project. The CC&Rs shall be submitted with the project map for review and approval of the County Engineer, and the Chief of Planning or their designee. The CC&Rs shall be reviewed and approved prior to approval of the Final map. The CC&Rs shall include relevant language from the project Conditions of Approval and shall include language that restricts the Homeowner's Association from making changes to the CC&Rs pertaining to or specifying the County or related to the Conditions of Approval without first obtaining approval from the County .

The CC&Rs shall include: "All structures and landscaping must be consistent with the Pattern & Design Book, and Master Landscape Guidelines. After each parcel has been developed, all subsequent construction will be subject to the County 's Design Approval process in place at that time ." The Pattern & Design Book and Master Landscape Guidelines shall be attached as an Exhibit to the CC&R and the HOA shall be responsible for compliance with such guidelines.

Compliance or Monitoring Action to be Performed: Prior to approval of the Final Map, the Applicant/Developer shall submit draft copies of CC&Rs to HCD-Planning for review and approval.

46. PDSP09 - NO PARKING AREAS

Responsible Department: Planning

Condition/Mitigation Monitoring Measure: Prior to the issuance of the first residential building permit per phase, "No Parking" signs or red-painted curbs shall be installed to the satisfaction of the Cypress Fire Protection District. No parking areas shall be along Val Verde Drive, shared private driveways, emergency evacuation routes, and those portions of Street A and B that contain a center median/divider. Signs and curb painting shall be maintained in a clear and legible condition. Emergency access routes shall have gates that prohibit daily use, but may be opened by the FPD during an emergency.

Compliance or Monitoring Action to be Performed: Prior to the issuance of the first residential building permit per phase, "No Parking" signs or red-painted curbs shall be installed to the satisfaction of the Cypress Fire Protection District. No parking areas shall be along Val Verde Drive, shared private driveways, emergency evacuation routes, and those portions of Street A and B that contain a center median/divider. '

On an ongoing basis, signs and curb painting shall be maintained in a clear and legible condition

47. PDSP10 - PHASED MAP

Responsible Department: Planning

Condition/Mitigation Monitoring Measure: Prior to recordation of the first final map, the applicant shall submit a detailed phasing plan for review and approval by the Monterey County Public Works Department and Planning Department. If phasing is not proposed, no action is required. If phasing is proposed, all conditions shall be satisfied as applicable per phase.

Compliance or Monitoring Action to be Performed: Prior to recordation of the first final map, the applicant shall submit a detailed phasing plan for review and approval by the Monterey County Public Works Department and Planning Department. If phasing is not proposed, no action required. If phasing is proposed, all conditions shall be satisfied as applicable per phase.

48. PDSP003 - NOTE ON FINAL MAP

Responsible Department: Planning

Condition/Mitigation Monitoring Measure: Although not being subdivided, APN: 015- 021-049-000 shall be shown on the final map as it is necessary for project access.

The Final Map shall show a note shall be included on the final map, or an additional map sheet, that states, or details the equivalent:

- "Any street lights in the subdivision shall be consistent with the Design & Pattern Book and maintained by the HOA"
- "All exterior lighting fixtures shall be consistent with the Design & Pattern Book, and be unobtrusive, harmonious with the local area, and constructed or located so that only the intended area is illuminated and off-site glare is fully controlled"
- "All landscaping in the subdivision shall be consistent with the Master Landscape Guidelines. Landscaping and street trees within Parcel A-E and Lot 60 shall be maintained by the HOA."
- "The open space, private roads, and common area parcels (Parcels A-E), and APN: 015-021-049-000 shall be conveyed to HOA, and shall not be further subdivided or developed residentially."

Compliance or Monitoring Action to be Performed: Prior to recordation of the final map, the noted and revisions detailed in this condition shall be added to the final map and subject to HCD-Planning for review and approval.

49. MM001-Worker Environmental Awareness Program

Responsible Department: Planning

Condition/Mitigation Monitoring Measure: Monterey dusky-footed woodrat, CRLF, and other special status species may be present on site. To ensure impacts are less than significant, the owner /applicant shall retain a County-approved qualified biologist (Project Biologist) to conduct a Worker Environmental Awareness Program (WEAP) training prior to subdivision improvements and prior to the construction of residential development. The Project Biologist shall provide the training to all personnel associated with project construction to ensure they can recognize special status species and sensitive biological resources that may occur on site. The program shall include identification of the special status species and their habitats, a description of the regulatory status and general ecological characteristics of sensitive resources, and review of the limits of construction and mitigation measures required to reduce impacts to biological resources within the work area. A fact sheet conveying this information shall also be prepared for distribution to all contractors, their employers, and other personnel involved with construction of the project. All employees shall sign a form documenting that they have attended the WEAP training and understand the information presented to them. The form shall be submitted to the County to document compliance prior to the initiation of ground disturbing activities, and updated and resubmitted as new personnel are added to the construction site.

Compliance or Monitoring Action to be Performed: Prior to approval of the Final Map, this mitigation measure's language and requirements shall be added as a note on the Final Map, or as an additional map sheet.

Prior to issuance of grading permits for subdivision improvements (all phases, if phased) from HCD-Building Services, the owner/applicant shall submit evidence to HCD-Planning of a contract with a qualified biologist to implement the requirements of this mitigation measure.

Prior to initiation of grading activities associated within subdivision improvements (all phases, if phased), including staging and mobilization, the owner/applicant/Project Biologist shall submit documentation signed by all personnel associated with project construction that they have attended the WEAP training and understand the information presented to them to HCD-Planning.

Prior to issuance of grading permits/construction permits for residential development (all phases, if phased) from HCD-Building Services, the owner/applicant shall submit evidence to HCD-Planning of a contract with a qualified biologist to implement the requirements of this mitigation measure.

Prior to the initiation of construction activities associated with the residential development (all phases, if phased) , the owner/applicant/Project Biologist shall submit documentation signed by all personnel associated with project construction that they have attended the WEAP training and understand the information presented to them to HCD-Planning.

On an ongoing basis, updated documentation shall be submitted as new personnel are added to the construction site.

50. MM002- Monterey Dusky-Footed Woodrats Survey

Responsible Department: Planning

Condition/Mitigation Monitoring Measure: To the greatest extent feasible, initial vegetation removal shall occur when woodrats are least likely to be reproducing (October - November). If infeasible and construction/grading permits are to be issued between October and November, the owner/applicant shall retain a County-approved qualified biologist (Project Biologist) to implement this mitigation measure and conduct a pre-construction survey for Monterey dusky-footed woodrat nests within 50 feet of the project work limits no more than 30 days prior to construction. Identified nest(s) shall be flagged and avoided, where possible. If the nest(s) cannot be avoided and must be removed to allow construction activities, the nest(s) shall be dismantled by hand prior to grading or vegetation removal activities. A report of the preconstruction survey results and any proposed avoidance buffers or nest removals shall be submitted to the County for review and verification prior to the initiation of any dismantling activities and /or construction activities that could affect woodrat nests.

Dismantling of nest(s) shall be monitored by the Project Biologist. The Project Biologist shall have the authority to halt construction or dismantling activities within the work area if woodrat nests or individuals are at risk, until appropriate avoidance or corrective measures are implemented at the biologist's discretion. If young are encountered during nest dismantling, the dismantling activity shall cease, and the material shall be carefully replaced back on the nest. Once the biologist determines that the young are capable of being independent, nest dismantling shall be allowed to continue. All dismantling activities shall be completed prior to on -site construction activities, including staging and mobilization. A report documenting the dismantling shall be submitted to the County within seven days of activities requiring nest removal. This mitigation measure is not applicable to the construction of residential structures, as all vegetation and ground clearing associated with subdivision improvements will remove any potential dusky-footed woodrat habitat.

Compliance or Monitoring Action to be Performed: Prior to issuance of grading permits for subdivision improvements (all phases, if phased) from HCD-Building Services, the owner/applicant shall submit evidence to HCD-Planning of a contract with a qualified biologist to implement the requirements of this mitigation measure.

If the initiation of project grading or vegetation removal associated with subdivision improvements (all phases, if phased) occurs during October - November, the owner/applicant/Project Biologist shall submit to HCD-Planning a copy of the preconstruction survey results report that includes any proposed avoidance buffers or nest removals. If nest(s) are identified during the preconstruction surveys that cannot be feasibly avoided, the Project Biologist shall monitor the dismantling of nest (s). Following removal, the owner/applicant/Project Biologist shall submit to HCD-Planning a copy of the report documenting dismantling within seven days of activities requiring nest removal.

51. MM003 - CRLF Avoidance

Responsible Department: Planning

Condition/Mitigation Monitoring Measure: The following measures shall be implemented during project construction.

- To the greatest extent possible, ground disturbing activities shall be completed between May 1 and October 31 to avoid the breeding season of the CRLF, when activities would be most disruptive to the species. If work activities occur outside this period, the avoidance, survey, and monitoring measures described below shall be implemented.
- A County-approved qualified biologist with experience in identification of all life stages of CRLF and its habitat shall conduct a pre-construction survey no more than 14 days before the onset of work activities. A report of the preconstruction survey results shall be submitted to the County for review and verification prior to on -site construction activities, including staging and mobilization.
- A County-approved qualified biologist shall conduct a daily clearance survey prior to the start of work and be present during all initial ground disturbing project activities , including vegetation removal. A report of monitoring results shall be submitted to the County for review and verification within 14 days of completion of all initial ground disturbance and vegetation removal.
- If any life stage of CRLF is detected at any time throughout the duration of the project, project activities shall cease and the County shall be notified immediately . Work shall not continue on-site until the County-approved qualified biologist has verified the individual has left the project site on its own. If the individual does not leave the site , and/or may be impacted by the project, the County shall contact the USFWS and if the USFWS determines that adverse effects to the CRLF or habitat cannot be avoided, the project shall not commence until further guidance from USFWS is provided.
- Workers shall inspect all holes and trenches for CRLF or entrapped wildlife prior to backfill. Open trenches greater than three feet deep shall be covered at the end of the day or ramped to prevent entrapment.
- No work shall occur during a rain event exceeding 0.25 inch in a 24-hour period. If work resumes within 24 hours of a rain event, a County-approved qualified biologist shall inspect the site again prior to resuming work.
- Water shall not be impounded in a manner that may attract CRLF.
- Workers shall not handle any wildlife.
- Pets shall be prohibited at the construction site.
- All food-related garbage shall be placed in tightly sealed containers at the end of each workday to avoid attracting predators. Containers shall be emptied and garbage removed from the construction site at the end of each workweek. If sealed containers are not available, garbage shall be removed from the construction site upon completion of daily activities. All garbage removed from the construction site shall be disposed of at an appropriate off-site refuse location

Compliance or Monitoring Action to be Performed:

Prior to approval of the Final Map, a note shall be added to the Final Map, or as an additional map sheet, summarizing the requirements of this mitigation measure, subject to approval by HCD-Planning.

Prior to issuance of grading permits for subdivision improvements (all phases, if phased) from HCD-Building Services, the owner/applicant shall include a note on the grading/construction plans encompassing the language contained in Mitigation Measure BIO-3, including all compliance actions.

If ground disturbing activities are scheduled to take place after October 31 and before May 1, then prior to initiation of grading activities associated within subdivision improvements (all phases, if phased), including staging and mobilization, the owner/applicant shall submit evidence to HCD-Planning of a contract with a qualified biologist to implement the requirements of this mitigation measure.

Prior to initiation of grading activities associated within subdivision improvements (all phases, if phased) between November 1 and April 31, the owner/applicant/Project Biologist shall provide a copy of the preconstruction survey results report to HCD-Planning.

Within 14 days of completion of all initial ground disturbance and vegetation removal associated with subdivision improvements, the owner /applicant shall provide a copy of the daily monitoring results report to HCD-Planning.

Prior to issuance of grading permits/construction permits for residential development from HCD-Building Services, the owner/applicant shall include a note on the grading/construction plans encompassing the language contained in Mitigation Measure BIO-3, including all compliance actions.

Prior to issuance of grading permits/construction permits for residential development from HCD-Building Services, the owner/applicant shall submit evidence to HCD-Planning of a contract with a qualified biologist to implement the requirements of this mitigation measure.

Prior to initiation of grading or construction activities for residential development (all phases, if phased) between November 1 and April 31, the owner/applicant/Project Biologist shall provide a copy of the preconstruction survey results report to HCD-Planning.Within 14 days of completion of all initial ground disturbance associated with residential development, the owner/applicant shall provide a copy of the monitoring results report to HCD-Planning.

Prior to final inspection of all grading and construction permits from HCD -Building Services, the Project Biologist shall submit a final report to HCD-Planning demonstrating compliance with this mitigation measure for all phases.

52. MM004- Exclusionary Protective Fencing

Responsible Department: Planning

Condition/Mitigation Monitoring Measure: Prior to issuance of grading permits/construction permits for subdivision improvements from HCD-Building Services, a qualified biologist (Project Biologist) shall be retained to supervise the installation of temporary exclusionary protection fencing with one -way funnels along the eastern and southern property lines the project site for the duration of all grading and construction. Fencing shall be installed prior to any site grubbing or grading activities associated with subdivision improvements and construction to prevent small mammals, amphibians, or reptiles from migrating onto the site. Installation during the dry season is intended to minimize the potential for amphibians that disperse during wet weather conditions to enter and potentially establish on the project site. The Project Biologist shall oversee the installation of the fencing. The Project Biologist or Contractor shall verify that the fencing is properly installed and maintained throughout all ground disturbance and construction, until such time that privacy fencing along the southern and eastern perimeter is installed. Exclusionary fencing may be modified to install privacy fencing (section by section). Any damage or gaps in the fencing shall be repaired immediately upon discovery. A report documenting protection fencing location and methods shall be submitted to HCD -Planning for review and verification prior to on-site construction activities, including staging and mobilization.

Compliance or Monitoring Action to be Performed:

Prior to approval of the Final Map, a note shall be added to the Final Map, or as an additional sheet, stating “Exclusionary fencing along the eastern and southern property lines shall be properly installed and maintained throughout all ground disturbance and construction, until such time that privacy fencing along the southern and eastern perimeter is installed . Exclusionary fencing may be modified to install privacy fencing (section by section). Any damage or gaps in the fencing shall be repaired immediately upon discovery. The Project Biologist/Contractor shall keep a log of activities” or the equivalent language.

Prior to issuance of grading permits for subdivision improvements (all phases, if phased) from HCD-Building Services, the owner/applicant shall submit evidence to HCD-Planning of a contract with a qualified biologist to implement the requirements of this mitigation measure.

Prior to the issuance of grading permits for subdivision improvements (all phases, if phased) from Building Services, the owner/applicant/Project Biologist shall provide a copy of the report documenting the protection fencing location and methods to HCD-Planning.

Weekly, during active grading during subdivision improvements, the Project Biologist/Contract shall ensure the protective fencing remains properly installed. Any damage or gaps in the fencing shall be repaired immediately upon discovery. The Project Biologist/Contractor shall keep a log of activities.

Prior to issuance of grading permits/construction permits for residential development (all phases, if phased) from HCD-Building Services, the owner/applicant shall submit evidence to HCD-Planning that the exclusionary fencing is still installed.

On an ongoing basis, the Project Biologist/Contractor shall verify that the fencing is properly installed and maintained throughout all ground disturbance and construction , until such time that privacy fencing along the southern and eastern perimeter is installed. Exclusionary fencing may be modified to install privacy fencing (section by section). Any damage or gaps in the fencing shall be repaired immediately upon discovery. The Project Biologist/Contractor shall keep a log of activities.

Prior to final inspections for all grading and construction permits, the Project Biologist shall submit a final report to HCD-Planning demonstrating ongoing or final compliance with this mitigation measure, as applicable.

53. MM005 - On-Call Archaeological Monitoring and Cultural Resource Training

Responsible Department: Planning

Condition/Mitigation Monitoring Measure: To reduce potential impacts on cultural resources that may be discovered during development on-site, a qualified archaeologist (i.e., an archaeologist registered with the Register of Professional Archaeologists [RPA] or a Registered Archaeologist [RA] under the supervision of an RPA) shall be retained through a binding contract with the owner/applicant, as an on-call monitor for the duration of all project-related ground-disturbing activities (Archaeological Monitor). If at any time, potentially significant archaeological resources or intact features are discovered, the County's standard Condition of Approval PD003(A) shall be adhered to. The On-Call Archaeological Monitor shall review and evaluate any inadvertent discoveries to determine if they are historical resource(s) and/or unique archaeological resources or tribal cultural resources under CEQA, and work in coordination with the Tribal Monitor (Mitigation Measure TR-1). If the Archaeological Monitor determines that any cultural resources exposed during construction constitute a historical resource and /or unique archaeological resource or tribal cultural resource under CEQA, he/she shall notify the project proponent and other appropriate parties of the evaluation. The Professional Archaeologist shall recommend mitigation measures to mitigate to a less-than-significant impact in accordance with California Public Resources Code (PRC) Section 15064.5, including but not limited to a Cultural Resources Protection and Management Plan ("Plan"), and conduct additional testing to determine the resources' boundaries, if needed. The Cultural Resources Protection and Management Plan shall be prepared in consultation with the County and the tribal cultural monitor for the treatment of any cultural resources with appropriate dignity, and the final disposition of any artifacts, and submit the Plan to HCD-Planning for review and approval. The Plan shall also include a Data Recovery Plan that follows the California Secretary of the Interior's Guidelines for Archeological Documentation. Should additional testing identify significant resources, or resources are inadvertently discovered, the goals of the Plan are to avoid disturbance of resources to the extent feasible and document any unique archaeological resources that would be directly impacted by construction activities:

- Measures to avoid disturbance of resources include re -siting or re-designing approved project components if feasible, or capping /covering the resource in a non-destructive manner. If neither avoidance measures are feasible, on-site relocation, following consultation with HCD-Planning and the Tribal Monitor, shall be considered and implemented if feasible.
- Avoidance shall be pursued prior to considering excavation and recovery .
- If avoidance is determined infeasible, the qualified archaeologist shall formulate measures for their treatment and recovery that document the unique resource prior to removal.

The Archaeological Monitoring contract shall require that the Archaeological Monitor keep a log of inadvertent discoveries and submit a final report summarizing compliance actions with HCD-Planning. The contract shall also require that the on-call monitor conduct a cultural resource awareness and response training for construction personnel prior to the commencement of any grading or excavation activity. (continued below)

Compliance or Monitoring Action to be Performed:

Condition Text: The cultural resource awareness and response training shall be conducted with the Tribal Monitor (Mitigation Measure TR-1) and describe protocols to be used in the event of an unanticipated discovery, and the importance of cultural resources to the Native American community, identify specific construction activities that the tribal monitor shall be present for, any construction activities where the tribal monitor will not be present for, how sampling of the excavated soil will occur, if required, and any other logistical information such as when and how work would halt.

Action: Prior to approval of the Final Map, a note on the Final Map, or additional map sheet, shall be added requiring an on-call archaeological monitor and pre-construction cultural awareness training. Language subject to approval by HCD-Planning.

Prior to issuance of grading permits for subdivision improvements (all phases, if phased) from HCD-Building Services and prior to issuance of grading permits/construction permits for residential development from HCD -Building Services, the owner/applicant shall include a note on the construction plans encompassing the language contained in Mitigation Measure CR-1, including all compliance actions. The owner/applicant shall submit said plans to HCD-Planning for review and approval.

Prior to issuance of grading permits for subdivision improvements (all phases, if phased) from HCD-Building Services and prior to issuance of grading permits/construction permits for residential development from HCD -Building Services, the owner/applicant shall submit to HCD-Planning a copy of the contract between the owner/applicant and a qualified Archaeological Monitor. The contract shall satisfy the requirements of this mitigation measure. The contract shall authorize the on -call monitor and a designated crew member to stop work in the event resources are found . In addition, the contract shall authorize the monitor to prepare a report suitable for compliance documentation to be prepared within four weeks of completion of the data recovery field work. The contract shall be submitted to HCD -Planning for review and approval.

Prior to the commencement of any grading or excavation activity, the owner /applicant shall submit evidence that the project archaeologist has conducted a cultural resource awareness and response training for construction personnel. Evidence shall include training materials and a sign-in sheet.

During construction, the application/owner/contractor/archaeologist shall adhere to the requirements of this mitigation measure.

Prior to final inspection, the Project Archaeological shall submit a final report to HCD-Planning demonstrating compliance with this mitigation measure, a copy of the monitoring log, instances of halting work, in-field revisions, and additional measures, if warranted.

54. MM006 - Temporary Construction Noise

Responsible Department: Planning

Condition/Mitigation Monitoring Measure: Project construction will occur near residential land uses. Construction shall only occur Monday-Saturday, 7am to 7pm. The project construction contractor shall use the best available noise suppression devices and techniques including, but not limited to the following noise reduction measures:

- Equip all internal combustion engine-driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment .
- Locate stationary noise-generating equipment such as pumps, air compressors, or portable power generators, and staging or lay-down areas over 100 feet from adjoining sensitive land uses. If this cannot be feasibly accomplished, temporary noise barriers shall be constructed to screen stationary noise -generating equipment when located near adjoining sensitive land uses.
- Prohibit unnecessary idling of internal combustion engines.
- Utilize “quiet” air compressors and other stationary noise sources where technology exists.
- Control noise from construction workers’ radios to a point where they are not audible at existing residences bordering the project site.
- Notify all adjacent businesses, residences, and other noise-sensitive land uses of the construction schedule in writing.
- Designate a “disturbance coordinator” who shall be responsible for responding to any complaints about construction noise. The disturbance coordinator shall determine the cause of the noise complaint (e.g., bad muffler, etc.) and shall require that reasonable measures be implemented to correct the problem. Conspicuously post a telephone number for the disturbance coordinator at the construction site and include it in the notice sent to neighbors regarding the construction schedule. The disturbance coordination shall keep a log of complaints and modifications implemented, and shall provide this log to HCD-Planning upon request.

Compliance or Monitoring Action to be Performed: Prior to approval of the Final Map, this mitigation measure’s language shall be summarized and added as a note on the Final Map, or on an additional map sheet.

Prior to issuance of grading permits for subdivision improvements (all phases, if phased) from HCD-Building Services and prior to issuance of grading permits/construction permits for residential development from HCD -Building Services, the requirements of this mitigation measure shall be included as a note on the construction plans. The construction plans shall delineate a 100-foot distance from adjoining sensitive land uses, illustrating the area where stational noise-generating equipment should not be located unless a temporary noise barrier is installed. Additionally, HCD-Planning shall be provided with contact information for the “disturbance coordinator” and written acknowledgement of this mitigation measure’s requirements.

During construction, the construction manager and disturbance coordinator shall ensure compliance with Mitigation Measure N-1.

Prior to final inspection for all permits, the owner/applicant shall submit a report from the disturbance coordinator and construction manager outlining the complaints received, how complaints were addressed, and compliance with all other noise reduction measures.

55. MM007 - Temporary Ground-borne Vibration

Responsible Department: Planning

Condition/Mitigation Monitoring Measure: Construction of the project may result in vibration levels that could exceed 0.3 in/sec PPV near the proposed southern residences. To reduce these vibration levels, the project construction contractor shall incorporate the following vibration reduction measures:

- Avoid using vibratory rollers within 20 feet and rubber-tired dozers or excavators within 5 feet of the adjacent residences to the south.
- A static roller shall be used in lieu of a vibratory roller when work would occur within 20 feet of the adjacent residences to the south.
- Substitute smaller equipment (e.g., Tractor/Loader/Backhoe) to complete the tasks designated for rubber-tired dozers or excavators.
- Select demolition methods that do not involve large impact tools within 20 feet of the adjacent residences to the south. Portable jackhammers, saws, or grinders shall be used to minimize impacts to the ground.
- Avoid dropping heavy equipment and use alternative methods for breaking up existing pavement, such as a pavement grinder, instead of dropping heavy objects , within 20 feet of the adjacent residences to the south.
- Designate a Disturbance Coordinator responsible for registering and investigating claims of excessive vibration. The contact information for the responsible party shall be posted on the construction site

Compliance or Monitoring Action to be Performed: Prior to approval of the Final Map, this mitigation measure's language shall be summarized and added as a note on the Final Map, or on an additional map sheet.

Prior to issuance of grading permits for subdivision improvements (all phases, if phased) from HCD-Building Services and prior to issuance of grading permits/construction permits for residential development from HCD -Building Services, the requirements of this mitigation measure shall be included as a note on the construction plans. Additionally, HCD-Planning shall be provided with contact information for the "disturbance coordinator" and written acknowledgement of this mitigation measure's requirements.

During construction, the construction manager and disturbance coordinator shall ensure compliance with Mitigation Measure N-2.

Prior to final inspection for all permits, the owner/applicant shall submit a report from the disturbance coordinator and construction manager outlining the complaints received, how complaints were addressed, and compliance with all other vibration reduction measures.

56. MM008 - On-Site Tribal Monitor

Responsible Department: Planning

Condition/Mitigation Monitoring Measure: A Tribal Monitor approved by the appropriate tribe, traditionally and culturally affiliated with the vicinity of the subject parcel, that has consulted with the County and designated one lead contact person in accordance with AB 52 requirements, or other appropriately NAHC-recognized representative, shall be on-site for all initial ground disturbance (e.g., grading and excavation associated with subdivision improvements [grubbing, leveling, ground clearing, etc.], as phased, if phased), all ground disturbance associated with main utility trenching (water & sewer mains), detention ponds, and roadways. If construction of the residential development requires ground disturbance at depths deeper than what has already been monitored and excavated with initial grading, the Tribal Monitor shall monitor that additional excavation. The Tribal Monitor shall monitor the work area and identify any materials or findings with Tribal cultural significance, should they be uncovered during ground disturbing activities, to ensure potential impacts remain less-than-significant. This Tribal Monitor shall have the authority to temporarily halt work in order to examine any potentially significant cultural materials or features. If resources are discovered, the owner /applicant/contractor shall refer to and comply with Condition PD003(A) as applicable. The Tribal Monitor shall also be present for and assist in conducting the pre -construction cultural resources awareness training of Mitigation Measure CR-1. This mitigation is not intended to alleviate responsibility of the owner or its agents from contacting the County Coroner and complying with State law if human remains are discovered.

Compliance or Monitoring Action to be Performed:

Prior to approval of the Final Map, a note shall be added to the Final Map, or an additional map sheet, requiring that evidence be submitted to HCD-Planning demonstrating whether construction of the residential development will require excavation deeper than disturbed during subdivision improvements. If deeper excavation is required, the requirements of this mitigation measure apply.

Prior to issuance of grading permits for subdivision improvements (all phases, if phased) from HCD-Building Services, the owner/applicant shall include a note on the construction plans encompassing the language contained in Mitigation Measure TR -1, including all compliance actions. The owner/applicant shall submit said plans to HCD-Planning for review and approval.

Prior to issuance of grading permits for subdivision improvements (all phases, if phased) from HCD-Building Services, the owner/applicant shall submit evidence to the satisfaction of the HCD-Planning that a monitor approved by the appropriate tribe traditionally and culturally affiliated with the vicinity of the subject parcel, and that has consulted with the County and designated one lead contact person in accordance with AB 52 requirements, or other appropriately NAHC-recognized representative, has been retained to monitor the appropriate construction activities. This Tribal Monitor shall be retained for the duration of initial ground disturbing activities described in this mitigation measure.

Any artifacts found that are not associated with the finding of human remains shall be cataloged by both the Tribal Monitor and the qualified Archaeological Monitor. Once cataloged, the qualified Archaeological Monitor will take temporary possession of the artifacts for testing and reporting purposes. Upon completion of these testing and reporting activities, all artifacts, at the discretion of the property owner, shall be returned within one (1) year to a representative of the appropriate local tribe as recognized by the Native American Heritage Commission, or the Monterey County Historical Society. A final technical report containing the results of all analyses shall be completed within one year following completion of the field work. This report shall be submitted to HCD-Planning and the Northwest Information Center at Sonoma State University . Artifacts associated with the finding of human remains shall be reburied in accordance with State law and penalty for violation pursuant to PRC section 5097.994.

Prior to final grading inspection, the Tribal Monitor or other appropriately NAHC recognized representative shall submit a letter to HCD -Planning confirming participation in the monitoring and provide a summary of archaeological and /or cultural finds or no finds, as applicable.

On and on-going basis, should construction of the residential development require ground disturbance at depths deeper than what has already been monitored and excavated with initial grading, the Tribal Monitor shall monitor that additional excavation .

57. MMT1-TRAFFIC IMPROVEMENTS

Responsible Department: Public Works

Condition/Mitigation Monitoring Measure: The Applicant/Owner shall install and construct the following measures to ensure compliance with the County's level of service standards per the traffic study prepared by Kittleson & Associates, Inc., dated 12/11/2025

Implement the following at the signalized intersection of Carmel Valley Road /Carmel Rancho intersection:

Convert the existing northbound left-through to a northbound through-right at Carmel Valley Road/Carmel Rancho Boulevard together with any signal configuration as required to mitigate for LOS targets.

Compliance or Monitoring Action to be Performed: Prior to Final Map approval, the Applicant shall enter into a Subdivision Improvement Agreement with the County of Monterey, and provide to HCD-Planning, Engineering Services, and the County Surveyor for review and approval a Subdivision Improvements Plan illustrating the required traffic improvements .

Prior to issuance of first construction or grading permit, the required intersection improvement shall be constructed and finaled to the satisfaction of HCD -Engineering Services.

City Ventures

26500 VAL VERDE DRIVE

CARMEL, CALIFORNIA

1st. SUBMITTAL DATE: 11.08.2024
2nd. RESUBMITTAL: 01.24.2025
3rd. RESUBMITTAL: 04.01.2026



LOCATION MAP

SITE LOCATION

APPLICANT:
CITY VENTURES
444 SPEAR STREET, SUITE 200
SAN FRANCISCO, CA 94105
CONTACT: PAMELA NIETING
Vice President of Development

E-MAIL: pnieting@cityventures.com
www.cityventures.com

LANDSCAPE ARCHITECT:
GATES+ASSOCIATES
1655 N. MAIN STREET
WALNUT CREEK, CA 94596
CONTACT: RUSTY CASE
PHONE: 925.586.3786
E-MAIL: rusty@dgates.com
www.dgates.com

ARCHITECT:
HUNT HALE JONES ARCHITECTS
444 SPEAR STREET, SUITE 105
SAN FRANCISCO, CA 94105
CONTACT: DAN HALE
Architect
PHONE: 415.568.3833
E-MAIL: dhale@hhja.com
http://www.hhja.com

CIVIL ENGINEER:
CBG
2633 CAMINO RAMON, SUITE 350
SAN RAMON, CA 94583
CONTACT: JASON NERI
Principal
PHONE: 925.866.0322
E-MAIL: jneri@cbandg.com
http://www.cbandg.com

City Ventures

CARMEL
CITY VENTURES
26500 VAL VERDE DRIVE
CARMEL, CA. 93923

cbg

GATES +ASSOCIATES
LANDSCAPE ARCHITECTURE
LAND PLANNING - URBAN DESIGN

HUNT HALE JONES

Architecture | Planning | Interiors

444 Spear Street, Suite 105
San Francisco, CA 94105
www.hunthalejones.com

t. 415-512-1300
f. 415-288-0288

COVER SHEET

CS

SCALE: N.T.S.
DATE: 02.17.26
PROJECT: 317093

©HUNT HALE JONES ARCHITECTS

TABLE OF CONTENTS

ARCHITECTURAL

CS - COVER SHEET
PO 1 - PROJECT OVERVIEW
PI 1.1 - NEIGHBORHOOD PHOTOS
PI 1.2 - PROJECT INFORMATION
SP - CONCEPTUAL SITE PLAN
PI1.0 - CONCEPTUAL STREETSCAPE
PI 1.1 PROJECT IMAGERY
PI 1.2 PROJECT IMAGERY
PI 1.3 PROJECT IMAGERY

SINGLE FAMILY

A1.0.0 - CONCEPTUAL STREETSCAPE
A1.1.1 - CONCEPTUAL PLAN 1 ELEVATION
A1.1.2 - CONCEPTUAL PLAN 1 FLOOR PLAN
A1.2.1 - CONCEPTUAL PLAN 2 ELEVATION
A1.2.2 - CONCEPTUAL PLAN 2 FLOOR PLAN
A1.3.1 - CONCEPTUAL PLAN 3 ELEVATION
A1.3.2 - CONCEPTUAL PLAN 3 FLOOR PLAN
A1.4.1 - CONCEPTUAL PLAN 4 ELEVATION
A1.4.2 - CONCEPTUAL PLAN 4 FLOOR PLAN

TOWNHOME (BMR)

A3.1 - CONCEPTUAL TOWNHOME ELEVATION
A3.2 - CONCEPTUAL PLAN 5 FP
A3.2.1 - CONCEPTUAL PLAN 6 FP
A3.3 - CONCEPTUAL TOWNHOME MAIN FLR. PLAN
A3.4 - CONCEPTUAL TOWNHOME UPPER FLR. PLAN

CIVIL

C-1 - TITLE SHEET
C-2 - VESTING TENTATIVE MAP FOR CONDOMINIUM PURPOSES
C-3 - AERIAL CONTEXT MAP
C-4 - EXISTING CONDITIONS
C-5 - PRELIMINARY SITE PLAN
C-6 - STREET SECTIONS
C-7 - PRELIMINARY GRADING & DRAINAGE PLAN
C-8 - PRELIMINARY UTILITY PLAN
C-8.1 - ALTERNATIVE UTILITY PLAN
C-9 - PRELIMINARY STORMWATER CONTROL PLAN
C-10 - PREELIMINARY EROSION CONTROL PLAN

LANDSCAPE

L-1 - OVERALL ILLUSTRATIVE
L-2 - TYPICAL PLANTING
L-3 - TYPICAL PLANTING
L-4 - TYPICAL PLANTING SHARED DRIVE
L-5 - BMR LANDSCAPE
L-6 - OPEN SPACE LANDSCAPE CONCEPT
L-7 - OPEN SPACE GARDEN CONCEPT
L-8 - PLANT PALETTE
L-9 - LANDSCAPE DETAILS
L-10 - LANDSCAPE DETAILS
L-11 - LIGHTING DETAILS
L-12 - OPEN SPACE TREE PLAN
L-13 - HYDROZONE PLAN
L-14 - TYPICAL IRRIGATION
L-15 - TYPICAL IRRIGATION
L-16 - TYPICAL IRRIGATION SHARED DRIVES
L-17 - TYPICAL IRRIGATION WELO CALCS
L-18 - TYPICAL IRRIGATION WELO CALCS
L-19 - TYPICAL IRRIGATION WELO CALCS

PROJECT OVERVIEW

Carmel 1 Inv, LLC is excited to present our proposal for the development located at 26500 Val Verde Drive. The property located at 26500 Valve consists of five parcels with APN's 015-021-004, 015-021-015, 015-021-020, 015-021-021, and 015-021-049. The site is bordered at the west boundary line by the Carmel Rancho shopping center that provides access to fitness studio, veterinary services, salon, spa, commercial law offices and more. At its northern and boundary, the site is bounded by existing residential and open space at its east boundary. At its southern boundary the site exists single family residential with the existing Riverwood Condominium subdivision across the street from Rio Road. The property is within the Carmel Valley Master Plan Area and has a General Plan use designation of “Residential - Low Density”. The project qualifies as a Housing Development Project under Government Code section 65589.5(h)(2)

The project will host a range of home options with 59 single homes and 15 townhomes for a total of 74 for-sale, solar, all-electric dwelling units. The proposed architecture will represent the rich history and heritage of the Carmel area and offer options such as Spanish colonial and renaissance. The townhomes boast of an open concept living and feature 2 car garages. The project is bisected by Val Verde Drive into two development area. Val Verde serves as the central roadway and will include improvements as part of the development. Access to the project will be provided from Rio Road to Val Verde Drive which extends through to Carmel Valley Road. Stemming off Val Verde Drive are two quiet lopped private drive that provides access to the neighborhood. Nearly two acres of open space are proposed for the development. In addition to a small neighborhood park and pocket areas dispersed throughout the site. The overall landscaped programming serves as tranquil gathering sites.

Pursuant to GC § 65589.5(h)(3) the project is providing 20% of the total units for lower income households for a total of 15 deed restricted units. As a result of the inclusion of at least 10% of the units in the for-sale development restricted to moderate income, the project is eligible for waivers and reductions to development standards that have the effect of physically precluding the construction of a development (GC §65915(e)1)) and incentives or concessions (GC §65915(d)(1)) pursuant to State Density Bonus Law. Carmel 1 Inv, LLC is reserving the right to use additional waiver(s) and concession(s) in the future.

Requested Entitlements

- Vesting Tentative Map
- Density Bonus
- SB330 application

City Ventures

CARMEL

CITY VENTURES
26500 VAL VERDE DRIVE
CARMEL, CA. 93923

cbg

GATES +ASSOCIATES
LANDSCAPE ARCHITECTURE
LAND PLANNING · URBAN DESIGN
T 925.360.8411 www.dgates.com

HUNT HALE JONES

Architecture | Planning | Interiors

444 Spear Street, Suite 105
San Francisco, CA 94105
www.hunthalejones.com

t. 415-512-1300
f. 415-288-0288

PROJECT OVERVIEW

PO 1

SCALE: N.T.S.
DATE: 02.17.26
PROJECT: 317093

©HUNT HALE JONES ARCHITECTS



VIEW NO. 4 NORTHWEST - PARKING LOT OF CARMEL PRINT AND COPY - LOOKING SOUTHEAST



VIEW NO. 3 WEST - PARKING LOT OF MONTEREY TRUST - LOOKING EAST



VIEW NO. 5 NORTH - CARMEL RANCHO SHOPPING CENTER PARKING LOT LOOKING SOUTH





VIEW NO. 2 SOUTH - INTERSECTION OF RIO RD AND VAL VERDE DRIVE LOOKING NORTH



VIEW NO. 1 SOUTH - VAL VERDE DRIVE (LOOKING NORTH) ENTRY OF PROJECT

City Ventures

CARMEL

CITY VENTURES

26500 VAL VERDE DRIVE

CARMEL, CA. 93923

cbg

GATES +ASSOCIATES
LANDSCAPE ARCHITECTURE
LAND PLANNING · URBAN DESIGN

HUNT HALE JONES

Architecture | Planning | Interiors

444 Spear Street, Suite 105
San Francisco, CA 94105
www.hunthalejones.com

t. 415-512-1300
f. 415-288-0288

NEIGHBORHOOD PHOTOS

PI 1.1

SCALE: N.T.S.
DATE: 02.17.26
PROJECT: 317093

©HUNT HALE JONES ARCHITECTS

PROJECT DATA

	EXISTING	PROPOSED
GENERAL PLAN	GPLU	GPLU
PLANNING AREA	CVMP	* SEE BELOW
ZONING	LDR	* SEE BELOW
SITE AREA	±12.5 AC (EXLUDING VAL VERDE DRIVE)	
DENSITY	1 UNIT/ACRE	74 : 12.5 = 5.92 DUA
TOTAL DWELLING UNITS		74
OCCUPANCY		
RESIDENTIAL		R3/U SFD - R2/U TH
CONSTRUCTION TYPE		V-B
ACCESSIBLE UNITS (10% x 15)		2 IN ATTACHED UNITS LOCATIONS - TBD

SINGLE FAMILY DETACHED		
	REQUIRED	PROPOSED
MIN. LOT AREA	1 ACRE	5,000 SQ. FT. MIN.
SETBACKS		
FRONT	30'-0"	6'-0"
SIDE, INTERIOR	5'-0"	5'-0"
REAR, INTERIOR	20'-0"	15'-0"
MIN. DRIVEWAY LENGTH		18'-0"
BUILDING HEIGHT		
MAX. HEIGHT	30 FT.	30 FT.
MAX. NO. OF STORIES		2 STORIES
MIN. DIST. BTWN. STRUCTURES	20'-0"	10'-0"
BUILDING SITE COVERAGE	35% MAX	56%
PARKING		
GARAGES	2/UNIT	2/UNIT = 118
GUEST PARKING		34
DRIVEWAYS		2/UNIT = 118

TOWNHOME UNITS		
	REQUIRED	PROPOSED
MIN. LOT AREA	1 ACRE	35,541 SQ. FT.
SETBACKS		
FRONT	30'-0"	7'-0"
SIDE	5'-0"	12'-0"
REAR	20'-0"	10'-0"
BUILDING HEIGHT		
MAX. HEIGHT	30 FT.	30 FT.
MAX. NO. OF STORIES		2 STORIES
MIN. DIST. BTWN. STRUCTURES	20'-0"	N/A - "0"
BUILDING SITE COVERAGE	35% MAX	40%
PARKING		
GARAGES	2 SPACES/2 BD UNIT	2/UNIT - 30 TOTAL
GUEST PARKING		7

FIRE PROTECTION		
FIRE SPRINKLER		NFPA 13D - SFD NFPA 13R - TOWNHOME

* 65589.5 (f) (1)

UNIT SUMMARY - SFD

PLAN NO.	PLAN INFO	TOT. UNITS	LIVING SF.	LIV. W/ BONUS RM. SF	GARAGE SF.	CARMEL RM. SF.	STD. PARKING	TOTAL PARKING	TOTAL LIV. SF	TOTAL LIV. W/ BONUS	TOTAL GARAGE	TOTAL CARMEL RM.	TOTAL CONDITIONED AND NON CONDITIONED SQ. FT.	
													STD	W/ BONUS RM.
PLAN 1	4 BD + DEN 2 1/2 BATH OPT. BONUS	18	2790	3490	453	273	2	36	50220	62820	8154	4914	63288	75888
PLAN 2	5 BD/3 BATH	12	3424	NA	472	300	2	24	41088	NA	5664	3600	50352	50352
PLAN 3	5 BD/3 BATH	12	3560	NA	461	342	2	24	42720	NA	5532	4104	52356	52356
PLAN 4	5 BD/3 BATH	17	3930	NA	472	280	2	34	66810	NA	8024	4760	79594	79594
TOTALS		59										GRAND TOTAL	245590	258190

UNIT SUMMARY - TOWNHOMES

PLAN NO.	PLAN INFO	TOT. UNITS	LIVING SF.	GARAGE SF.	STD PARKING	TOTAL PARKING	TOTAL LIVING SF	TOTAL GARAGE SF	TOTAL CONDITIONED AND NON CONDITIONED SQ. FT.
PLAN 5	2 BD/1.5 BATH	6	1049	439	2	12	6294	2634	8928
PLAN 6	3 BD/1.5 BATH	9	1102	439	2	18	9918	3951	13869
TOTALS		15				30		GRAND TOTAL	22797

GRAND TOTAL OF SINGLE FAMILY DETACHED AND TOWNHOMES =
267,565 SQ. FT (WO/ BONUS RM AT PLAN 1), 280,165 SQ. FT (W/ BONUS RM. AT PLAN 1)

LOT COVERAGE CALCULATION

SINGLE FAMILY DETACHED

PLAN NO.	PLAN INFO	TOT. UNITS	MAIN LIVING SF.	FRONT PORCH	GARAGE SF.	CARMEL RM. SF.	TOTAL MAIN LIVING	TOTAL FRONT PORCH	TOTAL GARAGE	TOTAL CARMEL RM.	TOTAL MAIN FLOOR SQ. FT.	
											STD	
PLAN 1	4 BD + DEN 2 1/2 BATH OPT. BONUS	18	1865	44	453	273	33570	792	8154	4914	47430	
PLAN 2	5 BD/3 BATH	12	1605	152	472	300	19260	1824	5664	3600	30348	
PLAN 3	5 BD/3 BATH	12	1660	201	461	342	19920	2412	5532	4104	31968	
PLAN 4	5 BD/3 BATH	17	1955	62	472	280	33235	1054	8024	4760	47073	
TOTALS		59								TOTAL GROUND	156819	
	TOWNHOMES											
PLAN 5	2 BD/1.5 BATH	6	401	87	439	NA	2406	522	2634	NA	5562	
PLAN 6	3 BD/1.5 BATH	9	401	87	439	NA	3609	783	3951	NA	8343	
										TOTAL GROUND	13905	
									GRAND TOTAL GROUND SFD + TH		170724	

LOT COVERAGE:
170724 : 544500 (12.5 ACRES) = 31%

City Ventures

CARMEL

CITY VENTURES
26500 VAL VERDE DRIVE
CARMEL, CA. 93923

cbg

GATES +ASSOCIATES
LANDSCAPE ARCHITECTURE
LAND PLANNING - URBAN DESIGN

HUNT HALE JONES

Architecture | Planning | Interiors

444 Spear Street, Suite 105
San Francisco, CA 94105
www.hunthalejones.com

t. 415-512-1300
f. 415-288-0288

PROJECT INFORMATION

PI 1.2

SCALE: NTS
DATE: 02.17.26
PROJECT: 317093

©HUNT HALE JONES ARCHITECTS



City Ventures

CARMEL

CITY VENTURES

26500 VAL VERDE DRIVE

CARMEL, CA. 93923

cbg

GATES +ASSOCIATES
LANDSCAPE ARCHITECTURE
LAND PLANNING · URBAN DESIGN
1661 G STREET, STE 160, WALNUT CREEK, CA 94596
T 925.360.8411 www.dgates.com

HUNT HALE JONES

Architecture | Planning | Interiors

444 Spear Street, Suite 105
San Francisco, CA 94105
www.hunthalejones.com

t. 415-512-1300
f. 415-288-0288

CONCEPTUAL SITE PLAN

SP

SCALE: NTS
DATE: 02.17.26
PROJECT: 317093

©HUNT HALE JONES ARCHITECTS



City Ventures

CARMEL

CITY VENTURES

26500 VAL VERDE DRIVE

CARMEL, CA. 93923

cbg

GATES +ASSOCIATES
LANDSCAPE ARCHITECTURE
LAND PLANNING · URBAN DESIGN

HUNT HALE JONES

Architecture | Planning | Interiors

444 Spear Street, Suite 105
San Francisco, CA 94105
www.hunthalejones.com

t. 415-512-1300
f. 415-288-0288

CONCEPTUAL STREETSCAPE

PI 1.0

SCALE: N.T.S.
DATE: 02.17.26
PROJECT: 317093

©HUNT HALE JONES ARCHITECTS










BODY 1 - STUCCO
GRECIAN IVORY
SW 7541



TRIM 1
SMOKEHOUSE
SW 7040



TRIM 2
BARRO VERDE
SW 9123



FRONT DOOR
JASPER STONE
SW 9133



GARAGE DOOR
SMOKE HOUSE
SW 7040



ROOFING
EAGLE ROOF
CAPISTRANO
SAN BENITO BLEND



LIGHTING
HINKLEY - BROMLEY
OIL RUBBED BRONZE

DESIGN ELEMENTS

SPANISH ARCHITECTURE: SPANISH ARCHITECTURE HOLDS A A HISTORICAL AND CULTURAL SIGNIFICANCE IN THE MONTEREY PENINSULA AND IN CARMEL. ROOTED IN THE REGION'S EARLY SPANISH AND MEXICAN HERITAGE THE SPANISH COLONIAL AND SPANISH REVIVAL STYLES HAVE PROFOUNDLY SHAPED THE ARCHITECTURAL IDENTITY OF CARMEL AND REFLECT THE AREAS HISTORICAL ORIGINS AND COMMUNITY CHARACTER. THE SPANISH COLONIAL AND SPANISH REVIVAL STYLES ARE A PRIMARY INFLUENCE IN THE AREA AND ARE DEFINED BY THE FOLLOWING ELEMENTS:

KEY DESIGN ELEMENTS: LOW-PITCHED GABLED OR HIPPED ROOFS. EAVES ARE CLOSED STUCCO OR EXPOSED RAFTER TAILS. ROOFING IS TYPICALLY "S" TILE.

- WALLS: TYPICALLY STUCCO WITH WOOD BOXED BAY ELEMENTS, OR LIMITED AMOUNTS OF MASONRY.
- OPENINGS: ARCHED WINDOWS AND OPENINGS, VERTICAL PROPORTIONED WINDOWS, PRIMARY WINDOWS RECESSED, WROUGHT IRON GRILLS.
- MASSING: SIMPLE FORMS, ASYMMETRICAL ROOF LINES AND PLANS, SIDE GABLED, CROSS GABLED AND HIPPED ROOFS, SINGLE STORY ELEMENTS ON EDGES.
- DETAILS: DECORATIVE CORNICES AND EAVES, TERRA COTTA AND TILE DETAILING, WROUGHT IRON AND WOOD RAILINGS, WOOD AND STONE DETAILING.
- MATERIALS AND COLORS: STUCCO IS THE PRIMARY MATERIAL AND OF A LIGHTER COLOR, DARKER WOOD ACCENTS, EAVE DETAILS AND EXTERIOR DETAILING, LIMITED AMOUNT OF MASONRY AS AN ACCENT MATERIAL, TILE STONE AND WROUGHT IRON DETAILS AND ACCENTS.



City Ventures

CARMEL

CITY VENTURES

26500 VAL VERDE DRIVE

CARMEL, CA. 93923

cbg

GATES +ASSOCIATES
LANDSCAPE ARCHITECTURE
LAND PLANNING · URBAN DESIGN
160 EL PASEO · STE 160, MILL VALLEY, CALIFORNIA
T 925.360.8411 · www.dgates.com

HUNT HALE JONES

Architecture | Planning | Interiors

444 Spear Street, Suite 105
San Francisco, CA 94105
www.hunthalejones.com

t. 415-512-1300
f. 415-288-0288

SPANISH
PROJECT IMAGERY

PI 1.1

SCALE: N.T.S.
DATE: 02.17.26
PROJECT: 317093

©HUNT HALE JONES ARCHITECTS












BODY 1 - STUCCO
COLONADE GRAY
SW 7641



BODY 2- STUCCO
INTELLECTUAL GRAY
SW 7045

TRIM 1
GRECIAN IVORY
SW 7541



LIGHTING
HINKLEY - BROMLEY
MUSEUM BLACK



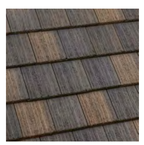
FRONT DOOR
ROOKWOOD DARK
RED
SW 2801



GARAGE DOOR
INTELLECTUAL GRAY
SW 7045



MASONRY
ELDORADO STONE
VENETO



ROOFING
EAGLE ROOF
PONDEROSA
CONCORD BLEND

DESIGN ELEMENTS

TRANSITIONAL ARCHITECTURE: TRANSITIONAL ARCHITECTURE REPRESENTS A THOUGHTFUL EVOLUTION OF THE REGION'S ESTABLISHED ARCHITECTURAL TRADITIONS. BLENDING TRADITIONAL AND MODERN ELEMENTS INTO A CLASSIC AND CONTEMPORARY ADAPTATION OF AN ARCHITECTURAL STYLE CREATES HOMES THAT ARE FOOTED IN CARMEL VALLEY'S RURAL HERITAGE AND RESPONSE TO MODEN LIVING TRANSITIONAL DESIGN INTERPRETS HISTORICAL SPANISH OR RANCH STYLES THROUGH A CONTEMPORARY LENS MAINTAINING FAMILIAR ROOFLINES, NATURAL MATERIALS WHILE SIMPLIFYING DETAILING AND EXPANDING GLAZING. THE RESULT IS AN ARCHITECTURAL IMPRESSION THAT RESPECTS CARMEL VALLEY'S AGARIAN CHARACTERS, INDOOR-OUTDOOR LIFESTYLES WHILE INTRODUCING AN UPDATED AESTHETIC.

KEY DESIGN ELEMENTS: STEEPER PITCHED GABLED WITH SOME HIPPED ROOFS. EAVES AND GABLES ARE TIGHT OR SHORT. ROOFING IS TYPICALLY METAL, COMPOSITION SHINGLE OR FLAT CONCRETE TILE.

- WALLS: STUCCO, VERTICAL AND HORIZONTAL SIDING, STONE AND METAL.
- OPENINGS: WINDOWS AND OPENINGS, TYPICALLY SQUARE OR VERTICALLY PROPORTIONED. LARGE EXPANSES OF GLAZING IN LIVING AREAS.
- MASSING: SIMPLE FORMS, ASYMMETRICAL ROOF LINES AND PLANS, FRONT GABLED, CROSS GABLED AND HIPPED ROOFS.
- DETAILS: CLEAN SIMPLE DETAILING, TIGHT GABLE OVERHANGS, WROUGHT IRON AND WOOD RAILINGS, WOOD AND STONE DETAILING.
- MATERIALS AND COLORS: STUCCO, STONE, VERTICAL AND HORIZONTAL SIDING, METAL ROOFS AND ACCENTS. NEUTRAL COLORS FOR A COHESIVE LOOK.



City Ventures

CARMEL

CITY VENTURES

26500 VAL VERDE DRIVE

CARMEL, CA. 93923

cbg

GATES +ASSOCIATES
LANDSCAPE ARCHITECTURE
LAND PLANNING · URBAN DESIGN
565 EL PINTADO · STE 360, WALNUT CREEK, CA 94596
T 925.360.8411 · www.dgates.com

HUNT HALE JONES

Architecture | Planning | Interiors

444 Spear Street, Suite 105
San Francisco, CA 94105
www.hunthalejones.com

t. 415-512-1300
f. 415-288-0288

TRANSITIONAL
PROJECT IMAGERY

PI 1.2

SCALE: N.T.S.
DATE: 02.17.26
PROJECT: 317093

©HUNT HALE JONES ARCHITECTS












BODY 1 - STUCCO
MOONRAIL SILVER
SW 7663



BODY 2 - SIDING
DOWNING SLATE
SW 2819

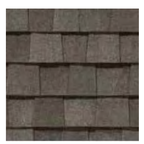
TRIM 1
ELDER WHITE
SW 7014



FRONT DOOR
IN THE NAVY
SW 9178



GARAGE DOOR
FOLKSTONE
SW 6005



ROOFING
CERTAINTEED
WEATHERED WOOD



LIGHTING
HINKLEY - BROMLEY
MUSEUM BLACK

DESIGN ELEMENTS

TRADITIONAL ARCHITECTURE: BUNGALOW AND CRAFTSMAN STYLES HAVE A RELEVANCE IN CALIFORNIA AND THE CARMEL AND MONTEREY PENINSULA. THESE ARCHITECTURAL TRADITIONS ARE ROOTED IN EARLY 20TH-CENTURY COASTAL DEVELOPMENT AND REFLECT A PHILOSOPHY OF CRAFTSMANSHIP, NATURAL MATERIALS, AND HUMAN-SCALE DESIGN. IN CARMEL, WHERE INTIMATE STREETSCAPES, PEDESTRIAN ORIENTATION, AND COTTAGE-SCALE STRUCTURES DEFINE THE VILLAGE ATMOSPHERE, TRADITIONAL ARCHITECTURE BLENDS SEAMLESSLY INTO THE COMMUNITY FABRIC. ITS EMPHASIS ON PROPORTION, WARMTH, AND MATERIAL AUTHENTICITY ALIGNS WITH CARMEL'S LONG-STANDING AESTHETIC VALUES AND ARTISTIC HERITAGE.

KEY DESIGN ELEMENTS: LOW AND STEEPER PITCHED GABLED WITH SOME HIPPED ROOFS. COVERED PORCHES, LONGER EAVE OVERHANGS, MANY WITH EXPOSED RAFTER TAILS. ROOFING CAN BE COMPOSITION SHINGLE, OR FLAT CONCRETE TILE.

- WALLS: STUCCO, BOARD AND BATT, LAP SIDING, MASONRY ACCENTS.
- OPENINGS: WINDOWS ARE VERTICALLY PROPORTIONED AND SYMMETRICAL, OPENINGS ARE SQUARE OR HORIZONTAL.
- MASSING: SIMPLE FORMS, SYMMETRICAL ROOF LINES AND PLANS, FRONT GABLED, CROSS GABLED WITH SOME HIPPED ROOFS. COVERED SINGLE STORY PORCHES.
- DETAILS: DECORATIVE GABLES AND EAVES, CORBELS AND KICKERS, WINDOW BOXES, WOOD RAILINGS, WOOD AND STONE DETAILING.
- MATERIALS AND COLORS: STUCCO, BOARD AND BATT, HORIZONTAL SIDING AND MASONRY ACCENTS. COLORS ARE NEUTRAL OR EARTH TONES WITH BOTH LIGHT AND DARK TRIM AND ACCENTS.



City Ventures

CARMEL

CITY VENTURES

26500 VAL VERDE DRIVE

CARMEL, CA. 93923

cbg

GATES +ASSOCIATES
LANDSCAPE ARCHITECTURE
LAND PLANNING - URBAN DESIGN

HUNT HALE JONES

Architecture | Planning | Interiors

444 Spear Street, Suite 105
San Francisco, CA 94105
www.hunthalejones.com

t. 415-512-1300
f. 415-288-0288

TRADITIONAL
PROJECT IMAGERY

PI 1.3

SCALE: N.T.S.
DATE: 02.17.26
PROJECT: 317093

©HUNT HALE JONES ARCHITECTS



STREETSCAPE

City Ventures

CARMEL

CITY VENTURES

26500 VAL VERDE DRIVE

CARMEL, CA. 93923

cbg

GATES +ASSOCIATES
LANDSCAPE ARCHITECTURE
LAND PLANNING · URBAN DESIGN
1661 FRANCE ST. STE 360, WALNUT CREEK, CA 94596
T 925.360.8411 www.dgates.com

HUNT HALE JONES

Architecture | Planning | Interiors

444 Spear Street, Suite 105
San Francisco, CA 94105
www.hunthalejones.com

t. 415-512-1300
f. 415-288-0288

CONCEPTUAL STREETSCAPE

A1.0.0

SCALE: 1/8"=1'-0"
DATE: 02.17.26
PROJECT: 317093

©HUNT HALE JONES ARCHITECTS



FRONT ELEVATION

PLAN 1

City Ventures

CARMEL

CITY VENTURES

26500 VAL VERDE DRIVE

CARMEL, CA. 93923

cbg

GATES +ASSOCIATES
LANDSCAPE ARCHITECTURE
LAND PLANNING - URBAN DESIGN

HUNT HALE JONES

Architecture | Planning | Interiors

444 Spear Street, Suite 105
San Francisco, CA 94105
www.hunthalejones.com

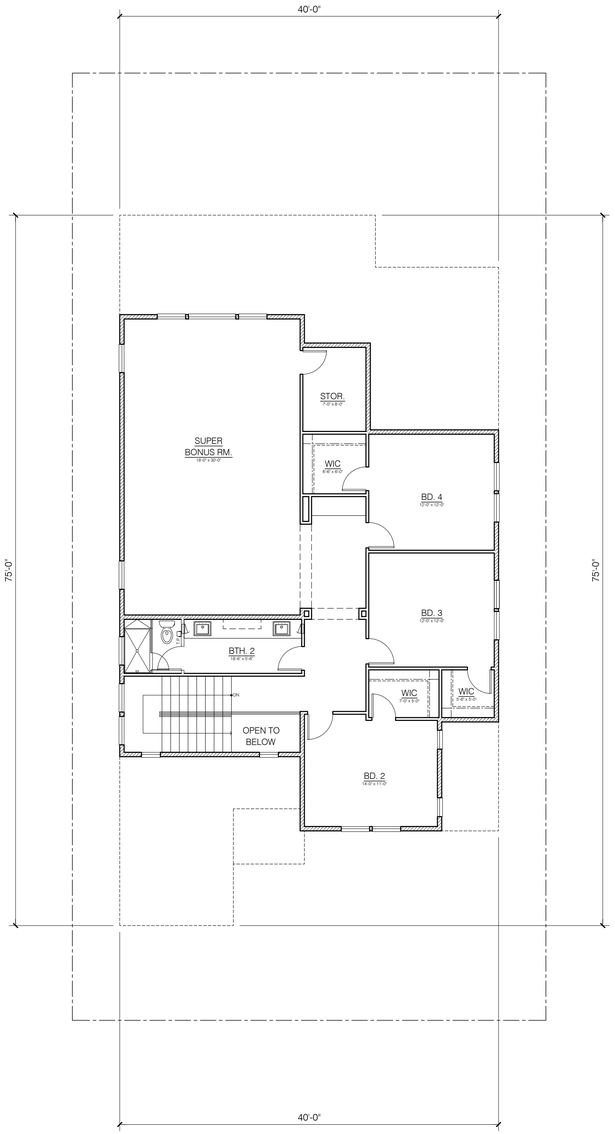
t. 415-512-1300
f. 415-288-0288

CONCEPTUAL PLAN 1 ELEVATION

A1.1.1

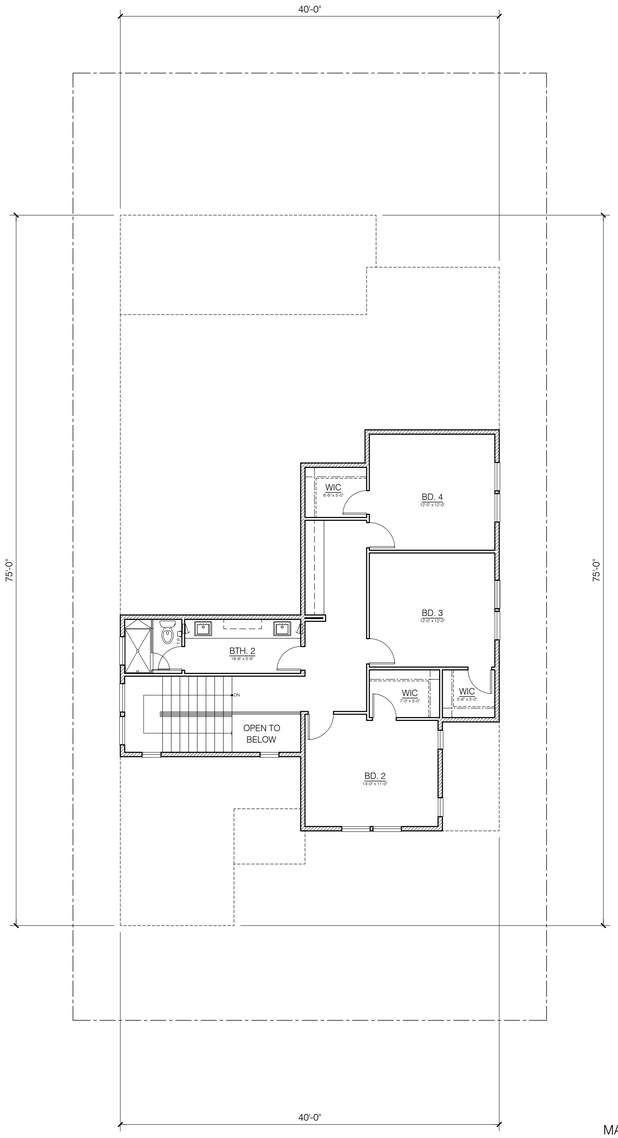
SCALE: 1/4"=1'-0"
DATE: 02.17.26
PROJECT: 317093

©HUNT HALE JONES ARCHITECTS



OPTION UPPER FLOOR PLAN

PLAN 1

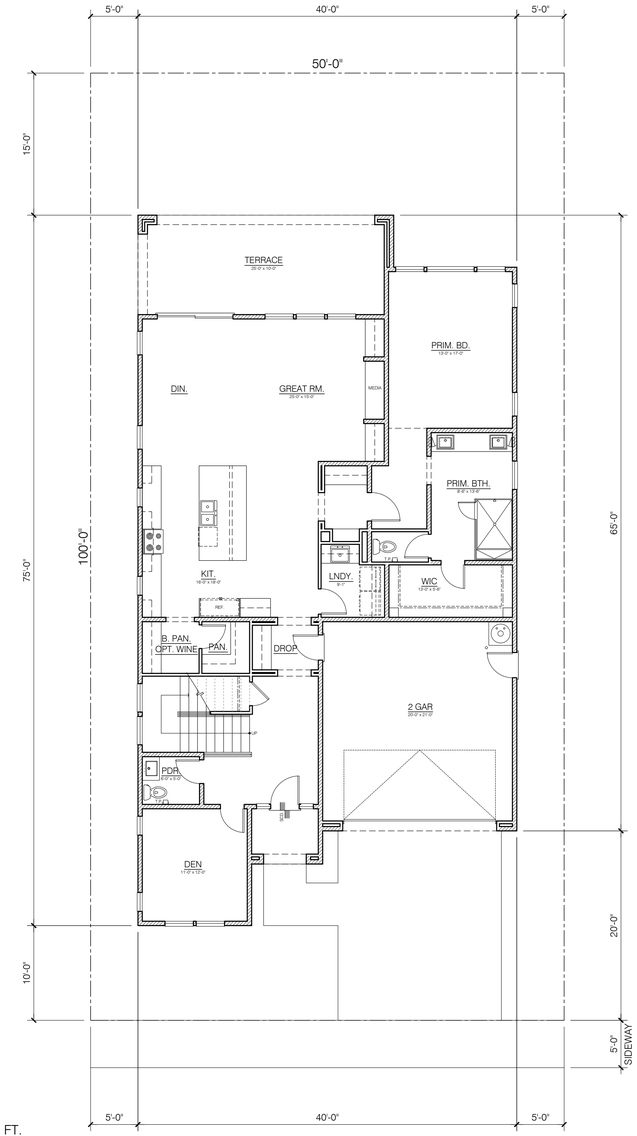


UPPER FLOOR PLAN

PLAN 1

MAIN LIVING: ±1865 SQ. FT.
UPPER LIVING: ± 925 SQ. FT.
TOTAL: ±2790 - 3490 SQ. FT.

BONUS ROOM: ± 700 SQ. FT.
TOTAL: ±3490 SQ. FT.



MAIN FLOOR PLAN

PLAN 1

City Ventures

CARMEL

CITY VENTURES

26500 VAL VERDE DRIVE

CARMEL, CA. 93923

cbg

GATES +ASSOCIATES
LANDSCAPE ARCHITECTURE
LAND PLANNING · URBAN DESIGN
1661 Fifth Ave. Suite 100 San Rafael, CA 94901
T 925.360.8411 www.dgates.com

HUNT HALE JONES

Architecture | Planning | Interiors

444 Spear Street, Suite 105
San Francisco, CA 94105
www.hunthalejones.com

t. 415-512-1300
f. 415-288-0288

CONCEPTUAL PLAN 1 FLOOR PLAN

A1.1.2

SCALE: 1/8"=1'-0"
DATE: 02.17.26
PROJECT: 317093

©HUNT HALE JONES ARCHITECTS



FRONT ELEVATION

PLAN 2

City Ventures

CARMEL

CITY VENTURES

26500 VAL VERDE DRIVE

CARMEL, CA. 93923

cbg

GATES +ASSOCIATES
LANDSCAPE ARCHITECTURE
LAND PLANNING · URBAN DESIGN
1661 N. FINEST, STE 360, WALNUT CREEK, CA 94596
T 925.360.8411 www.dgates.com

HUNT HALE JONES

Architecture | Planning | Interiors

444 Spear Street, Suite 105
San Francisco, CA 94105
www.hunthalejones.com

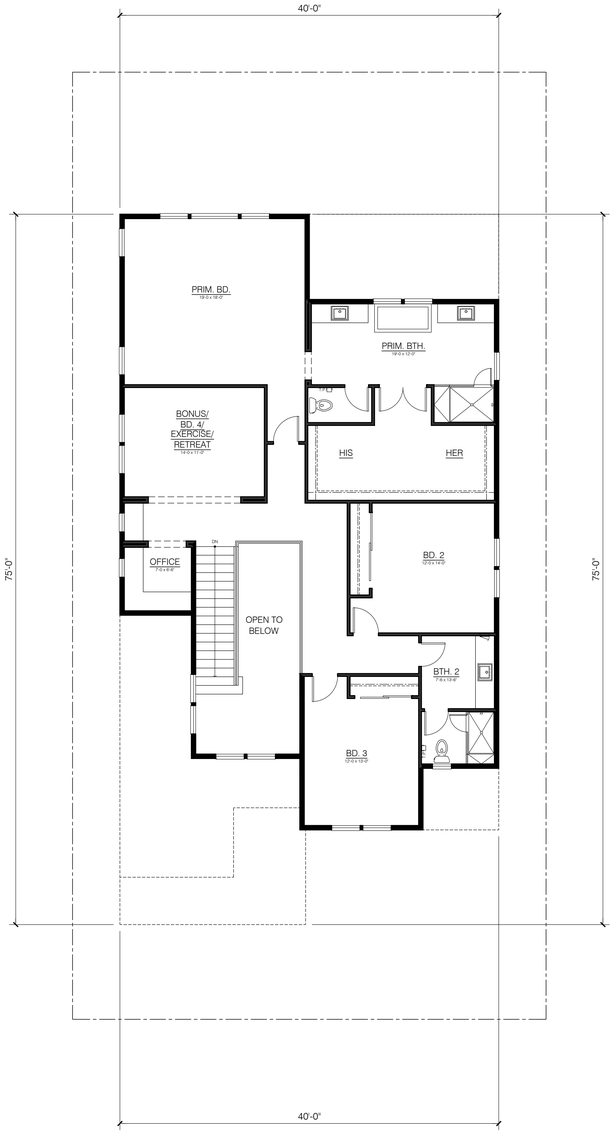
t. 415-512-1300
f. 415-288-0288

CONCEPTUAL PLAN 2 ELEVATION

A1.2.1

SCALE: 1/4"=1'-0"
DATE: 02.17.26
PROJECT: 317093

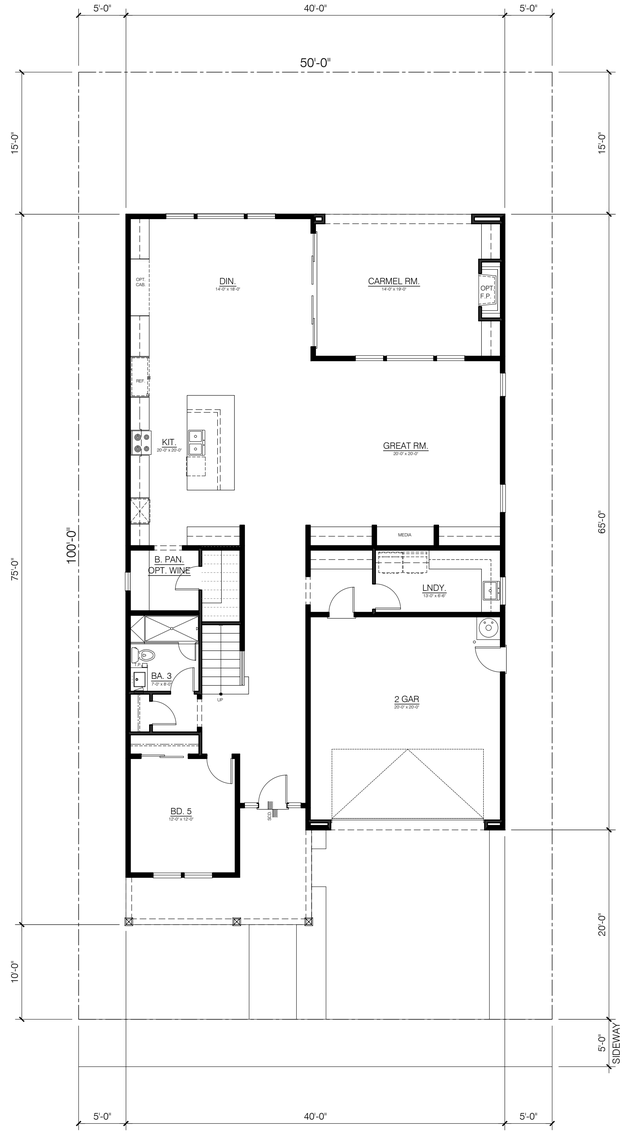
©HUNT HALE JONES ARCHITECTS



UPPER FLOOR PLAN

PLAN 2

MAIN LIVING: ±1605 SQ. FT.
UPPER LIVING: ±1820 SQ. FT.
TOTAL: ±3425 SQ. FT.



MAIN FLOOR PLAN

PLAN 2

City Ventures

CARMEL

CITY VENTURES

26500 VAL VERDE DRIVE

CARMEL, CA. 93923

cbg

GATES +ASSOCIATES
LANDSCAPE ARCHITECTURE
LAND PLANNING · URBAN DESIGN
943 N. MARKET ST. SU. 100, WALNUT CREEK, CA 94596
T. 925.360.8411 www.dgates.com

HUNT HALE JONES

Architecture | Planning | Interiors

444 Spear Street, Suite 105
San Francisco, CA 94105
www.hunthalejones.com

t. 415-512-1300
f. 415-288-0288

CONCEPTUAL PLAN 2 FLOOR PLAN

A1.2.2

SCALE: 1/8"=1'-0"
DATE: 02.17.26
PROJECT: 317093

©HUNT HALE JONES ARCHITECTS



FRONT ELEVATION

PLAN 3

City Ventures

CARMEL

CITY VENTURES

26500 VAL VERDE DRIVE

CARMEL, CA. 93923

cbg

GATES +ASSOCIATES
LANDSCAPE ARCHITECTURE
LAND PLANNING · URBAN DESIGN

HUNT HALE JONES

Architecture | Planning | Interiors

444 Spear Street, Suite 105
San Francisco, CA 94105
www.hunthalejones.com

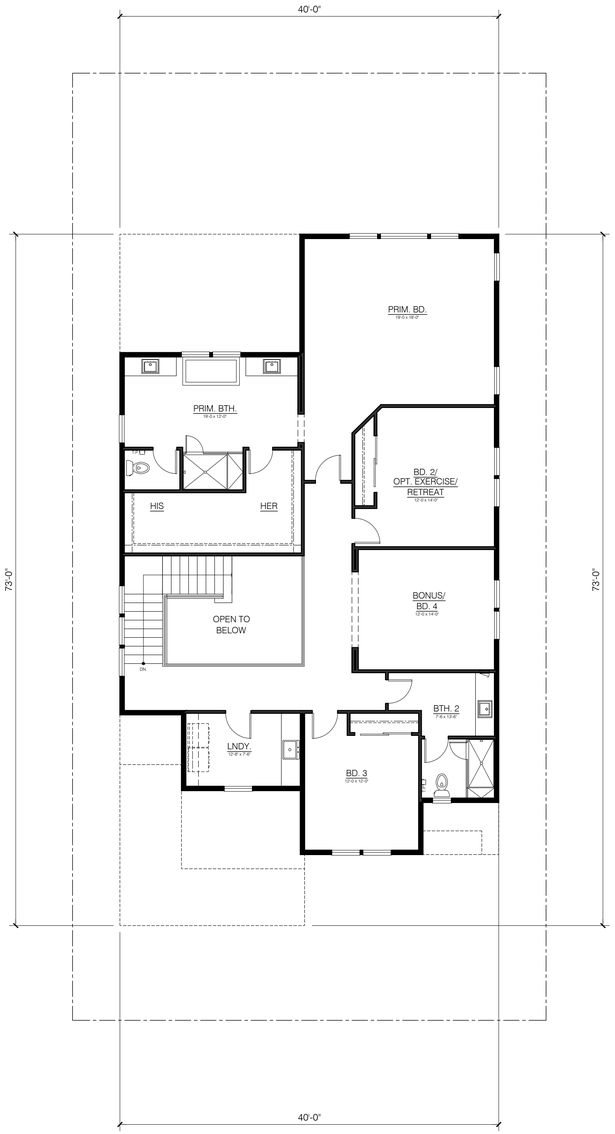
t. 415-512-1300
f. 415-288-0288

CONCEPTUAL PLAN 3 ELEVATION

A1.3.1

SCALE: 1/4"=1'-0"
DATE: 02.17.26
PROJECT: 317093

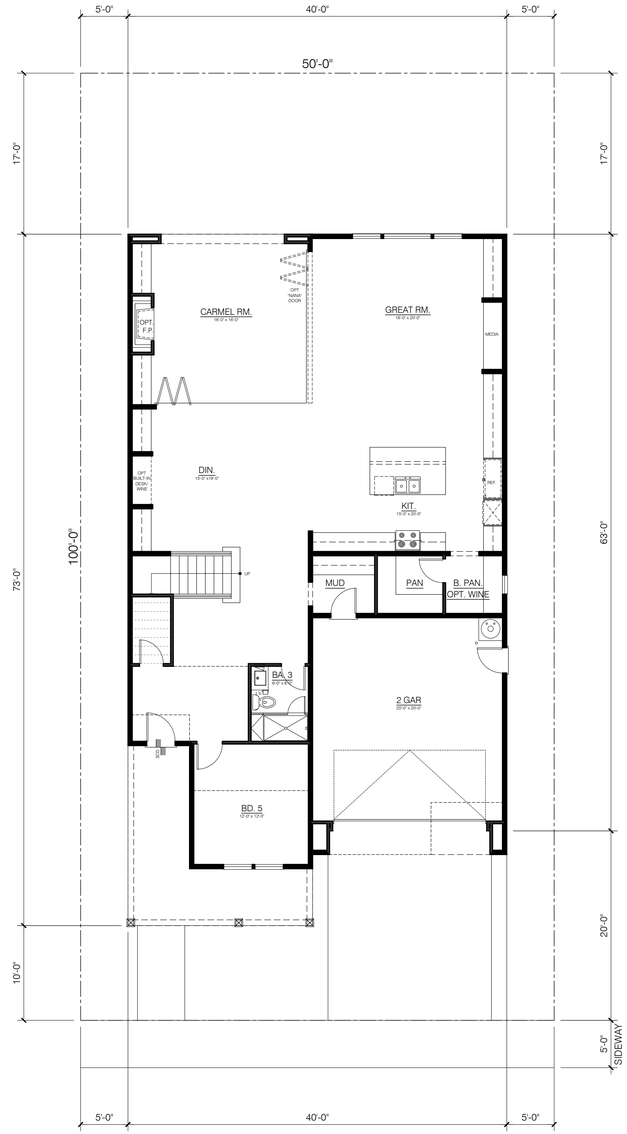
©HUNT HALE JONES ARCHITECTS



UPPER FLOOR PLAN

PLAN 3

MAIN LIVING: ±1660 SQ. FT.
UPPER LIVING: ±1900 SQ. FT.
TOTAL: ±3560 SQ. FT.



MAIN FLOOR PLAN

PLAN 3

City Ventures

CARMEL

CITY VENTURES

26500 VAL VERDE DRIVE

CARMEL, CA. 93923

cbg

GATES +ASSOCIATES LANDSCAPE ARCHITECTURE LAND PLANNING · URBAN DESIGN

HUNT HALE JONES

Architecture | Planning | Interiors

444 Spear Street, Suite 105
San Francisco, CA 94105
www.hunthalejones.com

t. 415-512-1300
f. 415-288-0288

CONCEPTUAL PLAN 3 FLOOR PLAN

A1.3.2

SCALE: 1/8"=1'-0"
DATE: 02.17.26
PROJECT: 317093

©HUNT HALE JONES ARCHITECTS



FRONT ELEVATION

PLAN 4

City Ventures

CARMEL

CITY VENTURES

26500 VAL VERDE DRIVE

CARMEL, CA. 93923

cbg

GATES +ASSOCIATES
LANDSCAPE ARCHITECTURE
LAND PLANNING · URBAN DESIGN

HUNT HALE JONES

Architecture | Planning | Interiors

444 Spear Street, Suite 105
San Francisco, CA 94105
www.hunthalejones.com

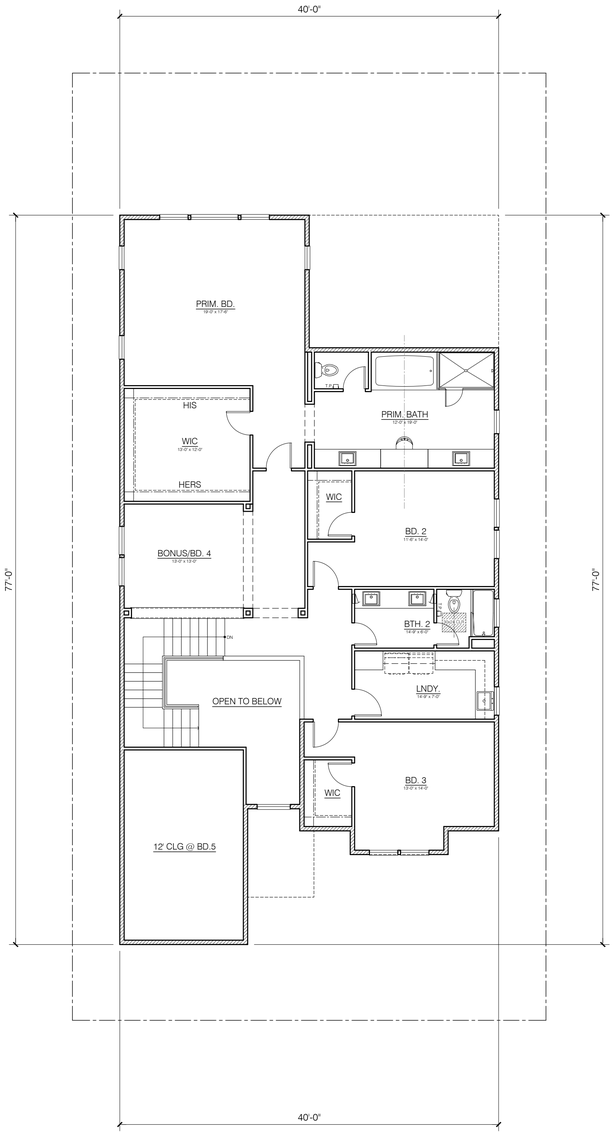
t. 415-512-1300
f. 415-288-0288

CONCEPTUAL PLAN 4 ELEVATION

A1.4.1

SCALE: 1/4"=1'-0"
DATE: 02.17.26
PROJECT: 317093

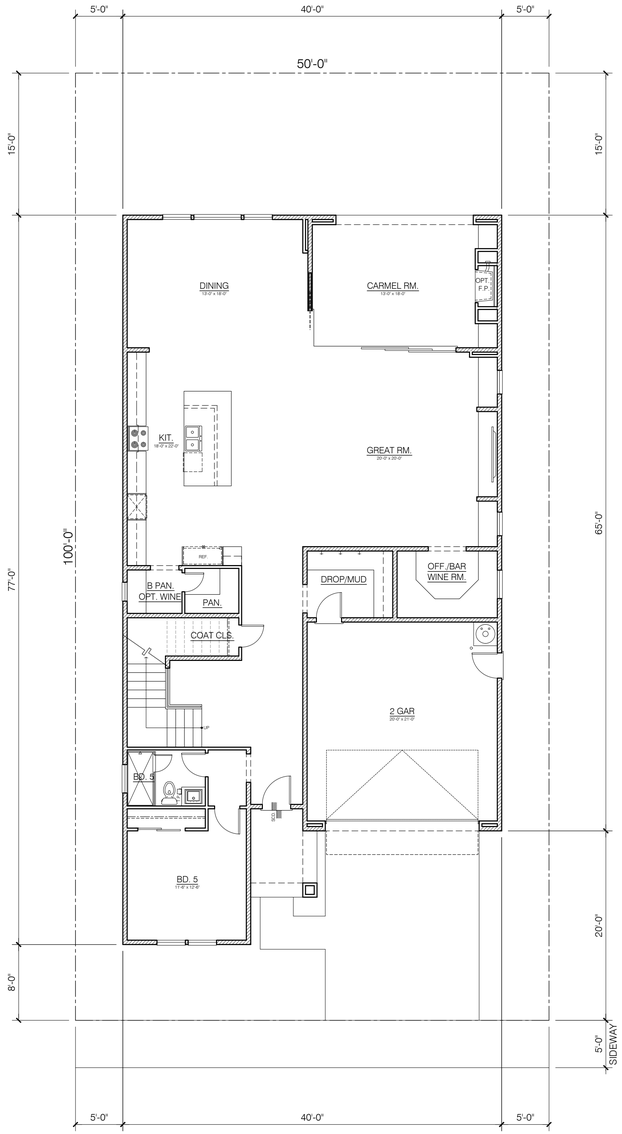
©HUNT HALE JONES ARCHITECTS



UPPER FLOOR PLAN

PLAN 4

MAIN LIVING: ±1955 SQ. FT.
UPPER LIVING: ±1975 SQ. FT.
TOTAL: ±3930 SQ. FT.



MAIN FLOOR PLAN

PLAN 4

City Ventures

CARMEL

CITY VENTURES
26500 VAL VERDE DRIVE
CARMEL, CA. 93923

cbg

GATES +ASSOCIATES
LANDSCAPE ARCHITECTURE
LAND PLANNING · URBAN DESIGN
1661 N. FRANLEY STR. STE. 160, WALNUT CREEK, CA 94596
T: 925.360.8411 www.dgates.com

HUNT HALE JONES

Architecture | Planning | Interiors

444 Spear Street, Suite 105
San Francisco, CA 94105
www.hunthalejones.com

t. 415-512-1300
f. 415-288-0288

CONCEPTUAL PLAN 4 FLOOR PLAN

A1.4.2

SCALE: 1/8"=1'-0"
DATE: 02.17.26
PROJECT: 317093

©HUNT HALE JONES ARCHITECTS



FRONT ELEVATION

TOWNHOME

City Ventures

CARMEL

CITY VENTURES

26500 VAL VERDE DRIVE

CARMEL, CA. 93923

cbg

GATES +ASSOCIATES
LANDSCAPE ARCHITECTURE
LAND PLANNING · URBAN DESIGN

HUNT HALE JONES

Architecture | Planning | Interiors

444 Spear Street, Suite 105
San Francisco, CA 94105
www.hunthalejones.com

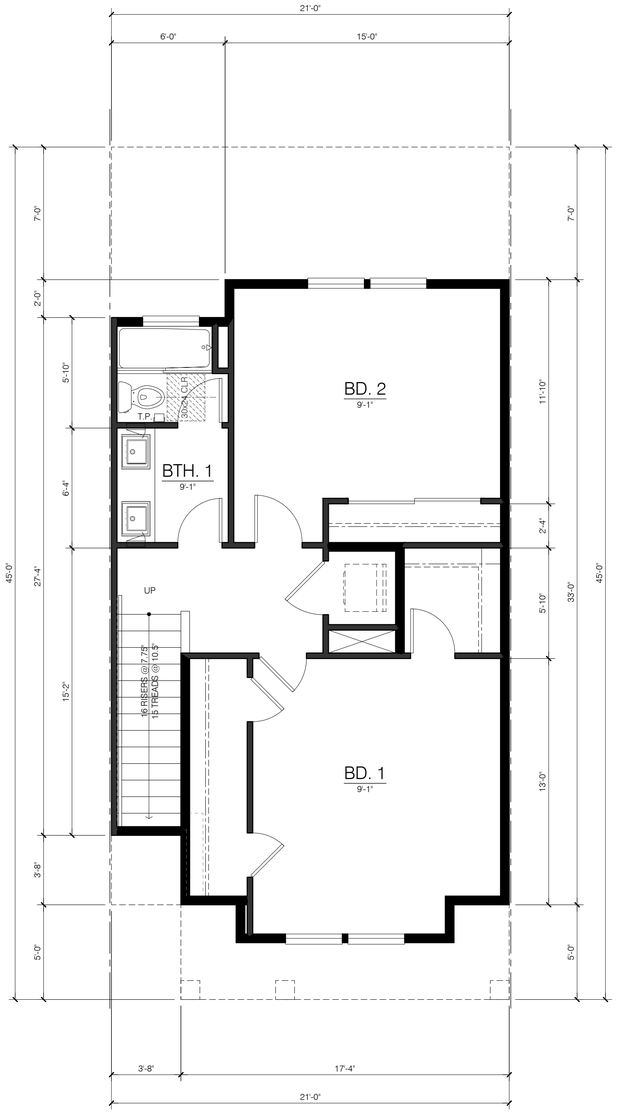
t. 415-512-1300
f. 415-288-0288

CONCEPTUAL TOWNHOME ELEVATION

A3.1

SCALE: 1/4"=1'-0"
DATE: 02.17.26
PROJECT: 317093

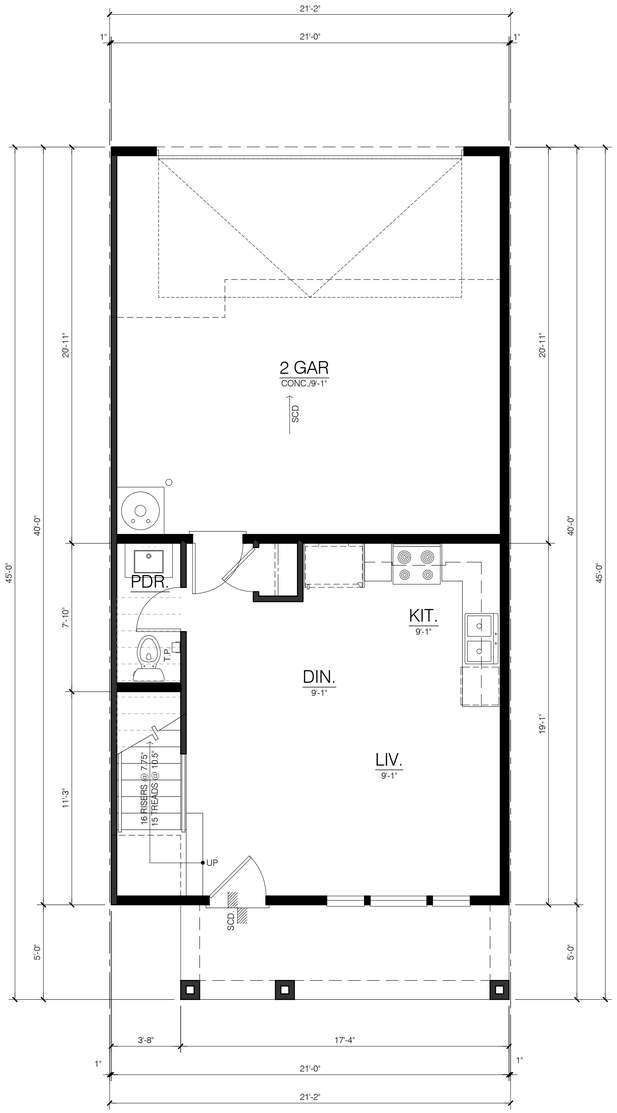
©HUNT HALE JONES ARCHITECTS



UPPER FLOOR PLAN

TH - PLAN 5 -BMR

MAIN LIVING:	± 401 SQ. FT.
UPPER LIVING:	± 648 SQ. FT.
TOTAL LIVING:	±1049 SQ. FT.



MAIN FLOOR PLAN

TH - PLAN 5 - BMR

City Ventures

CARMEL

CITY VENTURES

26500 VAL VERDE DRIVE

CARMEL, CA. 93923

cbg

GATES +ASSOCIATES
LANDSCAPE ARCHITECTURE
LAND PLANNING · URBAN DESIGN
565 FIFTH ST. STE 360, MILL VALLEY, CA 94941
T 925.360.8411 www.dgates.com

HUNT HALE JONES

Architecture | Planning | Interiors

444 Spear Street, Suite 105
San Francisco, CA 94105
www.hunthalejones.com

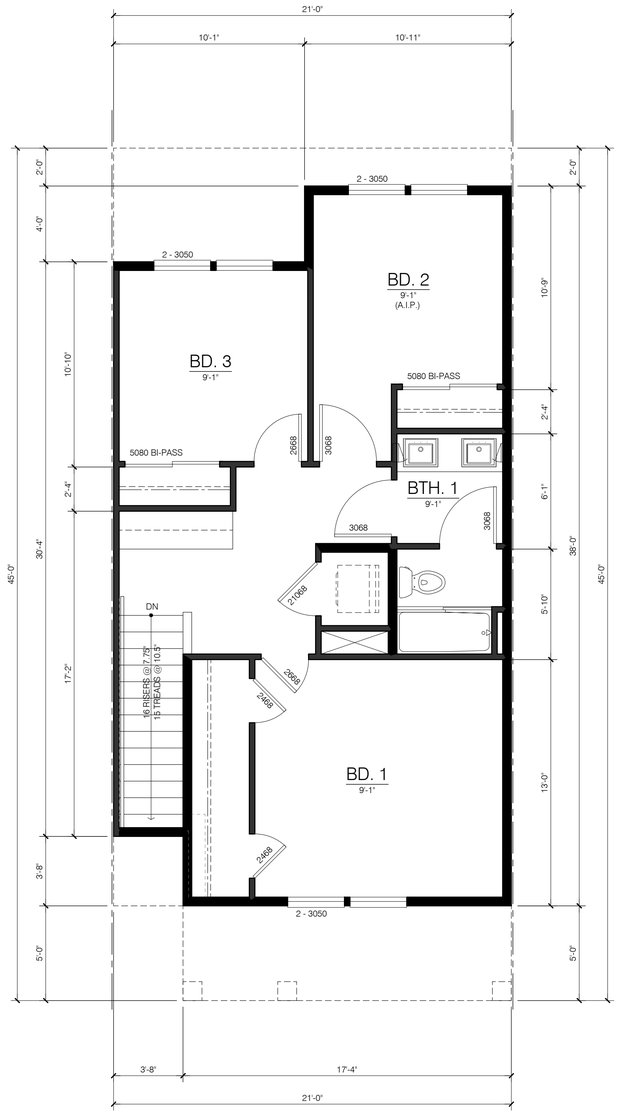
t. 415-512-1300
f. 415-288-0288

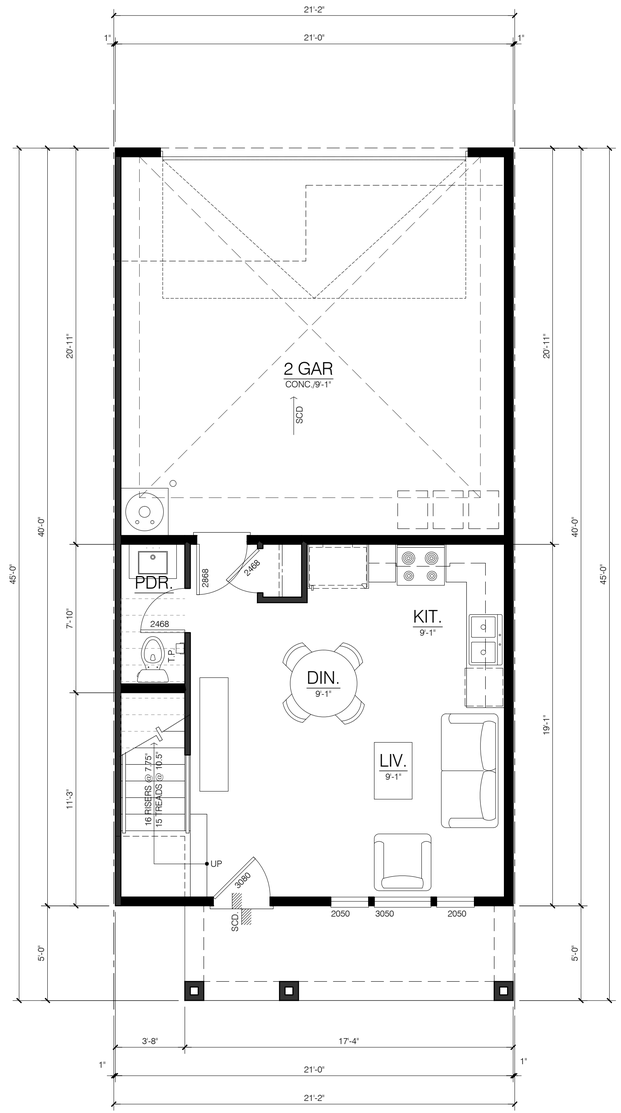
CONCEPTUAL PLAN 5 FP

A3.2

SCALE: N.T.S.
DATE: 02.17.26
PROJECT: 317093

©HUNT HALE JONES ARCHITECTS





UPPER FLOOR PLAN

TH - PLAN 6 - BMR

MAIN LIVING:	± 401 SQ. FT.
UPPER LIVING:	± 701 SQ. FT.
TOTAL LIVING:	±1102 SQ. FT.

MAIN FLOOR PLAN

TH - PLAN 6 - BMR

City Ventures

CARMEL

CITY VENTURES

26500 VAL VERDE DRIVE

CARMEL, CA. 93923

cbg

GATES +ASSOCIATES
LANDSCAPE ARCHITECTURE
LAND PLANNING - URBAN DESIGN

HUNT HALE JONES

Architecture | Planning | Interiors

444 Spear Street, Suite 105
San Francisco, CA 94105
www.hunthalejones.com

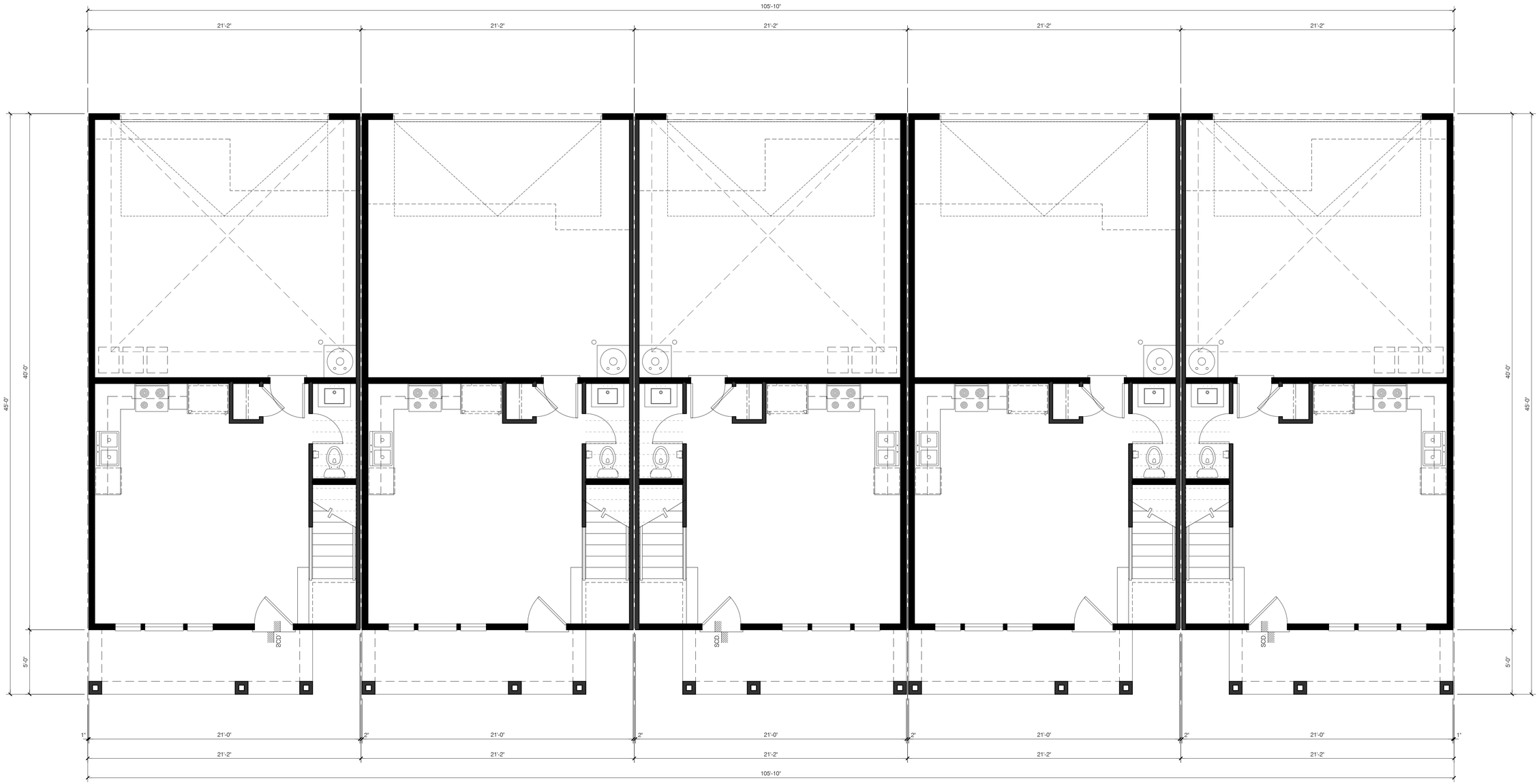
t. 415-512-1300
f. 415-288-0288

CONCEPTUAL PLAN 6 FP

A3.2.1

SCALE: N.T.S.
DATE: 02.17.26
PROJECT: 317093

©HUNT HALE JONES ARCHITECTS



BMR - 5 PLEX - MAIN FLOOR BLDG. PLAN

City Ventures

CARMEL

CITY VENTURES

26500 VAL VERDE DRIVE

CARMEL, CA. 93923

cbg

GATES +ASSOCIATES
LANDSCAPE ARCHITECTURE
LAND PLANNING · URBAN DESIGN
1660 OLYMPIC CIR, SUITE 200, WALNUT CREEK, CA 94596
T 925.360.8411 www.dgates.com

HUNT HALE JONES

Architecture | Planning | Interiors

444 Spear Street, Suite 105
San Francisco, CA 94105
www.hunthalejones.com

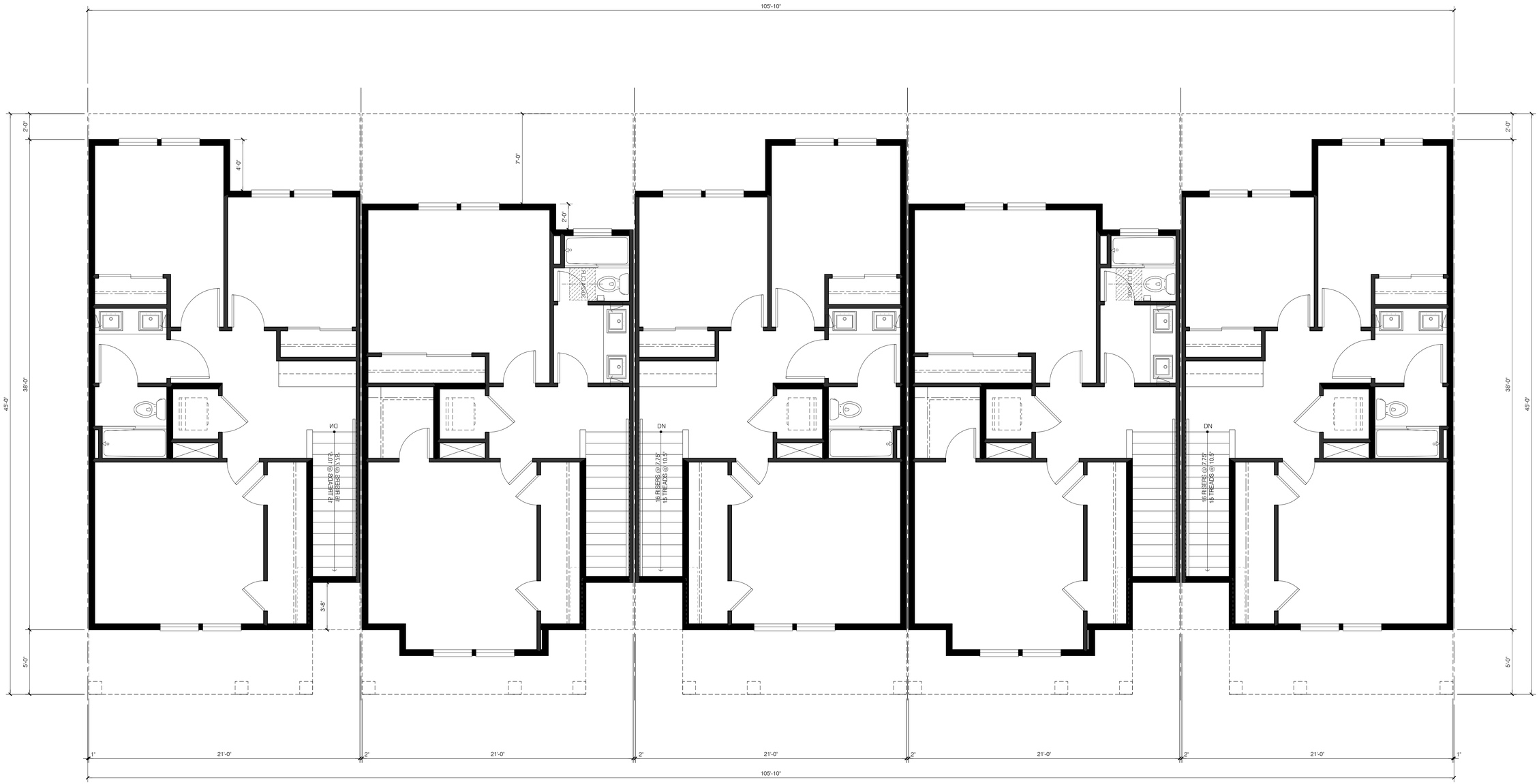
t. 415-512-1300
f. 415-288-0288

CONCEPTUAL TOWNHOME MAIN FLR. PLAN

A3.3

SCALE: N.T.S.
DATE: 02.17.26
PROJECT: 317093

©HUNT HALE JONES ARCHITECTS



BMR - 5 PLEX - UPPER FLOOR BLDG. PLAN

City Ventures

CARMEL

CITY VENTURES

26500 VAL VERDE DRIVE

CARMEL, CA. 93923

cbg

GATES +ASSOCIATES
LANDSCAPE ARCHITECTURE
LAND PLANNING · URBAN DESIGN

HUNT HALE JONES

Architecture | Planning | Interiors

444 Spear Street, Suite 105
San Francisco, CA 94105
www.hunthalejones.com

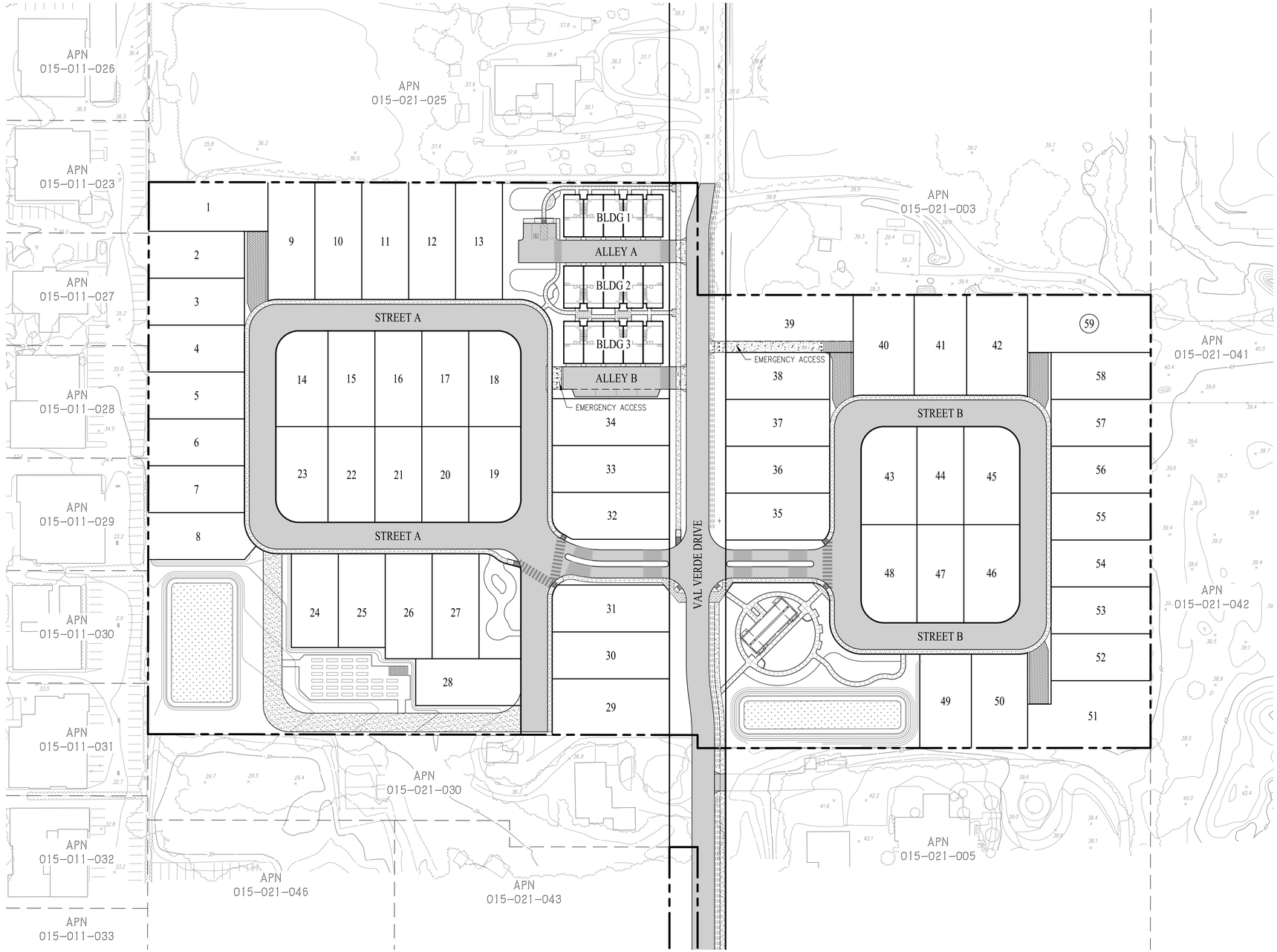
t. 415-512-1300
f. 415-288-0288

CONCEPTUAL TOWNHOME UPPER FLR. PLAN

A3.4

SCALE: N.T.S.
DATE: 02.17.26
PROJECT: 317093

©HUNT HALE JONES ARCHITECTS

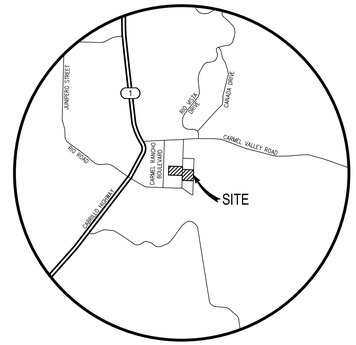


LEGEND:

- PROJECT BOUNDARY
- PROPERTY LINE
- RIGHT-OF-WAY
- CURB, GUTTER & SIDEWALK
- DECOMPOSED GRANITE TRAIL
- GRAVEL ACCESS ROAD
- ASPHALT PAVEMENT
- DECORATIVE PAVEMENT PER LANDSCAPE PLANS
- STORMWATER QUALITY TREATMENT AREA
- MANHOLE
- CATCH BASIN
- FIELD INLET
- FIRE HYDRANT
- DIRECTION OF OVERLAND RELEASE

ABBREVIATIONS

AB	AGGREGATE BASE
AC	ACRE
BEW	BOTTOM OF EXPOSED WALL
BW	BACK OF WALK
CL	CENTERLINE
CB	CATCH BASIN
D.E.	DRAINAGE EASEMENT
DW	DRIVEWAY
EVAE	EMERGENCY VEHICLE ACCESS EASEMENT
EX	EXISTING
FF	FINISHED FLOOR ELEVATION
FG	FINISHED GRADE
FH	FIRE HYDRANT
FI	FIELD INLET
FL	FLOWLINE ELEVATION
GB	GRADE BREAK
GR	TOP OF GRATE ELEVATION
HP	HIGH POINT
INV	INVERT
LP	LOW POINT
LS	LANDSCAPE
PL	PROPERTY LINE
PR	PROPOSED
PSE	PUBLIC SERVICE EASEMENT
PUE	PUBLIC UTILITY EASEMENT
R/W	RIGHT-OF-WAY
RUE	ROAD & UTILITY EASEMENT
SD	STORM DRAIN
SDMH	STORM DRAIN MANHOLE
SS	SANITARY SEWER
SSMH	SANITARY SEWER MANHOLE
SW	SIDEWALK
TC	TOP OF CURB ELEVATION
TW	TOP OF RETAINING WALL
TYP	TYPICAL
W	WATER
U.O.N	UNLESS OTHERWISE NOTED



VICINITY MAP

NOT TO SCALE

SHEET INDEX

Sheet Number	Sheet Title
C-1	TITLE SHEET
C-2	VESTING TENTATIVE MAP FOR CONDOMINIUM PURPOSES
C-3	AERIAL CONTEXT MAP
C-4	EXISTING CONDITIONS
C-5	PRELIMINARY SITE PLAN
C-6	STREET SECTIONS
C-7	PRELIMINARY GRADING & DRAINAGE PLAN
C-8	PRELIMINARY UTILITY PLAN
C-8.1	ALTERNATIVE UTILITY PLAN
C-9	PRELIMINARY STORMWATER CONTROL PLAN
C-10	PRELIMINARY EROSION CONTROL PLAN

CONTACTS:

1. OWNER: CARMEL RIO ROAD, LLC
   430 ORTIZ AVENUE #B
   SAND CITY, CA 93955
2. APPLICANT: CITY VENTURES, LLC
   444 SPEAR STREET, SUITE 200
   SAN FRANCISCO, CA 94105
   (650) 465-3628
   ATTN: PAM NIETING
3. CIVIL ENGINEER: CARLSON, BARBEE & GIBSON, INC.
   2633 CAMINO RAMON, SUITE 350
   (925) 866-0322
   ATTN: EVAN DAMBACHER, RCE #85144
4. ARCHITECT: HUNT HALE JONES ARCHITECTS
   444 SPEAR STREET, SUITE 105
   SAN FRANCISCO, CA 94105
   (415) 568-3833
   ATTN: DAN HALE
5. LANDSCAPE ARCHITECT: GATES & ASSOCIATES
   1655 N. MAIN STREET, SUITE 365
   WALNUT CREEK, CA 94596
   (925) 360-8411
   ATTN: RUSTY CASE

City Ventures

CARMEL

CITY VENTURES

26500 VAL VERDE DRIVE

CARMEL, CA. 93923

cbg

GATES +ASSOCIATES
LANDSCAPE ARCHITECTURE
LAND PLANNING · URBAN DESIGN
T 925.360.8411 www.dgates.com

HUNT HALE JONES

Architecture | Planning | Interiors

444 Spear Street, Suite 105
San Francisco, CA 94105
www.hunthalejones.com

t. 415-512-1300
f. 415-288-0288

TITLE SHEET

C-1

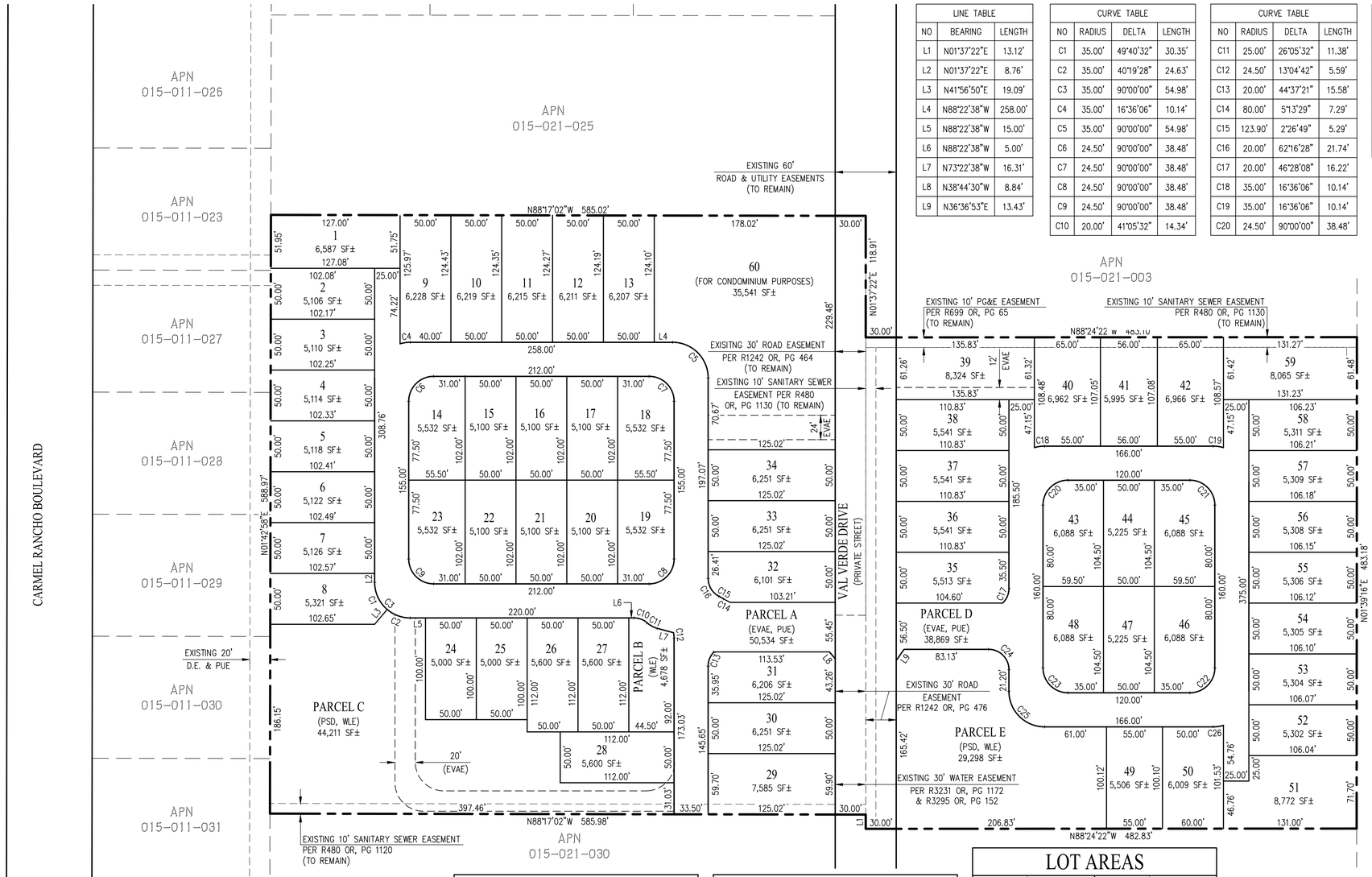
SCALE: 1"=60'

DATE: 04.17.2026

PROJECT: 3924-000

0 60 120 180

©HUNT HALE JONES ARCHITECTS



LINE TABLE		
NO	BEARING	LENGTH
L1	N01°37'22"E	13.12'
L2	N01°37'22"E	8.76'
L3	N41°56'50"E	19.09'
L4	N88°22'38"W	258.00'
L5	N88°22'38"W	15.00'
L6	N88°22'38"W	5.00'
L7	N73°22'38"W	16.31'
L8	N38°44'30"W	8.84'
L9	N36°36'53"E	13.43'

CURVE TABLE			
NO	RADIUS	DELTA	LENGTH
C1	35.00'	49°40'32"	30.35'
C2	35.00'	40°19'28"	24.63'
C3	35.00'	90°00'00"	54.98'
C4	35.00'	16°36'06"	10.14'
C5	35.00'	90°00'00"	54.98'
C6	24.50'	90°00'00"	38.48'
C7	24.50'	90°00'00"	38.48'
C8	24.50'	90°00'00"	38.48'
C9	24.50'	90°00'00"	38.48'
C10	20.00'	41°05'32"	14.34'

CURVE TABLE			
NO	RADIUS	DELTA	LENGTH
C11	25.00'	26°05'32"	11.38'
C12	24.50'	13°04'42"	5.59'
C13	20.00'	44°37'21"	15.58'
C14	80.00'	5°13'29"	7.29'
C15	123.90'	2°26'49"	5.29'
C16	20.00'	62°16'28"	21.74'
C17	20.00'	46°28'08"	16.22'
C18	35.00'	16°36'06"	10.14'
C19	35.00'	16°36'06"	10.14'
C20	24.50'	90°00'00"	38.48'

CURVE TABLE			
NO	RADIUS	DELTA	LENGTH
C21	24.50'	90°00'00"	38.48'
C22	24.50'	90°00'00"	38.48'
C23	24.50'	90°00'00"	38.48'
C24	20.00'	90°00'00"	31.42'
C25	35.00'	90°00'00"	54.98'
C26	35.00'	16°36'06"	10.14'

LOT AREAS

LOT	AREA (SF±)	LOT	AREA (SF±)
1	6,587	11	6,215
2	5,106	12	6,211
3	5,110	13	6,207
4	5,114	14	5,532
5	5,118	15	5,100
6	5,122	16	5,100
7	5,126	17	5,100
8	5,321	18	5,532
9	6,228	19	5,532
10	6,219	20	5,100

LOT AREAS

LOT	AREA (SF±)	LOT	AREA (SF±)
21	5,100	31	6,206
22	5,100	32	6,101
23	5,532	33	6,251
24	5,000	34	6,251
25	5,000	35	5,513
26	5,600	36	5,541
27	5,600	37	5,541
28	5,600	38	5,541
29	7,585	39	8,324
30	6,251	40	6,962

LOT AREAS

LOT	AREA (SF±)	LOT	AREA (SF±)
41	5,995	51	8,772
42	6,966	52	5,302
43	6,088	53	5,304
44	5,225	54	5,305
45	6,088	55	5,306
46	6,088	56	5,308
47	5,225	57	5,309
48	6,088	58	5,311
49	5,506	59	8,065
50	6,009	60	35,541
TOTAL AREA (LOTS 1–60)		378,080	

PARCEL AREAS

PARCEL	USE	AREA (SF±)	AREA (AC±)
A	STREET	50,534	1.16
B	OPEN SPACE	4,678	0.11
C	OPEN SPACE	44,211	1.01
D	STREET	38,869	0.89
E	OPEN SPACE	29,298	0.67
TOTAL AREA (PARCELS A–E)		167,590	3.85

CONTACTS:

1. OWNER: CARMEL RIO ROAD, LLC
430 ORTIZ AVENUE #B
SAND CITY, CA 93955

2. APPLICANT: CITY VENTURES, LLC
444 SPEAR STREET, SUITE 200
SAN FRANCISCO, CA 94105
(650) 465–3628
ATTN: PAM NIETING

3. CIVIL ENGINEER: CARLSON, BARBEE & GIBSON, INC.
2633 CAMINO RAMON, SUITE 350
(925) 866–0322
ATTN: EVAN DAMBACHER, RCE #85144

4. ARCHITECT: HUNT HALE JONES ARCHITECTS
444 SPEAR STREET, SUITE 105
SAN FRANCISCO, CA 94105
(415) 568–3833
ATTN: DAN HALE

5. LANDSCAPE ARCHITECT: GATES & ASSOCIATES
1655 N. MAIN STREET, SUITE 365
WALNUT CREEK, CA 94596
(925) 360–8411
ATTN: RUSTY CASE

GENERAL NOTES:

1. ASSESSORS PARCEL NO: 015–021–004, 015–021–015, 015–021–020, 015–021–021, 015–021–049
2. SITE ADDRESS: 26500 VAL VERDE DRIVE, CARMEL, CA 93923
3. GENERAL PLAN DESIGNATION: RESIDENTIAL
4. CURRENT ZONING: LDR/1–D–S–RAZ
5. EXISTING USE: RESIDENTIAL – LOW DENSITY
6. SITE AREA: 12.5 AC± (EXCLUDING VAL VERDE DRIVE)
7. DWELLING UNITS: 74 TOTAL (INCLUDING 59 SINGLE FAMILY AND 15 TOWNHOMES)
8. DENSITY: 5.92 DU/AC
9. BENCHMARK: MONTEREY COUNTY DESIGNATION N 261 RESET LOCATED SOUTH ALONG STATE HIGHWAY 1, AT THE NORTH END OF THE BRIDGE 43–13 OVER CARMEL RIVER (ELEVATION = 35.90 NAVD88).
10. BASIS OF BEARING: THE BASIS OF BEARINGS FOR THIS SURVEY IS BETWEEN FOUND NAILS ON THE CENTERLINE OF RIO ROAD, THE BEARING BEING N88°17'02"W PER THE MAP OF TRACT NO. 777 (13 CT 18).
11. EXISTING STRUCTURES: ALL EXISTING ON–SITE STRUCTURES TO BE REMOVED.
12. WELLS ONSITE: THERE ARE A TOTAL OF FOUR WELLS ON–SITE.
13. FLOOD ZONE: ZONE X: AREAS OF 0.2% ANNUAL CHANCE FLOOD HAZARD.
SOURCE: FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA)
FLOOD INSURANCE RATE MAP, MAP NUMBER 06053C0320H, DATE: 6/21/2017

ZONE AE: SPECIAL FLOOD HAZARD AREA (SFHA).
SOURCE: FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA)
FLOOD INSURANCE RATE MAP, MAP NUMBER 06053C0320H, DATE: 6/21/2017

14. UTILITY PROVIDERS: WATER (FIRE USE): CALIFORNIA AMERICAN WATER (CAL–AM)
SANITARY SEWER: CARMEL AREA WASTEWATER DISTRICT (CAWD)
STORM DRAIN: MONTEREY COUNTY
GAS & ELECTRIC: PG&E
TELEPHONE: AT&T
CABLE TV: COMCAST

14. UTILITIES: ALL FIRE WATER SYSTEM UTILITIES TO BE OWNED & MAINTAINED BY CALIFORNIA AMERICAN WATER (CAL–AM). ALL PRIVATE DOMESTIC WATER SYSTEM INFRASTRUCTURE TO BE OWNED & MAINTAINED BY THE HOMEOWNER'S ASSOCIATION. ALL SANITARY SEWER TO BE OWNED & MAINTAINED BY CARMEL AREA WASTEWATER DISTRICT (CAWD). ALL STORM DRAIN TO BE PRIVATELY OWNED & MAINTAINED BY THE HOMEOWNER'S ASSOCIATION.

15. STREETS: ALL STREETS WITHIN THE DEVELOPMENT WILL BE PRIVATELY OWNED & MAINTAINED BY THE HOMEOWNER'S ASSOCIATION. ACCESS AND UTILITY EASEMENTS WILL BE PROVIDED TO UTILITY OWNERS AS NECESSARY.

16. STREET LIGHTS: STREET LIGHTS ON PRIVATE PROPERTY WILL BE PRIVATELY OWNED AND MAINTAINED.

17. STREET TREES: STREET TREES SHALL BE PROVIDED AS REQUIRED BY THE COUNTY AND WILL BE PRIVATELY MAINTAINED.

18. LANDSCAPING: ALL LANDSCAPING WITHIN BOUNDARY WILL BE PRIVATELY OWNED AND MAINTAINED BY THE HOMEOWNER'S ASSOCIATION.

19. GRADING: ALL GRADING AS SHOWN IS SUBJECT TO FINAL DESIGN.

20. EROSION CONTROL: ALL DISTURBED SLOPES SHALL BE PLANTED WITH APPROPRIATE EROSION CONTROL PLANTING.

21. DIMENSIONS: ALL DIMENSIONS ARE PRELIMINARY AND SUBJECT TO FINAL SUBDIVISION MAP.

22. CONDOMINIUM MAP: A CONDOMINIUM MAP WILL BE RECORDED FOR LOT 60. THE SUBDIVISION IS A CONDOMINIUM PROJECT AS DEFINED IN SECTION 1350 ET. SEQ. OF THE CIVIL CODE OF THE STATE OF CALIFORNIA AND FILED PURSUANT TO THE SUBDIVISION MAP ACT. THE TOTAL NUMBER OF CONDOMINIUM DWELLING UNITS SHALL BE NO MORE THAN 15 UNITS.

23. LOTS: LOT 60 AND PARCELS A–E WILL BE OWNED AND MAINTAINED BY THE HOMEOWNER'S ASSOCIATION.

24. PHASING: THIS PROJECT MAY BE PHASED. PURSUANT TO CHAPTER 3, ARTICLE 4, SECTION 66456.1 OF THE SUBDIVISION MAP ACT, THE DEVELOPER RESERVES THE RIGHT TO FILE MULTIPLE FINAL MAPS. THE PROJECT MAY BE CONSTRUCTED IN TWO PHASES, GENERALLY DISTINGUISHED BY A PHASE WEST OF VAL VERDE DRIVE AND A PHASE EAST OF VAL VERDE DRIVE.

City Ventures

CARMEL

CITY VENTURES
26500 VAL VERDE DRIVE
CARMEL, CA. 93923

cbg

GATES +ASSOCIATES
LANDSCAPE ARCHITECTURE
LAND PLANNING URBAN DESIGN
1655 N. MAIN ST. STE 365, WALNUT CREEK, CA 94596
T 925.360.8411 www.dgates.com

HUNT HALE JONES

Architecture | Planning | Interiors

444 Spear Street, Suite 105
San Francisco, CA 94105
www.hunthalejones.com

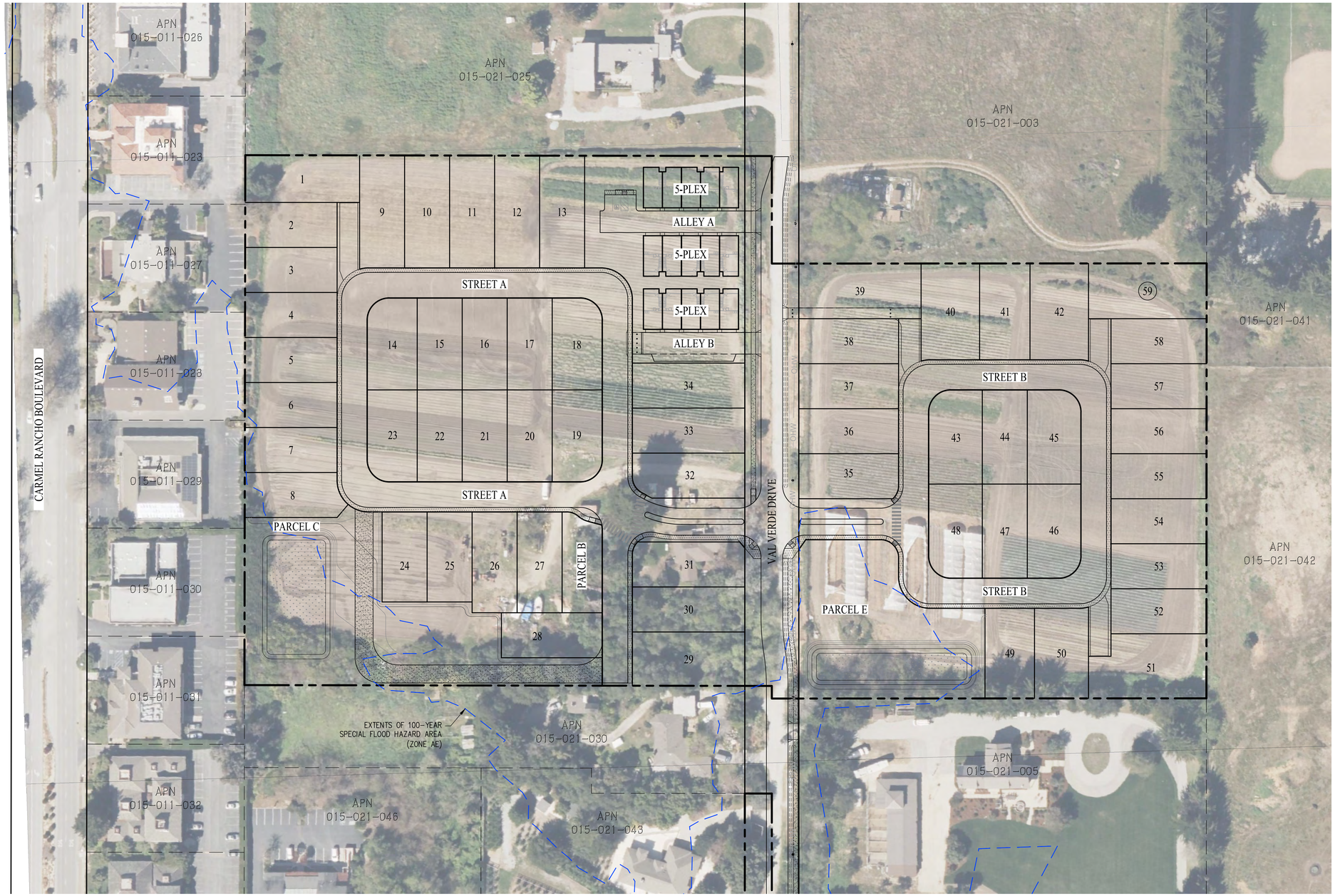
t. 415-512-1300
f. 415-288-0288

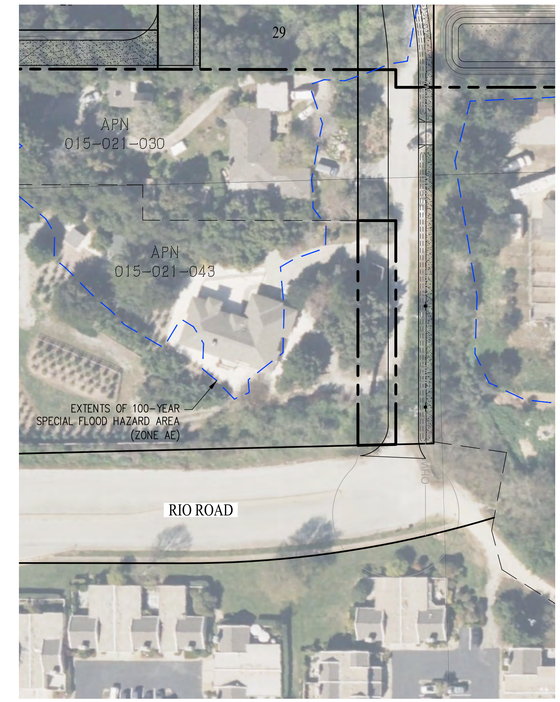
VESTING TENTATIVE MAP FOR CONDOMINIUM PURPOSES C-2

SCALE: 1"=60'
DATE: 04.17.2026
PROJECT: 3924-000

0 60 120 180

©HUNT HALE JONES ARCHITECTS





City Ventures

CARMEL

CITY VENTURES

26500 VAL VERDE DRIVE

CARMEL, CA. 93923

cbg

GATES +ASSOCIATES
LANDSCAPE ARCHITECTURE
LAND PLANNING · URBAN DESIGN

HUNT HALE JONES

Architecture | Planning | Interiors

444 Spear Street, Suite 105
San Francisco, CA 94105
www.hunthalejones.com

t. 415-512-1300
f. 415-288-0288

AERIAL CONTEXT MAP

C-3

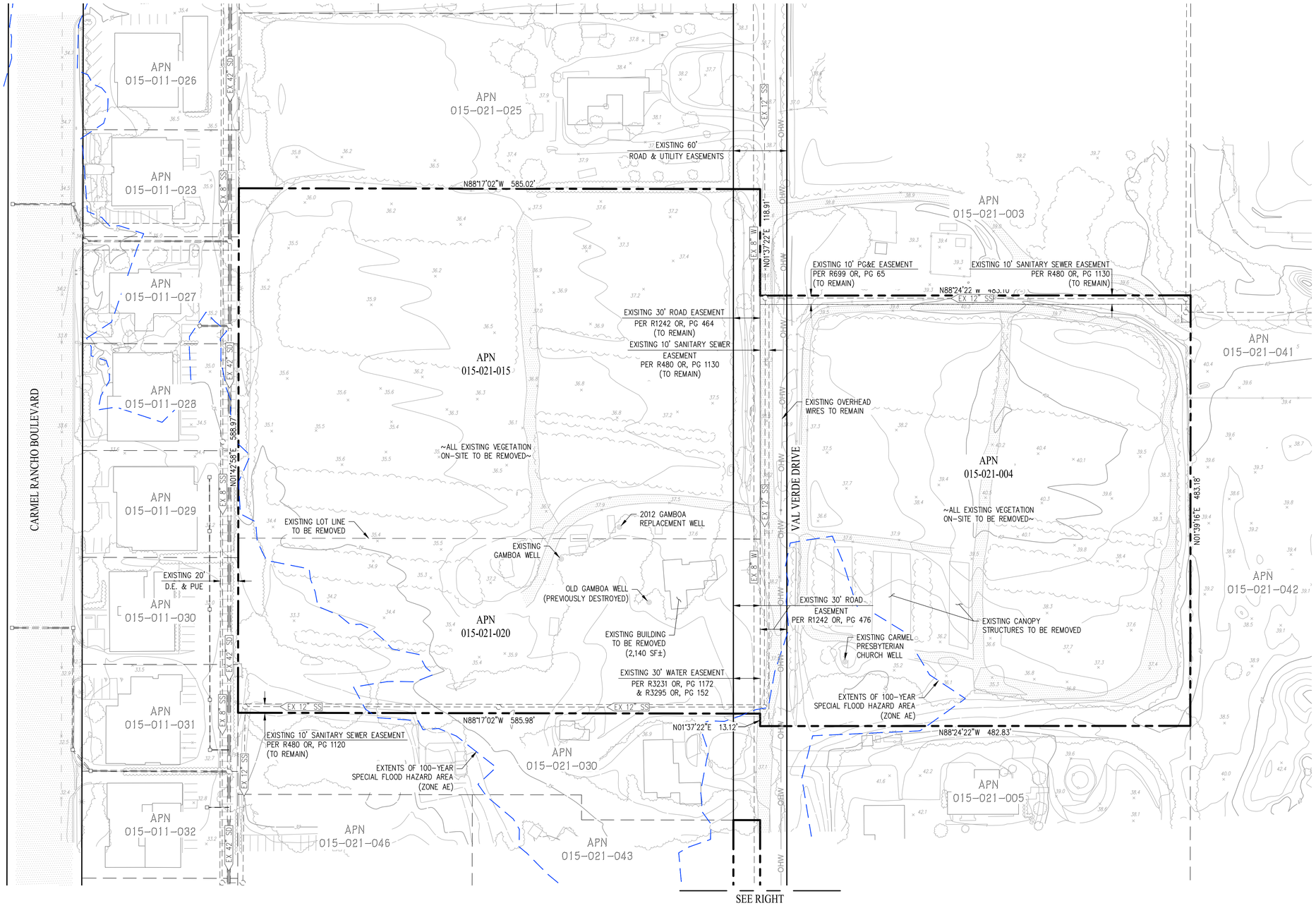
SCALE: 1"=60'

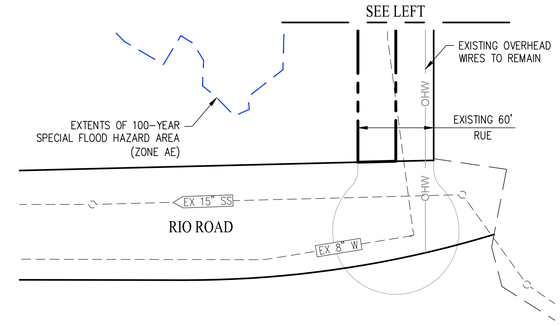
DATE: 04.17.2026

PROJECT: 3924-000

0 60 120 180

©HUNT HALE JONES ARCHITECTS





LEGEND:

- EXISTING BOUNDARY
- PROPERTY LINE
- RIGHT-OF-WAY
- EASEMENT LINE
- EXISTING LOT LINE
- EXISTING STORM DRAIN (EX 42" SD)
- EXISTING SANITARY SEWER MAIN (EX 12" SS)
- EXISTING WATER MAIN (EX 8" W)
- OVERHEAD WIRES (OHW)
- EXISTING MANHOLE
- EXISTING CATCH BASIN
- EXISTING PAVEMENT
- EXISTING UTILITY TO BE REMOVED

City Ventures

CARMEL

CITY VENTURES

26500 VAL VERDE DRIVE

CARMEL, CA. 93923

cbg

GATES +ASSOCIATES
LANDSCAPE ARCHITECTURE
LAND PLANNING URBAN DESIGN
T 925.360.8411 www.dgates.com

HUNT HALE JONES

Architecture | Planning | Interiors

444 Spear Street, Suite 105
San Francisco, CA 94105
www.hunthalejones.com

t. 415-512-1300
f. 415-288-0288

EXISTING CONDITIONS

C-4

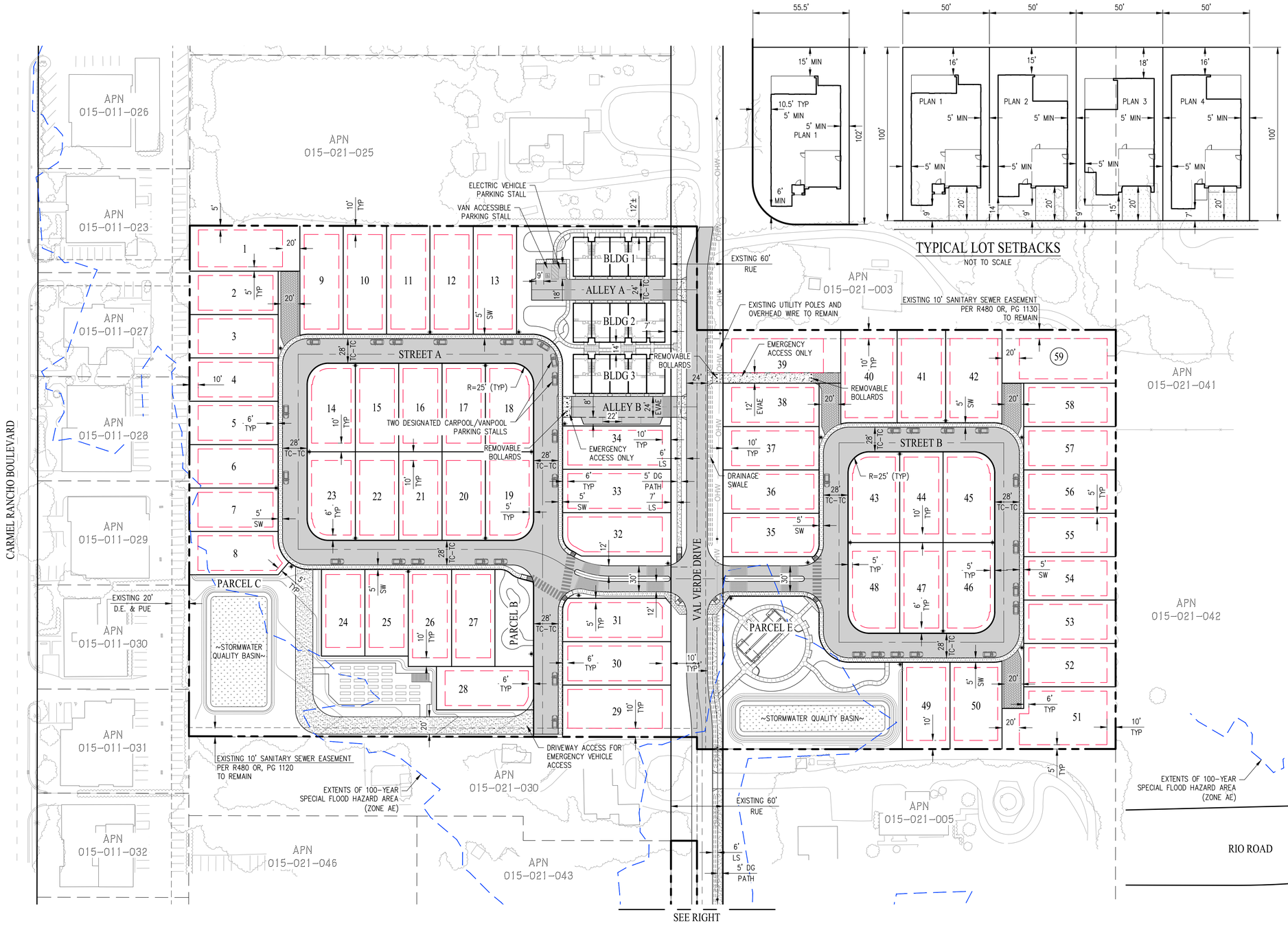
SCALE: 1"=60'

DATE: 04.17.2026

PROJECT: 3924-000

0 60 120 180

©HUNT HALE JONES ARCHITECTS



PROJECT DATA

	EXISTING	PROPOSED
GENERAL PLAN	GPLU	GPLU
PLANNING AREA	CVMD	65589.5 (f) (1)
ZONING	LDR	
SITE AREA	±12.5 AC (EXCLUDING VAL VERDE DRIVE)	
TOTAL DWELLING UNITS		74
DENSITY		74:12.5=5.92 DUA
SINGLE FAMILY DETACHED		
	REQUIRED	PROPOSED
MIN. LOT AREA	1 ACRE	5,000 SQ. FT. MIN.
MINIMUM SETBACKS		
FRONT	30'-0"	6' (20' MIN FOR LOTS 1, 39, 51, AND 59)
SIDE, INTERIOR	5'-0"	5' (10' MIN FOR LOTS 29, 39, AND 59 WHERE REQUIRED DUE TO EXISTING EASEMENTS)
REAR, INTERIOR	20'-0"	10'-0"
MIN. DRIVEWAY LENGTH		18'-0"
BUILDING HEIGHT		
MAX. HEIGHT	30 FT.	30 FT.
MAX. NO. OF STORIES		2 STORIES
MIN. DIST. BTWN. STRUCTURES	20'-0"	10'-0"
BUILDING SITE COVERAGE	35% MAX	56%
TOWNHOME UNITS		
MIN. LOT AREA	1 ACRE	30,000 SQ. FT.
MINIMUM SETBACKS		
FRONT	30'-0"	7'-0"
SIDE	5'-0"	12'-0"
REAR	20'-0"	10'-0"
BUILDING HEIGHT		
MAX. HEIGHT	30 FT.	30 FT.
MAX. NO. OF STORIES		2 STORIES
MIN. DIST. BTWN. STRUCTURES	20'-0"	N/A-0"
BUILDING SITE COVERAGE	35% MAX	40%

PARKING SUMMARY

PARKING TYPE	NUMBER OF STALLS	PERCENTAGE
COVERED PARKING (GARAGE)	148	48%
STANDARD UNCOVERED PARKING (DRIVEWAY)	118	39%
GUEST PARKING (ON-STREET)	41 (TWO DESIGNATED CARPOOL/VANPOOL PARKING STALLS INCLUDED)	13%
TOTAL	307	100%

NOTES:
1. GUEST PARKING (ON-STREET) TO BE 8' X 22' (TYP).

LEGEND:

- PROJECT BOUNDARY
- PROPERTY LINE
- RIGHT-OF-WAY
- EASEMENT LINE
- MAXIMUM BUILDING ENVELOPE
- DECOMPOSED GRANITE PATHWAY
- GRAVEL ACCESS ROAD
- DECORATIVE PAVEMENT PER LANDSCAPE PLANS
- STORMWATER QUALITY TREATMENT AREA

FOR STREET SECTIONS, SEE SHEET C-6

City Ventures

CARMEL

CITY VENTURES
26500 VAL VERDE DRIVE
CARMEL, CA. 93923

cbg

GATES +ASSOCIATES
LANDSCAPE ARCHITECTURE
LAND PLANNING URBAN DESIGN
T 925.360.8411 www.dgates.com

HUNT HALE JONES

Architecture | Planning | Interiors
444 Spear Street, Suite 105
San Francisco, CA 94105
www.hunthalejones.com
t. 415-512-1300
f. 415-288-0288

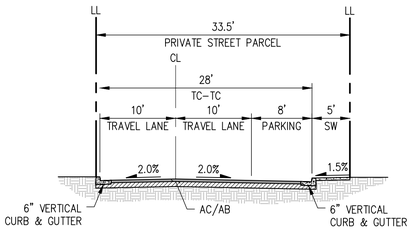
PRELIMINARY SITE PLAN

C-5

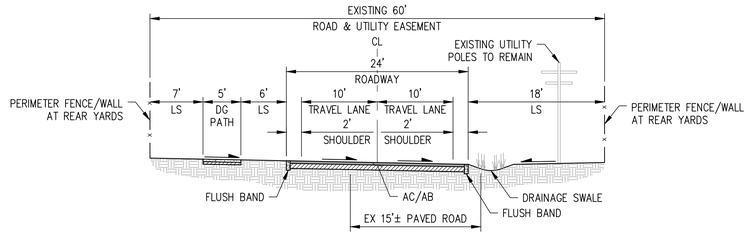
SCALE: 1"=60'
DATE: 04.17.2026
PROJECT: 3924-000

0 60 120 180

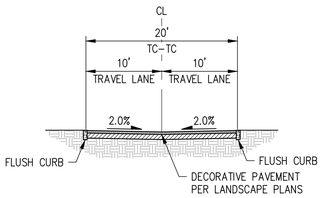
©HUNT HALE JONES ARCHITECTS



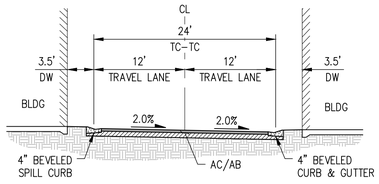
TYPICAL PRIVATE STREET
NOT TO SCALE



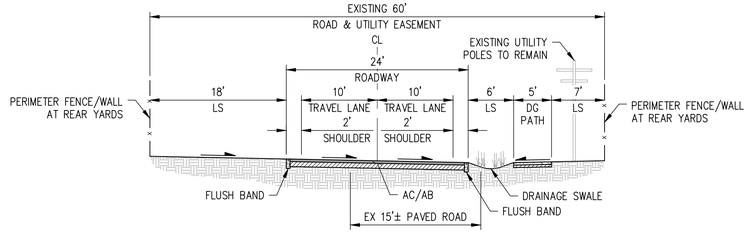
VAL VERDE DRIVE
AT PROJECT FRONTAGE
(NORTH OF ENTRY)
NOT TO SCALE



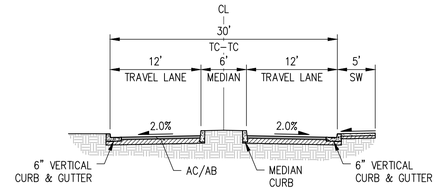
SHARED PRIVATE DRIVEWAY
NOT TO SCALE



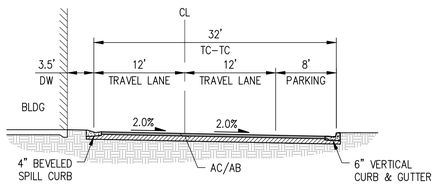
ALLELY A
NOT TO SCALE



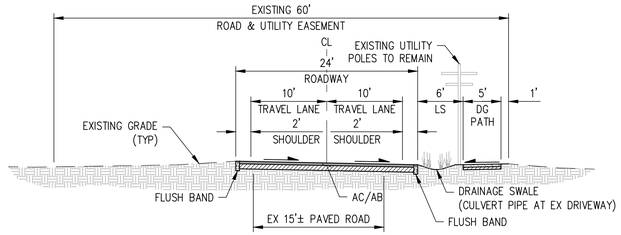
VAL VERDE DRIVE
AT PROJECT FRONTAGE
(SOUTH OF ENTRY)
NOT TO SCALE



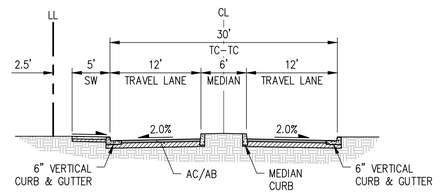
PROJECT ENTRY - EAST
NOT TO SCALE



ALLELY B
NOT TO SCALE



VAL VERDE DRIVE
SOUTH OF PROJECT TO RIO ROAD
NOT TO SCALE



PROJECT ENTRY - WEST
NOT TO SCALE

City Ventures

CARMEL

CITY VENTURES
26500 VAL VERDE DRIVE
CARMEL, CA. 93923

cbg

GATES +ASSOCIATES
LANDSCAPE ARCHITECTURE
LAND PLANNING · URBAN DESIGN
T 925.360.8411 www.dgates.com

HUNT HALE JONES

Architecture | Planning | Interiors

444 Spear Street, Suite 105
San Francisco, CA 94105
www.hunthalejones.com

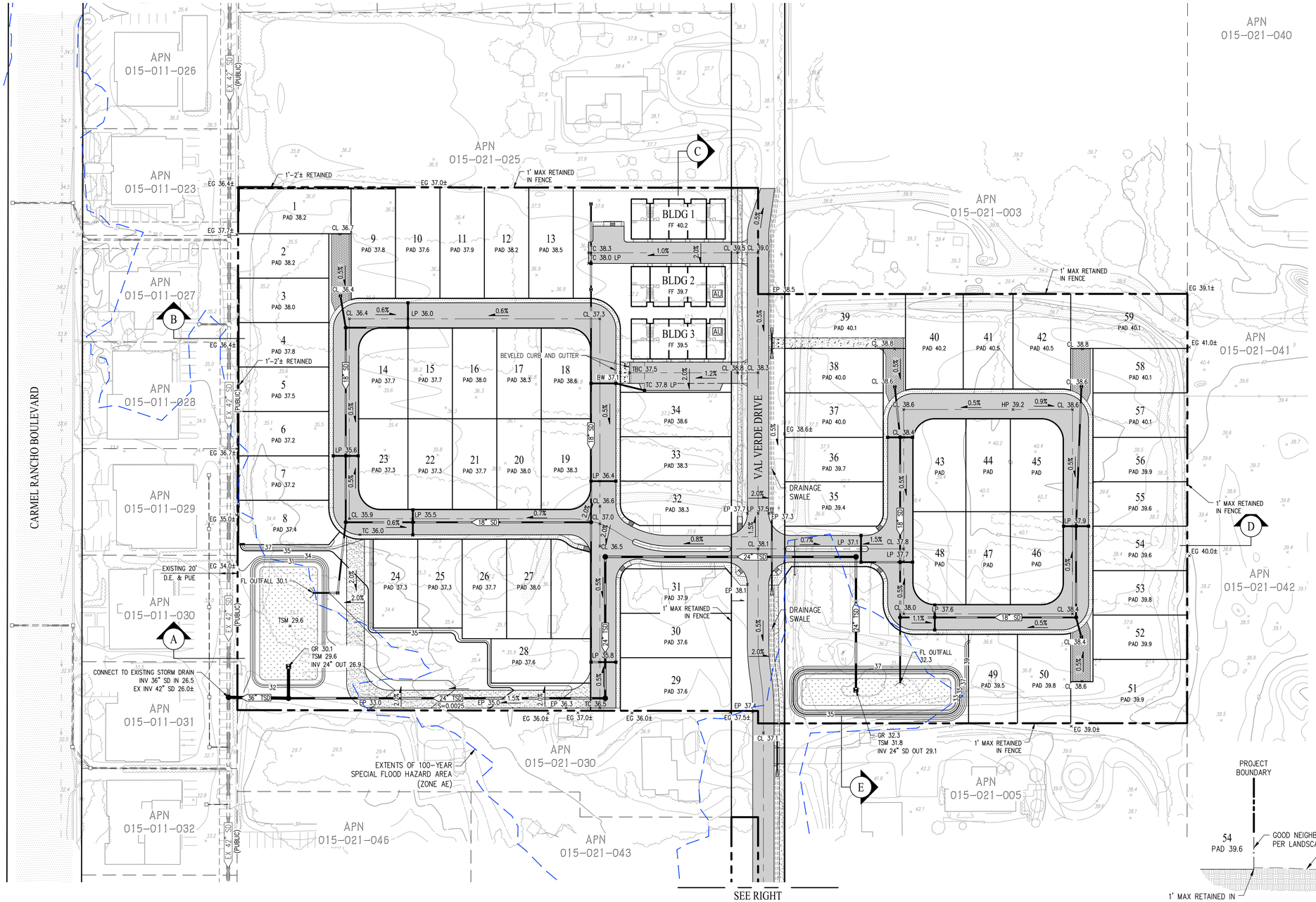
t. 415-512-1300
f. 415-288-0288

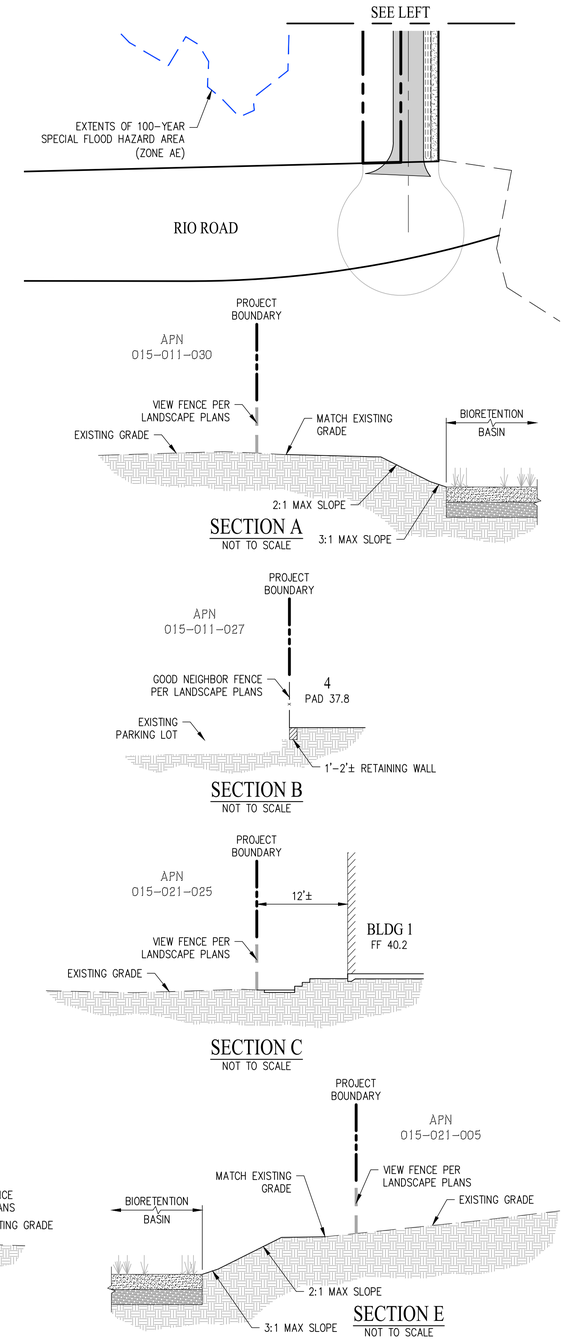
STREET SECTIONS

C-6

NOT TO SCALE
DATE: 04.17.2026
PROJECT: 3924-000

©HUNT HALE JONES ARCHITECTS





City Ventures

CARMEL

CITY VENTURES

26500 VAL VERDE DRIVE

CARMEL, CA. 93923

cbg

GATES +ASSOCIATES
LANDSCAPE ARCHITECTURE
LAND PLANNING URBAN DESIGN
T 925.360.8411 www.dgates.com

HUNT HALE JONES

Architecture | Planning | Interiors

444 Spear Street, Suite 105
San Francisco, CA 94105
www.hunthalejones.com

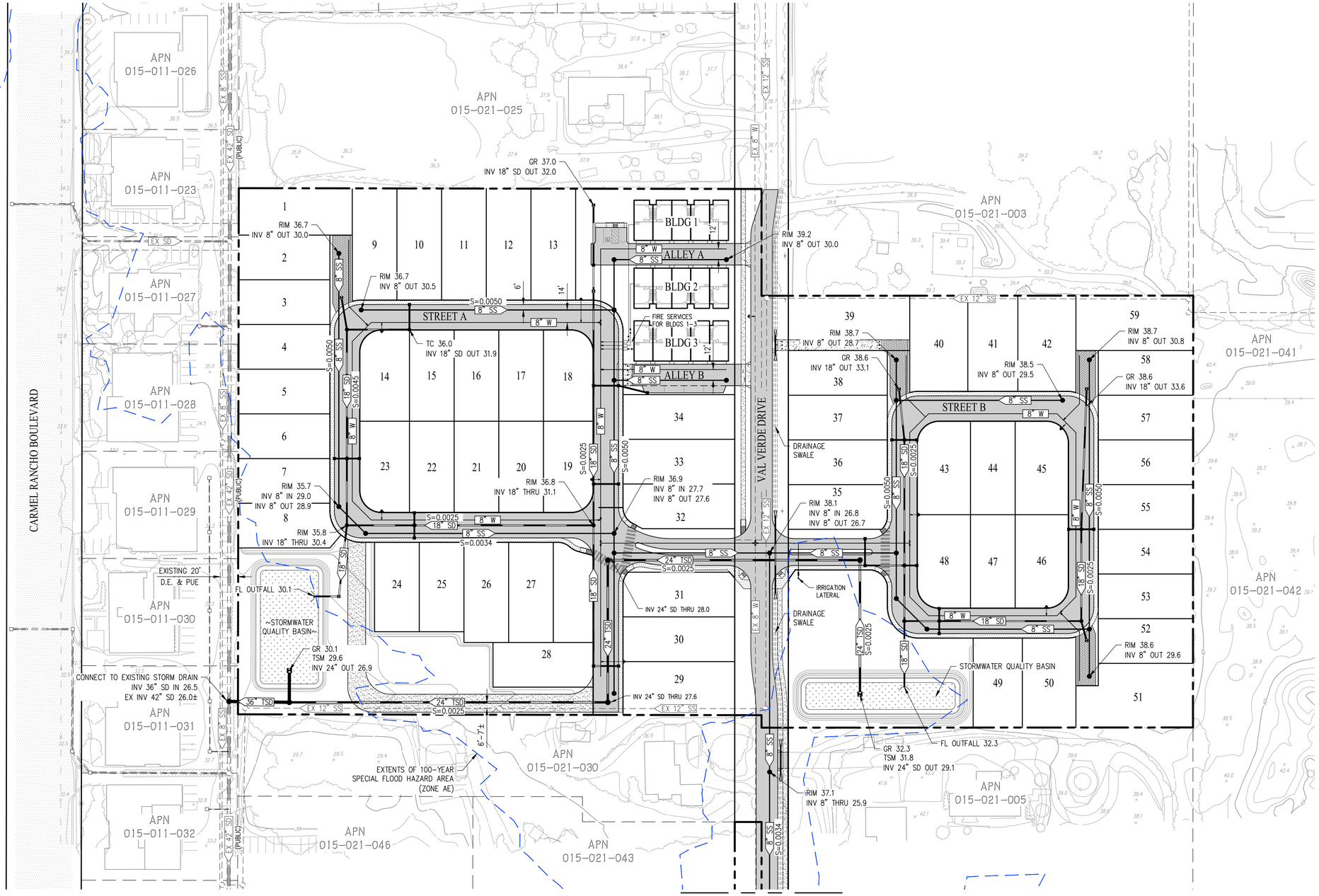
t. 415-512-1300
f. 415-288-0288

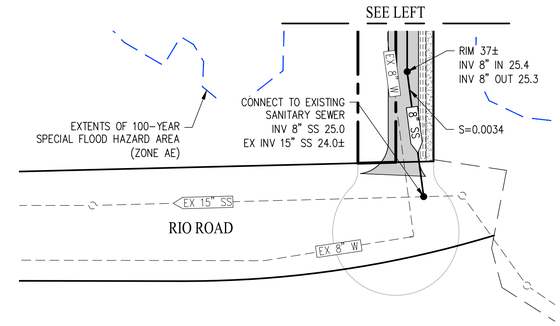
PRELIMINARY GRADING & DRAINAGE PLAN C-7

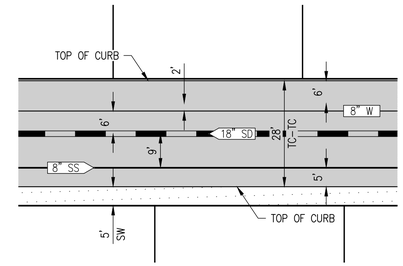
0 60 120 180

SCALE: 1"=60'
DATE: 04.17.2026
PROJECT: 3924-000

©HUNT HALE JONES ARCHITECTS







TYPICAL UTILITY LAYOUT DETAIL

NOT TO SCALE

LEGEND:

EXISTING	PROPOSED	DESCRIPTION
		PROJECT BOUNDARY
EX 42" SD	18" SD	STORM DRAIN PIPE
	24" TSD	TREATED STORM DRAIN PIPE
EX 12" SS	8" SS	SANITARY SEWER PIPE
EX 8" W	8" W	WATER PIPE
		FIRE HYDRANT
		MANHOLE
		CATCH BASIN
		FIELD INLET
		STORMWATER QUALITY TREATMENT AREA

City Ventures

CARMEL

CITY VENTURES

26500 VAL VERDE DRIVE

CARMEL, CA. 93923

cbg

GATES +ASSOCIATES
LANDSCAPE ARCHITECTURE
LAND PLANNING URBAN DESIGN
T 925.360.8411 www.dgates.com

HUNT HALE JONES

Architecture | Planning | Interiors

444 Spear Street, Suite 105
San Francisco, CA 94105
www.hunthalejones.com

t. 415-512-1300
f. 415-288-0288

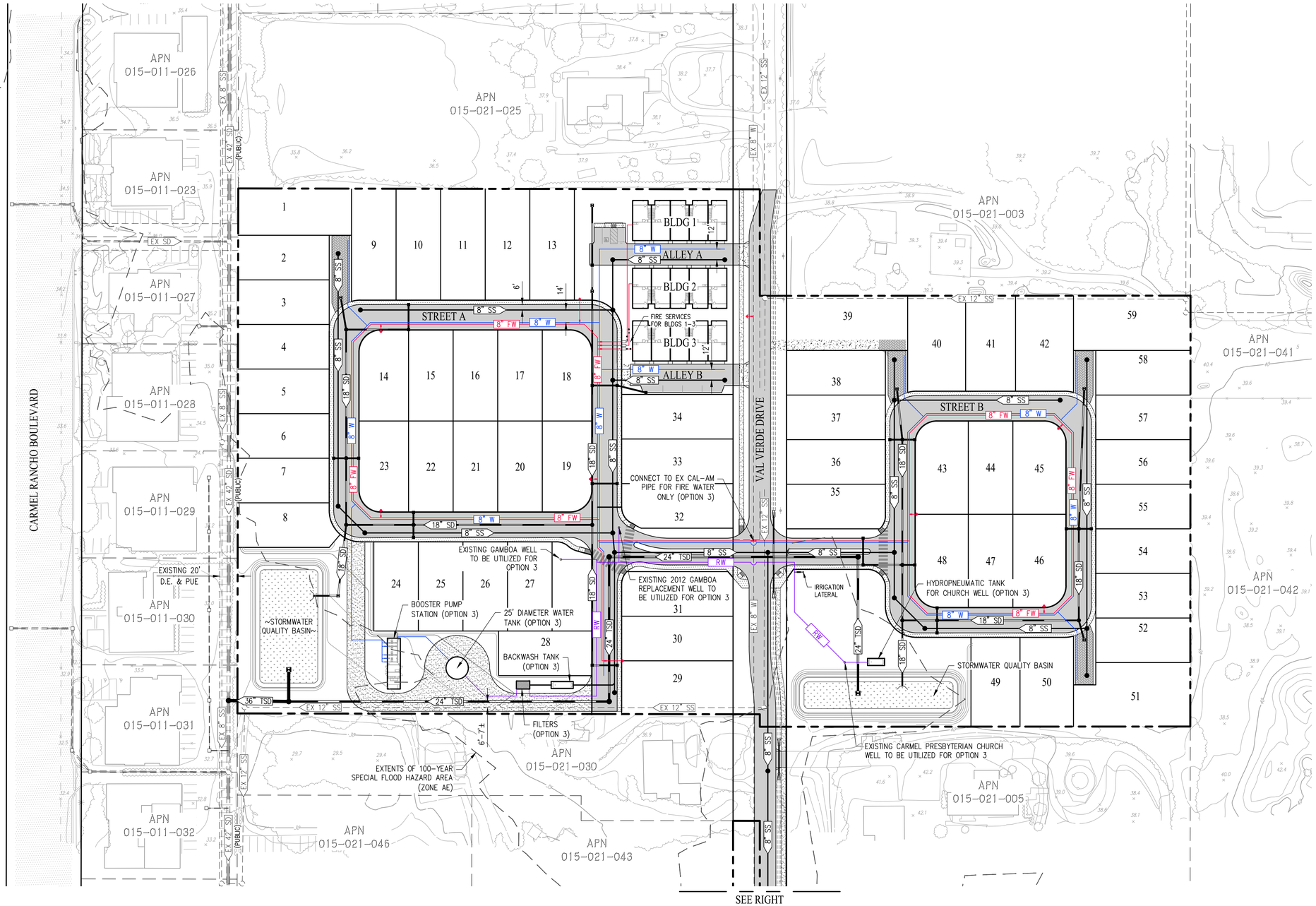
PRELIMINARY UTILITY PLAN

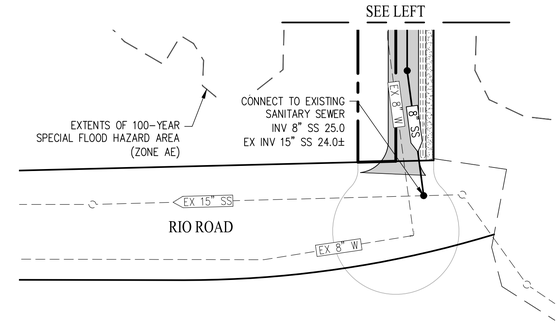
C-8

SCALE: 1"=60'
DATE: 04.17.2026
PROJECT: 3924-000

0 60 120 180

©HUNT HALE JONES ARCHITECTS





ALTERNATIVE WATER DESIGN NOTES:

1. THIS PLAN IS PROVIDED TO PROVIDE ALTERNATIVE DESIGNS (OPTIONS 2 & 3) FOR THE PROPOSED WATER SYSTEM. THE PREFERRED WATER SYSTEM DESIGN IS SHOWN ON SHEET C-8 AND IS CONSIDERED "OPTION 1."
2. OPTION 1 INCLUDES CONNECTION TO THE EXISTING CAL-AM WATER SYSTEM IN VAL VERDE DRIVE BY UTILIZING WATER ALLOCATION CREDITS UPON LIFTING OF THE CEASE AND DESIST ORDER.
3. OPTION 2 PROVIDES DOMESTIC WATER THROUGH THE EXISTING CAL-AM SYSTEM AS DESCRIBED IN OPTION 1 AND INCLUDES WHEELING OF WATER RIPARIAN RIGHTS BY CAL-AM. THE EXISTING WELLS WOULD BE DORMANT. ONCE THE CEASE AND DESIST ORDER IS LIFTED, DOMESTIC WATER WILL BY PROVIDED VIA OPTION 1 AND THE WELLS WOULD BE DECOMMISSIONED PER PROJECT CONDITIONS.
4. OPTION 3 INCLUDES A CONNECTION TO THE EXISTING CAL-AM WATER SYSTEM IN VAL VERDE DRIVE ONLY FOR FIRE SUPPRESSION NEEDS (FIRE HYDRANTS AND FIRE WATER SYSTEM). IN THIS SCENARIO, THE PROJECT'S DOMESTIC WATER AND IRRIGATION NEEDS WOULD BE SUPPLIED BY EXISTING RIPARIAN RIGHTS FROM EXISTING WELLS. AN ON-SITE TREATMENT SYSTEM WOULD TREAT THE PROJECT'S DOMESTIC WATER NEEDS.
   - 4.1. OPTION 3 REQUIRES REDUCED LOT DIMENSIONS FOR LOTS 24-28 (50'X100' MIN).

LEGEND:

EXISTING	PROPOSED	DESCRIPTION
		PROJECT BOUNDARY
EX 42" SD	18" SD	STORM DRAIN PIPE
	24" TSD	TREATED STORM DRAIN PIPE
EX 12" SS	8" SS	SANITARY SEWER PIPE
EX 8" W	8" W	DOMESTIC ONLY WATER PIPE (OPTION 3 ONLY)
	8" FW	FIRE WATER PIPE (OPTION 3 ONLY)
	RW	RAW-WATER PIPE (OPTIONS 2 OR 3 ONLY)
		FIRE HYDRANT
		MANHOLE
		CATCH BASIN
		FIELD INLET
		STORMWATER QUALITY TREATMENT AREA

City Ventures

CARMEL

CITY VENTURES
26500 VAL VERDE DRIVE
CARMEL, CA. 93923

cbg

GATES +ASSOCIATES
LANDSCAPE ARCHITECTURE
LAND PLANNING · URBAN DESIGN
T 925.360.8411 www.dgates.com

HUNT HALE JONES

Architecture | Planning | Interiors
444 Spear Street, Suite 105
San Francisco, CA 94105
www.hunthalejones.com
t. 415-512-1300
f. 415-288-0288

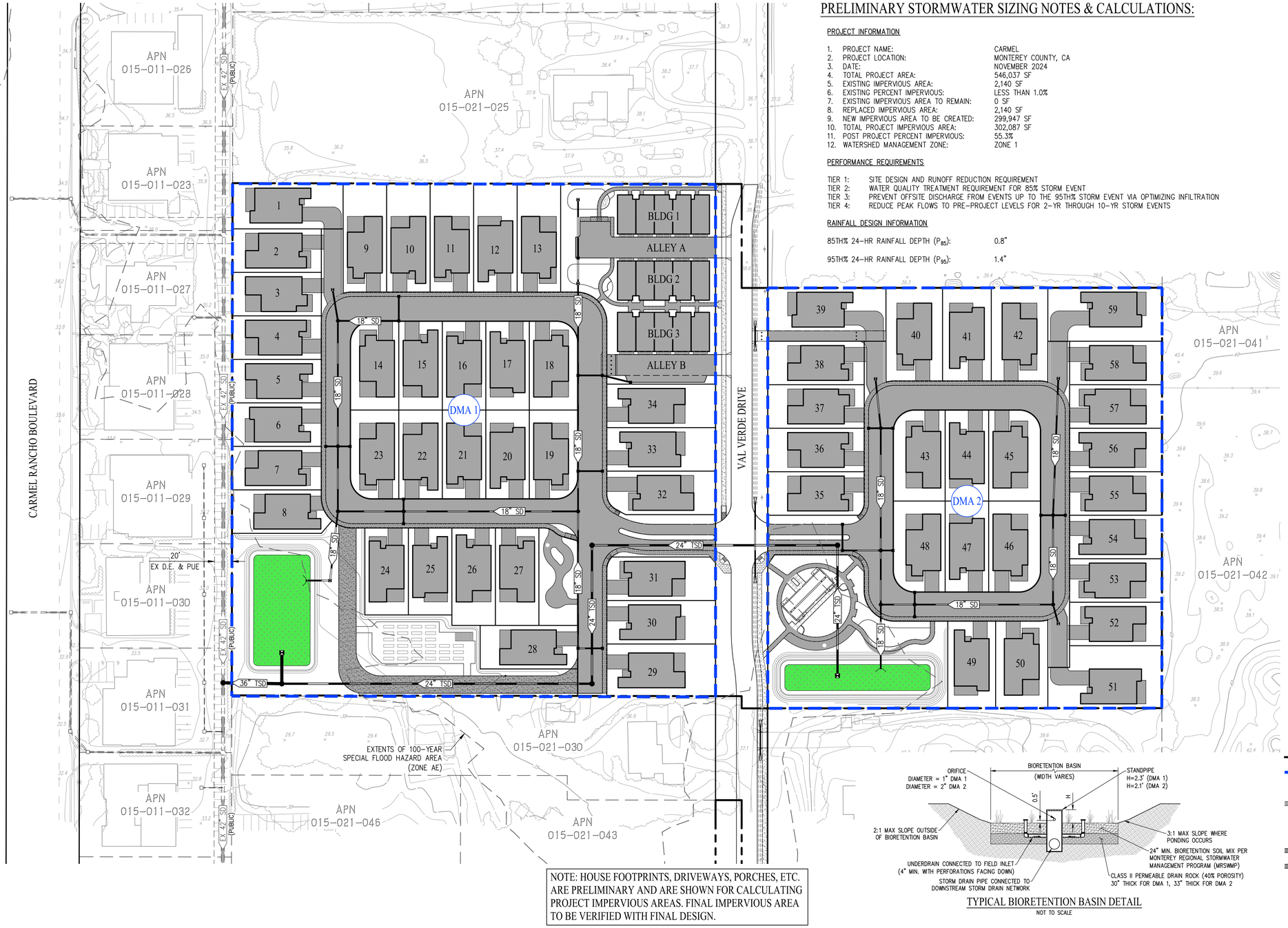
ALTERNATIVE UTILITY PLAN

C-8.1

SCALE: 1"=60'
DATE: 04.17.2026
PROJECT: 3924-000

0 60 120 180

©HUNT HALE JONES ARCHITECTS



NOTE: HOUSE FOOTPRINTS, DRIVEWAYS, PORCHES, ETC. ARE PRELIMINARY AND ARE SHOWN FOR CALCULATING PROJECT IMPERVIOUS AREAS. FINAL IMPERVIOUS AREA TO BE VERIFIED WITH FINAL DESIGN.

PRELIMINARY STORMWATER SIZING NOTES & CALCULATIONS:

PROJECT INFORMATION

1.	PROJECT NAME:	CARMEL
2.	PROJECT LOCATION:	MONTEREY COUNTY, CA
3.	DATE:	NOVEMBER 2024
4.	TOTAL PROJECT AREA:	546,037 SF
5.	EXISTING IMPERVIOUS AREA:	2,140 SF
6.	EXISTING PERCENT IMPERVIOUS:	LESS THAN 1.0%
7.	EXISTING IMPERVIOUS AREA TO REMAIN:	0 SF
8.	REPLACED IMPERVIOUS AREA:	2,140 SF
9.	NEW IMPERVIOUS AREA TO BE CREATED:	299,947 SF
10.	TOTAL PROJECT IMPERVIOUS AREA:	302,087 SF
11.	POST PROJECT PERCENT IMPERVIOUS:	55.3%
12.	WATERSHED MANAGEMENT ZONE:	ZONE 1

PERFORMANCE REQUIREMENTS

TIER 1: SITE DESIGN AND RUNOFF REDUCTION REQUIREMENT
TIER 2: WATER QUALITY TREATMENT REQUIREMENT FOR 85% STORM EVENT
TIER 3: PREVENT OFFSITE DISCHARGE FROM EVENTS UP TO THE 95TH% STORM EVENT VIA OPTIMIZING INFILTRATION
TIER 4: REDUCE PEAK FLOWS TO PRE-PROJECT LEVELS FOR 2-YR THROUGH 10-YR STORM EVENTS

RAINFALL DESIGN INFORMATION

85TH% 24-HR RAINFALL DEPTH (P_{85}): 0.8"

95TH% 24-HR RAINFALL DEPTH (P_{95}): 1.4"

TYPICAL BIORETENTION BASIN DETAIL
NOT TO SCALE

STORMWATER MANAGEMENT NOTES

1. ALL TREATMENT MEASURES AND TECHNICAL REQUIREMENTS FOR THIS PROJECT ARE BASED UPON THE STORMWATER TECHNICAL GUIDE FOR LOW IMPACT DEVELOPMENTS & POST-CONSTRUCTION REQUIREMENTS FOR THE MONTEREY REGIONAL STORMWATER MANAGEMENT PROGRAM (MRSWMP), DATED MAY 2020.
2. THE PROJECT CREATES OR REPLACES 22,500 SF OR MORE OF IMPERVIOUS SURFACES AND IS SUBJECT TO TIER 1-4 PERFORMANCE REQUIREMENTS.
3. TIER 4 PERFORMANCE REQUIREMENTS (REDUCE PEAK FLOWS TO PRE-PROJECT LEVELS) ARE SATISFIED. THE PROJECT CONNECTS TO AN EXISTING UNDERGROUND STORM DRAIN SYSTEM THAT DISCHARGES DIRECTLY TO THE CARMEL RIVER. ADDITIONAL CALCULATIONS AND ANALYSIS ARE FORTHCOMING PENDING FINAL DESIGN.
4. TIER 3 PERFORMANCE REQUIREMENTS (PREVENT OFFSITE DISCHARGE FROM EVENTS UP TO THE 95TH% STORM EVENT) ARE MET USING THE SIMPLE METHOD. SEE CALCULATIONS BELOW.
5. TIER 2 PERFORMANCE REQUIREMENTS (WATER QUALITY TREATMENT) ARE MET USING THE 4% SIMPLIFIED SIZING METHOD. SEE CALCULATIONS BELOW.
6. TIER 1 PERFORMANCE REQUIREMENTS (SITE DESIGN AND RUNOFF REDUCTION) ARE ACHIEVED. PROJECT WILL MINIMIZE IMPERVIOUS SURFACES, DIRECT ROOF RUNOFF TO VEGETATED AREAS, AND DIRECT RUNOFF FROM SIDEWALKS AND WALKWAYS TO VEGETATED AREAS.
7. 2" MINIMUM COVER OF DRAIN ROCK FOR PERFORATED PIPE.
8. THERE IS TO BE NO COMPACTION OF SOILS BENEATH THE BIOFILTRATION FACILITY.

PRELIMINARY STORMWATER CALCULATIONS (PERFORMANCE REQUIREMENT 3)

DMA 1:

RETENTION TRIBUTARY AREA (DEVELOPMENT PROJECTS) = (ENTIRE DMA AREA) – (LANDSCAPED AREAS) – (IMPERVIOUS SURFACE AREAS THAT DISCHARGE TO INFILTRATING AREAS) – [0.5*(REPLACED IMPERVIOUS SURFACE AREAS THAT DO NOT DISCHARGE TO INFILTRATING AREAS)]

RETENTION TRIBUTARY AREA: 327,175 – 145,247 – 0 – 0.5(2,140) = 180,858 SF

RETENTION VOLUME (95TH% 24-HR RAINFALL EVENT)

RUNOFF COEFFICIENT (C) = $0.858i^3 - 0.78i^2 + 0.774i + 0.04$
i = FRACTION IMPERVIOUS = 181,928/327,175 = 0.56
C = 0.38

RETENTION VOLUME = C x RAINFALL DEPTH x RETENTION TRIBUTARY AREA
RETENTION VOLUME = 0.38 x 1.4" x 180,858 SF = 8,018 CUBIC FEET

BIORETENTION SIZING (USING 4% RULE) = 0.04 x 181,928 SF = 7,277 SF (REQUIRED)
BIORETENTION AREA PROVIDED = 8,240 SF

TOTAL RETENTION VOLUME PROVIDED:
RETENTION VOLUME (GRAVEL WITH 40% POROSITY) =
0.40x2.5'x8,240 SF = 8,240 CF
TOTAL RETENTION VOLUME = 8,240 CF (MEETS REQUIRED RETENTION VOLUME OF 8,240 CF)

PRELIMINARY STORMWATER CALCULATIONS (PERFORMANCE REQUIREMENT 3)

DMA 2:

RETENTION TRIBUTARY AREA (DEVELOPMENT PROJECTS) = (ENTIRE DMA AREA) – (LANDSCAPED AREAS) – (IMPERVIOUS SURFACE AREAS THAT DISCHARGE TO INFILTRATING AREAS) – [0.5*(REPLACED IMPERVIOUS SURFACE AREAS THAT DO NOT DISCHARGE TO INFILTRATING AREAS)]

RETENTION TRIBUTARY AREA: 218,862 – 98,703 – 0 – 0.5(0) = 120,159 SF

RETENTION VOLUME (95TH% 24-HR RAINFALL EVENT)

RUNOFF COEFFICIENT (C) = $0.858i^3 - 0.78i^2 + 0.774i + 0.04$
i = FRACTION IMPERVIOUS = 120,159/218,862 = 0.55
C = 0.37

RETENTION VOLUME = C x RAINFALL DEPTH x RETENTION TRIBUTARY AREA
RETENTION VOLUME = 0.37 x 1.4" x 120,159 SF = 5,187 CUBIC FEET

BIORETENTION SIZING (USING 4% RULE) = 0.04 x 120,159 SF = 4,807 SF (REQUIRED)
BIORETENTION AREA PROVIDED = 4,993 SF

TOTAL RETENTION VOLUME PROVIDED:
RETENTION VOLUME (GRAVEL WITH 40% POROSITY) =
0.40x2.75'x4,993 SF = 5,492 CF
TOTAL RETENTION VOLUME = 5,492 CF (EXCEEDS REQUIRED RETENTION VOLUME OF 5,187 CF)

LEGEND:

- PROJECT BOUNDARY
- DRAINAGE MANAGEMENT AREA
- DIRECTION OF DRAINAGE
- EX 42" SD — EXISTING STORM DRAIN
- EXISTING MANHOLE
- EXISTING CATCH BASIN
- 18" SD — STORM DRAIN PIPE
- 24" TSD — TREATED STORM DRAIN PIPE
- MANHOLE
- CATCH BASIN
- FIELD INLET
- STORM DRAIN FORCE MAIN
- IMPERVIOUS AREA
- DECOMPOSED GRANITE PATHWAY
- GRAVEL ACCESS ROAD
- DECORATIVE PAVEMENT PER LANDSCAPE PLANS
- STORMWATER QUALITY TREATMENT AREA
- DMA 1 — DMA ID

City Ventures

CARMEL

CITY VENTURES
26500 VAL VERDE DRIVE
CARMEL, CA. 93923

cbg

GATES +ASSOCIATES
LANDSCAPE ARCHITECTURE
LAND PLANNING · URBAN DESIGN
T 925.360.8411 www.dgates.com

HUNT HALE JONES

Architecture | Planning | Interiors

444 Spear Street, Suite 105
San Francisco, CA 94105
www.hunthalejones.com

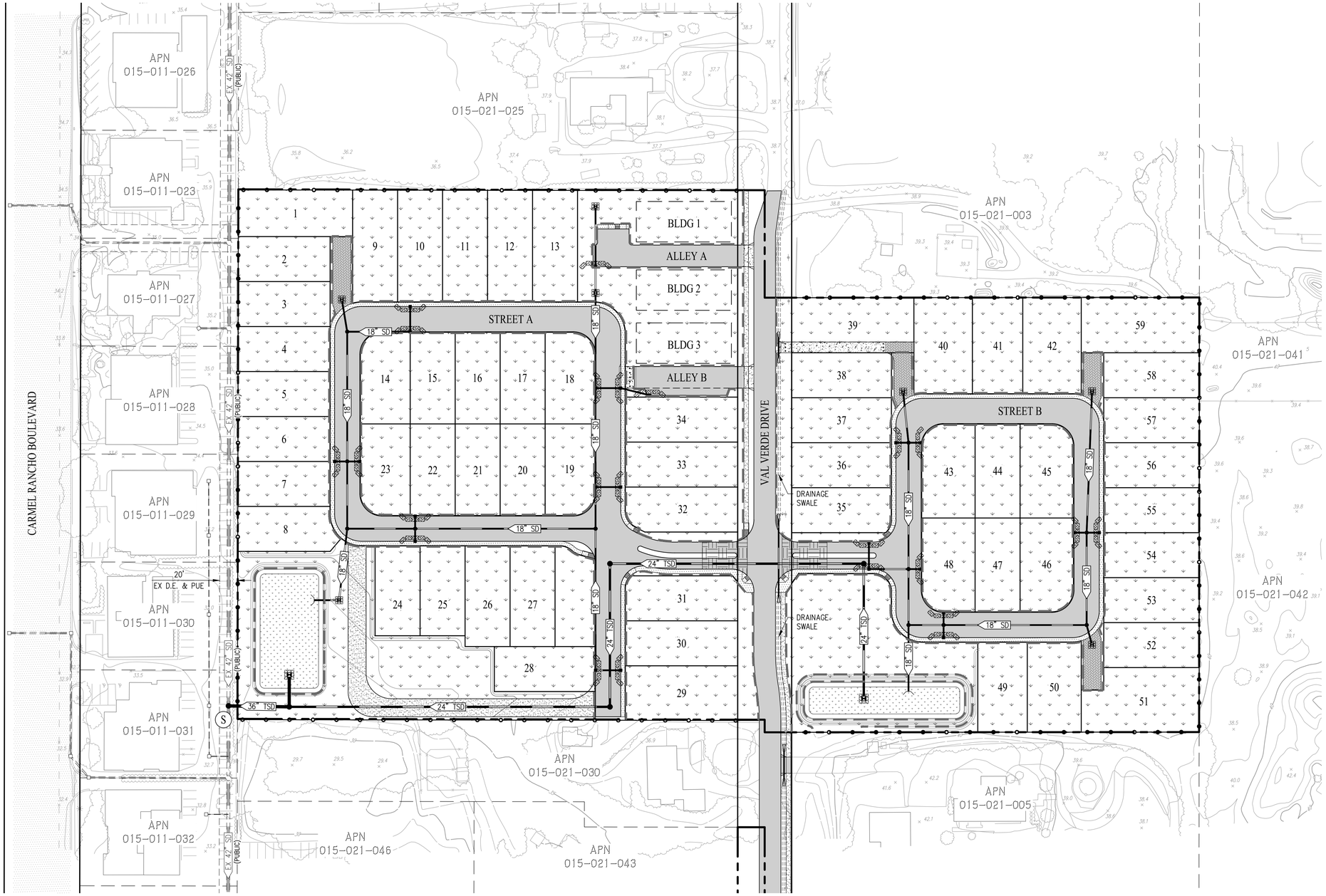
t. 415-512-1300
f. 415-288-0288

PRELIMINARY STORMWATER CONTROL PLAN C-9

0 60 120 180

SCALE: 1"=60'
DATE: 04.17.2026
PROJECT: 3924-000

©HUNT HALE JONES ARCHITECTS



LEGEND:

- DIRECTION OF FLOW WITH STORM DRAIN INSTALLED
- FIELD INLET PROTECTION – (SE-10)
- CURB INLET PROTECTION – (SE-10)
- SILT FENCE – (SE-1)
- FIBER ROLL – (SE-5)
- HYDROSEED MIX OR HYDROMULCH – (EC-4 OR EC-3)
- STANDARDIZED CONSTRUCTION ENTRANCE/EXIT – (TC-1)
- FIELD INLET
- CATCH BASIN
- 18" SD — PROPOSED STORM DRAIN
- 24" TSD — TREATED STORM DRAIN
- EX 42" SD — EXISTING STORM DRAIN
- (S) STORMWATER DISCHARGE SAMPLING LOCATION*

NOTE:

* STORMWATER DISCHARGE SAMPLING LOCATIONS ARE SUBJECT TO CHANGE AND WILL BE REMOVED, RELOCATED OR ADDED AT THE QSD/QSP'S DISCRETION.

City Ventures

CARMEL

CITY VENTURES

26500 VAL VERDE DRIVE

CARMEL, CA. 93923

cbg

GATES +ASSOCIATES
LANDSCAPE ARCHITECTURE
LAND PLANNING · URBAN DESIGN

HUNT HALE JONES

Architecture | Planning | Interiors

444 Spear Street, Suite 105
San Francisco, CA 94105
www.hunthalejones.com

t. 415-512-1300
f. 415-288-0288

PRELIMINARY EROSION CONTROL PLAN C-10

SCALE: 1"=60'

DATE: 04.17.2026

PROJECT: 3924-000

0 60 120 180

©HUNT HALE JONES ARCHITECTS

1. Community Green
2. Garden Park
3. Multi-Family Buildings
4. Stormwater Basin
5. View Fence
6. Good Neighbor Fence
7. Garden

5-PLEX
5-PLEX
5-PLEX

VAL VERDE DRIVE

CARMEL

CITY VENTURES

26500 VAL VERDE DRIVE

CARMEL, CA. 93923

City Ventures

cbg

GATES +ASSOCIATES
LANDSCAPE ARCHITECTURE
LAND PLANNING · URBAN DESIGN

HUNT HALE JONES

Architecture | Planning | Interiors

444 Spear Street, Suite 105
San Francisco, CA 94105
www.hunthalejones.com

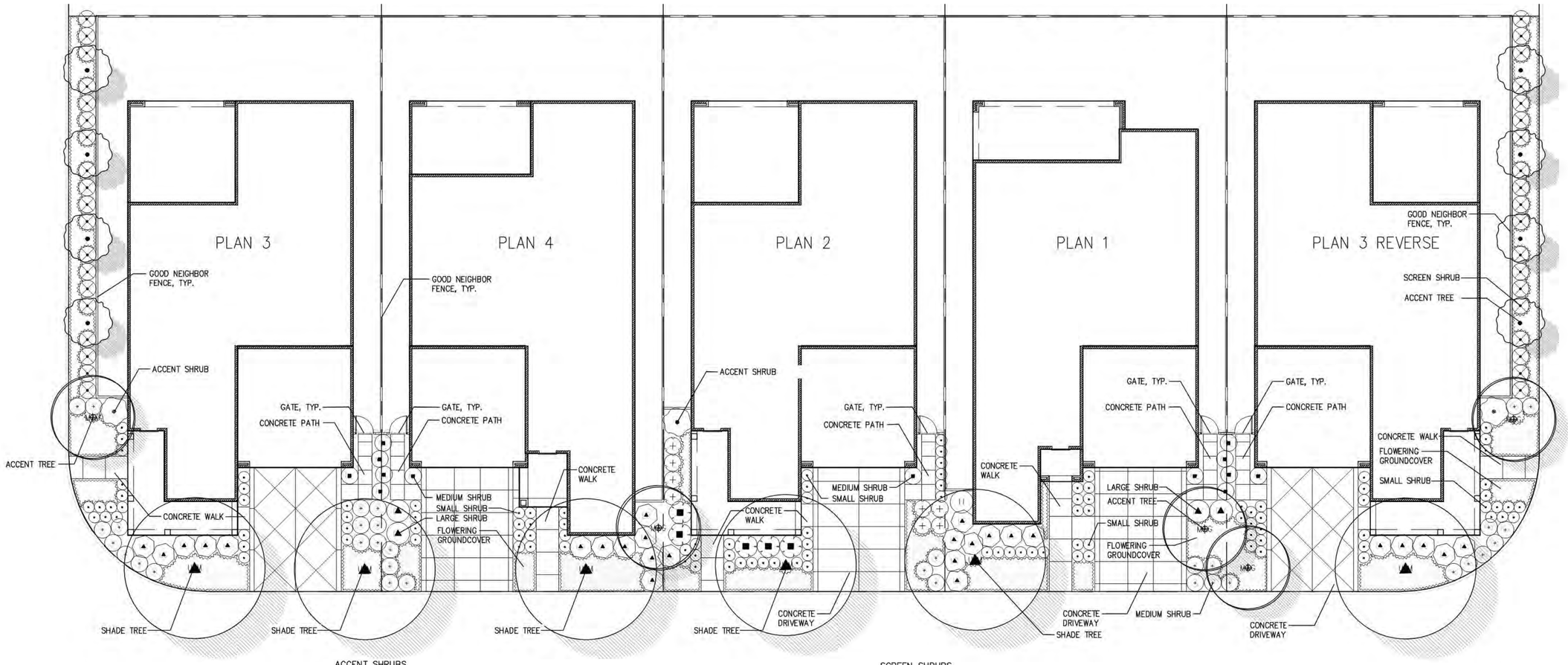
t. 415-512-1300
f. 415-288-0288

OVERALL ILLUSTRATIVE

L-1

0 20' 40' 80'

DATE: 04.01.26
PROJECT: 317093



PLANT SCHEDULE

CODE	BOTANICAL NAME	COMMON NAME	SIZE	WATER USE
ACCENT TREES				
ACP	ACER PALMATUM 'SANGO-KAKU'	CORAL BARK JAPANESE MAPLE	24"BOX	M (WUCOLS III)
ARB	ARBUTUS UNEDO 'COMPACTA'	COMPACT STRAWBERRY TREE	24"BOX	L (WUCOLS III)
CER	CERCIS OCCIDENTALIS	WESTERN REDBUD	24"BOX	L (WUCOLS III)
LAG	LAGERSTROEMIA INDICA X FAURIEI 'ARAPAHO'	ARAPAHO CRAPE MYRTLE	24"BOX	L (WUCOLS III)
LAU	LAURUS NOBILIS	SWEET BAY	24"BOX	L (WUCOLS III)
MAL	MAGNOLIA GRANDIFLORA 'LITTLE GEM'	LITTLE GEM DWARF SOUTHERN MAGNOLIA	24"BOX	M (WUCOLS III)
MAG	MAGNOLIA X SOULANGEANA	SAUCER MAGNOLIA MULTI-TRUNK	24"BOX	M (WUCOLS III)
MET	METROSIDEROS EXCELSA	NEW ZEALAND CHRISTMAS TREE	24"BOX	L (WUCOLS III)
OLE	OLEA EUROPAEA 'SWAN HILL'	SWAN HILL FRUITLESS OLIVE MULTI-TRUNK	24"BOX	L (WUCOLS III)
SHADE TREES				
PLA	PLATANUS X ACERIFOLIA 'COLUMBIA'	COLUMBIA LONDON PLANE TREE	24"BOX STD.	L (WUCOLS III)
QUE	QUERCUS AGRIFOLIA	COAST LIVE OAK MULTI-TRUNK	24"BOX	L (WUCOLS III)
QUL	QUERCUS LOBATA	VALLEY OAK	24"BOX	L (WUCOLS III)
TIL	TILIA CORDATA	LITTLELEAF LINDEN	24"BOX	M (WUCOLS III)
ULM	ULMUS X 'FRONTIER'	FRONTIER ELM	24"BOX	M (WUCOLS III)
ACCENT SHRUBS				
AB	ABELIA X GRANDIFLORA 'KALEIDOSCOPE'	KALEIDOSCOPE GLOSSY ABELIA	1 GAL	L (WUCOLS III)
LT	LAVATERA MARITIMA	TREE MALLLOW	1 GAL	L (WUCOLS III)
LG	LEPTOSPERMUM SCOPARIUM 'GAIETY GIRL'	GAIETY GIRL TEA TREE	5 GAL	L (WUCOLS III)
PG	PUNICA GRANATUM 'NANA'	DWARF POMEGRANATE	5 GAL	L (WUCOLS III)
SB	SALVIA LEUCANTHA 'SANTA BARBARA'	SANTA BARBARA MEXICAN BUSH SAGE	1 GAL	L (WUCOLS III)
LARGE SHRUBS				
CP	CISTUS X PURPUREUS	ORCHID ROCKROSE	1 GAL	L (WUCOLS III)
DV	DIETES VEGETA	AFRICAN IRIS	1 GAL	L (WUCOLS III)
MR	MUHLENBERGIA RIGENS	DEER GRASS	1 GAL	L (WUCOLS III)
OV	OLEA EUROPAEA 'LITTLE OLLIE'	LITTLE OLLIE OLIVE	1 GAL	L (WUCOLS III)
TC	TEUCRIUM FRUTICANS 'COMPACTUM'	COMPACT BUSH GERMANDER	1 GAL	L (WUCOLS III)
MEDIUM FOUNDATION SHRUBS				
MC	MYRTUS COMPACTA	COMPACT MYRTLE	1 GAL	L (WUCOLS III)
ND	NANDINA DOMESTICA 'GULF STREAM'	GULF STREAM HEAVENLY BAMBOO	1 GAL	L (WUCOLS III)
NL	NANDINA DOMESTICA 'LEMON-LIME'	LEMON-LIME HEAVENLY BAMBOO	1 GAL	L (WUCOLS III)
RB	ROSMARINUS OFFICINALIS 'BLUE SPIRES'	BLUE SPIRES ROSEMARY	1 GAL	L (WUCOLS III)
WM	WESTRINGIA FRUTICOSA 'MORNING LIGHT'	MORNING LIGHT COAST ROSEMARY	1 GAL	L (WUCOLS III)
MEDIUM SHRUBS				
AD	ASPARAGUS DENSIFLORUS 'MYERS'	MYERS ASPARAGUS FERN	1 GAL	L (WUCOLS III)
BB	BUDDLEJA X 'BLUE CHIP'	LO & BEHOLD®BLUE CHIP BUTTERFLY BUSH	1 GAL	L (WUCOLS III)
CK	CALAMAGROSTIS X ACUTIFLORA 'KARL FOERSTER'	KARL FOERSTER FEATHER REED GRASS	1 GAL	L (WUCOLS III)
CA	CALLISTEMON VIMINALIS 'LJ1'	BETTER JOHN BOTTLEBRUSH	1 GAL	L (WUCOLS III)
CT	CHONDROPETALUM TECTORUM 'EL CAMPO'	EL CAMPO CAPE RUSH	1 GAL	L (WUCOLS III)
HP	HESPERALOE PARVIFLORA 'PERPA'	BRAKELIGHTS RED YUCCA	1 GAL	L (WUCOLS III)
LL	LOMANDRA LONGIFOLIA 'BREEZE'	BREEZE™ MAT RUSH	1 GAL	L (WUCOLS III)
LP	LOMANDRA LONGIFOLIA 'PLATINUM BEAUTY'	MAT RUSH	1 GAL	L (WUCOLS III)
MD	MUHLENBERGIA DUBIA	PINE MUHLY	1 GAL	L (WUCOLS III)
SM	SALVIA MICROPHYLLA 'HOT LIPS'	HOT LIPS GRAHAM SAGE	1 GAL	L (WUCOLS III)
SCREEN SHRUBS				
CC	CARPENTERIA CALIFORNICA	BUSH ANEMONE	1 GAL	L (WUCOLS III)
EU	EUONYMUS JAPONICUS 'GREEN SPIRE'	GREEN SPIRE JAPANESE EUONYMUS	1 GAL	L (WUCOLS III)
LJ	LIGUSTRUM JAPONICUM 'TEXANUM'	TEXAS JAPANESE PRIVET	5 GAL	L (WUCOLS III)
PC	PRUNUS CAROLINIANA 'COMPACTA'	COMPACT CAROLINA CHERRY LAUREL	1 GAL	L (WUCOLS III)
RC	RHAMNUS CALIFORNICA 'MOUND SAN BRUNO'	MOUND SAN BRUNO COFFEEBERRY	1 GAL	L (WUCOLS III)
SMALL SHRUBS				
AM	ACHILLEA MILLEFOLIUM	MOONSHINE YARROW	1 GAL	L (WUCOLS III)
BG	BOUTELOUA GRACILIS 'BLONDE AMBITION'	BLONDE AMBITION BLUE GRAMA	1 GAL	L (WUCOLS III)
BT	BULBINE FRUTESCENS 'TINY TANGERINE'	TINY TANGERINE BULBINE	1 GAL	L (WUCOLS III)
CF	CALAMAGROSTIS FOLIOSA	REED GRASS	1 GAL	L (WUCOLS III)
DR	DIANELLA REVOLUTA 'BABY BLISS'	BABY BLISS FLAX	1 GAL	L (WUCOLS III)
HM	HEUCHERA MAXIMA	ISLAND ALUM ROOT	1 GAL	L (WUCOLS III)
JP	JUNCUS PATENS 'ELK BLUE'	SPREADING RUSH	1 GAL	L (WUCOLS III)
LA	LAVANDULA ANGUSTIFOLIA 'HIDCOTE'	HIDCOTE ENGLISH LAVENDER	1 GAL	L (WUCOLS III)
SH	SALVIA X SYLVESTRIS 'BLUE HILL'	BLUE HILL SAGE	1 GAL	L (WUCOLS III)
CODE	BOTANICAL NAME	COMMON NAME	CONT	WATER USE
FLOWERING GROUNDCOVER				
EC	EPILOBIUM CANUM LATIFOLIUM 'EVERETT'S CHOICE'	EVERETT'S CALIFORNIA FUCHSIA	1 GAL	L (WUCOLS III)
EK	ERIGERON KARVINSKIANUS	SANTA BARBARA DAISY	1 GAL	L (WUCOLS III)
NW	NEPETA X 'WALKER'S LOW'	WALKER'S LOW CATMINT	1 GAL	L (WUCOLS III)
RO	ROSMARINUS OFFICINALIS 'HUNTINGTON CARPET'	HUNTINGTON CARPET ROSEMARY	1 GAL	L (WUCOLS III)
SS	SENECIO SERPENS	BLUE CHALKSTICKS	1 GAL	L (WUCOLS III)
LOW GROUNDCOVER				
DM	DYMONDIA MARGARETAE	SILVER CARPET DYMONDIA	1 GAL	L (WUCOLS III)
MP	MYOPORUM PARVIFOLIUM 'PINK'	PINK TRAILING MYOPORUM	1 GAL	L (WUCOLS III)
PN	PHYLA NODIFLORA 'KURAPIA S1'	KURAPIA	SOD	L (WUCOLS III)

City Ventures

CARMEL
CITY VENTURES
26500 VAL VERDE DRIVE
CARMEL, CA. 93923

cbg

GATES +ASSOCIATES
LANDSCAPE ARCHITECTURE
LAND PLANNING / URBAN DESIGN
T 925.368.8411 www.dgates.com

HUNT HALE JONES

Architecture | Planning | Interiors

444 Spear Street, Suite 105
San Francisco, CA 94105
www.hunthalejones.com

t. 415-512-1300
f. 415-288-0288

TYPICAL PLANTING

L-2

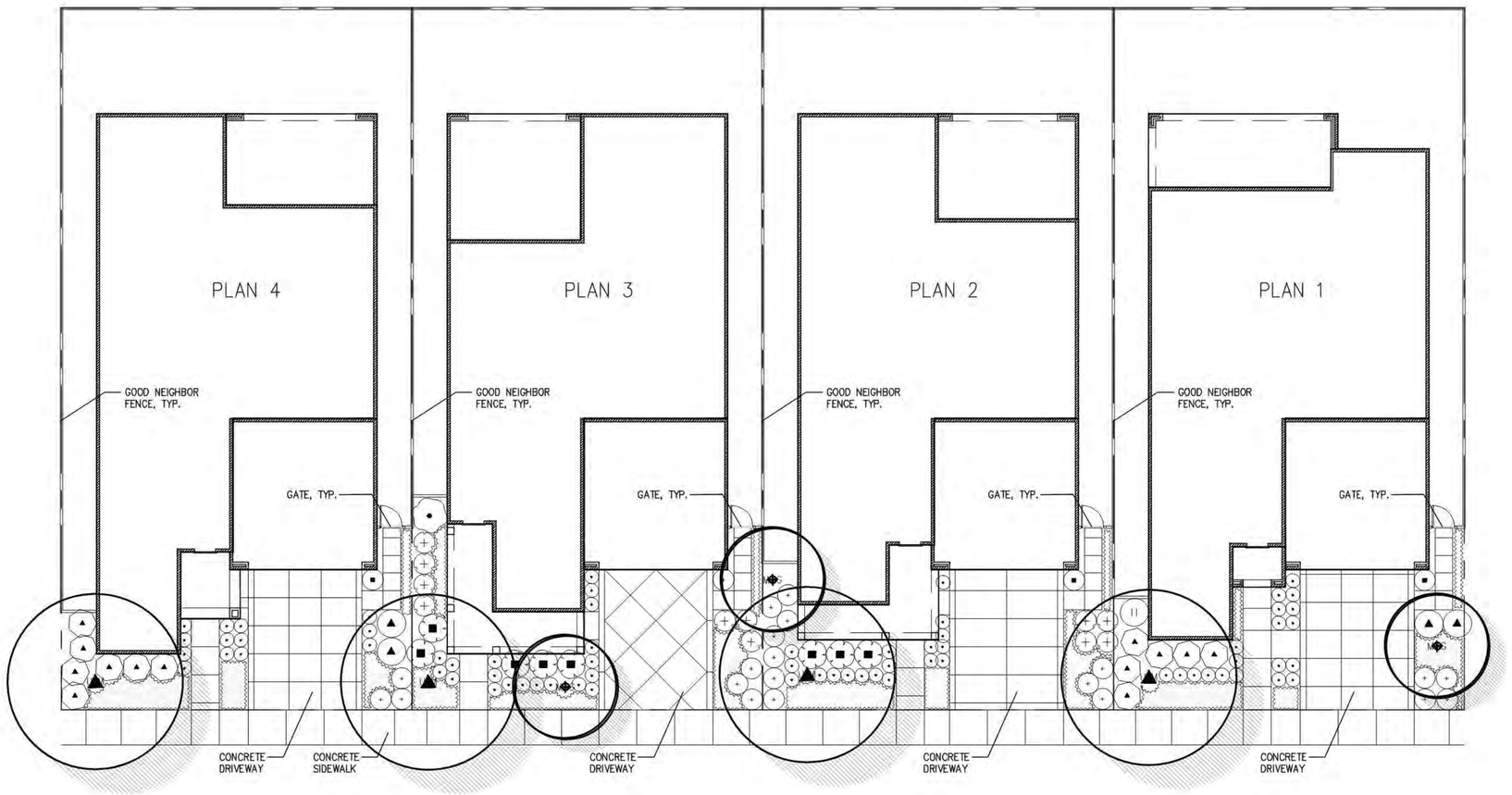
0 5' 10' 20'

DATE: 04.01.26
PROJECT: 317093

PLANT SCHEDULE

CODE	BOTANICAL NAME	COMMON NAME	SIZE	WATER USE
ACCENT TREES				
ACP	ACER PALMATUM 'SANGO-KAKU'	CORAL BARK JAPANESE MAPLE	24"BOX	M (WUCOLS III)
ARB	ARBUTUS UNEDO 'COMPACTA'	COMPACT STRAWBERRY TREE	24"BOX	L (WUCOLS III)
CER	CERCIS OCCIDENTALIS	WESTERN REDBUD	24"BOX	L (WUCOLS III)
LAG	LAGERSTROEMIA INDICA X FAURIEI 'ARAPAHO'	ARAPAHO CRAPE MYRTLE	24"BOX	L (WUCOLS III)
LAU	LAURUS NOBILIS	SWEET BAY	24"BOX	L (WUCOLS III)
MAL	MAGNOLIA GRANDIFLORA 'LITTLE GEM'	LITTLE GEM DWARF SOUTHERN MAGNOLIA	24"BOX	M (WUCOLS III)
MAG	MAGNOLIA X SOULANGEANA	SAUCER MAGNOLIA MULTI-TRUNK	24"BOX	M (WUCOLS III)
MET	METROSIDEROS EXCELSA	NEW ZEALAND CHRISTMAS TREE	24"BOX	L (WUCOLS III)
OLE	OLEA EUROPAEA 'SWAN HILL'	SWAN HILL FRUITLESS OLIVE MULTI-TRUNK	24"BOX	L (WUCOLS III)
SHADE TREES				
PLA	PLATANUS X ACERIFOLIA 'COLUMBIA'	COLUMBIA LONDON PLANE TREE	24"BOX STD.	L (WUCOLS III)
QUE	QUERCUS AGRIFOLIA	COAST LIVE OAK MULTI-TRUNK	24"BOX	L (WUCOLS III)
QUL	QUERCUS LOBATA	VALLEY OAK	24"BOX	L (WUCOLS III)
TIL	TILIA CORDATA	LITTLELEAF LINDEN	24"BOX	M (WUCOLS III)
ULM	ULMUS X 'FRONTIER'	FRONTIER ELM	24"BOX	M (WUCOLS III)
ACCENT SHRUBS				
AB	ABELIA X GRANDIFLORA 'KALEIDOSCOPE'	KALEIDOSCOPE GLOSSY ABELIA	1 GAL	L (WUCOLS III)
LT	LAVATERA MARITIMA	TREE MALLLOW	1 GAL	L (WUCOLS III)
LG	LEPTOSPERMUM SCOPARIUM 'GAIETY GIRL'	GAIETY GIRL TEA TREE	5 GAL	L (WUCOLS III)
PG	PUNICA GRANATUM 'NANA'	DWARF POMEGRANATE	5 GAL	L (WUCOLS III)
SB	SALVIA LEUCANTHA 'SANTA BARBARA'	SANTA BARBARA MEXICAN BUSH SAGE	1 GAL	L (WUCOLS III)
LARGE SHRUBS				
CP	CISTUS X PURPUREUS	ORCHID ROCKROSE	1 GAL	L (WUCOLS III)
DV	DIETES VEGETA	AFRICAN IRIS	1 GAL	L (WUCOLS III)
MR	MUHLENBERGIA RIGENS	DEER GRASS	1 GAL	L (WUCOLS III)
OV	OLEA EUROPAEA 'LITTLE OLLIE'	LITTLE OLLIE OLIVE	1 GAL	L (WUCOLS III)
TC	TEUCRIUM FRUTICANS 'COMPACTUM'	COMPACT BUSH GERMANDER	1 GAL	L (WUCOLS III)
MEDIUM FOUNDATION SHRUBS				
MC	MYRTUS COMPACTA	COMPACT MYRTLE	1 GAL	L (WUCOLS III)
ND	NANDINA DOMESTICA 'GULF STREAM'	GULF STREAM HEAVENLY BAMBOO	1 GAL	L (WUCOLS III)
NL	NANDINA DOMESTICA 'LEMON-LIME'	LEMON-LIME HEAVENLY BAMBOO	1 GAL	L (WUCOLS III)
RB	ROSMARINUS OFFICINALIS 'BLUE SPIRES'	BLUE SPIRES ROSEMARY	1 GAL	L (WUCOLS III)
WM	WESTRINGIA FRUTICOSA 'MORNING LIGHT'	MORNING LIGHT COAST ROSEMARY	1 GAL	L (WUCOLS III)
MEDIUM SHRUBS				
AD	ASPARAGUS DENSIFLORUS 'MYERS'	MYERS ASPARAGUS FERN	1 GAL	L (WUCOLS III)
BB	BUDDLEJA X 'BLUE CHIP'	LO & BEHOLD®BLUE CHIP BUTTERFLY BUSH	1 GAL	L (WUCOLS III)
CK	CALAMAGROSTIS X ACUTIFLORA 'KARL FOERSTER'	KARL FOERSTER FEATHER REED GRASS	1 GAL	L (WUCOLS III)
CA	CALLISTEMON VIMINALIS 'LJ1'	BETTER JOHN BOTTLEBRUSH	1 GAL	L (WUCOLS III)
CT	CHONDROPETALUM TECTORUM 'EL CAMPO'	EL CAMPO CAPE RUSH	1 GAL	L (WUCOLS III)
HP	HESPERALOE PARVIFLORA 'PERPA'	BRAKELIGHTS RED YUCCA	1 GAL	L (WUCOLS III)
LL	LOMANDRA LONGIFOLIA 'BREEZE'	BREEZE™MAT RUSH	1 GAL	L (WUCOLS III)
LP	LOMANDRA LONGIFOLIA 'PLATINUM BEAUTY'	MAT RUSH	1 GAL	L (WUCOLS III)
MD	MUHLENBERGIA DUBIA	PINE MUHLY	1 GAL	L (WUCOLS III)
SM	SALVIA MICROPHYLLA 'HOT LIPS'	HOT LIPS GRAHAM SAGE	1 GAL	L (WUCOLS III)
SCREEN SHRUBS				
CC	CARPENTERIA CALIFORNICA	BUSH ANEMONE	1 GAL	L (WUCOLS III)
EU	EUONYMUS JAPONICUS 'GREEN SPIRE'	GREEN SPIRE JAPANESE EUONYMUS	1 GAL	L (WUCOLS III)
LJ	LIGUSTRUM JAPONICUM 'TEXANUM'	TEXAS JAPANESE PRIVET	5 GAL	L (WUCOLS III)
PC	PRUNUS CAROLINIANA 'COMPACTA'	COMPACT CAROLINA CHERRY LAUREL	1 GAL	L (WUCOLS III)
RC	RHAMNUS CALIFORNICA 'MOUND SAN BRUNO'	MOUND SAN BRUNO COFFEEBERRY	1 GAL	L (WUCOLS III)
SMALL SHRUBS				
AM	ACHILLEA MILLEFOLIUM	MOONSHINE YARROW	1 GAL	L (WUCOLS III)
BG	BOUTELOUA GRACILIS 'BLONDE AMBITION'	BLONDE AMBITION BLUE GRAMA	1 GAL	L (WUCOLS III)
BT	BULBINE FRUTESCENS 'TINY TANGERINE'	TINY TANGERINE BULBINE	1 GAL	L (WUCOLS III)
CF	CALAMAGROSTIS FOLIOSA	REED GRASS	1 GAL	L (WUCOLS III)
DR	DIANELLA REVOLUTA 'BABY BLISS'	BABY BLISS FLAX	1 GAL	L (WUCOLS III)
HM	HEUCHERA MAXIMA	ISLAND ALUM ROOT	1 GAL	L (WUCOLS III)
JP	JUNCUS PATENS 'ELK BLUE'	SPREADING RUSH	1 GAL	L (WUCOLS III)
LA	LAVANDULA ANGUSTIFOLIA 'HIDCOTE'	HIDCOTE ENGLISH LAVENDER	1 GAL	L (WUCOLS III)
SH	SALVIA X SYLVESTRIS 'BLUE HILL'	BLUE HILL SAGE	1 GAL	L (WUCOLS III)

CODE	BOTANICAL NAME	COMMON NAME	CONT	WATER USE
FLOWERING GROUNDCOVER				
EC	EPILOBIUM CANUM LATIFOLIUM 'EVERETT'S CHOICE'	EVERETT'S CALIFORNIA FUCHSIA	1 GAL	L (WUCOLS III)
EK	ERIGERON KARVINSKIANUS	SANTA BARBARA DAISY	1 GAL	L (WUCOLS III)
NW	NEPETA X 'WALKER'S LOW'	WALKER'S LOW CATMINT	1 GAL	L (WUCOLS III)
RO	ROSMARINUS OFFICINALIS 'HUNTINGTON CARPET'	HUNTINGTON CARPET ROSEMARY	1 GAL	L (WUCOLS III)
SS	SENECIO SERPENS	BLUE CHALKSTICKS	1 GAL	L (WUCOLS III)
LOW GROUNDCOVER				
DM	DYMONDIA MARGARETAE	SILVER CARPET DYMONDIA	1 GAL	L (WUCOLS III)
MP	MYOPORUM PARVIFOLIUM 'PINK'	PINK TRAILING MYOPORUM	1 GAL	L (WUCOLS III)
PN	PHYLA NODIFLORA 'KURAPIA S1'	KURAPIA	SOD	L (WUCOLS III)



City Ventures

CARMEL
CITY VENTURES
26500 VAL VERDE DRIVE
CARMEL, CA. 93923

cbg

GATES +ASSOCIATES
LANDSCAPE ARCHITECTURE
LAND PLANNING - URBAN DESIGN

HUNT HALE JONES
Architecture | Planning | Interiors
444 Spear Street, Suite 105
San Francisco, CA 94105
www.hunthalejones.com
t. 415-512-1300
f. 415-288-0288

TYPICAL PLANTING

L-3

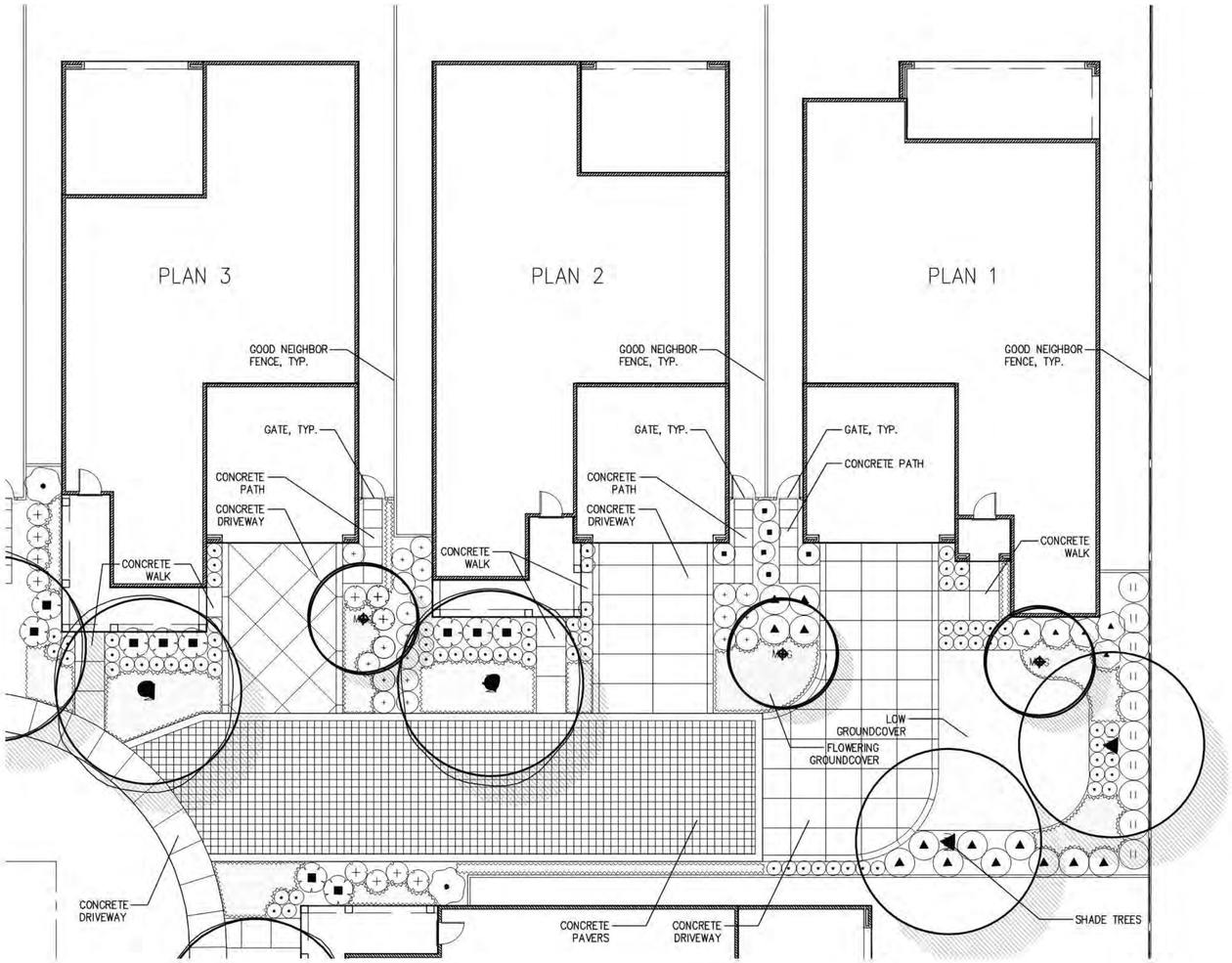
0 5' 10' 20'

DATE: 04.01.26
PROJECT: 317093

PLANT SCHEDULE

CODE	BOTANICAL NAME	COMMON NAME	SIZE	WATER USE
ACCENT TREES				
ACP	ACER PALMATUM 'SANGO-KAKU'	CORAL BARK JAPANESE MAPLE	24"BOX	M (WUCOLS III)
ARB	ARBUTUS UNEDO 'COMPACTA'	COMPACT STRAWBERRY TREE	24"BOX	L (WUCOLS III)
CER	CERCIS OCCIDENTALIS	WESTERN REDBUD	24"BOX	L (WUCOLS III)
LAG	LAGERSTROEMIA INDICA X FAURIEI 'ARAPAHO'	ARAPAHO CRAPE MYRTLE	24"BOX	L (WUCOLS III)
LAU	LAURUS NOBILIS	SWEET BAY	24"BOX	L (WUCOLS III)
MAL	MAGNOLIA GRANDIFLORA 'LITTLE GEM'	LITTLE GEM DWARF SOUTHERN MAGNOLIA	24"BOX	M (WUCOLS III)
MAG	MAGNOLIA X SOULANGEANA	SAUCER MAGNOLIA MULTI-TRUNK	24"BOX	M (WUCOLS III)
MET	METROSIDEROS EXCELSA	NEW ZEALAND CHRISTMAS TREE	24"BOX	L (WUCOLS III)
OLE	OLEA EUROPAEA 'SWAN HILL'	SWAN HILL FRUITLESS OLIVE MULTI-TRUNK	24"BOX	L (WUCOLS III)
SHADE TREES				
PLA	PLATANUS X ACERIFOLIA 'COLUMBIA'	COLUMBIA LONDON PLANE TREE	24"BOX STD.	L (WUCOLS III)
QUE	QUERCUS AGRIFOLIA	COAST LIVE OAK MULTI-TRUNK	24"BOX	L (WUCOLS III)
QUL	QUERCUS LOBATA	VALLEY OAK	24"BOX	L (WUCOLS III)
TIL	TILIA CORDATA	LITTLELEAF LINDEN	24"BOX	M (WUCOLS III)
ULM	ULMUS X 'FRONTIER'	FRONTIER ELM	24"BOX	M (WUCOLS III)
ACCENT SHRUBS				
AB	ABELIA X GRANDIFLORA 'KALEIDOSCOPE'	KALEIDOSCOPE GLOSSY ABELIA	1 GAL	L (WUCOLS III)
LT	LAVATERA MARITIMA	TREE MALLLOW	1 GAL	L (WUCOLS III)
LG	LEPTOSPERMUM SCOPARIUM 'GAIETY GIRL'	GAIETY GIRL TEA TREE	5 GAL	L (WUCOLS III)
PG	PUNICA GRANATUM 'NANA'	DWARF POMEGRANATE	5 GAL	L (WUCOLS III)
SB	SALVIA LEUCANTHA 'SANTA BARBARA'	SANTA BARBARA MEXICAN BUSH SAGE	1 GAL	L (WUCOLS III)
LARGE SHRUBS				
CP	CISTUS X PURPUREUS	ORCHID ROCKROSE	1 GAL	L (WUCOLS III)
DV	DIETES VEGETA	AFRICAN IRIS	1 GAL	L (WUCOLS III)
MR	MUHLENBERGIA RIGENS	DEER GRASS	1 GAL	L (WUCOLS III)
OV	OLEA EUROPAEA 'LITTLE OLLIE'	LITTLE OLLIE OLIVE	1 GAL	L (WUCOLS III)
TC	TEUCRIUM FRUTICANS 'COMPACTUM'	COMPACT BUSH GERMANDER	1 GAL	L (WUCOLS III)
MEDIUM FOUNDATION SHRUBS				
MC	MYRTUS COMPACTA	COMPACT MYRTLE	1 GAL	L (WUCOLS III)
ND	NANDINA DOMESTICA 'GULF STREAM'	GULF STREAM HEAVENLY BAMBOO	1 GAL	L (WUCOLS III)
NL	NANDINA DOMESTICA 'LEMON-LIME'	LEMON-LIME HEAVENLY BAMBOO	1 GAL	L (WUCOLS III)
RB	ROSMARINUS OFFICINALIS 'BLUE SPIRES'	BLUE SPIRES ROSEMARY	1 GAL	L (WUCOLS III)
WM	WESTRINGIA FRUTICOSA 'MORNING LIGHT'	MORNING LIGHT COAST ROSEMARY	1 GAL	L (WUCOLS III)
MEDIUM SHRUBS				
AD	ASPARAGUS DENSIFLORUS 'MYERS'	MYERS ASPARAGUS FERN	1 GAL	L (WUCOLS III)
BB	BUDDLEJA X 'BLUE CHIP'	LO & BEHOLD®BLUE CHIP BUTTERFLY BUSH	1 GAL	L (WUCOLS III)
CK	CALAMAGROSTIS X ACUTIFLORA 'KARL FOERSTER'	KARL FOERSTER FEATHER REED GRASS	1 GAL	L (WUCOLS III)
CA	CALLISTEMON VIMINALIS 'LJ1'	BETTER JOHN BOTTLEBRUSH	1 GAL	L (WUCOLS III)
CT	CHONDROPETALUM TECTORUM 'EL CAMPO'	EL CAMPO CAPE RUSH	1 GAL	L (WUCOLS III)
HP	HESPERALOE PARVIFLORA 'PERPA'	BRAKELIGHTS RED YUCCA	1 GAL	L (WUCOLS III)
LL	LOMANDRA LONGIFOLIA 'BREEZE'	BREEZE™MAT RUSH	1 GAL	L (WUCOLS III)
LP	LOMANDRA LONGIFOLIA 'PLATINUM BEAUTY'	MAT RUSH	1 GAL	L (WUCOLS III)
MD	MUHLENBERGIA DUBIA	PINE MUHLY	1 GAL	L (WUCOLS III)
SM	SALVIA MICROPHYLLA 'HOT LIPS'	HOT LIPS GRAHAM SAGE	1 GAL	L (WUCOLS III)
SCREEN SHRUBS				
CC	CARPENTERIA CALIFORNICA	BUSH ANEMONE	1 GAL	L (WUCOLS III)
EU	EUONYMUS JAPONICUS 'GREEN SPIRE'	GREEN SPIRE JAPANESE EUONYMUS	1 GAL	L (WUCOLS III)
LJ	LIGUSTRUM JAPONICUM 'TEXANUM'	TEXAS JAPANESE PRIVET	5 GAL	L (WUCOLS III)
PC	PRUNUS CAROLINIANA 'COMPACTA'	COMPACT CAROLINA CHERRY LAUREL	1 GAL	L (WUCOLS III)
RC	RHAMNUS CALIFORNICA 'MOUND SAN BRUNO'	MOUND SAN BRUNO COFFEEBERRY	1 GAL	L (WUCOLS III)
SMALL SHRUBS				
AM	ACHILLEA MILLEFOLIUM	MOONSHINE YARROW	1 GAL	L (WUCOLS III)
BG	BOUTELOUA GRACILIS 'BLONDE AMBITION'	BLONDE AMBITION BLUE GRAMA	1 GAL	L (WUCOLS III)
BT	BULBINE FRUTESCENS 'TINY TANGERINE'	TINY TANGERINE BULBINE	1 GAL	L (WUCOLS III)
CF	CALAMAGROSTIS FOLIOSA	REED GRASS	1 GAL	L (WUCOLS III)
DR	DIANELLA REVOLUTA 'BABY BLISS'	BABY BLISS FLAX	1 GAL	L (WUCOLS III)
HM	HEUCHERA MAXIMA	ISLAND ALUM ROOT	1 GAL	L (WUCOLS III)
JP	JUNCUS PATENS 'ELK BLUE'	SPREADING RUSH	1 GAL	L (WUCOLS III)
LA	LAVANDULA ANGUSTIFOLIA 'HIDCOTE'	HIDCOTE ENGLISH LAVENDER	1 GAL	L (WUCOLS III)
SH	SALVIA X SYLVESTRIS 'BLUE HILL'	BLUE HILL SAGE	1 GAL	L (WUCOLS III)

CODE	BOTANICAL NAME	COMMON NAME	CONT	WATER USE
FLOWERING GROUNDCOVER				
EC	EPILOBIUM CANUM LATIFOLIUM 'EVERETT'S CHOICE'	EVERETT'S CALIFORNIA FUCHSIA	1 GAL	L (WUCOLS III)
EK	ERIGERON KARVINSKIANUS	SANTA BARBARA DAISY	1 GAL	L (WUCOLS III)
NW	NEPETA X 'WALKER'S LOW'	WALKER'S LOW CATMINT	1 GAL	L (WUCOLS III)
RO	ROSMARINUS OFFICINALIS 'HUNTINGTON CARPET'	HUNTINGTON CARPET ROSEMARY	1 GAL	L (WUCOLS III)
SS	SENECIO SERPENS	BLUE CHALKSTICKS	1 GAL	L (WUCOLS III)
LOW GROUNDCOVER				
DM	DYMONDIA MARGARETAE	SILVER CARPET DYMONDIA	1 GAL	L (WUCOLS III)
MP	MYOPORUM PARVIFOLIUM 'PINK'	PINK TRAILING MYOPORUM	1 GAL	L (WUCOLS III)
PN	PHYLA NODIFLORA 'KURAPIA S1'	KURAPIA	SOD	L (WUCOLS III)



City Ventures

CARMEL
CITY VENTURES
26500 VAL VERDE DRIVE
CARMEL, CA. 93923

cbg

GATES +ASSOCIATES
LANDSCAPE ARCHITECTURE
LAND PLANNING · URBAN DESIGN

HUNT HALE JONES

Architecture | Planning | Interiors

444 Spear Street, Suite 105
San Francisco, CA 94105
www.hunthalejones.com

t. 415-512-1300
f. 415-288-0288

TYPICAL PLANTING SHARED DRIVE

L-4

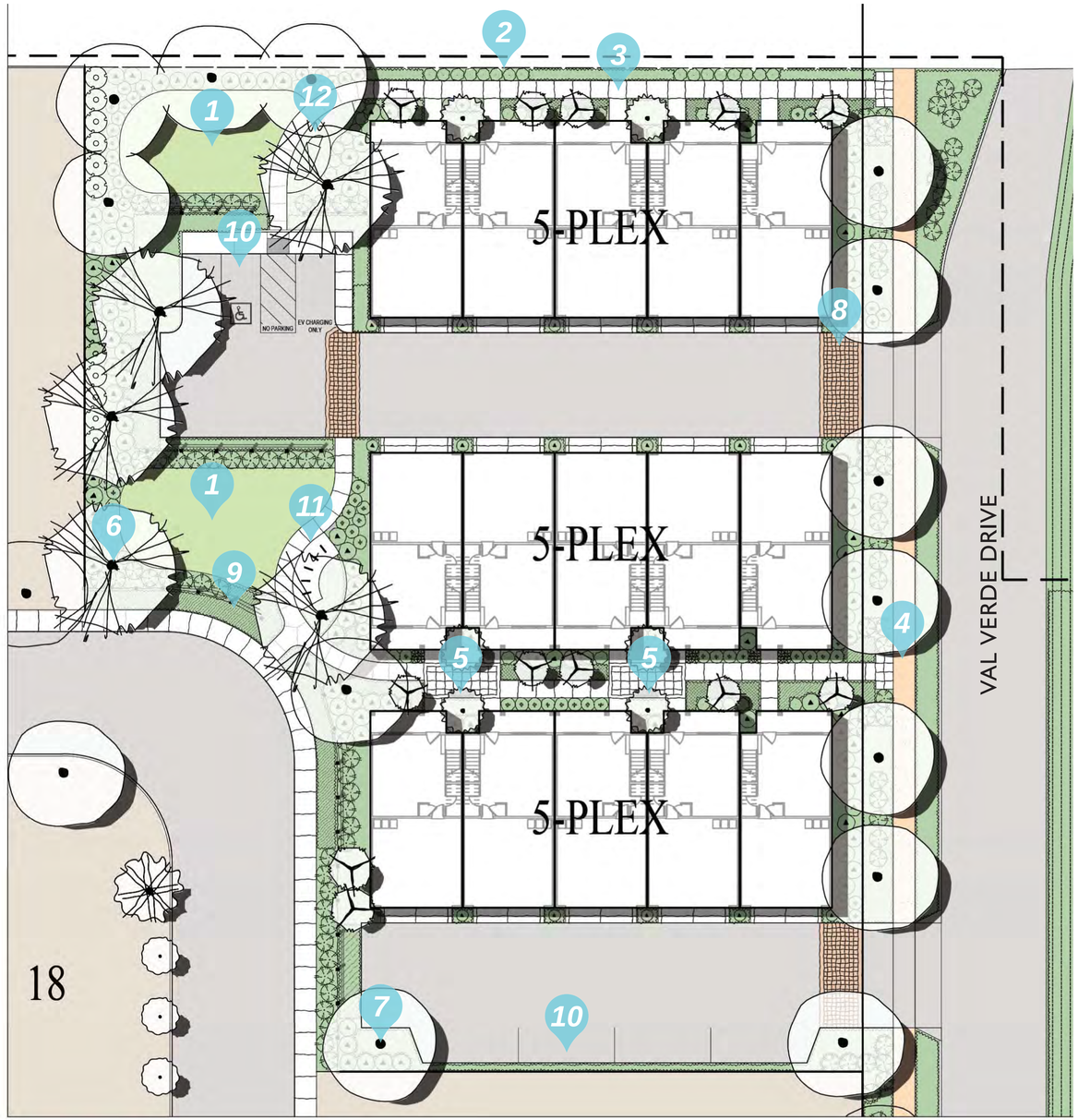
0 5' 10' 20'

DATE: 04.01.26
PROJECT: 317093

PLANT SCHEDULE

CODE	BOTANICAL NAME	COMMON NAME	SIZE	WATER USE
ACCENT TREES				
ACP	ACER PALMATUM 'SANGO-KAKU'	CORAL BARK JAPANESE MAPLE	24"BOX	M (WUCOLS III)
ARB	ARBUTUS UNEDO 'COMPACTA'	COMPACT STRAWBERRY TREE	24"BOX	L (WUCOLS III)
CER	CERCIS OCCIDENTALIS	WESTERN REDBUD	24"BOX	L (WUCOLS III)
LAG	LAGERSTROEMIA INDICA X FAURIEI 'ARAPAHO'	ARAPAHO CRAPE MYRTLE	24"BOX	L (WUCOLS III)
LAU	LAURUS NOBILIS	SWEET BAY	24"BOX	L (WUCOLS III)
MAL	MAGNOLIA GRANDIFLORA 'LITTLE GEM'	LITTLE GEM DWARF SOUTHERN MAGNOLIA	24"BOX	M (WUCOLS III)
MAG	MAGNOLIA X SOULANGEANA	SAUCER MAGNOLIA MULTI-TRUNK	24"BOX	M (WUCOLS III)
MET	METROSIDEROS EXCELSA	NEW ZEALAND CHRISTMAS TREE	24"BOX	L (WUCOLS III)
OLE	OLEA EUROPAEA 'SWAN HILL'	SWAN HILL FRUITLESS OLIVE MULTI-TRUNK	24"BOX	L (WUCOLS III)
SHADE TREES				
PLA	PLATANUS X ACERIFOLIA 'COLUMBIA'	COLUMBIA LONDON PLANE TREE	24"BOX STD.	L (WUCOLS III)
QUE	QUERCUS AGRIFOLIA	COAST LIVE OAK MULTI-TRUNK	24"BOX	L (WUCOLS III)
QUL	QUERCUS LOBATA	VALLEY OAK	24"BOX	L (WUCOLS III)
TIL	TILIA CORDATA	LITTLELEAF LINDEN	24"BOX	M (WUCOLS III)
ULM	ULMUS X 'FRONTIER'	FRONTIER ELM	24"BOX	M (WUCOLS III)
ACCENT SHRUBS				
AB	ABELIA X GRANDIFLORA 'KALEIDOSCOPE'	KALEIDOSCOPE GLOSSY ABELIA	1 GAL	L (WUCOLS III)
LT	LAVATERA MARITIMA	TREE MALLLOW	1 GAL	L (WUCOLS III)
LG	LEPTOSPERMUM SCOPARIUM 'GAIETY GIRL'	GAIETY GIRL TEA TREE	5 GAL	L (WUCOLS III)
PG	PUNICA GRANATUM 'NANA'	DWARF POMEGRANATE	5 GAL	L (WUCOLS III)
SB	SALVIA LEUCANTHA 'SANTA BARBARA'	SANTA BARBARA MEXICAN BUSH SAGE	1 GAL	L (WUCOLS III)
LARGE SHRUBS				
CP	CISTUS X PURPUREUS	ORCHID ROCKROSE	1 GAL	L (WUCOLS III)
DV	DIETES VEGETA	AFRICAN IRIS	1 GAL	L (WUCOLS III)
MR	MUHLENBERGIA RIGENS	DEER GRASS	1 GAL	L (WUCOLS III)
OV	OLEA EUROPAEA 'LITTLE OLLIE'	LITTLE OLLIE OLIVE	1 GAL	L (WUCOLS III)
TC	TEUCRIUM FRUTICANS 'COMPACTUM'	COMPACT BUSH GERMANDER	1 GAL	L (WUCOLS III)
MEDIUM FOUNDATION SHRUBS				
MC	MYRTUS COMPACTA	COMPACT MYRTLE	1 GAL	L (WUCOLS III)
ND	NANDINA DOMESTICA 'GULF STREAM'	GULF STREAM HEAVENLY BAMBOO	1 GAL	L (WUCOLS III)
NL	NANDINA DOMESTICA 'LEMON-LIME'	LEMON-LIME HEAVENLY BAMBOO	1 GAL	L (WUCOLS III)
RB	ROSMARINUS OFFICINALIS 'BLUE SPIRES'	BLUE SPIRES ROSEMARY	1 GAL	L (WUCOLS III)
WM	WESTRINGIA FRUTICOSA 'MORNING LIGHT'	MORNING LIGHT COAST ROSEMARY	1 GAL	L (WUCOLS III)
MEDIUM SHRUBS				
AD	ASPARAGUS DENSIFLORUS 'MYERS'	MYERS ASPARAGUS FERN	1 GAL	L (WUCOLS III)
BB	BUDDLEJA X 'BLUE CHIP'	LO & BEHOLD®BLUE CHIP BUTTERFLY BUSH	1 GAL	L (WUCOLS III)
CK	CALAMAGROSTIS X ACUTIFLORA 'KARL FOERSTER'	KARL FOERSTER FEATHER REED GRASS	1 GAL	L (WUCOLS III)
CA	CALLISTEMON VIMINALIS 'LJ1'	BETTER JOHN BOTTLEBRUSH	1 GAL	L (WUCOLS III)
CT	CHONDROPETALUM TECTORUM 'EL CAMPO'	EL CAMPO CAPE RUSH	1 GAL	L (WUCOLS III)
HP	HESPERALOE PARVIFLORA 'PERPA'	BRAKELIGHTS RED YUCCA	1 GAL	L (WUCOLS III)
LL	LOMANDRA LONGIFOLIA 'BREEZE'	BREEZE™ MAT RUSH	1 GAL	L (WUCOLS III)
LP	LOMANDRA LONGIFOLIA 'PLATINUM BEAUTY'	MAT RUSH	1 GAL	L (WUCOLS III)
MD	MUHLENBERGIA DUBIA	PINE MUHLY	1 GAL	L (WUCOLS III)
SM	SALVIA MICROPHYLLA 'HOT LIPS'	HOT LIPS GRAHAM SAGE	1 GAL	L (WUCOLS III)
SCREEN SHRUBS				
CC	CARPENTERIA CALIFORNICA	BUSH ANEMONE	1 GAL	L (WUCOLS III)
EU	EUONYMUS JAPONICUS 'GREEN SPIRE'	GREEN SPIRE JAPANESE EUONYMUS	1 GAL	L (WUCOLS III)
LJ	LIGUSTRUM JAPONICUM 'TEXANUM'	TEXAS JAPANESE PRIVET	5 GAL	L (WUCOLS III)
PC	PRUNUS CAROLINIANA 'COMPACTA'	COMPACT CAROLINA CHERRY LAUREL	1 GAL	L (WUCOLS III)
RC	RHAMNUS CALIFORNICA 'MOUND SAN BRUNO'	MOUND SAN BRUNO COFFEEBERRY	1 GAL	L (WUCOLS III)
SMALL SHRUBS				
AM	ACHILLEA MILLEFOLIUM	MOONSHINE YARROW	1 GAL	L (WUCOLS III)
BG	BOUTELOUA GRACILIS 'BLONDE AMBITION'	BLONDE AMBITION BLUE GRAMA	1 GAL	L (WUCOLS III)
BT	BULBINE FRUTESCENS 'TINY TANGERINE'	TINY TANGERINE BULBINE	1 GAL	L (WUCOLS III)
CF	CALAMAGROSTIS FOLIOSA	REED GRASS	1 GAL	L (WUCOLS III)
DR	DIANELLA REVOLUTA 'BABY BLISS'	BABY BLISS FLAX	1 GAL	L (WUCOLS III)
HM	HEUCHERA MAXIMA	ISLAND ALUM ROOT	1 GAL	L (WUCOLS III)
JP	JUNCUS PATENS 'ELK BLUE'	SPREADING RUSH	1 GAL	L (WUCOLS III)
LA	LAVANDULA ANGUSTIFOLIA 'HIDCOTE'	HIDCOTE ENGLISH LAVENDER	1 GAL	L (WUCOLS III)
SH	SALVIA X SYLVESTRIS 'BLUE HILL'	BLUE HILL SAGE	1 GAL	L (WUCOLS III)

CODE	BOTANICAL NAME	COMMON NAME	CONT	WATER USE
FLOWERING GROUNDCOVER				
EC	EPILOBIUM CANUM LATIFOLIUM 'EVERETT'S CHOICE'	EVERETT'S CALIFORNIA FUCHSIA	1 GAL	L (WUCOLS III)
EK	ERIGERON KARVINSKIANUS	SANTA BARBARA DAISY	1 GAL	L (WUCOLS III)
NW	NEPETA X 'WALKER'S LOW'	WALKER'S LOW CATMINT	1 GAL	L (WUCOLS III)
RO	ROSMARINUS OFFICINALIS 'HUNTINGTON CARPET'	HUNTINGTON CARPET ROSEMARY	1 GAL	L (WUCOLS III)
SS	SENECIO SERPENS	BLUE CHALKSTICKS	1 GAL	L (WUCOLS III)
LOW GROUNDCOVER				
DM	DYMONDIA MARGARETAE	SILVER CARPET DYMONDIA	1 GAL	L (WUCOLS III)
MP	MYOPORUM PARVIFOLIUM 'PINK'	PINK TRAILING MYOPORUM	1 GAL	L (WUCOLS III)
PN	PHYLA NODIFLORA 'KURAPIA S1'	KURAPIA	SOD	L (WUCOLS III)



LEGEND

1. Flex Green
2. View Fence
3. Concrete Path
4. Decomposed Granite
5. Benches
6. Oak Trees
7. Shade Trees
8. Enhanced Paving
9. Rail Fence
10. Guest Parking
11. Bike Racks
12. Bike Locker + Repair Station

KEY MAP



City Ventures

CARMEL
CITY VENTURES
26500 VAL VERDE DRIVE
CARMEL, CA. 93923

cbg

GATES +ASSOCIATES
LANDSCAPE ARCHITECTURE
LAND PLANNING | URBAN DESIGN

HUNT HALE JONES

Architecture | Planning | Interiors

444 Spear Street, Suite 105
San Francisco, CA 94105
www.hunthalejones.com

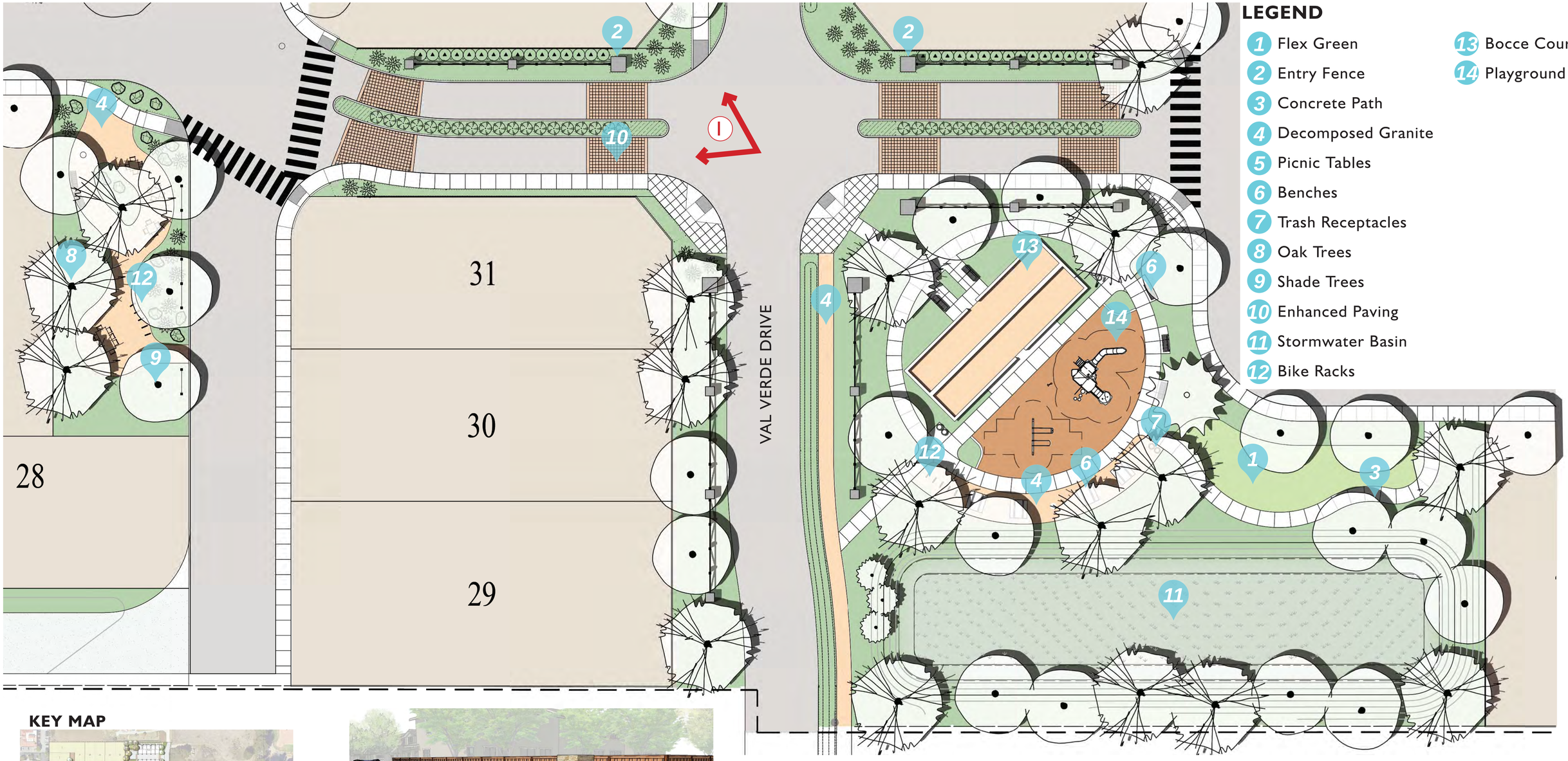
t. 415-512-1300
f. 415-288-0288

BMR LANDSCAPE

L-5

0 8' 16' 32'

DATE: 04.01.26
PROJECT: 317093



KEY MAP





View 1 - Entry Fence

City Ventures

CARMEL
CITY VENTURES
26500 VAL VERDE DRIVE
CARMEL, CA. 93923

cbg

GATES +ASSOCIATES
LANDSCAPE ARCHITECTURE
LAND PLANNING · URBAN DESIGN

HUNT HALE JONES

Architecture | Planning | Interiors
444 Spear Street, Suite 105
San Francisco, CA 94105
www.hunthalejones.com
t. 415-512-1300
f. 415-288-0288

OPEN SPACE LANDSCAPE CONCEPT

L-6

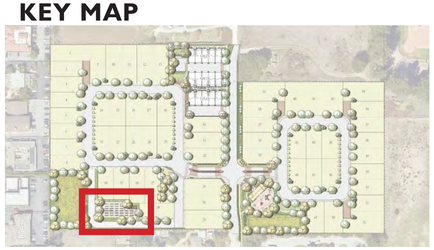
0 8' 16' 32'

DATE: 04.01.26
PROJECT: 317093

LEGEND

1. Raised Garden Beds
2. Split Rail Fence
3. Gravel Surfacing
4. Garden Shed
5. Farm Table
6. Tables + Chairs

KEY MAP



City Ventures

CARMEL
CITY VENTURES
26500 VAL VERDE DRIVE
CARMEL, CA. 93923

cbg

GATES +ASSOCIATES
LANDSCAPE ARCHITECTURE
LAND PLANNING · URBAN DESIGN

HUNT HALE JONES

Architecture | Planning | Interiors
444 Spear Street, Suite 105
San Francisco, CA 94105
www.hunthalejones.com

t. 415-512-1300
f. 415-288-0288

OPEN SPACE GARDEN CONCEPT

L-7

0 4' 8' 16'

DATE: 04.01.26
PROJECT: 317093

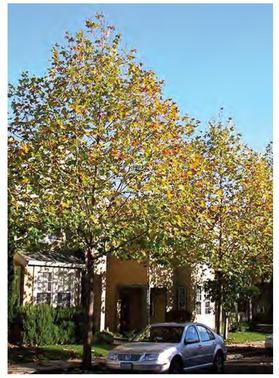
TREES



Quercus Lobata
Valley Oak



Quercus douglasii
Blue Oak



Platanus acerifolia 'Columbia'
London Plane Tree



Acer buergerianum
Trident Maple



Pistacia chinensis 'Keith Davey'
Chinese Pistache



Cercis Occidentalis
Western Redbud



Lagerstromia Indicia
Crape Myrtle



Arbutus unedo 'Oktoberfest'
Dwarf Strawberry Tree

SHRUBS



Achillea millefolium
Moonshine Yarrow



Juniperus scopulorum
Blue Arrow Juniper



Myrtus communis
Compact myrtle



Nepeta faassenii
Walker's Low



Lomandra Longifolia
Breeze Mat Rush



Hesperaloe parviflora
Brakelights



Senecio Serpens
Blue Chalksticks



Juncus Patens 'Elk Blue'
California Gray Rush



Anigozanthos 'Bush Tango'
Kangaroo Paw



Sequoia sempervirens
Coast Redwood



Asparagus densiflorus
Foxtail Fern



Phyla nodiflora
Kurapia



Carex tumulicola
Foothill Sedge



Muhlenbergia rigens
Deergrass



Dietes Vegata
Fortnight Lily



Lavandula angustifolia
Hidcote Lavender



Epilobium canum
Everett's Choice



Dymondia margaretae
Silver Carpet



Calamagrostis x acutiflora
Karl Foerster Grass



Punica granatum 'Nana
Dwarf Pomeranate



Teucrium fruticans
Compact Germander



Euonymus japonicas
Green Spire Euonymus



Bouteloua gracilis
Blonde Ambition



Myoporum Parvifolium
Pink myoporum



Erigeron karvinskianus
Santa Barbara Daisy



Salvia microphylla
'Hot Lips' Sage



Leucophyllum langmaniae
Lynn's Legacy Sage



Chondropetalum tectorum
Cape Rush

NOTE: FOR FULL PLANT PALETTE SEE SHEETS L-2 THRU L-5

City Ventures

CARMEL
CITY VENTURES
26500 VAL VERDE DRIVE
CARMEL, CA. 93923

cbg

GATES +ASSOCIATES
LANDSCAPE ARCHITECTURE
LAND PLANNING | URBAN DESIGN

HUNT HALE JONES

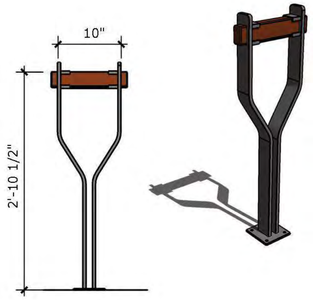
Architecture | Planning | Interiors

444 Spear Street, Suite 105
San Francisco, CA 94105
www.hunthalejones.com

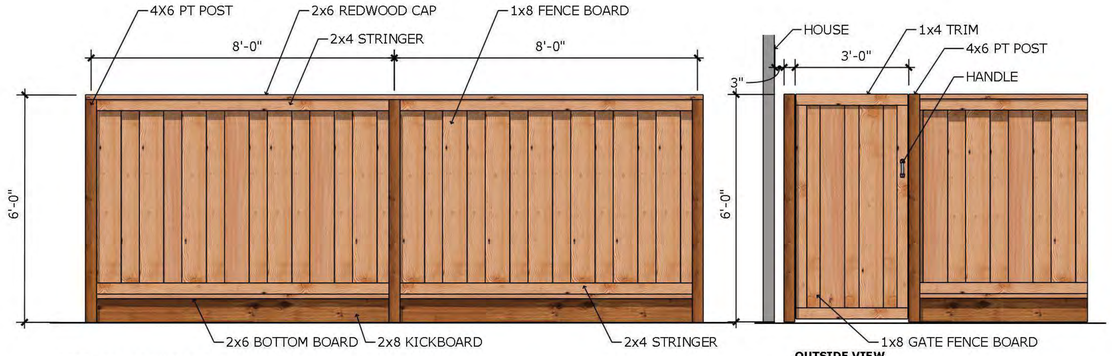
t. 415-512-1300
f. 415-288-0288

PLANT PALETTE L-8

DATE: 04.01.26
PROJECT: 317093

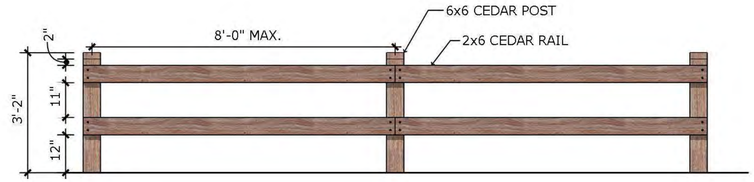


A 9 BIKE RACK
scale: 3/8"=1'



A 5 GOOD NEIGHBOR FENCE
scale: 1/2"=1'

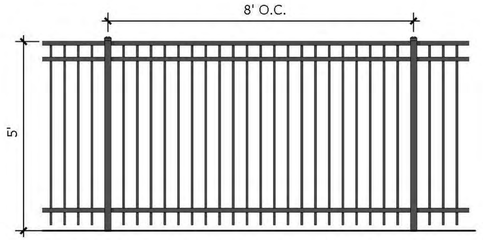
OUTSIDE VIEW



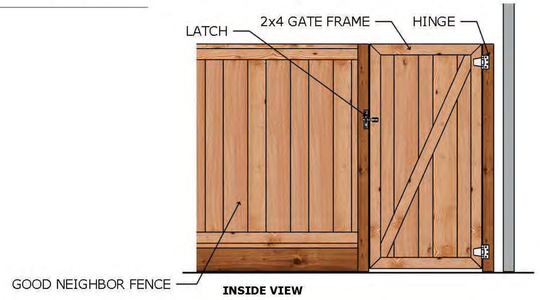
A 2 RAIL FENCE
scale: 1/2"=1'



A 8 TRASH RECEPTACLE
scale: 3/8"=1'

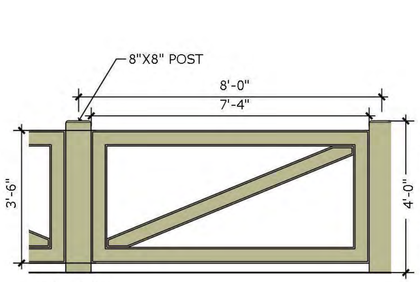


A 6 VIEW FENCE
scale: 1/2"=1'

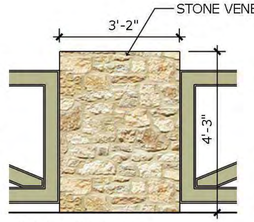


INSIDE VIEW

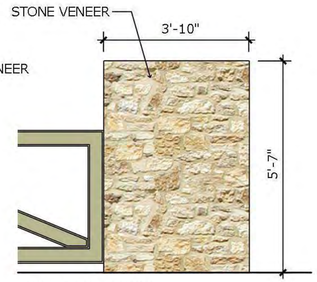
A 4 WOOD GATE
scale: 1/2"=1'



FENCE PANEL
scale: 1/2"=1'-0"



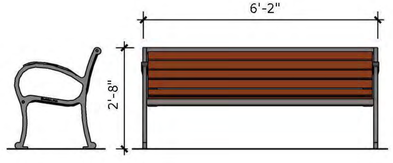
SMALL STONE COLUMN
scale: 1/2"=1'-0"



LARGE STONE COLUMN
scale: 1/2"=1'-0"

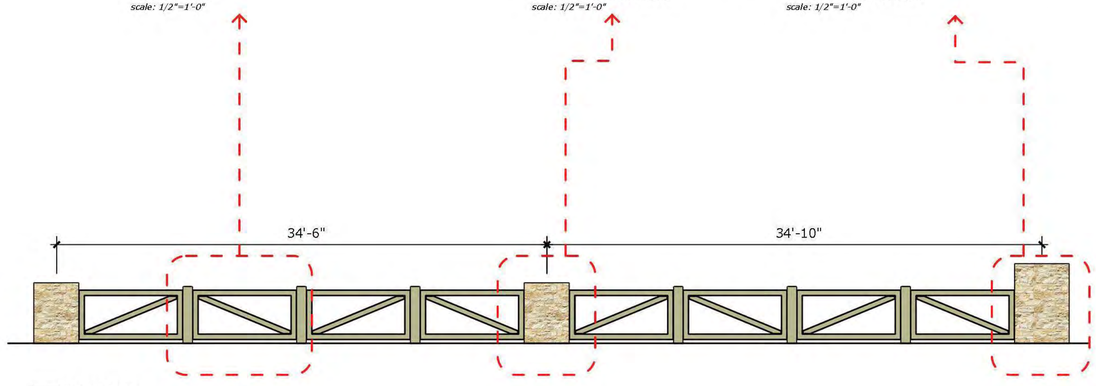


A 7 PICNIC TABLE
scale: 1/2"=1'





A 3 BENCH
scale: 1/2"=1'



A 1 ENTRY FENCE
scale: 3/16"=1'-0"

City Ventures

CARMEL
CITY VENTURES
26500 VAL VERDE DRIVE
CARMEL, CA. 93923

cbg

GATES +ASSOCIATES
LANDSCAPE ARCHITECTURE
LAND PLANNING - URBAN DESIGN

HUNT HALE JONES

Architecture | Planning | Interiors

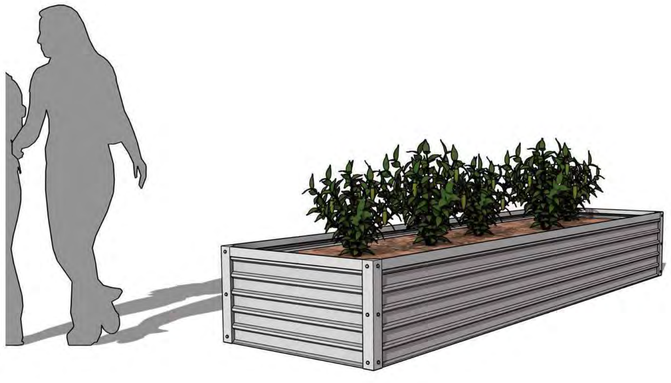
444 Spear Street, Suite 105
San Francisco, CA 94105
www.hunthalejones.com

t. 415-512-1300
f. 415-288-0288

LANDSCAPE DETAILS

L-9

DATE: 04.01.26
PROJECT: 317093



A 5 **GARDEN BED**
scale: NTS



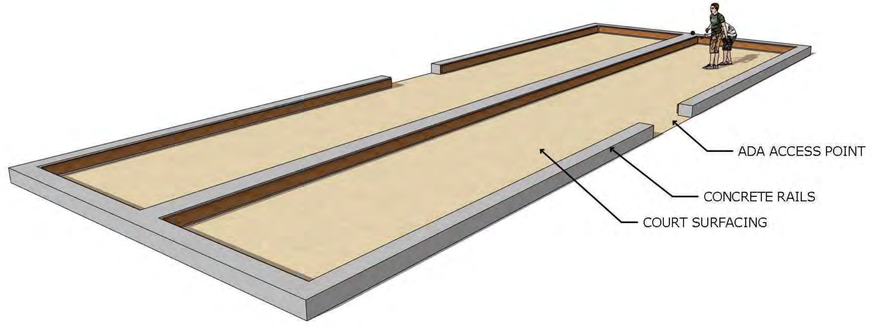
A 4 **BIKE REPAIR STATION**
scale: NTS



A 2 **PLAYGROUND**
scale: NTS



A 3 **BIKE LOCKER**
scale: NTS



A 1 **BOCCE COURT**
scale: NTS

City Ventures

CARMEL
CITY VENTURES
26500 VAL VERDE DRIVE
CARMEL, CA. 93923

cbg

GATES +ASSOCIATES
LANDSCAPE ARCHITECTURE
LAND PLANNING - URBAN DESIGN

HUNT HALE JONES

Architecture | Planning | Interiors
444 Spear Street, Suite 105
San Francisco, CA 94105
www.hunthalejones.com

t. 415-512-1300
f. 415-288-0288

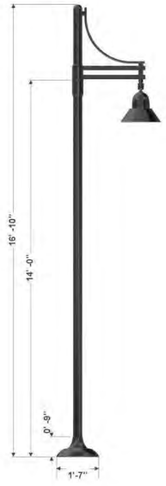
LANDSCAPE DETAILS

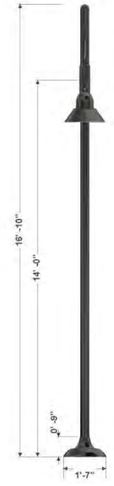
L-10

DATE: 04.01.26
PROJECT: 317093

555 Lawrence Avenue | Roselle, IL 60172 | p 847.588.3400 | www.sternberglighting.com

CONCEPTUAL ASSEMBLY DRAWING, SUBJECT TO ENGINEERING VERIFICATION BY THE FACTORY

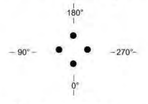




Catalog Number: 1A.GL1960.S-BFS-12L30T3-MDL008-SV1-EZ / OGPT / LU900P414-.188 / BKT



Arms and Accessory	Orientation
OGPT	0



(4) 1/2" x 18" Anchor Bolts, 7.5" Bolt Circle, Diamond pattern

Access Door Orientation: 0°
Street Side Orientation: 180°

555 Lawrence Avenue | Roselle, IL 60172 | p 847.588.3400 | www.sternberglighting.com

CONCEPTUAL ASSEMBLY DRAWING, SUBJECT TO ENGINEERING VERIFICATION BY THE FACTORY

ARM NUMBER OF ARMS: 1

Number of Arms: One Arm (1)

ARM MOUNTED FIXTURE: GL1960

The GL1960 Gallery Series is a large scale, decorative downlight fixture with a spun aluminum shade. The dome is available with six types of shades: straight (S), flared (F), bell (B), round rim (RR), round with flared rim (RF), and round with square rim (RS) styles. The luminaire measures 17-1/2" in diameter and 13-1/2" overall height. The Luminaire shall be UL listed in US and Canada.

GL1960 Type: Straight Edge Shade, Base Fixture, Stepped Top (S-BFS)

ARM FIXTURE LIGHT SOURCE: -12L30T3-MDL008-SV1

Array:	12 LEDS, 20W for MD_006, 26W for MD_008, 39W for MD_012 (12L)
Color Temp.:	3000K (30)
Distribution:	Type 3 (T3)
Driver:	Multi-Volt Dimmable Low-Range Driver,120-277V (MDL008)
Lens:	Flat Soft Vue Medium Diffused Acrylic Lens (SV1)

ARM FIXTURE OPTIONS: -EZ

Hangstraight: EZ Vertical (EZ)

ARM: OGPT

OGPT

POLE: LU900P414-.188

These round poles are offered with with low profile base covers. The base is made of heavy wall, 356 alloy cast aluminum. It will have a 3/4" thick floor cast as an integral part of the base. It will have a cast anchor bolt cover designed with a curved relief. The shaft shall be double circumferentially welded.

Model:	LU900
Shaft Type:	Smooth Straight 4 Inch, 6061-T6 Aluminum Alloy (P4)
Height:	14 Ft (14)
Gauge:	0.188" (.188)

FINISH: BKT

Assembly shall be powder coated to Black Textured finish. Prior to coating, the assembly shall be chemically cleaned and etched in a 5-stage washing system which includes alkaline cleaning, rinsing, phosphoric etching, reverse osmosis water rinsing, and non-chrome sealing to ensure corrosion resistance.

Wind Load Evaluation

Err: 7

Wind Speed:	90 mph
Gust Factor:	1.14

Catalog Number: 1A.GL1960.S-BFS-12L30T3-MDL008-SV1-EZ / OGPT / LU900P414-.188 / BKT

City Ventures

CARMEL
CITY VENTURES
26500 VAL VERDE DRIVE
CARMEL, CA. 93923

cbg

GATES +ASSOCIATES
LANDSCAPE ARCHITECTURE
LAND PLANNING / URBAN DESIGN

HUNT HALE JONES

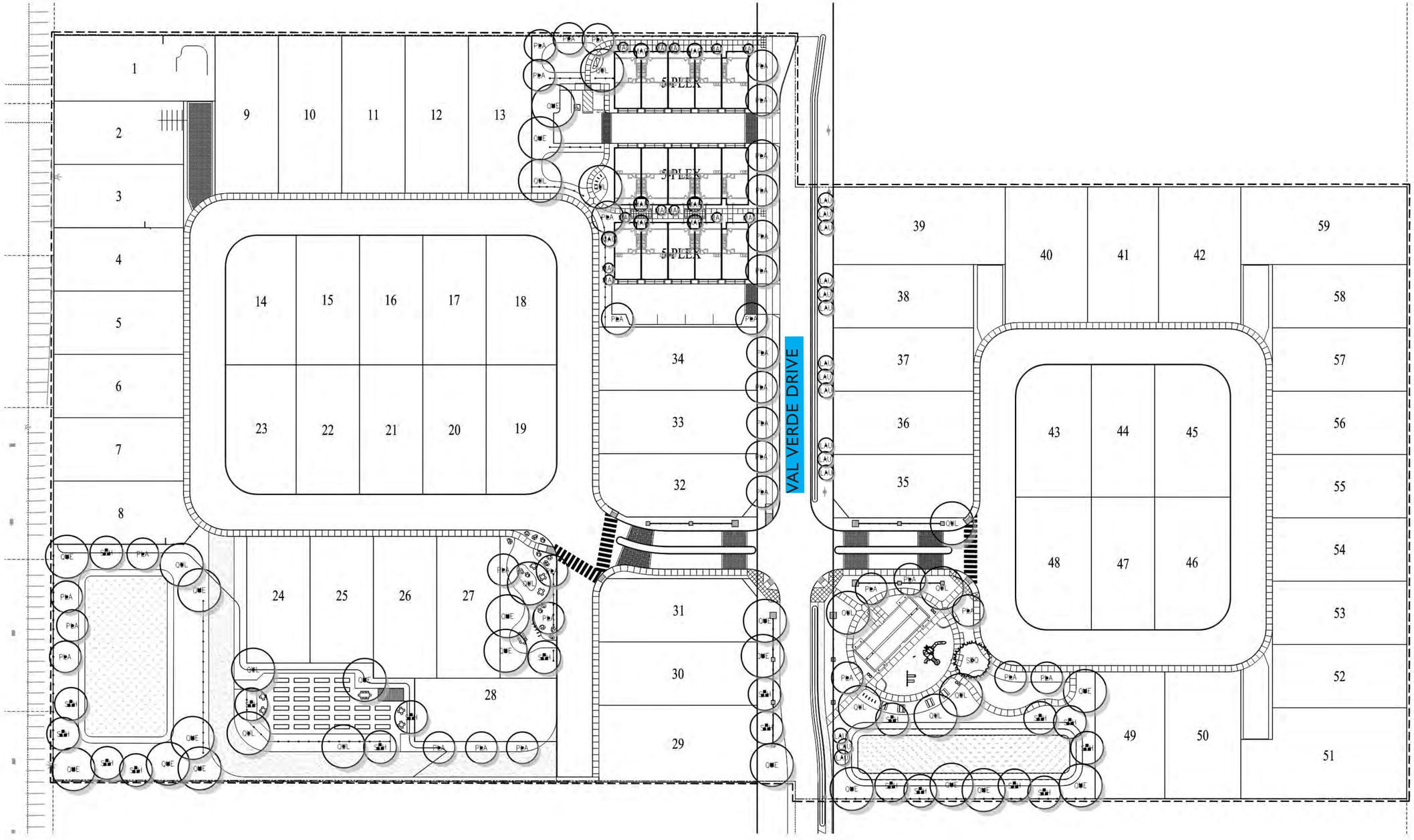
Architecture | Planning | Interiors

444 Spear Street, Suite 105
San Francisco, CA 94105
www.hunthalejones.com

t. 415-512-1300
f. 415-288-0288

LIGHTING DETAILS L-11

DATE: 04.01.26
PROJECT: 317093



PLANT SCHEDULE

CODE	BOTANICAL NAME
ACCENT TREES	
ACP	ACER PALMATUM 'SANGO-KAKU'
ARB	ARBUTUS UNEDO 'COMPACTA'
CER	CERCIS OCCIDENTALIS
LAG	LAGERSTROEMIA INDICA X FAURIEI 'ARAPAHO'
LAU	LAURUS NOBILIS
MAL	MAGNOLIA GRANDIFLORA 'LITTLE GEM'
MAG	MAGNOLIA X SOULANGEANA
MET	METROSIDEROS EXCELSA
OLE	OLEA EUROPAEA 'SWAN HILL'
SHADE TREES	
PLA	PLATANUS X ACERIFOLIA 'COLUMBIA'
QUE	QUERCUS AGRIFOLIA
QUL	QUERCUS LOBATA
SCH	SCHINUS MOLLE
SEQ	SEQUOIA SEMPERVIRENS
TIL	TILIA CORDATA
ULM	ULMUS X 'FRONTIER'

City Ventures

CARMEL
CITY VENTURES
26500 VAL VERDE DRIVE
CARMEL, CA. 93923

cbg

GATES +ASSOCIATES
LANDSCAPE ARCHITECTURE
LAND PLANNING - URBAN DESIGN

HUNT HALE JONES

Architecture | Planning | Interiors

444 Spear Street, Suite 105
San Francisco, CA 94105
www.hunthalejones.com

t. 415-512-1300
f. 415-288-0288

OPEN SPACE TREE PLAN

L-12

0 20' 40' 80'

DATE: 04.01.26
PROJECT: 317093

WATER USE LEGEND

LOW
59,483

MOD
11,933 SF (Trees + Stormwater Basins)

I agree to comply with the Monterey Peninsula Water Management District Minor Landscape requirements including, but not limited to, the use of climate appropriate, non-invasive species, and limited Turf.

NOTE: FOR FULL WATER USE CALCS SEE SHEETS L-16 THRU L-18

City Ventures

CARMEL
CITY VENTURES
26500 VAL VERDE DRIVE
CARMEL, CA. 93923

cbg

GATES +ASSOCIATES
LANDSCAPE ARCHITECTURE
LAND PLANNING - URBAN DESIGN

HUNT HALE JONES

Architecture | Planning | Interiors

444 Spear Street, Suite 105
San Francisco, CA 94105
www.hunthalejones.com

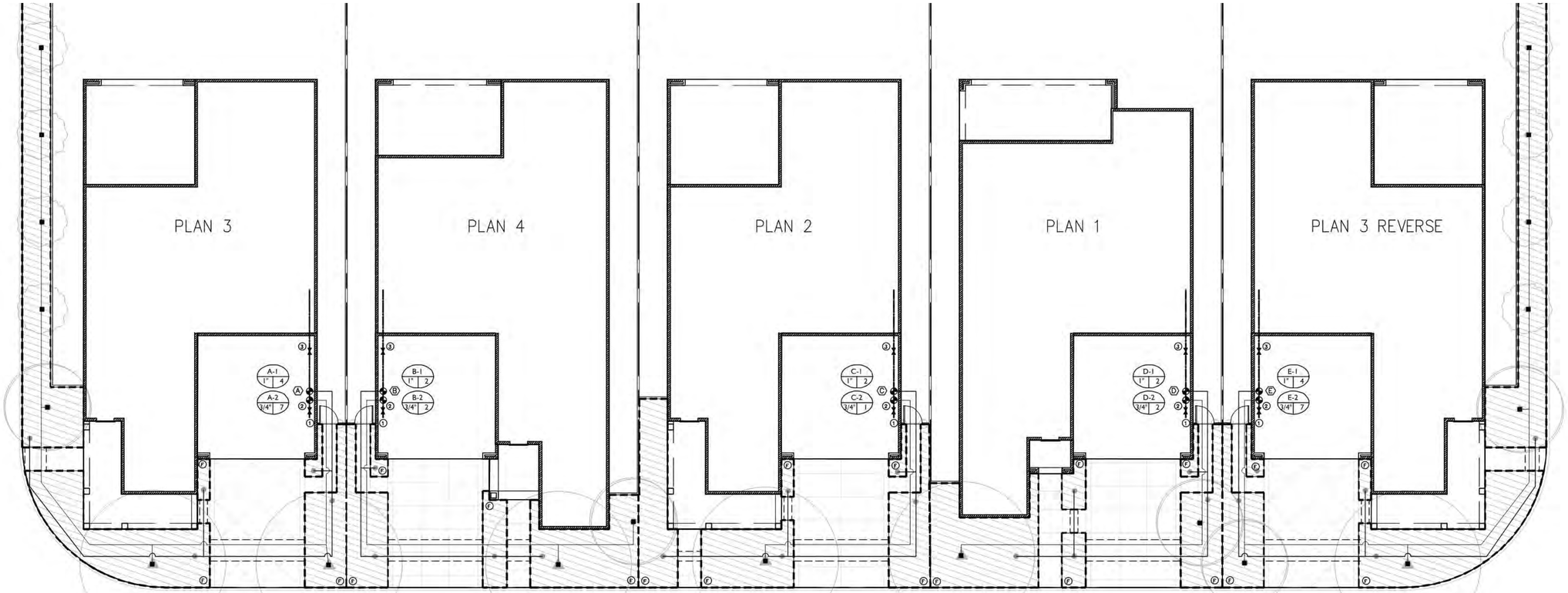
t. 415-512-1300
f. 415-288-0288

HYDROZONE PLAN

L-13

0 20' 40' 80'

DATE: 04.01.26
PROJECT: 317093



DRIP NOTES

1. THE IRRIGATION CONTRACTOR SHALL PROVIDE A DRIP EMITTER SYSTEM FOR ALL SHRUBS AND GROUND COVER AS NOTED ON THE IRRIGATION PLANS.
2. ACTUAL LAYOUT OF EMITTER SYSTEM SHALL BE DETERMINED BY THE CONTRACTOR IN THE FIELD USING THE IRRIGATION DETAILS AND EMITTER SCHEDULE AS A GUIDE. LENGTHS OF MICRO TUBING SHALL BE EQUAL TO EACH OTHER AND SECURED, AS NOTED IN THE DETAILS.
3. PROVIDE AN END FLUSH FITTING AT THE END OF EACH DRIP SUPPLY LINE PER DETAILS.
4. REFER TO PLANTING PLAN AND EMITTER SCHEDULE TO ESTIMATE THE QUANTITY AND FLOW OF EMITTERS REQUIRED PER PLANT BASED UPON CONTAINER SIZE.
5. REFER TO DRIP IRRIGATION DETAILS FOR FURTHER INFORMATION.
6. ALL TREE BUBBLERS ARE ON SEPARATE VALVES

EMITTER SCHEDULE

CONTAINER SIZE	EMITTER FLOW	QTY OF EMITTERS PER PLANT	REMARKS
1 GALLON	1.0 GPH	2	EQUALLY SPACED AROUND ROOTBALL (ALL SIZES)
2 GALLON	1.0 GPH	2	
5 GALLON	1.0 GPH	3	
15 GALLON	1.0 GPH	4	

POC NOTES

THE FOLLOWING APPLIES TO EACH POINT OF CONNECTION (POC):

THE CONTROLLER SHALL TIE-IN DOWNSTREAM OF THE EXISTING 1" DOMESTIC METER (INSTALLED PER ENGINEER PLANS) AND INSTALL A LINE-SOZED GATE VALVE PER PLANS. THE CONTRACTOR SHALL FIELD VERIFY ACTUAL LOCATION OF EXISTING EQUIPMENT. REFER TO THE CIVIL ENGINEERS PLANS FOR ADDITIONAL INFORMATION.

IRRIGATION SYSTEMS ARE DESIGN FOR A MAXIMUM DEMAND OF 10 GPM WITH A MINIMUM STATIC PRESSURE OF 40 PSI AT THE POC (DOWNSTREAM OF METER AT THE CONNECTION TO THE DOMESTIC WATER LINE). THE CONTRACTOR MUST FIELD VERIFY THE OWNERS REPRESENTATIVE AND LANDSCAPE ARCHITECT IN WRITING IF THE MEASURED PRESSURE IS LESS THAN 40 PSI. IF NOTIFICATION IS NOT RECEIVED PRIOR TO START OF INSTALLATION, CONTRACTOR ASSUMES FULL RESPONSIBILITY FOR SYSTEM OPERATION.

CONTROLLER NOTES

CONTRACTOR SHALL INSTALL ONE (1) WALL MOUNTED CONTROLLER ON THE EXTERIOR WALL OF EACH HOME GARAGE ON THE INTERIOR OF THE FENCE AS SHOWN ON PLANS AND ONE (1) RAIN SENSOR UNDER THE SOUTHEAST SOUTH EAVE OF EACH HOME ON THE GARAGE SIDE. REFER TO THE IRRIGATION LEGEND, NOTES AND DETAILS FOR ADDITIONAL INFORMATION. CONTRACTOR IS RESPONSIBLE TO FULLY COORDINATE ALL WIRING INCLUDING ELECTRICAL CONNECTION. FINAL LOCATION MUST BE APPROVED BY OWNERS REPRESENTATIVE AND LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.

CONTRACTOR SHALL RUN CONTROL WIRES (ONE FROM EACH STATION) AND ONE COMMON WORE FROM THE CONTROLLER TO THE FRONT YARD. WIRES NOT USED MAY BE USED FOR FUTURE NEEDS (IF APPLICABLE). INSTALL WIRES WITHIN CONDUIT AT ALL PAVEMENT UNDERCROSSINGS PER IRRIGATION LEGEND.

KEY

(1) WATER SERVICE/STUB, FROM THE IRRIGATION POC. CONTRACTIOR TO CONNECT MAINLINE TO THE DOMESTIC WATER METER

(2) ALL CONTROL VALVES SHOWN DIAGRAMMATICALLY FOR CLARITY. INSTALL 12" FROM RESIDENCE AT LOCATIONS NOTED. INSTALL VALVES PER INSTALLATION DETAILS. TYPICAL

(3) STUB OUT AND CAP 1" PVC MAINLINE AND 6 LOW VOLTAGE WIRES FROM CONTROLLER FOR REAR YARD IRRIGATION CONNECTION.

LATERAL LINE SIZING CHART

SPRINKLER TYPE	GPM	PIPE SIZE	NO. OF BUBBLERS*
TREE BUBBLERS 0.50 GPM	1-9 9.5-15 15.5-24	3/4" 1" 1 1/4"	1-10 11-20 21-40
DRIPLINE VARIES	1-9 10-15 16-24	3/4" 1" 1 1/4"	N/A

* QUANTITY INDICATES NO. OF BUBBLERS, NOT NO. OF TREES. THERE ARE TWO BUBBLERS PER TREE

City Ventures

CARMEL
CITY VENTURES
26500 VAL VERDE DRIVE
CARMEL, CA. 93923

cbg

GATES +ASSOCIATES
LANDSCAPE ARCHITECTURE
LAND PLANNING / URBAN DESIGN

HUNT HALE JONES

Architecture | Planning | Interiors

444 Spear Street, Suite 105
San Francisco, CA 94105
www.hunthalejones.com

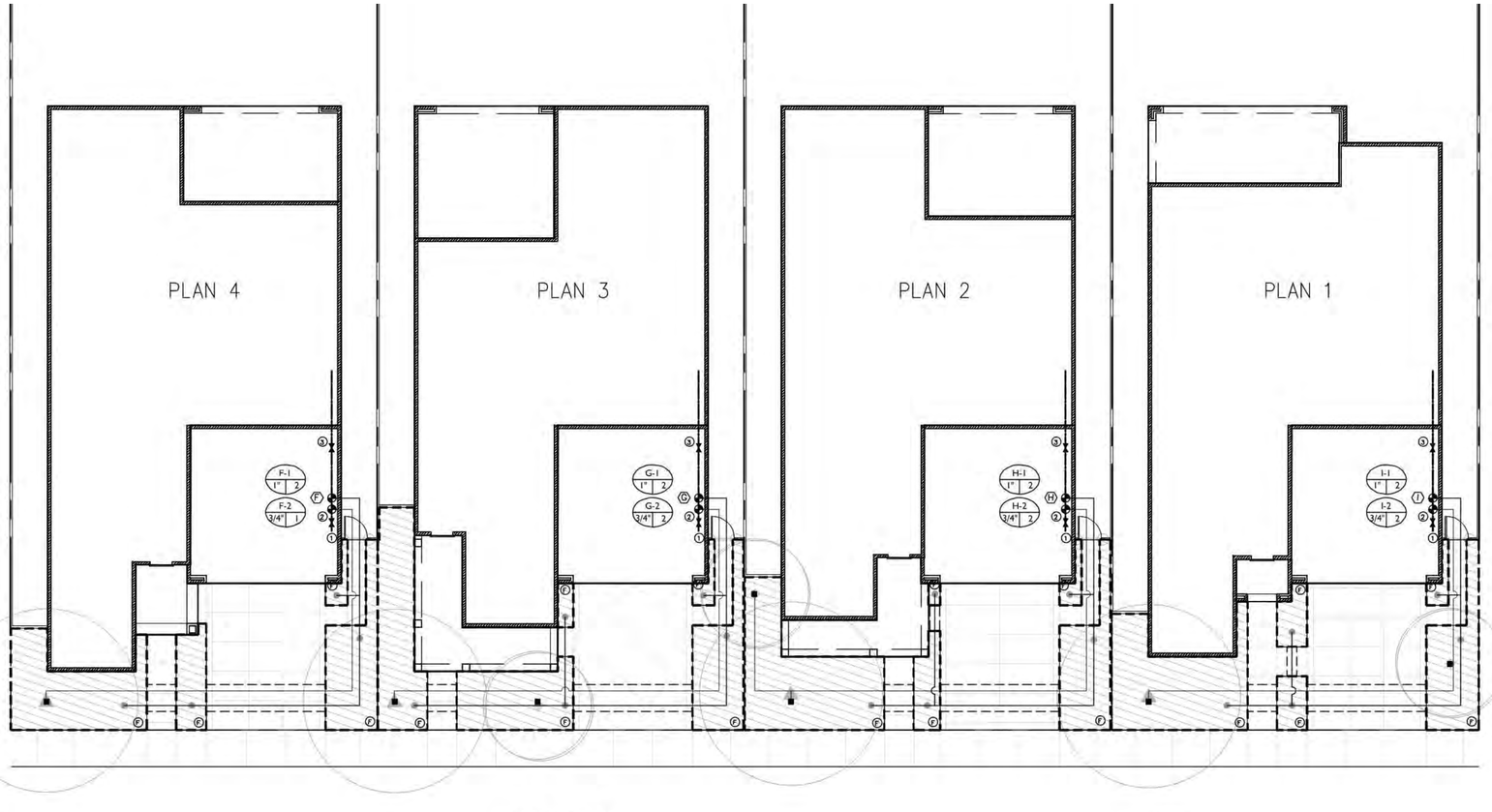
t. 415-512-1300
f. 415-288-0288

TYPICAL IRRIGATION

L-14

0 5' 10' 20'

DATE: 04.01.26
PROJECT: 317093



DRIP NOTES

1. THE IRRIGATION CONTRACTOR SHALL PROVIDE A DRIP EMITTER SYSTEM FOR ALL SHRUBS AND GROUND COVER AS NOTED ON THE IRRIGATION PLANS.
2. ACTUAL LAYOUT OF EMITTER SYSTEM SHALL BE DETERMINED BY THE CONTRACTOR IN THE FIELD USING THE IRRIGATION DETAILS AND EMITTER SCHEDULE AS A GUIDE. LENGTHS OF MICRO TUBING SHALL BE EQUAL TO EACH OTHER AND SECURED, AS NOTED IN THE DETAILS.
3. PROVIDE AN END FLUSH FITTING AT THE END OF EACH DRIP SUPPLY LINE PER DETAILS.
4. REFER TO PLANTING PLAN AND EMITTER SCHEDULE TO ESTIMATE THE QUANTITY AND FLOW OF EMITTERS REQUIRED PER PLANT BASED UPON CONTAINER SIZE.
5. REFER TO DRIP IRRIGATION DETAILS FOR FURTHER INFORMATION.
6. ALL TREE BUBBLERS ARE ON SEPARATE VALVES

EMITTER SCHEDULE

CONTAINER SIZE	EMITTER FLOW	QTY OF EMITTERS PER PLANT	REMARKS
1 GALLON	1.0 GPH	2	EQUALLY SPACED AROUND ROOTBALL (ALL SIZES)
2 GALLON	1.0 GPH	2	
5 GALLON	1.0 GPH	3	
15 GALLON	1.0 GPH	4	

POC NOTES

THE FOLLOWING APPLIES TO EACH POINT OF CONNECTION (POC):

THE CONTROLLER SHALL TIE-IN DOWNSTREAM OF THE EXISTING 1" DOMESTIC METER (INSTALLED PER ENGINEER PLANS) AND INSTALL A LINE-SOZED GATE VALVE PER PLANS. THE CONTRACTOR SHALL FIELD VERIFY ACTUAL LOCATION OF EXISTING EQUIPMENT. REFER TO THE CIVIL ENGINEERS PLANS FOR ADDITIONAL INFORMATION.

IRRIGATION SYSTEMS ARE DESIGN FOR A MAXIMUM DEMAND OF 10 GPM WITH A MINIMUM STATIC PRESSURE OF 40 PSI AT THE POC (DOWNSTREAM OF METER AT THE CONNECTION TO THE DOMESTIC WATER LINE). THE CONTRACTOR MUST FIELD VERIFY THE OWNERS REPRESENTATIVE AND LANDSCAPE ARCHITECT IN WRITING IF THE MEASURED PRESSURE IS LESS THAN 40 PSI. IF NOTIFICATION IS NOT RECEIVED PRIOR TO START OF INSTALLATION, CONTRACTOR ASSUMES FULL RESPONSIBILITY FOR SYSTEM OPERATION.

CONTROLLER NOTES

CONTRACTOR SHALL INSTALL ONE (1) WALL MOUNTED CONTROLLER ON THE EXTERIOR WALL OF EACH HOME GARAGE ON THE INTERIOR OF THE FENCE AS SHOWN ON PLANS AND ONE (1) RAIN SENSOR UNDER THE SOUTHEAST SOUTH EAVE OF EACH HOME ON THE GARAGE SIDE. REFER TO THE IRRIGATION LEGEND, NOTES AND DETAILS FOR ADDITIONAL INFORMATION. CONTRACTOR IS RESPONSIBLE TO FULLY COORDINATE ALL WIRING INCLUDING ELECTRICAL CONNECTION. FINAL LOCATION MUST BE APPROVED BY OWNERS REPRESENTATIVE AND LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.

CONTRACTOR SHALL RUN CONTROL WIRES (ONE FROM EACH STATION) AND ONE COMMON WORE FROM THE CONTROLLER TO THE FRONT YARD. WIRES NOT USED MAY BE USED FOR FUTURE NEEDS (IF APPLICABLE). INSTALL WIRES WITHIN CONDUIT AT ALL PAVEMENT UNDERCROSSINGS PER IRRIGATION LEGEND.

KEY

(1) WATER SERVICE/STUB, FROM THE IRRIGATION POC. CONTRACTIOR TO CONNECT MAINLINE TO THE DOMESTIC WATER METER

(2) ALL CONTROL VALVES SHOWN DIAGRAMMATICALLY FOR CLARITY. INSTALL 12" FROM RESIDENCE AT LOCATIONS NOTED. INSTALL VALVES PER INSTALLATION DETAILS. TYPICAL

(3) STUB OUT AND CAP 1" PVC MAINLINE AND 6 LOW VOLTAGE WIRES FROM CONTROLLER FOR REAR YARD IRRIGATION CONNECTION.

LATERAL LINE SIZING CHART

SPRINKLER TYPE	GPM	PIPE SIZE	NO. OF BUBBLERS*
TREE BUBBLERS 0.50 GPM	1-9 9.5-15 15.5-24	3/4" 1" 1 1/4"	1-10 11-20 21-40
DRIPLINE VARIES	1-9 10-15 16-24	3/4" 1" 1 1/4"	N/A

* QUANTITY INDICATES NO. OF BUBBLERS, NOT NO. OF TREES. THERE ARE TWO BUBBLERS PER TREE

City Ventures

CARMEL
CITY VENTURES
26500 VAL VERDE DRIVE
CARMEL, CA. 93923

cbg

GATES +ASSOCIATES
LANDSCAPE ARCHITECTURE
LAND PLANNING / URBAN DESIGN

HUNT HALE JONES

Architecture | Planning | Interiors

444 Spear Street, Suite 105
San Francisco, CA 94105
www.hunthalejones.com

t. 415-512-1300
f. 415-288-0288

TYPICAL IRRIGATION

L-15

0 5' 10' 20'

DATE: 04.01.26
PROJECT: 317093

DRIP NOTES

1. THE IRRIGATION CONTRACTOR SHALL PROVIDE A DRIP EMITTER SYSTEM FOR ALL SHRUBS AND GROUND COVER AS NOTED ON THE IRRIGATION PLANS.
2. ACTUAL LAYOUT OF EMITTER SYSTEM SHALL BE DETERMINED BY THE CONTRACTOR IN THE FIELD USING THE IRRIGATION DETAILS AND EMITTER SCHEDULE AS A GUIDE. LENGTHS OF MICRO TUBING SHALL BE EQUAL TO EACH OTHER AND SECURED, AS NOTED IN THE DETAILS.
3. PROVIDE AN END FLUSH FITTING AT THE END OF EACH DRIP SUPPLY LINE PER DETAILS.
4. REFER TO PLANTING PLAN AND EMITTER SCHEDULE TO ESTIMATE THE QUANTITY AND FLOW OF EMITTERS REQUIRED PER PLANT BASED UPON CONTAINER SIZE.
5. REFER TO DRIP IRRIGATION DETAILS FOR FURTHER INFORMATION.
6. ALL TREE BUBBLERS ARE ON SEPARATE VALVES

EMITTER SCHEDULE

CONTAINER SIZE	EMITTER FLOW	QTY OF EMITTERS PER PLANT	REMARKS
1 GALLON	1.0 GPH	2	EQUALLY SPACED AROUND ROOTBALL (ALL SIZES)
2 GALLON	1.0 GPH	2	
5 GALLON	1.0 GPH	3	
15 GALLON	1.0 GPH	4	

POC NOTES

THE FOLLOWING APPLIES TO EACH POINT OF CONNECTION (POC):

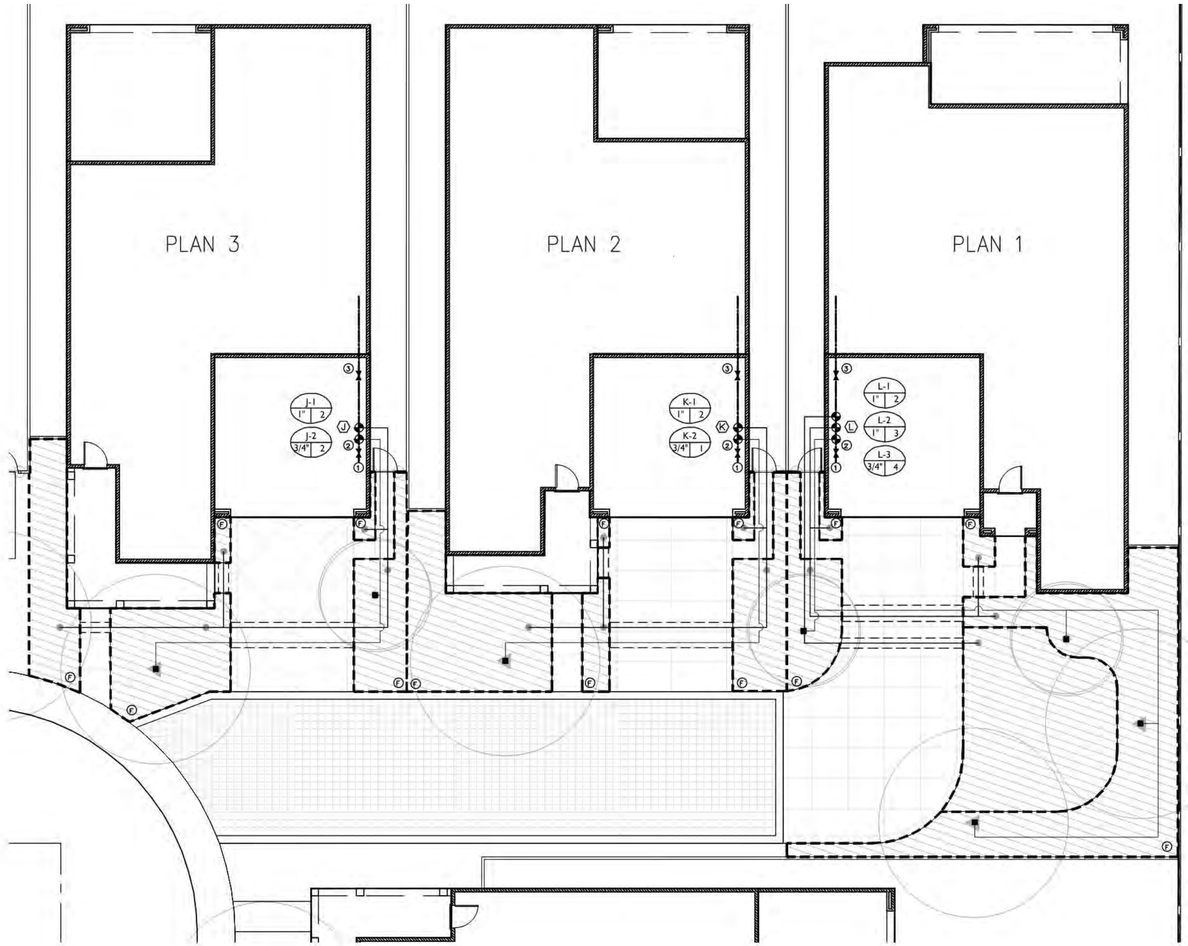
THE CONTROLLER SHALL TIE–IN DOWNSTREAM OF THE EXISTING 1" DOMESTIC METER (INSTALLED PER ENGINEER PLANS) AND INSTALL A LINE–SOZED GATE VALVE PER PLANS. THE CONTRACTOR SHALL FIELD VERIFY ACTUAL LOCATION OF EXISTING EQUIPMENT. REFER TO THE CIVIL ENGINEERS PLANS FOR ADDITIONAL INFORMATION.

IRRIGATION SYSTEMS ARE DESIGN FOR A MAXIMUM DEMAND OF 10 GPM WITH A MINIMUM STATIC PRESSURE OF 40 PSI AT THE POC (DOWNSTREAM OF METER AT THE CONNECTION TO THE DOMESTIC WATER LINE). THE CONTRACTOR MUST FIELD VERIFY THE OWNERS REPRESENTATIVE AND LANDSCAPE ARCHITECT IN WRITING IF THE MEASURED PRESSURE IS LESS THAN 40 PSI. IF NOTIFICATION IS NOT RECEIVED PRIOR TO START OF INSTALLATION, CONTRACTOR ASSUMES FULL RESPONSIBILITY FOR SYSTEM OPERATION.

CONTROLLER NOTES

CONTRACTOR SHALL INSTALL ONE (1) WALL MOUNTED CONTROLLER ON THE EXTERIOR WALL OF EACH HOME GARAGE ON THE INTERIOR OF THE FENCE AS SHOWN ON PLANS AND ONE (1) RAIN SENSOR UNDER THE SOUTHEAST SOUTH EAVE OF EACH HOME ON THE GARAGE SIDE. REFER TO THE IRRIGATION LEGEND, NOTES AND DETAILS FOR ADDITIONAL INFORMATION. CONTRACTOR IS RESPONSIBLE TO FULLY COORDINATE ALL WIRING INCLUDING ELECTRICAL CONNECTION. FINAL LOCATION MUST BE APPROVED BY OWNERS REPRESENTATIVE AND LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.

CONTRACTOR SHALL RUN CONTROL WIRES (ONE FROM EACH STATION) AND ONE COMMON WORE FROM THE CONTROLLER TO THE FRONT YARD. WIRES NOT USED MAY BE USED FOR FUTURE NEEDS (IF APPLICABLE). INSTALL WIRES WITHIN CONDUIT AT ALL PAVEMENT UNDERCROSSINGS PER IRRIGATION LEGEND.



KEY

1. WATER SERVICE/STUB, FROM THE IRRIGATION POC. CONTRACTIOR TO CONNECT MAINLINE TO THE DOMESTIC WATER METER
2. ALL CONTROL VALVES SHOWN DIAGRAMMATICALLY FOR CLARITY. INSTALL 12" FROM RESIDENCE AT LOCATIONS NOTED. INSTALL VALVES PER INSTALLATION DETAILS. TYPICAL
3. STUB OUT AND CAP 1" PVC MAINLINE AND 6 LOW VOLTAGE WIRES FROM CONTROLLER FOR REAR YARD IRRIGATION CONNECTION.

LATERAL LINE SIZING CHART

SPRINKLER TYPE	GPM	PIPE SIZE	NO. OF BUBBLERS*
TREE BUBBLERS 0.50 GPM	1–9 9.5–15 15.5–24	3/4" 1" 1 1/4"	1–10 11–20 21–40
DRIPLINE VARIES	1–9 10–15 16–24	3/4" 1" 1 1/4"	N/A

* QUANTITY INDICATES NO. OF BUBBLERS, NOT NO. OF TREES. THERE ARE TWO BUBBLERS PER TREE

City Ventures

CARMEL
CITY VENTURES
26500 VAL VERDE DRIVE
CARMEL, CA. 93923

cbg

GATES +ASSOCIATES
LANDSCAPE ARCHITECTURE
LAND PLANNING · URBAN DESIGN

HUNT HALE JONES

Architecture | Planning | Interiors

444 Spear Street, Suite 105
San Francisco, CA 94105
www.hunthalejones.com

t. 415-512-1300
f. 415-288-0288

TYPICAL IRRIGATION SHARED DRIVES

L-16

0 5' 10' 20'

DATE: 04.01.26
PROJECT: 317093

WATER EFFICIENT LANDSCAPE WORKSHEET

WATER TYPE	POTABLE
SITE ETO=	32.9

Carmel, CA

Plan 3 REV - NoSW

REGULAR LANDSCAPE AREAS

HYDROZONE #	HYDROZONE NAME	PLANT WATER USE TYPE	PLANT FACTOR (PF)	IRRIGATION METHOD	IRRIGATION EFFICIENCY (IE)	ETAF (PF/IE)	AREA (SQ. FT) (HA)	ETAF X AREA (HA)	ETWU (GAL/YR)	ACRE FEET/ YEAR	HCF/ YEAR	PERCENTAGE OF LANDSCAPE
E-1	SHRUBS	LOW	0.2	DRIP	0.81	0.25	899	222	4,526	0.014	6.05	93%
E-2	TREES	MOD	0.5	BUBBLER	0.81	0.62	70	43	881	0.003	1.18	7%
					TOTALS		969	265	5,409	0.02	7.23	100%

SPECIAL LANDSCAPE AREAS

HYDROZONE #	HYDROZONE NAME											
					1		0					0%
					TOTALS		0					0%

MAWA		
	GALLONS/YR	10,871
	ACRE FEET/YR	0.03
	HCF/YR	14.53

ETWU		
	GALLONS/YR	5,409
	ACRE FEET/YR	0.02
	HCF/YR	7.23

SITE IRRIGATION EFFICIENCY	SITE PLANT FACTOR	MAWA COMPLIANT
81.0%	0.22	YES

ETAF Calculations	
REGULAR LANDSCAPE AREAS	
TOTAL ETAF x AREA	265
TOTAL AREA	969
AVG. ETAF	27.37%

MAWA FORMULA

MAXIMUM APPLIED WATER ALLOWANCE (MAWA) GALLONS PER YEAR

MAWA = (ETo)(0.62)((LA x 0.55) + (0.45 x SLA))

ETo = REFERENCE EVAPOTRANSPIRATION
0.55= ET ADJUSTMENT FACTOR
LA=LANDSCAPED AREA (SQUARE FEET)
0.62 = CONVERSION FACTOR (GALLONS/SQ.FT/YR)

ETWU FORMULA

ESTIMATED TOTAL WATER USE (ETWU) GALLONS PER YEAR

ETWU= ((ETO)(.62)(ETAF x LA))

ETo = REFERENCE EVAPOTRANSPIRATION
PF = PLANT FACTOR FOR HYDROZONES
HA = HYDROZONE AREA (SQ.FT)
0.62 = CONVERSION FACTOR (GALLONS/SQ.FT/YR)

IE = IRRIGATION EFFICIENCY (0.81)-BUBBLER/DRIP
IE = IRRIGATION EFFICIENCY (0.75)-ROTORS/SPRAY

WATER EFFICIENT LANDSCAPE WORKSHEET

WATER TYPE	POTABLE
SITE ETO=	32.9

Carmel, CA

Plan 2 - NoSW

REGULAR LANDSCAPE AREAS

HYDROZONE #	HYDROZONE NAME	PLANT WATER USE TYPE	PLANT FACTOR (PF)	IRRIGATION METHOD	IRRIGATION EFFICIENCY (IE)	ETAF (PF/IE)	AREA (SQ. FT) (HA)	ETAF X AREA (HA)	ETWU (GAL/YR)	ACRE FEET/ YEAR	HCF/ YEAR	PERCENTAGE OF LANDSCAPE
C-1	SHRUBS	LOW	0.2	DRIP	0.81	0.25	498	123	2,508	0.008	3.35	98%
C-2	TREES	MOD	0.5	BUBBLER	0.81	0.62	10	6	126	0.000	0.17	2%
					TOTALS		508	129	2,634	0.01	3.52	100%

SPECIAL LANDSCAPE AREAS

HYDROZONE #	HYDROZONE NAME											
					1		0					0%
					TOTALS		0					0%

MAWA		
	GALLONS/YR	5,699
	ACRE FEET/YR	0.02
	HCF/YR	7.62

ETWU		
	GALLONS/YR	2,634
	ACRE FEET/YR	0.01
	HCF/YR	3.52

SITE IRRIGATION EFFICIENCY	SITE PLANT FACTOR	MAWA COMPLIANT
81.0%	0.21	YES

ETAF Calculations	
REGULAR LANDSCAPE AREAS	
TOTAL ETAF x AREA	129
TOTAL AREA	508
AVG. ETAF	25.42%

MAWA FORMULA

MAXIMUM APPLIED WATER ALLOWANCE (MAWA) GALLONS PER YEAR

MAWA = (ETo)(0.62)((LA x 0.55) + (0.45 x SLA))

ETo = REFERENCE EVAPOTRANSPIRATION
0.55= ET ADJUSTMENT FACTOR
LA=LANDSCAPED AREA (SQUARE FEET)
0.62 = CONVERSION FACTOR (GALLONS/SQ.FT/YR)

ETWU FORMULA

ESTIMATED TOTAL WATER USE (ETWU) GALLONS PER YEAR

ETWU= ((ETO)(.62)(ETAF x LA))

ETo = REFERENCE EVAPOTRANSPIRATION
PF = PLANT FACTOR FOR HYDROZONES
HA = HYDROZONE AREA (SQ.FT)
0.62 = CONVERSION FACTOR (GALLONS/SQ.FT/YR)

IE = IRRIGATION EFFICIENCY (0.81)-BUBBLER/DRIP
IE = IRRIGATION EFFICIENCY (0.75)-ROTORS/SPRAY

WATER EFFICIENT LANDSCAPE WORKSHEET

WATER TYPE	POTABLE
SITE ETO=	32.9

Carmel, CA

Plan 3 - Corner NoSW

REGULAR LANDSCAPE AREAS

HYDROZONE #	HYDROZONE NAME	PLANT WATER USE TYPE	PLANT FACTOR (PF)	IRRIGATION METHOD	IRRIGATION EFFICIENCY (IE)	ETAF (PF/IE)	AREA (SQ. FT) (HA)	ETAF X AREA (HA)	ETWU (GAL/YR)	ACRE FEET/ YEAR	HCF/ YEAR	PERCENTAGE OF LANDSCAPE
A-1	SHRUBS	LOW	0.2	DRIP	0.81	0.25	899	222	4,526	0.014	6.05	93%
A-2	TREES	MOD	0.5	BUBBLER	0.81	0.62	70	43	881	0.003	1.18	7%
					TOTALS		969	265	5,409	0.02	7.23	100%

SPECIAL LANDSCAPE AREAS

HYDROZONE #	HYDROZONE NAME											
					1		0					0%
					TOTALS		0					0%

MAWA		
	GALLONS/YR	10,871
	ACRE FEET/YR	0.03
	HCF/YR	14.53

ETWU		
	GALLONS/YR	5,409
	ACRE FEET/YR	0.02
	HCF/YR	7.23

SITE IRRIGATION EFFICIENCY	SITE PLANT FACTOR	MAWA COMPLIANT
81.0%	0.22	YES

ETAF Calculations	
REGULAR LANDSCAPE AREAS	
TOTAL ETAF x AREA	265
TOTAL AREA	969
AVG. ETAF	27.37%

MAWA FORMULA

MAXIMUM APPLIED WATER ALLOWANCE (MAWA) GALLONS PER YEAR

MAWA = (ETo)(0.62)((LA x 0.55) + (0.45 x SLA))

ETo = REFERENCE EVAPOTRANSPIRATION
0.55= ET ADJUSTMENT FACTOR
LA=LANDSCAPED AREA (SQUARE FEET)
0.62 = CONVERSION FACTOR (GALLONS/SQ.FT/YR)

ETWU FORMULA

ESTIMATED TOTAL WATER USE (ETWU) GALLONS PER YEAR

ETWU= ((ETO)(.62)(ETAF x LA))

ETo = REFERENCE EVAPOTRANSPIRATION
PF = PLANT FACTOR FOR HYDROZONES
HA = HYDROZONE AREA (SQ.FT)
0.62 = CONVERSION FACTOR (GALLONS/SQ.FT/YR)

IE = IRRIGATION EFFICIENCY (0.81)-BUBBLER/DRIP
IE = IRRIGATION EFFICIENCY (0.75)-ROTORS/SPRAY

WATER EFFICIENT LANDSCAPE WORKSHEET

WATER TYPE	POTABLE
SITE ETO=	32.9

Carmel, CA

Plan 4

REGULAR LANDSCAPE AREAS

HYDROZONE #	HYDROZONE NAME	PLANT WATER USE TYPE	PLANT FACTOR (PF)	IRRIGATION METHOD	IRRIGATION EFFICIENCY (IE)	ETAF (PF/IE)	AREA (SQ. FT) (HA)	ETAF X AREA (HA)	ETWU (GAL/YR)	ACRE FEET/ YEAR	HCF/ YEAR	PERCENTAGE OF LANDSCAPE
F-1	SHRUBS	LOW	0.2	DRIP	0.81	0.25	374	92	1,884	0.008	2.52	97%
F-2	TREES	MOD	0.5	BUBBLER	0.81	0.62	10	6	126	0.000	0.17	3%
					TOTALS		384	99	2,010	0.01	2.69	100%

SPECIAL LANDSCAPE AREAS

HYDROZONE #	HYDROZONE NAME											
					1		0					0%
					TOTALS		0					0%

MAWA		
	GALLONS/YR	4,308
	ACRE FEET/YR	0.01
	HCF/YR	5.76

ETWU		
	GALLONS/YR	2,010
	ACRE FEET/YR	0.01
	HCF/YR	2.69

SITE IRRIGATION EFFICIENCY	SITE PLANT FACTOR	MAWA COMPLIANT
81.0%	0.21	YES

ETAF Calculations	
REGULAR LANDSCAPE AREAS	
TOTAL ETAF x AREA	99
TOTAL AREA	384
AVG. ETAF	25.68%

MAWA FORMULA

MAXIMUM APPLIED WATER ALLOWANCE (MAWA) GALLONS PER YEAR

MAWA = (ETo)(0.62)((LA x 0.55) + (0.45 x SLA))

ETo = REFERENCE EVAPOTRANSPIRATION
0.55= ET ADJUSTMENT FACTOR
LA=LANDSCAPED AREA (SQUARE FEET)
0.62 = CONVERSION FACTOR (GALLONS/SQ.FT/YR)

ETWU FORMULA

ESTIMATED TOTAL WATER USE (ETWU) GALLONS PER YEAR

ETWU= ((ETO)(.62)(ETAF x LA))

ETo = REFERENCE EVAPOTRANSPIRATION
PF = PLANT FACTOR FOR HYDROZONES
HA = HYDROZONE AREA (SQ.FT)
0.62 = CONVERSION FACTOR (GALLONS/SQ.FT/YR)

IE = IRRIGATION EFFICIENCY (0.81)-BUBBLER/DRIP
IE = IRRIGATION EFFICIENCY (0.75)-ROTORS/SPRAY

WATER EFFICIENT LANDSCAPE WORKSHEET

WATER TYPE	POTABLE
SITE ETO=	32.9

Carmel, CA

Plan 1 - NoSW

REGULAR LANDSCAPE AREAS

HYDROZONE #	HYDROZONE NAME	PLANT WATER USE TYPE	PLANT FACTOR (PF)	IRRIGATION METHOD	IRRIGATION EFFICIENCY (IE)	ETAF (PF/IE)	AREA (SQ. FT) (HA)	ETAF X AREA (HA)	ETWU (GAL/YR)	ACRE FEET/ YEAR	HCF/ YEAR	PERCENTAGE OF LANDSCAPE
D-1	SHRUBS	LOW	0.2	DRIP	0.81	0.25	482	119	2,428	0.007	3.25	96%
D-2	TREES	MOD	0.5	BUBBLER	0.81	0.62	20	12	252	0.001	0.34	4%
					TOTALS		502	131	2,679	0.01	3.58	100%

SPECIAL LANDSCAPE AREAS

HYDROZONE #	HYDROZONE NAME											
					1		0					0%
					TOTALS		0					0%

MAWA		
	GALLONS/YR	5,632
	ACRE FEET/YR	0.02
	HCF/YR	7.53

ETWU		
	GALLONS/YR	2,679
	ACRE FEET/YR	0.01
	HCF/YR	3.58

SITE IRRIGATION EFFICIENCY	SITE PLANT FACTOR	MAWA COMPLIANT
81.0%	0.21	YES

ETAF Calculations	
REGULAR LANDSCAPE AREAS	
TOTAL ETAF x AREA	131
TOTAL AREA	502
AVG. ETAF	26.17%

MAWA FORMULA

MAXIMUM APPLIED WATER ALLOWANCE (MAWA) GALLONS PER YEAR

MAWA = (ETo)(0.62)((LA x 0.55) + (0.45 x SLA))

ETo = REFERENCE EVAPOTRANSPIRATION
0.55= ET ADJUSTMENT FACTOR
LA=LANDSCAPED AREA (SQUARE FEET)
0.62 = CONVERSION FACTOR (GALLONS/SQ.FT/YR)

ETWU FORMULA

ESTIMATED TOTAL WATER USE (ETWU) GALLONS PER YEAR

ETWU= ((ETO)(.62)(ETAF x LA))

ETo = REFERENCE EVAPOTRANSPIRATION
PF = PLANT FACTOR FOR HYDROZONES
HA = HYDROZONE AREA (SQ.FT)
0.62 = CONVERSION FACTOR (GALLONS/SQ.FT/YR)

IE = IRRIGATION EFFICIENCY (0.81)-BUBBLER/DRIP
IE = IRRIGATION EFFICIENCY (0.75)-ROTORS/SPRAY

WATER EFFICIENT LANDSCAPE WORKSHEET

WATER TYPE	POTABLE
SITE ETO=	32.9

Carmel, CA

Plan 4 - NoSW

REGULAR LANDSCAPE AREAS

HYDROZONE #	HYDROZONE NAME	PLANT WATER USE TYPE	PLANT FACTOR (PF)	IRRIGATION METHOD	IRRIGATION EFFICIENCY (IE)	ETAF (PF/IE)	AREA (SQ. FT) (HA)	ETAF X AREA (HA)	ETWU (GAL/YR)	ACRE FEET/ YEAR	HCF/ YEAR	PERCENTAGE OF LANDSCAPE
B-1	SHRUBS	LOW	0.2	DRIP	0.81	0.25	434	107	2,186	0.007	2.92	96%
B-2	TREES	MOD	0.5	BUBBLER	0.81	0.62	20	12	252	0.001	0.34	4%
					TOTALS		454	120	2,438	0.01	3.26	100%

SPECIAL LANDSCAPE AREAS

HYDROZONE #	HYDROZONE NAME											
					1		0					0%
					TOTALS		0					0%

MAWA		
	GALLONS/YR	5,093
	ACRE FEET/YR	0.02
	HCF/YR	6.81

ETWU		
	GALLONS/YR	2,438
	ACRE FEET/YR	0.01
	HCF/YR	3.26

SITE IRRIGATION EFFICIENCY	SITE PLANT FACTOR	MAWA COMPLIANT
81.0%	0.21	YES

ETAF Calculations	
REGULAR LANDSCAPE AREAS	
TOTAL ETAF x AREA	120
TOTAL AREA	454
AVG. ETAF	26.32%

MAWA FORMULA

MAXIMUM APPLIED WATER ALLOWANCE (MAWA) GALLONS PER YEAR

MAWA = (ETo)(0.62)((LA x 0.55) + (0.45 x SLA))

ETo = REFERENCE EVAPOTRANSPIRATION
0.55= ET ADJUSTMENT FACTOR
LA=LANDSCAPED AREA (SQUARE FEET)
0.62 = CONVERSION FACTOR (GALLONS/SQ.FT/YR)

ETWU FORMULA

ESTIMATED TOTAL WATER USE (ETWU) GALLONS PER YEAR

ETWU= ((ETO)(.62)(ETAF x LA))

ETo = REFERENCE EVAPOTRANSPIRATION
PF = PLANT FACTOR FOR HYDROZONES
HA = HYDROZONE AREA (SQ.FT)
0.62 = CONVERSION FACTOR (GALLONS/SQ.FT/YR)

IE = IRRIGATION EFFICIENCY (0.81)-BUBBLER/DRIP
IE = IRRIGATION EFFICIENCY (0.75)-ROTORS/SPRAY

City Ventures

CARMEL
CITY VENTURES
26500 VAL VERDE DRIVE
CARMEL, CA. 93923

cbg

GATES +ASSOCIATES
LANDSCAPE ARCHITECTURE
LAND PLANNING / URBAN DESIGN
T 925.383.8411 www.dgates.com

HUNT HALE JONES

Architecture | Planning | Interiors
444 Spear Street, Suite 105
San Francisco, CA 94105
www.hunthalejones.com

t. 415-512-1300
f. 415-288-0288

TYPICAL IRRIGATION WELO CALCS

L-17

DATE: 04.01.26
PROJECT: 317093

WATER EFFICIENT LANDSCAPE WORKSHEET

WATER TYPE	POTABLE
SITE ETO=	32.9 Carmel, CA

Plan 2 SHARED DRIVE

REGULAR LANDSCAPE AREAS

HYDROZONE #	HYDROZONE NAME	PLANT WATER USE TYPE	PLANT FACTOR (PF)	IRRIGATION METHOD	IRRIGATION EFFICIENCY (IE)	ETAF (PF/IE)	AREA (SQ. FT) (HA)	ETAF X AREA (HA)	ETWU (GAL/YR)	ACRE FEET/ YEAR	HCF/ YEAR	PERCENTAGE OF LANDSCAPE
K-1	SHRUBS	LOW	0.2	DRIP	0.81	0.25	517	128	2,604	0.008	3.48	98%
K-2	TREES	MOD	0.5	BUBBLER	0.81	0.62	10	6	126	0.000	0.17	2%
						TOTALS	527	134	2,730	0.01	3.65	100%

SPECIAL LANDSCAPE AREAS

HYDROZONE #	HYDROZONE NAME											
					1		0					0%
					TOTALS		0					0%

MAWA		
	GALLONS/YR	5,912
	ACRE FEET/YR	0.02
	HCF/YR	7.90

ETWU		
	GALLONS/YR	2,730
	ACRE FEET/YR	0.01
	HCF/YR	3.65

SITE IRRIGATION EFFICIENCY	SITE PLANT FACTOR	MAWA COMPLIANT
81.0%	0.21	YES

ETAF Calculations	
REGULAR LANDSCAPE AREAS	
TOTAL ETAF x AREA	134
TOTAL AREA	527
AVG. ETAF	25.39%

MAWA FORMULA
MAXIMUM APPLIED WATER ALLOWANCE (MAWA) GALLONS PER YEAR
MAWA = (ETo)(0.62)[(LA x 0.55) + (0.45 x SLA)]

ETo = REFERENCE EVAPOTRANSPIRATION
0.55= ET ADJUSTMENT FACTOR
LA=LANDSCAPED AREA (SQUARE FEET)
0.62 = CONVERSION FACTOR (GALLONS/SQ.FT/YR)

ETWU FORMULA
ESTIMATED TOTAL WATER USE (ETWU) GALLONS PER YEAR
ETWU= ((ETO)(.62)(ETAF x LA))

ETo = REFERENCE EVAPOTRANSPIRATION
PF = PLANT FACTOR FOR HYDROZONES
HA = HYDROZONE AREA (SQ.FT)
0.62 = CONVERSION FACTOR (GALLONS/SQ.FT/YR)

IE = IRRIGATION EFFICIENCY (0.81)-BUBBLER/DRIP
IE = IRRIGATION EFFICIENCY (0.75)-ROTORS/SPRAY

WATER EFFICIENT LANDSCAPE WORKSHEET

WATER TYPE	POTABLE
SITE ETO=	32.9 Carmel, CA

Plan 1

REGULAR LANDSCAPE AREAS

HYDROZONE #	HYDROZONE NAME	PLANT WATER USE TYPE	PLANT FACTOR (PF)	IRRIGATION METHOD	IRRIGATION EFFICIENCY (IE)	ETAF (PF/IE)	AREA (SQ. FT) (HA)	ETAF X AREA (HA)	ETWU (GAL/YR)	ACRE FEET/ YEAR	HCF/ YEAR	PERCENTAGE OF LANDSCAPE
I-1	SHRUBS	LOW	0.2	DRIP	0.81	0.25	420	104	2,115	0.008	2.83	95%
I-2	TREES	MOD	0.5	BUBBLER	0.81	0.62	20	12	252	0.001	0.34	5%
						TOTALS	440	116	2,367	0.01	3.16	100%

SPECIAL LANDSCAPE AREAS

HYDROZONE #	HYDROZONE NAME											
					1		0					0%
					TOTALS		0					0%

MAWA		
	GALLONS/YR	4,936
	ACRE FEET/YR	0.02
	HCF/YR	6.60

ETWU		
	GALLONS/YR	2,367
	ACRE FEET/YR	0.01
	HCF/YR	3.16

SITE IRRIGATION EFFICIENCY	SITE PLANT FACTOR	MAWA COMPLIANT
81.0%	0.21	YES

ETAF Calculations	
REGULAR LANDSCAPE AREAS	
TOTAL ETAF x AREA	116
TOTAL AREA	440
AVG. ETAF	26.37%

MAWA FORMULA
MAXIMUM APPLIED WATER ALLOWANCE (MAWA) GALLONS PER YEAR
MAWA = (ETo)(0.62)[(LA x 0.55) + (0.45 x SLA)]

ETo = REFERENCE EVAPOTRANSPIRATION
0.55= ET ADJUSTMENT FACTOR
LA=LANDSCAPED AREA (SQUARE FEET)
0.62 = CONVERSION FACTOR (GALLONS/SQ.FT/YR)

ETWU FORMULA
ESTIMATED TOTAL WATER USE (ETWU) GALLONS PER YEAR
ETWU= ((ETO)(.62)(ETAF x LA))

ETo = REFERENCE EVAPOTRANSPIRATION
PF = PLANT FACTOR FOR HYDROZONES
HA = HYDROZONE AREA (SQ.FT)
0.62 = CONVERSION FACTOR (GALLONS/SQ.FT/YR)

IE = IRRIGATION EFFICIENCY (0.81)-BUBBLER/DRIP
IE = IRRIGATION EFFICIENCY (0.75)-ROTORS/SPRAY

WATER EFFICIENT LANDSCAPE WORKSHEET

WATER TYPE	POTABLE
SITE ETO=	32.9 Carmel, CA

Plan 3

REGULAR LANDSCAPE AREAS

HYDROZONE #	HYDROZONE NAME	PLANT WATER USE TYPE	PLANT FACTOR (PF)	IRRIGATION METHOD	IRRIGATION EFFICIENCY (IE)	ETAF (PF/IE)	AREA (SQ. FT) (HA)	ETAF X AREA (HA)	ETWU (GAL/YR)	ACRE FEET/ YEAR	HCF/ YEAR	PERCENTAGE OF LANDSCAPE
G-1	SHRUBS	LOW	0.2	DRIP	0.81	0.25	439	108	2,211	0.007	2.96	96%
G-2	TREES	MOD	0.5	BUBBLER	0.81	0.62	20	12	252	0.001	0.34	4%
						TOTALS	459	121	2,463	0.01	3.29	100%

SPECIAL LANDSCAPE AREAS

HYDROZONE #	HYDROZONE NAME											
					1		0					0%
					TOTALS		0					0%

MAWA		
	GALLONS/YR	5,149
	ACRE FEET/YR	0.02
	HCF/YR	6.88

ETWU		
	GALLONS/YR	2,463
	ACRE FEET/YR	0.01
	HCF/YR	3.29

SITE IRRIGATION EFFICIENCY	SITE PLANT FACTOR	MAWA COMPLIANT
81.0%	0.21	YES

ETAF Calculations	
REGULAR LANDSCAPE AREAS	
TOTAL ETAF x AREA	121
TOTAL AREA	459
AVG. ETAF	26.31%

MAWA FORMULA
MAXIMUM APPLIED WATER ALLOWANCE (MAWA) GALLONS PER YEAR
MAWA = (ETo)(0.62)[(LA x 0.55) + (0.45 x SLA)]

ETo = REFERENCE EVAPOTRANSPIRATION
0.55= ET ADJUSTMENT FACTOR
LA=LANDSCAPED AREA (SQUARE FEET)
0.62 = CONVERSION FACTOR (GALLONS/SQ.FT/YR)

ETWU FORMULA
ESTIMATED TOTAL WATER USE (ETWU) GALLONS PER YEAR
ETWU= ((ETO)(.62)(ETAF x LA))

ETo = REFERENCE EVAPOTRANSPIRATION
PF = PLANT FACTOR FOR HYDROZONES
HA = HYDROZONE AREA (SQ.FT)
0.62 = CONVERSION FACTOR (GALLONS/SQ.FT/YR)

IE = IRRIGATION EFFICIENCY (0.81)-BUBBLER/DRIP
IE = IRRIGATION EFFICIENCY (0.75)-ROTORS/SPRAY

WATER EFFICIENT LANDSCAPE WORKSHEET

WATER TYPE	POTABLE
SITE ETO=	32.9 Carmel, CA

Plan 1 SHARED DRIVE

REGULAR LANDSCAPE AREAS

HYDROZONE #	HYDROZONE NAME	PLANT WATER USE TYPE	PLANT FACTOR (PF)	IRRIGATION METHOD	IRRIGATION EFFICIENCY (IE)	ETAF (PF/IE)	AREA (SQ. FT) (HA)	ETAF X AREA (HA)	ETWU (GAL/YR)	ACRE FEET/ YEAR	HCF/ YEAR	PERCENTAGE OF LANDSCAPE
L-1	SHRUBS	LOW	0.2	DRIP	0.81	0.25	451	111	2,271	0.007	3.04	34%
L-2	SHRUBS	LOW	0.2	DRIP	0.81	0.25	826	204	4,160	0.013	5.56	63%
L-3	TREES	MOD	0.5	BUBBLER	0.81	0.62	40	25	504	0.002	0.67	3%
						TOTALS	1,317	340	6,935	0.02	9.27	100%

SPECIAL LANDSCAPE AREAS

HYDROZONE #	HYDROZONE NAME											
					1		0					0%
					TOTALS		0					0%

MAWA		
	GALLONS/YR	14,775
	ACRE FEET/YR	0.05
	HCF/YR	19.75

ETWU		
	GALLONS/YR	6,935
	ACRE FEET/YR	0.02
	HCF/YR	9.27

SITE IRRIGATION EFFICIENCY	SITE PLANT FACTOR	MAWA COMPLIANT
81.0%	0.21	YES

ETAF Calculations	
REGULAR LANDSCAPE AREAS	
TOTAL ETAF x AREA	340
TOTAL AREA	1,317

MAWA FORMULA
MAXIMUM APPLIED WATER ALLOWANCE (MAWA) GALLONS PER YEAR
MAWA = (ETo)(0.62)[(LA x 0.55) + (0.45 x SLA)]

ETo = REFERENCE EVAPOTRANSPIRATION
0.55= ET ADJUSTMENT FACTOR
LA=LANDSCAPED AREA (SQUARE FEET)
0.62 = CONVERSION FACTOR (GALLONS/SQ.FT/YR)

ETWU FORMULA
ESTIMATED TOTAL WATER USE (ETWU) GALLONS PER YEAR
ETWU= ((ETO)(.62)(ETAF x LA))

ETo = REFERENCE EVAPOTRANSPIRATION
PF = PLANT FACTOR FOR HYDROZONES
HA = HYDROZONE AREA (SQ.FT)
0.62 = CONVERSION FACTOR (GALLONS/SQ.FT/YR)

IE = IRRIGATION EFFICIENCY (0.81)-BUBBLER/DRIP
IE = IRRIGATION EFFICIENCY (0.75)-ROTORS/SPRAY

WATER EFFICIENT LANDSCAPE WORKSHEET

WATER TYPE	POTABLE
SITE ETO=	32.9 Carmel, CA

Plan 3 SHARED DRIVE

REGULAR LANDSCAPE AREAS

HYDROZONE #	HYDROZONE NAME	PLANT WATER USE TYPE	PLANT FACTOR (PF)	IRRIGATION METHOD	IRRIGATION EFFICIENCY (IE)	ETAF (PF/IE)	AREA (SQ. FT) (HA)	ETAF X AREA (HA)	ETWU (GAL/YR)	ACRE FEET/ YEAR	HCF/ YEAR	PERCENTAGE OF LANDSCAPE
J-1	SHRUBS	LOW	0.2	DRIP	0.81	0.25	551	136	2,775	0.009	3.71	96%
J-2	TREES	MOD	0.5	BUBBLER	0.81	0.62	20	12	252	0.001	0.34	4%
						TOTALS	571	148	3,027	0.01	4.05	100%

SPECIAL LANDSCAPE AREAS

HYDROZONE #	HYDROZONE NAME											
					1		0					0%
					TOTALS		0					0%

MAWA		
	GALLONS/YR	6,486
	ACRE FEET/YR	0.02
	HCF/YR	8.56

ETWU		
	GALLONS/YR	3,027
	ACRE FEET/YR	0.01
	HCF/YR	4.05

SITE IRRIGATION EFFICIENCY	SITE PLANT FACTOR	MAWA COMPLIANT
81.0%	0.21	YES

ETAF Calculations	
REGULAR LANDSCAPE AREAS	
TOTAL ETAF x AREA	148
TOTAL AREA	571
AVG. ETAF	25.99%

MAWA FORMULA
MAXIMUM APPLIED WATER ALLOWANCE (MAWA) GALLONS PER YEAR
MAWA = (ETo)(0.62)[(LA x 0.55) + (0.45 x SLA)]

ETo = REFERENCE EVAPOTRANSPIRATION
0.55= ET ADJUSTMENT FACTOR
LA=LANDSCAPED AREA (SQUARE FEET)
0.62 = CONVERSION FACTOR (GALLONS/SQ.FT/YR)

ETWU FORMULA
ESTIMATED TOTAL WATER USE (ETWU) GALLONS PER YEAR
ETWU= ((ETO)(.62)(ETAF x LA))

ETo = REFERENCE EVAPOTRANSPIRATION
PF = PLANT FACTOR FOR HYDROZONES
HA = HYDROZONE AREA (SQ.FT)
0.62 = CONVERSION FACTOR (GALLONS/SQ.FT/YR)

IE = IRRIGATION EFFICIENCY (0.81)-BUBBLER/DRIP
IE = IRRIGATION EFFICIENCY (0.75)-ROTORS/SPRAY

WATER EFFICIENT LANDSCAPE WORKSHEET

WATER TYPE	POTABLE
SITE ETO=	32.9 Carmel, CA

Plan 2

REGULAR LANDSCAPE AREAS

HYDROZONE #	HYDROZONE NAME	PLANT WATER USE TYPE	PLANT FACTOR (PF)	IRRIGATION METHOD	IRRIGATION EFFICIENCY (IE)	ETAF (PF/IE)	AREA (SQ. FT) (HA)	ETAF X AREA (HA)	ETWU (GAL/YR)	ACRE FEET/ YEAR	HCF/ YEAR	PERCENTAGE OF LANDSCAPE
H-1	SHRUBS	LOW	0.2	DRIP	0.81	0.25	420	104	2,115	0.008	2.83	95%
H-2	TREES	MOD	0.5	BUBBLER	0.81	0.62	20	12	252	0.001	0.34	5%
						TOTALS	440	116	2,367	0.01	3.16	100%

SPECIAL LANDSCAPE AREAS

HYDROZONE #	HYDROZONE NAME											
					1		0					0%
					TOTALS		0					0%

MAWA		
	GALLONS/YR	4,936
	ACRE FEET/YR	0.02
	HCF/YR	6.60

ETWU		
	GALLONS/YR	2,367
	ACRE FEET/YR	0.01
	HCF/YR	3.16

SITE IRRIGATION EFFICIENCY	SITE PLANT FACTOR	MAWA COMPLIANT
81.0%	0.21	YES

ETAF Calculations	
REGULAR LANDSCAPE AREAS	
TOTAL ETAF x AREA	116
TOTAL AREA	440
AVG. ETAF	26.37%

MAWA FORMULA
MAXIMUM APPLIED WATER ALLOWANCE (MAWA) GALLONS PER YEAR
MAWA = (ETo)(0.62)[(LA x 0.55) + (0.45 x SLA)]

ETo = REFERENCE EVAPOTRANSPIRATION
0.55= ET ADJUSTMENT FACTOR
LA=LANDSCAPED AREA (SQUARE FEET)
0.62 = CONVERSION FACTOR (GALLONS/SQ.FT/YR)

ETWU FORMULA
ESTIMATED TOTAL WATER USE (ETWU) GALLONS PER YEAR
ETWU= ((ETO)(.62)(ETAF x LA))

ETo = REFERENCE EVAPOTRANSPIRATION
PF = PLANT FACTOR FOR HYDROZONES
HA = HYDROZONE AREA (SQ.FT)
0.62 = CONVERSION FACTOR (GALLONS/SQ.FT/YR)

IE = IRRIGATION EFFICIENCY (0.81)-BUBBLER/DRIP
IE = IRRIGATION EFFICIENCY (0.75)-ROTORS/SPRAY

City Ventures

CARMEL
CITY VENTURES
26500 VAL VERDE DRIVE
CARMEL, CA. 93923

cbg

GATES +ASSOCIATES
LANDSCAPE ARCHITECTURE
LAND PLANNING - URBAN DESIGN

HUNT HALE JONES

Architecture | Planning | Interiors

444 Spear Street, Suite 105
San Francisco, CA 94105
www.hunthalejones.com

t. 415-512-1300
f. 415-288-0288

TYPICAL IRRIGATION WELO CALCS

L-18

DATE: 04.01.26
PROJECT: 317093

WATER EFFICIENT LANDSCAPE WORKSHEET

WATER TYPE	POTABLE
SITE ETo=	32.9 Carmel, CA

COMMON OS

REGULAR LANDSCAPE AREAS

HYDROZONE #	HYDROZONE NAME	PLANT WATER USE TYPE	PLANT FACTOR (PF)	IRRIGATION METHOD	IRRIGATION EFFICIENCY (IE)	ETAF (PF/IE)	AREA (SQ. FT) (HA)	ETAF X AREA (HA)	ETWU (GAL/YR)	ACRE FEET/ YEAR	HCF/ YEAR	PERCENTAGE OF LANDSCAPE
COS-1	TREES	MOD	0.5	BUBBLER	0.81	0.62	60	37	755	0.002	1.01	0%
COS-2	SHRUBS	LOW	0.2	DRIP	0.81	0.25	1,976	488	9,952	0.031	13.31	3%
COS-3	TREES	MOD	0.5	BUBBLER	0.81	0.62	80	49	1,007	0.003	1.35	0%
COS-4	SHRUBS	LOW	0.2	DRIP	0.81	0.25	2,119	523	10,672	0.033	14.27	3%
COS-5	TREES	MOD	0.5	BUBBLER	0.81	0.62	80	49	1,007	0.003	1.35	0%
COS-6	SHRUBS	LOW	0.2	DRIP	0.81	0.25	2,119	523	10,672	0.033	14.27	3%
COS-7	TREES	MOD	0.5	BUBBLER	0.81	0.62	50	31	630	0.002	0.84	0%
COS-8	SHRUBS	MOD	0.5	DRIP	0.81	0.62	1,834	1,132	23,093	0.071	30.87	3%
COS-9	SHRUBS	LOW	0.2	DRIP	0.81	0.25	1,849	457	9,313	0.029	12.45	3%
COS-10	SHRUBS	LOW	0.2	DRIP	0.81	0.25	1,890	467	9,519	0.029	12.73	3%
COS-11	SHRUBS	LOW	0.2	DRIP	0.81	0.25	442	109	2,226	0.007	2.98	1%
COS-12	SHRUBS	LOW	0.2	DRIP	0.81	0.25	3,061	756	15,417	0.047	20.61	4%
COS-13	SHRUBS	LOW	0.2	DRIP	0.81	0.25	3,181	785	16,021	0.049	21.42	4%
COS-14	SHRUBS	LOW	0.2	DRIP	0.81	0.25	934	231	4,704	0.014	6.29	1%
COS-15	SHRUBS	LOW	0.2	DRIP	0.81	0.25	4,555	1,125	22,941	0.070	30.67	6%
COS-16	SHRUBS	MOD	0.2	DRIP	0.81	0.25	7,007	1,730	35,291	0.108	47.18	10%
COS-17	SHRUBS	LOW	0.2	DRIP	0.81	0.25	3,786	935	19,066	0.059	25.49	5%
COS-18	TREES	MOD	0.5	BUBBLER	0.81	0.62	50	31	630	0.002	0.84	0%
COS-19	SHRUBS	LOW	0.2	DRIP	0.81	0.25	3,213	793	16,182	0.050	21.63	4%
COS-20	SHRUBS	LOW	0.2	DRIP	0.81	0.25	2,600	642	13,095	0.040	17.51	4%
COS-21	TREES	MOD	0.5	BUBBLER	0.81	0.62	70	43	881	0.003	1.18	0%
COS-22	SHRUBS	LOW	0.2	DRIP	0.81	0.25	1,621	400	8,164	0.025	10.91	2%
COS-23	SHRUBS	LOW	0.2	DRIP	0.81	0.25	4,251	1,050	21,410	0.066	28.62	6%
COS-24	TREES	MOD	0.5	BUBBLER	0.81	0.62	100	62	1,259	0.004	1.68	0%
COS-25	SHRUBS	LOW	0.2	DRIP	0.81	0.25	1,043	258	5,253	0.016	7.02	1%
COS-26	SHRUBS	LOW	0.2	DRIP	0.81	0.25	4,151	1,025	20,907	0.064	27.95	6%
COS-27	SHRUBS	LOW	0.2	DRIP	0.81	0.25	3,104	766	15,633	0.048	20.90	4%
COS-28	TREES	MOD	0.5	BUBBLER	0.81	0.62	160	99	2,015	0.006	2.69	0%
COS-29	SHRUBS	LOW	0.2	DRIP	0.81	0.25	5,092	1,257	25,646	0.079	34.29	7%
COS-30	SHRUBS	LOW	0.2	DRIP	0.81	0.25	5,096	1,259	25,676	0.079	34.33	7%
COS-31	SHRUBS	LOW	0.2	DRIP	0.81	0.25	3,386	838	17,114	0.053	22.88	5%
COS-32	SHRUBS	MOD	0.2	DRIP	0.81	0.25	2,532	625	12,753	0.039	17.05	3%
COS-33	SHRUBS	MOD	0.2	DRIP	0.81	1.48	1,050	1,556	31,730	0.097	42.42	1%
					TOTALS		72,556	20,131	410,639	1.26	548.98	100%

SPECIAL LANDSCAPE AREAS

HYDROZONE #	HYDROZONE NAME										
				TOTALS		0					0%

MAWA		
	GALLONS/YR	813,999
	ACRE FEET/YR	2.50
	HCF/YR	1,089.23

ETWU		
	GALLONS/YR	410,639
	ACRE FEET/YR	1.26
	HCF/YR	548.98

SITE IRRIGATION EFFICIENCY	SITE PLANT FACTOR	MAWA COMPLIANT
81.0%	0.22	YES

ETAF Calculations	
REGULAR LANDSCAPE AREAS	
TOTAL ETAF x AREA	20,131
TOTAL AREA	72,556
AVG. ETAF	27.75%

MAWA FORMULA

MAXIMUM APPLIED WATER ALLOWANCE (MAWA) GALLONS PER YEAR

MAWA = (ETo)(0.62)((LA x 0.55) + (0.45 x SLA))

ETo = REFERENCE EVAPOTRANSPIRATION
0.55= ET ADJUSTMENT FACTOR
LA=LANDSCAPED AREA (SQUARE FEET)
0.62 = CONVERSION FACTOR (GALLONS/SQ.FT/YR)

ETWU FORMULA

ESTIMATED TOTAL WATER USE (ETWU) GALLONS PER YEAR

ETWU= ((ETO)(.62)(ETAF x LA))

ETo = REFERENCE EVAPOTRANSPIRATION
PF = PLANT FACTOR FOR HYDROZONES
HA = HYDROZONE AREA (SQ.FT.)
0.62 = CONVERSION FACTOR (GALLONS/SQ.FT/YR)

IE = IRRIGATION EFFICIENCY (0.81)-BUBBLER/DRIP
IE = IRRIGATION EFFICIENCY (0.75)-ROTORS/SPRAY

WATER EFFICIENT LANDSCAPE WORKSHEET

WATER TYPE	POTABLE
SITE ETo=	32.9 Carmel, CA

BMR

REGULAR LANDSCAPE AREAS

HYDROZONE #	HYDROZONE NAME	PLANT WATER USE TYPE	PLANT FACTOR (PF)	IRRIGATION METHOD	IRRIGATION EFFICIENCY (IE)	ETAF (PF/IE)	AREA (SQ. FT) (HA)	ETAF X AREA (HA)	ETWU (GAL/YR)	ACRE FEET/ YEAR	HCF/ YEAR	PERCENTAGE OF LANDSCAPE
BMR-1	TREES	MOD	0.5	BUBBLER	0.81	0.62	70	43	881	0.003	1.18	1%
BMR-2	SHRUBS	LOW	0.2	DRIP	0.81	0.25	834	206	4,200	0.013	5.62	9%
BMR-3	SHRUBS	LOW	0.2	DRIP	0.81	0.25	1,567	387	7,892	0.024	10.55	16%
BMR-4	TREES	MOD	0.5	BUBBLER	0.81	0.62	140	86	1,763	0.005	2.36	1%
BMR-5	SHRUBS	LOW	0.2	DRIP	0.81	0.25	1,976	488	9,952	0.031	13.31	20%
BMR-6	SHRUBS	LOW	0.2	DRIP	0.81	0.25	1,427	352	7,187	0.022	9.61	15%
BMR-7	SHRUBS	LOW	0.2	DRIP	0.81	0.25	1,023	253	5,152	0.016	6.89	11%
BMR-8	TREES	MOD	0.5	BUBBLER	0.81	0.62	90	56	1,133	0.003	1.52	1%
BMR-9	TREES	MOD	0.2	DRIP	0.81	0.25	2,550	630	12,843	0.039	17.17	26%
					TOTALS		9,677	2,500	51,005	0.16	68.19	100%

SPECIAL LANDSCAPE AREAS

HYDROZONE #	HYDROZONE NAME										
				1		0					0%
				TOTALS		0					0%

MAWA		
	GALLONS/YR	108,565
	ACRE FEET/YR	0.33
	HCF/YR	145.14

ETWU		
	GALLONS/YR	51,005
	ACRE FEET/YR	0.16
	HCF/YR	68.19

SITE IRRIGATION EFFICIENCY	SITE PLANT FACTOR	MAWA COMPLIANT
81.0%	0.21	YES

ETAF Calculations	
REGULAR LANDSCAPE AREAS	
TOTAL ETAF x AREA	2,500
TOTAL AREA	9,677
AVG. ETAF	25.84%

MAWA FORMULA

MAXIMUM APPLIED WATER ALLOWANCE (MAWA) GALLONS PER YEAR

MAWA = (ETo)(0.62)((LA x 0.55) + (0.45 x SLA))

ETo = REFERENCE EVAPOTRANSPIRATION
0.55= ET ADJUSTMENT FACTOR
LA=LANDSCAPED AREA (SQUARE FEET)
0.62 = CONVERSION FACTOR (GALLONS/SQ.FT/YR)

ETWU FORMULA

ESTIMATED TOTAL WATER USE (ETWU) GALLONS PER YEAR

ETWU= ((ETO)(.62)(ETAF x LA))

ETo = REFERENCE EVAPOTRANSPIRATION
PF = PLANT FACTOR FOR HYDROZONES
HA = HYDROZONE AREA (SQ.FT.)
0.62 = CONVERSION FACTOR (GALLONS/SQ.FT/YR)

IE = IRRIGATION EFFICIENCY (0.81)-BUBBLER/DRIP
IE = IRRIGATION EFFICIENCY (0.75)-ROTORS/SPRAY

City Ventures

CARMEL
CITY VENTURES
26500 VAL VERDE DRIVE
CARMEL, CA. 93923

cbg

GATES +ASSOCIATES
LANDSCAPE ARCHITECTURE
LAND PLANNING · URBAN DESIGN

HUNT HALE JONES

Architecture | Planning | Interiors

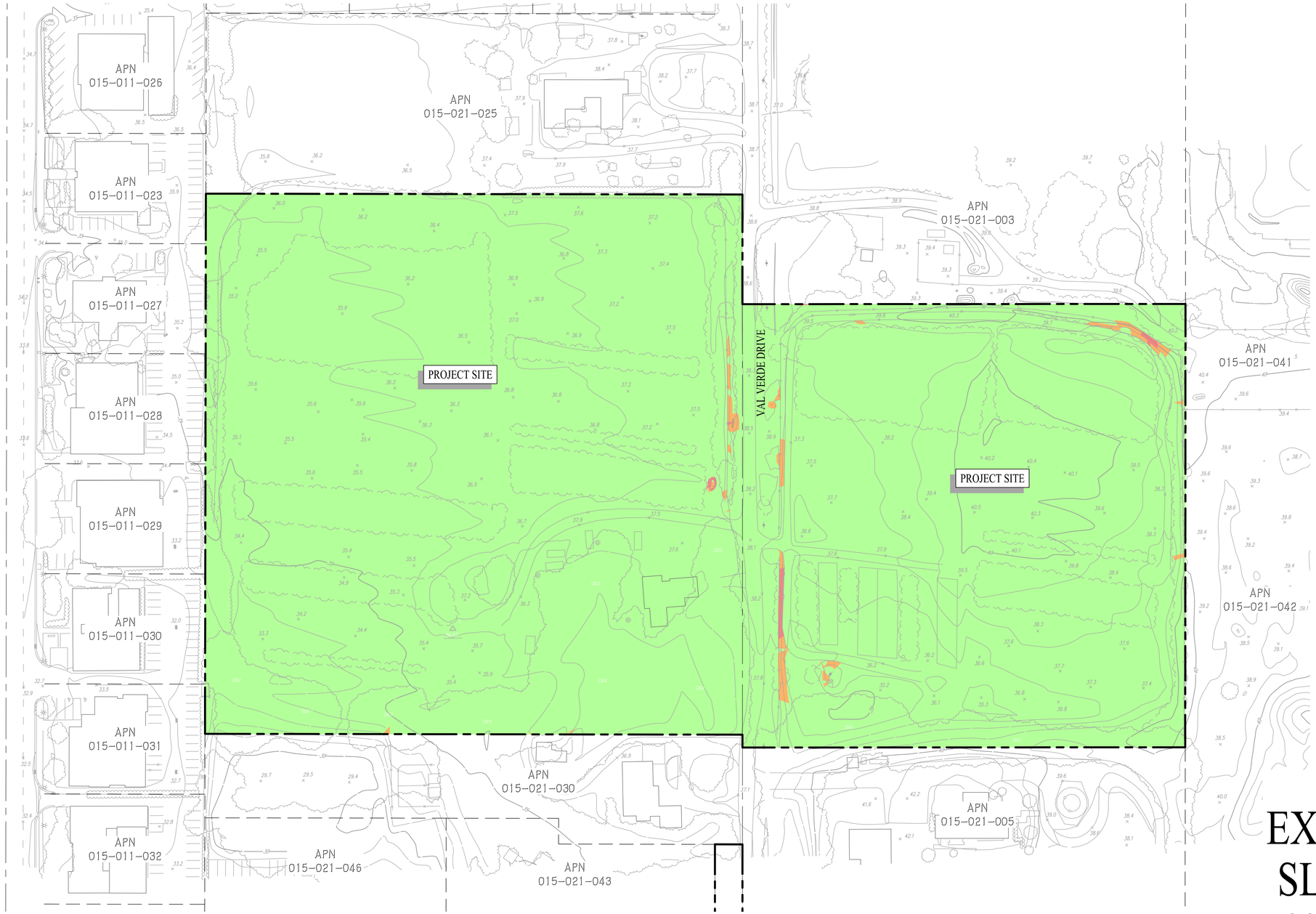
444 Spear Street, Suite 105
San Francisco, CA 94105
www.hunthalejones.com

t. 415-512-1300
f. 415-288-0288

COMMON OPEN SPACE WELO CALCS

L-19

DATE: 04.01.26
PROJECT: 317093



EXISTING GRADES SLOPE ANALYSIS

26500 VAL VERDE DRIVE

MONTEREY COUNTY CALIFORNIA

SCALE: 1"=60' DATE: JANUARY 2025

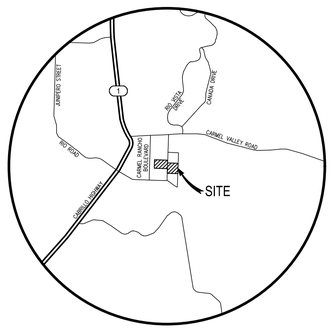
EXISTING SITE SLOPES TABLE				
NUMBER	MINIMUM SLOPE	MAXIMUM SLOPE	AREA (AC)	COLOR
1	0%	19.9%	13.2±	
2	20%	29.9%	0.1±	
3	30%	100%	0.0±	

0 60 120 180

cbg
CIVIL ENGINEERS ▪ SURVEYORS ▪ PLANNERS
SAN RAMON ▪ (925) 866-0322
ROSEVILLE ▪ (916) 788-4456
WWW.CBANDG.COM

H:\3924-000\ACAD\CIVIL 3D\3924-000_SLOPE ANALYSIS.DWG





VICINITY MAP
NOT TO SCALE

HAUL ROUTE NOTE:

THE PROJECT SHALL ONLY BE ACCESSED VIA VAL VERDE DRIVE TO THE SOUTH OF THE PROJECT SITE. NO CONSTRUCTION TRAFFIC SHALL OCCUR ON VAL VERDE DRIVE NORTH OF THE PROJECT SITE BETWEEN THE PROJECT BOUNDARY AND CARMEL VALLEY ROAD.

THE PROPOSED HAUL ROUTE SHALL UTILIZE RIO ROAD BETWEEN THE PROJECT SITE AND HIGHWAY 1.

PRELIMINARY CONSTRUCTION MANAGEMENT PLAN

CARMEL

MONTEREY COUNTY CALIFORNIA

SCALE: 1"=150' DATE: NOVEMBER 2024

0 150 300 450

cbg CIVIL ENGINEERS ▪ SURVEYORS ▪ PLANNERS
SAN RAMON ▪ (925) 866-0322
ROSEVILLE ▪ (916) 788-4456
WWW.CBANDG.COM

H:\3924-000\ACAD\EXHIBITS\XB-CONSTRUCTION MANAGEMENT PLAN.DWG

This page intentionally left blank

Exhibit C

This page intentionally left blank.

County of Monterey
State of California

MITIGATED NEGATIVE DECLARATION

FILED
FEB 24 2026
XOCHITL MARINA CAMACHO
MONTEREY COUNTY CLERK
_____DEPUTY

Project Title:	Carmel Rio Road LLC
File Number:	PLN240105-DEP
Owner:	Carmel Rio Road LLC
Project Location:	26500 & 26550 Val Verde Drive, Carmel
APNs:	015-021-015-000, 015-021-004-000, 015-021-020-000, 015-021-021-000 & 015-021-049-000
Project Planner:	Joseph Alameda
Permit Type:	Combined Development Permit
Project Description:	Combined Development Permit submitted pursuant to Senate Bill 330 consisting of 1) a Vesting Tentative Map to subdivide four parcels containing 12.5 acres into 60 residential lots; 2) an Administrative Permit to allow the construction of 59 single family dwelling ranging between 2,790 and 3,930 and 15 1,026 square foot townhomes; 3) Design Approval to allow use of four conceptual single-family residential floor plans and one townhouse floor plan, offered in two architectural styles: Spanish Colonial and Renaissance, 4) Use Permit to allow development within the Carmel Valley Floodplain; and 5) Use Permit to allow development on slopes in excess of 25%.+

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.

Decision Making Body:	Planning Commission
Responsible Agency:	County of Monterey
Review Period Begins:	February 23, 2026
Review Period Ends:	March 25, 2026

Further information, including a copy of the application and Initial Study is available at the County of Monterey Housing & Community Development Department, 1441 Schilling Place South, 2nd Floor, Salinas, CA 93901/(831) 755-5025

COUNTY OF MONTEREY
HOUSING AND COMMUNITY DEVELOPMENT

Planning – Building – Housing
1441 Schilling Place, South 2nd Floor
Salinas, California 93901-4527
(831) 755-5025

NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DELCARATION
MONTEREY COUNTY PLANNING COMMISSION

NOTICE IS HEREBY GIVEN that Monterey County Housing & Community Development has prepared a draft Mitigated Negative Declaration, pursuant to the requirements of CEQA, for a Combined Development Permit (Carmel Rio Road LLC, File Number PLN240105-DEP) at 26500 & 26550 Val Verde Drive, Carmel (Assessor's Parcel Number 015-021-004-000, 015-021-015-000, 015-021-020-000, 015-021-021-000 and 015-021-049-000) (see description below).

The Mitigated Negative Declaration and Initial Study, as well as referenced documents, are available for review at Monterey County Housing & Community Development – Planning, 1441 Schilling Pl South 2nd Floor, Salinas, California. The Mitigated Negative Declaration and Initial Study are also available for review in an electronic format by following the instructions at the following link: https://www.countyofmonterey.gov/government/departments-a-h/housing-community-development/planning-services/current-planning/general-info/recent-environmental-documents .

The Planning Commission will consider this proposal at a future meeting date in the Monterey County Board of Supervisors Chambers, 168 West Alisal St, Salinas, California. Written comments on this Mitigated Negative Declaration will be accepted from **February 23, 2026** to **March 25, 2026**. Comments can also be made during the public hearing.

Project Description: Combined Development Permit submitted pursuant to Senate Bill 330 consisting of 1) a Vesting Tentative Map to subdivide four parcels containing 12.5 acres into 60 residential lots; 2) an Administrative Permit to allow the construction of 59 single family dwelling ranging between 2,790 and 3,930 and 15 1,026 square foot townhomes; 3) Design Approval to allow use of four conceptual single-family residential floor plans and one townhouse floor plan, offered in two architectural styles: Spanish Colonial and Renaissance, 4) Use Permit to allow development within the Carmel Valley Floodplain; and 5) Use Permit to allow development on slopes in excess of 25%.

We welcome your comments during the 30-day public review period. You may submit your comments in hard copy to the name and address above. The Agency also accepts comments via e-mail or facsimile but requests that you follow these instructions to ensure that the Agency has received your comments. To submit your comments by e-mail, please send a complete document including all attachments to:

CEQAcomments@countyofmonterey.gov

An e-mailed document should contain the name of the person or entity submitting the comments and contact information such as phone number, mailing address and/or e-mail address and include any and all attachments referenced in the e-mail. To ensure a complete and accurate record, we request that you also provide a follow-

up hard copy to the name and address listed above. If you do not wish to send a follow-up hard copy, then please send a second e-mail requesting confirmation of receipt of comments with enough information to confirm that the entire document was received. If you do not receive e-mail confirmation of receipt of comments, then please submit a hard copy of your comments to ensure inclusion in the environmental record or contact the Agency to ensure the Agency has received your comments.

Facsimile (fax) copies will be accepted with a cover page describing the extent (e.g. number of pages) being transmitted. A faxed document must contain a signature and all attachments referenced therein. Faxed document should be sent to the contact noted above at **(831) 757-9516**. To ensure a complete and accurate record, we request that you also provide a follow-up hard copy to the name and address listed above. If you do not wish to send a follow-up hard copy, then please contact the Agency to confirm that the entire document was received.

For reviewing agencies: Housing & Community Development requests that you review the enclosed materials and provide any appropriate comments related to your agency's area of responsibility. The space below may be used to indicate that your agency has no comments or to state brief comments. In compliance with Section 15097 of the CEQA Guidelines, please provide a draft mitigation monitoring or reporting program for mitigation measures proposed by your agency. This program should include specific performance objectives for mitigation measures identified (CEQA Section 21081.6(c)). Also inform this Agency if a fee needs to be collected in order to fund the mitigation monitoring or reporting by your agency and how that language should be incorporated into the mitigation measure.

All written comments on the Initial Study should be addressed to:

County of Monterey
Housing & Community Development
Attn: **Joseph Alameda**
1441 Schilling Pl South 2nd Floor
Salinas, CA 93901

Re: Carmel Rio Road LLC; File Number PLN240105-DEP

From: Agency Name: _____

Contact Person: _____

Phone Number: _____

___ No Comments provided

___ Comments noted below

___ Comments provided in separate letter

COMMENTS: _____

_____

_____

DISTRIBUTION

1. State Clearinghouse (1 copy of the Executive Summary & Notice of Completion)
2. County Clerk's Office
3. CalTrans District 5 (San Luis Obispo office)
4. California Coastal Commission
5. Association of Monterey Bay Area Governments
6. Monterey Bay Air Resources District
7. California Department of Fish & Wildlife, Region 4, Renee Robison
8. Louise Miranda-Ramirez, C/O Ohlone/Costanoan-Esselen Nation
9. California American Water Company
10. City of Carmel-By-The-Sea
11. Cypress Fire Protection District C/O Pebble Beach Community Services District
12. Carmel Unified High School District
13. Carmel Unified Elementary School District
14. Pacific Gas & Electric
15. AT&T
16. Monterey County Agricultural Commissioner
17. Monterey County Water Resources Agency
18. Monterey County HCD-Engineering Services
19. Monterey County HCD-Environmental Services
20. Monterey County Public Works, Facilities & Parks
21. Monterey County Environmental Health Bureau
22. Monterey County Sheriff's Office
23. Carmel Rio Road LLC, Owner
24. Pamela Nieting, Agent
25. The Open Monterey Project
26. LandWatch Monterey County
27. Property Owners & Occupants within 300 feet (**Notice of Intent only**)

Distribution by e-mail only (Notice of Intent only):

28. U.S. Army Corps of Engineers (cespn-pa2@usace.army.mil)
29. Juan Barboza (jbarboza@nccrc.org)
30. Molly Erickson (Erickson@stamplaw.us)
31. Margaret Robbins (MM_Robbins@comcast.net)
32. Michael Weaver (michaelrweaver@mac.com)
33. Monterey/Santa Cruz Building & Construction (caseyv@smw104.org)
34. Garry Hofer (garry.hofer@amwater.com)
35. Jack Wang (Jack.Wang@amwater.com)
36. Jeana Arnold (jeana.arnold@pge.com)
37. Louise Miranda-Ramirez (Ramirez.louise@yahoo.com)
38. Mimi Sheridan (mimisheridan@msn.com)
39. California Department of Fish & Wildlife (r4ceqa@wildlife.ca.gov)
40. Michael Lozeau C/O Lozeau Drury LLP (michael@lozeaudrury.com)
41. Juliana Lopez C/O Lozeau Drury LLP (juliana@lozeaudrury.com)
42. California Department of Fish & Wildlife, Marine Region (r7ceqa@wildlife.ca.gov)

Revised 5/7/25

COUNTY OF MONTEREY

HOUSING AND COMMUNITY DEVELOPMENT

Planning – Building – Housing
1441 Schilling Place, South 2nd Floor
Salinas, California 93901-4527
(831) 755-5025

INITIAL STUDY

BACKGROUND INFORMATION

Project Title:	Carmel Rio Road LLC
File No.:	PLN240105-DEP
Project Location:	Carmel Valley, Monterey County, California
Name of Property Owner:	Carmel Rio Road LLC
Name of Applicant:	City Ventures, LLC
Assessor's Parcel Number(s):	015-021-004-000, 015-021-015-000, 015-021-020-000, 015-021-021-000, 015-021-049-000
Acreage of Property:	12.5 acres (excluding Val Verde Drive)
General Plan Designation:	Residential – Low Density 5-1 Acres/Unit
Zoning District:	Low Density Residential/Design Control District – Site Plan Review District – Residential Allocation Zoning District (LDR/1-D-S-RAZ)
Lead Agency:	County of Monterey Housing & Community Development
Prepared By:	Rincon Consultants, Inc.
Date Prepared:	February 2026
Contact Person:	Joseph Alameda, Associate Planner
Phone Number:	831-783-7079

II. DESCRIPTION OF PROJECT AND ENVIRONMENTAL SETTING

2.1 Project Location

The Carmel Rio Road (Carmel 1 INV) LLC project (project) site encompasses approximately 12.5 acres (not including parcel 015-021-049 for a portion of Val Verde Drive) located at 26500 Val Verde Drive, within unincorporated Monterey County, California (Assessor's Parcel Numbers [APN] 015-021-004-000, 015-021-015-000, 015-021-020-000, 015-021-021-000, 015-021-049-000). The project site is located approximately 0.7 mile southeast of the City of Carmel-by-the-Sea boundary and is outside of the City's formal sphere of influence. The project site is approximately 0.3 mile east of California State Route 1 (SR-1), and approximately 0.2 mile south of Carmel Valley Road.

Figure 2-1 illustrates the location of the proposed project within the region, and Figure 2-2 shows the project within the local context.

2.2 Existing Site Characteristics

The project site has historically been used for agricultural purposes. Approximately 10 acres of the 12.5-acre project site are currently used for row crop agriculture producing strawberries, melons, artichokes, squash, pumpkins, fennel, fava beans, zucchini, radishes, and flowers. The remaining 2.5 acres, located along the southern portion of the site, are developed with an existing single family residence and a detached garage. Surrounding the residence in the south-central portion of the project site is a mixed woodland habitat planted with species such as Monterey cypress (*Hesperocyparis macrocarpa*), Monterey pine (*Pinus radiata*), myoporum (*Myoporum laetum*), coast redwood (*Sequoia sempervirens*), box elder (*Acer negundo*), and holly-leafed cherry (*Prunus ilicifolia*).

The project site's topography is predominantly flat, with an elevation of approximately 34 feet above mean sea level. the Carmel River is located approximately 1,050 feet south of the project site. Two portions of the project site lie within the 100-year flood zone: the southwest corner and the southwestern section of the parcel east of Val Verde drive. These portions of the project site within the 100-year flood zone would be utilized for stormwater quality basins, as shown in Figure 2-3.

Regional access to the project site is provided by SR-1 and Carmel Valley Road. Local access to the site is provided by Rio Road and Carmel Rancho Boulevard to Val Verde Drive, currently a private road.

Figure 2-1 Regional Project Location

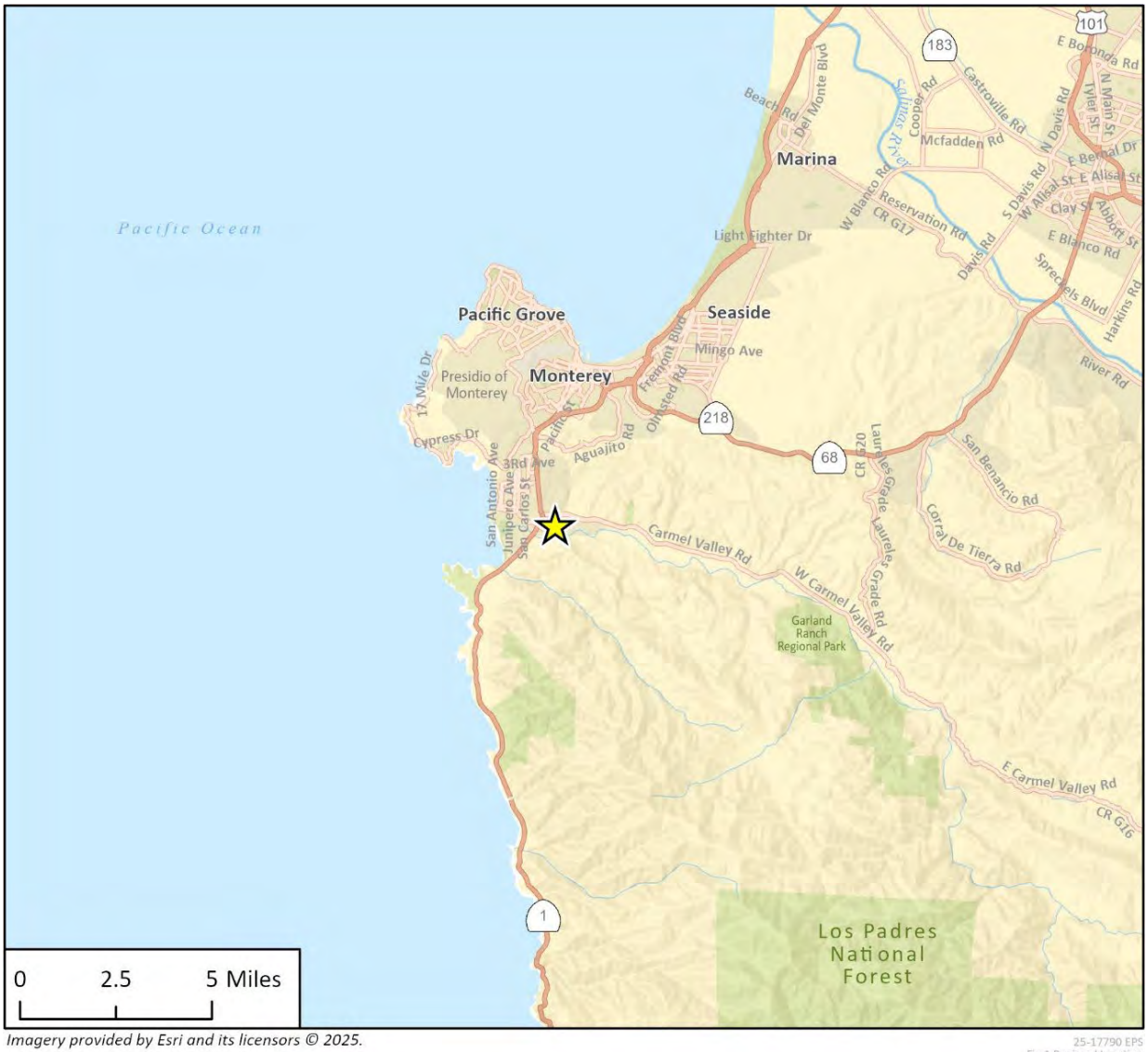


Figure 2-2 Project Site Location

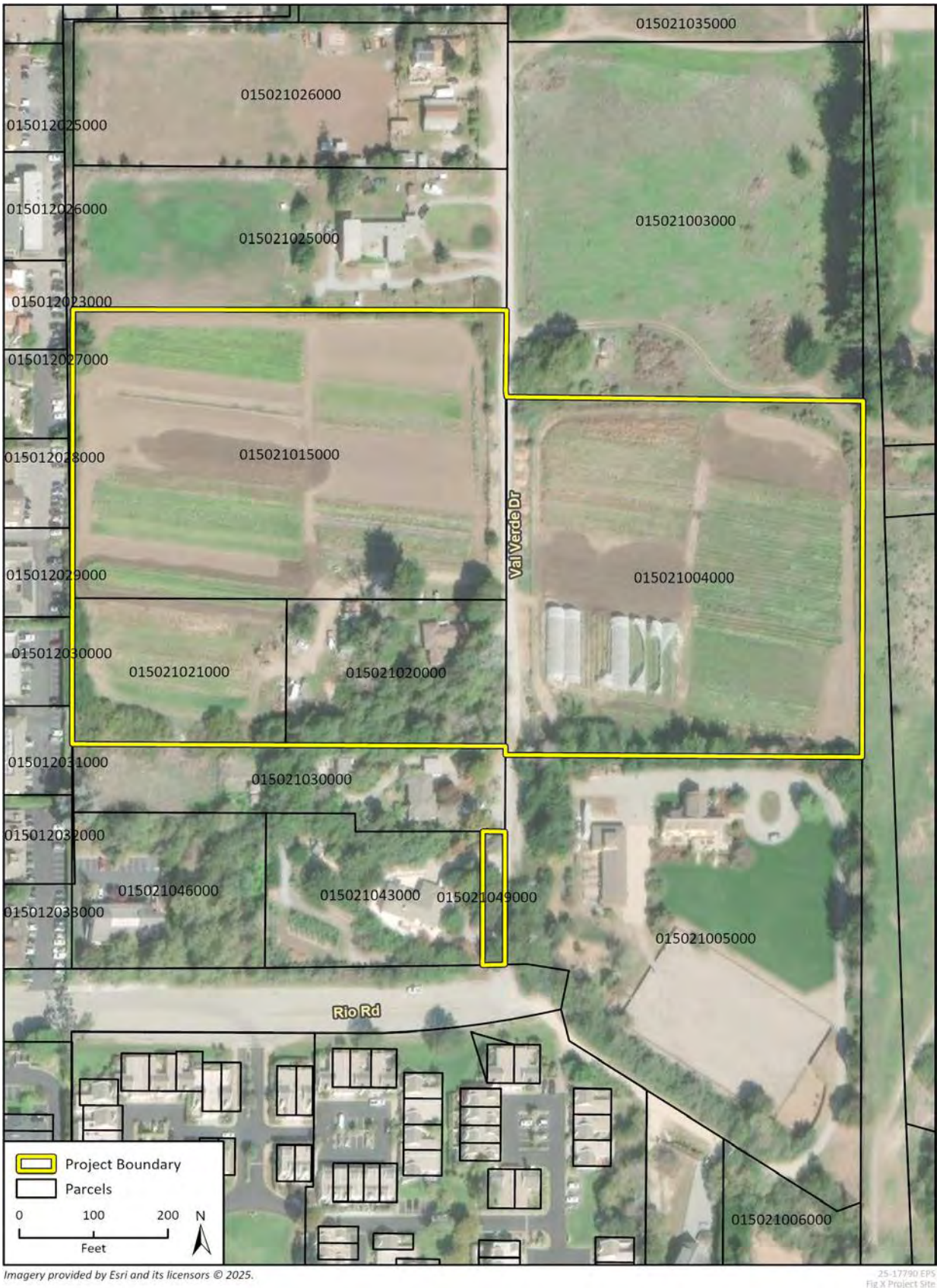
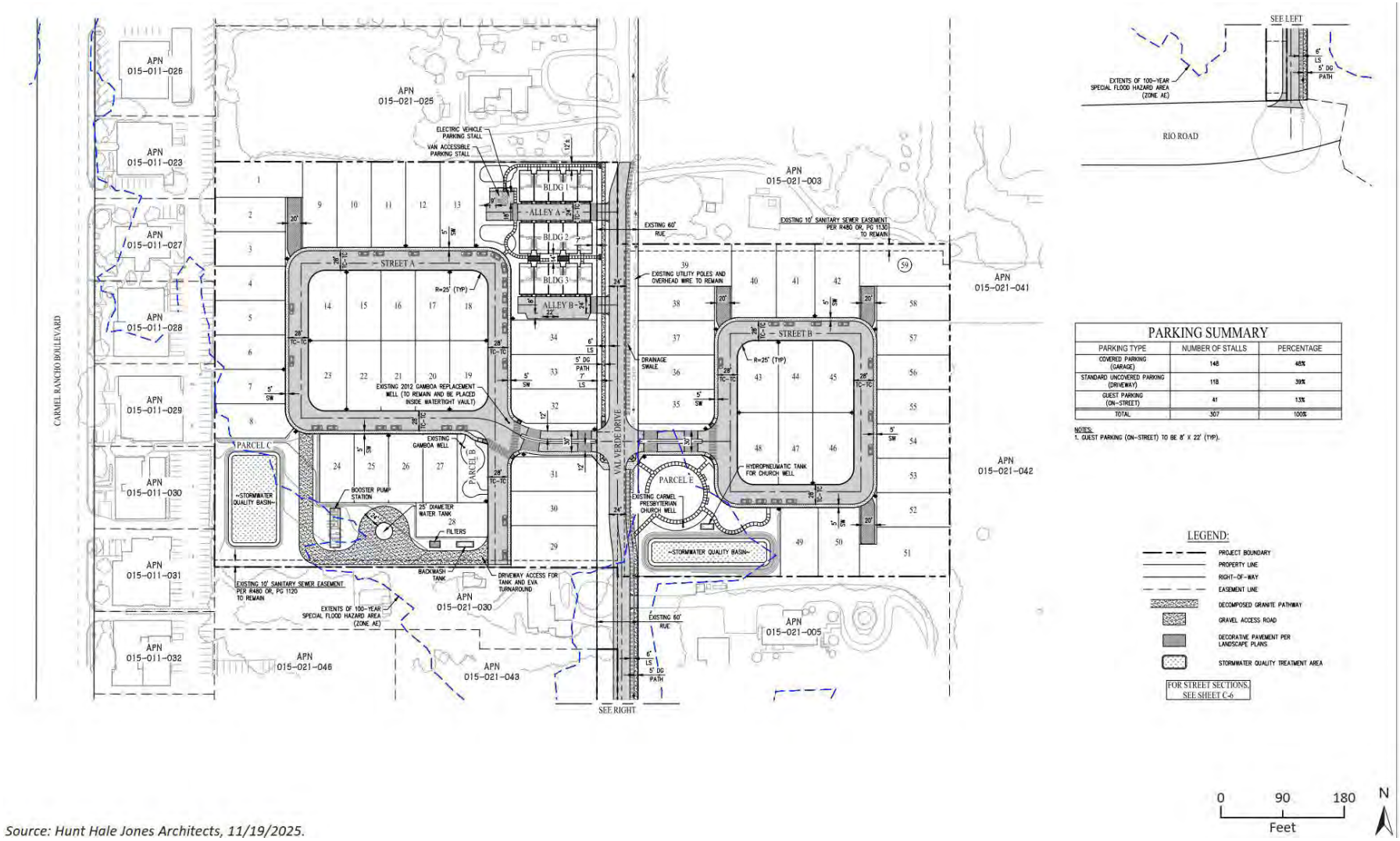


Figure 2-3 Preliminary Site Plan with 100-year Floodplain



Source: Hunt Hale Jones Architects, 11/19/2025.

2.2.1 Surrounding Land Uses

The project site is surrounded by a mix of residential and commercial development, as well as undeveloped parcels. The project site is bordered to the north and south by low density residential designated properties developed with single family residences; to the east by undeveloped high density residential designated land; and to the west by visitor accommodation/professional office designated land developed with existing commercial use buildings and associated parking lots that are accessed from Carmel Rancho Boulevard. Immediately east and southeast of the project site lies the former Rancho Cañada Golf Club, which is planned for redevelopment for residential and recreational uses as the Ranch Cañada Village Subdivision to include approximately 145 residential units and 38-acres of permanent open space. Beyond the planned Ranch Cañada Village Subdivision the project site is surrounded to the south and east by the Palo Corona Regional Park. Four high density residential subdivisions (Riverwood #2, Riverwood #1, Carmel Lago Unit 1, and Arroyo Carmel # 2), consisting of townhomes, duplexes, and condos, are adjacent to (south of) Rio Road and approximately 400 to 1,500 feet south and southwest of the project site. Carmel Middle School is located approximately 500 feet northeast of the project site.

2.2.2 Land Use Regulatory Overview

The project site is governed by the 2010 Monterey County General Plan (the General Plan), specifically through the Carmel Valley Master Plan ([CVMP] Source: IX.2.), which is an area plan under Chapter 9.8 of the County's General Plan. The project site is currently designated in the CVMP as Low Density Residential and is zoned as Low Density Residential within a Design Control District (LDR/1-D-S-RAZ), which allows a density of up to one unit per acre. The applicable requirements and restrictions of each of these regulatory documents are described in Section VI.11, *Land Use.* The project site is bordered by land designated as Visitor-Serving/Professional Office in a Design Control/Site Plan Review District with Residential Allocation Zoning (D-S-RAZ) to the west, Local Commercial(-D-S-RAZ) and Low Density Residential with a minimum lot size of 6-acres-(D-S-RAZ) to the north, Public/Quasi Public-(D-S-RAZ) to the east, and Low Density Residential-(D-S-RAZ) with an allowed density of up to one unit per acre to the south.

2.2.3 Project Characteristics

The project would involve the demolition of the existing residence and detached garage in the southern portion of the site, and the subdivision of the 12.5-acre site, currently comprised of four parcels, into 60 lots to develop 74 new residential units. Fifty-nine of the lots (Lots 1 – 59) would be developed with for-sale single family residences. The remaining 0.82-acre lot (Lot 60) would be developed with three individual townhomes, each with five two-bedroom units (15 deed restricted affordable housing units). All residential units would be equipped with solar panels. The individual lots sizes would range in size from 5,000 to 8,772 square feet and have designated building envelopes. Four different floor plans are proposed for the single family residences, which would be two stories and range between approximately 2,790 and 3,930 square feet in size. Each townhome unit would be approximately 1,026 square feet in size. Two architectural styles are proposed, Spanish colonial and renaissance.

Access would be provided by the existing Val Verde Drive, which would be improved as part of the project. The project would also include the construction of an internal circulation network of two private streets, sidewalks, crosswalks, and medians. To reduce vehicle trip generation consistent with County policies, the project, as proposed and designed, would incorporate seven Traffic Demand Management (TDM) strategies including transit subsidies, travel-behavior outreach, carpool and vanpool loading areas, bicycle facilities, pedestrian improvements, and electric vehicle parking facilities (Source: IX.62). The TDMs are described below, and further discussed in Section VI., *Transportation/Traffic*.

- *TDM- 1: Transit subsidy for the affordable housing units (Transit Strategy)*

  To encourage the use of nearby transit, the project would implement subsidized transit fare for residences who occupy the 20 percent deed restricted affordable housing units. The subsidized transit fare would promote the use of transit rather than commuting to destinations by personal vehicle (Source: IX.67).

- *TDM-2: Mandatory Travel Behavior Change Program with Promotions & Marketing (Communications & Information Strategy).*

  The project would include the development and implementation of a travel behavior change program to inform residents through passive educational and promotional materials about on-site bike parking and carpool/vanpool areas and proximity to nearby transit stops to promote the use of various transportation options facilitated by the project (Source: IX.67).

- *TDM-3: Passenger Loading Zones for Carpool/Vanpool*

  The project would incorporate an easy access location for carpools and vanpools. (Source: IX.67).

- *TDM-4: Provide End of Trip Facilities (Bicycle Infrastructure Strategy)*

  The project would incorporate secure bicycle parking to provide the added convenience and security needed to encourage the use of bicycling as a viable form of travel to destinations (Source: IX.67).

- *TDM-5: Pedestrian Network Improvements (Neighborhood Enhancement Strategy)*

  The project would include pedestrian network improvements including the construction of a sidewalk along the entirety of Val Verde Drive to Rio Road, thereby providing safe access for pedestrians to nearby retail areas and transit stops (Source: IX.67).

- *TDM-6: EV Parking Spaces/Stations (Miscellaneous Strategy)*

  All 307 parking spaces would be compatible with Level 1 or Level 2 electric vehicle chargers.

- *TDM-7: Affordable and Below Market Rate Housing*

  The project would include 15 deed restricted affordable housing units, representing 20 percent of the total residences. The affordable housing units would provide opportunities for lower-income households to live closer to job centers and transit, thereby improving

the jobs-housing match, supporting reduced vehicle miles traveled (VMT). Since lower-income households generally have lower rates of auto ownership (Source: IX.67), this represents fewer vehicles per household and therefore fewer vehicle trips.

The project would include both private open space (i.e., rear yard areas for single family residences and flexible green space for the townhomes), and approximately 73,356 square feet of community open space and parks. Approximately 73,356 square feet would be designated as open space, which would consist of stormwater basins (Parcel C and a portion of Parcel E), a community garden (Parcel B), and recreational amenities on the remainder of Parcel E (picnic tables, trash enclosures, bike racks, interior fencing, bocce ball courts, and a playground). A six-foot wooden fence would be constructed on the perimeter of the collective four properties. Oak trees would be planted along the interior access roads.

Table 2-1 summarizes the characteristics of the proposed residences. The conceptual site plan which depicts individual lots is shown in Figure 2-3 and Figure 2-4. The Vesting Tentative Map is shown in Figure 2-5. The preliminary architectural renderings from the street view perspective of the single family residences and townhomes are shown in Figure 2-6 and Figure 2-7.

Table 2-1 Project Summary

Project Size	
Gross area (acres)	12.5 acres
Density	5.92 du/ac
Residential Units	
Two-bedroom (Townhomes)	15 units
Four-bedroom	18 units
Five-bedroom	41 units
Total	*74 units*
Minimum Lot size	5,000 sf
Maximum Lot size	8,772 sf
Parking – Single Family Residences	
Garage	118 spaces
Private driveway	118 spaces
On-street/Guest	34 spaces
Total	*270 spaces*
Parking - Townhomes	
Garage	30 spaces
Guest	7 spaces
Total	*37 spaces*
Open Space	
Private (Single Family Residences)	400-460 sf
Shared	73,356 sf

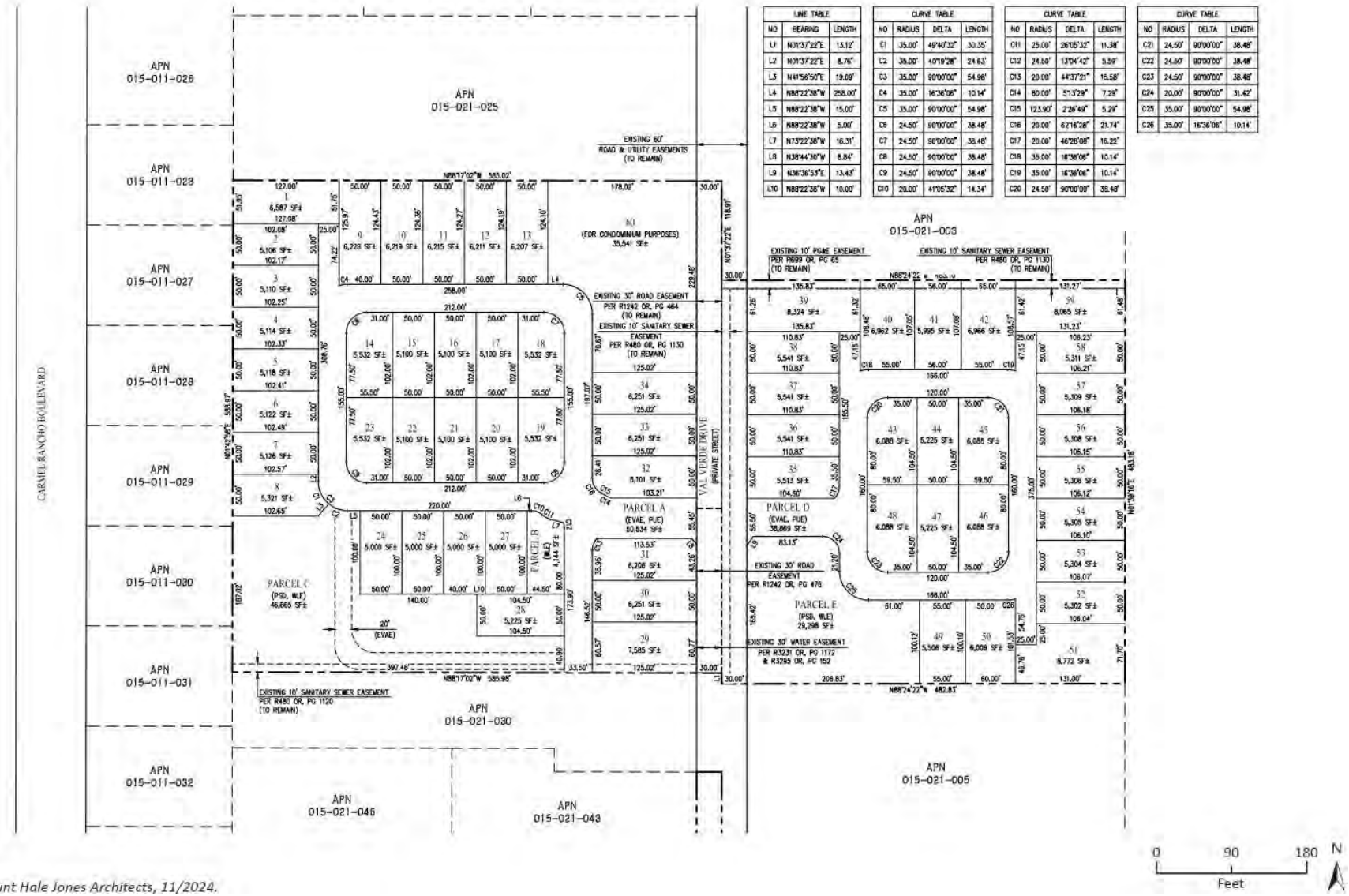
Notes: du/ac = dwelling units per acre, sf = square feet

Figure 2-4 Conceptual Site Plan



Source: Hunt Hale Jones Architects, 11/19/2025.

Figure 2-5 Project Vesting Tentative Tract Map



LINE TABLE		
NO	BEARING	LENGTH
L1	N01°37'22"E	13.12'
L2	N01°37'22"E	8.76'
L3	N41°56'50"E	19.09'
L4	N88°22'38"W	258.00'
L5	N88°22'38"W	15.00'
L6	N88°22'38"W	5.00'
L7	N73°22'38"W	16.31'
L8	N38°44'30"W	8.84'
L9	N36°36'53"E	13.43'
L10	N88°22'38"W	10.00'

CURVE TABLE			
NO	RADIUS	DELTA	LENGTH
C1	35.00'	49°40'32"	30.35'
C2	35.00'	40°19'28"	24.63'
C3	35.00'	90°00'00"	54.98'
C4	35.00'	16°36'06"	10.14'
C5	35.00'	90°00'00"	54.98'
C6	24.50'	90°00'00"	38.48'
C7	24.50'	90°00'00"	38.48'
C8	24.50'	90°00'00"	38.48'
C9	24.50'	90°00'00"	38.48'
C10	20.00'	41°05'32"	14.34'

CURVE TABLE			
NO	RADIUS	DELTA	LENGTH
C11	25.00'	26°05'32"	11.38'
C12	24.50'	13°04'42"	5.59'
C13	20.00'	44°37'21"	15.58'
C14	80.00'	5°13'29"	7.29'
C15	123.90'	2°26'49"	5.29'
C16	20.00'	62°16'28"	21.74'
C17	20.00'	46°28'08"	16.22'
C18	35.00'	16°36'06"	10.14'
C19	35.00'	16°36'06"	10.14'
C20	24.50'	90°00'00"	38.48'

CURVE TABLE			
NO	RADIUS	DELTA	LENGTH
C21	24.50'	90°00'00"	38.48'
C22	24.50'	90°00'00"	38.48'
C23	24.50'	90°00'00"	38.48'
C24	20.00'	90°00'00"	31.42'
C25	35.00'	90°00'00"	54.98'
C26	35.00'	16°36'06"	10.14'

Source: Hunt Hale Jones Architects, 11/2024.

Figure 2-6 Single Family Residence Architectural Rendering



STREETSCAPE

0 90 180 N
Feet

Source: Hunt Hale Jones Architects, 11/19/2025.

Figure 2-7 Townhome Architectural Rendering



Source: Hunt Hale Jones Architects, 11/19/2025.

2.2.4 Residential Density

As discussed in Section 2.4, *Land Use Regulatory Overview*, the project site is zoned as Low Density Residential, which allows a density of up to one unit per acre. The project would involve developing the net 12.5 acres with 74 total residential units for a total density of 5.92 dwelling units per acre. The applicant submitted a Preliminary Application under Senate Bill 330 (SB 330, Housing Crisis Act of 2019) which was deemed complete on April 15, 2025. An SB 330 application vests applicable objective standards, fees, and regulations as of the date of application submittal. SB 330 prohibits local jurisdictions from imposing new regulations or reducing residential densities after the preliminary application is deemed complete. In addition, the applicant has invoked the Builder's Remedy under Government Code § 65589.5(d)(5), which applies as the County's Housing Element is currently out of substantial compliance with State Housing Element Law. State law (Gov. Code § 65588) requires jurisdictions to update their housing elements on an eight-year cycle; failure to adopt a compliant housing element by statutory deadlines triggers the Builder's Remedy. Under this provision, a qualifying housing development cannot be denied or conditioned to reduce density based on inconsistencies with the General Plan, zoning, or other local policies. Therefore, although the project would develop the site with a residential density of 5.92 units per acre, exceeding the 1 unit per acre limit specified in Section 21.14.060 of the County's Zoning Ordinance, the project cannot be denied or conditioned based on density inconsistency, and cannot be required to rezone to a zoning district with a compatible density.

2.2.5 Access and Parking

Access to the project site would be provided by Val Verde Drive, which would connect to the internal circulation network shown in Figure 2-4. Val Verde Drive, currently a 15-foot wide gravel and dirt road, would be widened to 24-feet to accommodate two 10-foot travel lanes and 2-foot shoulders on either side. A 5-foot decomposed granite pedestrian path on the east side of Val Verde Drive, separated from the roadway by landscaped buffers (6 feet on the west and 7 feet on the east), would provide pedestrian access to the proposed residences and extend to the northern extent of the project boundary, continuing on the west side beyond the internal looped roads. An 18-foot landscaped buffer on the opposite side of Val Verde Drive would separate the roadway from adjacent residences. The internal circulation network would include two looped, two-way roads, one on each side of Val Verde Drive. Each loop would have two access points connecting to Val Verde Drive. Individual residences would be accessed by driveways from the new looped streets. All of the single family residences would include a two-car garage and a driveway capable of accommodating two parked vehicles. Each townhome would also include a two-car garage. In addition, 41 street and guest parking spaces would be provided. In total, 148 parking spaces would be available, all compatible with Level 1 or Level 2 electric vehicle (EV) chargers.

2.2.6 Open Space and Landscaping

The project would incorporate open space throughout the residential development. Shared community open space (approximately 73,356 square feet) would include a garden park and community green space along the southern portion of the project site. Additionally, open space would be provided as a private yard for each single family residence, and a shared open space would be provided west of the townhome units.

Thirty five trees were evaluated as a part of the tree inventory and arborist report for the project (Source: IX.6). According to the arborist report and site plans for the proposed project, all 35 trees would be removed, which includes Coast redwood *(Sequoia sempervirens),* black walnuts (*Juglans nigra),* Catalina cherry (*Prunus ilicifolia),* Monterey pine *(Pinus radiata),* Southern Magnolia *(Magnolia grandiflora),* Willow *(Salix lasiolepis),* Ioquat *(Eriobotrya deflexa),* Douglas-fir *(Pseudotsuga menziesi),* American sweetgum *(Liquidambar styraciflua)*. Within the Carmel Valley Master Plan area, only Oaks, Madrones, and Coast redwoods with trunk diameters greater than six inches are protected. Of the 35 trees proposed for removal, only one Coast redwood tree (32 inch trench diameter) was determined to be protected under Monterey County Code 21.64.260.C.2. Removal of three or less protected trees would require approval from the County Director of Planning, or appropriate authority for the entirety of the project, consistent with Monterey County Code 21.64.260.

The project would involve planting new trees to landscape the project site. Planted trees would be of varying species including valley oak (*Quercus lobata*), 'October Glory' red maple (*Acer rubrum*), and frontier elm (*Ulumus x 'frontier'*), throughout the project site. The landscaping and irrigation systems would comply with the County's Landscape Ordinance (Chapter 16.63).

2.2.7 Infrastructure

a. Water Supply. The project has two potential sources of long-term water supply, described below.

Monterey Peninsula Water Management District (preferred source)

On October 21, 2025, the Monterey Peninsula Water Management District (MPWMD) filed an application to the State Water Resources Control Board (SWRCB) to modify the 1995 Cease and Desist Order currently restricting California American Water Company's (Cal-Am) diversions from the Carmel River. MPWMD demonstrated that conservation efforts and expanded supply sources have established a surplus of water relative to the existing demand (Source: IX.13.). Under MPWMD Ordinance 197, the County holds an allocation of water that cannot be used to establish new meters until the Cease and Desist Order has been lifted. On October 29, 2025, the applicant submitted a request to the County for a portion of this allocation sufficient to serve the project, notwithstanding emergency fire suppression. Under this preferred water supply scenario, domestic water would be provided to the project via Cal-Am and the MPWMD, and on-site wells would be abandoned or restricted to low intensity non-potable use. However, the SWRCB must first approve the modification request, which would rescind the prohibition on new meters.

Project Riparian Rights (wells)

If the MPWMD's application to modify the Cease and Desist Order is not approved prior to project construction, domestic water supply would be provided to the project via the property's existing riparian water rights. Emergency fire suppression to be supplied from the existing water main on Val Verde Drive. Under the property's riparian rights, domestic and irrigation water for the project would source via one of two options, which are described below.

Under Option 1, the property owner would "wheel"[1] its riparian water rights from three existing on-site wells: the Gamboa Replacement Well (located on the west side of Val Verde Drive), Travers Well (located on the west side of Val Verde Drive, north of Gamboa Replacement Well), and the Carmel Presbyterian Church Well (located on the east side of Val Verde Drive) to Cal-Am. Cal-Am would provide domestic water through the existing water main on Val Verde Drive, which would be conveyed to the residences through a system of 8-inch water pipes located within the street right-of-way. Cal-Am would either A) pump an equal amount of raw water from the on-site wells through the proposed raw water main extension at Rancho Cañada Subdivision within a water easement; or B) pump an equal amount of raw water from the adjacent, newly installed Cal-Am well at the Rancho Cañada Subdivision.

Under Option 2, the property owner would not wheel the water. The project water supply would be provided from two on-site wells: Gamboa Well and Carmel Presbyterian Well. Water from these wells would be treated for domestic use at an on-site water treatment system located near the stormwater basin in the southwest portion of the project site, as shown in Figure 2-3. The water treatment system would include a hydropneumatic tank for the Carmel Presbyterian Church Well, water filters, an approximately 25-foot wide water tank, and a booster pump station, all managed by Cal-Am. Treated water would be distributed to residences through proposed 8-inch water mains located within street right-of-way. The infrastructure would be designed to allow conversion to a standard Cal-Am connection should the cease and desist order be lifted, as described in the *Monterey Peninsula Water Management District (preferred source)*

Under Option 1, Cal-Am would provide a domestic water supply directly to the project, eliminating the need for the water treatment system required under Option 2. As a result, the water treatment system would not be constructed, and the area occupied by the water treatment system in Figure 2-3 would be landscaped for use as common open space and/or extension of backyards for Lots 24-26.

b. Sanitary Sewer. Sanitary sewer services would be provided by the Carmel Area Wastewater District (CAWD). Wastewater generated by the proposed project would be collected and conveyed through a conventional gravity system of proposed 8-inch sanitary sewer pipes located within the proposed street right-of-ways. The wastewater collected on-site would be conveyed to a new 8-inch CAWD sanitary sewer main that would be located within the on-site proposed right-of-way along Val Verde Drive. The existing 12-inch CAWD sanitary sewer main that runs along the southern project boundary before turning south and off-site would be abandoned. Final plans would require CAWD review and approval (Source: IX.1).

c. Stormwater Management. Approximately 55 percent of the project site would be covered by new impervious surfaces and approximately 45 percent of the project site would be covered by vegetated landscaping. The project site can be divided into two principal drainage areas: the area west of Val Verde Drive and the area east of Val Verde Drive. To reduce stormwater flows from the project site, two large bioretention basins would be constructed, one for each principal drainage area. Both bioretention basins would have the capacity to accommodate a 95th percentile rainfall event. Specifically, the

[1] Wheeling is when a water rights holder uses another water agency's transmission system to transport water.

bioretention basin serving the area west of Val Verde Drive would occupy approximately 8,240 square feet of the southwestern corner of the project site and would have a retention volume capacity of approximately 4,085 cubic feet. The bioretention basin serving the area east of Val Verde Drive would occupy approximately 4,993 square feet of the southern portion of the project site and would have a retention volume capacity of 5,492 cubic feet. The bioretention basins would feature a combination of ponding, permeable planting soils, infiltration materials and sub-drains systems. The basins would be designed to filter pollutants from stormwater runoff from impervious surfaces. The location of the basins is shown in Figure 2-4.

d. Electricity and Natural Gas. Electricity to the site would be provided by Central Coast Community Energy (3CE) on Pacific Gas and Electric (PG&E) infrastructure. Natural gas would be provided by PG&E.

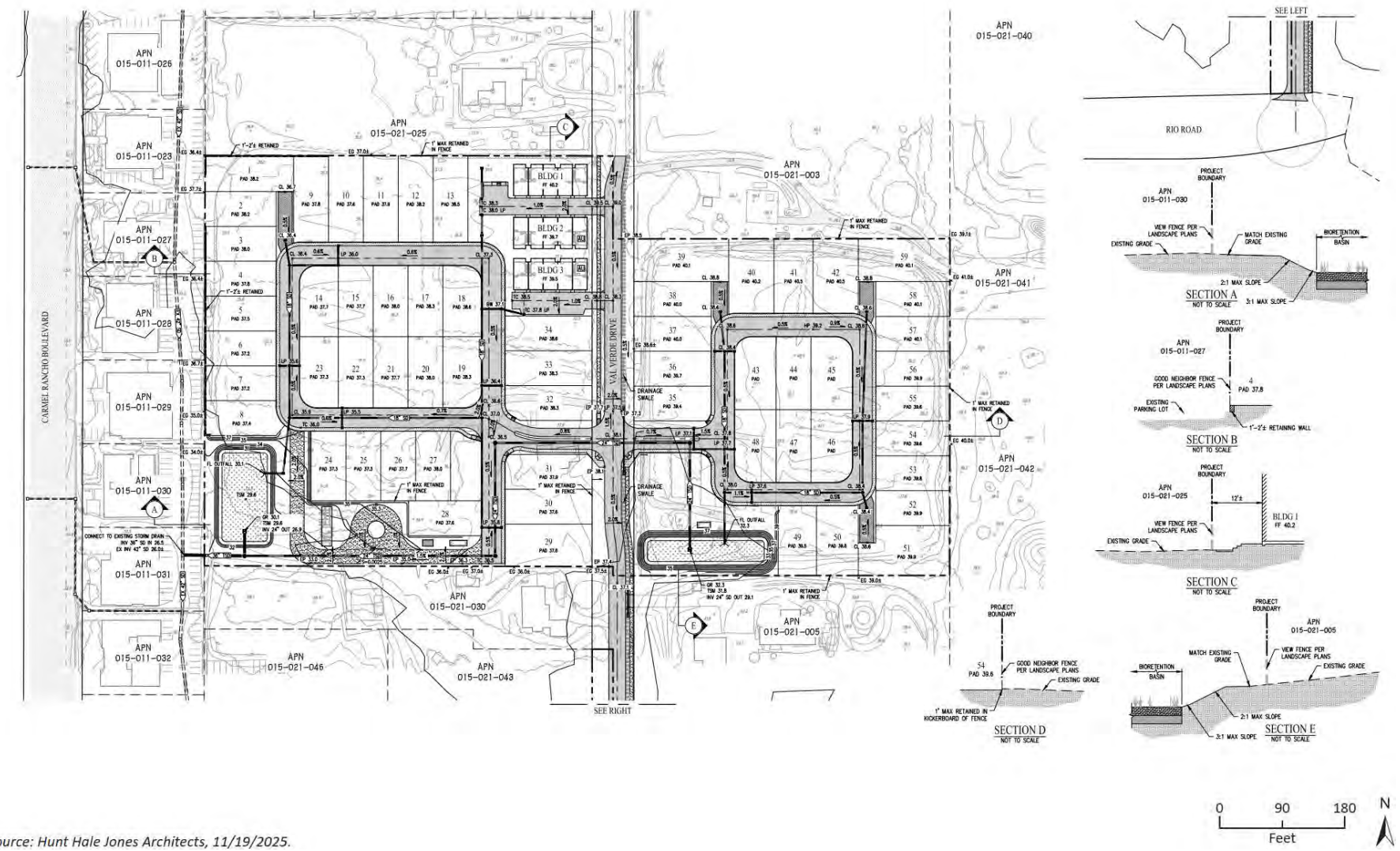
2.2.8 Grading and Construction

Site preparation would involve the demolition of the existing residence and detached garage in the southern portion of the project site and the removal of vegetation over the entire project site. This would include the removal of existing agricultural row crops and planted mixed woodland habitat, including on-site trees which include Monterey cypress, Monterey pine, coast redwood, and box elder.

Grading of the project site would require approximately 18,000 cubic yards of cut and 18,000 cubic yards of fill. The preliminary grading plan is shown in Figure 2-8.

The project is proposed to be prepared, graded, and constructed in a single phase and would be completed within approximately 18 months. Phased construction is not currently anticipated. However, if phasing becomes necessary, it would be completed in two phases (“west side” and “east side”) and would be addressed through conditions of approval and coordination with the County prior to implementation.

Figure 2-8 Preliminary Grading Plan



Source: Hunt Hale Jones Architects, 11/19/2025.

2.3 Required Approvals

This IS-MND is an informational document for both agency decision-makers and the public. The County is the lead agency responsible for adoption of the IS-MND and approving land use permits related to the project. Below is a list of approvals required by Monterey County, including but not limited to project entitlements:

- Combined Development Permit ("entitlements") submitted pursuant to Senate Bill 330 consisting of the following:
    1) A Vesting Tentative Map to subdivide four parcels containing a net 12.5 acres into 60 residential lots;
    2) An Administrative Permit to allow the construction of 59 single family dwellings ranging between approximately 2,790 and 3,930 and 15 1,026 square foot townhomes;
    3) Design Approval to allow use of four conceptual single family residential floor plans and one townhouse floor plan, offered in two architectural styles: Spanish colonial and renaissance;
    4) Use Permit to allow development within the Carmel Valley Floodplain.
    5) Use Permit to allow development on slopes in excess of 25% of approximately 5,000 square feet.

- Construction, Encroachment, and Grading Permits, which includes allocation of County water credits per Allocation request submitted on October 29, 2025.

The following government agencies would or may have some level of approval for one or more components of the proposed project (post-entitlements), as required by State California Environmental Quality Act (CEQA) Guidelines Section 15124(d):

- Monterey Peninsula Water Management District – Permit would be determined based on the project's water supply source, and may include the following:
- Water Distribution Permit to amend the current water system to serve the subdivision (MPWMD Rule 20-A), applicable under the *Monterey Peninsula Water Management District (preferred project water supply source)*; or
- A Wheeling Agreement and other permits to authorize connection to Cal-Am, applicable under the *Project Riparian Rights (wells) Option 1.*
- Water System Distribution Permit from the State Water Resources Control Board, applicable under *Project Riparian Rights (wells) Option 2.*
- Carmel Area Wastewater District – Approval of final wastewater infrastructure plans.
- Monterey Bay Air Resources District - Authority to Construct /Permit to Operate

III. PROJECT CONSISTENCY WITH OTHER APPLICABLE LOCAL AND STATE PLANS AND MANDATED LAWS

Use the list below to indicate plans applicable to the project and verify their consistency or non-consistency with project implementation.

General Plan	☒	Air Quality Management Plan	☒
Specific Plan	☐	Airport Land Use Plans	☐
Water Quality Control Plan	☒	Local Coastal Program-LUP	☐

IV. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED AND DETERMINATION

A. FACTORS

The environmental factors checked below would be potentially affected by this project, as discussed within the checklist on the following pages.

☒ Aesthetics	☒ Agriculture and Forest Resources	☒ Air Quality
☒ Biological Resources	☒ Cultural Resources	☒ Energy
☒ Geology/Soils	☒ Greenhouse Gas Emissions	☒ Hazards/Hazardous Materials
☒ Hydrology/Water Quality	☒ Land Use/Planning	☐ Mineral Resources
☒ Noise	☒ Population/Housing	☒ Public Services
☒ Recreation	☒ Transportation/Traffic	☒ Tribal Cultural Resources
☒ Utilities/Service Systems	☒ Wildfires	☒ Mandatory Findings of Significance

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 the environmental issue areas where there is no potential for significant environmental impact (and not checked above), the following finding can be made using the project description, environmental setting, or other information as supporting evidence.

☐ Check here if this finding is not applicable

FINDING: For the above referenced topics that are not checked off, there is no potential for significant environmental impact to occur from either construction, operation or maintenance of the proposed project and no further discussion in the Environmental Checklist is necessary.

EVIDENCE:

B. DETERMINATION

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature

February 13, 2026
Date

V. EVALUATION OF ENVIRONMENTAL IMPACTS

1) A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on project-specific screening analysis).
2) All answers must take into account the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level mitigation measures from Section XVII, "Earlier Analyses," may be cross-referenced).
5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
    a) Earlier Analysis Used. Identify and state where they are available for review.
    b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
    c) Mitigation Measures. For effects that are "Less Than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8) The explanation of each issue should identify:
   a) The significance criteria or threshold, if any, used to evaluate each question; and
   b) The mitigation measure identified, if any, to reduce the impact to less than significance.

VI. ENVIRONMENTAL CHECKLIST

1. AESTHETICS **Would the project:**		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a)	Have a substantial adverse effect on a scenic vista? (Source: IX.6)	☐	☐	☒	☐
b)	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? (Source: IX.6, 16)	☐	☐	☐	☒
c)	In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality? (Source: IX.6)	☐	☐	☒	☐
d)	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? (Source: IX.4)	☐	☐	☒	☐

Discussion/Conclusion/Mitigation:

The Visual/Scenic Resources policies of the General Plan and Carmel Valley Master Plan are intended to protect the scenic resources of the Carmel Valley area, particularly those in visually "sensitive" or "highly sensitive" areas or areas generally visible from designated Scenic Highways, as well as views of Carmel Valley and distant hills. CVMP Policy CV-3.3 identifies public viewing areas as Garland Ranch Regional Park, Carmel Valley Road, and Laureles Grade Road. Title 21 (Zoning Ordinance) section 21.06.195 defines "common public viewing area" as a public area such as a public street, road, designated vista point, or public park from which the general public ordinarily views the surrounding viewshed. The California Department of Transportation, which manages the State's Scenic Highway Program, recognizes State Route (SR) 1 (0.25 miles west of the project site) as an officially designated Statewide Scenic Highway and Laureles Grade Road (8.3 miles east of the project site) as an officially designated County Scenic Highway. Palo Corona Regional Park (10,000 acres) is located 0.5 miles east and 0.25 miles south of the project site.

Aesthetics Impact 1(a, c) – Less Than Significant Impact

A scenic vista is generally defined as an expansive view of highly valued landscape as observable from a publicly accessible vantage point. The closest scenic vistas to the project site are SR-1, located 0.25 miles west of the project site, and Palo Corona Regional Park, located south (0.25 miles) and east (0.5 miles) of the project site. SR-1 is designated by the California Department of Transportation as a state scenic highway (Source: IX.16). Given the distance and intervening vegetation, the project site is not visible from SR-1. Therefore, the proposed two-story structures and site improvements would not be visible from SR-1.

The project site is not visible from the northern extent of Palo Corona Regional Park due to intervening vegetation; however, construction of the proposed development would be visible along a 0.2-mile stretch of an internal hiking trail due to minimal changes in elevation and the height of the structures. From this vantage point, two-story commercial developments along Carmel Rancho Boulevard and low-density residential development are distantly visible and heavily screened by intervening vegetation. From this vantage point, the introduction of two-story residential development and associated site improvements would not substantially degrade the semi-rural, vegetated viewshed, as the development would be complementary and consistent in height, bulk, and mass with surrounding development. Additionally, the project site is visible from the park's first ridge/mountain, known as Inspiration Point (0.8 miles south). From Inspiration Point, which is recognized by the Monterey County Regional Park District as a vista for the express purpose of hiking, viewing, and sightseeing, the project site is entirely visible and thus the proposed development would also be distantly visible from Inspiration Point. Due to the elevation change of approximately 600 feet, only limited portions of the proposed southern facades and the roofs would be visible. Further, at 0.8 miles south of the project site, the proposed development's scale would appear much smaller due to distance and elevation change. The project's roof-mounted solar panels are presumed to face south. Due to distance and interviewing vegetation or development, the proposed development would heavily screen from Carmel Valley Road. The proposed development would be visible from the intersection of SR-1 and Carmel Valley Road, but all views of the development would be distant and subordinate the surround commercial and developed character of this intersection. Compliance with General Plan Policy LU-1.13 would ensure that all exterior lighting is downlight and all roof-mounted solar panels have a non-reflective coating or other appropriate design to reduce glare. Additionally, the proposed project's open space and landscaping, as well as the size of the residential parcels and massing of the residential units, ensure that the project would be visually compatible with the surrounding development, including the commercial shopping center to the west and the residential subdivision south of Rio Road. Carmel Valley Master Plan Policy CV-1.1 requires that development follow a rural architectural theme to preserve the rural character of Carmel Valley. Consistent with this policy, the project would incorporate two architectural styles (Spanish colonial and Renaissance), with colors and materials consisting of earth tone colors and materials that are complementary to the area. At the proposed density and by incorporating these design details, the proposed project would be compatible with the rural character of Carmel Valley and would not introduce structures that would significantly degrade the public viewshed.

Due to distance, the proposed development would not be visible from Laureles Grade Road, or Garland Ranch Regional Park, and would not block views of the Carmel Valley River or distant hills. No other scenic resources identified within the General Plan or Carmel Valley Master Plan are within proximity to the project site that the proposed residential development would interfere with the viewshed. Given the distance and intervening topography and vegetation between the project site and the area's scenic resources, and the scale and design of the proposed development, the project would have a less than significant impact on scenic vistas.

The project site is in a non-urbanized area (as defined in CEQA Guidelines §15387). The project site is surrounded by a mix of residential and commercial development, as well as undeveloped parcels. The existing visual character of the project site is characteristic of a single family residence and detached garage on a 12.5 acre parcel, which includes 10 acres developed with row crops and 35 trees. Construction of the project would alter the visual character of the site by adding 74 residential units to the site, removing the 35 existing trees, and landscaping the site

with new trees and vegetation. However, the project would be visually consistent with the height and style of existing residential developments in the vicinity of the project site, including the mix of low to high density residential developments to the south of the site across Rio Road. The two architectural styles proposed for the residential units, Spanish colonial and Renaissance, would increase the aesthetic appeal of the project. In addition, the project would include landscaping throughout the residential development, along roadways, and throughout the private and shared open spaces and community gardens, providing vegetative screening and adding to the aesthetic quality of the project. As described above, the project would not significantly impact the viewshed from a scenic vista and would not impact any scenic resource identified by the General Plan. Public views of the project site would be from Val Verde Drive (Source: IX.6). Given that the project would be consistent with the aesthetic qualities of surrounding development, the project would not substantially degrade the visual character of the site or the quality of public views of the site and its surroundings. Impacts would be less than significant.

Aesthetics Impact 1(b) – No Impact

SR-1 is designated by the California Department of Transportation as a state scenic highway (Source: IX.16). Given the distance and intervening vegetation, the project site is not visible from SR-1. Therefore, the proposed two-story structures and site improvements would not be visible from SR-1. No rock outcroppings exist on the project site. Although trees are proposed for removal, these trees are not visible from the nearest State Scenic Highway (SR-1). Finally, the existing structure slated for removal is neither historic nor visible from SR-1. Therefore, the proposed project would not impact or damage scenic resources within a State Scenic Highway.

Aesthetics Impact 1(d) – Less Than Significant Impact

The project site is bordered to the north and south by low density residential properties, to the east by undeveloped high density residential designated land, and to the west by commercial development. There are moderate levels of existing lighting typical of the surrounding residential and commercial land uses. Primary sources of light and glare within the vicinity of the project site include interior and exterior lighting associated with the existing residential and commercial buildings, vehicle headlights, and streetlights. Existing light on the project site is limited to the on-site residence. Following completion of construction, the project would include new lighting for the proposed development, including exterior building lighting, interior lighting visible through windows, car headlights, and driveway lights. Further, the roof-mounted solar may create glare during the daytime. Although the project would introduce new sources of lighting and/or glare, the proposed lighting would be similar to surrounding land uses that already contribute to ambient light levels at night in the project area. As conditioned, all new exterior lighting and roof mounted solar would be installed in compliance with Chapter 21.63 of the County's Zoning Ordinance and Policy LU-1.13 of the General Plan, which requires lighting and other sources of glare (e.g., solar) to be glare-free and focused on intended areas (Source: IX.4).Sources of glare associated with the project site include vehicles parked in driveways or in the designated street parking spaces. The residences are not anticipated to be constructed with reflective building materials or finishes that would contribute additional glare. Accordingly, the project would introduce new sources of light and glare beyond existing conditions; however, these sources would be consistent with existing uses and would not substantially affect daytime or nighttime views. Therefore, impacts associated with light and glare would be less than significant.

2. AGRICULTURE AND FOREST RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? (Source: IX.11, 90)	☐	☐	☒	☐
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? (Source: IX.23, 90)	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))? (Source:IX.2)	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use? (Source: IX.2)	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use? (Source: IX.11)	☐	☐	☐	☒

Discussion/Conclusion/Mitigation:

A Land Evaluation and Site Assessment (LESA) report was prepared by David J. Powers and Associates, Inc. on January 14, 2026 (Source: IX.90). The California LESA model is a quantitative methodology used to evaluate potential agricultural resource impacts based on the quality of agricultural soils and the surrounding land uses. These factors are scored and combined to generate a total LESA score. The purpose of the report was to provide a quantitative assessment to evaluate the project's potential impacts to agricultural resources. The report presents an explanation of the LESA model, results of the modeling, and conclusions based on the assessment.

Agriculture and Forest Resources Impact 2(a) – Less Than Significant Impact

Within the 12.5-acre project site, approximately 11.2 acres are designated as Prime Farmland under the California Department of Conservation Farmland Mapping and Monitoring Program (FMMP) (Source: IX.11). The remaining 1.3 acres consist primarily of land designated under the FMMP as Urban along the southern portion of the site and a small portion (less than 0.1 acres) of Grazing Land along the northeastern boundary (Source: IX.11). Figure 6.2-1 shows the FMMP land designations within the project site. As discussed in subsection 2.2, *Existing Site Characteristics*, approximately 10 acres of the 12.5-acre project site are currently used for row crop agriculture producing strawberries, melons, artichokes, squash, pumpkins, fennel, fava beans, zucchini, radishes, and flowers. The project would convert the entire 11.2 acres designated as Prime Farmland from the current agriculture use to non-agricultural use as a residential development.

Chapter 21.92 (Regulations to Mitigate For Development On Farmland) of the County's Zoning Ordinance establishes regulations to mitigate the loss of farmland, as designated by the FMMP, as a result of development or the conversion of farmland to non-agricultural uses or the redesignation of land from an agricultural designation, pursuant to the General Plan (e.g., Farmland, Permanent Grazing, and Rural Grazing) to any designation other than an agricultural designation (e.g., Commercial, Industrial, Residential, or Public/Quasi-Public). However, Chapter 21.92 only applies to land designated or zoned for agriculture. The project site is designated in the CVMP as Low Density Residential and is zoned as Low Density Residential within a Design Control District, both of which are designated for residential uses (Source: IX.2). As such, Chapter 21.92 does not apply to the proposed project and thus does not trigger mitigation requirements described in section Title 21 section 21.92.030.

Because the project site contains 11.2 acres of land designated as Prime Farmland, a LESA report was prepared to quantitatively evaluate the project's potential impacts on agricultural resources. Using the California LESA model, the assessment evaluates both soil quality and surrounding land uses to determine the significance of agricultural land conversion. LESA scores range from zero to 100, with scores between zero and 39 indicating no significant impact to agricultural resources, scores of 80 or higher indicating a significant impact, and scores between 40 and 79 considered potentially significant depending on individual sub-scores. According to the LESA report, the project's overall LESA score is 68.5 (Source: IX.68). While scores within the 60–79 range can indicate a significant impact, significance is not triggered when either the Land Evaluation or Site Assessment sub-score is below 20 points. The project's Land Evaluation sub-score is 49.75, reflecting the agricultural capability of underlying soils, while the Site Assessment sub-score is 18.75 due to the limited extent of surrounding agricultural lands (Source: IX.11, 90).

Figure 6.2-1 Prime Farmland within the Project Site



In summary, although the FMMP identifies the project site as Prime Farmland, the site is designated and zoned for Low Density Residential use under the CVMP and is located within a Design Control District. Because the site's land use designation is residential, County Zoning Ordinance Chapter 21.92, which establishes mitigation requirements for development on agriculturally designated land, does not apply to the project. In addition, the LESA report concludes that the site is isolated from other important farmlands and does not function as part of a broader agricultural landscape, meaning the conversion of Prime Farmland to non-agricultural use for the project would not significantly affect agricultural resources. The Monterey County Agriculture Commissioner's Office reviewed the proposed project and the LESA and concurred with it's less than significant impact determination. Therefore, based on the site's residential land use designations and the LESA sub-scores indicating limited agricultural context, the project would not result in a significant impact converting Prime Farmland to non-agricultural use. Impacts would be less than significant.

Agriculture and Forest Resources Impact 2(b) - No Impact

As identified in the CVMP, the project site is currently zoned for Low Density Residential development within a Design Control District. The project would not conflict with existing zoning for agricultural use, as the site is not zoned for agriculture. According to the County Agricultural Commissioner's Office, there are no Williamson Act contracts in effect for the project site (Source: IX.23). As a result, the project would not conflict with existing zoning for agricultural uses or Williamson Act contracts. No impact would occur.

Agriculture and Forest Resources Impact 2(c & d) - No Impact

The project site has historically been used for agricultural purposes and is characterized by several mature trees and scattered vegetation. The project site is developed with a single family residence, detached garage, and row crops. The project site is zoned as Low Density Residential. The project site is not zoned forest land (as defined in Public Resources Code Section 12220[g]); timberland (as defined by Government Code Section 51104[g]); or timberland zoned Timberland Production (as defined by Government Code Section 51104[g]). As such, the project would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production. Additionally, pursuant to the Tree Inventory, Assessment, and Protection Report prepared for the project (Source: IX.14), there are no forest or timberland resources on or in the vicinity of the project site. One native tree is proposed for removal; however, this single tree does not qualify as a forest resource because it does not constitute 10 percent native tree coverage on the site. Therefore, the project would not result in the loss of forest land or the conversion of forest land to non-forest use. No impact would occur.

Agriculture and Forest Resources Impact 2(e) - No Impact

The project would not involve other changes to the existing environment, that due to their location or nature, could result in conversion of farmland to non-agricultural use or forest land to non-forest use. While the project would directly convert Prime Farmland to non-agricultural residential use, the project does not include additional changes such as new access roads, utility extensions, off site grading, or other improvements that would indirectly result in farmland or forest land conversion. Therefore, the project would not result in other changes that could result in conversion of farmland or forest land and there would be no impact.

3. AIR QUALITY

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan? (Source: IX.68)	☐	☐	☒	☐
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard? (Source: IX.68)	☐	☐	☒	☐
c) Expose sensitive receptors to substantial pollutant concentrations? (Source: IX.68, 69, 70, 71, 72)	☐	☐	☒	☐
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people? (Source: IX.73)	☐	☐	☒	☐

Discussion/Conclusion/Mitigation

The CEQA Guidelines state that the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the significance determinations for project analysis.

Thresholds of Significance

Monterey Bay Air Resources District (MBARD) has issued criteria for determining the level of significance for project specific impacts within its jurisdiction in accordance with the above thresholds. Based on criteria applied in or adapted from the MBARD Guidelines, the project's impacts on criteria air pollution would be significant if the project would:

- Be inconsistent with the adopted Air Quality Management Plan (AQMP).
- During construction:
  - Cause a violation of the particulate matter of 10 microns or less (PM_{10}) Ambient Air Quality Standards (AAQS) nearby or upwind of sensitive receptors, based on whether the project would:
    - Emit greater than 82 pounds per day (lbs/day) of PM_{10} if located nearby or upwind of sensitive receptors (note: projects which require minimal earthmoving on 8.1 or more acres per day or grading and excavation on 2.2 or more acres per day are likely to exceed this threshold); or
    - Use equipment that is not "typical construction equipment" as specified in Section 5.3 of the MBARD CEQA Guidelines.

- During operations:
  - Generate direct (area source or stationary) plus indirect (operational or mobile) emissions of either Reactive Organic Gases (ROG) or Nitrogen Oxides (NO_X) that exceed 137 lbs/day;
  - Generate on-site emissions of PM_{10} exceeding 82 lbs/day;
  - Generate direct emissions of Carbon Monoxide (CO) exceeding 550 lbs/day;
  - Generate direct emissions of Sulfur Oxides (SO_X) exceeding 150 lbs/day.
  - Cause or substantially contribute to a violation of a CO standard.

Air Quality Management Plan Consistency

Residential projects that increase population will also generate population-related emissions (e.g., motor vehicles, residential heating and cooling emissions). A project would conflict with or obstruct implementation of the 2015 AQMP for the Monterey Bay Region if it is inconsistent with the plan's growth assumptions, in terms of population, employment, or regional growth in vehicle miles traveled. These population forecasts were developed, in part, using data obtained from local jurisdictions on projected land uses and population projections identified in community plans. Projects that result in an increase in population that is inconsistent with local community plans would be considered inconsistent with the AQMP. MBARD utilizes residential units to determine consistency rather than population because residential units are closely related to population and jurisdictions have the ability to track the housing stock in their area. To determine a project's consistency, a project's proposed residential units are compared to the existing and approved residential units within the jurisdiction. If the jurisdiction's residential units, including the project, are less than the forecast in the AQMP, then the project is consistent. If the jurisdiction residential units, including the project, exceed the forecast in the AQMP, then the project is not consistent.

Methodology

The analysis of air quality impacts conforms to the methodologies recommended in MBARD's CEQA Air Quality Guidelines. The handbook includes thresholds for emissions associated with both construction and operation of proposed projects.

Construction Emissions

The California Emissions Estimator Model (CalEEMod, version 2022.1.1.37) was used to estimate construction emissions from off-road equipment and fugitive dust generated during the construction phase. CalEEMod quantifies emissions associated with the use of off-road equipment, on-road worker commute, and construction delivery and haul trucks. Fugitive dust emissions are quantified for grading and site preparation activities/earthwork, truck loading, demolition, and vehicle trips on paved and unpaved surfaces. The program calculates fugitive dust associated with on-site earthwork, including on-site grading and site preparation phases, based on the construction equipment to be used (e.g., crawler tractors, graders, dozers, scrapers), hours of use, and the estimated area of disturbance calculated for each piece of equipment.

Operational Emissions

Operational emissions associated with on-site development were estimated using CalEEMod default vehicle trip data provided for residential units. Operational emissions would be comprised of mobile source emissions, emissions associated with energy consumption, and area source emissions. Mobile source emissions are generated by the increase in vehicle trips to and from the project site associated with operation of the project. Emissions attributed to energy use include electricity (although strictly related to greenhouse gas [GHG] emissions) and natural gas consumption for space and water heating and cooling, etc. Area source emissions are generated, for example, by landscape maintenance equipment, consumer products, and architectural coatings. Emissions from the existing conditions on the site and the emissions from the full build-out of the project were calculated in order to find the net change in operational emissions at the project location.

Air Quality Impact 3(a) – Less Than Significant Impact

The California Air Resources Board (CARB) coordinates and oversees both state and federal air quality control programs in California. CARB has established 14 air basins statewide, and the project site is in the North Central Coast Air Basin (NCCAB), which is under the jurisdiction of MBARD. The NCCAB is currently designated as nonattainment for the state particulate matter that is PM_{10} standards and nonattainment-transitional for the state one-hour and eight-hour ozone standards. The NCCAB is designated as attainment for all federal standards and other state standards. MBARD is responsible for enforcing the state and federal air quality standards and regulating stationary sources through the 2015 AQMP for the Monterey Bay Region, adopted on March 15, 2017 (Source: IX.68).

As discussed above under Section VI.3, Air Quality, *Air Quality Management Plan Consistency*, a project would conflict with or obstruct implementation of the AQMP for the Monterey Bay Region if it is inconsistent with the growth assumptions included in the 2012-2015 AQMP (Source: IX.68). The project involves the construction of 74 residential units which would result in an increase in the County's population. Based on an average household size of 2.84 persons per dwelling unit in unincorporated Monterey County, derived from Department of Finance estimates, the project would house approximately 211 residents (Source: IX.17). The population growth projections used in the 2012-2015 AQMP forecast show that the population of Monterey County will reach 495,086 residents by 2035, an increase of 31,202 from 2025 projections (Source: IX.68). The project's buildout would not exceed the AQMP population growth forecast for the County. The project's population growth represents approximately 0.70 percent of the total population growth expected in Monterey County between 2025 and 2035. The MBARD AQMP anticipated the level of population growth associated with the project in Association of Monterey Bay Area Governments (AMBAG)'s long-term population forecasts. Therefore, it would not exceed official regional population projections. The project would be consistent with AQMP growth assumptions and accommodated within and consistent with the AQMP. Therefore, impacts would be less than significant.

The owner/applicant provided the equipment that would be used for project construction. The equipment anticipated for project construction would be “typical” as specified in Section 5.3 of the MBARD CEQA Guidelines, and is considered standard equipment within the CalEEmod

Model. As such, the construction equipment that would be used for the project would not conflict with the 2015 AQMP.

In summary, the project would not result in population growth that would exceed the 2015 AQMP forecast, nor would the project result in emissions exceeding MBARD criteria pollutant thresholds or utilize construction equipment that is not accounted for within the CalEEmod Model. Therefore, the project would not conflict with or obstruct implementation of the applicable air quality plan (the 2015 AQMP). Impacts would be less than significant.

Air Quality Impact 3(b)– Less Than Significant Impact

As discussed under Section VI.3, *Air Quality,* Impact (a), the NCCAB is currently designated as nonattainment for the state PM_{10} standard and nonattainment-transitional for the state one-hour and eight-hour ozone standards (Source: IX.68).

Construction emissions are generally referred to as temporary impacts of a project. However, construction emissions have potential to represent a significant impact with respect to air quality. Fugitive particulate matter dust emissions are among the pollutants of greatest concern with respect to construction activities. Emissions from construction activities can lead to adverse health effects and nuisance concerns, such as reduced visibility and soiling of exposed surfaces. Grading operations are the primary sources of fugitive particulate matter dust emissions. However, these emissions can vary greatly, depending on the level of activity, the specific operations taking place, the number and types of equipment operated, vehicle speeds, local soil conditions, weather conditions, and the amount of earth disturbance (e.g., site grading, excavation, cut and fill).

Emissions of ozone precursors NO_X and ROG are primarily generated by the operation of off-road construction equipment and mobile sources (i.e., delivery vehicles, construction worker vehicles). Generation of these emissions vary as a function of the types and number of heavy-duty, off-road equipment used and the intensity and frequency of their operation, as well as vehicle trips per day associated with delivery of construction materials, the importing and exporting of soil, vendor trips, and worker commute trips.

The project would involve demolition, site-preparation, grading, excavation, and paving, to develop 74 new residential units. The ozone precursors NO_X and ROG would be emitted by the operation of construction equipment, while PM_{10} would be emitted by activities that disturb the soil, such as grading and excavation.

Off-road equipment exhaust emissions, including from United States Environmental Protection Agency (USEPA)-defined non-road engines, were calculated based on emissions factors for individual pieces of construction equipment within CalEEMod and applicant-provided assumptions for the amount of construction equipment that would be operating during the construction phase and each subphase. The CalEEMod results provide the total peak emissions that would occur if all construction equipment required for the project would be operating on the same day for a total of eight hours. This is a conservative estimate; actual peak emissions would generally be lower, since it is unlikely that all construction equipment would operate simultaneously. Emissions would also be generated by construction employees traveling to and from the site, as well as trucks hauling materials to and from the site. According to MBARD,

construction related emissions could result in adverse health risks to nearby sensitive receptors if emission thresholds are exceeded (Source: IX.68).

Project construction would result in the temporary generation of vehicle and equipment exhaust and fugitive dust for the duration of construction activities. To provide a maximum case evaluation of daily construction emissions, this analysis assumed that all units on the project site would be developed concurrently. Construction emissions related to the project are presented in Table 6.3-1.

Table 6.3-1 Estimated Daily Construction Emissions

Estimated emissions (lbs/day)	ROG	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
2026 Maximum Daily Emissions	1	4	41	<1	5	2
2027 Maximum Daily Emissions	1	4	34	<1	<1	<1
MBARD Threshold	N/A	N/A	N/A	N/A	82	N/A
Threshold Exceeded?	***N/A***	***/***	***/***	***/***	***No***	***/***

See CalEEMod Calculations, Source: IX.74

As shown in Table 6.3-1, temporary emissions during construction would not exceed MBARD's significance thresholds. Further, per the draft Construction Management Plan, less than 2.2 acres of grading and excavation and less than 8.1 acres of earthmoving would occur per day during construction. As such, short-term air quality emissions during project construction would be less than significant.

Operational emissions would result from ongoing activities associated with occupancy of the proposed 74 residential units, including motor vehicle trips generated by residents, visitors, and service providers, as well as energy consumption for building operations such as electricity and natural gas use for space heating, water heating, cooking, and other household uses. These activities would generate criteria air pollutants and greenhouse gas emissions on a daily basis for the life of the project. Because there is one existing residence on the site, the existing emissions from this residence were subtracted from the project's total operational emissions to calculate the project's net change in operational emissions. Table 6.8-2 summarizes the operational emissions from the project.

Table 6.3-2 Estimated Annual Operational Emissions

	Estimated Emissions (lbs/day)					
	ROG	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
Mobile	3	2	17	<1	4	1
Area	6	1	7	<1	<1	<1
Energy	<1	1	<1	<1	<1	<1
Total Project	**9**	**4**	**24**	**<1**	**4**	**1**
Less: Existing Emissions	-<1	-<1	-<1	-<1	-<1	-<1
Net Emissions	**9**	**4**	**24**	**<1**	**4**	**1**
MBARD Threshold	*137*	*137*	*550*	*150*	*82*	*N/A*
Threshold Exceeded?	***No***	***No***	***No***	***No***	***No***	***N/A***

See CalEEMod calculations, Source: IX.74

As shown in Table 6.3-2, project operational emission would not exceed the applicable MBARD thresholds for any of the criteria pollutants. Therefore, project operation would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard.

Air Quality Impact 3(c)– Less Than Significant Impact

Construction Dust

As described in Section VI.3, *Air Quality*, Impact (b), project construction emissions would not exceed MBARD daily thresholds (Source: IX.68). The nearest existing sensitive receptors are existing residences located adjacent, south, east, and west of the project site and the residential development directly south of Rio Road.

MBARD recommends evaluating potential impacts to sensitive receptors within 1,000 feet of a project site; however, as discussed in Section VI.3, *Air Quality*, Impact (b), the highest daily PM_{10} emissions associated with project construction would not exceed the MBARD's threshold of 82 lbs/day. This estimate for PM_{10} emissions does not include compliance with MBARD Rule 400 (Visible Emissions), Rule 425 (Use of Cutback Asphalt), and Rule 426 (Architectural Coatings), which would further reduce emissions of dust particulates by minimizing overspray and volatilization of coating materials that could otherwise become aerosolized and contribute to localized particulate concentrations, as well as ROGs by limiting the volatile organic compound (VOC) content of architectural coatings used on-site during construction activity (Source: IX.69). Therefore, the project would not have a significant impact on any sensitive receptors through an exposure to substantial pollutant concentrations relating to construction dust. Impacts would be less than significant.

Short-Term Construction Toxic Air Contaminants

Project construction would result in temporary project-generated emissions of diesel particulate matter (DPM) (exhaust emissions) from off-road, heavy-duty diesel equipment for site preparation, demolition, grading, building construction, and other construction activities. DPM was identified as a toxic air contaminant (TAC) by CARB in 1998 (Source: IX.69, 70).

Generation of DPM from construction projects typically occurs in a single area for a short period. Project construction would involve the use of heavy construction equipment over approximately 18 months. The dose to which the receptors are exposed is the primary factor used to determine health risk. Dose is a function of the concentration of a substance or substances in the environment and the extent of exposure that person has to the substance. Dose is positively correlated with time, meaning that a longer exposure period would result in a higher exposure level for the Maximally Exposed Individual. The risks estimated for a Maximally Exposed Individual are higher if a fixed exposure occurs over a longer period of time. According to the California Office of Environmental Health Hazard Assessment, health risk assessments, which determine the exposure of sensitive receptors to toxic emissions, should be based on a 70-year exposure period; however, such assessments should be limited to the period/duration of activities associated with the project. Thus, the duration of proposed construction activities (i.e., 18 months) is approximately five percent of the total exposure period used for 30-year health risk

calculations. Current models and methodologies for conducting health-risk assessments are associated with longer-term exposure periods of 9, 30, and 70 years, which do not correlate well with the temporary and highly variable nature of construction activities, resulting in difficulties in producing accurate estimates of health risk (Source: IX.71).

Based on the project design, construction equipment would be equipped with USEPA Tier 4 engines, which greatly reduce DPM emissions compared to older engines. With the use of Tier 4 engines, DPM generated by project construction is not anticipated to create conditions where the probability is greater than ten in one million of contracting cancer for the Maximally Exposed Individual or to generate ground-level concentrations of non-carcinogenic TACs that exceed a Hazard Index greater than one for the Maximally Exposed Individual. Therefore, project construction would not expose sensitive receptors to substantial TAC concentrations, and impacts would be less than significant.

Operational Toxic Air Contaminants

DPM would be emitted from diesel-fueled off-road equipment, including equipment used during landscaping, and by project-generated traffic (on-road diesel vehicles) within the vicinity of the site. The particulate matter component of diesel exhaust has been classified as a TAC by CARB based on its potential to cause cancer and other adverse health effects. Urban roads with traffic volumes exceeding 100,000 vehicles per day or rural roads with volumes greater than 50,000 vehicles per day are potentially hazardous sources of TACs within 500 feet of a sensitive receptor (Source: IX.72). Roadways near the project site do not have traffic volumes that exceed these thresholds (see Section VI.17, *Transportation/Traffic*). Therefore, the project site is not located near any major sources of TACs, and the project would not expose sensitive receptors to substantial pollutant concentrations. Impacts would be less than significant.

Carbon Monoxide Hotspots

Areas with high vehicle density, such as congested intersections and parking garages, have the potential to create high concentrations of CO, known as CO “hot spots,” which can expose sensitive receptors to substantial pollutant concentrations. Specifically, hot spots can be created at intersections where traffic levels are sufficiently high such that the local CO concentration exceeds the federal AAQS of 35.0 parts per million (ppm) or the state AAQS of 20.0 ppm.

According to the MBARD CEQA Air Quality Guidelines, a local CO hotspot analysis should be conducted if:

1. Intersections or road segments that operate at Level of Service (LOS) D or better would operate at LOS E or F with the project’s traffic,
2. Intersections or road segments that operate at LOS E or F where the volume-to-capacity (V/C) ratio would increase 0.05 or more with the project’s traffic,
3. Intersections that operate at LOS E or F where delay would increase by 10 seconds or more with the project’s traffic,
4. Unsignalized intersections which operate at LOS E or F where the reserve capacity would decrease by 50 or more with the project’s traffic,

5. The project would generate substantial heavy duty traffic or generate substantial traffic along urban street canyons or near a major stationary source of CO.

As further described in Section VI.17, *Transportation/Traffic*, the project would involve the development of 74 residences and would not generate substantial heavy duty truck traffic or generate substantial traffic along urban street canyons or near major stationary sources of CO. Although the project would add vehicle trips to these segments, it would not further degrade existing LOS, nor increase the V/C ratio or delay substantially enough to warrant a CO hotspot analysis (see Section VI.17, *Transportation/Traffic)*. As such, CO hotspot impacts would be less than significant.

Air Quality Impact 3(d) – Less Than Significant Impact

Project construction would generate temporary odors from vehicle exhaust and equipment exhaust. However, construction-related odors would disperse and dissipate and would not cause substantial odors at the closest sensitive receptors, such as nearby residences to the north or south of the project site (Source: IX.73). Contractors would be required to comply with the provisions of California Code of Regulations (CCR) Sections 2449 and 2485, which prohibit diesel-fueled commercial motor vehicles and off-road diesel vehicles from idling for more than five minutes to minimize unnecessary fuel consumption, which would limit exhaust fumes. In addition, construction-related odors would be temporary and would cease upon completion of construction. During operation, the proposed residences would not be expected to produce other emissions, such as lead, or result in nuisance odors. Therefore, the project would not result in other emissions, such as those leading to odors, that could adversely affect a substantial number of people. Impacts would be less than significant.

4. BIOLOGICAL RESOURCES **Would the project:**	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? (Source: IX.14, 58, 59)	☐	☒	☐	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Game or US Fish and Wildlife Service? (Source: IX.58, 59, 60, 61)	☐	☐	☐	☒
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? (Source: IX.59, 60, 61)	☐	☐	☐	☒
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? (Source: IX.58, 59, 60)	☐	☐	☒	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? (Source: IX.2, 14)	☐	☒	☐	☐
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? (Source: IX.2, 4, 58)	☐	☐	☐	☒

Discussion/Conclusion/Mitigation:

Rana Creek Habitat Restoration (RANA) completed a Biological Assessment of the project site in May 2024. The assessment included a review of literature and regional resource agency databases including the California Department of Fish and Wildlife (CDFW) California Natural Diversity Database (CBDDB), United States Fish and Wildlife Service (USFWS) Critical Habitat Mapper, USFWS wetland data, Natural Resource Conservation Service Soil Survey, California Native Plant Society's Inventory of Rare and Endangered Plants, and USFWS Information for Planning and Consultation; and a field reconnaissance survey conducted by RANA biologists on May 9, 2024 (Source: IX.58; County of Monterey Library No. LIB240302). Monk & Associates (M&A) prepared a Due Diligence Biological Site Assessment Report for the project site in May 2024 (revised December 2025). This assessment included a review of literature and regional resource agency databases including the CDFW CNDDB, California Native Plant Society's Inventory of Rare and Endangered Plants, and a field reconnaissance

survey conducted by M&A biologists on May 29, 2024 (Source: IX.59; County of Monterey Library No. LIB250157). M&A prepared two additional memos for the project, the Memo Discussing Findings on the Willow Stand, and the Memo on the USGS Hydrography Dataset. The memos included an additional field survey conducted by an M&A biologist on December 17, 2025 and a review of the United States Geological Survey (USGS) National Hydrography Dataset (Source: IX.60, 61). Richard Gessner prepared a Tree Inventory, Assessment, and Protection Report for the project site in April 2025. The assessment included a tree survey by an arborist on February 5, 2025 (Source: IX.14; County of Monterey Library No. LIB250132). The purpose of these reports was to determine the presence of biological resources at the project site. The reports present an explanation of the research, investigation procedures, results of surveys and research findings, and recommendations for the project, and were used to develop the analysis for this section.

The 12.5-acre project site is mostly flat at an elevation of 33 feet above mean sea level. The project site is located approximately 1,050 feet north of the Carmel River and approximately 725 feet north of the Carmel River riparian corridor. There are no regulatory waters, aquatic resources, or wetlands on-site. The entire project site is highly disturbed from the current agricultural use and is developed with row crops, a single family residence, and detached garage. The majority of the site supports agrestal cropland[2] and ruderal herbaceous vegetation. A planted mixed woodland surrounds the residence in the south-central portion of the project site with species such as Monterey cypress (*Hesperocyparis macrocarpa*), Monterey pine (*Pinus radiata*), myoporum (*Myoporum laetum*), coast redwood (*Sequoia sempervirens*), box elder (*Acer negundo*), and holly-leafed cherry (*Prunus ilicifolia*). The understory is dominated by nonnative invasive plants, including thistles, Arundo, cape ivy, hemlock, black mustard, and nasturtium. The project site is surrounded by a mix of residential and commercial development, as well as undeveloped parcels. The project site is bordered to the north and south by low density residential designated properties developed with single family residences; to the east by undeveloped high density residential designated land; and to the west by visitor accommodation/professional office designated land developed with existing commercial use buildings and associated parking lots. Immediately east and southeast of the project site lies the former Rancho Cañada Golf Club, which is planned for redevelopment for residential and recreational uses as the Ranch Cañada Village Subdivision to include approximately 145 residential units and 38-acres of permanent open space. Beyond the planned Ranch Cañada Village Subdivision, the project site is surrounded to the south and east by Palo Corona Regional Park.

Biological Resources Impact 4(a) – Less Than Significant with Mitigation Incorporated

Special Status Plants

Based on the review of resource agency databases, 25 special status plants are known to occur or have the potential to occur within a 1.6 mile radius of the project site (Source: IX.58). During the 2024 field surveys conducted by RANA and M&A, the potential for special status plants to occur on the project site was evaluated. No special status plant species were observed during the field surveys. Based on the absence of suitable habitat and previous site disturbance, the field surveys determined that special-status plant species do not have the potential to occur on the project site

[2] Agrestal cropland is a weed dominated community of rural, agricultural areas that form in areas disturbed by agricultural cultivation (Source: IX.59).

(Source: IX.58, 59). Plant communities observed during the field surveys included agrestal croplands, ruderal herbaceous vegetation, and a small, disturbed mixed woodland around the single-family residence along the southern boundary of the project site, as shown in Figure 6-4.1. The mixed woodland was determined to have been intentionally planted, not part of a native stand, and impacted by non-native species and human disturbance (Source: IX.58). Given the confirmed lack of presence or suitable habitat for special status plants, the project would not result in impacts to special status plants either directly or indirectly through habitat modifications, and potential impacts to special status plants would be less than significant.

Special Status Wildlife

Based on the review of resource agency databases, 23 special status animals are known to occur or have the potential to occur within a 1.6 mile radius of the project site (Source: IX.58). According to the 2024 field surveys, three special status animal species were identified as having the potential to occur within the project site based on the presence of suitable habitat or foraging. The potential for the remaining species identified in the database reviews was eliminated based on known occurrences, lack of aquatic habitat, and the highly disturbed nature of the project site due to agricultural activities that have eliminated the habitat conditions these species require (Source: IX.59, 60, 61). These species are not discussed further in this section.

The planted mixed woodland provides suitable habitat for Monterey dusky-footed woodrat (*Neotoma macrotis Luciana),* California red-legged frog *([CRLF] Rana draytonii),* overwintering monarch butterfly *(Danaus plexippus),* and potential nesting and foraging habitat for non-game migratory birds and native birds protected by California Fish and Game Code Section 3503 and the Migratory Bird Treaty Act. Trees within this vegetation community are proposed for removal, which would have a direct effect on these species through habitat loss or nest destruction. The project would indirectly affect these species during project operation as a result of increased human presence and habitat modifications (Source: IX.58, 59). See below for a discussion of potential impacts associated with the three special status animal species that have the potential to occur within the project site.

Monterey dusky-footed woodrat

The Monterey dusky-footed woodrat, a subspecies of the common woodrat, is a California species of special concern. This species requires dense cover, such as oak woodlands or willow riparian areas. Woodrats nests are typically multi-chamber structures composed of dead woods, leaves and grass and are often found next to trees. Multiple nests with signs of recent activity were observed within the planted mixed woodland area during the 2024 field surveys (Source: IX.58, 59). If present, individuals could be directly impacted by tree removal and ground-disturbing activities through injury, mortality, habitat loss, or nest destruction, and indirectly impacted during project operation due to increased human presence and habitat loss. These impacts would be potentially significant. **Mitigation Measures BIO-1** and **BIO-2** would be implemented to avoid significant impacts to Monterey dusky-footed woodrat during construction, reducing the impact to a less than significant level.

Figure 6.4-1 Plant Communities within the Project Site



California red-legged frog

The CRLF is federally Threatened and a California species of special concern. This species uses both aquatic and upland habitats for migration and dispersal and may travel distances up to three miles during the course of a wet season. The project site is not within critical habitat for the species, although designated critical habitat for the CRLF is present to the south, east, and northeast of the project site. The closest critical habitat unit to the project site, MNT2, is located adjacent to the Carmel River 0.1 mile south of the project site. No CRLF were observed within the project site during the 2024 field surveys, but there are two CNDDB occurrences of the species within three miles of the project site. The nearest record (Occurrence #1107) in 2003 was adjacent to the Carmel River, approximately 600 feet southeast of the project site (Source: IX.58).

Although the Carmel River provides suitable dispersal/migration habitat for the species, there is no direct connection from the Carmel River to the project site, and the species would need to travel 0.25-mile through uplands or along ephemeral drainages and culverts to occur on the site. Once on-site, there is no suitable aquatic breeding habitat for the species (Source: IX.59). There are closer occurrences within water features on the former golf course east of the site that may provide suitable habitat (approximately 314 feet east of the property). Typical upland habitat consists of downed woody vegetation, leaf litter, and small mammal burrows, densely vegetated areas, and even man-made structures (i.e., culverts, livestock troughs, spring-boxes, abandoned sheds) up to 328 feet from breeding habitat (Source: IX.77). CRLF may migrate to upland habitats or between breeding ponds, especially when aquatic habitat dries seasonally; however, most of these movements are small scale (within 85 feet). Occasionally, individuals have been documented making far ranging movements of up to 1.7 miles (Source: IX.77). However, a review of aerial imagery indicates that these golf course ponds have remained dry year-round for many years (Source: IX.58). Therefore, there is a moderate potential for this species to occur during upland movement. If present, individuals could be significantly impacted during construction and grading activities. **Mitigation Measures BIO-1, BIO-3,** and **BIO-4** would be implemented to avoid significant impacts to CRLF during construction, reducing the impact to a less than significant level.

Overwintering monarch butterfly

The planted Monterey cypress trees along the southern boundary of the property could provide temporary, marginal habitat for overwintering monarch butterflies; however, the trees are isolated and subject to wind and human disturbance. As such, they do not meet the requirement for overwintering habitat. No monarch butterflies were observed during the 2024 field surveys, and none were observed by RANA during past site surveys conducted in 2012 and 2022 (Source: IX.59). The nearest CNDDB record (Occurrence #85) of overwintering monarch butterfly was 2.8 miles southwest of the project site. This record documents a species population first observed in December 1984 and last observed in 1985. Fewer than 100 individuals were observed in 1985, and none were observed in 1990 (Source: IX.59). Based on the lack of known occurrences and marginal suitable habitat, the potential for monarch butterfly to occur on the project site is very low. Additionally, the project would not impact any overwintering or foraging habitat, as the site is actively farmed. Impacts to monarch butterfly would be less than significant.

Nesting birds

Non-game migratory birds and native birds protected by California Fish and Game Code Section 3503 and the Migratory Bird Treaty Act, including white-tailed kite *(Elanus leucurus),* Cooper's hawk *(Accipiter cooperii),* red-shouldered hawk *(Buteo lineatus),* Anna's hummingbird *(Calypte anna),* Bewick's wren *(Thryomanes bewickii),* and other migratory birds may nest or forage within the planted mixed woodland area along the southern boundary of the project site. No nests were observed during the field surveys; however, protected bird species listed above were observed to be present and foraging during the 2024 field surveys (Source: IX.58, 59). These trees are proposed for removal, which would impact nesting birds if active nests are present on-site, through nest abandonment or destruction. Indirect impacts to nesting birds may occur if active nests are present in undeveloped and landscaped areas adjacent to active construction or staging through disturbance and nest abandonment. These impacts would be potentially significant. Compliance with the County's standard Raptor/Migratory Bird Nesting Condition of Approval (PD050), together with implementation of **Mitigation Measure BIO-1,** would avoid significant impacts to nesting birds during construction, reducing the impact to a less than significant level.

Condition of Approval PD050 requires that a nesting bird survey be completed by a County-approved qualified biologist no more than seven days prior to initiation of any construction activities, including construction staging and vegetation removal, that would be conducted during the typical nesting bird season (February 1 - August 31). The nesting bird surveys shall include an examination of all buildings on-site and all trees and shrubs on-site and within 300 feet of the project site (i.e., within a zone of influence of nesting birds), in addition to the ground area. A nesting bird preconstruction survey report documenting survey methods, dates, and results shall be prepared and submitted to the County for review and verification prior to initiation of on-site construction activities, including staging and mobilization, regardless of whether active nests or roosts are observed.

If no active nests or roosts are observed, no further mitigation is necessary. If active bird nests are identified on-site or within the zone of influence, a no-disturbance buffer zone shall be established by the Project Biologist based on the species and nest location, and the area shall be fully avoided. Full avoidance shall be documented by regular site visits by a County-approved qualified biologist. These site visits shall be documented in monitoring reports submitted to the County for verification that the project complies with full avoidance of nests or roosts. The monitoring and report documentation shall continue for the duration of the project or until the nests or roosts are no longer active.

Mitigation Measures

Mitigation Measure BIO-1. Worker Environmental Awareness Program

Monterey dusky-footed woodrat, CRLF, and other special status species may be present on site. To ensure impacts are less than significant, the owner/applicant shall retain a County-approved qualified biologist (Project Biologist) to conduct a Worker Environmental Awareness Program (WEAP) training prior to subdivision improvements and prior to the construction of residential development. The Project Biologist shall provide the training to all personnel associated with

project construction to ensure they can recognize special-status species and sensitive biological resources that may occur on-site. The program shall include identification of the special status species and their habitats, a description of the regulatory status and general ecological characteristics of sensitive resources, and review of the limits of construction and mitigation measures required to reduce impacts to biological resources within the work area. A fact sheet conveying this information shall also be prepared for distribution to all contractors, their employers, and other personnel involved with construction of the project. All employees shall sign a form documenting that they have attended the WEAP training and understand the information presented to them. The form shall be submitted to the County to document compliance prior to the initiation of ground disturbing activities, and updated and resubmitted as new personnel are added to the construction site.

Compliance Actions:

Prior to approval of the Final Map, this mitigation measure's language and requirements shall be added as a note on the Final Map.

Prior to issuance of grading permits for subdivision improvements (all phases, if phased) from HCD-Building Services, the owner/applicant shall submit evidence to HCD-Planning of a contract with a qualified biologist to implement the requirements of this mitigation measure.

Prior to initiation of grading activities associated within subdivision improvements (all phases, if phased), including staging and mobilization, the owner/applicant/Project Biologist shall submit documentation signed by all personnel associated with project construction that they have attended the WEAP training and understand the information presented to them to HCD-Planning.

Prior to issuance of grading permits/construction permits for residential development (all phases, if phased) from HCD-Building Services, the owner/applicant shall submit evidence to HCD-Planning of a contract with a qualified biologist to implement the requirements of this mitigation measure.

Prior to the initiation of construction activities associated with the residential development (all phases, if phased) , the owner/applicant/Project Biologist shall submit documentation signed by all personnel associated with project construction that they have attended the WEAP training and understand the information presented to them to HCD-Planning.

On an ongoing basis, updated documentation shall be submitted as new personnel are added to the construction site.

Mitigation Measure BIO-2. Monterey Dusky-Footed Woodrats Survey

To the greatest extent feasible, initial vegetation removal shall occur when woodrats are least likely to be reproducing (October - November). If infeasible and construction/grading permits are to be issued between October and November, the owner/applicant shall retain a County-approved qualified biologist (Project Biologist) to implement this mitigation measure and conduct a pre-construction survey for Monterey dusky-footed woodrat nests within 50 feet of the project work limits no more than 30 days prior to construction. Identified nest(s) shall be flagged and avoided, where possible. If the nest(s) cannot be avoided and must be removed to allow

construction activities, the nest(s) shall be dismantled by hand prior to grading or vegetation removal activities. A report of the preconstruction survey results and any proposed avoidance buffers or nest removals shall be submitted to the County for review and verification prior to the initiation of any dismantling activities and/or construction activities that could affect woodrat nests.

Dismantling of nest(s) shall be monitored by the Project Biologist. The Project Biologist shall have the authority to halt construction or dismantling activities within the work area if woodrat nests or individuals are at risk, until appropriate avoidance or corrective measures are implemented at the biologist's discretion. If young are encountered during nest dismantling, the dismantling activity shall cease, and the material shall be carefully replaced back on the nest. Once the biologist determines that the young are capable of being independent, nest dismantling shall be allowed to continue. All dismantling activities shall be completed prior to on-site construction activities, including staging and mobilization. A report documenting the dismantling shall be submitted to the County within seven days of activities requiring nest removal. This mitigation measure is not applicable to the construction of residential structures, as all vegetation and ground clearing associated with subdivision improvements will remove any potential dusky-footed woodrat habitat.

Compliance Actions:

Prior to issuance of grading permits for subdivision improvements (all phases, if phased) from HCD-Building Services, the owner/applicant shall submit evidence to HCD-Planning of a contract with a qualified biologist to implement the requirements of this mitigation measure.

If the initiation of project grading or vegetation removal associated with subdivision improvements (all phases, if phased) occurs during October - November, the owner/applicant/Project Biologist shall submit to HCD-Planning a copy of the preconstruction survey results report that includes any proposed avoidance buffers or nest removals. If nest(s) are identified during the preconstruction surveys that cannot be feasibly avoided, the Project Biologist shall monitor the dismantling of nest(s). Following removal, the owner/applicant/Project Biologist shall submit to HCD-Planning a copy of the report documenting dismantling within seven days of activities requiring nest removal.

Mitigation Measure BIO-3. CRLF Avoidance

The following measures shall be implemented during project construction.

- To the greatest extent possible, work activities shall be completed between May 1 and October 31 to avoid the breeding season of the CRLF, when activities would be most disruptive to the species. If work activities occur outside this period, the avoidance, survey, and monitoring measures described below shall be implemented.
- A County-approved qualified biologist with experience in identification of all life stages of CRLF and its habitat shall conduct a pre-construction survey no more than 14 days before the onset of work activities. A report of the preconstruction survey results shall be submitted to the County for review and verification prior to on-site construction activities, including staging and mobilization.

- A County-approved qualified biologist shall conduct a daily clearance survey prior to the start of work and be present during all initial ground disturbing project activities, including vegetation removal. A report of monitoring results shall be submitted to the County for review and verification within 14 days of completion of all initial ground disturbance and vegetation removal.
- If any life stage of CRLF is detected at any time throughout the duration of the project, project activities shall cease and the County shall be notified immediately. Work shall not continue on-site until the County-approved qualified biologist has verified the individual has left the project site on its own. If the individual does not leave the site, and/or may be impacted by the project, the County shall contact the USFWS and if the USFWS determines that adverse effects to the CRLF or habitat cannot be avoided, the project shall not commence until further guidance from USFWS is provided.
- Workers shall inspect all holes and trenches for CRLF or entrapped wildlife prior to backfill. Open trenches greater than three feet deep shall be covered at the end of the day or ramped to prevent entrapment.
- No work shall occur during a rain event exceeding 0.25 inch in a 24-hour period. If work resumes within 24 hours of a rain event, a County-approved qualified biologist shall inspect the site again prior to resuming work.
- Water shall not be impounded in a manner that may attract CRLF.
- Workers shall not handle any wildlife.
- Pets shall be prohibited at the construction site.
- All food-related garbage shall be placed in tightly sealed containers at the end of each workday to avoid attracting predators. Containers shall be emptied and garbage removed from the construction site at the end of each workweek. If sealed containers are not available, garbage shall be removed from the construction site upon completion of daily activities. All garbage removed from the construction site shall be disposed of at an appropriate off-site refuse location

Compliance Actions:

Prior to approval of the Final Map, a note shall be added to the Final Map summarizing the requirements of this mitigation measure, subject to approval by HCD-Planning.

Prior to issuance of grading permits for subdivision improvements (all phases, if phased) from HCD-Building Services, the owner/applicant shall include a note on the grading/construction plans encompassing the language contained in Mitigation Measure BIO-3, including all compliance actions.

Prior to initiation of grading activities associated within subdivision improvements (all phases, if phased), including staging and mobilization, the owner/applicant shall submit evidence to HCD-Planning of a contract with a qualified biologist to implement the requirements of this mitigation measure.

Prior to initiation of grading activities associated within subdivision improvements (all phases, if phased) between November 1 and April 31, the owner/applicant/Project Biologist shall provide a copy of the preconstruction survey results report to HCD-Planning.

Within 14 days of completion of all initial ground disturbance and vegetation removal associated with subdivision improvements, the owner/applicant shall provide a copy of the daily monitoring results report to HCD-Planning.

Prior to issuance of grading permits/construction permits for residential development from HCD-Building Services, the owner/applicant shall include a note on the grading/construction plans encompassing the language contained in Mitigation Measure BIO-3, including all compliance actions.

Prior to issuance of grading permits/construction permits for residential development from HCD-Building Services, the owner/applicant shall submit evidence to HCD-Planning of a contract with a qualified biologist to implement the requirements of this mitigation measure.

Prior to initiation of grading or construction activities for residential development (all phases, if phased) between November 1 and April 31, the owner/applicant/Project Biologist shall provide a copy of the preconstruction survey results report to HCD-Planning.

Within 14 days of completion of all initial ground disturbance associated with residential development, the owner/applicant shall provide a copy of the daily monitoring results report to HCD-Planning.

Prior to final inspection of all grading and construction permits from HCD-Building Services, the Project Biologist shall submit a final report to HCD-Planning demonstrating compliance with this mitigation measure for all phases.

Mitigation Measure BIO-4. Exclusionary Protective Fencing

Prior to issuance of grading permits/construction permits for subdivision improvements from HCD-Building Services, a qualified biologist (Project Biologist) shall be retained to supervise the installation of temporary exclusionary protection fencing with one-way funnels along the eastern and southern property lines the project site for the duration of all grading and construction. Fencing shall be installed prior to any site grubbing or grading activities associated with subdivision improvements and construction to prevent small mammals, amphibians, or reptiles from migrating onto the site. Installation during the dry season is intended to minimize the potential for amphibians that disperse during wet weather conditions to enter and potentially establish on the project site. The Project Biologist shall oversee the installation of the fencing. The Project Biologist or Contractor shall verify that the fencing is properly installed and maintained throughout all ground disturbance and construction, until such time that privacy fencing along the southern and eastern perimeter is installed. Exclusionary fencing may be modified to install privacy fencing (section by section). Any damage or gaps in the fencing shall be repaired immediately upon discovery. A report documenting protection fencing location and methods shall be submitted to HCD-Planning for review and verification prior to on-site construction activities, including staging and mobilization.

Compliance Actions:

Prior to approval of the Final Map, a note shall be added to the Final Map stating "Exclusionary fencing along the eastern and southern property lines shall be properly installed and maintained throughout all ground disturbance and construction, until such time that privacy fencing along the southern and eastern perimeter is installed. Exclusionary fencing may be modified to install privacy fencing (section by section). Any damage or gaps in the fencing shall be repaired immediately upon discovery. The Project Biologist/Contractor shall keep a log of activities" or the equivalent language.

Prior to issuance of grading permits for subdivision improvements (all phases, if phased) from HCD-Building Services, the owner/applicant shall submit evidence to HCD-Planning of a contract with a qualified biologist to implement the requirements of this mitigation measure.

Prior to the issuance of grading permits for subdivision improvements (all phases, if phased) from Building Services, the owner/applicant/Project Biologist shall provide a copy of the report documenting the protection fencing location and methods to HCD-Planning.

Weekly, during active grading during subdivision improvements, the Project Biologist/Contract shall ensure the protective fencing remains properly installed. Any damage or gaps in the fencing shall be repaired immediately upon discovery. The Project Biologist/Contractor shall keep a log of activities.

Prior to issuance of grading permits/construction permits for residential development (all phases, if phased) from HCD-Building Services, the owner/applicant shall submit evidence to HCD-Planning that the exclusionary fencing is still installed.

On an ongoing basis, the Project Biologist/Contractor shall verify that the fencing is properly installed and maintained throughout all ground disturbance and construction, until such time that privacy fencing along the southern and eastern perimeter is installed. Exclusionary fencing may be modified to install privacy fencing (section by section). Any damage or gaps in the fencing shall be repaired immediately upon discovery. The Project Biologist/Contractor shall keep a log of activities.

Prior to final inspections for all grading and construction permits, the Project Biologist shall submit a final report to HCD-Planning demonstrating ongoing or final compliance with this mitigation measure, as applicable.

Biological Resources Impact 4(b) – No Impact

The review of resource agency databases did not identify the presence of any sensitive natural communities within a 1.6-mile radius of the project site (Source: IX.58). A row of arroyo willows *(Salix lasiolepis)* is present along the southern project site boundary of Val Verde Road. These trees do not form an arroyo willow thicket shrubland alliance as defined by CDFW's Manual of California Vegetation. The arroyo willows do not dominate the shrub/tree layer nor do they grow in a structurally dense form with continuous canopy cover. The understory is dominated by nonnative invasive species, including thistles, arundo, cape ivy, hemlock, and black mustard, rather than moisture-tolerant herbs typical of riparian alliances. Further, based on

the absence of hydrology and hydric soil indicators observed during the December 2025 field survey, the arroyo willow trees do not represent a forested wetland and likely germinated from irrigation water used for crop production during on-site agricultural activities (Source: IX.60, 61). No other evidence of sensitive natural communities or riparian habitat was observed during the 2024 field surveys (Source: IX.58, 59). As such, no adverse effect on sensitive natural communities or riparian habitat would occur as a result of the project. There would be no impact.

Biological Resources Impact 4(c) – No Impact

Based on the review of resource agency databases, including the USGS National Hydrography Dataset and December 2025 field survey conducted by M&A, no wetlands or other potentially jurisdictional features occur within or adjacent to the project site (Source: IX.59, 60). During the field survey, no evidence of hydric soils or wetland hydrology, such as standing water, saturated soils, or soil surface cracks were observed (Source: IX.60, 61). Therefore, no impacts to jurisdictional wetlands or waters would occur as a result of the project.

Biological Resources Impact 4(d) – Less Than Significant Impact

The project site does not provide an effective wildlife movement corridor because it does not connect distinct or isolated natural areas and is surrounded by a mix of existing residential and commercial development to the north, south, and west. Further, an existing perimeter fence limits any effective wildlife movement. Undeveloped land to the east and southeast of the site is planned for redevelopment as the Rancho Cañada Village Subdivision, which would include approximately 145 residential units and 38-acres of permanent open space. This planned development would further limit future wildlife movement in the vicinity of the project site. Beyond the planned Rancho Cañada Village Subdivision, undeveloped lands within Palo Corona Regional Park to the south and east provide broader wildlife linkages connecting Point Lobos, surrounding preserves, and Los Padres National Forest. The project site does not function as a wildlife corridor to these undeveloped lands because existing residential and commercial development to the north, south, and west of the site impedes wildlife movement.

Wildlife could potentially move from the Carmel River riparian corridor, located approximately 725 feet south of the site, north to the project site. However, such movement would be constrained by existing residential development. The project site does not contain aquatic habitat, nor is it hydraulically connected to aquatic habitat, that would interfere with the movement of native resident or migratory fish species (Source: IX.60). Based on the existing residential and commercial development surrounding the project site to the north, south and west, and the lack of connectivity of the site to natural landscape, the project is not expected to significantly impede wildlife movement through established corridors. Impacts to wildlife movement through established corridors would be less than significant.

Biological Resources Impact 4(e) – Less Than Significant with Mitigation Incorporated

The project is subject to the goals and policies of the General Plan and the CVMP, which include requirements for tree protection and biological resource conservation. **Mitigation Measures BIO-1** through **BIO-4**, and Condition of Approval PD050, as described under Section VI.4, *Biological Resources,* Impact (a), would avoid and reduce impacts to special status species to a

less than significant level. Therefore, the project would be consistent with relevant policies, including General Plan Policy OS-5.4, which requires avoidance, minimization, and mitigation of impacts to biological resources and Policy OS-5.25, which requires protection of nesting migratory birds during the breeding season (Source: IX.2, 4).

CVMP Policy CV-3.11 discourages the removal of healthy native oak, madrone, and redwood trees within the CVMP Area. This policy is codified in Monterey County Code Section 21.64.260(C). No native oaks or madrone trees occur within the project site. However, one Coast redwood tree has been documented within the planted mixed woodland in the southern portion of the site and was determined to be protected under Monterey County Code 21.64.260.C.2 (Source: IX.14). The tree is proposed to be removed during site preparation. Removal of three or less protected trees would require approval from the County Director of Planning, or appropriate authority for the entirety of the project, consistent with Monterey County Code 21.64.260. Monterey County Code 21.64.260 requires that native tree removal be replanted on-site on a 1:1 ratio. Upon approval from the County Director of Planning, or appropriate authority, the project would not conflict with local policies or ordinances related to tree preservation or removal (Source: IX.2).

Therefore, with implementation of **Mitigation Measures BIO-1** through **BIO-4**, impacts would be less than significant with mitigation incorporated.

Biological Resources Impact 4(f) – No Impact

The project site is not under the jurisdiction of any Habitat Conservation Plans, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan (Source: IX.2, 4, 58). Therefore, no impact would occur.

5. CULTURAL RESOURCES Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5? (Source: IX.28, 29, 87)	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? (Source: IX.28, 29, 89)	☐	☒	☐	☐
c) Disturb any human remains, including those interred outside of formal cemeteries? (Source: IX.29)	☐	☐	☒	☐

Discussion/Conclusion/Mitigation:

Historic Resource Associates completed a Cultural Resources Study of the project site in November 2025 (Source: IX.28; County of Monterey Library No. LIB250130). The assessment included a records search through the Northwest Information Center (NWIC) of the California Historical Resources Information System (CHRIS) in Rohnert Park, California; a review of the State of California Office of Historic Preservation (OHP) Built Environment Resources Directory (BERD), which lists properties on the National Register of Historic Places (NRHP), California Historical Landmarks (CHL), California Points of Historical Interest (CPHI), and the California Register of Historical Resources (CRHR), as well as certified Local Government surveys; and a pedestrian survey. Archaeological Resource Management prepared a Cultural Resource Evaluation for the project site in February 2025 (Source: IX.29; County of Monterey Library No. LIB250131). This evaluation consisted of a CHRIS records search at NWIC, a pedestrian survey, and a review of historic aerial maps. The purpose of these reports was to determine the presence of archaeological or historical resources at the project site. The reports present an explanation of the research, investigative procedures, results of surveys and research findings, and recommendations for the project.

Cultural Resources Impact 5(a) – No Impact

The project would involve demolition of the two existing structures on the project site, a California Ranch-style single-family residence built in 1958, and a detached garage built in 1962. Both structures were evaluated in 2010 and 2016 as part of a Phase I Historical Review of the project site conducted by Historian Kent Seavey which determined that, based on the lack of architectural distinction, historical significance, and integrity, the two structures are not eligible for listing in the CRHR and the NRHP (Source: IX.28). During preparation of the Cultural Resources Study in November 2025, Historic Resource Associates conducted a peer review of the 2010 and 2016 historical reports where the structures were evaluated and concurred with their conclusions. Therefore, the structures are not considered a historic resource as defined by CEQA. See below discussion.

The Hatton family owned a large tract of land that was used for farming and ranching at the mouth of Carmel Valley, in and around this project site. While the Hatton family played a significant role in the history of Carmel Valley, the project site itself has no physical evidence of improvements associated with either William Hatton or any of his children. In 1958, a single-family residence was constructed on the southernmost project parcel. According to the Cultural Resources Study, while the builder remains unidentified, Historian Kent Seavy described the residence as a one-story, wood-framed building as having been designed in the "California Ranch" style of architecture (Source: IX.28). Per Historian Kent Seavey, the wood house lacks sufficient architectural distinction or historic significance to be considered eligible for listing in the CRHR or qualifying for listing on the Monterey County Historic Resource inventory because the original rural setting has changed. Many houses of the same type and style are present in the County, and neither an event of significance, nor any important individual has been identified with the property. A garage was then constructed in 1962, approximately 50 feet northwest of the residence. The garage is front-gabled with paired sliding barn doors, and rests on a mud-sill foundation. The exterior features narrow vertical flush wood siding, and its low-pitched roof slightly overhangs the eave line. Two windows are along the southern side. Like the residence, Historian Kent Seavy determined that the garage lacks architectural distinction (Source: IX.28).

The remainder of the project site has been used for cultivation of various agricultural products, as it has been for at least the last 75 years. The subject property, including both the residence and the garage, were evaluated in 2010 and 2016 during a Phase I Historical Review of the project site. The 2010 and 2016 reports found that the subject property, including the residence and garage, was not a significant cultural (historical) resource, and is ineligible for the NRHP and the CRHR. Both structures are unrelated to the historic agricultural use of the project site and are architecturally unrelated to each other. Further, as described above, the structures are not associated with William Hatton. Although the "Hatton Dairy Barn" (APN: 015-201-012-000, 6540 Carmel Valley Road, Carmel) is listed on the Monterey County (Local) Registry of Historic Resources, the project is not in close proximity to this resource and thus would have no impact on local historical resources (Sources: IX.87, 61). The current use of the project site for row crops does not represent the historic use as grazing land for dairy (Source: IX.28).

Therefore, as the project site does not represent the historical use of the project site and neither the existing residence nor garage are historically significant, the demolition of the structures and change of use from row-crops to residential development would not result in a impact on historical resources.

Cultural Resources Impact 5(b) – Less Than Significant with Mitigation Incorporated

County of Monterey Geographic Information System records indicate the project site and surrounding area have a high archaeological sensitivity (Source: IX.89). However, this designation is based on the countywide probability of encountering a cultural or archaeological resource rather than site-specific conditions. The Archaeological and Historic Assessment prepared by Historic Resource Associates (County of Monterey Library No. LIB250130) and the Cultural Resource Evaluation conducted by Archaeological Resource Management (County of Monterey Library No. LIB250131) found that the project site does not contain significant cultural sites, features, or artifacts based on the lack of surface evidence of potentially significant archaeological resources (Source: IX.28, 29). Therefore, although the County of Monterey Geographic Information System identifies the area as high archaeological sensitivity based on

regional probability, the site-specific investigations indicate a low likelihood of encountering cultural or archaeological resources within the project site. Both a records search and a field reconnaissance survey were performed during the preparation of the reports, and no potentially significant historic period archaeological materials were found in the project site (Source: IX.28, 29). While no historic or archaeological resources have been identified within the project site, the site is located within an area of regional archaeological sensitivity and five recorded cultural resources, including prehistoric sites and a historic trail, have been identified within 0.25-mile of the site (Source: IX.89, 29). Although the potential to encounter historic or archaeological resources is low based on site-specific study, construction of the project would require ground disturbance such as grading and excavation in an area of regional sensitivity. Construction activities within the project site would have the potential to encounter unrecorded buried or subsurface pre-historic resources as well as human remains during ground disturbing activities, as discussed under Section VI.5, *Cultural Resources*, Impact 5 (c), below. The possibility of damage to or destruction of unrecorded archaeological resources, if present, would have a potentially significant impact. **Mitigation Measure CR-1** would be implemented to avoid significant impacts to unrecorded buried archaeological resources during construction, reducing the impact to a less than significant level. Should any identified resources be determined eligible for the CRHR, those resources would be avoided or appropriate measures, such as data recovery, would be identified on a case by case basis.

Mitigation Measures

Mitigation Measure CR-1. On-Call Archaeological Monitoring and Cultural Resource Training

To reduce potential impacts on cultural resources that may be discovered during development on-site, a qualified archaeologist (i.e., an archaeologist registered with the Register of Professional Archaeologists [RPA] or a Registered Archaeologist [RA] under the supervision of an RPA) shall be retained through a binding contract with the owner/applicant, as an on-call monitor for the duration of all project-related ground-disturbing activities (Archaeological Monitor). If at any time, potentially significant archaeological resources or intact features are discovered, the County's standard Condition of Approval PD003(A) shall be adhered to. The On-Call Archaeological Monitor shall review and evaluate any inadvertent discoveries to determine if they are historical resource(s) and/or unique archaeological resources or tribal cultural resources under CEQA, and work in coordination with the Tribal Monitor (**Mitigation Measure TR-1**). If the Archaeological Monitor determines that any cultural resources exposed during construction constitute a historical resource and/or unique archaeological resource or tribal cultural resource under CEQA, he/she shall notify the project proponent and other appropriate parties of the evaluation. The Professional Archaeologist shall recommend mitigation measures to mitigate to a less-than-significant impact in accordance with California Public Resources Code (PRC) Section 15064.5, including but not limited to a Cultural Resources Protection and Management Plan ("Plan"), and conduct additional testing to determine the resources' boundaries, if needed. The Cultural Resources Protection and Management Plan shall be prepared in consultation with the County and the tribal cultural monitor for the treatment of any cultural resources with appropriate dignity, and the final disposition of any artifacts, and submit the Plan to HCD-Planning for review and approval. The Plan shall also include a Data Recovery Plan that follows the California Secretary of the Interior's Guidelines for Archeological Documentation. Should additional testing identify significant resources, or resources are

inadvertently discovered, the goals of the Plan are to avoid disturbance of resources to the extent feasible and document any unique archaeological resources that would be directly impacted by construction activities:

- Measures to avoid disturbance of resources include re-siting or re-designing approved project components if feasible, or capping/covering the resource in a non-destructive manner. If neither avoidance measures are feasible, on-site relocation, following consultation with HCD-Planning and the Tribal Monitor, shall be considered and implemented if feasible.
- Avoidance shall be pursued prior to considering excavation and recovery.
- If avoidance is determined infeasible, the qualified archaeologist shall formulate measures for their treatment and recovery that document the unique resource prior to removal.

The Archaeological Monitoring contract shall require that the Archaeological Monitor keep a log of inadvertent discoveries and submit a final report summarizing compliance actions with HCD-Planning. The contract shall also require that the on-call monitor conduct a cultural resource awareness and response training for construction personnel prior to the commencement of any grading or excavation activity. The cultural resource awareness and response training shall be conducted with the Tribal Monitor (**Mitigation Measure TR-1**) and describe protocols to be used in the event of an unanticipated discovery, and the importance of cultural resources to the Native American community, identify specific construction activities that the tribal monitor shall be present for, any construction activities where the tribal monitor will not be present for, how sampling of the excavated soil will occur, if required, and any other logistical information such as when and how work on the site will be halted.

Compliance Actions:

Prior to approval of the Final Map, a note on the Final Map shall be added requiring an on-call archaeological monitor and pre-construction cultural awareness training. Language subject to approval by HCD-Planning.

Prior to issuance of grading permits for subdivision improvements (all phases, if phased) from HCD-Building Services and prior to issuance of grading permits/construction permits for residential development from HCD-Building Services, the owner/applicant shall include a note on the construction plans encompassing the language contained in Mitigation Measure CR-1, including all compliance actions. The owner/applicant shall submit said plans to HCD-Planning for review and approval.

Prior to issuance of grading permits for subdivision improvements (all phases, if phased) from HCD-Building Services and prior to issuance of grading permits/construction permits for residential development from HCD-Building Services, the owner/applicant shall submit to HCD-Planning a copy of the contract between the owner/applicant and a qualified Archaeological Monitor. The contract shall satisfy the requirements of this mitigation measure. The contract shall authorize the on-call monitor and a designated crew member to stop work in the event resources are found. In addition, the contract shall authorize the monitor to prepare a report suitable for compliance documentation to be prepared within four weeks of completion of the

data recovery field work. The contract shall be submitted to HCD-Planning for review and approval.

Prior to the commencement of any grading or excavation activity, the owner/applicant shall submit evidence that the project archaeologist has conducted a cultural resource awareness and response training for construction personnel. Evidence shall include training materials and a sign-in sheet.

During construction, the application/owner/contractor/archaeologist shall adhere to the requirements of this mitigation measure.

Prior to final inspection, the Project Archaeological shall submit a final report to HCD-Planning demonstrating compliance with this mitigation measure, a copy of the monitoring log, instances of halting work, in-field revisions, and additional measures, if warranted.

Cultural Resources Impact 5(c) – Less Than Significant Impact

There is no evidence of known burial sites or cemeteries within the project site. However, the discovery of human remains is always a possibility during ground disturbing activities. In the event of an unanticipated discovery of human remains, State Health and Safety Code Section 7050.5 and Monterey County standard Condition of Approval PD003(A) require that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to California PRC Section 5097.98. If the remains are determined to be of Native American descent, the coroner has 24 hours to notify the Native American Heritage Commission (NAHC). The NAHC would identify and notify the most likely descendant. The most likely descendant must complete the inspection of the site within 48 hours of being granted access and provide recommendations as to the treatment of the remains to the landowner (Source: IX.29). With adherence to existing regulations, impacts to human remains would be less than significant.

6. ENERGY Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation? (Source: IX.64)	☐	☐	☒	☐
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency? (Source: IX.4, 64)	☐	☐	☒	☐

Discussion/Conclusion/Mitigation:

Energy Impact 6(a) – Less Than Significant Impact

Project construction would require site preparation and grading, including hauling material off-site; pavement and asphalt installation; residence construction; water, wastewater, and power utility installation; and landscaping. During project construction, energy would be consumed in the form of petroleum-based fuels used to power off-road construction vehicles and equipment on the project site, construction workers' travel to and from the project site, and vehicles used to deliver materials to the site. However, energy use during construction would be temporary in nature, and the construction equipment used would be typical of similar-sized construction projects in the area. In addition, construction contractors would be required to comply with the provisions of CCR Title 13 Sections 2449 and 2485, which prohibit diesel-fueled commercial motor vehicles and off-road diesel vehicles from idling for more than five minutes and would minimize unnecessary fuel consumption. Construction equipment would be subject to the USEPA Construction Equipment Fuel Efficiency Standard, which would also minimize inefficient, wasteful, or unnecessary fuel consumption. Furthermore, pursuant to applicable regulatory requirements such as 2022 California Green Building Standards Code ([CalGreen], CCR Title 24, Part 11), the project would comply with construction waste management practices to divert a minimum of 65 percent of construction debris. Contractors would use energy efficiently during construction and avoid wasting fuel, both to reduce environmental impacts and save costs. Therefore, the project would not involve the inefficient, wasteful, or unnecessary use of energy during construction, and construction impacts related to energy consumption would be less than significant.

Project operation would contribute to regional energy demand by consuming electricity, natural gas, gasoline, and diesel fuels. Electricity would be used for residential cooling systems, lighting, appliances, and water and wastewater conveyance, among other purposes. While the proposed residences would be all-electric, gasoline and diesel consumption would be associated with vehicle trips generated by residents. The project would be required to comply with all standards set in the latest iteration of the California Building Standards Code (CCR Title 24), which would minimize the wasteful, inefficient, or unnecessary consumption of energy resources during operation. California’s CalGreen standards require installation of energy-efficient light fixtures and building materials into the design of new construction projects. Further, the 2022 Building Energy Efficiency Standards (CCR Title 24, Part 6) require newly constructed buildings to meet

energy performance standards set by the California Energy Commission (Source: IX.64). Pursuant to the Building Energy Efficiency Standards, the residences constructed under the project would include photovoltaic systems and would be equipped with energy efficient appliances, water fixtures, and ventilation systems that meet required performance standards to reduce overall energy consumption (Source: IX.64). These standards are specifically crafted for new buildings to result in energy efficient performance so that the buildings do not result in wasteful, inefficient, or unnecessary consumption of energy (Source: IX.64). Therefore, project operation would not result in potentially significant environmental effects due to the wasteful, inefficient, or unnecessary consumption of energy, and impacts would be less than significant.

Energy Impact 6(b) – Less Than Significant Impact

The County has not adopted a specific renewable energy or energy efficiency plan. However, the County's General Plan Conservation and Open Space Element contains the following applicable policies related to energy (Source: IX.4):

- **Energy Resources Goal OS-9.** Promote efficient energy use.
- **Policy OS-9.1.** The use of solar, wind and other renewable resources for agricultural, residential, commercial, industrial, and public building applications shall be encouraged.
- **Policy OS-9.2.** Development shall be directed toward cities, Community Areas, and Rural Centers where energy expended for transportation and provision of services can be minimized.
- **Policy OS-9.3.** Areas of urban concentration shall provide convenient access for employment, commercial, and other activities.
- **Policy OS-9.4.** Lots shall be oriented to maximize the energy gains from solar and/or wind resources in order to minimize energy losses where possible.
- **Policy OS-9.6.** Development shall incorporate features that reduce energy used for transportation, including pedestrian and bicycle pathways, access to transit, and roadway design as appropriate.

As described under Section VI.6, *Energy*, Impact (a), the project would meet the requirements of the 2022 Building Energy Efficiency Standards and the 2022 California Energy Code, which conserve energy in residential projects by requiring efficient mechanical and lighting systems, and the integration of renewable energy and smart energy-management measures to reduce overall energy consumption (Source: IX.64). The project would include the installation of solar panels on all residential units and does not contain steep slopes that could limit the ability of rooftop solar panels to maximize energy production, thereby complying with the County's General Plan Conservation and Open Space Element Energy Resources Goal OS-9 and Policies OS-9.1 and OS-9.4, described above. The project is located in an area surrounded by commercial and residential development and would include the construction of sidewalks along Val Verde Drive to improve pedestrian access and encourage walking to nearby services. Further, the project site is less than 0.25-miles from Barnyard shopping center, and within one mile of Carmel Middle School and Carmel High School, allowing for convenient access and reducing the energy used for transportation. As such, the project would comply with the County's General Plan Conservation and Open Space Element Policies OS-9.2, OS-9.3, and OS-9.6, described

above. Therefore, the project would not conflict with or obstruct any state or local plans for renewable energy or energy efficiency, including the above applicable General Plan policies. Impacts would be less than significant.

7. GEOLOGY AND SOILS **Would the project:**	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Source: IX.36) Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☐	☒
ii) Strong seismic ground shaking? (Source: IX.35, 36)	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction? (Source: IX.35, 36)	☐	☐	☒	☐
iv) Landslides? (Source: IX.33, 36)	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil? (Source: IX.5, 35)	☐	☐	☒	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? (Source: IX.33, 35, 36)	☐	☐	☒	☐
d) Be located on expansive soil, as defined in Chapter 18A of the 2007 California Building Code, creating substantial risks to life or property? (Source: IX.36)	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater? (Source: IX.1)	☐	☐	☐	☒
f) Directly or indirectly destroy a paleontological resource or site or unique geologic feature? (Source: IX.35)	☐	☐	☒	☐

Discussion/Conclusion/Mitigation:

A Geotechnical Investigation for the project was prepared by Quantum Geotechnical, Inc. in November 2024 (Source: IX.35; County of Monterey Library No. LIB240314). A Geologic Hazards and Geotechnical Investigation was prepared by Quantum Geotechnical, Inc. in April 2025 (Source: IX.36; County of Monterey Library No. LIB250156). The purpose of these investigations was to determine the nature of the surface and subsurface soil conditions at the project site through field investigations and laboratory testing. The reports present an explanation of investigative procedures, results of the testing program, conclusions regarding soil conditions, and recommendations for earthwork and foundation design to adapt the proposed development to the existing soil conditions.

Geology and Soils Impact 7(a.i) – No Impact

The project site is not located within the boundaries of an Earthquake Fault Zone for fault rupture hazard as defined by the Alquist-Priolo Earthquake Fault Zoning Act and no faults are known to pass through the site. The nearest active fault is Monterey Bay-Tularcitos, approximately 1.4 miles northeast of the project site (Source: IX.36). Therefore, no impact related to fault rupture would occur. There would be no impact.

Geology and Soils Impact 7(a.ii, a.iii, c) – Less Than Significant Impact

The San Andreas Fault system, which is the most active fault system in California, runs approximately 17 miles to the east of the project site. Two other active faults, the Palo Colorado-San Gregorio Fault zone and the Monterey Bay-Tularcitos-Fault zone, also occur in the County (Source: IX.30). From 2007 to 2014, Monterey County experienced 47 earthquakes (Source: IX.31). Earthquakes are classified by magnitude; magnitudes up to 5.9 may be felt but cause only minor damage (Source: IX.32). No earthquakes in Monterey County between 2007 and 2014 had a magnitude of greater than 4.4 or caused any damages, fatalities, or injuries (Source: IX.31). Research by the United States Geological Survey reported that the San Andreas Fault has a 21 percent probability of a magnitude 6.7 or greater earthquake by 2032, at which could cause structural damage.

Due to its location in a seismically active region, the project could be subject to ground shaking during an earthquake along the San Andreas Fault or other active fault in the region. The faults in the area are capable of generating earthquakes that could produce strong to violent ground shaking at the project site. The active fault nearest to the project site is the Monterey Bay-Tularcitos, approximately 1.4 miles northwest of the project site (Source: IX.36). The effects of earthquake-related ground shaking could include damage to structures, as well as damage to streets and utilities. However, the project would be required to comply with applicable building codes, including the Monterey County Code Chapter 16.08, Grading, which prohibits the issuance of grading permits for projects that would be hazardous by reason of flood, geological hazard, seismic hazard, or unstable soil. The Monterey County Building Code, Chapter 18.02, adopts the California Building Code (CBC), which assigns Seismic Design Categories for new construction projects, with earthquake safety regulations commensurate to the earthquake risks associated with a project's use and location. CBC requirements would ensure that the proposed structures would be able to: (1) resist minor earthquakes without damage; (2) resist moderate earthquakes without structural damage, but with some non-structural damage; and (3) resist major earthquakes without collapse, but with some structural as well as nonstructural damage. Further, all recommendations of the Geotechnical and Geological Reports are required to be implemented into the final construction plans pursuant to Monterey County Code section 16.080.110. By adhering to these existing regulations and requirements, the direct or indirect impacts from the project as they relate to strong seismic ground shaking would be less than significant.

According to the Geotechnical Investigation, the project site is also in a state-designated moderate- to high-potential liquefaction hazard zone (Source: IX.35). The factors known to influence liquefaction potential include grain size, relative density, groundwater conditions, effective confining pressures, and intensity and duration of ground shaking. Loose, saturated, near-surface, cohesionless soils exhibit the highest liquefaction potential, while dense,

cohesionless soils and cohesive soils exhibit low to negligible liquefaction potential. The Geotechnical Investigation determined that liquefiable layers are present at the project site, although they are located relatively deep. In the event an earthquake caused liquefaction at the site, the ground would settle by six to nine inches, resulting in an estimated 4.5 inches of differences in site elevation over 100 feet. Therefore, the project site has moderate liquefaction potential. However, all recommendations of the Geotechnical Report shall be implemented into the final construction plans pursuant to Monterey County Code section 16.080.110. Accordingly, the differential settlement of 4.5 inches in 100 feet would be incorporated into the design of gravity utilities and foundations for residences (Source: IX.36). With the differential settlement incorporated into project designs, the direct or indirect impacts from the project as they relate to liquefaction would be less than significant.

Lateral spreading and earthquake-induced landslides involve lateral ground movements caused by seismic shaking. These lateral ground movements are often associated with a weakening or failure of an embankment or soil mass overlying a layer of liquefied sands or weak soils or unsupported face such as a creek bank, open cut, or in the direction of a regional slope or gradient (Source: IX.35). Due to the relatively flat site topography, absence of open channels or creeks in proximity to the site, and the depth of potentially liquefiable layers, the potential for lateral spread and seismic related ground failure would be low and the impact would be less than significant.

Geology and Soils Impact 7(a.iv) – No Impact

The project site is not located within a State of California landslide hazard zone (Source: IX.33). The topography of the project site and surrounding area is predominantly level with small elevation changes throughout (Source: IX.36). No steep slopes are located on or near the site that would result in an increased landslide risk to the project site. Therefore, the project site is not susceptible to landslides, and no impact would occur.

Geology and Soils Impact 7(b) – Less Than Significant Impact

Development of the project would involve grading and excavation for the construction of the proposed residences, utility services, and roadways. The project site has historically been used for agriculture, with approximately 10 acres currently under row crop cultivation and the remaining 2.5 acres developed with a single family residence and detached garage. While the project site is generally level and has already been disturbed (which limits the potential for substantial erosion under normal conditions), grading and excavation activities would expose soils, creating a short-term potential for erosion and loss of topsoil. Excavation activities would involve approximately 18,000 cubic yards of cut and fill to be balanced on site. After construction, long-term erosion risk would be minimal because soils would be stabilized by buildings, pavement, landscaping, and vegetation.

However, all land clearing, grading, and construction activities would be required to comply with the County Ordinance Code, specifically Chapter 16.12, which requires an erosion control plan prior to permit issuance for building, grading, or land clearing. Erosion control plans must comply with Chapter 16.12.070, Runoff Control, and Chapter 16.12.090, which prohibits land

clearing or grading between October 15 and April 15. Chapter 16.12.070 requires the following (Source: IX.5):

- On highly permeable soils, excess runoff must be retained on site through the use of infiltration basins, percolation pits or trenches, or other suitable means.
- On projects where on-site percolation is not feasible, all runoff must be detained or dispersed over non-erodible vegetated surfaces.
- Concentrated runoff which cannot be effectively detained or dispersed without causing erosion shall be carried in non-erodible channels or conduits to the nearest drainage course designated for such purpose or to on-site percolation devices.
- Runoff from disturbed areas shall be detained or filtered by berms vegetated filter strips, catch basins, or other means as necessary to prevent the escape of sediment from the disturbed area.
- No earth or organic material shall be deposited or placed where it may be directly carried into a body of water.

The project would be subject to the State Construction General Permit issued by the SWRCB under the federal National Pollutant Discharge Elimination System (NPDES). This permit applies to construction sites that disturb one acre or more, or smaller sites that are part of a larger development plan and requires implementation of Best Management Practices such as covering or stabilizing soil stockpiles, installing silt fences, fiber rolls, and sediment basins, and managing stormwater runoff to prevent sediment discharge.

According to the Preliminary Stormwater Control Plan for the project, approximately 55 percent of the project site would be covered by new impervious surfaces and approximately 45 percent of the project site would be covered by pervious landscaping (Source: IX.85). The project would include construction of new stormwater drainage facilities, including two bioretention basins designed to manage runoff from the impervious surfaces and accommodate a 95th percentile rainfall event for the site's two principal drainage areas (refer to Section II.2.2.7, *Infrastructure*), in accordance with Post-Construction Stormwater Management Requirements. The basins would be designed to filter pollutants from stormwater runoff before discharge, ensuring that runoff does not exceed the capacity of existing or planned drainage systems. Further, these basins would ensure the project would not result in substantial soil loss or erosion by capturing stormwater runoff, slowing its velocity, and releasing it gradually.

All recommendations provided by the Geotechnical Report would be required to be implemented into the final construction plans pursuant to Monterey County Code Chapter 16.08. The project would comply with other County Ordinances and the State Construction General Permit. Pursuant to guidance with these exiting regulations and guidance documents, the project would not result in substantial soil erosion or the loss of topsoil. Impacts would be less than significant.

Geology and Soils Impact 7(d) – Less Than Significant Impact

Expansive soils are generally clays, which increase in volume when saturated and shrink when dried. The swelling that occurs in expansive soils exerts pressure that can damage the foundation of a building. When expansive soil is present, foundations must be designed to prevent uplift of

the supported structure or to resist forces exerted on the foundation due to soil volume changes (Source: IX.34). The subsurface profile consists primarily of poorly graded sands, well-graded sands, silty sands, and occasional sandy silt, all of which are non-expansive soil types under the Unified Soil Classification System (Source: IX.36). No clay-rich horizons or high plasticity indices were reported, and the laboratory results confirm low plasticity and low fines content. The Geotechnical Report determined that the project site is suitable for the project. As described above, the final construction plans would be required to comply with the 2022 CBC, including its expansive-soil provisions in Section 1803.5.3, which ensure that foundations are designed to resist any uplift or lateral pressures that could result from soil movement, while also requiring implementation of all applicable recommendations from the Geotechnical Report pursuant to Monterey County Code Chapter 16.08. Therefore, by integrating these CBC requirements with the Geotechnical Report's post-tensioned slab design criteria, and the lack of expansive soils present at the project site, the potential for expansive soil-related issues would be less than significant.

Geology and Soils Impact 7(e) – No Impact

The project would not include the use of septic tanks or alternative wastewater disposal systems. Because the project would be served by a public sewer system and would not propose any on-site wastewater disposal, soils on the project site do not need to support septic tanks or alternative wastewater systems (Source: IX.1). As a result, the project would not directly or indirectly cause substantial adverse effects related to soils incapable of supporting such systems. No impact related to septic tanks or alternative wastewater disposal systems would occur.

Geology and Soils Impact 7(f) – Less Than Significant Impact

Paleontological resources include the fossilized remains, traces, or imprints of organisms preserved in or on the earth's crust. The potential for impacts to significant paleontological resources is based on the potential for ground disturbance to directly impact paleontologically sensitive geologic units. The project would involve ground disturbance (such as grading and excavation) throughout the project site footprint. Paleontological sensitivity is defined based on the underlying geologic formation. The project site is underlain by Holocene alluvial deposits (sand, silt, and minor clay), which are generally considered to have low paleontological sensitivity near the surface (Source: IX.35). Additionally, the agricultural practices have included disking the land and disturbing the top 2 to 3 feet of soil over the course of many years. Therefore, direct impacts to geologic units with high paleontological sensitivity would be negligible, and the likelihood of impacting significant fossils beneath the project site would be low. Further, California PRC Section 5097.5 prohibits unauthorized disturbance of paleontological sites and requires notification and proper handling of discoveries. Based on the low paleontological sensitivity of the project site and required compliance with California PRC Section 5097.5, potential impacts to paleontological resources would be less than significant.

8. GREENHOUSE GAS EMISSIONS Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? (Source: IX.4, 68, 74, 75)	☐	☐	☒	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? (Source: IX.4, 65, 64, 68, 74).	☐	☐	☒	☐

Discussion/Conclusion/Mitigation

The majority of individual projects do not generate sufficient GHG emissions to create a project-specific impact through a direct influence on climate change; therefore, the issue of climate change typically involves an analysis of whether a project's contribution towards an impact is cumulatively considerable. According to the CEQA Guidelines Section 15355, "cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, other current projects, and probable future projects.

The County does not currently have an adopted GHG reduction plan with numerical reduction targets for individual uses and developments. The County is in the process of developing a Community Climate Action and Adaptation Plan (CCAAP) to reduce GHG emissions within the unincorporated County area. In October 2024, a Final Greenhouse Gas Emissions Inventory Report was prepared for the County's CCAAP (Source: IX.85). The CCAAP has not yet been approved, however it is intended to align with the requirements of the General Plan, as well as State mandates, and will serve to reduce GHG emissions for target years 2030 and 2045. The long-term target year of 2045 was chosen to align with the statewide carbon neutrality goal expressed in Executive Order B-55-18.

Since MBARD has not adopted thresholds, the County uses consistency with applicable plans for the reduction of GHG emissions as the threshold for project significance.

Greenhouse Gas Emissions Impact 8(a, b) – Less Than Significant Impact

Construction Emissions

Project construction would occur over approximately 18 months and would generate an estimated 1,487 metric ton (MT) CO_2e, as shown in Table 6.8-1. This total includes CO_2 and CH_4 emissions, which are combined using standard global warming potential conversions. When amortized over a 30-year project lifespan, construction-related emissions would equal approximately 50 MT CO_2e per year (Source: IX.74). Construction emissions are provided for informational purposes only.

Table 6.8-1 Estimated Annual Construction Emissions

Emission Source	Annual Emissions (CO_2e)
2026 Construction	662 MT CO_2e
2027 Construction	825 MT CO_2e
Total Construction	1,487 MT CO_2e
Amortized Over 50-Years	50 MT CO_2e

See CalEEMod Calculations, Source: IX.74

Operational Emissions

Project operational GHG emissions were calculated for area source emissions, energy emissions, mobile source emissions, waste, and water. Project operational emissions would total 991 MT CO_2e per year, with a net total (including amortized construction emissions, and reductions for the existing home use) of 1,026 MT CO_2e per year. The CalEEMod project operational emissions are summarized below in Table 6.8-2 (Source: IX.74). Operational emissions are provided for informational purposes only.

Table 6.8-2 Estimated Annual Operational Emissions

Emission Source	CO_2e (MT)[1]
Construction	50
Operational	
Area	111
Energy	200
Solid Waste	22
Water	10
Mobile	649
Refrigerants	<1
Operational Total	992
Existing Site Emissions	(14)
Project Total (with amortized GHG)	**1,028**

[1] *Numbers may not add directly due to rounding.*

2 Section VI.14, Population and Housing shows a population of 211. This results in a conservative efficiency number and was used for the determination of service population emissions.

See CalEEMod Calculations, Source: IX.74

All 307 parking spaces provided by the project would be compatible with Level 1 or Level 2 EV chargers. All residences would be equipped with solar panels. The use of EV's was included in the emissions quantifications using the CalEEMod model emission factors. Although all residences would be equipped with solar panels, the total amount of electrical consumption from the on-site solar panels was not available at the time of the analysis. Therefore, the GHG emissions analysis conservatively assumes no electrical offsets from solar.

The County has not adopted a specific renewable energy or energy efficiency plan (Source: IX.4). However, the following plans, policies, or regulations adopted for the purpose of reducing the emissions of greenhouse gases are applicable to the project:

MBARD AQMP

Compliance with the AQMP is demonstrated under Section VI.3, *Air Quality*, Impact (a) through Impact (c). As described therein, the project would not result in population growth that would exceed the 2015 AQMP forecast, nor would the project result in emissions exceeding MBARD criteria pollutant thresholds or utilize construction equipment that is not accounted for within the CalEEmod Model. Therefore, the project would not conflict with or obstruct implementation of the applicable air quality plan (the 2015 AQMP).

AMBAG Metropolitan Transportation Plan/Sustainable Communities Strategy

AMBAG adopted the Sustainable Communities Strategy (SCS) as part of the 2045 Metropolitan Transportation Plan (MTP) in June 2022. The MTP serves as the long-range plan for the region, identifying transportation needs, investment priorities, and policy frameworks for local governments to foster sustainable development, including meeting the SB 375 GHG emissions reduction target of five percent below 2005 per capita GHG emissions by 2035. As part of meeting these reductions, AMBAG has an overall goal to assure that the region is EV ready. The project would include EV compatibility for all 307 parking spaces provided by the project. Emissions inventories are determined based on the AMBAG population growth forecasting to determine whether a project meets the SB 375 goals in the MTP/SCS. As described in Section VI.3, *Air Quality*, the project would not exceed the AMBAG population growth projections. Further, the MTP/SCS promotes residential development within existing urbanized areas to reduce reliance on motor vehicles. The project would include the construction of a pedestrian path along Val Verde Drive and sidewalks within the internal circulation network to encourage alternative modes of travel to nearby commercial services (Source: IX.65). Therefore, the project would be consistent with AMBAG's MTP/SCS.

County General Plan

The County does not currently have an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs. However, the County's General Plan Conservation and Open Space Element contains the following applicable policies related to reducing GHG emissions through renewable energy sources (Source: IX.4).

- **Policy OS-9.1.** The use of solar, wind and other renewable resources for agricultural, residential, commercial, industrial, and public building applications shall be encouraged.
- **Policy OS-9.4.** Lots shall be oriented to maximize the energy gains from solar and/or wind resources in order to minimize energy losses where possible.
- **Policy OS-9.6.** Development shall incorporate features that reduce energy used for transportation, including pedestrian and bicycle pathways, access to transit, and roadway design as appropriate.

As described under Section VI.6, *Energy*, the project would meet the requirements of the 2022 Building Energy Efficiency Standards and the 2022 California Energy Code, which require efficient mechanical and lighting systems, and the integration of renewable energy and smart energy management measures to reduce overall energy consumption and thereby reduce GHG

emissions (Source: IX.64). The project would include the installation of solar panels on all residential units and does not contain steep slopes that could limit the ability of rooftop solar panels to maximize energy production, thereby complying with the County's General Plan Conservation and Open Space Element Policies OS-9.1 and OS-9.4, described above. The project is located in an area surrounded by commercial and residential development and would include the construction of sidewalks along Val Verde Drive to improve pedestrian access and encourage walking to nearby services (Source: IX.4). As such, the project would comply with the County's General Plan Conservation and Open Space Element Policy OS-9.6.

CARB's 2022 Scoping Plan Update

MBARD has not established significance thresholds for GHG emissions to ensure compliance with CARB's 2022 Scoping Plan Update goals of carbon neutrality by 2045, nor has MBARD adopted specific goals or policies designed to reduce GHG emissions. However, the project would exceed the 2025 CalGreen mandatory and voluntary Tier standards for the inclusion of EV charging infrastructure requirements, as all 307 parking spaces would be EV charging compatible. Further, consistency with the 2025 CalGreen mandatory EV charging station implementation and minimum solar requirements would be required for the project. As California moves towards a Net Zero Carbon goal by 2045, the projects implementation of above mandated EV charging infrastructure, along with the implementation of mandatory EV charging station and solar requirements, the project will be well seated to accommodate additional EV vehicles that residents are anticipated to own moving toward 2045. The additional reductions anticipated from the additional charging capabilities as well as the increased efficiencies will provide a suitable offset to the natural gas emissions that are anticipated on-site in the initial operational years. Additionally, as California moves towards the 2045 goal, California is moving towards reducing the reliance on natural gas appliances throughout the state therefore, are appliances are replaced it is anticipated that less and less natural gas will be used on-site. Therefore, the project would be consistent with the 2022 Scoping Plan Update and impacts would be less than significant.

MBARD has not established significance thresholds for GHG emissions to support CARB's 2022 Scoping Plan Update target of achieving carbon neutrality by 2045, nor has MBARD adopted specific GHG-reduction policies. However, the project would exceed the 2025 CalGreen mandatory and voluntary Tier EV-charging requirements, as all 307 parking spaces would be EV-charging ready. The project would also be required to meet the 2025 CalGreen mandatory EV-charging station installation and minimum solar photovoltaic requirements.

As California transitions toward statewide carbon neutrality by 2045, the project's EV-charging infrastructure and compliance with mandatory EV-charging and solar requirements would enable the site to accommodate increasing EV ownership among residents. The resulting reductions in transportation related emissions, combined with improved building energy efficiencies, would offset natural gas emissions expected during the early years of project operation. Over time, as California phases down the use of natural gas appliances, on-site natural gas demand would be expected to continue to decline. Therefore, the project would be consistent with the applicable plan, policies, and regulations adopted for the purpose of reducing the emissions of GHG. Impacts would be less than significant.

9. HAZARDS AND HAZARDOUS MATERIALS **Would the project:**	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? (Source: IX.50)	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? (Source: IX.45, 50)	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? (Source: IX.50)	☐	☐	☒	☐
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? (Source: IX.44, 49)	☐	☐	☐	☒
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area? (Source: IX.46)	☐	☐	☐	☒
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? (Source: IX.5, 15, 20)	☐	☐	☒	☐
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires? (Source: IX.5, 19)	☐	☐	☒	☐

Discussion/Conclusion/Mitigation:

Hazardous materials, as defined by the CCR, are substances with certain physical properties that may pose a substantial present or future hazard to human health or the environment when improperly handled, disposed, or otherwise managed. Hazardous materials and waste can result in public health hazards if improperly handled, released into the soil, or groundwater, or through airborne releases in vapors, fumes, or dust.

A Phase II Environmental Site Assessment was conducted by Stantec Consulting Services, Inc. (Stantec) in April 2024 (Source: IX.50; County of Monterey Library No. LIB240315). The purpose of this investigation was to evaluate the site through a subsurface soil investigation and laboratory testing. The report presents an explanation of investigative procedures, analysis results from laboratory testing, conclusions regarding the analytical findings, and recommendations for the project development.

The Hazardous Waste and Substances Site (Cortese) List is a planning tool used by the state, local agencies, and developers to comply with CEQA requirements related to the disclosure of information about the location of hazardous materials release sites. California Government Code Section 65962.5 requires the California Environmental Protection Agency (CalEPA) to develop at least annually an updated Cortese List. Various state and local government agencies are required to track and document hazardous material release information for the Cortese List. There are no hazardous materials release sites in the vicinity of the Project site (Source: IX.37). Similarly, according to the California Department of Toxic Substances Control's (DTSC) EnviroStor database, there are no contaminated sites within the vicinity of the project site (Source: IX.44).

Hazards and Hazardous Materials Impact 9(a, b) – Less Than Significant Impact

Construction

Project construction would include the temporary transport, storage, use, or disposal of potentially hazardous materials including fuels, lubricating fluids, cleaners, solvents, or soils assumed to be contaminated from pesticides due to widespread agricultural practices in Monterey County. If spilled, these substances could pose a risk to the environment and to human health. However, the transport, storage, use, or disposal of hazardous materials is subject to various federal, state, and local regulations designed to reduce risks associated with hazardous materials, including potential risks associated with upset or accident conditions. Hazardous materials would be required to be transported under U.S. Department of Transportation regulations (U.S. Department of Transportation Hazardous Materials Transport Act, 49 Code of Federal Regulations), which stipulate the types of containers, labeling, and other restrictions to be used in the movement of such material on interstate highways. In addition, the use, storage, and disposal of hazardous materials are regulated through the Resources Conservation and Recovery Act (RCRA). DTSC is responsible for implementing the RCRA program, as well as California's own hazardous waste laws. DTSC regulates hazardous waste, cleans up existing contamination, and looks for ways to control and reduce the hazardous waste produced in California. It does this primarily under the authority of RCRA and in accordance with the California Hazardous Waste Control Law (California H&SC Division 20, Chapter 6.5) and the Hazardous Waste Control Regulations (Title 22, CCR, Divisions 4 and 4.5). DTSC also oversees permitting, inspection, compliance, and corrective action programs to ensure that hazardous waste managers follow federal and state requirements and other laws that affect hazardous waste specific to handling, storage, transportation, disposal, treatment, reduction, cleanup, and emergency planning. Compliance with existing regulations would reduce the risk of potential release of hazardous materials from spills and transport during construction.

A Phase I Environmental Site Assessment report was prepared by Stantec in December 2023 and identified historical agricultural use on the project site that may have used herbicides containing organochlorine pesticides (OCPs) and/or heavy metals. Based on this finding, Stantec conducted a Phase II Environmental Site Assessment in April 2024 to evaluate the subsurface condition at the project site based on the site's historical agricultural use. The Phase II Environmental Site Assessment involved collecting soil samples from 30 shallow soil borings across the site. Soil samples were analyzed for OCPs, arsenic, and lead. Analytical results did not indicate the presence of OCPs lead above applicable regulatory thresholds. Although two of the 30 samples reported arsenic at concentrations of 5.4 and 7.4 mg/kg, which exceeds regulatory thresholds, the

Phase II Environmental Site Assessment did not recommend any remediation because arsenic natural occurs throughout the State of California at concentrations of up to 11 mg/kg. The State of California uses the background levels the cleanup standard for arsenic; therefore, arsenic was not detected above anticipated cleanup levels (Source: IX.50). Based on these results, the sites' historical agricultural use would not pose a concern for human health and/or the environment, and no further assessment or remedial action would be warranted. Because these contaminants are not present above typical background or regulatory thresholds, ground disturbance would not result in the release of hazardous materials into the environment, and impacts are less than significant with respect to OCP, arsenic, and lead (Source: IX.50).

Buildings constructed prior to 1977 in California may contain lead-based paint and asbestos-containing materials. The existing buildings on the project site (single family residence and detached garage) were constructed around 1960 and therefore may contain lead and asbestos. The project would require the demolition of the existing single-family residence and detached garage on southern portion of the site, which could result in upset and release of hazardous materials into the environment. During demolition activities, all building materials containing lead-based paint shall be removed in accordance with California Occupational Safety and Health Administration lead-related regulations contained in Title 8 of the CCR, Section 1532.1, including employee training, employee air monitoring, and dust control. Any debris or soil containing lead-based paint or coatings shall be disposed of at landfills that meet acceptance criteria for the type of lead being disposed. In addition, demolition and construction would be required to comply with MBARD Rule 424, which enforces the National Emissions Standards for Hazardous Air Pollutants regulation with authority delegated by the USEPA. Rule 424 requires surveys for asbestos to be conducted prior to demolition activities that would disturb materials that might contain asbestos. MBARD also collects fees for demolition activities subject to Rule 424 (Source: IX.45). Compliance MBARD and USEPA regulations would ensure that asbestos containing materials are identified and disposed of in such a manner as to ensure that demolition would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. As such, this construction impact would be less than significant.

Operation

Residential buildings typically do not use or store large quantities of hazardous materials other than those typically used for household cleaning, maintenance, and landscaping. For example, households may contain one or several gallons of paint for touching up interior architectural features, such as baseboards along walls, which would generate a nominal amount of waste that would not warrant a potentially significant hazardous materials or waste impact. Therefore, project operation would not involve the use, storage, transportation, or disposal of substantial quantities of hazardous materials and would not result in the release of such materials into the environment. Impacts from project operation would be less than significant.

Hazards and Hazardous Materials Impact 9(c) – Less Than Significant Impact

Children are particularly susceptible to long-term effects from exposure to hazardous materials. Locations where children spend extended periods of time, such as schools, are considered sensitive to hazardous air emissions and accidental release associated with the handling of

extremely hazardous materials, substances, or wastes. Carmel Middle School is located approximately 500 feet northeast of the project site.

As discussed under Section VI.9, *Hazards and Hazardous Materials*, Impact 9 (a, b), project operation would not involve the use or storage of hazardous materials other than minor household chemicals in household quantities. Though potentially hazardous materials such as fuels, lubricants, solvents, and oils could be used during project construction, the transport, use and storage of hazardous materials would be conducted in accordance with applicable State and federal laws, such as the Hazardous Materials Transportation Act, RCRA, the California Hazardous Material Management Act, and CCR, Title 22. Licensed hazardous materials transporters leaving the project site would take the shortest direct route, which would include driving west to access SR-1 via Rio Road. This route would not be in proximity to Carmel Middle School. Therefore, it is unlikely that transporters would be required to drive past the school while carrying hazardous materials. Impacts related to hazardous materials near schools would be less than significant.

Hazards and Hazardous Materials Impact 9(d) – No Impact

The following databases compiled pursuant to Government Code Section 65962.5 were checked for known hazardous materials contamination within the project site:

- EnviroStor Database, California Department of Toxic Substances Control (Source: IX.44)
- GeoTracker Database, California State Water Resources Control Board (Source: IX.49)

According to the database search, there are no known hazardous material sites within the project site. Four cleanup sites were identified within 0.5 mile of the project site. The nearest cleanup sites are the Crossroads Shopping Center Safeway (case SLO605371998) and the Arco Service Station #2161 (case T0605300295), both on Rio Road approximately 1,000 feet southwest of the project site. These two cases were completed and closed in 2005 and 1999, respectively (Source: IX.49). Located just under 0.5 mile from the project site are the Tosco Facility (case T0605300253) and the Chevron Station (case T060530BMP0249). These two cases were completed and closed in 2014 and 2012, respectively (Source: IX.49). No hazardous materials sites are known to exist in the project site, and the nearest hazardous materials cleanup cases have been resolved**.** Therefore, no impact would occur.

Hazards and Hazardous Materials Impact 9(e) – No Impact

The closest public airport to the project site is the Monterey Regional Airport located approximately four miles northeast. Therefore, the project site is not located in the airport's Airport Influence Area and is not subject to the 2019 Monterey Regional Airport Land Use Compatibility Plan. There are no private airstrips in the vicinity of the project site (Source: IX.46). Given the distance from the project site, aircraft at Monterey Regional Airport would not result in a safety hazard or excessive noise for people residing or working at the project site. There would be no impact.

Hazards and Hazardous Materials Impact 9(f) – Less Than Significant Impact

As described in Section VI.20, *Wildfire*, the project site is located within a Moderate Fire Hazard Severity zone and is not located within a Very High Fire Hazard Severity Zone (VHFHSZ) or state responsibility area. A VHFHSZ is located approximately 0.35 mile east of the project site (Source: IX.19).

The project would involve the construction of 74 residential units and would result in an estimated additional 211 residents on the site, thereby increasing the human presence near the VHFHSZ[3]. However, as discussed in Section VI.14, *Population and Housing*, the population growth is within the AMBAG projected growth increase for unincorporated Monterey County (Source: IX.15). Further, as discussed in Section VI.15, *Public Services*, the project site is in an area already served by Cypress Fire Protection District and would not have a significant impact on fire response times nor create substantially greater need for additional fire protection services above the current capacity (Source: IX.20). The project site is located in close proximity to Carmel Valley Road and SR-1. Both of these corridors are identified as Evacuation Routes per the General Plan Safety Element, Table S-1. Although the population would increase, which could increase traffic volumes, thereby potentially impacting response during an emergency event along the evacuation routes, the project would involve improvements to Val Verde Drive and construction of an internal circulation network ultimately allowing for safer movement through the site in the event of an emergency. Cypress Fire Protection District would conduct a review of the project during the permit process to verify compliance with all codes and standards including driveway width, turning radius, and emergency access (Source: IX.5). Therefore, the project would not impair an adopted emergency response plan or emergency evacuation plan and impacts would be less than significant.

Hazards and Hazardous Materials Impact 9(g) – Less Than Significant Impact

As described in Section VI.20, *Wildfire*, the project site is located within a Moderate Fire Hazard Severity zone and a VHFHSZ is located approximately 0.35 mile east of the project site (Source: IX.19). The project would be developed in accordance with State and County fire standards and regulations including Monterey County Code Section 18.14.080, which requires all new structures and exterior premises to include fire safety features, such as fire-residence ratings and fire protection systems (Source: IV. 5). The project would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires. Therefore, impacts would be less than significant.

[3] 74 housing units multiplied by the average number of persons per household in the County (2.84) equals approximately 211 residents

10. HYDROLOGY AND WATER QUALITY **Would the project:**	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality? (Source: IX.5, 78, 83, 84)	☐	☐	☒	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin? (Source: IX.53, 78, 84)	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i) result in substantial erosion or siltation on- or off-site? (Source: IX.78, 84)	☐	☐	☒	☐
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site? (Source: IX.78, 84)	☐	☐	☒	☐
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff? (Source: IX.84)	☐	☐	☒	☐
iv) impede or redirect flood flows? (Source: IX.78)	☐	☐	☒	☐
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation? (Source:IX.78, 84)	☐	☐	☒	☐
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan? (Source: IX.5, 53, 78, 81, 84)	☐	☐	☒	☐

Discussion/Conclusion/Mitigation:

A Hydrogeologic Report for the project was prepared by Todd Groundwater in January 2026 (Source: IX.78). The purpose of this report was to evaluate groundwater levels, aquifer characteristics, groundwater-surface water interactions, and potential changes to groundwater demand and recharge associated with the project. These findings provide the basis for evaluating whether the project would degrade surface or groundwater quality, substantially decrease groundwater supplies, alter drainage patterns, or conflict with applicable stormwater management regulations. A Preliminary post-construction Stormwater Control Plan was prepared by the owner/applicant in accordance with the Central Coast Regional Water Quality Control Board requirements (Source: IX.84). In addition, an Operation and Maintenance (O&M) Plan was prepared by the owner/applicant, which outlines long-term operational maintenance and funding of the project stormwater treatment facilities (Source: IX.83).

The project site is located approximately 1,050 feet north of the Carmel River, within the lower Carmel River Valley. The project site is underlain by the Carmel Valley Groundwater Basin (CVGB) where the Carmel Valley Alluvial Aquifer (CVAA) is the primary water-bearing unit. The CVAA is highly permeable, shallow (typically 10–25 feet below ground surface), and hydraulically connected to river flows. Two portions of the site lie within the 100-year flood zone of the Carmel River: the southwest corner and the southwestern section of the parcel east of Val Verde drive, as shown in Figure 2-3.

Hydrology and Water Quality Impact 10(a) – Less Than Significant Impact

Project Construction

Project construction would include short-term soil disturbing activities that could lead to increased erosion and sedimentation, which would decrease water quality and be a potential violation of water quality standards. The project would disturb more than one acre of land, and therefore would be subject to the General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities, Order No. 2022-0057-DWQ, NPDES No. CAS000002 (Construction Stormwater General Permit) adopted by the SWRCB. The Construction Stormwater General Permit requires development of a Storm Water Pollution Prevention Plan (SWPPP) with best management practices to control the discharges of pollutants, including sediment, into local surface water drainages. Prior to the issuance of a permit for grading activity, the owner/applicant must submit an Erosion Control Plan developed in compliance with County Code 16.12 (Erosion Control) to the appropriate County Director for review and approval. Further, the project would be subject to County Code 16.12.070, which requires the use of erosion and sediment controls to protect water quality while the site is under construction (Source: IX.5). This would prevent project construction from adversely impacting water quality or violating water quality standards. Compliance with existing regulations would ensure that the potential for water quality degradation from project construction is minimized, would not violate water quality standards or waste discharge requirements, or otherwise substantially degrade surface or groundwater quality. As such, project construction impacts to surface water and groundwater quality would be less than significant.

Project Operation

Project operation would result in a net increase of approximately 299,139 square feet of impervious surfaces (Source: IX.84). Under post-project conditions, approximately 55 percent of the site would be covered by impervious surfaces and 45 percent would be landscaped (Source: IX.78). Although the additional impervious surfaces would cover soils and reduce soil erosion, impervious surfaces prevent the infiltration of water and other fluids into soils and could potentially result in the addition of contaminants or runoff entering the local stormwater drainage system and ultimately degrade surface water and groundwater quality. Stormwater runoff from impervious surfaces would be directed toward the two on-site bioretention basins designed to treat and infiltrate stormwater runoff consistent with County requirements. One of the bioretention basins would be located west of Val Verde Drive, with a capacity of approximately 4,085 cubic feet. The second bioretention basin would be located east of Val Verde Drive, with a capacity of approximately 5,492 cubic feet (Source: IX.78). These facilities would reduce pollutant loading through the inclusion of ponding, permeable planting soils, infiltration

materials and sub-drains systems designed to filter pollutants from stormwater runoff from adjacent roof areas and other impervious surfaces (Source: IX.83). Further, the Stormwater Control Plan and the O&M plan would ensure pollutants discharges are minimized during long-term project operation (Source: IX.83, 84).In summary, compliance with existing regulations, on-site management of runoff provided by the bioretention basins, and implementation of the Stormwater Control Plan and O&M plan would ensure that the potential for water quality degradation from project operation is minimized and would not violate any water quality standards or waste discharge requirements, or otherwise substantially degrade surface or groundwater quality. As such, project operation impacts to surface water and groundwater quality would be less than significant.

Hydrology and Water Quality Impact 10(b) – Less Than Significant Impact

The project site is currently utilized for agricultural purposes and contains 2,948 square feet of impervious surfaces including the roofs from the existing single-family residence and detached garage (Source: IX.84). Once project construction is complete, the project site would increase the impervious surfaces on the site by 299,139 square feet (approximately 55 percent of the project site), which would reduce the infiltration of precipitation into the groundwater compared to existing conditions. However, the remaining 45 percent of the project site would be comprised of pervious surfaces, landscaped vegetation, and would include two bioretention areas that would provide groundwater recharge on-site. The soil underlying the bioretention basins (Pico fine sandy loam) would facilitate infiltration and are estimated to provide 4–7 acre feet per year (AFY) of groundwater recharge, supplemented by infiltration from landscaped areas and disconnected impervious surfaces (Source: IX.78). The infiltration provided by the bioretention basins, pervious surfaces, and landscaped areas would result in approximately 9.84 to 12.22 AFY of groundwater recharge under project development, which is sufficient to offset the reduction in natural infiltration caused by the additional impervious surfaces (Source: IX.78). Therefore, the project would not substantially reduce groundwater recharge.

The CVGB has an estimated storage capacity of 37,500 acre feet and historical pumping ranging from 5,900–9,100 AFY (Source: IX.53, 78). As described in Section II.2.2.7, *Infrastructure*, the project would be served by one of two potential long-term water supply sources: (1) an MPWMD allocation delivered through a new Cal-Am connection, or (2) continued use of the property's riparian rights through on-site wells and a wheeling agreement with Cal-AM. The project's potential impact on groundwater supplies can be determined by whether the project would increase or decrease the current (baseline) water demand based on the net consumptive water use of the project compared to the current water demand. Net consumptive water use represents water permanently removed from the groundwater system. Therefore, any increase above the current water demand would reduce groundwater supplies, resulting in a potential impact on groundwater supplies. Under both potential water supply scenarios, the project's estimated long-term water demand would be lower than the current agricultural water use on the site, representing a net decrease in consumptive water use. MPWMD typically uses the most recent 10 years of data to determine the baseline consumptive use for a development project (Rule 40-A.5.a). Based on reported water use, consumptive use of groundwater on the property during 2015-2024 averaged 27 AFY[4] (Source: IX.78). The project would require approximately

[4] Based on 10-year average data from MPWMD (Source: IX.78)

16 AFY[5], which is substantially lower than historical water demand on the property (Source: IX.53). This reduction in water demand represents approximately a 36 percent decrease relative to current (baseline) conditions and represents less than one percent of the CVGB's historical pumping range (Source: IX.53). Therefore, the project would result in a net decrease in consumptive groundwater use, thereby reducing groundwater depletions, and result in an improvement in comparison to current (baseline) conditions (Source: IX.78).

Given the lower water supply demand under the project compared to the site's current use, CVGB's substantial capacity, and sufficient production from on-site wells, the project would not substantially decrease groundwater supplies. This impact would be less than significant.

Hydrology and Water Quality Impact 10(c.i, c.ii) – Less Than Significant Impact

The project would not involve altering the course of any stream or river, and no defined channels or drainages cross the site. Two portions of the site lie within the 100-year flood zone of the Carmel River, which is located 1,050 feet to the south: the southwest corner and the southwestern section of the parcel east of Val Verde Drive. These portions of the project site within the 100-year flood zone would be utilized for bioretention basins, as shown in Figure 2-3. Hydraulic modeling performed during preparation of the Hydrogeologic Report indicated that the project would have a negligible effect on Carmel River flood levels (Source: IX.78). Further, existing roadside ditches along Val Verde Drive currently provide adequate stormwater conveyance, and there have been no documented local flooding events in the project vicinity (Source: IX.78).

Construction activities would include grading, excavation, and other ground-disturbing activities, which could temporarily alter surface drainage patterns on-site and increase the potential for erosion and siltation. However, the project would be required to comply with the SWPP, which would require implementation of best management practices and erosion control measures, thereby reducing the potential for construction activities to result in soil erosion and siltation of waters.

According to the Preliminary Stormwater Control Plan for the project, full project development would result in approximately 55 percent of the project site being covered by new impervious surfaces such as the roadways, driveways, sidewalks, residences, and landscaped areas; representing a net increase of 299,139 square feet compared to existing conditions. The remaining 45 percent of the project site would be covered by pervious landscaping (Source: IX.84). Although the new impervious surfaces would increase by preventing infiltration of rainwater, stormwater runoff would be adequately managed on-site by the two bioretention basins designed to treat and infiltrate stormwater runoff consistent with County requirements to prevent flooding. Further, the new impervious surfaces proposed under the project would cover soils, reducing on-site soil erosion and siltation of waters. In addition, the project would be required to comply with the SWPP, County stormwater requirements, Stormwater Control Plan and O&M plan. Therefore, flooding and siltation impacts resulting from the project's effects on drainage patterns would be less than significant.

[5] Interior annual average water demand (13.35AFY) added to exterior annual average water demand (2.36 AFY), rounded up for conservative estimate (Source: IX.53)

Hydrology and Water Quality Impact 10(c.iii) – Less Than Significant Impact

As described in Section VI.10, *Hydrology and Water Quality*, Impact 10(c.i, c.ii), the project would introduce 299,139 square feet of new impervious surfaces (Source: IX.84), replacing the existing agricultural crop lands and thereby altering the existing drainage pattern of the site. The new impervious surfaces introduced by the project would reduce infiltration and increase surface stormwater runoff compared to current conditions. The project would include construction of new stormwater drainage facilities, including two bioretention basins designed to manage surface stormwater runoff from the additional impervious surfaces and accommodate a 95th percentile rainfall event for the site (refer to Section II.2.2.7, *Infrastructure*). The bioretention basins would be designed to filter pollutants from stormwater runoff before discharge, ensuring that runoff does not exceed the capacity of existing or planned drainage systems. Therefore, the project would not create a significant new source of stormwater runoff which would exceed the capacity of existing or planned stormwater drainage systems or contribute substantial amounts of polluted runoff. Therefore, the project's impact on stormwater drainage systems would be less than significant.

Hydrology and Water Quality Impact 10(c.iv) – Less Than Significant Impact

The project site is located within a 100-year floodplain as mapped by the Federal Emergency Management Agency (FEMA), as shown in Figure 2 3. However, the project is designed to raise finished grades in the southwest corner of the site that lies within the 100-year floodplain above the mapped base flood elevation through placement of engineered fill (Source: IX.78). Therefore, no residences would be placed within a 100-year flood hazard area. The project would increase impervious surface area on the project site compared to existing conditions; however, the project includes on-site stormwater management facilities, such as bioretention areas, where stormwater would collect and be treated before discharge. This treatment process involves infiltration of stormwater through soils and sub-drains, which slows the velocity of the stormwater runoff and releases treated stormwater into the existing storm drain system gradually. Therefore, impacts related to impeding or redirecting flood flows would be less than significant.

Hydrology and Water Quality Impact 10(d) – Less Than Significant Impact

The project site is located in the lower Carmel River Valley, where regional flooding is primarily caused by overbank flows from the Carmel River during major storm events. As shown in Figure 2 3, a small portion of the site's southwest corner lies within the FEMA-mapped 100-year floodplain. The remainder of the site is outside any mapped flood, tsunami, or seiche hazard zones, and no nearby enclosed water bodies are present that could generate a seiche (Source: IX.78). Because the site is near the Carmel River and partially overlaps the 100-year floodplain, a 100-year flood event is the most likely scenario in which floodwaters could reach the project area and potentially mobilize pollutants. As shown in Figure 2-3, a limited portion of three residential parcels (Lots 6-8) lie within the 100-year floodplain; all other residential parcels would be located outside of the floodplain. No residential units or building foundations are anticipated to be developed within the 100-year floodplain. Although not anticipated, should development within the floodplain occur, it would be subject to the requirement of Chapter 16.16 of the County Code and require that finished floors be elevated one foot above the base flood elevation to minimize related risk and hazards to an acceptable level. The portions of Lots 6-8 within the floodplain would serve as rear yards and would be graded to direct flood flows away

from the residences and south toward the bioretention basin adjacent to Lot 8, as shown in the Preliminary Grading Plan (Figure 2-8). According to the Hydrogeologic Report, project grading activities would not significantly alter flood elevations or redirect overbank flows in a manner that would elevate flood hazards off-site (Source: IX.78). Further, the project's bioretention basins (Parcels C and B) would be located within the flood hazard area and would exceed the required capacity required to accommodate a 95th percentile storm event (Source: IX.78, 84). If a flood did occur, the bioretention basins would prevent on-site floodwater ponding that could mobilize pollutants, ensuring that stormwater is conveyed away from residences and would not rise to levels capable of inundating pollutant sources. Therefore, impacts related to the release of pollutants from inundation from flood hazards, tsunamis, or seiches would be less than significant.

Hydrology and Water Quality Impact 10(e) – Less Than Significant Impact

Water quality in the project area is regulated under the Central Coast Regional Water Quality Control Board's Basin Plan (Basin Plan), which establishes water quality objectives for the Carmel River and underlying groundwater basins, including the CVGB (Source: IX.82). Implementation of the Basin Plan is carried out through multiple regulatory mechanisms, including the NPDES Construction General Permit, Post-Construction Requirements for stormwater management, and waste discharge requirements applicable to development projects. The project's stormwater design, which includes two bioretention basins and compliance with the County's Low Impact Development (LID) standards, is consistent with the Basin Plan's requirement to treat and infiltrate stormwater and reduce pollutant loading. The basins are capable of infiltrating stormwater and preventing uncontrolled discharges that could violate water quality objectives for sediment, nutrients, or other pollutants (Source: IX.78). As described under Section VI.10, *Hydrology and Water Quality*, Impact (a), the project would not violate water quality standards.

The project also would not conflict with any Sustainable Groundwater Management Act (SGMA) plan, because the CVAA, which is the primary water-bearing unit of the CVGB, is not managed under SGMA. Instead, groundwater in the CVAA is legally considered underflow of the Carmel River and is regulated through surface water rights administered by the SWRCB. The CVAA is managed through MPWMD's regulatory authority rather than SGMA, and project-related pumping under both water supply scenarios would not conflict with any sustainable groundwater management plan (Source: IX.81). As described under Section VI.10, *Hydrology and Water Quality*, Impact (b), the project would demand approximately 16 AFY of water, which is substantially lower than historical use. This reduction in water demand represents approximately a 36 percent decrease relative to existing conditions and represents less than one percent of the CVGB's historical pumping range (Source: IX.53, 78). The project's reduced groundwater use would support, rather than conflict with, long-term resource management goals for the CVAA and the Carmel River. Therefore, the project does not include any action that would interfere with regional water quality regulations, watershed management programs, or the County's stormwater ordinances, or prevent the County, MPWMD, or the Regional Water Quality Control Board from implementing their adopted water resource programs (Source: IX.5, 84). This impact would be less than significant.

11. LAND USE AND PLANNING Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Physically divide an established community? (Source: IX.91)	☐	☐	☐	☒
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect? (Source: IX.2, 4)	☐	☒	☐	☐

Discussion/Conclusion/Mitigation:

Land Use and Planning Impact 11(a) - No Impact

The project site has historically been used for agricultural purposes and is characterized by several mature trees, scattered vegetation, and row crops. The project site is currently developed with a single family residence and detached garage on the southern portion of the project site. Surrounding land uses near the project site are generally characterized by residential and commercial uses to the north, south and west; and to the east by undeveloped high density designated land.

The physical division of an established community typically refers to the construction of a physical feature (such as an airport, roadway, or railroad track) or the removal of a means of access (such as a local road or bridge) that would impair mobility. The project involves the demolition of the existing on-site structures and construction of 74 residential units. Vehicular, bicycle and pedestrian access to the project site would be provided via Val Verde Drive. An internal circulation system would provide circulation throughout the site. The project would not alter the existing public street layout or access to existing adjacent land uses. The project would improve circulation on the project site and would not introduce any physical barriers, such as high-capacity roadways or other major infrastructure, that could divide an established community. Further, the project would not involve the removal of any means of access that could impair mobility within the existing local community or between the community and adjacent areas (Source: IX.91). Therefore, the project would result in no impact related to the physical division of an established community.

Land Use and Planning Impact 11(b) - Less Than Significant with Mitigation Incorporated

The project would be subject to the goals, policies, and regulations of the County's General Plan, CVMP, and Zoning Ordinance. The proposed subdivision and residential use is consistent with the Low Density Residential land use designation and zoning district; therefore, it would not conflict with the allowed land uses described in section 21.14.030. As described in Section II subsection 2.2.4, *Residential Density*, the project proposes a residential density that exceeds the limits established by Section 21.14.060 of the County's Zoning Ordinance and CVMP Policy CV-1.10. The project applicant submitted a Preliminary Application under SB 330, which was deemed complete and vested on June 12, 2024, and invoked the Builder's Remedy (California

Government Code 65589.5(D)(5). Under SB 330, an application cannot be denied or conditioned to reduce density based on inconsistencies with the General Plan, zoning regulations, or other local policies. Subject to approval of the SB 330 application and issuance of associated building permits, the residential development would no longer be considered nonconforming under the County's General Plan or Zoning Ordinance. Approval of the nonconforming density would not result in physical environmental impacts beyond those already analyzed in this document.

The project would not conflict with policies in the CVMP adopted for the express purpose of avoiding or mitigating environmental effects. CVMP Policy 1.10 states that Val Verde Drive is designated for residential development (Source: IX.2). Thus, the project is consistent with the intended land use of the project site. CVMP Policy CV-6.3 requires the preservation of croplands and orchards for agricultural use and allows only limited clustered development under strict location, density, and visual quality standards. This policy is not intended to mitigate or avoid impacts to agricultural resources; rather, it is intended to maintain the rural character of Carmel Valley by supporting agricultural uses while also allowing low-density residential development. The project site is designated for residential use under the CVMP, and although 10 acres are currently used for agriculture, the project would not result in a substantial reduction in the agricultural uses in Carmel Valley as a whole. Therefore, the project would not conflict with CVMP Policy CV-6.3. The residential development would be set back more than 100 feet from Carmel Valley Road; therefore, the project would not conflict with CVMP Policy CV-3.1. As discussed in Section VI.2, *Agriculture and Forest Resources*, one coast redwood tree on the site would be removed. The coast redwood tree would be replaced with a 15-gallon tree of the same species; therefore, the project would not conflict with CVMP Policy CV-3.11.

Although the project would involve converting Prime Farmland to a non-agricultural use (see Section VI.2, *Agriculture and Forest Resources),* the project's residential use aligns with its existing zoning and land use designation under the County's General Plan (Source: IX.4). The residential designation was applied prior to adoption of the current General Plan. Since the site is not zoned or designated for agriculture, the project does not conflict with Agriculture Element Policy AG-1.1. Similarly, while the project would subdivide land identified as Prime Farmland, the site is designated by the County as Low Density Residential rather than Farmland. Therefore, the project does not conflict with Agriculture Element Policy AG-1.3, which restricts subdivision of agricultural land except under specific circumstances such as inclusion in a Community Plan, an Infrastructure and Financing Study for a Rural Center, or for farmworker or employee/family housing.

The County's General Plan Open Space Element includes policies for protecting biological, cultural and tribal cultural resources. With implementation of **Mitigation Measures BIO-1 through BIO-4** in Section VI.4, *Biological Resources*, **Mitigation Measure CR-1** in Section VI.5, *Cultural Resources*, and **Mitigation Measure TR-1** in Section VI.18, *Tribal Cultural Resources,* the project would not conflict with these policies. Consistency with Transportation Element policies is addressed in Section VI.17, *Transportation/Traffic*, and consistency with Public Services Element policies is addressed in Section VI.15, *Public Services*.

As described in Section VI.1, *Aesthetics*, compliance with General Plan Policy LU-1.13 would ensure that impacts related to the creation of a new source of substantial light or glare would be less than significant.

As such, the project would not conflict with applicable land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect, and impacts would be less than significant.

12. MINERAL RESOURCES Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? (Source: IX.12)	☐	☐	☐	☒
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? (Source: IX.12)	☐	☐	☐	☒

Discussion/Conclusion/Mitigation:

Mineral Resources Impact 12(a, b) – No Impact

The project site is not currently used for mineral extraction. The project would involve the construction of 74 residential units and would not involve mineral resource extraction, nor require the use of mineral resources during construction or operation. Further, the 2021 California Geological Survey Mineral Resource Zone Map for Construction Aggregate in the Monterey Bay Production-Consumption Region does not identify any known mineral resources on the site (Source: IX.12). Therefore, the project would have no impact on mineral resources.

13. NOISE Would the project result in:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? (Source: IX.27)	☐	☒	☐	☐
b) Generation of excessive groundborne vibration or groundborne noise levels? (Source: IX.27)	☐	☒	☐	☐
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? (Source: IX.46)	☐	☐	☐	☒

Discussion/Conclusion/Mitigation:

A Noise and Vibration Assessment for the project was prepared by Illingworth & Rodkin in April 2024 (Source: IX.27; County of Monterey Library No. LIB250133). The purpose of this assessment was to evaluate the project's potential to result in significant noise impacts. The report presents an overview of the fundamentals of environmental noise and groundborne vibration, summarized applicable regulatory criteria, and discusses ambient noise conditions in the project vicinity. The report also discusses noise levels at the project site with regards to the land use compatibility based on the County's General Plan and identifies potential impacts and mitigation measures.

Noise

Noise is unwanted sound that disturbs human activity. Environmental noise levels typically fluctuate over time, and different types of noise descriptors are used to account for this variability. Noise level measurements include intensity, frequency, and duration, as well as time of occurrence. Noise level (or volume) is generally measured in decibels (dB) using the A-weighted sound pressure level (dBA). Because of the way the human ear works, a sound must be about 10 dBA greater than the reference sound to be judged as twice as loud. In general, a 3 dBA change in community noise levels is noticeable, while 1-2 dBA changes generally are not perceived. Quiet suburban areas typically have noise levels in the range of 40-50 dBA, while arterial streets are in the 50-60+ dBA range. Normal conversational levels are in the 60-65 dBA range, and ambient noise levels greater than 65 dBA can interrupt conversations.

Noise levels typically attenuate (or drop off) at a rate of 6 dBA per doubling of distance from point sources such as construction equipment. Noise from lightly traveled roads typically attenuates at a rate of about 4.5 dBA per doubling of distance. Noise from heavily traveled roads typically attenuates at about 3 dBA per doubling of distance, while noise from a point source typically attenuates at about 6 dBA per doubling of distance. A significant noise impact would occur if the noise level increase due to project-generated traffic is 3dBA day-night average sound level (Ldn) or greater where future noise levels would exceed 60 dBA Ldn or is 5 dBA Ldn or

greater where future noise levels would remain at or below 60 dBA Ldn (Source: IX.13). Noise levels may also be reduced by the introduction of intervening structures. For example, a single row of buildings between the receptor and the noise source reduces the noise level by about 5 dBA, while a solid wall or berm that breaks the line-of-sight reduces noise levels by 5 to 10 dBA. The construction style for dwelling units in California generally provides a reduction of exterior-to-interior noise levels of about 25 dBA with closed windows (Source: IX 57). Some land uses are more sensitive to ambient noise levels than other uses due to the amount of noise exposure and the types of activities involved. For example, residences, motels, hotels, schools, libraries, churches, nursing homes, auditoriums, museums, cultural facilities, parks, and outdoor recreation areas are more sensitive to noise than commercial and industrial land uses.

The CBC requires, in addition to other requirements, that interior noise levels attributable to exterior environmental noise sources be limited to a level not exceeding 45 dBA in any habitable room.

The Monterey County Code Chapter 10.60 (Noise Control Ordinance), regulates noise within the County. The Noise Control Ordinance prohibits the generation of mechanical noise in excess of 85 dBA, measured at 50 feet from the noise source. This ordinance is only applicable to noise generated within 2,500 feet of any occupied dwelling unit and is used to regulate construction-related noise.

Section 10.60.040 of the County Code applies to nighttime noise, in which it is prohibited to make, assist in making, allow, continue, create, or cause to be made any loud and unreasonable sound any day of the week from 10:00 p.m. to 7:00 a.m. the following morning within the unincorporated area of the County of Monterey. The ordinance adopted by the County that added this section to the County Code indicates that the ordinance is intended to “strengthen protection of the environment from loud and unreasonable nighttime sound” and “protect the public health, safety and welfare by increasing protections from loud and unreasonable sounds during the nighttime hours.” During this time period, a loud and unreasonable sound includes any sound that exceeds the exterior noise level standards set forth below in Table 6.13-1.

Table 6.13-1 Nighttime Noise Standards

Noise Standard	dBA
Nighttime hourly equivalent sound level, (Leq dBA)	45
Maximum level, dBA	65

The County General Plan Safety Element combines the State-mandated safety and noise elements and contains guidelines relating to noise. The Safety Element identifies sources of noise and provides policies addressing existing and foreseeable noise problems, and establishes acceptable community noise equivalent levels for various land use types. Safety Element Policy S-7.1 states, “New noise-sensitive land uses may only be allowed in areas where existing and projected noise levels are ‘acceptable’ according to ‘Land Use Compatibility for Community Noise Table’ (Table S-2)”. For low-density and multi-family housing projects, normally acceptable Community Noise Equivalent Levels (CNELs) range from 50 to 65 dBA, and conditionally acceptable CNELs range from 55 to 70 dBA. According to Figure 10c of the General Plan and the prepared Noise and Vibration Assessment, the project site is within a normally acceptable existing and proposed CNEL. Policy S-7.10 provides standard noise

protection measures for construction, and Policy S-7.8 requires projects that propose the use of heavy construction equipment that has the potential to create vibrations that could cause structural damage to adjacent structures within 100 feet to be required to submit a pre-construction vibration study.

Vibration

Ground vibration consists of rapidly fluctuating motions or waves with an average motion of zero. Several different methods are typically used to quantify vibration amplitude. One method is the Peak Particle Velocity (PPV). The PPV is defined as the maximum instantaneous positive or negative peak of the vibration wave. In this report, a PPV descriptor with units of mm/sec or in/sec is used to evaluate construction generated vibration for building damage and human complaints. Table 6.13-2 displays the reactions of people and the effects on buildings that continuous or frequent intermittent vibration levels produce. The guidelines in Table 6.13-2 represent syntheses of vibration criteria for human response and potential damage to buildings resulting from construction vibration.

Construction activities can cause vibration that varies in intensity depending on several factors. The use of pile driving and vibratory compaction equipment typically generates the highest construction related groundborne vibration levels. Because of the impulsive nature of such activities, the use of the PPV descriptor has been routinely used to measure and assess groundborne vibration and almost exclusively to assess the potential of vibration to cause damage and the degree of annoyance for humans.

The two primary concerns with construction-induced vibration, the potential to damage a structure and the potential to interfere with the enjoyment of life, are evaluated against different vibration limits. Human perception to vibration varies with the individual and is a function of physical setting and the type of vibration. Persons exposed to elevated ambient vibration levels, such as people in an urban environment, may tolerate a higher vibration level.

Table 6.13-2 Reaction of People and Damage to Buildings from Continuous or Frequent Intermittent Vibration Levels

Velocity Level, PPV (in/sec)	Human Reaction	Effect on Buildings
0.01	Barely perceptible	No effect
0.04	Distinctly perceptible	Vibration unlikely to cause damage of any type to any structure
0.08	Distinctly perceptible to strongly perceptible	Recommended upper level of the vibration to which ruins and ancient monuments should be subjected
0.1	Strongly perceptible	Threshold at which there is a risk of damage to fragile buildings with no risk of damage to most buildings
0.25	Strongly perceptible to severe	Threshold at which there is a risk of damage to historic and some old buildings
0.3	Strongly perceptible to severe	Threshold at which there is a risk of damage to older residential structures
0.5	Severe – Vibrations considered unpleasant	Threshold at which there is a risk of damage to new residential and modern commercial/industrial structures

Note: PPV = peak particle velocity; in./sec. = inches per second

Source: IX.56

Structural damage can be classified as cosmetic only, such as paint flaking or minimal extension of cracks in building surfaces; minor, including limited surface cracking; or major, that may threaten the structural integrity of the building. Safe vibration limits that can be applied to assess the potential for damaging a structure vary by researcher. The damage criteria presented in Table 6.13-1 include several categories for ancient, fragile, and historic structures, the types of structures most at risk to damage. Most buildings are included within the categories ranging from "historic and some old buildings" to "modern industrial/commercial buildings." Construction-induced vibration that can be detrimental to the building is very rare and has only been observed in instances where the structure is at a high state of disrepair and the construction activity occurs immediately adjacent to the structure.

Sensitive Receptors

Noise exposure standards for various types of land uses reflect the varying noise sensitivities associated with each of these uses. Noise sensitive receptors generally include schools, parks, residential areas, hospitals, churches, courts, libraries, and care facilities. Noise-sensitive receptors nearest to the project site include residences adjacent to the north and south of the project site and Carmel Middle School approximately 500 feet northeast of the project site.

Noise Impact 13(a) – Less Than Significant with Mitigation Incorporated

Construction Noise

Project construction has the potential to create excessive noise levels above ambient noise conditions and County of Monterey standards on a temporary basis. Project construction is anticipated last approximately two years. Project construction phases would include demolition, site preparation, and building exterior and interior construction. Table 6.13-2 shows the maximum expected construction noise levels based on the combined use of construction equipment anticipated to be used concurrently during each phase of project construction.

While County of Monterey does not establish noise level thresholds for construction activities, this analysis uses the noise limits established by the Federal Transit Administration (FTA) to identify the potential for impacts due to temporary construction noise. The FTA identifies construction noise limits in the Transit Noise and Vibration Impact Assessment Manual. During daytime hours, an exterior threshold of 80 dBA one-hour equivalent noise level (Leq) shall be enforced at residential land uses, 85 dBA Leq at commercial land uses, and 90 dBA Leq at industrial land uses.

Standard methods for acoustical analysis of construction sites are based on the distance from the "acoustical center" or construction activity center on the site to the nearest receiving property lines of existing noise-sensitive receptors, as was the case for this analysis. The proposed construction equipment are modeled at the approximate center of the area in which most construction activity is likely to occur. The worst-case hourly average noise level, calculated by combining all equipment per phase, was propagated from the geometrical center of the project site to the property lines of the receptors. These noise level estimates are shown in Table 6.13-3. Noise levels shown in Table 6.13-3 do not assume reductions due to intervening buildings or existing barriers.

Table 6.13-3 Estimated Noise Levels by Construction Phase at Sensitive Receivers

Phase	Hourly Average Noise Levels, dBA L_{eq}				
	Source (50 feet)	North Residential (260 ft)[b]	Northeast Playfields (680 ft)[b]	South Residential (330 ft)[b]	West Commercial (480 ft)[b]
Demolition	85	71	62	69	65
Site Preparation	80	66	57	64	60
Grading/Excavation	82	68	59	66	62
Trenching/Foundation	82	68	59	66	62
Building - Exterior	83	69	60	67	63
Building – Interior/Architectural Coating	74	60	51	58	54
Paving	83	69	60	67	63

[a] These noise levels represent all equipment per phase operating simultaneously

[b] The distances shown in the table were conservatively measured from the center of the construction area to the receiving property lines

Shown in Table 6.13-3, at the nearest land uses, construction noise levels would typically range from 51 to 71 dBA Leq. Additionally, the construction contractor is required to limit construction to the hours of 7:00 a.m. to 7:00 p.m. Monday through Saturday for any on-site or off-site work within 500 feet of any sensitive use.

The equipment expected to be used in each construction phase is summarized in Table 6.13-4, along with the quantity of each type of equipment to be used. the table also summarizes the maximum instantaneous noise levels (Lmax) expected from each type of construction equipment and the Leq calculated at 50 feet from the two loudest pieces of equipment identified in each phase.

Table 6.13-4 Noise Levels for Construction Equipment

Phase	Construction Equipment (Quantity)	Maximum Instantaneous Noise Level (Lmax)	Average Noise Level (Leq)
Demolition	Concrete/Industrial Saw (1)a	90	85
	Rubber-Tired Dozer (1)	82	
	Tractor/Loader/Backhoe (1)a	84	
Site Preparation	Tractor/Loader/Backhoe (1)a	84	80
Grading/Excavation	Rubber-Tired Dozer (1)a	82	82
	Tractor/Loader/Backhoe (1)a	84	
Trenching/Foundation	Tractor/Loader/Backhoe (1)a	84	82
	Excavator (1)a	81	
Building - Exterior	Crane (1)	81	82
	Forklift (1)	75	
	Generator Set (1)a	81	
	Tractor/Loader/Backhoe (1)a	84	
	Welder (2)	74	
Building – Interior/Architectural Coating	Air Compressor (1)a	78	74

Phase	Construction Equipment (Quantity)	Maximum Instantaneous Noise Level (Lmax)	Average Noise Level (Leq)
Paving	Cement and Mortar Mixer (1)a	80	82
	Paver (1)	77	
	Paving Equipment (1)	77	
	Roller (1)	80	
	Tractor/Loader/Backhoe (1)a	84	

[a] Denotes the loudest pieces of construction equipment per phase

As shown in Table 6.13-4, the construction noise levels for the two loudest pieces of equipment per phase would range from 74 to 85 dBA Leq at 50 feet. Construction noise levels would exceed the 80 dBA Leq threshold at the nearest residential land uses when activities occur within approximately 90 feet of the property line. The 85 dBA Leq threshold would not be exceeded at commercial land uses to the west of the site (Source: IX.27). Because construction noise levels would exceed the 80 dBA Leq threshold within 90 feet of residential uses, impacts would be potentially significant. **Mitigation Measure N-1** is required to ensure that noise levels would be reduced to below FTA's 80 dBA Leq threshold for residential land uses.

Mitigation Measures

Mitigation Measure N-1. Temporary Construction Noise

Project construction will occur near residential land uses. Construction shall only occur Monday-Saturday, 7am to 7pm. The project construction contractor shall use the best available noise suppression devices and techniques including, but not limited to the following noise reduction measures:

- Equip all internal combustion engine-driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment.
- Locate stationary noise-generating equipment such as pumps, air compressors, or portable power generators, and staging or lay-down areas over 100 feet from adjoining sensitive land uses. If this cannot be feasibly accomplished, temporary noise barriers shall be constructed to screen stationary noise-generating equipment when located near adjoining sensitive land uses.
- Prohibit unnecessary idling of internal combustion engines.
- Utilize "quiet" air compressors and other stationary noise sources where technology exists.
- Control noise from construction workers' radios to a point where they are not audible at existing residences bordering the project site.
- Notify all adjacent businesses, residences, and other noise-sensitive land uses of the construction schedule in writing.

- Designate a "disturbance coordinator" who shall be responsible for responding to any complaints about construction noise. The disturbance coordinator shall determine the cause of the noise complaint (e.g., bad muffler, etc.) and shall require that reasonable measures be implemented to correct the problem. Conspicuously post a telephone number for the disturbance coordinator at the construction site and include it in the notice sent to neighbors regarding the construction schedule. The disturbance coordination shall keep a log of complaints and modifications implemented, and shall provide this log to HCD-Planning upon request.

Compliance Actions:

Prior to approval of the Final Map, this mitigation measure's language shall be added as a note on the Final Map.

Prior to issuance of grading permits for subdivision improvements (all phases, if phased) from HCD-Building Services and prior to issuance of grading permits/construction permits for residential development from HCD-Building Services, the requirements of this mitigation measure shall be included as a note on the construction plans. The construction plans shall delineate a 100-foot setback from adjoining sensitive land uses. Additionally, HCD-Planning shall be provided with contact information for the "disturbance coordinator" and written acknowledgement of this mitigation measure's requirements.

During construction, the construction manager and disturbance coordinator shall ensure compliance with Mitigation Measure N-1.

Prior to final inspection for all permits, the owner/applicant shall submit a report from the disturbance coordinator and construction manager outlining the complaints received, how complaints were addressed, and compliance with all other noise reduction measures.

Operational Noise

Noise generated during project operation would be typical of residential uses and would not significantly affect ambient noise levels. Primary on-site sources would include vehicle circulation noise (e.g., engine startups, alarms, parking) associated with the on-site roads; heating, ventilation, and air conditioning equipment at proposed residences; outdoor recreational noise at common and private open space areas; and use of landscaping equipment.

On-Site Stationary Operational Noise

One major source of on-site operational noise source from the project would be one two-ton heating, ventilation, and air conditioning (HVAC) unit at each proposed residence, which may operate 24 hours a day, depending on weather conditions. Specific mechanical specifications for the proposed HVAC system are not available at this stage of project design. Therefore, this analysis assumes the use of a typical 2-ton Carrier 24ANB7-3PD air conditioner that has a sound pressure level of 63 dBA at three feet. To provide a conservative analysis, it was assumed the HVAC unit would be located on the rear of the building nearest to the nearest noise-sensitive receptor and would thus be approximately 15 feet from the single-family residence to the south on Val Verde Drive. Accounting for a 5 dBA reduction from the proposed fence at the property line, at this distance, noise generated by the project's HVAC equipment would attenuate to

approximately 44.6 dBA Leq. Furthermore, this is a conservative analysis as it does not take into account any shielding from any mechanical equipment enclosures. Other nearby residential uses would be located further away and HVAC noise levels would be lower at these locations. As such, noise generated by the project's HVAC equipment would not exceed the County's maximum noise limit of 65 dBA measured at 50 feet from any equipment or nighttime exterior noise limit of 45 dBA Leq. Therefore, operational mechanical equipment would not generate a substantial permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies, and impacts would be less than significant.

Future Residents

In addition to mechanical equipment, the project would generate noise from people gathering at the project site. The main noise source associated with future residents would be speech from conversations. Typically, a conversation between two people using a normal voice (not raised) at a distance of three feet is 60 dBA (Source: IX.26). No amplified sound is proposed at any gathering location, and speech from conversations would quickly dissipate and would not interfere with surrounding outdoor activities and noise-sensitive uses. Furthermore, per Assembly Bill 1307 (2023), the effect of noise generated by residential project occupants and their guests is not a significant effect on the environment. This impact would be less than significant.

Off-Site Operational Traffic Noise

Traffic noise from project-generated vehicle trips was evaluated based on trip generation estimates from the Traffic Impact Assessment prepared by Kittelson & Associates, Inc (Source: IX.26); which is included in Appendix F. According to the Traffic Impact Assessment, existing daily traffic along Rio Road east of Carmel Rancho Boulevard is approximately 1,160 trips, with 45 morning and 116 evening peak hour trips. The project would add approximately 685 daily trips, including 48 morning and 66 evening peak hour trips, all entering and existing via Rio Road. Ambient noise measurements made at the project site indicate that existing noise levels in the immediate project site vicinity are approximately 52 dBA Ldn. To assess the increase in ambient noise levels at the nearby sensitive receptors, per CCR requirements, the traffic noise increase was determined using the following equation: Traffic Noise Increase = 10*LOG (Future Traffic Volumes/Existing Traffic Volumes). This increase in traffic would result in a 2 dBA day-night average sound level (Ldn) at sensitive receptors along Rio Road; below the 3 dBA and 5 dBA Ldn thresholds and therefore not substantial. The project would not result in significant traffic increases along roadways with higher traffic volumes (i.e., Carmel Rancho Boulevard, SR-1, and Carmel Valley Road) (Source: IX.26).

The greatest potential for project-generated traffic noise impacts would occur at existing receptors along Val Verde Drive given the relatively low ambient noise environment. As noted above, the project is expected to generate up to 116 peak hour trips. During the peak traffic hours, vehicle traffic along Val Verde Drive would generate an hourly average noise level of 50 dBA Leq and a daily average noise level of 50 dBA Ldn as measured at 50 feet from the centerline of the roadway. When project-generated traffic noise is added to the existing ambient noise conditions measured at the site (52 dBA Ldn), the resulting noise level due to local and distant traffic would be 54 dBA Ldn. Therefore, noise generated by project traffic would increase

ambient noise levels by 2 dBA Ldn at sensitive receptors along Val Verde Drive. However, the project's traffic noise increase would not exceed the 5 dBA Ldn noise impact threshold. Therefore, project-generated traffic would have a less than significant impact on the noise environment in the project area (Source: IX.27).

Because the proposed residences would not generate sources of noise that are new to the existing surrounding area, and traffic noise would not exceed the noise impact threshold, permanent operational noise impacts as a result of the project would be less than significant.

Noise Impact 13(b) – Less Than Significant with Mitigation Incorporated

Construction of the project would intermittently generate vibration on and adjacent to the project site. Vibration-generating equipment may include bulldozers and loaded trucks to move materials and debris, and vibratory rollers for paving. The distance to the nearest sensitive receptors to the project site includes residences located adjacent to the south and north of the project site within 20 feet.

The California Department of Transportation recommends a vibration limit of 0.5 in/sec PPV to avoid damage to new residential and modern commercial/industrial structures and a vibration limit of 0.3 in/sec PPV to avoid damage to older residential structures. Table 6.13-5 identifies typical vibration levels associated with the construction equipment that could be used during project construction at a distance of 25 feet.

Table 6.13-5 Vibration Levels for Construction Equipment and Minimum Setbacks

Construction Equipment	PPV at 25 feet	Minimum Setback to Meet the Thresholds	
		0.3 in/sec PPV, feet	0.5 in/sec PPV, feet
Vibratory roller	0.210	19	12
Large bulldozer	0.089	9	6
Loaded trucks	0.076	8	5
Jackhammer	0.035	4	3
Small bulldozer	0.003	<1	<1

Source: IX.51.

As shown in Table 6.13-5 the residences immediately south of the project site are within the identified screening distances. Consequently, project construction could generate vibration levels exceeding the 0.3 in/sec PPV threshold when heavy equipment or impact tools are operated within 20 feet of the nearest building. Specifically, vibratory rollers used within 20 feet and dozers or excavators operated within 5 feet of these buildings could exceed the 0.3 in/sec PPV threshold. Vibration levels at all other buildings to the west and north would remain below this threshold. Because vibration levels could exceed 0.3 in/sec PPV at the southern residences, this impact would be potentially significant and would require mitigation to reduce vibration below the threshold. **Mitigation Measure N-2** would reduce this impact to a less than significant level.

The use of concrete/industrial saws, tractors/loaders/backhoes, cranes, forklifts, generators, welding equipment, air compressors, mixers, or pavers/paving equipment would not be expected to generate vibration levels exceeding the 0.3 in/sec PPV threshold (Source: IX.27).

Mitigation Measures

Mitigation Measure N-2: Temporary Ground-borne Vibration

Construction of the project may result in vibration levels that could exceed 0.3 in/sec PPV near the proposed southern residences. To reduce these vibration levels, the project construction contractor shall incorporate the following vibration reduction measures:

- Avoid using vibratory rollers within 20 feet and rubber-tired dozers or excavators within 5 feet of the adjacent residences to the south.
- A static roller shall be used in lieu of a vibratory roller when work would occur within 20 feet of the adjacent residences to the south.
- Substitute smaller equipment (e.g., Tractor/Loader/Backhoe) to complete the tasks designated for rubber-tired dozers or excavators.
- Select demolition methods that do not involve large impact tools within 20 feet of the adjacent residences to the south. Portable jackhammers, saws, or grinders shall be used to minimize impacts to the ground.
- Avoid dropping heavy equipment and use alternative methods for breaking up existing pavement, such as a pavement grinder, instead of dropping heavy objects, within 20 feet of the adjacent residences to the south.
- Designate a Disturbance Coordinator responsible for registering and investigating claims of excessive vibration. The contact information for the responsible party shall be posted on the construction site

Compliance Actions:

Prior to approval of the Final Map, this mitigation measure's language shall be added as a note on the Final Map.

Prior to issuance of grading permits for subdivision improvements (all phases, if phased) from HCD-Building Services and prior to issuance of grading permits/construction permits for residential development from HCD-Building Services, the requirements of this mitigation measure shall be included as a note on the construction plans. Additionally, HCD-Planning shall be provided with contact information for the "disturbance coordinator" and written acknowledgement of this mitigation measure's requirements.

During construction, the construction manager and disturbance coordinator shall ensure compliance with Mitigation Measure N-2.

Prior to final inspection for all permits, the owner/applicant shall submit a report from the disturbance coordinator and construction manager outlining the complaints received, how complaints were addressed, and compliance with all other vibration reduction measures.

Noise Impact 13(c) – No Impact

The closest public airport to the project site is the Monterey Regional Airport located approximately four miles northeast. Therefore, the project site is not located in the airport's

Airport Influence Area and is not subject to the 2019 Monterey Regional Airport Land Use Compatibility Plan. There are no private airstrips in the vicinity of the project site. Given the distance from the project site, aircraft at Monterey Regional Airport would have a negligible effect on the noise environment at the project site (Source: IX.27, 46). The project would not expose people residing or working at the project site to excessive noise levels associated with airports. There would be no impact.

14. POPULATION AND HOUSING Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? (Source: IX.15)	☐	☐	☒	☐
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere? (Source: IX.17)	☐	☐	☒	☐

Discussion/Conclusion/Mitigation:

Population and Housing Impact 14(a) – Less Than Significant Impact

The project would introduce 74 new residential units in the County, thereby resulting in population growth. However, the project would not result in substantial unplanned growth. As of January 2025, unincorporated Monterey County has a population of 105,096 people with an average of 2.84 persons per household (Source: IX.17). Assuming each proposed unit would house an average of 2.84 residents, and all residents would relocate to the County, the project would result in approximately 211 additional persons in the County.[6] The AMBAG projects an approximately 14% growth increase between the planning years of 2015 and 2045. Specifically, unincorporated Monterey County (which includes Carmel Valley) is anticipated to experience a 6% growth increase (a population increase of 6,317) between the planning years of 2015 and 2045 (Source: IX.15). The population upon completion of the project would account for approximately 3.3% of the projected growth for the unincorporated area of the County. The County's General Plan allows for the development of approximately 10,015 additional dwelling units within the unincorporated area through 2030, potentially facilitating a population increase of approximately 25,292 residents (Source: IX.12). This project represents approximately 0.83 percent of the growth projected by the County's General Plan, and an approximately 0.2 percent increase from the current population of unincorporated Monterey County, which is within the County's General Plan allowed population increase. Further, as discussed in Section VI.11, *Land Use and Planning*, pursuant to CVMP Policy CV-1.10, Val Verde Drive is identified as an area intended for residential development. Thus, the project is consistent with the intended land use of the project site. Therefore, the project would not induce substantial unplanned population growth in the County, and impacts would be less than significant.

Population and Housing Impact 14(b) – Less Than Significant Impact

The project would involve the demolition of one existing single family residence on the project site, which is currently occupied. Demolition of one unit would not displace substantial numbers of people, and the project would result in a net gain of 73 units on the project site. Therefore, the project would not displace substantial numbers of people or housing, and impacts would be less than significant.

[6] 74 housing units multiplied by the average number of persons per household in the County (2.84) equals approximately 211 residents

15. PUBLIC SERVICES Would the project result in:		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:					
a)	Fire protection? (Source: IX.19, 88)	☐	☐	☒	☐
b)	Police protection? (Source: IX.22)	☐	☐	☒	☐
c)	Schools? (Source: IX.20, 24, 25)	☐	☐	☒	☐
d)	Parks? (Source: IX.9)	☐	☐	☒	☐
e)	Other public facilities? (Source: IX.4)	☐	☐	☒	☐

Discussion/Conclusion/Mitigation:

Public Services Impact 15(a) - Less Than Significant Impact

The Cypress Fire Protection District (Cypress FPD) would provide fire protection services to the project. The closest Cypress FPD station to the project site is Station 25, located at 3775 Rio Road in Carmel, approximately 0.18 miles west of the site within an approximately three-minute driving time (Source: IX.19).

The project would result in addition of approximately 211 additional persons within unincorporated Monterey County, which would increase the demand for fire protection services. The project would not introduce development to areas outside of the Cypress FPD's normal service area that would necessitate new fire protection services. The project would be required to comply with County's requirements for fire access and on-site fire prevention development standards, including smoke detectors and sprinkler systems, pursuant to Chapter 18.09, Fire Code, of the County's Municipal Code. David Jones of Cypress FPD reviewed the project on November 18, 2024, and did not raise any concerns or indicators of inconsistencies with applicable requirements (Source: IX.88). Prior to issuance of grading/building permit, the Cypress FPD would conduct an additional review of the construction plans to verify compliance with all codes and standards, including driveway width, turning radius, hydrant spacing, and emergency access. Further, as described under Section VI.14, *Population and Housing*, the project would not generate population growth beyond that anticipated in the County's General Plan. Therefore, the project would not create an unanticipated burden on fire protection services or affect response times such that new or expanded fire facilities would be needed. Impacts would be less than significant.

Public Services Impact 15(b) - Less Than Significant Impact

The Monterey County Sherrif Department would provide police protection services to the project site. The closest Monterey County Sheriff's Office is located at 1200 Aguajito Road in Monterey, approximately 3.6 miles north of the project site, within an approximately 12-minute driving time (Source: IX.13). The project would result in the addition of approximately 211 persons within unincorporated Monterey County, which would increase the total population requiring police protection services. However, the project would not introduce development to areas outside of the Monterey County Sheriff Office's normal service area that would necessitate new police protection services. Further, as described under Section VI.14, *Population and Housing*, the project would not generate population growth beyond that anticipated in the County's General Plan. Therefore, the project would not create the need for new or expanded police protection facilities, and impacts would be less than significant.

Public Services Impact 15(c) - Less Than Significant Impact

The project site is within the Carmel Unified School District (CUSD) service area. The project would involve the construction of 74 residential units, which would result in an additional 211 persons within unincorporated Monterey County. The student generation rate for CUSD is 0.23 students per household (Source: IX.20); accordingly, the project would result in an increase of 18 students in CUSD schools. According to the CUSD Facilities Master Plan, the projected student enrollment for the 2025/2026 school year is 2,264 students, and the current enrollment is 2,159 (Source: IX.24). Therefore, the anticipated additional 18 students would be within the projected enrollment for CUSD schools, and would not necessitate additional school facilities (Source: IX.25). Pursuant to Senate Bill 50 (Section 65995(h)), payment of mandatory fees to the affected school district would reduce potential school impacts to less than significant level under CEQA. In addition, the County requires the payment of impact fees pursuant to Section 19.12.015 of the County Municipal Code and Policy PS-7.8 within the County's Public Service Element. Payment of mandatory fees to the affected school district would be required, which would reduce potential school impacts to less than significant level. Therefore, with the projected enrollment capacities of CUSD schools and payment of mandatory fees, the project would have a less-than-significant impact on public schools.

Public Services Impact 15(d) - Less Than Significant Impact

Refer to Section VI.16, *Recreation,* for analysis of impacts related to parks and recreation resources.

Public Services Impact 15(e) - Less Than Significant Impact

As discussed in Section VI.14, *Population and Housing*, the project result in approximately 211 new residents to unincorporated Monterey County, which is consistent with the growth anticipated in the County's General Plan and would not necessitate new the need for additional public facilities, such as libraries, healthcare facilities or altered government facilities (Source: IX.4). Impacts would be less than significant.

16. RECREATION Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? (Source: IX.9, 10)	☐	☐	☒	☐
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? (Source: IX.5)	☐	☐	☒	☐

Discussion/Conclusion/Mitigation:

Recreation Impact 16(a, b) – Less Than Significant Impact

The Monterey County Parks Department is responsible for the maintenance of parks and recreation facilities in the County. The County's park system consists of nine regional parks spanning 12,155 acres and 10,000 acres of lakes (Source: IX.9). The closest parks to the project site are the Palo Corona Regional Park, which borders the project site to the south and east, Jacks Peak Park, located less than a mile northeast of the project site, Mission Trail Park, located less than a mile northwest of the project site and Carmel River Beach, located 1.4 miles west of the project site (Source: IX.10). The project would introduce new residences in unincorporated Monterey County, which would result in approximately 211 new residents. These new residents would increase demand for parks and recreational facilities.

Pursuant to section 19.12.010 of the County's Subdivision Ordinance and Policy PS-11.10 of the Public Services Element, the project applicant would be required to dedicate land and/or pay an in-lieu fee for park and recreational purposes. Based on the parkland dedication table in section 19.12.010 of the County's Subdivision Ordinance, the project would be required to provide 1.1 acres of parkland (Source: IX.5). As proposed, the project would provide approximately 1.68 acres of parkland and open space, including shared community areas, private yards, a garden park, and community green space along the southern portion of the project site. The proposed 1.68 acres of parkland and open space would exceed the 1.1-acre requirement under the County's parkland dedication standards, reducing the demand on nearby existing parks. Therefore, demand facilitated by the project would be incremental and would not substantially contribute to the use of existing parks, such that new or expanded recreational facilities would be required. Impacts would be less than significant.

17. TRANSPORTATION/TRAFFIC **Would the project:**	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities? (Source: IX.4, 62, 63, 65, 66, 67)	☐	☒	☐	☐
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)? (Source: IX.62, 67)	☐	☐	☒	☐
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? (Source: IX.62)	☐	☐	☒	☐
d) Result in inadequate emergency access? (Source: IX.62)	☐	☐	☒	☐

Discussion/Conclusion/Mitigation:

Kittelson & Associates (K&A) completed a VMT assessment for the project on January 19, 2026 (Source: IX.62). The assessment was conducted in accordance with CEQA requirements and the Governor's Office of Land Use and Climate Innovation (LCI; formerly the Office Planning and Research) guidelines utilizing the VMT Calculator and VMT maps provided by the County. At this time, the County has not adopted their own VMT thresholds. Therefore, VMT guidelines from the LCI's Technical Advisory on Evaluating Transportation Impacts in CEQA, updated December 2018, were used as guidance for evaluating potential transportation and traffic impacts from the project (Source: IX.62).

K&A also prepared a Transportation Impact Assessment for the project on December 11, 2025. The assessment was prepared to determine the expected transportation-related effects of the project, and included calculations of project-related trip estimates to assess the project's traffic effect on local roads (Source: IX.63).

The General Plan (Circulation Element) has adopted following Level of Service standards (LOS):

Monterey County Level of Service Standards

- For Signalized Intersections: A potentially significant impact would occur if an intersection operating at LOS A, B, or C, degrades to D, E, F. For intersections already operating at unacceptable levels D and E, a potentially significant impact would occur if a project added 0.01 during peak hour or more to the critical movement's volume-to capacity ratio. If the intersection is already operating at LOS F, any increase (one vehicle) in the critical movement's volume-to-capacity ratio is considered potentially significant.
- For Unsignalized Intersections: A potentially significant impact would occur if any traffic movement has a LOS F or any traffic signal warrant is met.

- For Roadway Segments: A potentially significant impact would occur if a roadway segment 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 a potentially significant impact.

Carmel Valley Master Plan (Supplemental) LOS Standards

- For Signalized Intersections: LOS of C is the acceptable condition
- For Unsignalized Intersections: LOS of F or meeting any traffic signal warrant are defined as unacceptable conditions.
- With the exception of some road segments along Carmel Valley Road, LOS C has been established as the minimum acceptable level of service for roadways within Carmel Valley. Per CVMP Policy CV-2.17, LOS D has been established as the minimum acceptable level of service for several segments along Carmel Valley Road.

The General Plan and these reports present an explanation of the research, investigation procedures, results of research findings, and recommendations for the project, and were used to develop the analysis for this section.

Transportation/Traffic Impact 17(a) – Less Than Significant Impact with Mitigation Incorporated

Transit

Monterey-Salinas Transit operates fixed-route service in the project vicinity, including Route 24 with existing stops along Carmel Rancho Boulevard within 0.5 mile of the site. The project would not alter transit routing or frequency and would add a continuous pedestrian path along Val Verde Drive that connects to Rio Road and nearby commercial areas, improving pedestrian access to the nearest transit stops. These features support the County's General Plan Circulation Element Goal C-6, which promotes viable transportation alternatives, and are consistent with General Plan Policy C-2.7, which encourages new development in areas with convenient access to alternative transportation. At the regional level, the project would not conflict with the AMBAG 2045 MTP/SCS because it enhances pedestrian access to nearby transit and does not preclude any multimodal improvements identified in the plan (Source: IX.65). Therefore, the project would not conflict with any programs, plans, ordinances or policies addressing transit facilities.

Roadways

The project would not conflict with Section 21.64.250 of the County's Zoning Ordinance, which requires residential developments of 25 or more units to incorporate feasible trip-reduction measures that reduce dependence on automobiles (Source: IX.5). As described in Section II. 2.2.5, *Access and Parking*, Val Verde Drive would be widened to accommodate two 10-foot travel lanes, two-foot shoulders, and a five-foot decomposed granite pedestrian path. These improvements are consistent with roadway strategies in Section 21.64.250 of the County's Zoning Ordinance, which encourage maintaining safe and efficient local access and supporting multimodal connectivity within neighborhood-scale roadway networks. These improvements

would provide adequate access, internal circulation, and encourage alternative modes of travel to reduce vehicle trips. As discussed in Section VI.17, *Transportation/Traffic,* Impact (b), the TDM strategies introduced in Section II, *Project Characteristics,* include transit subsidies, travel-behavior outreach, carpool and vanpool loading areas, bicycle facilities, pedestrian improvements, and electric vehicle parking. The TDM strategies would be consistent with County policies developed to reduce vehicle trip generation (Source: IX.62). With 74 residential units, the project would generate approximately 685 daily trips, with 48 occurring during the AM peak hour and 66 occurring during the PM peak hour.

Pursuant to Senate Bill 743, LOS is no longer used to determine environmental impacts under CEQA. The following discussion is provided for informational purposes only and to demonstrate consistency with the County's Circulation Element.

With implementation of the project, more than 0.01 in V/C ratio would be added to the intersection of Carmel Valley Road and Carmel Rancho Boulevard, which already operates at an unacceptable level of service under existing and would continue to operate at an unacceptable level of service under existing plus project condition. This change in V/C ratio would conflict with 2010 General Plan LOS standards for signalized intersection. Therefore, **Mitigation Measure T-1** would require that the project convert the existing northbound left-through to a northbound through-right at Carmel Valley Road/Carmel Rancho Boulevard to improve the level of service to an acceptable level and result in a less than significant impact. Additionally, the project will be conditioned to pay into the Carmel Valley Traffic Impact Program which would support additional improvements within the Carmel Valley Master Plan. Adherence to **Mitigation Measure T-1** and standard conditions of approval requiring payment of fair share traffic fees would ensure impacts are less than significant relative to roadway congestion and conflicts with local transportation polices or programs.

The intersection of Carpenter Street and State Route 1 operates at an unacceptable LOS under existing and would continue to operate at an unacceptable LOS under existing plus project conditions. However, the project would not add more than 0.01 in volume to capacity ratio to the intersection and thus would have a less than significant impact at this intersection. Additionally, as described above, the project would be subject to applicable Regional Development Impact Fees imposed under Section 12.90.070 of the County's Zoning Ordinance. These fees would be used to fund regional transportation improvement projects, further reducing the project's overall impact on roadways. With the access improvements to the project site to support multimodal connectivity, implementation of TDMs, and Regional Development Impact Feeds to fund regional transportation improvement projects, the project would not conflict with any programs, plans, ordinances or policies specific to roadway facilities.

The Transportation Impact Assessment analyzed 10 roadway segments to determine LOS conditions. Under existing and existing plus project conditions, three of the 10 roadway segments operate at an acceptable level of service. The other seven roadway segments operate at an unacceptable level of service. The project would not have a significant impact on these roadway segments because it would not worsen the LOS by one letter grade. Accordingly, the project would not cause an intersection's LOS to degrade below acceptable LOS or have a significant impact on an intersection already operated below acceptable levels (D-F) (Source: IX.63). Accordingly, the project would not conflict with the General Plan as it pertains to roadway congestion.

Mitigation Measures

Mitigation Measure T-1: Traffic Improvements

The owner/applicant shall install and construct the following measure at the Carmel Valley Road/Carmel Rancho intersection to ensure compliance with the County's level of service standards per the Transportation Impact Assessment prepared by K&A, dated December 11, 2025 (Source: IX.63):

- Convert the existing northbound left-through to a northbound through-right at Carmel Valley Road/Carmel Rancho Boulevard to improve the LOS targets to meet the target thresholds.[7]

Compliance Actions

Prior to Final Map approval, the owner/applicant shall enter into a Subdivision Improvement Agreement with the County of Monterey, and provide to HCD-Planning, Engineering Services, and the County Survey for review and approval a Subdivision Improvements Plan illustrating the required traffic improvements.

Prior to issuance of the first construction or grading permit from HCD-Building Services, the required intersection improvement shall be constructed and finalized to the satisfaction of HCD-Engineering Services.

Bicycle and Pedestrian Facilities

As described in Section II. 2.2.5, *Access and Parking*, the project would include the construction of two-foot shoulders and a decomposed granite pedestrian path along Val Verde Drive to provide bicycle and pedestrian access to the project site. Currently, there are no existing bicycle facilities or sidewalks that provide direct pedestrian access to the site. Additionally, the project's internal circulation network, shown in Figure 2-4, would include sidewalks and crosswalks to provide safe pedestrian and bicycle circulation within the neighborhood. These improvements are consistent with the County's General Plan Circulation Element Goal C-9, which promotes safe and convenient bicycle transportation (Source: IX.4).

Regionally, the AMBAG 2045 MTP/SCS emphasizes the expansion of low-stress walking and bicycling networks, consistent with Goal 1, Access and Mobility, and Goal 4, Healthy Communities. Similarly, the Monterey County Active Transportation Plan identifies goals to increase active transportation trips, improve safety, eliminate network gaps, and provide bicycle and pedestrian facilities. The project's decomposed granite pedestrian path and internal sidewalk system would connect the residences to nearby commercial services and existing transit options where no pedestrian or bicycle facilities currently exist, thereby aligning with the MTP/SCS and Monterey County Active Transportation Plan goals (Source: IX.65, 66, 67). As such, the project would not conflict with any program, plan, ordinance, or policy regarding bicycle and pedestrian facilities, and impacts would be less than significant.

[7] This modification would involve a striping change only.

Transportation/Traffic Impact 17(b) – Less Than Significant Impact

A VMT analysis was conducted in accordance with CEQA Section 15064.3 and the LCI's guidelines using the County's VMT Calculator and VMT maps. The Countywide average VMT per capita for residential projects is 11.4. To meet the screening threshold for a less than significant impact, a project must be equal to or less than 85 percent of the County average, or 9.7 VMT per capita. Based on the project location, the VMT per capita for the site is estimated at 11.3, which is slightly below the county average but above the 85 percent threshold. To reduce VMT, the project, as proposed, would implement the TDM strategies introduced in Section II. 2.2.3, *Project Characteristics.* The TDM strategies are summarized with the reductions to VMT in Table 6.17-3, below. Although the County has not adopted a formal VMT policy, HCD-Planning and Engineering Services has reviewed the below proposed TDM measures and concurs with their applicability and related VMT reduction percentage, which are consistent with VMT reduction targets used by neighboring jurisdictions following the California Air Pollution Control Officers Association Handbook. To ensure these TDMs are implemented into the Final Map and/or final construction plans, a condition of approval would be applied.

Table 6.17-3 Traffic Design Measures

TDM Measure	Measure Summary	VMT Reduction
TDM -1: Transit subsidy for the affordable housing units (Transit Strategy)	To encourage the use of nearby transit, the project would implement subsidized transit fare for residences who occupy the 20 percent deed restricted affordable housing units. The subsidized transit fare would promote the use of transit rather than commuting to destinations by personal vehicle.	4%
TDM-2: Mandatory Travel Behavior Change Program with Promotions & Marketing (Communications & Information Strategy).	The project would include the development and implementation of a travel behavior change program that would inform residents through passive educational and promotional materials on the facilities available at the project site, such as bike parking and carpool/vanpool areas, and nearby transit stops to promote the use of various transportation options facilitated by the project.	4%
TDM-3: Passenger Loading Zones for Carpool/Vanpool	The project would incorporate an easy access location for carpools and vanpools.	1%
TDM-4: Provide End of Trip Facilities (Bicycle Infrastructure Strategy)	The project would incorporate secure bicycle parking to provide the added convenience (repair facility) and security needed to encourage the use of bicycling as a viable form of travel to destinations.	1%
TDM-5: Pedestrian Network Improvements (Neighborhood Enhancement Strategy)	The project includes complete internal and external pedestrian network improvements including the construction of a sidewalk along the entirety of Val Verde Drive to Rio Road, thereby providing safe access for pedestrians to nearby retail areas and transit stops within 0.5 miles of the project	2%
TDM-6: EV Parking Spaces/Stations (Miscellaneous Strategy)	All 148 parking spaces would be compatible with Level 1 or Level 2 electric vehicle chargers.	1%
TDM-7: Affordable and Below Market Rate Housing	The project would include 15 deed restricted affordable housing units, representing 20 percent of the total residences. The affordable housing units would provide opportunities for lower-income households to live closer to job centers and transit, thereby improving the jobs-housing balance, which reduces VMT. In addition, lower-income households generally have lower rates of auto ownership, which represents fewer vehicles per household and therefore fewer vehicle trips.	1%

Source IX.62, 67

Altogether, implementation of the above TDM strategies would result in a 14 percent reduction in VMT and a project VMT per capita of 9.7, which is equal to the 85 percent County average. As such, with implementation of the proposed TDM measures, the project would meet the County's screening threshold for a less than significant VMT impact (Source: IX.62). Therefore, the project would not conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b). Impacts would be less than significant.

Transportation/Traffic Impact 17(c) – Less Than Significant Impact

Circulation improvements at the project site would include modifications to the existing Val Verde Drive and two new looped roads with access to Val Verde Drive to facilitate internal project site access to the residences. The proposed circulation improvements would allow vehicles a clear view of oncoming traffic and are not located near a sharp curve or intersection that would obstruct the vision of exiting drivers. The project would not significantly change site access or road operations surrounding the project site. Further, all circulation features within the project site would be subject to review and approval by the County's Public Works Engineering Services department to ensure the design of the circulation features would maintain safe traffic operations and would not introduce hazards related to roadway geometry. Accordingly, the project would not substantially increase hazards due to a design feature (e.g., sharp curves or inadequate site distance), and the impact would be less than significant.

Transportation/Traffic Impact 17(d) – Less Than Significant Impact

The design of the project is required to comply with the County's standards for emergency vehicle access, including provisions within section 19.10.045, Access, of the County's Zoning Ordinance. In compliance with the Monterey County Fire Code, all roads would include two 10-foot-wide travel lanes with unobstructed access for fire apparatus and a minimum vertical clearance of 15 feet. The project's civil plans, prepared by a licensed engineer, would document the design of driveways and internal circulation for trucks and emergency vehicles and would be subject to applicable County requirements. Cypress FPD reviewed the proposed project on November 18, 2024, and did not raise any concerns or indicators of inconsistencies with applicable requirements. Therefore, the project would not result in inadequate emergency access. Impacts would be less than significant.

18. TRIBAL CULTURAL RESOURCES **Would the project:**	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k); or (Source: IX.28, 29)	☐	☒	☐	☐
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe. (Source: IX.28, 29)	☐	☒	☐	☐

Discussion/Conclusion/Mitigation:

Tribal Cultural Resources Impact 18(a.i, a.ii) – Less Than Significant with Mitigation Incorporated

The project is subject to compliance with Assembly Bill (AB) 52, which requires consideration of impacts to tribal cultural resources as part of the CEQA process, and that within 14 days of determining to undertake a project, the lead agency notify California Native American tribal representatives who are traditionally or culturally affiliated with the geographic area of the project and who have requested notification. Assembly Bill (AB) 52 allows California Native American tribal representatives 30 days after receiving notification of the project to request consultation. If a response pursuant to AB 52 is not received within 30 days, it is assumed that consultation is declined.

On January 9, 2026, the County sent AB 52 consultation letters containing a project description, AB 52 noticing requirements, invitation to consult, and contact information for the appropriate County representative to the following three tribal organizations: Oholone/Coastonan- Esselen Nation, The Esselen Tribe of Monterey County, and KaKoon Ta Ruk Band of Ohlone-Costanoan. The AB 52 notification period ended on February 9, 2026. The Esselen Tribe of Monterey County requested consultation.

During the consultation on February 3, 2026, representatives of the tribe requested the on-site presence of a Native American monitor to observe all ground-disturbing activities associated with the subdivision improvements and development of the site. In addition, the tribal representative requested that the Esselen Tribe of Monterey County be included in any resource recovery program or reburial. Although the Esselen Tribe of Monterey County requested monitoring for all ground disturbance, including utilities, trenches, landscaping, foundations, etc., the County of Monterey, as lead agency, finds that the monitoring as required by **Mitigation Measure TR-1** (described below) is sufficient to mitigate any potential impacts to cultural resources. Monitoring of soils previously disturbed and monitored as a part of this project does not lessen the potential for impacts.

As described in Section VI.5, *Cultural Resources*, there is always potential to uncover buried archaeological resources, which could be Tribal, during ground disturbing activities such as the excavation and grading that would be required for project construction. Should project construction activities encounter and damage or destroy a Tribal cultural resource or resources, impacts would be potentially significant. Implementation of a standard County Condition of Approval for the protection of cultural resources, PD003(A), would be applied to address the potential inadvertent discovery of cultural resources. Further, **Mitigation Measure CR-1** (described in Section VI.5, *Cultural Resources*) would require that a qualified Archaeological Monitor be retained on an "on-call" basis during ground-disturbing activities and conduct a pre-construction cultural resources awareness training. **Mitigation Measure TR-1** (described below) would require that a tribal monitor observe all initial ground disturbance (e.g., grading and excavation associated with subdivision improvements [grubbing, leveling, ground clearing, etc.]), all ground disturbance associated with main utility trenching (water & sewer mains), detention ponds, and roadways. If construction of the residential development requires ground disturbance at depths deeper than what has already been monitored and excavated with initial grading, the Tribal Monitor shall monitor that additional excavation. If tribal cultural artifacts or human remains are discovered, these resources shall be treated with appropriate dignity and respect. With implementation of the County's condition of approval for cultural resources (PD003A) and **Mitigation Measures CR-1 and TR-1**, the potential impact to Tribal cultural resources would be less than significant.

Mitigation Measures

Mitigation Measure TR-1. On-Site Tribal Monitor

A Tribal Monitor approved by the appropriate tribe, traditionally and culturally affiliated with the vicinity of the subject parcel, that has consulted with the County and designated one lead contact person in accordance with AB 52 requirements, or other appropriately NAHC-recognized representative, shall be on-site for all initial ground disturbance (e.g., grading and excavation associated with subdivision improvements [grubbing, leveling, ground clearing, etc.], as phased, if phased), all ground disturbance associated with main utility trenching (water & sewer mains), detention ponds, and roadways. If construction of the residential development requires ground disturbance at depths deeper than what has already been monitored and excavated with initial grading, the Tribal Monitor shall monitor that additional excavation. The Tribal Monitor shall monitor the work area and identify any materials or findings with Tribal cultural significance, should they be uncovered during ground disturbing activities, to ensure potential impacts remain

less-than-significant. This Tribal Monitor shall have the authority to temporarily halt work in order to examine any potentially significant cultural materials or features. If resources are discovered, the owner/applicant/contractor shall refer to and comply with Condition PD003(A) as applicable. The Tribal Monitor shall also be present for and assist in conducting the pre-construction cultural resources awareness training of Mitigation Measure CR-1. This mitigation is not intended to alleviate responsibility of the owner or its agents from contacting the County Coroner and complying with State law if human remains are discovered.

Compliance Actions:

Prior to approval of the Final Map, a note shall be added to the Final Map requiring that evidence be submitted to HCD-Planning demonstrating whether construction of the residential development will require excavation deeper than disturbed during subdivision improvements. If deeper excavation is required, the requirements of this mitigation measure apply.

Prior to issuance of grading permits for subdivision improvements (all phases, if phased) from HCD-Building Services, the owner/applicant shall include a note on the construction plans encompassing the language contained in Mitigation Measure TR-1, including all compliance actions. The owner/applicant shall submit said plans to HCD-Planning for review and approval.

Prior to issuance of grading permits for subdivision improvements (all phases, if phased) from HCD-Building Services, the owner/applicant shall submit evidence to the satisfaction of the HCD-Planning that a monitor approved by the appropriate tribe traditionally and culturally affiliated with the vicinity of the subject parcel, and that has consulted with the County and designated one lead contact person in accordance with AB 52 requirements, or other appropriately NAHC-recognized representative, has been retained to monitor the appropriate construction activities. This Tribal Monitor shall be retained for the duration of ground disturbing activities described in this mitigation measure.

Any artifacts found that are not associated with the finding of human remains shall be cataloged by both the Tribal Monitor and the qualified Archaeological Monitor. Once cataloged, the qualified Archaeological Monitor will take temporary possession of the artifacts for testing and reporting purposes. Upon completion of these testing and reporting activities, all artifacts, at the discretion of the property owner, shall be returned within one (1) year to a representative of the appropriate local tribe as recognized by the Native American Heritage Commission, or the Monterey County Historical Society. A final technical report containing the results of all analyses shall be completed within one year following completion of the field work. This report shall be submitted to HCD-Planning and the Northwest Information Center at Sonoma State University. Artifacts associated with the finding of human remains shall be reburied in accordance with State law and penalty for violation pursuant to PRC section 5097.994.

Prior to final grading inspection, the Tribal Monitor or other appropriately NAHC recognized representative shall submit a letter to HCD-Planning confirming participation in the monitoring and provide a summary of archaeological and/or cultural finds or no finds, as applicable.

On and on-going basis, should construction of the residential development require ground disturbance at depths deeper than what has already been monitored and excavated with initial grading, the Tribal Monitor shall monitor that additional excavation.

19. UTILITIES AND SERVICE SYSTEMS **Would the project:**	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects? (Source: IX.1, 40, 41, 42, 85)	☐	☐	☒	☐
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years? (Source: IX.13, 53, 54, 86)	☐	☐	☒	☐
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?(Source: IX.40, 41, 53)	☐	☐	☒	☐
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals? (Source: IX.38, 39)	☐	☐	☒	☐
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste? (Source: IX.38, 39)	☐	☐	☒	☐

Discussion/Conclusion/Mitigation:

Utilities and Service Systems Impact 19(a) – Less Than Significant Impact

As described in Section II. 2.2.7, *Infrastructure,* there are two potential sources of long-term water supply for the project, MPWMD (preferred source) and the project's riparian water rights (wells). As further discussed under Section VI.19, *Utilities and Service Systems,* Impact 19 (b), the project would not require water supply that would result in new or expanded water supply facilities. Under either water supply scenarios, the project would require construction of new water conveyance facilities including 8-inch water pipes located within proposed street rights-of-way to convey water to the residences. Under the MPWMD (preferred source) scenario, the new water pipes would connect to the existing water main on Val Verde Drive (which are already connected to Cal-Am), and on-site wells would be abandoned. If the MPWMD application to modify the cease and desist order is not approved prior to approval of the Final Map (refer to Section II. 2.2.7, *Infrastructure),* water would be supplied under the property's riparian rights through one of two options. Option 1 would involve wheeling water from existing on-site wells to Cal-Am via an extension of the existing water main on Val Verde Drive, located adjacent to the existing water main and within the existing easement. Scott Ottmar of Cal-AM confirmed via email on February 6, 2026 that Cal-Am "has capability and capacity to treat the additional 16 acre-feet per year of groundwater for iron and manganese at its Begonia Iron Removal Plant"

(Source: IX.92). Per a call with David Stoldt of the MPWMD on February 9, 2026, the water main on Val Verde Drive is connected to the Begonia Iron Removal Plant, so no additional infrastructure is needed, and the additional 16-acre feet treated at the Begonia Iron Removal Plant would result in negligible additional discharge as the Plant currently treats approximately 3,000 AF of water per year and has historically treated 8,000 AF of water (Source: IX.93). Option 2 would involve treating water from the on-site wells at an on-site water treatment facility that would be located near stormwater basin within the southwest portion of the project site, as shown in Figure 2-3. The on-site water treatment facility would include a hydropneumatics tank, water filters, a 25-foot wide water tank, and a booster pump station. New water supply infrastructure required under the project riparian water rights would be designed to allow conversion to a standard Cal-Am connection should the cease and desist order be lifted. All new water supply infrastructure would be located within the proposed street rights-of-way and confined to previously disturbed areas, and would serve only the proposed residences. Therefore, impacts associated with new water supply infrastructure would be less than significant.

The project site is within CAWD's wastewater service area, which maintains approximately 81 miles of sewer lines, seven lift stations, and associated force mains (Source: IX.40, 41). The project would require the construction of new wastewater conveyance infrastructure, including a conventional gravity system of proposed 8-inch sanitary sewer pipes within the proposed street rights-of-way and a new 8-inch CAWD sanitary sewer main that would be located within the on-site proposed right-of-way along Val Verde Drive. The existing wastewater line running along the southern boundary of the project site would be abandoned. New wastewater infrastructure plans would require review and approval by CAWD (Source: IX.1). Wastewater from the project would be conveyed to the CAWD Wastewater Treatment Plant (WWTP). As further described under Section VI.19, *Utilities and Service Systems*, Impact (c) below, the project would not exceed the capacity of the CAWD WWTP. Because new wastewater treatment infrastructure would be located within proposed street rights-of-way, and the project would not exceed the capacity of the CAWD WWTP, impacts associated with new wastewater infrastructure would be less than significant.

According to the Preliminary Stormwater Control Plan for the project, approximately 55 percent of the project site would be covered by new impervious surfaces and approximately 45 percent of the project site would be covered by pervious landscaping (Source: IX.85). The project would include construction of new stormwater drainage facilities, including two bioretention basins designed to manage runoff from the impervious surfaces and accommodate a 95th percentile rainfall event for the site's two principal drainage areas (refer to Section II.2.2.7, *Infrastructure*). The basins would be designed to filter pollutants from stormwater runoff before discharge, ensuring that runoff does not exceed the capacity of existing or planned drainage systems. New stormwater drainage facilities would be located entirely within the project site boundaries and would serve only the proposed new residences. Therefore, impacts associated with new stormwater drainage infrastructure would be less than significant.

The project site is served by 3CE, the primary electricity provider for the area that supplies energy via PG&E transmission lines. 3CE would provide the project with electricity and PG&E would provide the project with natural gas. Local telephone, internet service, and cable television would be provided by multiple companies that provide services to the area surrounding the site, including Comcast and AT&T (Source: IX.42). Connections to these existing service providers

would be installed during construction of the project, with no facility upgrades required. Therefore, the project would not require or result in the relocation or construction of new or expanded electric power, natural gas, or telecommunications facilities, and impacts would be less than significant.

Utilities and Service Systems Impact 19(b) – Less Than Significant Impact

As described in Section II.2.2.7, *Infrastructure*, the project has two potential long-term water supply sources: the MPWMD (preferred source) and the property's riparian rights (on-site wells). Based on MPWMD data from 1993 to 2023, the project site's current agricultural use requires 25 acre feet per year (AFY).[8] The project would require 16 AFY,[9] which is substantially lower than the site's current demand (Source: IX.53).

Under the MPWMD scenario, water would be supplied by Cal-Am through MPWMD's allocation sourced from the Carmel River, and on-site wells would be abandoned or limited to low-intensity, non-potable use. This scenario requires SWRCB approval of MPWMD's modification request to rescind the prohibition on new meters under the Cease and Desist Order issued on October 20, 2009 (Order WR 2009-0060). Since issuance of the Cease and Desist Order in October 2009, which restricted Cal-Am's diversions from the Carmel River to preserve river habitat, the develop and use of alternative water supplies such as Pure Water Monterey project, and tiered rate structures have reduced Cal-Am's use of Carmel River water by over 4,300 AFY (Source: IX.13).

From 2022-2025, Cal-Am diversions from the Carmel River averaged 3,240 AFY, which is approximately 139 AFY less than Cal-Am's legal water right to the river of 3,376 AFY. This successful reduction in reliance on the Carmel River demonstrated that through the incorporation of alternative water supplies and conservation to its water supply portfolio, Cal-Am effectively supports its water demands while maintaining use of the Carmel River at rates below its legal right to the river.

The project would require approximately 16 AFY, which is approximately 9 AFY less than agricultural uses of the site between 1993 and 2023. As noted above, Cal-Am currently (based on 2022-2025 data) uses approximately 139 AFY less than its legal right to Carmel River water (Source: IX.13). Therefore, under the MPWMD preferred scenario, sufficient water supply would be available to serve the project.

Cal-Am's 2021 Urban Water Management Plan (UWMP) includes water supply availability projections for normal water year conditions as well as single dry year and multiple dry year conditions. As presented therein (see Table 7-5 on page 7-7 of the UWMP), during single dry year conditions, Cal-Am anticipates a surplus water supply available for all years projected, through 2045. During multiple dry year conditions (see Table 7-6 on pages 7-8 through 7-10 of the UWMP), Cal-Am anticipates potential water supply shortages under certain circumstances; to address these potential shortages, Cal-Am implements appropriate actions from its Water Shortage Contingency Plan, which is included in the 2021 UWMP and identifies specific actions in response to shortages of various severity (Source: IX.86). As demonstrated in the projections

[8] Based on 10-year average data from MPWMD (Source: IX.53)

[9] Interior annual average water demand (13.35AFY) added to exterior annual average water demand (2.36 AFY), rounded up for conservative estimate (Source: IX.53)

provided in the 2021 UWMP, with implementation of Water Shortage Contingency Plan Actions, Cal-Am anticipates no water supply shortages under multiple dry year conditions.

The single dry and multiple dry year projections in Cal-Am's 2021 UWMP assume that Cal-Am's water supply portfolio includes its legal allocation of 3,376 AFY of Carmel River water under all years and climatic conditions (Source: IX.86). As described above, Cal-Am is currently operating below its legal right to the river, with approximately 139 AFY to spare. Additionally, the project would reduce historic water uses on the site by approximately 9 AFY, required approximately 16 AFY of this 25 AFY historically consumed to support agricultural use of the site. Therefore, sufficient water supplies would be available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years, and impacts would be less than significant.

If MPWMD's application is not approved before approval of the Final Map, water would be provided under the property's riparian rights via on-site wells (Traver and Gamboa Well). As discussed in Section VI.10, *Hydrology and Water Quality*, the project lies within the CVGB, which has an estimated storage capacity of 36,000–60,000 AF and historical pumping ranging from 5,900–9,100 AFY (Source: IX.54). The project's anticipated use of 16 AFY represents less than one percent of the basin's historical pumping range. Based on MPWMD Historical Water Production Data, the project's main water supply source (Travers Well) currently produces 21.68 AFY, which exceeds the project's estimated water demand of 16 AFY and suggests that the on-site wells are adequate to serve the project and have sufficient supply availability (Source: IX.53). Given the lower water supply demand under the project compared to the site's current use, CVGB's substantial capacity, and sufficient production from on-site wells, the project would have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple-dry years, and impacts would be less than significant.

Utilities and Service Systems Impact 19(c) – Less Than Significant Impact

Wastewater from the project site would be conveyed to the CAWD WWTP, which has an average flow capacity of 1.1 million gallons per day (mgd) and a peak design flow of 3 mgd (Source: IX.41). Wastewater generated by new residential development can be estimated using its anticipated water demand. The project would require approximately 14,284 gallons of water per day[10] (Source: IX.53); conservatively assuming that 100 percent of water consumed by the project would become wastewater, the project would generate approximately 14,284 gallons of wastewater per day, which would represent 0.75 percent of the remaining flow capacity of the CAWD WWTP. Therefore, the project would not exceed the capacity of existing wastewater treatment facilities, and impacts would be less than significant.

Utilities and Service Systems Impact 19(d, e) – Less Than Significant Impact

The California Department of Resources Recycling and Recovery estimates that single-family developments generate approximately 10 pounds of solid waste per dwelling unit per day (Source: IX.38). The project would involve construction of 74 residential units, which when multiplied by the 10 pound generation rate, would result in approximately 740 pounds

[10] 16 AFY converted to gallons per day (Source: IX.53)

(0.37 tons) of solid waste per day. Solid waste generated from the project would be disposed of at the Monterey Peninsula Landfill, located north of the City of Marina (Source: IX.39). This landfill has a maximum daily throughput of 1,500 tons per day and has a remaining capacity of 48,560,000 cubic yards (Source: IX.39). According to Monterey Regional Waste Management District Production data, the Monterey Peninsula Landfill currently receives approximately 548 tons per day; therefore, the landfill has a remaining capacity of approximately 950 tons per day (Source: IX.55). The 0.37 tons of solid waste generated daily by the project would represent less than one percent of the remaining daily capacity of the Monterey Peninsula Landfill. Therefore, the project would not result in the generation of solid waste in excess of the capacity of local solid waste infrastructure.

Pursuant to Section 18.11.010 of the Monterey County Code of Ordinances, the County has adopted the most recent version of the California Green Buildings Standards Code, which contains construction waste recycling requirements. Further, AB 939 requires the County to divert 50 percent of solid waste from landfills. Local infrastructure would have the capacity to accommodate solid waste generated by the project. Development facilitated by the project would also be required to demonstrate compliance with all applicable solid waste regulations. Therefore, the project would not generate waste in excess of applicable standards or in excess of the capacity of local infrastructure and would comply with applicable solid waste regulations. Impacts would be less than significant.

20. WILDFIRE **If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:**	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Substantially impair an adopted emergency response plan or emergency evacuation plan? (Source: IX.20, 517)	☐	☐	☒	☐
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire? (Source: IX.19, 22, 5)	☐	☐	☒	☐
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment? (Source: IX.5)	☐	☐	☒	☐
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes? (Source: IX.19, 22, 5)	☐	☐	☒	☐

Discussion/Conclusion/Mitigation:

Wildfire Impact 20(a) – Less Than Significant Impact

The project site is located within a Moderate Fire Hazard Severity zone and is not located within a VHFHSZ or state responsibility area; however, a VHFHSZ is located approximately 0.35 miles east of the project site (Source: IX.19).

The project would involve the construction of 74 residential units and would result in an additional 211 residents, thereby increasing the human presence near the VHFHSZ. However, as discussed in Section VI.14, *Population and Housing*, the population growth is within the AMBAG projected growth increase for unincorporated Monterey County (Source: IX.15). Further, as discussed in Section VI.15, *Public Services*, the project site is in an area already served by Cypress FPD and would not have a significant impact on fire response times nor create substantially greater need for additional fire protection services above the current capacity (Source: IX.20). The project would not involve the addition of structures that would impair emergency response or evacuation. Although the population would increase, the project would involve improvements to Val Verde Drive and construction of an internal circulation network, ultimately allowing for safer movement through the site in the event of an emergency. Cypress FPD has reviewed the proposed project and raised no concerns. Cypress FPD would conduct an additional review of the project during the building permit process to verify compliance with all codes and standards, including driveway width, turning radius, and emergency access (Source: IX.5). Therefore, the project would not impair an adopted emergency response plan or emergency evacuation plan, and impacts would be less than significant.

Wildfire Impact 20(b & d) – Less Than Significant Impact

The project site is located within a Moderate Fire Hazard Severity zone and is not located within a VHFHSZ or state responsibility area; however, a VHFHSZ is located approximately 0.35 miles east of the project site (Source: IX.19).

The project site is located on and surrounded by primarily flat topography, with minor elevation changes throughout (Source: IX.22). The project would not result in changes related to slope, winds, or other factors that would exacerbate wildfire risk. Given the flat topography of the project site and surrounding area, the project would not pose a significant risk of downslope or downstream flooding or landslides because of runoff, post-fire slope instability, or drainage changes. Two portions of the project site lie within the 100-year flood zone: the southwest corner and the southwestern section of the parcel east of Val Verde Drive (refer to Figure 2-3). These portions of the project site within the 100-year flood zone would be utilized for stormwater quality basins, further reducing the risk of flooding caused by runoff, post-fire slope instability, or drainage changes. In addition, all land clearing, grading and construction activities would be required to comply with the Monterey County Code Chapter 16.12, which requires an erosion control plan prior to permit issuance for building, grading, or land clearing (Source: IX.5). The erosion control plan would prohibit grading during the rainy season, and include measures to prevent exacerbation of slope instability. Therefore, the project would not exacerbate the existing wildfire risks, and would not expose people or structures to significant post-fire hazards. This impact would be less than significant.

Wildfire Impact 20(c) – Less Than Significant Impact

The project site is located within a Moderate Fire Hazard Severity zone and is not located within a VHFHSZ or state responsibility area; however, a VHFHSZ is located approximately 0.35 miles east of the project site (Source: IX.19).

The project would involve the construction of 74 residential units, an on-site water treatment system consisting of water tanks, filters and a booster pump station (refer to the *Project Description*), bioretention basins for stormwater, and the expansion of sewer, electricity, and natural gas utilities to serve the residences. New and expanded structures and utility infrastructure, such as those listed above, would not exacerbate fire risk. All new structures and utility infrastructure would be required to include fire safety requirements, such as fire-residence rating and fire protection systems in accordance with Section 18.14.080 of the Monterey County Municipal Code (Source: IX.5). A Fuel Management Plan for the project was prepared for the project, which was reviewed by David Jones of Cypress FPD on November 18, 2024, and did not raise any concerns or indicators of inconsistencies with applicable requirements (Source: IX.62). The project Fuel Management Plan (sheet L-10 of the applicant-provided project plans) identifies all open space within the buildout project site to be within the “Green Zone”, which requires all vegetation to be cut to a maximum height of 4 inches, trim nearby trees, and removal fallen, dead material. On an on-going basis, the project site shall be managed in accordance with State of California fuel management requirements as well as the prepared Fuel Management Plan. Therefore, the project would not require installation or maintenance of infrastructure or utilities that would exacerbate fire risk and impacts would be less than significant.

VII. MANDATORY FINDINGS OF SIGNIFICANCE

Does the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
b) Have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.) (Source: IX.37)	☐	☒	☐	☐
c) Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

Discussion/Conclusion/Mitigation:

Mandatory Findings of Significance (a) – Less than Significant with Mitigation Incorporated

As discussed in Section VI.4, *Biological Resources*, development of the project could impact habitat for special-status species, disrupt nesting birds, and alter natural habitat. However, implementation of **Mitigation Measures BIO-1** through **BIO-4** would reduce these impacts to a less-than-significant level, and the project would not cause a fish or wildlife population to fall below self-sustaining levels, eliminate a plant or animal community, or restrict the range of any plant or animal species. As discussed in Section VI.5, *Cultural Resources*, no historic resources are known to occur within the project site; however, the site and surrounding area have high archaeological sensitivity. Implementation of **Mitigation Measures CR-1** and **TR-1** would require immediate halting of construction in the event of an unanticipated discovery of cultural or tribal cultural resources. Therefore, the project would not eliminate an important example of major periods of California history or prehistory. Impacts would be less than significant with mitigation incorporated.

Mandatory Findings of Significance (b) – Less than Significant Impact with Mitigation Incorporated

As described in the discussion of environmental checklist Sections VI.1 through VI.20, with respect to all environmental issues, the project would not result in significant and unmitigable impacts to the environment. All anticipated impacts associated with project construction and operation would be either no impact, less than significant, or less than significant with mitigation incorporated.

Cumulatively considerable impacts could occur if the construction of other projects occurs at the same time as the project and in the same vicinity, such that the effects of similar impacts of multiple projects combine to expose adjacent sensitive receptors to greater levels of impact than would occur under the proposed project. For example, if the construction of other projects in the area occurs at the same time as construction of the project, potential impacts associated with noise and traffic to residents in the project area may be more substantial. There is one residential development project near the project site east of Val Verde Drive:

- Ranch Cañada Village Subdivision; located adjacent to the southeast boundary of the project site; approved by HCD-Planning permit PLN04006, and construction has not commenced.

All projects would be required to adhere to the County's standard conditions of approval and construction hours limitations, which would result in less than significant cumulative noise impacts. The project would not create substantial unplanned population growth and would not contribute to cumulative impacts related to population growth, such as population and housing, public services, and recreation. Impacts related to cultural resources, geology and soils, hazards and hazardous materials, land use and planning, mineral resources, and tribal cultural resources are generally limited to the project site and would not contribute to cumulative impacts associated with existing and future developments. In addition, air quality and GHG impacts are cumulative by nature, and as discussed in Section VI.3, *Air Quality*, and Section VI.8, *Greenhouse Gas Emissions*, the project would not generate substantial air pollutant emissions or GHG emissions; therefore, it would not contribute to the existing significant cumulative air quality impacts related to the NCCAB's nonattainment status for ozone and PM_{10} or the existing significant cumulative climate change impact. Furthermore, the project's impacts to resources such as aesthetics, agriculture and forestry resources, hydrology and water quality, and utilities and service systems would be minimal and would not have the potential to constitute a cumulatively considerable contribution to cumulative impacts that may occur due to existing and future development in the region. Implementation of **Mitigation Measures BIO-1** through **BIO-4, N-1** through **N-2**, and **T-1** would result in less than significant impacts on biological resources, noise, and traffic/transportation, and would ensure that these potential impacts would not constitute a cumulatively considerable contribution to cumulative impacts that may occur due to existing and future development in the region. Therefore, the project would not result in a cumulatively considerable contribution to a significant impact. Impacts would be less than significant with mitigation incorporated.

Mandatory Findings of Significance (c) – Less Than Significant with Mitigation Incorporated

In general, impacts to human beings are associated with such issues as air quality, hazards and hazardous materials, noise, and wildfire. As discussed in Section VI.3, *Air Quality*, the project would not result in a cumulatively considerable net increase in criteria pollutant emissions or expose sensitive receptors to substantial pollutant concentrations. As discussed in Section VI.9, *Hazards and Hazardous Materials*, the project would not create a significant hazard to the public or the environment and is not located on a site listed as a hazardous materials site. While construction activities could result in temporary noise or ground-borne vibration, implementation of the mitigation measures described in Section VI.13, *Noise*, would reduce impacts to a less than significant level. With implementation of **Mitigation Measures N-1** and **N-2**, the project would not generate significant construction-related noise or ground-borne vibration impacts.

Finally, as discussed in Section VI.20, *Wildfire*, the project would not result in significant wildfire-related due to site conditions, including slope and prevailing winds. Therefore, impacts to human beings would be less than significant.

VIII. CALIFORNIA DEPARTMENT OF FISH AND WILDLIFE ENVIRONMENTAL DOCUMENT FEES

Assessment of Fee:

The State Legislature, through the enactment of Senate Bill (SB) 1535, revoked the authority of lead agencies to determine that a project subject to CEQA review had a "de minimis" (minimal) effect on fish and wildlife resources under the jurisdiction of the California Department of Fish and Wildlife. Projects that were determined to have a "de minimis" effect were exempt from payment of the filing fees.

SB 1535 has eliminated the provision for a determination of "de minimis" effect by the lead agency; consequently, all land development projects that are subject to environmental review are now subject to the filing fees, unless the California Department of Fish and Wildlife determines that the project will have no effect on fish and wildlife resources.

To be considered for determination of "no effect" on fish and wildlife resources, development applicants must submit a form requesting such determination to the California Department of Fish and Wildlife. A No Effect Determination form may be obtained by contacting the Department by telephone at (916) 653-4875 or through the Department's website at www.wildlife.ca.gov.

Conclusion: The project will be required to pay the fee.

Evidence: Based on the record as a whole as embodied in the HCD-Planning files pertaining to PLN240105 and the attached Initial Study/ Mitigated Negative Declaration.

IX. SOURCES

1. Carmel Area Wastewater District. 2025. *Confirmation of Sewer Service.*

2. County of Monterey. November 1996. *Carmel Valley Master Plan*. Available at: http://www.landwatch.org/pages/issuesactions/carmelvalley/CarmelValleyMasterPlan-1996.PDF.

3. County of Monterey. February 2013. *Carmel Valley Master Plan Supplemental Policies.* Available at: http://www.co.monterey.ca.us/planning/gpu/GPU_2007/2010_Mo_Co_General_Plan_Adopted_102610/Elements_Area-_Master_Plans/09B-CVMP_10-26-2010%20-%20Amended%20as%20of%2002-12-13.pdf.

4. County of Monterey. October 2010a. *2010 Monterey County General Plan.* Available at: http://www.co.monterey.ca.us/government/departments-i-z/resource-management-agency-rma-/planning/resources-documents/2010-general-plan.

5. County of Monterey. *Code of Ordinances*. Available at: https://www.municode.com/library/ca/monterey_county/codes/code_of_ordinances.

6. County of Monterey. 2003. *Draft Findings of the Monterey County LCP Periodic Review, Chapter 7: Scenic Resources*. Available at: https://www.coastal.ca.gov/recap3/Draft-FindingsChapter7.pdf. Accessed December 2025.

7. County of Monterey. 2007. *General Plan Draft Environmental Impact Report.* Available at: https://www.countyofmonterey.gov/home/showpublisheddocument/43984/638991577319270000. Accessed December 2025.

8. County of Monterey. 2025. *2010 Monterey County General Plan Land Use Element*, Amended March 7, 2025. Available at: https://www.countyofmonterey.gov/home/showpublisheddocument/45800/638961185015200000. Accessed December 2025.

9. County of Monterey. 2025. *At a Glance: Quality of Life*. Available at: https://www.countyofmonterey.gov/government/departments-a-h/administrative-office/economic-development/at-a-glance-county-facts/quality-of-life. Accessed December 2025.

10. County of Monterey. 2025. Public Works, Facilities, and Parks. https://www.countyofmonterey.gov/government/departments-i-z/public-works-facilities-parks/county-parks/list-of-county-parks (Accessed December 2025).

11. Department of Conservation (DOC). 2020. California Important Farmland Finder. https://maps.conservation.ca.gov/DLRP/CIFF/ (Accessed December 2025).

12. DOC. California Geological Survey. 2021. *Mineral Resources Zone Map for Construction Aggregate in the Monterey Bay Production-Consumption Region.* Available at: https://www.conservation.ca.gov/cgs/documents/publications/special-reports/SR_251-MLC-MontereyBayPCR-2021-Plate01-MRZs-a11y.pdf. Accessed December 2025.

13. Monterey Peninsula Water Management District (MPWMD). 2025. *Application for Order Modifying WRO 2016-0016 Cease and Desist Order.*

14. Monarch Consulting Arborists. 2025. *Tree Inventory, Assessment, and Protection Report.*

15. Association of Monterey Bay Governments (AMBAG). 2022a. *2022 Regional Growth Forecast.* Available at: https://ambag.org/sites/default/files/2022-12/REVISED_PDFAAppendix%20A_2022%20RGF.pdf (Accessed December 2025).

16. California Department of Transportation (Caltrans). 2025. *California State Scenic Highway Map.* Available at: https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa. Accessed December 2025.

17. Department of Finance. 2025. *Table 2: E-5 City/County Population and Housing Estimates*, 1/1/2025. Available at: https://dof.ca.gov/forecasting/demographics/estimates/e-5-population-and-housing-estimates-for-cities-counties-and-the-state-2020-2025/. Accessed December 2025.

18. California Department of Forestry and Fire Protection. 2025. *Fire Hazard Severity Zones.* Available at: https://experience.arcgis.com/experience/5065c998b4b0462f9ec3c6c226c610a9. Accessed December 2025.

19. Cypress Fire Protection District. 2025. About Us. https://www.cypressfire.org/about-us (Accessed December 2025).

20. Schoolworks, Inc. 2025. Carmel Unified 2024 Developer Fee Justification Study for Carmel Unified School District. March 2025. https://resources.finalsite.net/images/v1764617626/carmelunifiedorg/carmelunifiedorg/carmelunifiedorg/bnwlkans9gixlhjf1qqn/CarmelUnifiedDevFeeStudy2025Final.pdf (Accessed December 2025).

21. County of Monterey. Quantum Geotechnical, Inc. 2024. *Preliminary Geotechnical Investigation on Proposed Residential Subdivision at Val Verde Drive Carmel, California.*

22. Monterey County Sherriff's Office. 2025. Available at: https://mcso.countyofmonterey.gov/about (Accessed December 2025).

23. County of Monterey Agricultural Commissioner's Office. 2025. Williamson Act Contracts. https://montereyco.maps.arcgis.com/apps/webappviewer/index.html?id=9aa9d5bf30904f3c904eb5fe869f62b7 (Accessed December 2025)

24. California Department of Education. 2025. District Profile: Carmel Unified. https://www.cde.ca.gov/sdprofile/details.aspx?cds=27659870000000 (Accessed December 2025)

25. Carmel Unified School District. 2019. Facilities Master Plan. file:///C:/Users/zzepp/Downloads/Facilities%20Master%20Plan%202019.pdf (Accessed December 2025)

26. Kittelson & Associations, Inc. 2025. *Transportation Impact Study 26500 Val Verde Drive.* December 2025.

27. Illington & Rodkin, Inc. 2025. *26500 Val Verde Drive Residential Project Noise and Vibration Assessment.* April 4, 2025.

28. Historic Resource Associates. 2025. *Cultural Resources Study for 26500 Val Verde Drive, Carmel, Monterey County, California 93923.* November 2025.

29. Archaeological Resource Management. 2025. *Cultural Resource Evaluation of the Proposed Project at 26500 Val Verde Drive in Carmel, Monterey County, California.* February 21, 2025.

30. Monterey County Office of Emergency Services. 2018. "Earthquake." https://www.co.monterey.ca.us/government/departments-a-h/administrative-office/office-of-emergency-services/ready-monterey-county/hazard-ready/earthquakes (accessed November 2018).

31. County of Monterey. 2014. Monterey County Multi-Jurisdictional Hazard Mitigation Plan. September 2014.

32. United States Geological Survey. 2018. "Magnitude/Intensity Comparison." https://earthquake.usgs.gov/learn/topics/mag_vs_int.php (accessed November 2018).

33. County of Monterey. 2025. Geologic Hazards Map for Monterey County. Available at https://montereyco.maps.arcgis.com/apps/webappviewer/index.html?id=80aadc38518a45889751e97546ca5c53. Accessed December 2025.

34. International Conference of Building Officials. 1994. Uniform Building Code. Whittier, California. May 1, 1994.

35. Quantum Geotechnical, Inc. 2024. *Geotechnical Investigation on Proposed Residential Subdivision at Val Verde Drive, Carmel, California.* November 15, 2024.

36. Quantum Geotechnical, Inc. 2025. *Geologic Hazards and Geotechnical Investigation on Proposed Residential Subdivision at Val Verde Drive, Carmel, California.* April 21, 2025.

37. California Environmental Protection Agency (CalEPA). 2025. Sites Identified with Waste Constituents Above Hazardous Waste Levels Outside the Waste Management Unit. https://calepa.ca.gov/wp-content/uploads/2016/10/SiteCleanup-CorteseList-CurrentList.pdf (accessed December 2025).

38. CalRecycle. 1992. Estimated Solid Waste Generation Rates. https://www2.calrecycle.ca.gov/WasteCharacterization/General/Rates (accessed December 2025).

39. CalRecycle. 2025. Monterey Peninsula Landfill. https://www2.calrecycle.ca.gov/SolidWaste/SiteInspection/Details/317424 (accessed December 2025).

40. Carmel Area Wastewater District (CAWD). 2025a. Service Area. https://www.cawd.org/service-area (accessed December 2025).

41. CAWD. 2025b. Wastewater Treatment Plant. https://www.cawd.org/wastewater-treatment-plant (accessed December 2025).

42. Carmel-by-the-Sea, City of. 2025a. Utilities. https://ci.carmel.ca.us/post/utilities (accessed December 2025).

43. Carmel-by-the-Sea, City of. 2025b. Water Conservation. https://ci.carmel.ca.us/post/water-conservation (accessed December 2025).

44. Department of Toxic Substances Control (DTSC). 2025. Hazardous Waste and Substances Site List (Cortese). https://www.envirostor.dtsc.ca.gov/public/search?cmd=search&reporttype=CORTESE&site_type=CS… (accessed December 2025).

45. Monterey Bay Air Resources District (MBARD). 2008. Rule 424: National Emission Standards for Hazardous Air. https://www.mbard.org/asbestos-renovation-demolition#docaccess-62f616151ea9962b2b8cf8aaa3232de2f587… (accessed December 2025).

46. Monterey, County of. 2019. Monterey Regional Airport: Airport Land Use Compatibility Plan. https://www.countyofmonterey.gov/home/showpublisheddocument/143724/639011360322470000 (accessed December 2025).

47. Monterey Peninsula Water Management District (MPWMD). 2023. Cal-Am Buyout. https://www.mpwmd.net/cal-am-buyout/ (accessed December 2025).

48. Seaside Groundwater Basin Watermaster (SGBW). 2019. Seaside Groundwater Basin 2018 Basin Management Action Plan. https://seasidegroundwaterbasinwatermaster.wpcomstaging.com/wp-content/uploads/2024/02/19-0719-bmap… (accessed December 2025).

49. State Water Resources Control Board. 2025. GeoTracker. https://geotracker.waterboards.ca.gov/map/?myaddress=California&from=header&cqid=2070035636 (accessed December 2025).

50. Stantec Consulting Services Inc. 2024. *Phase II Environmental Site Assessment Val Verde Drive, Carmel, California 93923.* May 7, 2024.

51. Federal Transit Administration (FTA). 2018. *Transit Noise and Vibration Impact Assessment Manual*. FTA Report No. 0123. September 2018. https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf

52. National Park Service (NPS). 1983. Archaeological and Historic Preservation: Secretary of the Interior's Standards and Guidelines. Electronic document, Available at: https://www.nps.gov/history/local-law/arch_stnds_0.htm (accessed April 2019).

53. Bierman Hydrogeologic. 2024. *Technical Memorandum: Val Verde Development – Water Demand & Supply Analysis.* November 2, 2024.

54. State Department of Water Resources. 2004. *Carmel Valley Groundwater Basin.* February 27, 2004.

55. Monterey Regional Waste Management District. 2025. *Monterey Peninsula Landfill.* Available at: https://d2blwilx4xw5sk.cloudfront.net/fdd5431d-ddc2-4c49-be36-c63af7fa2dc6/61209010-bdb7-4d2e-b551-32f2dd3a1010/map.html?response-content-disposition=attachment%3B%20filename%3D%22map.html%22 (Accessed December 2025).

56. California Department of Transportation (Caltrans). 2020. Transportation and Construction Vibration Guidance Manual CT-HWANP-RT-20-365.01.01. https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/tcvgm-apr2020-a11y.pdf.

57. California Department of Transportation (Caltrans). 2013. Technical Noise Supplement to the Traffic Noise Analysis Protocol. (CT-HWANP-RT-13-069.25.2) https://www.dtsc-ssfl.com/files/lib_ceqa/ref_draft_peir/Chap4_10-Noise/Caltrans_2013a_Tech_Noise_Supplement.pdf.

58. RANA. 2024. Val Verde Biological Assessment. May 9, 2024.

59. Monk & Associations Inc. [M&A].2025a. Due Diligence Biological Site Assessment Report Val Verde Drive Project, Carmel, California. Revised December 4, 2025.

60. M&A. 2025b. Memo Discussing Findings on Willow Stand Val Verde Drive Project, Carmel, Monterey County, California. December 18, 2025.

61. M&A. 2025c. Memo on USGS National Hydrography Dataset Val Verde Drive Project, Carmel, Monterey County, California. December 15, 2025.

62. Kittelson & Associates (K&A). 2026. 26500 Val Verde Drive – VMT Memorandum. January 19, 2026.

63. K&A. 2025. 26500 Val Verde Drive Transportation Impact Assessment. December 11, 2025.

64. California Energy Commission. 2022 Building Energy Efficiency Standards. Available at: https://www.energy.ca.gov/programs-and-topics/programs/building-energy-efficiency-standards/2022-building-energy-efficiency (Accessed January 2026)

65. AMBAG. 2022b. Metropolitan Transportation Plan/Sustainable Communities Strategy. June 2022. Available at: https://www.ambag.org/sites/default/files/2023-04/REVISED2_AMBAG_MTP-SCS_Final_EntireDocument_PDFA_Updated041923.pdf (Accessed January 2026)

66. Transportation Agency for Monterey County. 2018. Active Transportation Plan for Monterey County. June 2018. Available at: https://tamcmonterey.specialdistrict.org/files/991071e61/2018-Monterey-County-Active-Transportation-Plan.pdf (Accessed January 2026)

67. California Air Pollution Control Officers Association. 2010. Quantifying Greenhouse Gas Mitigation Measures. August 2010. https://www.aqmd.gov/docs/default-source/ceqa/handbook/capcoa-quantifying-greenhouse-gas-mitigation-measures.pdf (Accessed January 2026)

68. MBARD. 2012-2015 AQMP for the Monterey Bay Region. Adopted March 15, 2017. https://www.mbard.org/files/6632732f5/2012-2015-AQMP_FINAL.pdf (accessed January 2026)

69. MBARD. 2020. Rule 426 Architectural Coatings. https://www.mbard.org/files/b17c2b4e2/Final+Rule+426+%28Clean+Version%29.pdf (accessed January 2026)

70. CARB. 2024. Overview: Diesel Exhaust & Health. https://ww2.arb.ca.gov/resources/overview-diesel-exhaust-and-health (accessed January 2026)

71. BAAQMD. 2023. Air Quality Guidelines Appendix E: Recommended Methods For Screening and Modeling Local Risks and Hazards. https://www.baaqmd.gov/~/media/files/planning-and-research/ceqa/ceqa-guidelines-2022/appendix-e-recommended-methods-for-screening-and-modeling-local-risks-and-hazards_final-pdf.pdf?la=en (accessed January 2026).

72. CARB. 2017. Strategies to Reduce Air Pollution Exposure Near High-Volume Roadways. https://ww2.arb.ca.gov/resources/fact-sheets/strategies-reduce-air-pollution-exposure-near-high-volume-roadways (accessed January 2026)

73. CARB. 2022. 2485. Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling. https://ww2.arb.ca.gov/sites/default/files/2022-06/13_CCR_2485_OAL_06222022-2_ADA_06272022_0.pdf (accessed January 2026)

74. Rincon Consultants. 2025. California Emissions Estimator Model (CalEEMod, version 2022.1.1.37) for the Carmel Rio Road Project. January 2025.

75. CARB. 2022. Final 2022 Scoping Plan Update and Appendices. https://ww2.arb.ca.gov/our-work/programs/ab-32-climate-change-scoping-plan/2022-scoping-plan-documents (accessed January 2026).

76. SLOAPCD. 2023. CEQA Greenhouse Gas Thresholds & Guidance for the San Luis Obispo County Air Pollution Control District's 2012 CEQA Air Quality Handbook and Related Guidance on Use of Screening Tool, CalEEMod, and Local Reductions/Sequestration Projects Offset Mix Calculator. https://storage.googleapis.com/slocleanair-org/images/cms/upload/files/2023UpdatedSLOCountyAPCDCEQA-GHG_Guidance%26Thresholds-FINAL-StandAloneVersion.pdf (accessed January 2026).

77. USFWS. 2010. Revised Designation of Critical Habitat for California Red-Legged Frog; Final Rule, U.S. Fish and Wildlife Service. Sacramento, CA.

78. Todd Groundwater. January 2026. Carmel Rio Road Residential Development Hydrogeologic Report.

79. Monterey, County of. 2010b. *Monterey County General Plan Safety Element.* October 26, 2010. https://www.countyofmonterey.gov/home/showpublisheddocument/45806/639033818915870000 (Accessed January 2026)

80. Monterey, County of. 2013. Carmel Valley Master Plan. https://www.countyofmonterey.gov/home/showpublisheddocument/45818/636389938550470000 (Accessed January 2026)

81. Monterey Peninsula Water Management District (MPWMD). 2019. Monterey Peninsula, Carmel Bay, and South Monterey Bay Integrated Regional Water Management Plan Update. https://www.mpwmd.net/wp-content/uploads/Final-Draft-IRWM-Plan-9-25-19.pdf (Accessed January 2026)

82. Central Coast Regional Water Quality Control Board. 2024. Water Quality Control Plan for the Central Coast Basin. https://www.waterboards.ca.gov/centralcoast/water_issues/programs/basin_plan/docs/2024_basin_plan_r3.pdf (Accessed January 2026)

83. Carlson, Barbee & Gibson, Inc. 2025a. Preliminary Operation and Maintenance Plan, Carmel 26500 Val Verde Drive, Monterey County, California. April 30, 2025.

84. Carlson, Barbee & Gibson, Inc. 2025b. Preliminary Stormwater Control Plan. Carmel 26500 Val Verde Drive, Carmel, CA. January 24, 2025.

85. Carlson, Barbee & Gibson, Inc. 2025. Preliminary Stormwater Control Plan for 26500 Val Verde Drive, Carmel, CA. January 24, 2025.

86. California American Water. 2021. Urban Water Management Plan. California American Water Central Division – Monterey County District. June 2021.

87. County of Monterey. 2025. Monterey County Register of Historic Resources. Updated October 2025. https://www.countyofmonterey.gov/home/showpublisheddocument/137743/638971522528970000 (Accessed January 2025).

88. County of Monterey Citizen Access [Accela]. 2024. Cypress Fire Protection District review. November 18, 2024.

89. County of Monterey Geographic Information Services [GIS]. 2025. *Archaeological Sensitivity – Overview.* Available at: https://www.arcgis.com/apps/mapviewer/index.html?webmap=f86c1b7680ea4a16b06c192a9eccf1dc (Accessed January 2026)

90. David J. Powers and Associates, Inc. 2026. Val Verde Drive Project Land Evaluation and Site Assessment [LESA] Model Memorandum. January 14, 2026.

91. City Ventures. 2024. 26500 Val Verde Drive Carmel, California. November 8, 2024.

92. County of Monterey. 2026a. Email correspondence between the County and Cal-Am. February 6, 2026.

93. County of Monterey. 2026b. Phone call correspondence between the County, Cal-Am and MPWMD. February 9, 2026.

This page intentionally left blank

Exhibit D

This page intentionally left blank.

MARCH 20, 2026

Letter 1

VIA EMAIL: ALAMEDAJ@COUNTYOFMONTEREY.GOV
COUNTY OF MONTEREY
HOUSING & COMMUNITY DEVELOPMENT
ATTN: JOSEPH ALAMEDA
1441 SCHILLING PL SOUTH 2ND FLOOR
SALINAS, CA 93901

Dear Mr. Alameda:

INITIAL STUDY AND MITIGATED NEGATIVE DECLARATION FOR THE CARMEL RIO ROAD LLC PROJECT, SCH# 2026020910

The Department of Conservation's (Department) Division of Land Resource Protection (Division) has reviewed the Initial Study and Mitigated Negative Declaration for the Carmel Rio Road LLC Project (Project).

The Division monitors and maps farmland conversion on a statewide basis, provides technical assistance regarding the Williamson Act, and administers various agricultural land conservation programs. Public Resources Code, section 614, subdivision (b) authorizes the Department to provide soil conservation advisory services to local governments, including review of CEQA documents. 1.1

Protection of the state's agricultural land resources is part of the Department's mission and central to many of its programs. The CEQA process gives the Department an opportunity to acknowledge the value of the resource, identify areas of Department interest, and offer information on how to assess potential impacts or mitigation opportunities.

The Department respects local decision-making by informing the CEQA process and is not taking a position or providing legal or policy interpretation.

We offer the following comments for consideration with respect to the project's potential impacts on agricultural land and resources within the Department's purview.

PROJECT ATTRIBUTES

The project would involve the demolition of the existing residence and detached garage in the southern portion of the site, and the subdivision of the 12.5-acre site, currently comprised of four parcels, into 60 lots to develop 74 new residential units. The Project site contains Prime Farmland as designated by DOC's Farmland Mapping and Monitoring Program.

PROJECT CONSIDERATIONS

The conversion of agricultural land represents a permanent reduction and impact to California's agricultural land resources. The Department generally advises discussion of the following in any environmental review for the loss or conversion of agricultural land:

- Type, amount, and location of farmland conversion resulting directly and indirectly from implementation of the proposed project.
- Impacts on any current and future agricultural operations in the vicinity; e.g., land-use conflicts, increases in land values and taxes, loss of agricultural support infrastructure such as processing facilities, etc.
- Incremental impacts leading to cumulative impacts on agricultural land. This would include impacts from the proposed project, as well as impacts from past, current, and likely future projects.
- Implementation of any City or County Agricultural Mitigation Plans, Programs, or Policies.
- Proposed mitigation measures for impacted agricultural lands within the proposed project area.

1.2

MITIGATING AGRICULTURAL LAND LOSS OR CONVERSION

Consistent with CEQA Guidelines, the Department advises that the environmental review address mitigation for the loss or conversion of agricultural land. An agricultural conservation easement is one potential method for mitigating loss or conversion of agricultural land. (*See* Cal. Code Regs., tit. 14, § 15370 [mitigation includes "compensating for the impact by replacing or providing substitute resources or environments, including through permanent protection of such resources in the form of conservation easements."]; *see also King and Gardiner Farms, LLC v. County of Kern* (2020) 45 Cal.App.5th 814.)

Mitigation through agricultural conservation easements can take at least two forms: the outright purchase of easements or the donation of mitigation fees to a local, regional, or statewide organization or agency whose purpose includes the acquisition and stewardship of agricultural easements. The conversion of agricultural land may be viewed as an impact of at least regional significance. Hence, the search for replacement lands may not need to be limited strictly to lands within the project's surrounding area. A helpful source for regional and statewide agricultural mitigation banks is the California Council of Land Trusts. They provide helpful insight into farmland mitigation policies and implementation strategies, including a guidebook with model policies and a model local ordinance. The guidebook can be found at:

1.3

California Council of Land Trusts

Of course, the use of conservation easements is only one form of mitigation, and the Department urges consideration of any other feasible measures necessary to mitigate project impacts.

Thank you for giving us the opportunity to comment on the Initial Study and Mitigated Negative Declaration for the Carmel Rio Road LLC Project. Please provide the Department with notices of any future hearing dates as well as any staff reports pertaining to this project. If you have any questions regarding our comments, please contact Farl Grundy, Associate Environmental Planner via email at Farl.Grundy@conservation.ca.gov.

1.4

Sincerely,

Monique Wilber

Monique Wilber

Conservation Program Support Supervisor

Monterey Bay Air Resources District
Serving Monterey, San Benito, and Santa Cruz Counties

24580 Silver Cloud Court
Monterey, CA 93940

PHONE: (831) 647-9411 • FAX: (831) 647-8501

Letter 2

March 20, 2026

County of Monterey
Housing & Community Development
Attn: Joseph Alameda
1441 Schilling Pl South 2nd Floor
Salinas, CA 93901
Submitted via email: CEQAcomments@countyofmonterey.gov

Re: Carmel Rio Road LLC; File Number PLN240105-DEP

Dear Mr. Alameda,

Thank you for providing the Monterey Bay Air Resources District (MBARD) with the opportunity to comment on the Notice of Intent (NOI) to adopt a Mitigated Negative Declaration (MND) for Carmel Rio Road LLC (File Number PLN240105-DEP). MBARD has reviewed this NOI and has the following comments:

CEQA Guidelines

MBARD recommends the County of Monterey continue to utilize the MBARD CEQA Air Quality Guidelines as a resource for preparing the MND.

2.1

North Central Coast Air Basin (NCCAB) Attainment Status

The North Central Coast Air Basin (NCCAB) is currently in attainment with California's standards for ozone. The NCCAB has been in attainment since February 2021 for the State's 8-hour ozone threshold standard of 0.070 ppm. Additional information and maps of State and Federal Area Designations are available on California Air Resources Board's (CARB) website.

Rule 402 Nuisances

Fugitive dust should be mitigated during the construction phase of the project. Compliance with MBARD Rule 402 Nuisance and CEQA Guidelines Section 8.2 can be maintained by implementing feasible Mitigation Measures, such as:

- Water all active construction areas at least twice daily. Frequency should be based on the type of operation, soil, and wind exposure.
- Prohibit all grading activities during periods of high wind (over 15 mph).
- Cover all trucks hauling dirt, sand, or loose materials.
- Cover inactive storage piles.
- Maintain at least 2'0" of freeboard in haul trucks.
- Apply chemical soil stabilizers on inactive construction areas (disturbed lands within construction projects that are unused for at least four consecutive days).

2.2

Rule 424 National Emission Standards for Hazardous Air Pollutants (NESHAP)

Rule 424 states, "All suspect building materials, in each building, that will be disturbed by planned demolition or renovation activities shall be sampled and analyzed for asbestos using the method specified in Appendix E, Subpart E, 40 Code of Federal Regulations, Part 763, Section 1 (Polarized Light Microscopy) or assumed to be asbestos containing. Suspect materials include, friable asbestos-containing material, Category I nonfriable asbestos-containing material, Category II nonfriable asbestos-containing material or any other material that may contain asbestos, based on past manufacturing practices or use". Rule 424 includes notifications, project surveys, removal, and disposal of regulated asbestos containing materials (RACM) as well as adherence to the renovation and demolition procedures. 2.3

Rule 424 could also apply if old underground piping or other asbestos containing construction materials are encountered during trenching activities. Proper procedures must be utilized when development or other construction activities encounter any active or abandoned asbestos cement pipe (ACP) or any other asbestos-containing subsurface infrastructure.

For assistance regarding this regulation, please contact Bronwyn Nielson, Supervising Air Quality Compliance Inspector, at (831) 718-8024 bnielson@mbard.org for more information regarding this rule.

Rule 439 Building Removals

Rule 439 applies to all building removals, or "the deconstruction or demolition of any building" by either manual or mechanical means. In addition to the prohibition of visible emissions during building removals, the following work practice standards are required: structures must be sufficiently wet prior to removal and wetting must continue as necessary, demolish structures inward toward building pads, and cease removal activities when peak wind speed exceeds 15 miles per hour. 2.4

For assistance regarding this regulation, please contact Bronwyn Nielson, Supervising Air Quality Compliance Inspector, at (831) 718-8024 bnielson@mbard.org for more information regarding this rule.

Construction Emissions and Permits

MBARD recommends using cleaner than required construction equipment that conforms to CARB's Tier 3 or Tier 4 emission standards. MBARD also recommends, whenever feasible, construction equipment use alternative fuels such as compressed natural gas (CNG), propane, electricity, or biodiesel to reduce diesel exhaust emissions.

If a generator, boiler, or other stationary sources of air pollutants are needed to support the construction process or will be installed for use in the operation of the project, a permit may be required. Any stationary piston-type internal combustion engine of greater than or equal to 50 brake horsepower (bhp) requires a permit. Please contact MBARD's Engineering Division at (831) 647-9411 if there are any questions regarding the permitting process. 2.5

Wood Burning Devices

MBARD recommends for residential structures with proposed fireplaces to install alternatives to open hearth fireplaces such as EPA certified wood-burning inserts/stoves unless the fireplace meets or exceeds EPA Phase 2 Qualified emission limits.

2.6

MBARD appreciates the opportunity to comment on the NOI to adopt a MND for the County of Monterey. Please let me know if you have any questions. I may be reached at (831) 718-8023 or tbell@mbard.org.

Regards,



Tyrone Bell
Air Quality Planner II

cc: Richard A. Stedman, Air Pollution Control Officer
David Frisbey, Planning and Air Monitoring Manager
Shawn Boyle, Planning and Air Monitoring Supervisor

CALIFORNIA HIGHWAY PATROL

960 East Blanco Road, Salinas, CA 93901 | 831-770-8000
800-735-2929 (TT/TDD)
800-735-2922 (Voice)

CALIFORNIA STATE TRANSPORTATION AGENCY GAVIN NEWSOM, GOVERNOR

March 25, 2026

Letter 3

File No.: 730.15998

Joseph Alameda
Assistant Planner
County of Monterey Housing & Community Development
County of Monterey
1441 Schilling Place South 2nd Floor
Salinas, CA 93901

Re: SCH # 2026020910

Dear Mr. Alameda,

The California Highway Patrol (CHP), Monterey Area, received the "Notice of Completion & Environmental Document Transmittal," of an Environmental Impact Report for the Carmel Rio Road LLC, State Clearinghouse (SCH) number 2026020910. I have reviewed the proposed project. 3.1

The CHP's interest in commenting surrounds our concern for public safety. State Route 1 (SR-1) serves as a major vehicular artery connecting several coastal communities and serves as a primary route for both commuters and tourists. Collectively, the project's proposed production of 74 new residential units, would without question result in an increase in volume of vehicular travel, which would have a negative impact on traffic safety on SR-1 and the roadways surrounding the project's vicinity. The Department's concerns with potential impact of this project include the following:

- Increased incidents requiring emergency response during construction.
- Traffic congestion issues near Rio Road and SR-1.
- An additive effect on congestion during peak commute hours, which will result in an increase in crashes and slower first responder response times to emergency incidents. 3.2
- Additional enforcement demands.

If the project moves forward, we are hopeful project operators will diligently establish, monitor, and enforce rules related to vehicle safety as CHP personnel work to ensure compliance with California Vehicle Code provisions.

If you have any questions, please contact me at (831) 770-8000.

Sincerely,

A. E. ELIAS, Captain
Commander
Monterey Area

Letter 4

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

March 25, 2026

Mon-1-72.778
SCH # 2026020910
PLN240105-DEP

Joseph Alameda, Planner
County of Monterey Housing & Community Development
1441 Schilling PL South 2nd Floor
Salinas, CA 93901

Dear Mr. Alameda:

The California Department of Transportation (Caltrans) appreciates the opportunity to review the Mitigated Negative Declaration (MND) for the Carmel Rio Road (Carmel 1 INV) Project (Project) located at 26500 Val Verde Drive near Carmel. The Project proposes 59 single-family homes and 15 townhomes for a total of 74 residential units. Access to the project is proposed from Rio Road to Val Verde Drive near Carmel. Rio Road connects to State Route 1 (SR 1) approximately a half-mile to the west of Val Verde Drive. Caltrans offers the following comments at this time:

General Comments:

- 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. 4.1

Traffic Operations:

- While the TIA report submitted previously does provide analytical results, a summary of results or comments on the intersections on SR 1 should be incorporated in Section 17 (mainly Rio Road and Carmel Valley Road) to enable Caltrans to review the potential impacts and issue further comments, if warranted. 4.2
- Please provide an updated Traffic Impact Analysis report as previously requested.

Transit Planning:

Caltrans appreciates the mitigation strategy of incorporating a transit subsidy for this project. Caltrans encourages the following:

- Please update the *Transportation/Traffic-Transit* section by including Monterey-Salinas Transit (MST) Routes 5 and 91 as route services that are in the vicinity of this project. 4.3
- Caltrans recommends consultation with MST on improving the transit stops along Carmel Rancho Blvd to improve access, safety, and comfort. While there is no single

standard bus stop design, improvements such as additional bus shelters (as appropriate) can help support a reduction in VMT by making transit more attractive to existing and future residents in the area.

- Source IX.67 is an outdated CAPCOA source. Please consider using the most recent 2024 handbook from CAPCOA: *Handbook for Analyzing Greenhouse Gas Emissions Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity – Designed for Local Governments, Communities, and Project Developers* https://www.caleemod.com/documents/handbook/full_handbook.pdf#page=213
- Please expand on the proposed transit subsidy by including additional details such as the amount per ride or a pass per household, and the length of time the subsidy would be in place.

4.3 cont.

Permits:

- Please be aware that if any work is completed in the State's right-of-way will require an encroachment permit from Caltrans, and must be done to our engineering and environmental standards, and at no cost to the State. The conditions of approval and the requirements for the encroachment permit are issued at the sole discretion of the Permits Office, and nothing in this letter shall be implied as limiting those future conditions and requirements. For more information regarding the encroachment permit process, please visit our Encroachment Permit Website at: https://dot.ca.gov/programs/traffic-operations/ep/applications.

4.4

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) 835-6555 or email ingrid.mcroberts@dot.ca.gov.

Sincerely,

Ingrid McRoberts

Ingrid McRoberts
Caltrans District 5
Local Development Review Coordinator

CALIFORNIA Water Boards

GAVIN NEWSOM
GOVERNOR

YANA GARCIA
SECRETARY FOR
ENVIRONMENTAL PROTECTION

State Water Resources Control Board

March 30, 2026

Mr. Joseph Alameda
Monterey County
1441 Schilling Pl. South 2nd Floor
Salinas, CA, 93901

COMMENT LETTER ON THE MONTEREY COUNTY (COUNTY), INITIAL STUDY/MITIGATED NEGATIVE DECLARATION (ENVIRONMENTAL DOCUMENT) FOR THE CARMEL RIO ROAD, LLC (PROJECT); STATE CLEARINGHOUSE #2026020910

Dear Mr. Joseph Alameda:

Thank you for the opportunity to review the Environmental Document for the proposed Project. The State Water Resources Control Board, Division of Drinking Water (State Water Board, DDW) is responsible for regulating public water systems and issuing water supply permits pursuant to the Safe Drinking Water Act. This Project is within the jurisdiction of the State Water Board, DDW Monterey District.

A public water system, as defined in the California Health and Safety Code (Health & Saf. Code) § 116275 subd. [h], is “a system for the provision of water for human consumption through pipes or other constructed conveyances that has 15 or more service connections or regularly serves an average of 25 individuals daily at least 60 days out of the year.” If a new public water system will be formed by the Project, an application must be submitted, and a permit must be obtained from the DDW Monterey District before water can be provided for human consumption. “Human consumption” means the use of water for drinking, bathing or showering, hand washing, oral hygiene, or cooking, including, but not limited to, preparing food and washing dishes.” Health & Saf. Code § 116275 subd. [e]. 5.1

Note, Health & Saf. Code § 116527 subd. (b) requires that any person submitting a permit application for a proposed new public water system must first submit a technical report to State Water Board, DDW at least six months before initiating construction of any drinking water-related improvements. The technical report must include an examination of the possibility of connecting to or being annexed by an existing adjacent community water system. Please see the attached What is a Public Water System flyer.

The State Water Board, DDW, as a responsible agency under the California Environmental Quality Act, has the following comments on the County's Environmental Document:

- Rincon Consultants, Inc (personal communication March 18, 2026) indicated the applicant has been working with the State Water Resources Control Board, Division of Water Rights on "wheeling" the riparian rights to California American Water Company-Monterey (Cal Am -Monterey) and will commit to decommissioning the wells. If plans change and this will not occur, please address the following comments:
    - The Environmental Document proposes three options for providing domestic water:
        - Option A- Domestic water would be provided by Cal Am -Monterey and onsite wells would be abandoned. Under this option, the State Water Board, DDW would not be a responsible agency and no water supply permit or permit amendment would be required.
        - Option B *Project Riparian Rights (Wells) Option 1 The property owner would "wheel" its riparian water rights from three existing on-site wells,* the Gamboa Replacement well, Travers well, and the Carmel Presbyterian Church well, to Cal Am -Monterey. Cal Am -Monterey in exchange will provide domestic water through the exiting water main on Val Verde Drive, which would be conveyed to the residences through a system of 8-inch pipelines located within the street right-of-way. If water from the Gambo Replacement well, Travers well, and the Carmel Presbyterian well is provided to the Cal Am -Monterey system, Cal Am-Monterey would need to apply for a water supply permit amendment from the State Water Board, DDW for the addition of new drinking water sources.
        - Option C *Project Riparian Rights (Wells) Option 2* Water would be provided from the Gamboa and Carmel Presbyterian wells and treatment would be installed at the site. This option would create a new public water system. During a previous discussion between the developer and the DDW Monterey District, the developer agreed to not create a new public water system. If the developer plans to create a new water system, they will need to submit a technical report to DDW Monterey District (Health and Saf. Code § 116527 subd. [b]) six months prior to going to construction and obtain approval from the DDW Monterey District for the new water system.
            - Under Section 2.3 Required Approvals, when discussing the State Water Board approvals, please list that a water supply permit amendment may be needed for Option B and a new domestic water supply permit will be needed for Option C.
            - For Options B and C, please discuss the water quality of the existing wells.

5.1 cont.

5.2

5.3

  - For Option B consider if the water provided can be treated by Cal Am -Monterey at an existing water treatment facility. 5.4
  - For Option C please consider if the wells can currently meet the Waterworks Standards for domestic wells (Ca. Code Regs. tit. 22, chapter 16). If upgrades are needed to meet the standards, discuss what upgrades will be made. 5.5

- For Option C, the water treatment system will include a hydroneumatic tank, water filters, and a water tank (PDF page 15). Please discuss what contaminant will be treated, the operation of the system, and staff needed. 5.6
- For Options B and C, please provide a description of the new and existing system components. Consider water storage and fire flow in addition to the existing wells and treatment. 5.7
- A stormwater basin is proposed near the Carmel Presbyterian Church well in a 100-year special flood hazard area. Cal. Code. Regs. § 64572 and Cal. Code. Regs. § 64560 requires separation of drinking water service lines and domestic supply wells from sources of potential contamination such as stormwater basins. Please discuss how the well will be protected from contamination and indicate if the regulations can be met or if a waiver or alternative to Waterworks Standards (Cal. Code. Regs. § 64551.100) will be needed. If an alternative is needed, thewater system will need to submit an application to the DDW Monterey District office. 5.8
- It does not appear that all proposed infrastructure is included on the project maps. Please add the Travers well to the map and expand the Project site location to include the water main extensions from the end of the existing raw water main to the Gamboa, Carmel Presbyterian, and Rancho Canada Subdivision wells and the Rancho Cañada Subdivision well site. Consider the analysis of these areas, as needed in the checklist. 5.9
- In Figure 2-3, the plans indicate the Gamboa replacement well will be placed inside a watertight vault. Please discuss plans for the well based on the different B and C options. (Please note vaulted wells are not allowable as new public water sources – see California Code of Regulations, title 22, section 64560 (c)(3)(D).) 5.10

<u>Once the Environmental Document is adopted, please forward the following items in support of new water system's permit application or Cal American Water Company-</u> 5.11

Monterey amendment to the State Water Board, DDW Monterey District Office at DWPDIST05@waterboards.ca.gov:

- The Environmental Document, Mitigation Monitoring and Reporting Plan (MMRP), comment letters received, and the lead agency responses as appropriate.
- The Resolution or Board Minutes adopting the Environmental Document and MMRP and approving the Project; and
- The Notice of Determination filed at the County Clerk's Office and the State Clearinghouse.

5.11

Please contact Lori Schmitz of the State Water Board at (916) 449-5285 or Lori.Schmitz@waterboards.ca.gov, for questions regarding this comment letter.

Sincerely,

Lori Schmitz
Environmental Scientist
Division of Financial Assistance
Special Project Review Unit
1001 I Street, 16th floor
Sacramento, CA 95814

Cc:

State Clearinghouse

Jonathan Weininger
District Engineer
Monterey District

Nicholas Garibaldi
Water Resource Control Engineer
Monterey District

Responses to Comments on the Draft IS-MND

This section includes comments received during the circulation of the Draft Initial Study Mitigated Negative Declaration (IS-MND) prepared for the Carmel Rio Road (Carmel 1 INV) Project (project).

The Draft IS-MND was circulated for a 30-day public review period that began on February 23, 2026 and ended on March 25, 2026. The County of Monterey received five comment letters on the Draft IS-MND. The commenters and the page number on which each commenter's letter appear are listed below.

Letter	Number and Commenter	Page Number
1	Monique Wilber, Conservation Program Support Supervisor, California Department of Conservation (DOC)	2
2	Tyrone Bell, Air Quality Planner II, Monterey Bay Air Resources District	4
3	A.E. Elias, Captain Commander for the Monterey Area, California Highway Patrol (CHP)	6
4	Ingrid McRoberts, District 5, Local Development Review Coordinator, California Department of Transportation (Caltrans)	7
5	Lori Schmitz, Environmental Scientist, State Water Resources Control Board (SWRCB)	8

The comment letters and responses follow. The comment letters have been numbered sequentially and each separate issue raised by the commenter has been assigned a number. The responses to each comment identify first the number of the comment letter, and then the number assigned to each issue (Response 1.1, for example, indicates that the response is for the first issue raised in comment Letter 1).

Letter 1

Commentor: Monique Wilber, Conservation Program Support Supervisor, California Department of Conservation

Date: March 20, 2026

Response 1.1

The commenter states that the DOC's Division of Land Resource Protection has reviewed the IS-MND and describes the project, identifying the presence of Prime Farmland as designated by the DOC's Farmland Mapping and Monitoring Program (FMMP) on the project site. The commenter describes the role of the DOC in the protection of agricultural resources throughout the State of California. The commenter acknowledges that the comments provided are not legal or policy interpretation.

The comment does not raise any specific significant environmental issues or raise issues on the adequacy of the environmental analysis in the IS-MND, and no further response is warranted.

Response 1.2

The commenter states that the conversion of agricultural land represents a permanent loss and impact to agricultural resources. The commenter provides general guidance on the information to include in environmental review for projects that involve the conversion or loss of agricultural land, including the type, amount and location of farmland conversion; impacts on current and future agricultural operations in the vicinity; cumulative impacts; implementation of any County Agricultural Mitigation Plans, Programs, or Policies; and proposed mitigation for impacted agricultural land.

As detailed in Section VI.2, *Agricultural Resources,* the Land Evaluation and Site Assessment (LESA) report prepared for the project found that because the site is isolated from other important farmlands and does not function as part of a broader agricultural landscape, the project would not significantly impact agricultural resources. The commenter's guidance on information to include in environmental review for projects that involve the conversion or loss of agricultural land will be shared with County decision-makers for consideration in future projects. The comment does not raise any specific concern or question regarding the adequacy of the environmental analysis in the IS-MND, and no revisions to the IS-MND are necessary.

Response 1.3

The commenter recommends the IS-MND address mitigation for the loss or conversion of agricultural land. The commenter provides potential methods for mitigation, including agricultural conservation easements either through the purchase of conservation easements or the donation of mitigation fees.

As described in Section VI.2, *Agricultural Resources*, the project would result in less than significant impacts to agricultural resources. The site is designated and zoned for Low Density Residential use under the applicable Carmel Valley Master Plan. Because the site's land use designation is residential, County Zoning Ordinance Chapter 21.92, which establishes mitigation requirements for development on agriculturally designated land, does not apply to the project. Therefore, no changes to the IS-MND are necessary in response to this comment.

Response 1.4

The commenter requests the DOC be provided with notices for future hearing dates and staff reports.

The DOC's request for notices and staff reports will be shared with County decision-makers.

Letter 2

COMMENTER: Tyrone Bell, Air Quality Planner II, Monterey Bay Air Resources District

DATE: March 20, 2026

Response 2.1

The commenter recommends the continual use of the Monterey Bay Air Resources District (MBARD) California Environmental Quality Act (CEQA) Air Quality Guidelines as a reference for the IS-MND. The commenter states that the North Central Coast Air Basin (NCCAB) has been in attainment for ozone standards since February 2021.

As described in Section VI. 3, *Air Quality,* the air quality analysis conforms to the methodologies recommended in the MBARD CEQA Air Quality Guidelines. Section VI.3, *Air Quality,* has been revised to clarify that the NCCAB is in attainment for all federal standards and other state standards.

Response 2.2

The commenter states that fugitive dust should be mitigated during project construction. The commenter states that compliance with MBARD Rule 402 and CEQA Guidelines Section 8.2 can be maintained by implementing feasible mitigation measures. The commenter summarizes six recommended mitigation measures.

As described in Section VI.3, *Air Quality*, the project would have less than significant air quality impact. Fugitive dust emissions generated during project construction would be temporary, short-term, and below MBARD significance thresholds (refer to Table 6.3-1 in the IS-MND). Therefore, no mitigation is required, and no changes to the IS-MND are necessary in response to this comment.

Response 2.3

The commenter describes the context and requirements of MBARD Rule 424 and recommends that all buildings proposed for demolition test for asbestos in the building materials.

As stated in Section VI.9, *Hazards and Hazardous Materials,* demolition and construction would be required to comply with MBARD Rule 424, which enforces the National Emissions Standards for Hazardous Air Pollutants regulation with authority delegated by the United States Environmental Protection Act. Therefore, no changes to the IS-MND are necessary in response to this comment.

Response 2.4

The commenter summarizes the requirements of MBARD Rule 439 and provides a contact who can provide additional information on the rule.

As described in Section VI.3, *Air Quality,* the project would have less than significant air quality impacts. The analysis of air quality impacts conforms to the methodologies recommended in MBARD's CEQA Air Quality Guidelines. Project construction would conform to all applicable air quality standards and regulations, including Rule 439. The comment will be shared with County decision-makers for consideration.

Response 2.5

The commenter recommends the use of Tier 3 and 4 construction equipment as well as the use of alternative fuels to reduce diesel exhaust emissions. The commenter provides guidance for equipment

that introduces a stationary source of air pollutants that may require a permit and includes a contact for any questions.

As described in Section VI.3, *Air Quality,* all construction equipment would be equipped with United States Environmental Protection Act Tier 4 engines. Project construction and operation is not anticipated to involve the use of equipment that could introduce a stationary source of air pollutants, such as a generator or boiler. In the event that equipment that could introduce a stationary source of air pollutants could be used, the project developer and contractors would be required to adhere to all necessary permit requirements as part of the regulatory compliance procedures during the grading/building permit plan review. Therefore, no changes to the IS-MND are necessary in response to this comment. The permitting information and contact will be shared with County decision-makers for their consideration.

Response 2.6

The commenter recommends alternatives to open hearth fireplaces within residential structures.

The project does not propose open hearth fireplaces within any of the residential structures. As described in Section VI. 3, *Air Quality,* a conservative estimate of the project's potential operational emissions does not exceed the MBARD thresholds of significance (refer to Table 6.3-2). Therefore, no changes to the IS-MND are necessary in response to this comment. The recommended alternatives to open hearth fireplaces will be shared with County decision makers.

Letter 3

COMMENTER: A.E. Elias, Captain Commander for the Monterey Area, California Highway Patrol

DATE: March 25, 2026

Response 3.1

The commenter acknowledges receipt of the Notice of Completion and the IS-MND. The commenter describes the role of the CHP in the CEQA review process. The commenter states that State Route 1 (SR-1) serves as a major vehicle route for commuters and tourists.

This comment does not raise any specific issue with the environmental analysis and has been included to provide regional and regulatory context. No further response is warranted.

Response 3.2

The commenter states the project would result in an increased vehicular travel, which would impact traffic safety on SR-1 and surrounding roadways. The commenter states CHP concerns with the potential project impacts, including increased incidents requiring emergency response during project construction; traffic congestion near Rio Road and SR-1; increased congestion during peak commute hours which could increase crashes and slow emergency response times; and additional enforcement demands. The commenter urges the enforcement of vehicle safety rules by project operators.

The commenter's concern regarding increased congestion resulting in an increase in crashes and slower first responder response times is acknowledged. The County confirmed with Cypress Fire Protection District that there are emergency access gates on the north end of Val Verde Drive, at the intersection of Val Verde Road and Carmel Valley Road, which would provide a secondary means of ingress and egress to facilitate emergency access during project construction and operation. As described in Section VI.9, *Hazards and Hazardous Materials*, the project would not impair an adopted emergency response plan or emergency evacuation plan. The project site is located near Carmel Valley Road and SR-1, which are identified as evacuation routes in the General Plan Safety Element. Although the project would result in an increase in population and associated vehicular travel, as discussed in Section VI.15, *Public Services*, it would not generate population growth beyond that anticipated in the County's General Plan or require new or expanded police protection facilities. Section VI.17, *Transportation and Traffic*, evaluates increased vehicular travel associated with project construction and operation using vehicle miles traveled (VMT), consistent with the requirements of CEQA Guidelines Section 15064.3(b) and guidance from the Governor's Office of Land Use and Climate Innovation. As discussed in Section II, *Project Characteristics*, the project incorporates traffic demand management (TDM) strategies consistent with County policies to reduce vehicle trip generation. Pursuant to Senate Bill 743, level of service (LOS) and congestion are no longer used to determine the significance of transportation impacts under CEQA. The IS-MND includes an informational discussion of LOS and congestion to demonstrate consistency with the County's Circulation Element. Therefore, no changes to the IS-MND are necessary in response to this comment.

Vehicle safety rules and enforcement requirements would continue to apply to project construction and operation consistent with existing laws and regulations. The comment will be shared with County decision-makers for their consideration.

Letter 4

COMMENTER: Ingrid McRoberts, District 5, Local Development Review Coordinator, California Department of Transportation

DATE: March 25, 2026

Response 4.1

The comment provides a summary of the project and states the role of Caltrans consistent with State planning priorities.

This comment does not raise any specific issue with the environmental analysis and has been included to provide regional and regulatory context. No further response is warranted.

Response 4.2

The commenter states that the IS-MND should incorporate a summary of the analytical results in the Traffic Impact Analysis ([TIA], Kittelson & Associates, 2025) on the intersections on SR-1, specifically Rio Road and Carmel Valley Road to enable Caltrans to review the potential impacts and issue further comments that may be warranted. The commenter requests an updated copy of the updated TIA report.

Although jurisdictions have typically used vehicle LOS as the primary measure for transportation impacts, changes to CEQA following the implementation of Senate Bill 743 in November 2018 removed LOS as a metric in determining transportation impacts. CEQA Guidelines Section 15064.3 specifies VMT as the sole appropriate metric to evaluate transportation impacts. As described in Section VI. 17, *Transportation and Traffic,* the transportation and traffic analysis was based on a VMT assessment (Kittelson & Associated, 2026) conducted in accordance with CEQA requirements and the Governor's Office of Land Use and Climate Innovation. Therefore, the TIA results regarding the intersections on SR-1 are outside the scope of CEQA and the IS-MND. The IS-MND includes a discussion of LOS and congestion based on the results of the TIA for informational purposes only. Therefore, no changes to the IS-MND are necessary in response to this comment.

The commenter's request to be provided with the updated TIA will be shared with County decision-makers. The comment does not raise a substantive issue on the content of the IS-MND, and no further response is warranted.

Response 4.3

The commenter affirms Caltrans support for incorporating a transit subsidy as a mitigation strategy. The commenter provides four recommendations for the IS-MND analysis:

- Update the analysis to include the Monterey-Salinas Transmit Routes 5 and 91 as route services in vicinity of the project;
- Consult with Monterey-Salinas Transit when designing transit improvements;
- Update the referenced California Air Pollution Control Officers Association (CAPCOA) source in the IS-MND to reflect the most recent 2024 CAPCOA Handbook; and
- Provide additional detail on transit subsidies, such as the cost and how long the subsidy would be in place.

Section VI. 17, *Transportation and Traffic*, identifies Monterey-Salinas Transit Route 24 as being within the project vicinity. The analysis of this topic has been revise to also describe Routes 5 and 91 as transit services in the project vicinity.

The commenters request for consultation with Monterey-Salinas Transit when designing transit improvements will be shared with County decision-makers for their consideration; the comment does not raise any specific significant environmental issues or raise issues on the adequacy of the analysis included in the IS-MND, and no changes to the IS-MND are necessary in response to this comment.

As described in Section IX. *Sources,* the IS-MND references the 2010 CAPCOA Handbook (Source IX.67). The commenter does not raise any specific significant environmental issues or raise issues on the adequacy of the analysis included in the IS-MND as a result of the outdated source; however, analysis in the IS-MND that references the 2010 CAPCOA Handbook has been verified for consistency with the 2024 CAPCOA, and the reference has been updated to the 2024 CAPCOA Handbook.

As described in Section VI.17, *Transportation and Traffic,* the transit subsidy (TDM-1) would include subsidized transit fare for qualifying residents. The additional detail regarding transit subsidies, including cost and duration, requested by the commenter would be developed during the condition compliance phase of the project and is not yet available at the current stage of environmental review. However, in general, transit subsidies in the amount of $5.96 per month would be issued to each individual residing within an affordable unit, and would be managed by the Homeowners Association. The comment will be shared with County decision-makers for their consideration regarding the implementation of TDM strategies, and does not require any revisions to the IS-MND.

Response 4.4

The commenter states that any work completed in the State right-of-way is required to obtain an encroachment permit from Caltrans. The commenter provides additional disclosures and information regarding encroachment permits.

The project would adhere to all required permit conditions as part of the regulatory compliance procedures during the grading/building permit plan review. The comment will be shared with County decision-makers for consideration. This comment does not raise any specific issue with the environmental analysis and has been included to provide regional and regulatory context. No further response is warranted.

Letter 5

COMMENTER: Lori Schmitz, Environmental Scientist, State Water Resources Control Board

DATE: March 30, 2026

Response 5.1

The commenter states that the project is within the jurisdiction of the SWRCB, Division of Drinking Water (DDW) Monterey District and describes the role of the SWRCB in regulating public water systems and issuing water supply permits. The commenter states the definition of a public water system and the requirements of Health and Safety Code 116527. The commenter states that communication indicated the applicant has been working with SWRCB on wheeling[1] the riparian rights to California American Water Company-Monterey (Cal-Am) and would be responsible for decommissioning the onsite wells. The commenter summarizes the domestic water supply sources for the project and the permit requirements. The commenter states that Option C would create a new public water system, and the developer had previously agreed not to create a new public water system. The commenter summarizes the requirements for approval for a new public water system.

This comment does not raise any specific issue with the environmental analysis and has been included to provide regional and regulatory context. No changes to the IS-MND are necessary in response to this comment.

The commenter's comments and recommendations are included in subsequent comments and are responded to in Responses 5.2 through 5.11 below.

Response 5.2

The commenter states that a water supply permit amendment may be needed (Option B) and a new domestic water supply permit (Option C) would be required, and recommends these permits be added to the IS-MND Required Approvals.

As described in Section II, *Required Approvals,* the project lists a Wheeling Agreement and other permits to authorize connection to Cal-Am as Required Approvals under the Project Riparian Rights Option 1 (Option B, above). The requested Water Supply Permit Amendment would fall within the "other permits to authorize connection to Cal-Am" referenced in the IS-MND. The IS-MND has been revised to specify the Water Supply Permit Amendment (if needed) as a required approval.

In the event a new public water system is created under the Project Riparian Rights Option 2 scenario (Option C), the project would be required to adhere to all applicable SWRCB requirements and permitting, including providing a technical report six months prior to construction for DDW approval and obtaining a new public water system permit. The IS-MND has been revised to identify the Domestic Water Supply Permit the Project Riparian Rights Option 2 scenario (Option C, above).

Response 5.3

The commenter requests that a discussion of the water quality of the existing wells be addressed for Options B and C.

As described in Section VI. 10, *Hydrology and Water Quality,* the project would have a less than significant impact on water quality. If onsite wells are utilized for domestic water supply under the Property Riparian Rights water supply scenarios (Options B and C, above), the onsite wells would be subject to all

[1] Wheeling is when a water rights holder uses another water agency's transmission system to transport water.

applicable water quality testing and regulations, which would be provided to the SWRCB as applicable. No changes to the IS-MND are necessary in response to this comment.

Response 5.4

For Option B, the commenter requests consideration of potential water treatment by Cal-Am Monterey at an existing treatment facility.

As described in Section VI. 19, *Utilities and Service Systems,* Cal-Am confirmed the capability and capacity to treat the additional 16 acre-feet per year of groundwater for iron and manganese at the Begonia Iron Removal Plant. The commenter's request does not raise any specific issue with the environmental analysis. However, the commenter's request will be shared with County decision-makers for their consideration regarding potential options for water treatment. No changes to the IS-MND are necessary in response to this comment.

Response 5.5

For Option C, the commenter requests consideration of whether onsite wells can currently meet the Waterworks Standards for domestic wells (California Code of Regulations, Title 22, Chapter 16). The commenter recommends a discussion of any upgrades needed to meet the Waterworks Standards.

In the event a new public water system is created under the Project Riparian Rights Option 2 scenario (Option C), the project would be required to adhere to all applicable design, construction, operation and permitting requirements for public water systems regulated by SWRCB, DDW. The commenter's request does not raise any specific issue with the environmental analysis. However, the commenter's request will be shared with County decision-makers. No changes to the IS-MND are necessary in response to this comment.

Response 5.6

The commenter describes the water treatment system proposed under Option C and requests a discussion of what containment will be treated, operation of the system, and staff needed.

As described in Section II. 2.2.7, *Infrastructure,* the water treatment system would be a closed, contained system and pressurize system. The water treatment system would include water filters to remove particulates and contaminants to the 25-foot diameter, fully enclosed, and sanitary water tank to store water. The hydroneumatic tank and booster pump station would maintain consistent positive pressure to prevent potential contamination through backflow, leakage, or contaminant from external sources. The water treatment system would be managed by Cal-Am. Regular staffing would not be required for the onsite water treatment system. No changes to the IS-MND are necessary in response to this comment.

Response 5.7

For Options B and C, the commenter requests a description of the new and existing system components, including water storage and fire flow in addition to the existing wells and treatment.

As described in Section VI. 19, *Utilities and Service Systems,* the project would require construction of new water conveyance facilities including 8-inch water pipes located within proposed street rights-of-way to convey water to the residences under all water supply scenarios (refer to Figure 2-3 for proposed streets). All new water supply infrastructure would be confined to previously disturbed areas and would serve only the proposed residences. As described in Section II. 2.2.7, *Infrastructure,* water for emergency fire suppression would be supplied from the existing water main on Val Verde Drive. Water storage would include the 25-foot diameter water tank (refer to Figure 2-3). Under the Project Riparian Rights Option 1 (Option B, above), existing system components would include the onsite wells and existing water main on Val Verde Drive; new system components would include new 8-inch water pipes to convey domestic

water to residences. Under the Project Riparian Rights Option 2 (Option C, above), existing system components would include the onsite wells; new system components would include new 8-inch water mains to convey water from the proposed water treatment system, which would include a hydroneumatic tank for the Carmel Presbyterian Church Well, water filters, an approximately 25-foot wide water tank, and a booster pump station. No changes to the IS-MND are necessary in response to this comment.

Response 5.8

The commenter states that a stormwater basin is proposed near the Carmel Presbyterian Church well in a 100-year flood hazard area. The commenter requests a discussion of how the well will be protected from contamination and a determination of whether the regulations can be met or if a waiver or alternative to Waterworks Standards for domestic wells (California Code of Regulations, Title 22, Chapter 16) is anticipated. The commenter states that if an alternative is needed, a water system application would need to be submitted to DDW Monterey District.

The on-site wells, including the Carmel Presbyterian Church well, were constructed with sanitary seals extending to depths of approximately 50 to 70 feet. The sanitary seals are designed to prevent the downward migration of surface water, thereby protecting groundwater quality and reducing the potential for contamination. The Carmel Presbyterian Church well is located within a floodplain; however, the well head is elevated and can be further elevated is required to meet California Code of Regulations, Title 22, Chapter 16 requirements. Further, all on-site wells will be destroyed with project implementation. As described in Section VI. 10, *Hydrology and Water Quality,* the project would not violate water quality standards or substantially degrade water quality. The proposed stormwater basin would be constructed and operated in compliance with applicable federal and state regulations that require protection of groundwater quality. Under the federal Clean Water Act and the National Pollutant Discharge Elimination System (NPDES) program, stormwater controls such as the proposed stormwater basin are required to prevent pollutants from causing or contributing to violations of water quality standards by filtering pollutants at the source. Consistent with these federal requirements, the stormwater basin proposed near the Carmel Presbyterian Church well would remove pollutants from stormwater through a combination of physical, biological, and chemical treatment processes including absorption, filtration, plant uptake, microbial activity, decomposition, sedimentation and volatilization as stored water gradually exfiltrates over a period of days.

At the state level, water quality in the project area is regulated under the Central Coast Regional Water Quality Control Board's Basin Plan (Basin Plan), which establishes water quality objectives for the Carmel Valley Groundwater Basin underlying the site. Implementation of the Basin Plan is carried out through multiple regulatory mechanisms, including the NPDES Construction General Permit, Post-Construction Requirements for stormwater management, and waste discharge requirements applicable to development projects. As described in Section VI. 10, *Hydrology and Water Quality,* the proposed stormwater basin design is consistent with the Basin Plan's requirement to treat and infiltrate stormwater and reduce pollutant loading. A Preliminary post-construction Stormwater Control Plan was prepared in accordance with the Central Coast Regional Water Quality Control Board requirements, and implementation of the Stormwater Control Plan and Operations and Maintenance plan would ensure that the potential for water quality degradation associated with project operation would not violate water quality standards or waste discharge requirements. Maintenance of the stormwater basin would include regular inspection, repair, replacement of treatment components, and removal of debris and plant material to ensure continued effectiveness. As conditioned, on-site drainage improvements would be installed to ensure that post-development runoff from DA-27 does not increase baseline (pre-development) peak surface/overland flow rates, velocities, or depths for the project site or nearby properties that may receive overland flows or displaced flows during 20-year and 100-year storm events. Therefore, as proposed and conditioned, the project would not contaminate groundwater or adversely impact water quality near the Carmel Presbyterian Church well, and no alternative is anticipated. No changes to the IS-MND are necessary in response to this comment.

Response 5.9

The commenter states that the project maps do not include all proposed infrastructure, including the Travers well and water main extensions to the onsite and Rancho Cañada Subdivision well. The commenter requests analysis of these areas be considered.

The Travers well and water main extensions to the onsite wells are located onsite and within the development footprint analyzed in the IS-MND. The Travers well is located in the center of the site, northeast of the Gamboa Replacement well. The proposed water main extensions to the Rancho Cañada Subdivision well referenced in Section II. 2.2.7, *Infrastructure,* were previously described as new connections to existing infrastructure. However, under the proposed wheeling agreement, Cal-Am would provide domestic water for the project by drawing water from existing Cal-Am wells within the same alluvial aquifer as the project site, treating the raw water for domestic use at the Begonia Iron Removal Plant described in Section VI. 19, *Utilities and Service Systems*, and distributing the water to the project via the existing water main along Val Verde Drive. As a result, the project would not require a connection to the Rancho Cañada Subdivision well. Section II. 2.2.7, *Infrastructure,* Section VI. 10, *Hydrology and Water Quality,* and Section VI. 19, *Utilities and Service Systems* of the IS-MND have been revised to clarify the required infrastructure under the wheeling agreement. All new development and construction was considered as part of the project site in the IS-MND analysis and no revisions to the IS-MND analysis beyond the revisions for clarification described above are necessary in response to this comment.

As described in Section VI. 19, *Utilities and Service Systems,* the new 8-inch water pipes would connect to the existing water main on Val Verde Drive, which is already connected to Cal-Am. Under the Property's Riparian Rights Option 1 (refer to Section II. 2.2.7, *Infrastructure)*, an extension of the existing water main on Val Verde Drive would be located adjacent to the existing water main and within the existing easement (refer to Figure 2-3 for the existing easement within Val Verde Drive). As described in Section VI. 19, *Utilities and Service Systems,* Cal-Am confirmed the capability and capacity to treat the additional 16 acre-feet per year of groundwater for iron and manganese at the Begonia Iron Removal Plant and confirmed the water main on Val Verde Drive is connected to the Begonia Iron Removal Plant, so no additional infrastructure is needed. Water supply via the Property's Riparian Rights Option 2 (refer to Section II. 2.2.7, *Infrastructure*) would require new water supply infrastructure (8-inch water pipes) which would be located within the proposed street rights-of-way (refer to Figure 2-3 for the proposed streets) and would be confined to previously disturbed areas and would serve only the proposed residences. No changes to the IS-MND are necessary in response.

Response 5.10

The commenter states that vaulted wells are not allowable as new public water sources, per California Code of Regulations, Title 22, Section 64560 (c)(3)(D), as is depicted in Figure 2-3, and requests additional discussion on the plan for the Gamboa Replacement well based on Option B and Option C.

The Gamboa Replacement Well would not be used as a new public water source. Under the Project Riparian Rights Option 1 (Option B, above), domestic water for the project would be provided through a wheeling agreement between the property owner and Cal-Am. Under the wheeling agreement, Cal-Am would supply domestic water to the project by pumping from existing Cal-Am wells within the same alluvial aquifer as the project site, treating the water for domestic use, and distributing the domestic water via existing infrastructure. Under Option 1, all onsite wells, including the Gamboa Replacement well, would be abandoned. Section II. 2.2.7, *Infrastructure* of the IS-MND has been revised to clarify that under the Project Riparian Rights Option 1 (Option B, above) the Gamboa Replacement well would not be used as a domestic water supply source, and that onsite wells would be abandoned. As described in Section II. 2.2.7, *Infrastructure,* the Project Riparian Rights Option 2 (Option C, above) would not include the Gamboa Replacement well as a source of domestic water. Therefore, no additional revisions to the IS-MND are necessary to address the plans for the Gamboa Replacement well under Option 2 (Option C, above).

Response 5.11

The commenter requests that project environmental review documents be provided in support of the new water system's permit application or Cal-Am amendment to the State Water Board, DDW Monterey District Office. The commenter provides contact information to provide the above listed documents and contact for questions regarding the comment letter.

The comment does not raise any specific issue with the environmental analysis and has been included to provide regional and regulatory context. The commenter's request for the documents and contact information will be shared with County decision-makers.

COUNTY OF MONTEREY

HOUSING AND COMMUNITY DEVELOPMENT

Planning – Building – Housing
1441 Schilling Place, South 2nd Floor
Salinas, California 93901-4527
(831) 755-5025

INITIAL STUDY

BACKGROUND INFORMATION

Project Title:	Carmel Rio Road (Carmel 1 INV) LLC Project
File No.:	PLN240105
Project Location:	Carmel Valley, Monterey County, California
Name of Property Owner:	Carmel Rio Road LLC
Name of Applicant:	City Ventures, LLC
Assessor's Parcel Number(s):	015-021-004-000, 015-021-015-000, 015-021-020-000, 015-021-021-000, 015-021-049-000
Acreage of Property:	12.5 acres (excluding Val Verde Drive)
General Plan Designation:	Residential – Low Density 5-1 Acres/Unit
Zoning District:	Low Density Residential/Design Control District – Site Plan Review District – Residential Allocation Zoning District (LDR/1-D-S-RAZ)
Lead Agency:	County of Monterey Housing & Community Development
Prepared By:	Rincon Consultants, Inc.
Date Prepared:	February 2026
Contact Person:	Fionna Jensen, Principal Planner
Phone Number:	831-796-6407

II. DESCRIPTION OF PROJECT AND ENVIRONMENTAL SETTING

2.1 Project Location

The Carmel Rio Road (Carmel 1 INV) LLC project (project) site encompasses approximately 12.5 acres (not including parcel 015-021-049 for a portion of Val Verde Drive) located at 26500 Val Verde Drive, within unincorporated Monterey County, California (Assessor's Parcel Numbers [APN] 015-021-004-000, 015-021-015-000, 015-021-020-000, 015-021-021-000, 015-021-049-000). The project site is located approximately 0.7 mile southeast of the City of Carmel-by-the-Sea boundary and is outside of the City's formal sphere of influence. The project site is approximately 0.3 mile east of California State Route 1 (SR-1), and approximately 0.2 mile south of Carmel Valley Road.

Figure 2-1 illustrates the location of the proposed project within the region, and Figure 2-2 shows the project within the local context.

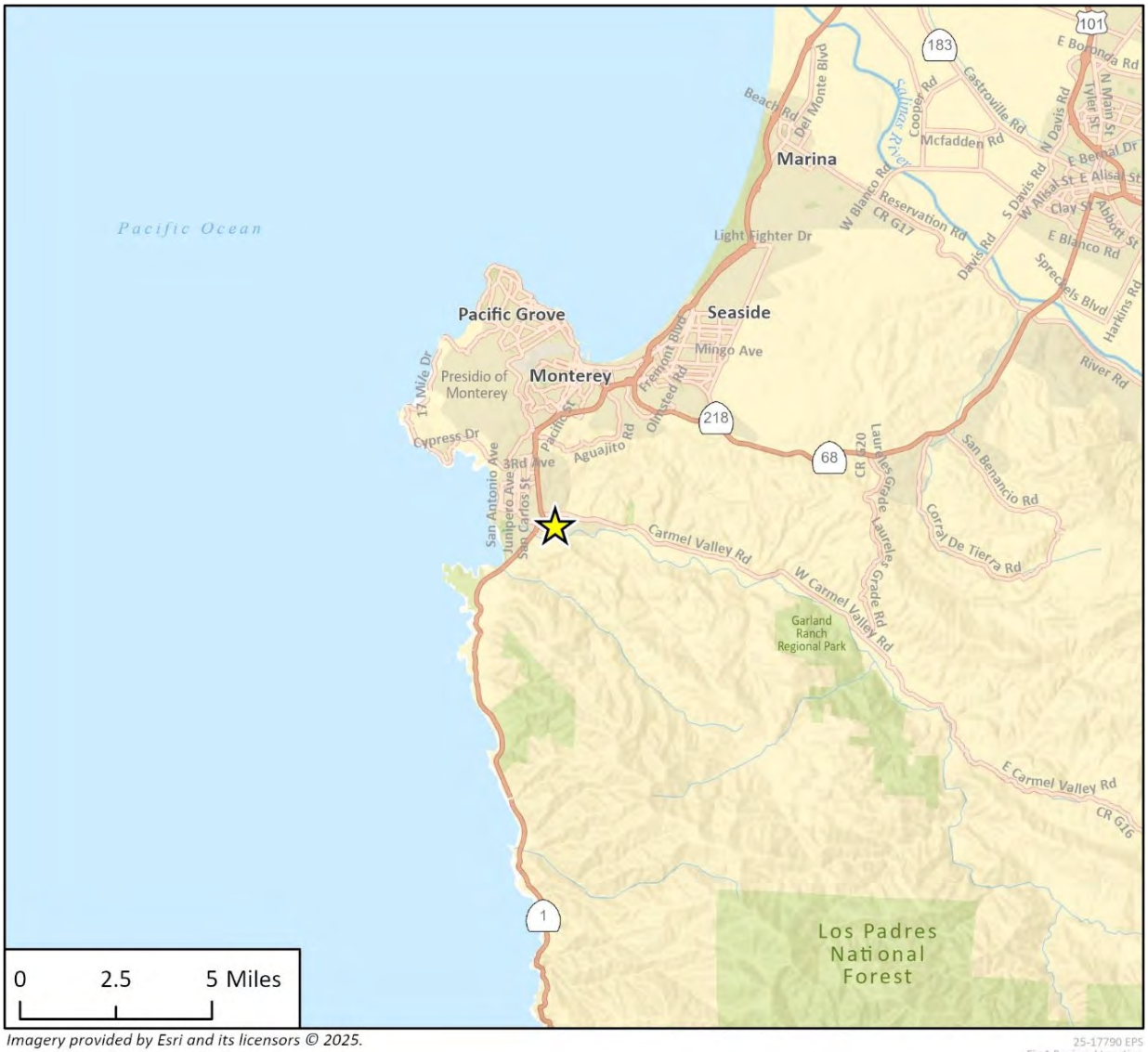
2.2 Existing Site Characteristics

The project site has historically been used for agricultural purposes. Approximately 10 acres of the 12.5-acre project site are currently used for row crop agriculture producing strawberries, melons, artichokes, squash, pumpkins, fennel, fava beans, zucchini, radishes, and flowers. The remaining 2.5 acres, located along the southern portion of the site, are developed with an existing single family residence and a detached garage. Surrounding the residence in the south-central portion of the project site is a mixed woodland habitat planted with species such as Monterey cypress (*Hesperocyparis macrocarpa*), Monterey pine (*Pinus radiata*), myoporum (*Myoporum laetum*), coast redwood (*Sequoia sempervirens*), box elder (*Acer negundo*), and holly-leafed cherry (*Prunus ilicifolia*).

The project site's topography is predominantly flat, with an elevation of approximately 34 feet above mean sea level. the Carmel River is located approximately 1,050 feet south of the project site. Two portions of the project site lie within the 100-year flood zone: the southwest corner and the southwestern section of the parcel east of Val Verde drive. These portions of the project site within the 100-year flood zone would be utilized for stormwater quality basins, as shown in Figure 2-3.

Regional access to the project site is provided by SR-1 and Carmel Valley Road. Local access to the site is provided by Rio Road and Carmel Rancho Boulevard to Val Verde Drive, currently a private road.

Figure 2-1 Regional Project Location



Imagery provided by Esri and its licensors © 2025.

25-17790 EPS
Fig 1 Regional Location

Project Location

N

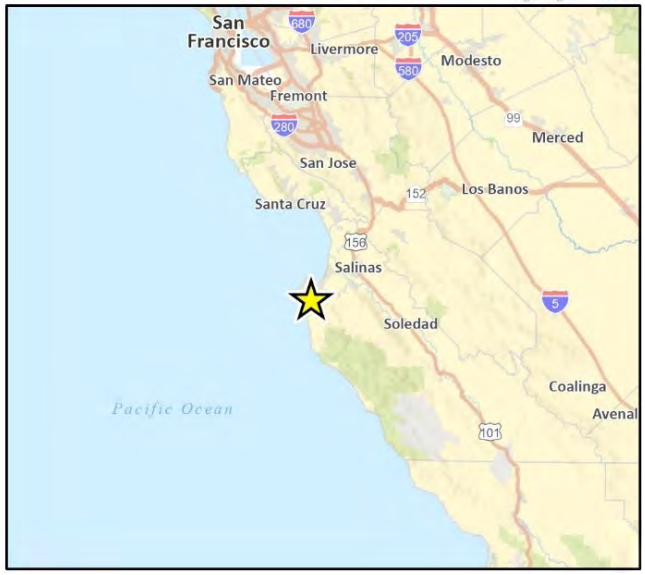


Figure 2-2 Project Site Location

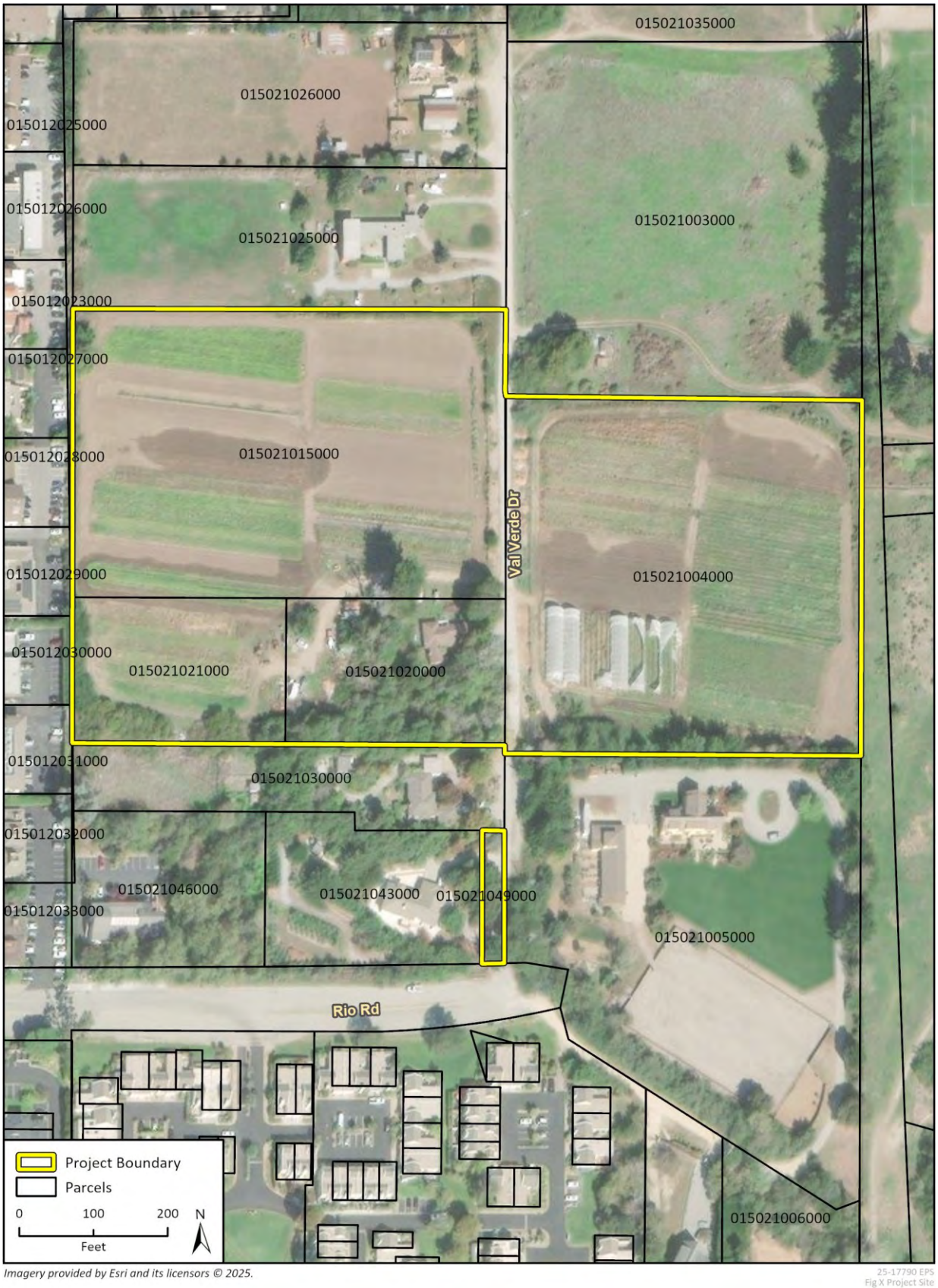
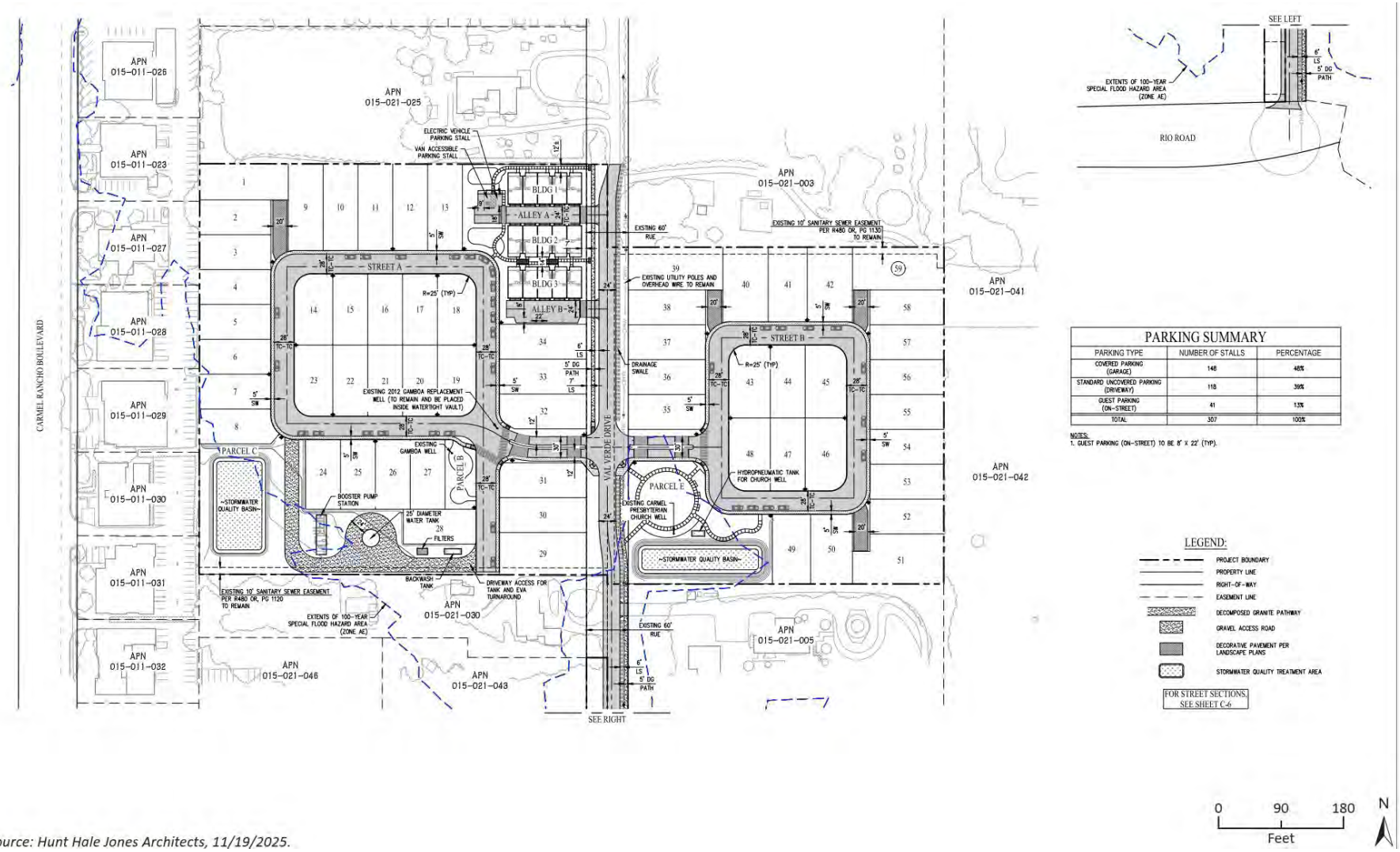


Figure 2-3 Preliminary Site Plan with 100-year Floodplain



Source: Hunt Hale Jones Architects, 11/19/2025.

2.2.1 Surrounding Land Uses

The project site is surrounded by a mix of residential and commercial development, as well as undeveloped parcels. The project site is bordered to the north and south by low density residential designated properties developed with single family residences; to the east by undeveloped high density residential designated land; and to the west by visitor accommodation/professional office designated land developed with existing commercial use buildings and associated parking lots that are accessed from Carmel Rancho Boulevard. Immediately east and southeast of the project site lies the former Rancho Cañada Golf Club, which is planned for redevelopment for residential and recreational uses as the Ranch Cañada Village Subdivision to include approximately 145 residential units and 38-acres of permanent open space. Beyond the planned Ranch Cañada Village Subdivision the project site is surrounded to the south and east by the Palo Corona Regional Park. Four high density residential subdivisions (Riverwood #2, Riverwood #1, Carmel Lago Unit 1, and Arroyo Carmel # 2), consisting of townhomes, duplexes, and condos, are adjacent to (south of) Rio Road and approximately 400 to 1,500 feet south and southwest of the project site. Carmel Middle School is located approximately 500 feet northeast of the project site.

2.2.2 Land Use Regulatory Overview

The project site is governed by the 2010 Monterey County General Plan (the General Plan), specifically through the Carmel Valley Master Plan ([CVMP] Source: IX.2.), which is an area plan under Chapter 9.8 of the County's General Plan. The project site is currently designated in the CVMP as Low Density Residential and is zoned as Low Density Residential within a Design Control District (LDR/1-D-S-RAZ), which allows a density of up to one unit per acre. The applicable requirements and restrictions of each of these regulatory documents are described in Section VI.11, *Land Use.* The project site is bordered by land designated as Visitor-Serving/Professional Office in a Design Control/Site Plan Review District with Residential Allocation Zoning (D-S-RAZ) to the west, Local Commercial(-D-S-RAZ) and Low Density Residential with a minimum lot size of 6-acres-(D-S-RAZ) to the north, Public/Quasi Public-(D-S-RAZ) to the east, and Low Density Residential-(D-S-RAZ) with an allowed density of up to one unit per acre to the south.

2.2.3 Project Characteristics

The project would involve the demolition of the existing residence and detached garage in the southern portion of the site, and the subdivision of the 12.5-acre site, currently comprised of four parcels, into 60 lots to develop 74 new residential units. Fifty-nine of the lots (Lots 1 – 59) would be developed with for-sale single family residences. The remaining 0.82-acre lot (Lot 60) would be developed with three individual townhomes, each with five two-bedroom units (15 deed restricted affordable housing units). All residential units would be equipped with solar panels. The individual lots sizes would range in size from 5,000 to 8,772 square feet and have designated building envelopes. Four different floor plans are proposed for the single family residences, which would be two stories and range between approximately 2,790 and 3,930 square feet in size. Each townhome unit would be approximately 1,026 square feet in size. Two architectural styles are proposed, Spanish colonial and renaissance.

Access would be provided by the existing Val Verde Drive, which would be improved as part of the project. The project would also include the construction of an internal circulation network of two private streets, sidewalks, crosswalks, and medians. To reduce vehicle trip generation consistent with County policies, the project, as proposed and designed, would incorporate seven Traffic Demand Management (TDM) strategies including transit subsidies, travel-behavior outreach, carpool and vanpool loading areas, bicycle facilities, pedestrian improvements, and electric vehicle parking facilities (Source: IX.62). The TDMs are described below, and further discussed in Section VI., *Transportation/Traffic*.

- *TDM- 1: Transit subsidy for the affordable housing units (Transit Strategy)*

  To encourage the use of nearby transit, the project would implement subsidized transit fare for residences who occupy the 20 percent deed restricted affordable housing units. The subsidized transit fare would promote the use of transit rather than commuting to destinations by personal vehicle (Source: IX.627).

- *TDM-2: Mandatory Travel Behavior Change Program with Promotions & Marketing (Communications & Information Strategy).*

  The project would include the development and implementation of a travel behavior change program to inform residents through passive educational and promotional materials about on-site bike parking and carpool/vanpool areas and proximity to nearby transit stops to promote the use of various transportation options facilitated by the project (Source: IX.627).

- *TDM-3: Passenger Loading Zones for Carpool/Vanpool*

  The project would incorporate an easy access location for carpools and vanpools. (Source: IX.627).

- *TDM-4: Provide End of Trip Facilities (Bicycle Infrastructure Strategy)*

  The project would incorporate secure bicycle parking to provide the added convenience and security needed to encourage the use of bicycling as a viable form of travel to destinations (Source: IX.627).

- *TDM-5: Pedestrian Network Improvements (Neighborhood Enhancement Strategy)*

  The project would include pedestrian network improvements including the construction of a sidewalk along the entirety of Val Verde Drive to Rio Road, thereby providing safe access for pedestrians to nearby retail areas and transit stops (Source: IX.627).

- *TDM-6: EV Parking Spaces/Stations (Miscellaneous Strategy)*

  All 307 parking spaces would be compatible with Level 1 or Level 2 electric vehicle chargers.

- *TDM-7: Affordable and Below Market Rate Housing*

  The project would include 15 deed restricted affordable housing units, representing 20 percent of the total residences. The affordable housing units would provide opportunities for lower-income households to live closer to job centers and transit, thereby improving

the jobs-housing match, supporting reduced vehicle miles traveled (VMT). Since lower-income households generally have lower rates of auto ownership (Source: IX.627), this represents fewer vehicles per household and therefore fewer vehicle trips.

The project would include both private open space (i.e., rear yard areas for single family residences and flexible green space for the townhomes), and approximately 73,356 square feet of community open space and parks. Approximately 73,356 square feet would be designated as open space, which would consist of stormwater basins (Parcel C and a portion of Parcel E), a community garden (Parcel B), and recreational amenities on the remainder of Parcel E (picnic tables, trash enclosures, bike racks, interior fencing, bocce ball courts, and a playground). A six-foot wooden fence would be constructed on the perimeter of the collective four properties. Oak trees would be planted along the interior access roads.

Table 2-1 summarizes the characteristics of the proposed residences. The conceptual site plan which depicts individual lots is shown in Figure 2-3 and Figure 2-4. The Vesting Tentative Map is shown in Figure 2-5. The preliminary architectural renderings from the street view perspective of the single family residences and townhomes are shown in Figure 2-6 and Figure 2-7.

Table 2-1 Project Summary

Project Size	
Gross area (acres)	12.5 acres
Density	5.92 du/ac
Residential Units	
Two-bedroom (Townhomes)	15 units
Four-bedroom	18 units
Five-bedroom	41 units
Total	*74 units*
Minimum Lot size	5,000 sf
Maximum Lot size	8,772 sf
Parking – Single Family Residences	
Garage	118 spaces
Private driveway	118 spaces
On-street/Guest	34 spaces
Total	*270 spaces*
Parking - Townhomes	
Garage	30 spaces
Guest	7 spaces
Total	*37 spaces*
Open Space	
Private (Single Family Residences)	400-460 sf
Shared	73,356 sf

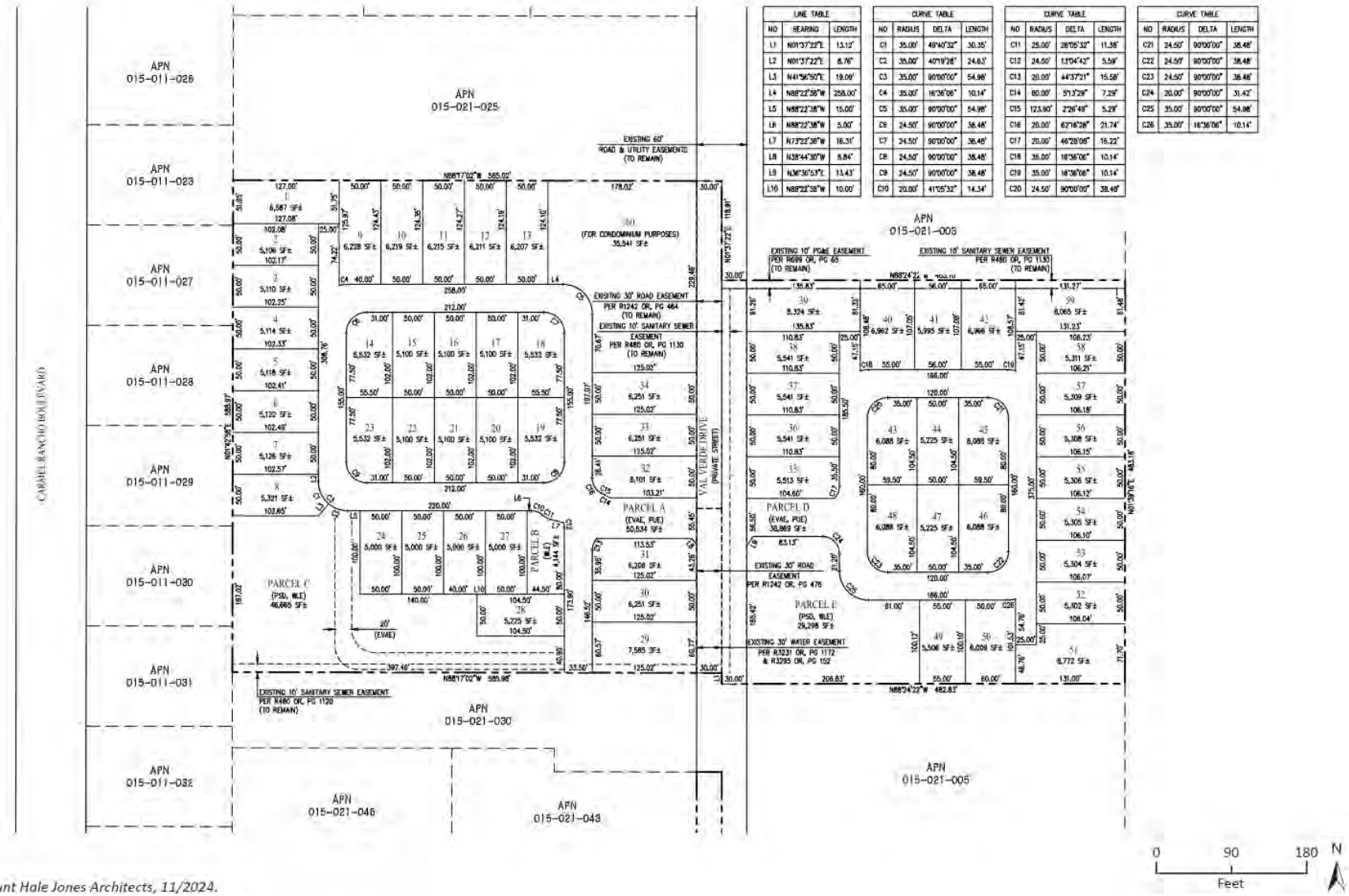
Notes: du/ac = dwelling units per acre, sf = square feet

Figure 2-4 Conceptual Site Plan



Source: Hunt Hale Jones Architects, 11/19/2025.

Figure 2-5 Project Vesting Tentative Tract Map



LINE TABLE		
NO	BEARING	LENGTH
L1	N01°37'22"E	13.12'
L2	N01°37'22"E	8.76'
L3	N41°56'50"E	19.09'
L4	N88°22'38"W	258.00'
L5	N88°22'38"W	15.00'
L6	N88°22'38"W	5.00'
L7	N73°22'38"W	16.31'
L8	N38°44'30"W	8.84'
L9	N36°30'53"E	13.43'
L10	N88°22'38"W	10.00'

CURVE TABLE			
NO	RADIUS	DELTA	LENGTH
C1	35.00'	49°40'32"	30.35'
C2	35.00'	40°19'28"	24.63'
C3	35.00'	90°00'00"	54.98'
C4	35.00'	16°36'06"	10.14'
C5	35.00'	90°00'00"	54.98'
C6	24.50'	90°00'00"	38.48'
C7	24.50'	90°00'00"	38.48'
C8	24.50'	90°00'00"	38.48'
C9	24.50'	90°00'00"	38.48'
C10	20.00'	41°05'32"	14.34'

CURVE TABLE			
NO	RADIUS	DELTA	LENGTH
C11	25.00'	26°05'32"	11.38'
C12	24.50'	13°04'42"	5.59'
C13	20.00'	44°37'21"	15.58'
C14	80.00'	5°13'29"	7.29'
C15	123.00'	2°26'49"	5.29'
C16	20.00'	62°16'28"	21.74'
C17	20.00'	46°28'08"	16.22'
C18	35.00'	16°36'06"	10.14'
C19	35.00'	16°36'06"	10.14'
C20	24.50'	90°00'00"	38.48'

CURVE TABLE			
NO	RADIUS	DELTA	LENGTH
C21	24.50'	90°00'00"	38.48'
C22	24.50'	90°00'00"	38.48'
C23	24.50'	90°00'00"	38.48'
C24	20.00'	90°00'00"	31.42'
C25	35.00'	90°00'00"	54.98'
C26	35.00'	16°36'06"	10.14'

Source: Hunt Hale Jones Architects, 11/2024.

Figure 2-6 Single Family Residence Architectural Rendering



STREETSCAPE

0 90 180 N
Feet

Source: Hunt Hale Jones Architects, 11/19/2025.

Figure 2-7 Townhome Architectural Rendering



Source: Hunt Hale Jones Architects, 11/19/2025.

2.2.4 Residential Density

As discussed in Section 2.4, *Land Use Regulatory Overview*, the project site is zoned as Low Density Residential, which allows a density of up to one unit per acre. The project would involve developing the net 12.5 acres with 74 total residential units for a total density of 5.92 dwelling units per acre. The applicant submitted a Preliminary Application under Senate Bill 330 (SB 330, Housing Crisis Act of 2019) which was deemed complete on April 15, 2025. An SB 330 application vests applicable objective standards, fees, and regulations as of the date of application submittal. SB 330 prohibits local jurisdictions from imposing new regulations or reducing residential densities after the preliminary application is deemed complete. In addition, the applicant has invoked the Builder's Remedy under Government Code § 65589.5(d)(5), which applies as the County's Housing Element is currently out of substantial compliance with State Housing Element Law. State law (Gov. Code § 65588) requires jurisdictions to update their housing elements on an eight-year cycle; failure to adopt a compliant housing element by statutory deadlines triggers the Builder's Remedy. Under this provision, a qualifying housing development cannot be denied or conditioned to reduce density based on inconsistencies with the General Plan, zoning, or other local policies. Therefore, although the project would develop the site with a residential density of 5.92 units per acre, exceeding the 1 unit per acre limit specified in Section 21.14.060 of the County's Zoning Ordinance, the project cannot be denied or conditioned based on density inconsistency, and cannot be required to rezone to a zoning district with a compatible density.

2.2.5 Access and Parking

Access to the project site would be provided by Val Verde Drive, which would connect to the internal circulation network shown in Figure 2-4. Val Verde Drive, currently a 15-foot wide gravel and dirt road, would be widened to 24-feet to accommodate two 10-foot travel lanes and 2-foot shoulders on either side. A 5-foot decomposed granite pedestrian path on the east side of Val Verde Drive, separated from the roadway by landscaped buffers (6 feet on the west and 7 feet on the east), would provide pedestrian access to the proposed residences and extend to the northern extent of the project boundary, continuing on the west side beyond the internal looped roads. An 18-foot landscaped buffer on the opposite side of Val Verde Drive would separate the roadway from adjacent residences. The internal circulation network would include two looped, two-way roads, one on each side of Val Verde Drive. Each loop would have two access points connecting to Val Verde Drive. Individual residences would be accessed by driveways from the new looped streets. All of the single family residences would include a two-car garage and a driveway capable of accommodating two parked vehicles. Each townhome would also include a two-car garage. In addition, 41 street and guest parking spaces would be provided. In total, 148 parking spaces would be available, all compatible with Level 1 or Level 2 electric vehicle (EV) chargers.

2.2.6 Open Space and Landscaping

The project would incorporate open space throughout the residential development. Shared community open space (approximately 73,356 square feet) would include a garden park and community green space along the southern portion of the project site. Additionally, open space would be provided as a private yard for each single family residence, and a shared open space would be provided west of the townhome units.

Thirty five trees were evaluated as a part of the tree inventory and arborist report for the project (Source: IX.6). According to the arborist report and site plans for the proposed project, all 35 trees would be removed, which includes Coast redwood *(Sequoia sempervirens),* black walnuts (*Juglans nigra),* Catalina cherry (*Prunus ilicifolia),* Monterey pine *(Pinus radiata),* Southern Magnolia *(Magnolia grandiflora),* Willow *(Salix lasiolepis),* Ioquat *(Eriobotrya deflexa),* Douglas-fir *(Pseudotsuga menziesi),* American sweetgum *(Liquidambar styraciflua)*. Within the Carmel Valley Master Plan area, only Oaks, Madrones, and Coast redwoods with trunk diameters greater than six inches are protected. Of the 35 trees proposed for removal, only one Coast redwood tree (32 inch trench diameter) was determined to be protected under Monterey County Code 21.64.260.C.2. Removal of three or less protected trees would require approval from the County Director of Planning, or appropriate authority for the entirety of the project, consistent with Monterey County Code 21.64.260.

The project would involve planting new trees to landscape the project site. Planted trees would be of varying species including valley oak (*Quercus lobata*), 'October Glory' red maple (*Acer rubrum*), and frontier elm (*Ulumus x 'frontier'*), throughout the project site. The landscaping and irrigation systems would comply with the County's Landscape Ordinance (Chapter 16.63).

2.2.7 Infrastructure

a. Water Supply. The project has two potential sources of long-term water supply, described below.

Monterey Peninsula Water Management District (preferred source)

On October 21, 2025, the Monterey Peninsula Water Management District (MPWMD) filed an application to the State Water Resources Control Board (SWRCB) to modify the 1995 Cease and Desist Order currently restricting California American Water Company's (Cal-Am) diversions from the Carmel River. MPWMD demonstrated that conservation efforts and expanded supply sources have established a surplus of water relative to the existing demand (Source: IX.13.). Under MPWMD Ordinance 197, the County holds an allocation of water that cannot be used to establish new meters until the Cease and Desist Order has been lifted. On October 29, 2025, the applicant submitted a request to the County for a portion of this allocation sufficient to serve the project, notwithstanding emergency fire suppression. Under this preferred water supply scenario, domestic water would be provided to the project via Cal-Am and the MPWMD, and on-site wells would be abandoned or restricted to low intensity non-potable use. However, the SWRCB must first approve the modification request, which would rescind the prohibition on new meters.

Project Riparian Rights (wells)

If the MPWMD's application to modify the Cease and Desist Order is not approved prior to project construction, domestic water supply would be provided to the project via the property's existing riparian water rights. Emergency fire suppression to be supplied from the existing water main on Val Verde Drive. Under the property's riparian rights, domestic and irrigation water for the project would source via one of two options, which are described below.

Under Option 1, the property owner would "wheel"[1] its riparian water rights through a wheeling agreement with Cal-Am. ~~from three existing on-site wells: the Gamboa Replacement Well (located on the west side of Val Verde Drive), Travers Well (located on the west side of Val Verde Drive, north of Gamboa Replacement Well), and the Carmel Presbyterian Church Well (located on the east side of Val Verde Drive) to Cal-Am.~~ Under the wheeling agreement, Cal-Am would draw raw water from their existing wells within the same alluvial aquifer as the project site and treat the water for domestic use. The domestic water would be ~~Cal-Am would~~ distributed~~provide domestic water~~ through an extension of the existing water main on Val Verde Drive, located adjacent to the existing water main and within the existing easement, which would be conveyed to the residences through a system of 8-inch water pipes located within the street right-of-way. Under this scenario, all on-site water wells would be abandoned. ~~Cal-Am would either A) pump an equal amount of raw water from the on-site wells through the proposed raw water main extension at Rancho Cañada Subdivision within a water easement; or B) pump an equal amount of raw water from the adjacent, newly installed Cal-Am well at the Rancho Cañada Subdivision.~~

Under Option 2, the property owner would not wheel the water. The project water supply would be provided from two on-site wells: Gamboa Well and Carmel Presbyterian Well. Water from these wells would be treated for domestic use at an on-site water treatment system located near the stormwater basin in the southwest portion of the project site, as shown in Figure 2-3. The water treatment system would include a hydropneumatic tank for the Carmel Presbyterian Church Well, water filters, an approximately 25-foot wide water tank, and a booster pump station, all managed by Cal-Am. Treated water would be distributed to residences through proposed 8-inch water mains located within street right-of-way. The infrastructure would be designed to allow conversion to a standard Cal-Am connection should the cease and desist order be lifted, as described in the *Monterey Peninsula Water Management District (preferred source)*

Under Option 1, Cal-Am would provide a domestic water supply directly to the project, eliminating the need for the water treatment system required under Option 2. As a result, the water treatment system would not be constructed, and the area occupied by the water treatment system in Figure 2-3 would be landscaped for use as common open space and/or extension of backyards for Lots 24-26.

b. Sanitary Sewer. Sanitary sewer services would be provided by the Carmel Area Wastewater District (CAWD). Wastewater generated by the proposed project would be collected and conveyed through a conventional gravity system of proposed 8-inch sanitary sewer pipes located within the proposed street right-of-ways. The wastewater collected on-site would be conveyed to a new 8-inch CAWD sanitary sewer main that would be located within the on-site proposed right-of-way along Val Verde Drive. The existing 12-inch CAWD sanitary sewer main that runs along the southern project

[1] Wheeling is when a water rights holder uses another water agency's transmission system to transport water.

boundary before turning south and off-site would be abandoned. Final plans would require CAWD review and approval (Source: IX.1).

c. Stormwater Management. Approximately 55 percent of the project site would be covered by new impervious surfaces and approximately 45 percent of the project site would be covered by vegetated landscaping. The project site can be divided into two principal drainage areas: the area west of Val Verde Drive and the area east of Val Verde Drive. To reduce stormwater flows from the project site, two large bioretention basins would be constructed, one for each principal drainage area. Both bioretention basins would have the capacity to accommodate a 95th percentile rainfall event. Specifically, the bioretention basin serving the area west of Val Verde Drive would occupy approximately 8,240 square feet of the southwestern corner of the project site and would have a retention volume capacity of approximately 4,085 cubic feet. The bioretention basin serving the area east of Val Verde Drive would occupy approximately 4,993 square feet of the southern portion of the project site and would have a retention volume capacity of 5,492 cubic feet. The bioretention basins would feature a combination of ponding, permeable planting soils, infiltration materials and sub-drains systems. The basins would be designed to filter pollutants from stormwater runoff from impervious surfaces. The location of the basins is shown in Figure 2-4.

d. Electricity and Natural Gas. Electricity to the site would be provided by Central Coast Community Energy (3CE) on Pacific Gas and Electric (PG&E) infrastructure. Natural gas would be provided by PG&E.

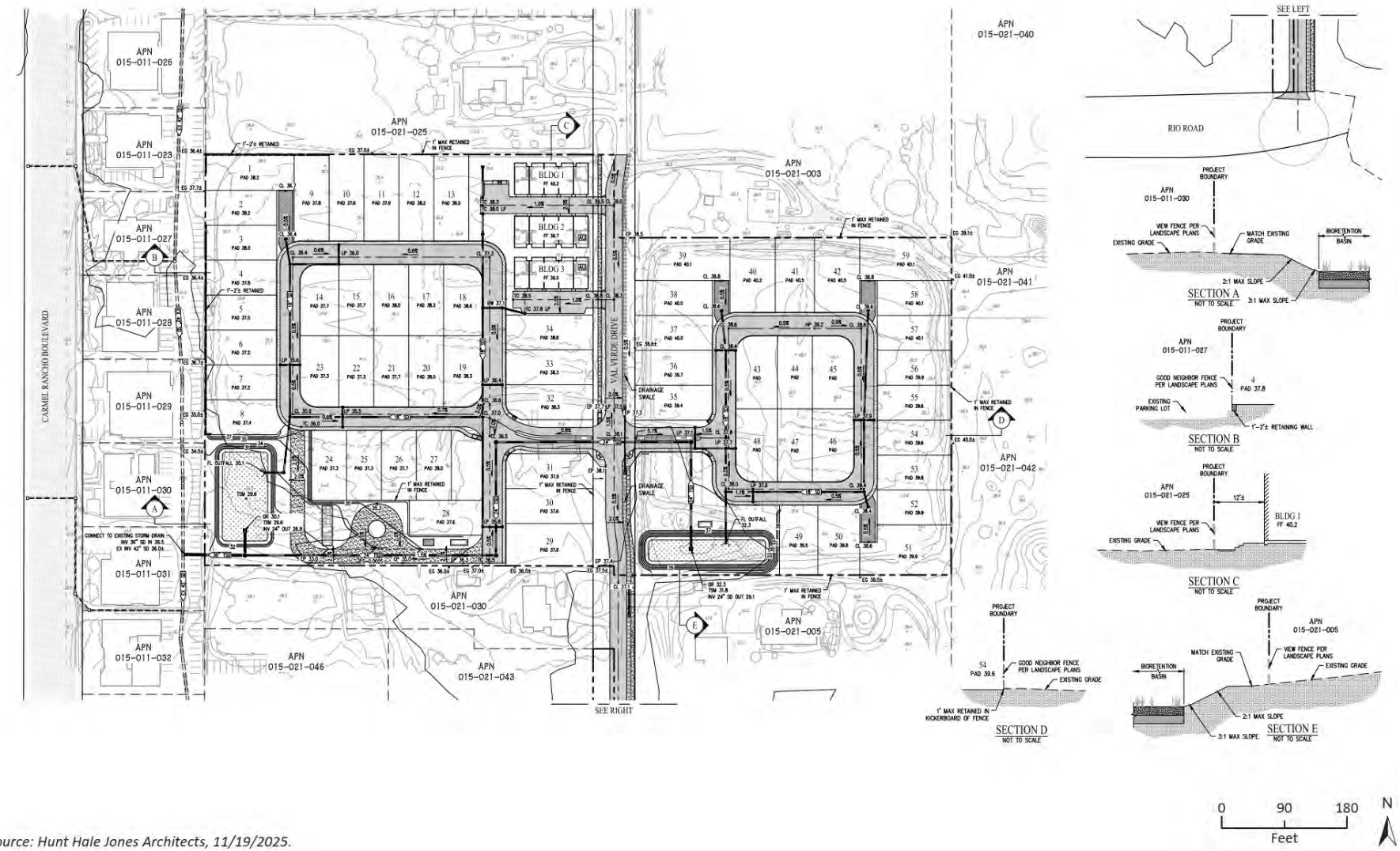
2.2.8 Grading and Construction

Site preparation would involve the demolition of the existing residence and detached garage in the southern portion of the project site and the removal of vegetation over the entire project site. This would include the removal of existing agricultural row crops and planted mixed woodland habitat, including on-site trees which include Monterey cypress, Monterey pine, coast redwood, and box elder.

Grading of the project site would require approximately 18,000 cubic yards of cut and 18,000 cubic yards of fill. The preliminary grading plan is shown in Figure 2-8.

The project is proposed to be prepared, graded, and constructed in a single phase and would be completed within approximately 18 months. Phased construction is not currently anticipated. However, if phasing becomes necessary, it would be completed in two phases (“west side” and “east side”) and would be addressed through conditions of approval and coordination with the County prior to implementation.

Figure 2-8 Preliminary Grading Plan



Source: Hunt Hale Jones Architects, 11/19/2025.

2.3 Required Approvals

This IS-MND is an informational document for both agency decision-makers and the public. The County is the lead agency responsible for adoption of the IS-MND and approving land use permits related to the project. Below is a list of approvals required by Monterey County, including but not limited to project entitlements:

- Combined Development Permit ("entitlements") submitted pursuant to Senate Bill 330 consisting of the following:
  1) A Vesting Tentative Map to subdivide four parcels containing a net 12.5 acres into 60 residential lots;
  2) An Administrative Permit to allow the construction of 59 single family dwellings ranging between approximately 2,790 and 3,930 and 15 1,026 square foot townhomes;
  3) Design Approval to allow use of four conceptual single family residential floor plans and one townhouse floor plan, offered in two architectural styles: Spanish colonial and renaissance;
  4) Use Permit to allow development within the Carmel Valley Floodplain.
  5) Use Permit to allow development on slopes in excess of 25% of approximately 5,000 square feet.

- Construction, Encroachment, and Grading Permits, which includes allocation of County water credits per Allocation request submitted on October 29, 2025.

The following government agencies would or may have some level of approval for one or more components of the proposed project (post-entitlements), as required by State California Environmental Quality Act (CEQA) Guidelines Section 15124(d):

- Monterey Peninsula Water Management District – Permit would be determined based on the project's water supply source, and may include the following:
- Water Distribution Permit to amend the current water system to serve the subdivision (MPWMD Rule 20-A), applicable under the *Monterey Peninsula Water Management District (preferred project water supply source)*; or
- A Wheeling Agreement, a Water Supply Permit Amendment from the State Water Resources Control Board (if needed), and other permits to authorize connection to Cal-Am, applicable under the *Project Riparian Rights (wells) Option 1.*
- Water System Distribution Permit and a Domestic Water Supply Permit from the State Water Resources Control Board, applicable under *Project Riparian Rights (wells) Option 2.*
- Carmel Area Wastewater District – Approval of final wastewater infrastructure plans.
- Monterey Bay Air Resources District - Authority to Construct /Permit to Operate

III. PROJECT CONSISTENCY WITH OTHER APPLICABLE LOCAL AND STATE PLANS AND MANDATED LAWS

Use the list below to indicate plans applicable to the project and verify their consistency or non-consistency with project implementation.

General Plan	☒	Air Quality Management Plan	☒
Specific Plan	☐	Airport Land Use Plans	☐
Water Quality Control Plan	☒	Local Coastal Program-LUP	☐

IV. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED AND DETERMINATION

A. FACTORS

The environmental factors checked below would be potentially affected by this project, as discussed within the checklist on the following pages.

☒ Aesthetics	☒ Agriculture and Forest Resources	☒ Air Quality
☒ Biological Resources	☒ Cultural Resources	☒ Energy
☒ Geology/Soils	☒ Greenhouse Gas Emissions	☒ Hazards/Hazardous Materials
☒ Hydrology/Water Quality	☒ Land Use/Planning	☐ Mineral Resources
☒ Noise	☒ Population/Housing	☒ Public Services
☒ Recreation	☒ Transportation/Traffic	☒ Tribal Cultural Resources
☒ Utilities/Service Systems	☒ Wildfires	☒ Mandatory Findings of Significance

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 the environmental issue areas where there is no potential for significant environmental impact (and not checked above), the following finding can be made using the project description, environmental setting, or other information as supporting evidence.

☐ Check here if this finding is not applicable

FINDING: For the above referenced topics that are not checked off, there is no potential for significant environmental impact to occur from either construction, operation or maintenance of the proposed project and no further discussion in the Environmental Checklist is necessary.

EVIDENCE:

B. DETERMINATION

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature

February 13, 2026
Date

V. EVALUATION OF ENVIRONMENTAL IMPACTS

1) A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on project-specific screening analysis).
2) All answers must take into account the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level mitigation measures from Section XVII, "Earlier Analyses," may be cross-referenced).
5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
    a) Earlier Analysis Used. Identify and state where they are available for review.
    b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
    c) Mitigation Measures. For effects that are "Less Than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8) The explanation of each issue should identify:
   a) The significance criteria or threshold, if any, used to evaluate each question; and
   b) The mitigation measure identified, if any, to reduce the impact to less than significance.

VI. ENVIRONMENTAL CHECKLIST

1. AESTHETICS **Would the project:**		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a)	Have a substantial adverse effect on a scenic vista? (Source: IX.6)	☐	☐	☒	☐
b)	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? (Source: IX.6, 16)	☐	☐	☐	☒
c)	In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality? (Source: IX.6)	☐	☐	☒	☐
d)	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? (Source: IX.4)	☐	☐	☒	☐

Discussion/Conclusion/Mitigation:

The Visual/Scenic Resources policies of the General Plan and Carmel Valley Master Plan are intended to protect the scenic resources of the Carmel Valley area, particularly those in visually "sensitive" or "highly sensitive" areas or areas generally visible from designated Scenic Highways, as well as views of Carmel Valley and distant hills. CVMP Policy CV-3.3 identifies public viewing areas as Garland Ranch Regional Park, Carmel Valley Road, and Laureles Grade Road. Title 21 (Zoning Ordinance) section 21.06.195 defines "common public viewing area" as a public area such as a public street, road, designated vista point, or public park from which the general public ordinarily views the surrounding viewshed. The California Department of Transportation, which manages the State's Scenic Highway Program, recognizes State Route (SR) 1 (0.25 miles west of the project site) as an officially designated Statewide Scenic Highway and Laureles Grade Road (8.3 miles east of the project site) as an officially designated County Scenic Highway. Palo Corona Regional Park (10,000 acres) is located 0.5 miles east and 0.25 miles south of the project site.

Aesthetics Impact 1(a, c) – Less Than Significant Impact

A scenic vista is generally defined as an expansive view of highly valued landscape as observable from a publicly accessible vantage point. The closest scenic vistas to the project site are SR-1, located 0.25 miles west of the project site, and Palo Corona Regional Park, located south (0.25 miles) and east (0.5 miles) of the project site. SR-1 is designated by the California Department of Transportation as a state scenic highway (Source: IX.16). Given the distance and intervening vegetation, the project site is not visible from SR-1. Therefore, the proposed two-story structures and site improvements would not be visible from SR-1.

The project site is not visible from the northern extent of Palo Corona Regional Park due to intervening vegetation; however, construction of the proposed development would be visible along a 0.2-mile stretch of an internal hiking trail due to minimal changes in elevation and the height of the structures. From this vantage point, two-story commercial developments along Carmel Rancho Boulevard and low-density residential development are distantly visible and heavily screened by intervening vegetation. From this vantage point, the introduction of two-story residential development and associated site improvements would not substantially degrade the semi-rural, vegetated viewshed, as the development would be complementary and consistent in height, bulk, and mass with surrounding development. Additionally, the project site is visible from the park's first ridge/mountain, known as Inspiration Point (0.8 miles south). From Inspiration Point, which is recognized by the Monterey County Regional Park District as a vista for the express purpose of hiking, viewing, and sightseeing, the project site is entirely visible and thus the proposed development would also be distantly visible from Inspiration Point. Due to the elevation change of approximately 600 feet, only limited portions of the proposed southern facades and the roofs would be visible. Further, at 0.8 miles south of the project site, the proposed development's scale would appear much smaller due to distance and elevation change. The project's roof-mounted solar panels are presumed to face south. Due to distance and interviewing vegetation or development, the proposed development would heavily screen from Carmel Valley Road. The proposed development would be visible from the intersection of SR-1 and Carmel Valley Road, but all views of the development would be distant and subordinate the surround commercial and developed character of this intersection. Compliance with General Plan Policy LU-1.13 would ensure that all exterior lighting is downlight and all roof-mounted solar panels have a non-reflective coating or other appropriate design to reduce glare. Additionally, the proposed project's open space and landscaping, as well as the size of the residential parcels and massing of the residential units, ensure that the project would be visually compatible with the surrounding development, including the commercial shopping center to the west and the residential subdivision south of Rio Road. Carmel Valley Master Plan Policy CV-1.1 requires that development follow a rural architectural theme to preserve the rural character of Carmel Valley. Consistent with this policy, the project would incorporate two architectural styles (Spanish colonial and Renaissance), with colors and materials consisting of earth tone colors and materials that are complementary to the area. At the proposed density and by incorporating these design details, the proposed project would be compatible with the rural character of Carmel Valley and would not introduce structures that would significantly degrade the public viewshed.

Due to distance, the proposed development would not be visible from Laureles Grade Road, or Garland Ranch Regional Park, and would not block views of the Carmel Valley River or distant hills. No other scenic resources identified within the General Plan or Carmel Valley Master Plan are within proximity to the project site that the proposed residential development would interfere with the viewshed. Given the distance and intervening topography and vegetation between the project site and the area's scenic resources, and the scale and design of the proposed development, the project would have a less than significant impact on scenic vistas.

The project site is in a non-urbanized area (as defined in CEQA Guidelines §15387). The project site is surrounded by a mix of residential and commercial development, as well as undeveloped parcels. The existing visual character of the project site is characteristic of a single family residence and detached garage on a 12.5 acre parcel, which includes 10 acres developed with row crops and 35 trees. Construction of the project would alter the visual character of the site by adding 74 residential units to the site, removing the 35 existing trees, and landscaping the site

with new trees and vegetation. However, the project would be visually consistent with the height and style of existing residential developments in the vicinity of the project site, including the mix of low to high density residential developments to the south of the site across Rio Road. The two architectural styles proposed for the residential units, Spanish colonial and Renaissance, would increase the aesthetic appeal of the project. In addition, the project would include landscaping throughout the residential development, along roadways, and throughout the private and shared open spaces and community gardens, providing vegetative screening and adding to the aesthetic quality of the project. As described above, the project would not significantly impact the viewshed from a scenic vista and would not impact any scenic resource identified by the General Plan. Public views of the project site would be from Val Verde Drive (Source: IX.6). Given that the project would be consistent with the aesthetic qualities of surrounding development, the project would not substantially degrade the visual character of the site or the quality of public views of the site and its surroundings. Impacts would be less than significant.

Aesthetics Impact 1(b) – No Impact

SR-1 is designated by the California Department of Transportation as a state scenic highway (Source: IX.16). Given the distance and intervening vegetation, the project site is not visible from SR-1. Therefore, the proposed two-story structures and site improvements would not be visible from SR-1. No rock outcroppings exist on the project site. Although trees are proposed for removal, these trees are not visible from the nearest State Scenic Highway (SR-1). Finally, the existing structure slated for removal is neither historic nor visible from SR-1. Therefore, the proposed project would not impact or damage scenic resources within a State Scenic Highway.

Aesthetics Impact 1(d) – Less Than Significant Impact

The project site is bordered to the north and south by low density residential properties, to the east by undeveloped high density residential designated land, and to the west by commercial development. There are moderate levels of existing lighting typical of the surrounding residential and commercial land uses. Primary sources of light and glare within the vicinity of the project site include interior and exterior lighting associated with the existing residential and commercial buildings, vehicle headlights, and streetlights. Existing light on the project site is limited to the on-site residence. Following completion of construction, the project would include new lighting for the proposed development, including exterior building lighting, interior lighting visible through windows, car headlights, and driveway lights. Further, the roof-mounted solar may create glare during the daytime. Although the project would introduce new sources of lighting and/or glare, the proposed lighting would be similar to surrounding land uses that already contribute to ambient light levels at night in the project area. As conditioned, all new exterior lighting and roof mounted solar would be installed in compliance with Chapter 21.63 of the County's Zoning Ordinance and Policy LU-1.13 of the General Plan, which requires lighting and other sources of glare (e.g., solar) to be glare-free and focused on intended areas (Source: IX.4).Sources of glare associated with the project site include vehicles parked in driveways or in the designated street parking spaces. The residences are not anticipated to be constructed with reflective building materials or finishes that would contribute additional glare. Accordingly, the project would introduce new sources of light and glare beyond existing conditions; however, these sources would be consistent with existing uses and would not substantially affect daytime or nighttime views. Therefore, impacts associated with light and glare would be less than significant.

2. AGRICULTURE AND FOREST RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? (Source: IX.11, 90)	☐	☐	☒	☐
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? (Source: IX.23, 90)	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))? (Source:IX.2)	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use? (Source: IX.2)	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use? (Source: IX.11)	☐	☐	☐	☒

Discussion/Conclusion/Mitigation:

A Land Evaluation and Site Assessment (LESA) report was prepared by David J. Powers and Associates, Inc. on January 14, 2026 (Source: IX.90). The California LESA model is a quantitative methodology used to evaluate potential agricultural resource impacts based on the quality of agricultural soils and the surrounding land uses. These factors are scored and combined to generate a total LESA score. The purpose of the report was to provide a quantitative assessment to evaluate the project's potential impacts to agricultural resources. The report presents an explanation of the LESA model, results of the modeling, and conclusions based on the assessment.

Agriculture and Forest Resources Impact 2(a) – Less Than Significant Impact

Within the 12.5-acre project site, approximately 11.2 acres are designated as Prime Farmland under the California Department of Conservation Farmland Mapping and Monitoring Program (FMMP) (Source: IX.11). The remaining 1.3 acres consist primarily of land designated under the FMMP as Urban along the southern portion of the site and a small portion (less than 0.1 acres) of Grazing Land along the northeastern boundary (Source: IX.11). Figure 6.2-1 shows the FMMP land designations within the project site. As discussed in subsection 2.2, *Existing Site Characteristics*, approximately 10 acres of the 12.5-acre project site are currently used for row crop agriculture producing strawberries, melons, artichokes, squash, pumpkins, fennel, fava beans, zucchini, radishes, and flowers. The project would convert the entire 11.2 acres designated as Prime Farmland from the current agriculture use to non-agricultural use as a residential development.

Chapter 21.92 (Regulations to Mitigate For Development On Farmland) of the County's Zoning Ordinance establishes regulations to mitigate the loss of farmland, as designated by the FMMP, as a result of development or the conversion of farmland to non-agricultural uses or the redesignation of land from an agricultural designation, pursuant to the General Plan (e.g., Farmland, Permanent Grazing, and Rural Grazing) to any designation other than an agricultural designation (e.g., Commercial, Industrial, Residential, or Public/Quasi-Public). However, Chapter 21.92 only applies to land designated or zoned for agriculture. The project site is designated in the CVMP as Low Density Residential and is zoned as Low Density Residential within a Design Control District, both of which are designated for residential uses (Source: IX.2). As such, Chapter 21.92 does not apply to the proposed project and thus does not trigger mitigation requirements described in section Title 21 section 21.92.030.

Because the project site contains 11.2 acres of land designated as Prime Farmland, a LESA report was prepared to quantitatively evaluate the project's potential impacts on agricultural resources. Using the California LESA model, the assessment evaluates both soil quality and surrounding land uses to determine the significance of agricultural land conversion. LESA scores range from zero to 100, with scores between zero and 39 indicating no significant impact to agricultural resources, scores of 80 or higher indicating a significant impact, and scores between 40 and 79 considered potentially significant depending on individual sub-scores. According to the LESA report, the project's overall LESA score is 68.5 (Source: IX.68). While scores within the 60–79 range can indicate a significant impact, significance is not triggered when either the Land Evaluation or Site Assessment sub-score is below 20 points. The project's Land Evaluation sub-score is 49.75, reflecting the agricultural capability of underlying soils, while the Site Assessment sub-score is 18.75 due to the limited extent of surrounding agricultural lands (Source: IX.11, 90).

Figure 6.2-1 Prime Farmland within the Project Site



Imagery provided by Esri and its licensors © 2025.
Farmland data provided by California Department of Conservation, 2020.

25-17790 EPS
Fig X Prime Farmland in Project Site

In summary, although the FMMP identifies the project site as Prime Farmland, the site is designated and zoned for Low Density Residential use under the CVMP and is located within a Design Control District. Because the site's land use designation is residential, County Zoning Ordinance Chapter 21.92, which establishes mitigation requirements for development on agriculturally designated land, does not apply to the project. In addition, the LESA report concludes that the site is isolated from other important farmlands and does not function as part of a broader agricultural landscape, meaning the conversion of Prime Farmland to non-agricultural use for the project would not significantly affect agricultural resources. The Monterey County Agriculture Commissioner's Office reviewed the proposed project and the LESA and concurred with it's less than significant impact determination. Therefore, based on the site's residential land use designations and the LESA sub-scores indicating limited agricultural context, the project would not result in a significant impact converting Prime Farmland to non-agricultural use. Impacts would be less than significant.

Agriculture and Forest Resources Impact 2(b) - No Impact

As identified in the CVMP, the project site is currently zoned for Low Density Residential development within a Design Control District. The project would not conflict with existing zoning for agricultural use, as the site is not zoned for agriculture. According to the County Agricultural Commissioner's Office, there are no Williamson Act contracts in effect for the project site (Source: IX.23). As a result, the project would not conflict with existing zoning for agricultural uses or Williamson Act contracts. No impact would occur.

Agriculture and Forest Resources Impact 2(c & d) - No Impact

The project site has historically been used for agricultural purposes and is characterized by several mature trees and scattered vegetation. The project site is developed with a single family residence, detached garage, and row crops. The project site is zoned as Low Density Residential. The project site is not zoned forest land (as defined in Public Resources Code Section 12220[g]); timberland (as defined by Government Code Section 51104[g]); or timberland zoned Timberland Production (as defined by Government Code Section 51104[g]). As such, the project would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production. Additionally, pursuant to the Tree Inventory, Assessment, and Protection Report prepared for the project (Source: IX.14), there are no forest or timberland resources on or in the vicinity of the project site. One native tree is proposed for removal; however, this single tree does not qualify as a forest resource because it does not constitute 10 percent native tree coverage on the site. Therefore, the project would not result in the loss of forest land or the conversion of forest land to non-forest use. No impact would occur.

Agriculture and Forest Resources Impact 2(e) - No Impact

The project would not involve other changes to the existing environment, that due to their location or nature, could result in conversion of farmland to non-agricultural use or forest land to non-forest use. While the project would directly convert Prime Farmland to non-agricultural residential use, the project does not include additional changes such as new access roads, utility extensions, off site grading, or other improvements that would indirectly result in farmland or forest land conversion. Therefore, the project would not result in other changes that could result in conversion of farmland or forest land and there would be no impact.

3. AIR QUALITY

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan? (Source: IX.68)	☐	☐	☒	☐
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard? (Source: IX.68)	☐	☐	☒	☐
c) Expose sensitive receptors to substantial pollutant concentrations? (Source: IX.68, 69, 70, 71, 72)	☐	☐	☒	☐
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people? (Source: IX.73)	☐	☐	☒	☐

Discussion/Conclusion/Mitigation

The CEQA Guidelines state that the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the significance determinations for project analysis.

Thresholds of Significance

Monterey Bay Air Resources District (MBARD) has issued criteria for determining the level of significance for project specific impacts within its jurisdiction in accordance with the above thresholds. Based on criteria applied in or adapted from the MBARD Guidelines, the project's impacts on criteria air pollution would be significant if the project would:

- Be inconsistent with the adopted Air Quality Management Plan (AQMP).
- During construction:
  - Cause a violation of the particulate matter of 10 microns or less (PM_{10}) Ambient Air Quality Standards (AAQS) nearby or upwind of sensitive receptors, based on whether the project would:
    - Emit greater than 82 pounds per day (lbs/day) of PM_{10} if located nearby or upwind of sensitive receptors (note: projects which require minimal earthmoving on 8.1 or more acres per day or grading and excavation on 2.2 or more acres per day are likely to exceed this threshold); or
    - Use equipment that is not "typical construction equipment" as specified in Section 5.3 of the MBARD CEQA Guidelines.

- During operations:
  - Generate direct (area source or stationary) plus indirect (operational or mobile) emissions of either Reactive Organic Gases (ROG) or Nitrogen Oxides (NO_X) that exceed 137 lbs/day;
  - Generate on-site emissions of PM_{10} exceeding 82 lbs/day;
  - Generate direct emissions of Carbon Monoxide (CO) exceeding 550 lbs/day;
  - Generate direct emissions of Sulfur Oxides (SO_X) exceeding 150 lbs/day.
  - Cause or substantially contribute to a violation of a CO standard.

Air Quality Management Plan Consistency

Residential projects that increase population will also generate population-related emissions (e.g., motor vehicles, residential heating and cooling emissions). A project would conflict with or obstruct implementation of the 2015 AQMP for the Monterey Bay Region if it is inconsistent with the plan's growth assumptions, in terms of population, employment, or regional growth in vehicle miles traveled. These population forecasts were developed, in part, using data obtained from local jurisdictions on projected land uses and population projections identified in community plans. Projects that result in an increase in population that is inconsistent with local community plans would be considered inconsistent with the AQMP. MBARD utilizes residential units to determine consistency rather than population because residential units are closely related to population and jurisdictions have the ability to track the housing stock in their area. To determine a project's consistency, a project's proposed residential units are compared to the existing and approved residential units within the jurisdiction. If the jurisdiction's residential units, including the project, are less than the forecast in the AQMP, then the project is consistent. If the jurisdiction residential units, including the project, exceed the forecast in the AQMP, then the project is not consistent.

Methodology

The analysis of air quality impacts conforms to the methodologies recommended in MBARD's CEQA Air Quality Guidelines. The handbook includes thresholds for emissions associated with both construction and operation of proposed projects.

Construction Emissions

The California Emissions Estimator Model (CalEEMod, version 2022.1.1.37) was used to estimate construction emissions from off-road equipment and fugitive dust generated during the construction phase. CalEEMod quantifies emissions associated with the use of off-road equipment, on-road worker commute, and construction delivery and haul trucks. Fugitive dust emissions are quantified for grading and site preparation activities/earthwork, truck loading, demolition, and vehicle trips on paved and unpaved surfaces. The program calculates fugitive dust associated with on-site earthwork, including on-site grading and site preparation phases, based on the construction equipment to be used (e.g., crawler tractors, graders, dozers, scrapers), hours of use, and the estimated area of disturbance calculated for each piece of equipment.

Operational Emissions

Operational emissions associated with on-site development were estimated using CalEEMod default vehicle trip data provided for residential units. Operational emissions would be comprised of mobile source emissions, emissions associated with energy consumption, and area source emissions. Mobile source emissions are generated by the increase in vehicle trips to and from the project site associated with operation of the project. Emissions attributed to energy use include electricity (although strictly related to greenhouse gas [GHG] emissions) and natural gas consumption for space and water heating and cooling, etc. Area source emissions are generated, for example, by landscape maintenance equipment, consumer products, and architectural coatings. Emissions from the existing conditions on the site and the emissions from the full build-out of the project were calculated in order to find the net change in operational emissions at the project location.

Air Quality Impact 3(a) – Less Than Significant Impact

The California Air Resources Board (CARB) coordinates and oversees both state and federal air quality control programs in California. CARB has established 14 air basins statewide, and the project site is in the North Central Coast Air Basin (NCCAB), which is under the jurisdiction of MBARD. ~~The NCCAB is currently designated as nonattainment for the state particulate matter that is PM_{10} standards and nonattainment-transitional for the state one-hour and eight-hour ozone standards.~~ The NCCAB is designated as in attainment for all federal standards and other state standards. MBARD is responsible for enforcing the state and federal air quality standards and regulating stationary sources through the 2015 AQMP for the Monterey Bay Region, adopted on March 15, 2017 (Source: IX.68).

As discussed above under Section VI.3, Air Quality, *Air Quality Management Plan Consistency*, a project would conflict with or obstruct implementation of the AQMP for the Monterey Bay Region if it is inconsistent with the growth assumptions included in the 2012-2015 AQMP (Source: IX.68). The project involves the construction of 74 residential units which would result in an increase in the County's population. Based on an average household size of 2.84 persons per dwelling unit in unincorporated Monterey County, derived from Department of Finance estimates, the project would house approximately 211 residents (Source: IX.17). The population growth projections used in the 2012-2015 AQMP forecast show that the population of Monterey County will reach 495,086 residents by 2035, an increase of 31,202 from 2025 projections (Source: IX.68). The project's buildout would not exceed the AQMP population growth forecast for the County. The project's population growth represents approximately 0.70 percent of the total population growth expected in Monterey County between 2025 and 2035. The MBARD AQMP anticipated the level of population growth associated with the project in Association of Monterey Bay Area Governments (AMBAG)'s long-term population forecasts. Therefore, it would not exceed official regional population projections. The project would be consistent with AQMP growth assumptions and accommodated within and consistent with the AQMP. Therefore, impacts would be less than significant.

The owner/applicant provided the equipment that would be used for project construction. The equipment anticipated for project construction would be “typical” as specified in Section 5.3 of the MBARD CEQA Guidelines, and is considered standard equipment within the CalEEmod

Model. As such, the construction equipment that would be used for the project would not conflict with the 2015 AQMP.

In summary, the project would not result in population growth that would exceed the 2015 AQMP forecast, nor would the project result in emissions exceeding MBARD criteria pollutant thresholds or utilize construction equipment that is not accounted for within the CalEEmod Model. Therefore, the project would not conflict with or obstruct implementation of the applicable air quality plan (the 2015 AQMP). Impacts would be less than significant.

Air Quality Impact 3(b)– Less Than Significant Impact

As discussed under Section VI.3, *Air Quality,* Impact (a), the NCCAB is currently designated as nonattainment for the state PM_{10} standard and nonattainment-transitional for the state one-hour and eight-hour ozone standards (Source: IX.68).

Construction emissions are generally referred to as temporary impacts of a project. However, construction emissions have potential to represent a significant impact with respect to air quality. Fugitive particulate matter dust emissions are among the pollutants of greatest concern with respect to construction activities. Emissions from construction activities can lead to adverse health effects and nuisance concerns, such as reduced visibility and soiling of exposed surfaces. Grading operations are the primary sources of fugitive particulate matter dust emissions. However, these emissions can vary greatly, depending on the level of activity, the specific operations taking place, the number and types of equipment operated, vehicle speeds, local soil conditions, weather conditions, and the amount of earth disturbance (e.g., site grading, excavation, cut and fill).

Emissions of ozone precursors NO_X and ROG are primarily generated by the operation of off-road construction equipment and mobile sources (i.e., delivery vehicles, construction worker vehicles). Generation of these emissions vary as a function of the types and number of heavy-duty, off-road equipment used and the intensity and frequency of their operation, as well as vehicle trips per day associated with delivery of construction materials, the importing and exporting of soil, vendor trips, and worker commute trips.

The project would involve demolition, site-preparation, grading, excavation, and paving, to develop 74 new residential units. The ozone precursors NO_X and ROG would be emitted by the operation of construction equipment, while PM_{10} would be emitted by activities that disturb the soil, such as grading and excavation.

Off-road equipment exhaust emissions, including from United States Environmental Protection Agency (USEPA)-defined non-road engines, were calculated based on emissions factors for individual pieces of construction equipment within CalEEMod and applicant-provided assumptions for the amount of construction equipment that would be operating during the construction phase and each subphase. The CalEEMod results provide the total peak emissions that would occur if all construction equipment required for the project would be operating on the same day for a total of eight hours. This is a conservative estimate; actual peak emissions would generally be lower, since it is unlikely that all construction equipment would operate simultaneously. Emissions would also be generated by construction employees traveling to and from the site, as well as trucks hauling materials to and from the site. According to MBARD,

construction related emissions could result in adverse health risks to nearby sensitive receptors if emission thresholds are exceeded (Source: IX.68).

Project construction would result in the temporary generation of vehicle and equipment exhaust and fugitive dust for the duration of construction activities. To provide a maximum case evaluation of daily construction emissions, this analysis assumed that all units on the project site would be developed concurrently. Construction emissions related to the project are presented in Table 6.3-1.

Table 6.3-1 Estimated Daily Construction Emissions

Estimated emissions (lbs/day)	ROG	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
2026 Maximum Daily Emissions	1	4	41	<1	5	2
2027 Maximum Daily Emissions	1	4	34	<1	<1	<1
MBARD Threshold	N/A	N/A	N/A	N/A	82	N/A
Threshold Exceeded?	***N/A***	***/***	***/***	***/***	***No***	***/***

See CalEEMod Calculations, Source: IX.74

As shown in Table 6.3-1, temporary emissions during construction would not exceed MBARD's significance thresholds. Further, per the draft Construction Management Plan, less than 2.2 acres of grading and excavation and less than 8.1 acres of earthmoving would occur per day during construction. As such, short-term air quality emissions during project construction would be less than significant.

Operational emissions would result from ongoing activities associated with occupancy of the proposed 74 residential units, including motor vehicle trips generated by residents, visitors, and service providers, as well as energy consumption for building operations such as electricity and natural gas use for space heating, water heating, cooking, and other household uses. These activities would generate criteria air pollutants and greenhouse gas emissions on a daily basis for the life of the project. Because there is one existing residence on the site, the existing emissions from this residence were subtracted from the project's total operational emissions to calculate the project's net change in operational emissions. Table 6.8-2 summarizes the operational emissions from the project.

Table 6.3-2 Estimated Annual Operational Emissions

	Estimated Emissions (lbs/day)					
	ROG	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
Mobile	3	2	17	<1	4	1
Area	6	1	7	<1	<1	<1
Energy	<1	1	<1	<1	<1	<1
Total Project	**9**	**4**	**24**	**<1**	**4**	**1**
Less: Existing Emissions	-<1	-<1	-<1	-<1	-<1	-<1
Net Emissions	**9**	**4**	**24**	**<1**	**4**	**1**
MBARD Threshold	*137*	*137*	*550*	*150*	*82*	*N/A*
Threshold Exceeded?	***No***	***No***	***No***	***No***	***No***	***N/A***

See CalEEMod calculations, Source: IX.74

As shown in Table 6.3-2, project operational emission would not exceed the applicable MBARD thresholds for any of the criteria pollutants. Therefore, project operation would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard.

Air Quality Impact 3(c)– Less Than Significant Impact

Construction Dust

As described in Section VI.3, *Air Quality*, Impact (b), project construction emissions would not exceed MBARD daily thresholds (Source: IX.68). The nearest existing sensitive receptors are existing residences located adjacent, south, east, and west of the project site and the residential development directly south of Rio Road.

MBARD recommends evaluating potential impacts to sensitive receptors within 1,000 feet of a project site; however, as discussed in Section VI.3, *Air Quality*, Impact (b), the highest daily PM_{10} emissions associated with project construction would not exceed the MBARD's threshold of 82 lbs/day. This estimate for PM_{10} emissions does not include compliance with MBARD Rule 400 (Visible Emissions), Rule 425 (Use of Cutback Asphalt), and Rule 426 (Architectural Coatings), which would further reduce emissions of dust particulates by minimizing overspray and volatilization of coating materials that could otherwise become aerosolized and contribute to localized particulate concentrations, as well as ROGs by limiting the volatile organic compound (VOC) content of architectural coatings used on-site during construction activity (Source: IX.69). Therefore, the project would not have a significant impact on any sensitive receptors through an exposure to substantial pollutant concentrations relating to construction dust. Impacts would be less than significant.

Short-Term Construction Toxic Air Contaminants

Project construction would result in temporary project-generated emissions of diesel particulate matter (DPM) (exhaust emissions) from off-road, heavy-duty diesel equipment for site preparation, demolition, grading, building construction, and other construction activities. DPM was identified as a toxic air contaminant (TAC) by CARB in 1998 (Source: IX.69, 70).

Generation of DPM from construction projects typically occurs in a single area for a short period. Project construction would involve the use of heavy construction equipment over approximately 18 months. The dose to which the receptors are exposed is the primary factor used to determine health risk. Dose is a function of the concentration of a substance or substances in the environment and the extent of exposure that person has to the substance. Dose is positively correlated with time, meaning that a longer exposure period would result in a higher exposure level for the Maximally Exposed Individual. The risks estimated for a Maximally Exposed Individual are higher if a fixed exposure occurs over a longer period of time. According to the California Office of Environmental Health Hazard Assessment, health risk assessments, which determine the exposure of sensitive receptors to toxic emissions, should be based on a 70-year exposure period; however, such assessments should be limited to the period/duration of activities associated with the project. Thus, the duration of proposed construction activities (i.e., 18 months) is approximately five percent of the total exposure period used for 30-year health risk

calculations. Current models and methodologies for conducting health-risk assessments are associated with longer-term exposure periods of 9, 30, and 70 years, which do not correlate well with the temporary and highly variable nature of construction activities, resulting in difficulties in producing accurate estimates of health risk (Source: IX.71).

Based on the project design, construction equipment would be equipped with USEPA Tier 4 engines, which greatly reduce DPM emissions compared to older engines. With the use of Tier 4 engines, DPM generated by project construction is not anticipated to create conditions where the probability is greater than ten in one million of contracting cancer for the Maximally Exposed Individual or to generate ground-level concentrations of non-carcinogenic TACs that exceed a Hazard Index greater than one for the Maximally Exposed Individual. Therefore, project construction would not expose sensitive receptors to substantial TAC concentrations, and impacts would be less than significant.

Operational Toxic Air Contaminants

DPM would be emitted from diesel-fueled off-road equipment, including equipment used during landscaping, and by project-generated traffic (on-road diesel vehicles) within the vicinity of the site. The particulate matter component of diesel exhaust has been classified as a TAC by CARB based on its potential to cause cancer and other adverse health effects. Urban roads with traffic volumes exceeding 100,000 vehicles per day or rural roads with volumes greater than 50,000 vehicles per day are potentially hazardous sources of TACs within 500 feet of a sensitive receptor (Source: IX.72). Roadways near the project site do not have traffic volumes that exceed these thresholds (see Section VI.17, *Transportation/Traffic*). Therefore, the project site is not located near any major sources of TACs, and the project would not expose sensitive receptors to substantial pollutant concentrations. Impacts would be less than significant.

Carbon Monoxide Hotspots

Areas with high vehicle density, such as congested intersections and parking garages, have the potential to create high concentrations of CO, known as CO "hot spots," which can expose sensitive receptors to substantial pollutant concentrations. Specifically, hot spots can be created at intersections where traffic levels are sufficiently high such that the local CO concentration exceeds the federal AAQS of 35.0 parts per million (ppm) or the state AAQS of 20.0 ppm.

According to the MBARD CEQA Air Quality Guidelines, a local CO hotspot analysis should be conducted if:

1. Intersections or road segments that operate at Level of Service (LOS) D or better would operate at LOS E or F with the project's traffic,
2. Intersections or road segments that operate at LOS E or F where the volume-to-capacity (V/C) ratio would increase 0.05 or more with the project's traffic,
3. Intersections that operate at LOS E or F where delay would increase by 10 seconds or more with the project's traffic,
4. Unsignalized intersections which operate at LOS E or F where the reserve capacity would decrease by 50 or more with the project's traffic,

5. The project would generate substantial heavy duty traffic or generate substantial traffic along urban street canyons or near a major stationary source of CO.

As further described in Section VI.17, *Transportation/Traffic*, the project would involve the development of 74 residences and would not generate substantial heavy duty truck traffic or generate substantial traffic along urban street canyons or near major stationary sources of CO. Although the project would add vehicle trips to these segments, it would not further degrade existing LOS, nor increase the V/C ratio or delay substantially enough to warrant a CO hotspot analysis (see Section VI.17, *Transportation/Traffic)*. As such, CO hotspot impacts would be less than significant.

Air Quality Impact 3(d) – Less Than Significant Impact

Project construction would generate temporary odors from vehicle exhaust and equipment exhaust. However, construction-related odors would disperse and dissipate and would not cause substantial odors at the closest sensitive receptors, such as nearby residences to the north or south of the project site (Source: IX.73). Contractors would be required to comply with the provisions of California Code of Regulations (CCR) Sections 2449 and 2485, which prohibit diesel-fueled commercial motor vehicles and off-road diesel vehicles from idling for more than five minutes to minimize unnecessary fuel consumption, which would limit exhaust fumes. In addition, construction-related odors would be temporary and would cease upon completion of construction. During operation, the proposed residences would not be expected to produce other emissions, such as lead, or result in nuisance odors. Therefore, the project would not result in other emissions, such as those leading to odors, that could adversely affect a substantial number of people. Impacts would be less than significant.

4. BIOLOGICAL RESOURCES **Would the project:**	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? (Source: IX.14, 58, 59)	☐	☒	☐	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Game or US Fish and Wildlife Service? (Source: IX.58, 59, 60, 61)	☐	☐	☐	☒
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? (Source: IX.59, 60, 61)	☐	☐	☐	☒
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? (Source: IX.58, 59, 60)	☐	☐	☒	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? (Source: IX.2, 14)	☐	☒	☐	☐
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? (Source: IX.2, 4, 58)	☐	☐	☐	☒

Discussion/Conclusion/Mitigation:

Rana Creek Habitat Restoration (RANA) completed a Biological Assessment of the project site in May 2024. The assessment included a review of literature and regional resource agency databases including the California Department of Fish and Wildlife (CDFW) California Natural Diversity Database (CBDDB), United States Fish and Wildlife Service (USFWS) Critical Habitat Mapper, USFWS wetland data, Natural Resource Conservation Service Soil Survey, California Native Plant Society's Inventory of Rare and Endangered Plants, and USFWS Information for Planning and Consultation; and a field reconnaissance survey conducted by RANA biologists on May 9, 2024 (Source: IX.58; County of Monterey Library No. LIB240302). Monk & Associates (M&A) prepared a Due Diligence Biological Site Assessment Report for the project site in May 2024 (revised December 2025). This assessment included a review of literature and regional resource agency databases including the CDFW CNDDB, California Native Plant Society's Inventory of Rare and Endangered Plants, and a field reconnaissance

survey conducted by M&A biologists on May 29, 2024 (Source: IX.59; County of Monterey Library No. LIB250157). M&A prepared two additional memos for the project, the Memo Discussing Findings on the Willow Stand, and the Memo on the USGS Hydrography Dataset. The memos included an additional field survey conducted by an M&A biologist on December 17, 2025 and a review of the United States Geological Survey (USGS) National Hydrography Dataset (Source: IX.60, 61). Richard Gessner prepared a Tree Inventory, Assessment, and Protection Report for the project site in April 2025. The assessment included a tree survey by an arborist on February 5, 2025 (Source: IX.14; County of Monterey Library No. LIB250132). The purpose of these reports was to determine the presence of biological resources at the project site. The reports present an explanation of the research, investigation procedures, results of surveys and research findings, and recommendations for the project, and were used to develop the analysis for this section.

The 12.5-acre project site is mostly flat at an elevation of 33 feet above mean sea level. The project site is located approximately 1,050 feet north of the Carmel River and approximately 725 feet north of the Carmel River riparian corridor. There are no regulatory waters, aquatic resources, or wetlands on-site. The entire project site is highly disturbed from the current agricultural use and is developed with row crops, a single family residence, and detached garage. The majority of the site supports agrestal cropland[2] and ruderal herbaceous vegetation. A planted mixed woodland surrounds the residence in the south-central portion of the project site with species such as Monterey cypress (*Hesperocyparis macrocarpa*), Monterey pine (*Pinus radiata*), myoporum (*Myoporum laetum*), coast redwood (*Sequoia sempervirens*), box elder (*Acer negundo*), and holly-leafed cherry (*Prunus ilicifolia*). The understory is dominated by nonnative invasive plants, including thistles, Arundo, cape ivy, hemlock, black mustard, and nasturtium. The project site is surrounded by a mix of residential and commercial development, as well as undeveloped parcels. The project site is bordered to the north and south by low density residential designated properties developed with single family residences; to the east by undeveloped high density residential designated land; and to the west by visitor accommodation/professional office designated land developed with existing commercial use buildings and associated parking lots. Immediately east and southeast of the project site lies the former Rancho Cañada Golf Club, which is planned for redevelopment for residential and recreational uses as the Ranch Cañada Village Subdivision to include approximately 145 residential units and 38-acres of permanent open space. Beyond the planned Ranch Cañada Village Subdivision, the project site is surrounded to the south and east by Palo Corona Regional Park.

Biological Resources Impact 4(a) – Less Than Significant with Mitigation Incorporated

Special Status Plants

Based on the review of resource agency databases, 25 special status plants are known to occur or have the potential to occur within a 1.6 mile radius of the project site (Source: IX.58). During the 2024 field surveys conducted by RANA and M&A, the potential for special status plants to occur on the project site was evaluated. No special status plant species were observed during the field surveys. Based on the absence of suitable habitat and previous site disturbance, the field surveys determined that special-status plant species do not have the potential to occur on the project site

[2] Agrestal cropland is a weed dominated community of rural, agricultural areas that form in areas disturbed by agricultural cultivation (Source: IX.59).

(Source: IX.58, 59). Plant communities observed during the field surveys included agrestal croplands, ruderal herbaceous vegetation, and a small, disturbed mixed woodland around the single-family residence along the southern boundary of the project site, as shown in Figure 6-4.1. The mixed woodland was determined to have been intentionally planted, not part of a native stand, and impacted by non-native species and human disturbance (Source: IX.58). Given the confirmed lack of presence or suitable habitat for special status plants, the project would not result in impacts to special status plants either directly or indirectly through habitat modifications, and potential impacts to special status plants would be less than significant.

Special Status Wildlife

Based on the review of resource agency databases, 23 special status animals are known to occur or have the potential to occur within a 1.6 mile radius of the project site (Source: IX.58). According to the 2024 field surveys, three special status animal species were identified as having the potential to occur within the project site based on the presence of suitable habitat or foraging. The potential for the remaining species identified in the database reviews was eliminated based on known occurrences, lack of aquatic habitat, and the highly disturbed nature of the project site due to agricultural activities that have eliminated the habitat conditions these species require (Source: IX.59, 60, 61). These species are not discussed further in this section.

The planted mixed woodland provides suitable habitat for Monterey dusky-footed woodrat (*Neotoma macrotis Luciana),* California red-legged frog *([CRLF] Rana draytonii),* overwintering monarch butterfly *(Danaus plexippus),* and potential nesting and foraging habitat for non-game migratory birds and native birds protected by California Fish and Game Code Section 3503 and the Migratory Bird Treaty Act. Trees within this vegetation community are proposed for removal, which would have a direct effect on these species through habitat loss or nest destruction. The project would indirectly affect these species during project operation as a result of increased human presence and habitat modifications (Source: IX.58, 59). See below for a discussion of potential impacts associated with the three special status animal species that have the potential to occur within the project site.

Monterey dusky-footed woodrat

The Monterey dusky-footed woodrat, a subspecies of the common woodrat, is a California species of special concern. This species requires dense cover, such as oak woodlands or willow riparian areas. Woodrats nests are typically multi-chamber structures composed of dead woods, leaves and grass and are often found next to trees. Multiple nests with signs of recent activity were observed within the planted mixed woodland area during the 2024 field surveys (Source: IX.58, 59). If present, individuals could be directly impacted by tree removal and ground-disturbing activities through injury, mortality, habitat loss, or nest destruction, and indirectly impacted during project operation due to increased human presence and habitat loss. These impacts would be potentially significant. **Mitigation Measures BIO-1** and **BIO-2** would be implemented to avoid significant impacts to Monterey dusky-footed woodrat during construction, reducing the impact to a less than significant level.

Figure 6.4-1 Plant Communities within the Project Site



Imagery provided by Esri and its licensors © 2026.

25-17790 BIO
Fig X Vegetation Communities

California red-legged frog

The CRLF is federally Threatened and a California species of special concern. This species uses both aquatic and upland habitats for migration and dispersal and may travel distances up to three miles during the course of a wet season. The project site is not within critical habitat for the species, although designated critical habitat for the CRLF is present to the south, east, and northeast of the project site. The closest critical habitat unit to the project site, MNT2, is located adjacent to the Carmel River 0.1 mile south of the project site. No CRLF were observed within the project site during the 2024 field surveys, but there are two CNDDB occurrences of the species within three miles of the project site. The nearest record (Occurrence #1107) in 2003 was adjacent to the Carmel River, approximately 600 feet southeast of the project site (Source: IX.58).

Although the Carmel River provides suitable dispersal/migration habitat for the species, there is no direct connection from the Carmel River to the project site, and the species would need to travel 0.25-mile through uplands or along ephemeral drainages and culverts to occur on the site. Once on-site, there is no suitable aquatic breeding habitat for the species (Source: IX.59). There are closer occurrences within water features on the former golf course east of the site that may provide suitable habitat (approximately 314 feet east of the property). Typical upland habitat consists of downed woody vegetation, leaf litter, and small mammal burrows, densely vegetated areas, and even man-made structures (i.e., culverts, livestock troughs, spring-boxes, abandoned sheds) up to 328 feet from breeding habitat (Source: IX.77). CRLF may migrate to upland habitats or between breeding ponds, especially when aquatic habitat dries seasonally; however, most of these movements are small scale (within 85 feet). Occasionally, individuals have been documented making far ranging movements of up to 1.7 miles (Source: IX.77). However, a review of aerial imagery indicates that these golf course ponds have remained dry year-round for many years (Source: IX.58). Therefore, there is a moderate potential for this species to occur during upland movement. If present, individuals could be significantly impacted during construction and grading activities. **Mitigation Measures BIO-1, BIO-3,** and **BIO-4** would be implemented to avoid significant impacts to CRLF during construction, reducing the impact to a less than significant level.

Overwintering monarch butterfly

The planted Monterey cypress trees along the southern boundary of the property could provide temporary, marginal habitat for overwintering monarch butterflies; however, the trees are isolated and subject to wind and human disturbance. As such, they do not meet the requirement for overwintering habitat. No monarch butterflies were observed during the 2024 field surveys, and none were observed by RANA during past site surveys conducted in 2012 and 2022 (Source: IX.59). The nearest CNDDB record (Occurrence #85) of overwintering monarch butterfly was 2.8 miles southwest of the project site. This record documents a species population first observed in December 1984 and last observed in 1985. Fewer than 100 individuals were observed in 1985, and none were observed in 1990 (Source: IX.59). Based on the lack of known occurrences and marginal suitable habitat, the potential for monarch butterfly to occur on the project site is very low. Additionally, the project would not impact any overwintering or foraging habitat, as the site is actively farmed. Impacts to monarch butterfly would be less than significant.

Nesting birds

Non-game migratory birds and native birds protected by California Fish and Game Code Section 3503 and the Migratory Bird Treaty Act, including white-tailed kite *(Elanus leucurus)*, Cooper's hawk *(Accipiter cooperii)*, red-shouldered hawk *(Buteo lineatus)*, Anna's hummingbird *(Calypte anna)*, Bewick's wren *(Thryomanes bewickii)*, and other migratory birds may nest or forage within the planted mixed woodland area along the southern boundary of the project site. No nests were observed during the field surveys; however, protected bird species listed above were observed to be present and foraging during the 2024 field surveys (Source: IX.58, 59). These trees are proposed for removal, which would impact nesting birds if active nests are present on-site, through nest abandonment or destruction. Indirect impacts to nesting birds may occur if active nests are present in undeveloped and landscaped areas adjacent to active construction or staging through disturbance and nest abandonment. These impacts would be potentially significant. Compliance with the County's standard Raptor/Migratory Bird Nesting Condition of Approval (PD050), together with implementation of **Mitigation Measure BIO-1,** would avoid significant impacts to nesting birds during construction, reducing the impact to a less than significant level.

Condition of Approval PD050 requires that a nesting bird survey be completed by a County-approved qualified biologist no more than seven days prior to initiation of any construction activities, including construction staging and vegetation removal, that would be conducted during the typical nesting bird season (February 1 - August 31). The nesting bird surveys shall include an examination of all buildings on-site and all trees and shrubs on-site and within 300 feet of the project site (i.e., within a zone of influence of nesting birds), in addition to the ground area. A nesting bird preconstruction survey report documenting survey methods, dates, and results shall be prepared and submitted to the County for review and verification prior to initiation of on-site construction activities, including staging and mobilization, regardless of whether active nests or roosts are observed.

If no active nests or roosts are observed, no further mitigation is necessary. If active bird nests are identified on-site or within the zone of influence, a no-disturbance buffer zone shall be established by the Project Biologist based on the species and nest location, and the area shall be fully avoided. Full avoidance shall be documented by regular site visits by a County-approved qualified biologist. These site visits shall be documented in monitoring reports submitted to the County for verification that the project complies with full avoidance of nests or roosts. The monitoring and report documentation shall continue for the duration of the project or until the nests or roosts are no longer active.

Mitigation Measures

Mitigation Measure BIO-1. Worker Environmental Awareness Program

Monterey dusky-footed woodrat, CRLF, and other special status species may be present on site. To ensure impacts are less than significant, the owner/applicant shall retain a County-approved qualified biologist (Project Biologist) to conduct a Worker Environmental Awareness Program (WEAP) training prior to subdivision improvements and prior to the construction of residential development. The Project Biologist shall provide the training to all personnel associated with

project construction to ensure they can recognize special-status species and sensitive biological resources that may occur on-site. The program shall include identification of the special status species and their habitats, a description of the regulatory status and general ecological characteristics of sensitive resources, and review of the limits of construction and mitigation measures required to reduce impacts to biological resources within the work area. A fact sheet conveying this information shall also be prepared for distribution to all contractors, their employers, and other personnel involved with construction of the project. All employees shall sign a form documenting that they have attended the WEAP training and understand the information presented to them. The form shall be submitted to the County to document compliance prior to the initiation of ground disturbing activities, and updated and resubmitted as new personnel are added to the construction site.

Compliance Actions:

Prior to approval of the Final Map, this mitigation measure's language and requirements shall be added as a note on the Final Map.

Prior to issuance of grading permits for subdivision improvements (all phases, if phased) from HCD-Building Services, the owner/applicant shall submit evidence to HCD-Planning of a contract with a qualified biologist to implement the requirements of this mitigation measure.

Prior to initiation of grading activities associated within subdivision improvements (all phases, if phased), including staging and mobilization, the owner/applicant/Project Biologist shall submit documentation signed by all personnel associated with project construction that they have attended the WEAP training and understand the information presented to them to HCD-Planning.

Prior to issuance of grading permits/construction permits for residential development (all phases, if phased) from HCD-Building Services, the owner/applicant shall submit evidence to HCD-Planning of a contract with a qualified biologist to implement the requirements of this mitigation measure.

Prior to the initiation of construction activities associated with the residential development (all phases, if phased) , the owner/applicant/Project Biologist shall submit documentation signed by all personnel associated with project construction that they have attended the WEAP training and understand the information presented to them to HCD-Planning.

On an ongoing basis, updated documentation shall be submitted as new personnel are added to the construction site.

Mitigation Measure BIO-2. Monterey Dusky-Footed Woodrats Survey

To the greatest extent feasible, initial vegetation removal shall occur when woodrats are least likely to be reproducing (October - November). If infeasible and construction/grading permits are to be issued between October and November, the owner/applicant shall retain a County-approved qualified biologist (Project Biologist) to implement this mitigation measure and conduct a pre-construction survey for Monterey dusky-footed woodrat nests within 50 feet of the project work limits no more than 30 days prior to construction. Identified nest(s) shall be flagged and avoided, where possible. If the nest(s) cannot be avoided and must be removed to allow

construction activities, the nest(s) shall be dismantled by hand prior to grading or vegetation removal activities. A report of the preconstruction survey results and any proposed avoidance buffers or nest removals shall be submitted to the County for review and verification prior to the initiation of any dismantling activities and/or construction activities that could affect woodrat nests.

Dismantling of nest(s) shall be monitored by the Project Biologist. The Project Biologist shall have the authority to halt construction or dismantling activities within the work area if woodrat nests or individuals are at risk, until appropriate avoidance or corrective measures are implemented at the biologist's discretion. If young are encountered during nest dismantling, the dismantling activity shall cease, and the material shall be carefully replaced back on the nest. Once the biologist determines that the young are capable of being independent, nest dismantling shall be allowed to continue. All dismantling activities shall be completed prior to on-site construction activities, including staging and mobilization. A report documenting the dismantling shall be submitted to the County within seven days of activities requiring nest removal. This mitigation measure is not applicable to the construction of residential structures, as all vegetation and ground clearing associated with subdivision improvements will remove any potential dusky-footed woodrat habitat.

Compliance Actions:

Prior to issuance of grading permits for subdivision improvements (all phases, if phased) from HCD-Building Services, the owner/applicant shall submit evidence to HCD-Planning of a contract with a qualified biologist to implement the requirements of this mitigation measure.

If the initiation of project grading or vegetation removal associated with subdivision improvements (all phases, if phased) occurs during October - November, the owner/applicant/Project Biologist shall submit to HCD-Planning a copy of the preconstruction survey results report that includes any proposed avoidance buffers or nest removals. If nest(s) are identified during the preconstruction surveys that cannot be feasibly avoided, the Project Biologist shall monitor the dismantling of nest(s). Following removal, the owner/applicant/Project Biologist shall submit to HCD-Planning a copy of the report documenting dismantling within seven days of activities requiring nest removal.

Mitigation Measure BIO-3. CRLF Avoidance

The following measures shall be implemented during project construction.

- To the greatest extent possible, work activities shall be completed between May 1 and October 31 to avoid the breeding season of the CRLF, when activities would be most disruptive to the species. If work activities occur outside this period, the avoidance, survey, and monitoring measures described below shall be implemented.
- A County-approved qualified biologist with experience in identification of all life stages of CRLF and its habitat shall conduct a pre-construction survey no more than 14 days before the onset of work activities. A report of the preconstruction survey results shall be submitted to the County for review and verification prior to on-site construction activities, including staging and mobilization.

- A County-approved qualified biologist shall conduct a daily clearance survey prior to the start of work and be present during all initial ground disturbing project activities, including vegetation removal. A report of monitoring results shall be submitted to the County for review and verification within 14 days of completion of all initial ground disturbance and vegetation removal.
- If any life stage of CRLF is detected at any time throughout the duration of the project, project activities shall cease and the County shall be notified immediately. Work shall not continue on-site until the County-approved qualified biologist has verified the individual has left the project site on its own. If the individual does not leave the site, and/or may be impacted by the project, the County shall contact the USFWS and if the USFWS determines that adverse effects to the CRLF or habitat cannot be avoided, the project shall not commence until further guidance from USFWS is provided.
- Workers shall inspect all holes and trenches for CRLF or entrapped wildlife prior to backfill. Open trenches greater than three feet deep shall be covered at the end of the day or ramped to prevent entrapment.
- No work shall occur during a rain event exceeding 0.25 inch in a 24-hour period. If work resumes within 24 hours of a rain event, a County-approved qualified biologist shall inspect the site again prior to resuming work.
- Water shall not be impounded in a manner that may attract CRLF.
- Workers shall not handle any wildlife.
- Pets shall be prohibited at the construction site.
- All food-related garbage shall be placed in tightly sealed containers at the end of each workday to avoid attracting predators. Containers shall be emptied and garbage removed from the construction site at the end of each workweek. If sealed containers are not available, garbage shall be removed from the construction site upon completion of daily activities. All garbage removed from the construction site shall be disposed of at an appropriate off-site refuse location

Compliance Actions:

Prior to approval of the Final Map, a note shall be added to the Final Map summarizing the requirements of this mitigation measure, subject to approval by HCD-Planning.

Prior to issuance of grading permits for subdivision improvements (all phases, if phased) from HCD-Building Services, the owner/applicant shall include a note on the grading/construction plans encompassing the language contained in Mitigation Measure BIO-3, including all compliance actions.

Prior to initiation of grading activities associated within subdivision improvements (all phases, if phased), including staging and mobilization, the owner/applicant shall submit evidence to HCD-Planning of a contract with a qualified biologist to implement the requirements of this mitigation measure.

Prior to initiation of grading activities associated within subdivision improvements (all phases, if phased) between November 1 and April 31, the owner/applicant/Project Biologist shall provide a copy of the preconstruction survey results report to HCD-Planning.

Within 14 days of completion of all initial ground disturbance and vegetation removal associated with subdivision improvements, the owner/applicant shall provide a copy of the daily monitoring results report to HCD-Planning.

Prior to issuance of grading permits/construction permits for residential development from HCD-Building Services, the owner/applicant shall include a note on the grading/construction plans encompassing the language contained in Mitigation Measure BIO-3, including all compliance actions.

Prior to issuance of grading permits/construction permits for residential development from HCD-Building Services, the owner/applicant shall submit evidence to HCD-Planning of a contract with a qualified biologist to implement the requirements of this mitigation measure.

Prior to initiation of grading or construction activities for residential development (all phases, if phased) between November 1 and April 31, the owner/applicant/Project Biologist shall provide a copy of the preconstruction survey results report to HCD-Planning.

Within 14 days of completion of all initial ground disturbance associated with residential development, the owner/applicant shall provide a copy of the daily monitoring results report to HCD-Planning.

Prior to final inspection of all grading and construction permits from HCD-Building Services, the Project Biologist shall submit a final report to HCD-Planning demonstrating compliance with this mitigation measure for all phases.

Mitigation Measure BIO-4. Exclusionary Protective Fencing

Prior to issuance of grading permits/construction permits for subdivision improvements from HCD-Building Services, a qualified biologist (Project Biologist) shall be retained to supervise the installation of temporary exclusionary protection fencing with one-way funnels along the eastern and southern property lines the project site for the duration of all grading and construction. Fencing shall be installed prior to any site grubbing or grading activities associated with subdivision improvements and construction to prevent small mammals, amphibians, or reptiles from migrating onto the site. Installation during the dry season is intended to minimize the potential for amphibians that disperse during wet weather conditions to enter and potentially establish on the project site. The Project Biologist shall oversee the installation of the fencing. The Project Biologist or Contractor shall verify that the fencing is properly installed and maintained throughout all ground disturbance and construction, until such time that privacy fencing along the southern and eastern perimeter is installed. Exclusionary fencing may be modified to install privacy fencing (section by section). Any damage or gaps in the fencing shall be repaired immediately upon discovery. A report documenting protection fencing location and methods shall be submitted to HCD-Planning for review and verification prior to on-site construction activities, including staging and mobilization.

Compliance Actions:

Prior to approval of the Final Map, a note shall be added to the Final Map stating "Exclusionary fencing along the eastern and southern property lines shall be properly installed and maintained throughout all ground disturbance and construction, until such time that privacy fencing along the southern and eastern perimeter is installed. Exclusionary fencing may be modified to install privacy fencing (section by section). Any damage or gaps in the fencing shall be repaired immediately upon discovery. The Project Biologist/Contractor shall keep a log of activities" or the equivalent language.

Prior to issuance of grading permits for subdivision improvements (all phases, if phased) from HCD-Building Services, the owner/applicant shall submit evidence to HCD-Planning of a contract with a qualified biologist to implement the requirements of this mitigation measure.

Prior to the issuance of grading permits for subdivision improvements (all phases, if phased) from Building Services, the owner/applicant/Project Biologist shall provide a copy of the report documenting the protection fencing location and methods to HCD-Planning.

Weekly, during active grading during subdivision improvements, the Project Biologist/Contract shall ensure the protective fencing remains properly installed. Any damage or gaps in the fencing shall be repaired immediately upon discovery. The Project Biologist/Contractor shall keep a log of activities.

Prior to issuance of grading permits/construction permits for residential development (all phases, if phased) from HCD-Building Services, the owner/applicant shall submit evidence to HCD-Planning that the exclusionary fencing is still installed.

On an ongoing basis, the Project Biologist/Contractor shall verify that the fencing is properly installed and maintained throughout all ground disturbance and construction, until such time that privacy fencing along the southern and eastern perimeter is installed. Exclusionary fencing may be modified to install privacy fencing (section by section). Any damage or gaps in the fencing shall be repaired immediately upon discovery. The Project Biologist/Contractor shall keep a log of activities.

Prior to final inspections for all grading and construction permits, the Project Biologist shall submit a final report to HCD-Planning demonstrating ongoing or final compliance with this mitigation measure, as applicable.

Biological Resources Impact 4(b) – No Impact

The review of resource agency databases did not identify the presence of any sensitive natural communities within a 1.6-mile radius of the project site (Source: IX.58). A row of arroyo willows *(Salix lasiolepis)* is present along the southern project site boundary of Val Verde Road. These trees do not form an arroyo willow thicket shrubland alliance as defined by CDFW's Manual of California Vegetation. The arroyo willows do not dominate the shrub/tree layer nor do they grow in a structurally dense form with continuous canopy cover. The understory is dominated by nonnative invasive species, including thistles, arundo, cape ivy, hemlock, and black mustard, rather than moisture-tolerant herbs typical of riparian alliances. Further, based on

the absence of hydrology and hydric soil indicators observed during the December 2025 field survey, the arroyo willow trees do not represent a forested wetland and likely germinated from irrigation water used for crop production during on-site agricultural activities (Source: IX.60, 61). No other evidence of sensitive natural communities or riparian habitat was observed during the 2024 field surveys (Source: IX.58, 59). As such, no adverse effect on sensitive natural communities or riparian habitat would occur as a result of the project. There would be no impact.

Biological Resources Impact 4(c) – No Impact

Based on the review of resource agency databases, including the USGS National Hydrography Dataset and December 2025 field survey conducted by M&A, no wetlands or other potentially jurisdictional features occur within or adjacent to the project site (Source: IX.59, 60). During the field survey, no evidence of hydric soils or wetland hydrology, such as standing water, saturated soils, or soil surface cracks were observed (Source: IX.60, 61). Therefore, no impacts to jurisdictional wetlands or waters would occur as a result of the project.

Biological Resources Impact 4(d) – Less Than Significant Impact

The project site does not provide an effective wildlife movement corridor because it does not connect distinct or isolated natural areas and is surrounded by a mix of existing residential and commercial development to the north, south, and west. Further, an existing perimeter fence limits any effective wildlife movement. Undeveloped land to the east and southeast of the site is planned for redevelopment as the Rancho Cañada Village Subdivision, which would include approximately 145 residential units and 38-acres of permanent open space. This planned development would further limit future wildlife movement in the vicinity of the project site. Beyond the planned Rancho Cañada Village Subdivision, undeveloped lands within Palo Corona Regional Park to the south and east provide broader wildlife linkages connecting Point Lobos, surrounding preserves, and Los Padres National Forest. The project site does not function as a wildlife corridor to these undeveloped lands because existing residential and commercial development to the north, south, and west of the site impedes wildlife movement.

Wildlife could potentially move from the Carmel River riparian corridor, located approximately 725 feet south of the site, north to the project site. However, such movement would be constrained by existing residential development. The project site does not contain aquatic habitat, nor is it hydraulically connected to aquatic habitat, that would interfere with the movement of native resident or migratory fish species (Source: IX.60). Based on the existing residential and commercial development surrounding the project site to the north, south and west, and the lack of connectivity of the site to natural landscape, the project is not expected to significantly impede wildlife movement through established corridors. Impacts to wildlife movement through established corridors would be less than significant.

Biological Resources Impact 4(e) – Less Than Significant with Mitigation Incorporated

The project is subject to the goals and policies of the General Plan and the CVMP, which include requirements for tree protection and biological resource conservation. **Mitigation Measures BIO-1** through **BIO-4**, and Condition of Approval PD050, as described under Section VI.4, *Biological Resources,* Impact (a), would avoid and reduce impacts to special status species to a

less than significant level. Therefore, the project would be consistent with relevant policies, including General Plan Policy OS-5.4, which requires avoidance, minimization, and mitigation of impacts to biological resources and Policy OS-5.25, which requires protection of nesting migratory birds during the breeding season (Source: IX.2, 4).

CVMP Policy CV-3.11 discourages the removal of healthy native oak, madrone, and redwood trees within the CVMP Area. This policy is codified in Monterey County Code Section 21.64.260(C). No native oaks or madrone trees occur within the project site. However, one Coast redwood tree has been documented within the planted mixed woodland in the southern portion of the site and was determined to be protected under Monterey County Code 21.64.260.C.2 (Source: IX.14). The tree is proposed to be removed during site preparation. Removal of three or less protected trees would require approval from the County Director of Planning, or appropriate authority for the entirety of the project, consistent with Monterey County Code 21.64.260. Monterey County Code 21.64.260 requires that native tree removal be replanted on-site on a 1:1 ratio. Upon approval from the County Director of Planning, or appropriate authority, the project would not conflict with local policies or ordinances related to tree preservation or removal (Source: IX.2).

Therefore, with implementation of **Mitigation Measures BIO-1** through **BIO-4**, impacts would be less than significant with mitigation incorporated.

Biological Resources Impact 4(f) – No Impact

The project site is not under the jurisdiction of any Habitat Conservation Plans, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan (Source: IX.2, 4, 58). Therefore, no impact would occur.

5. CULTURAL RESOURCES Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5? (Source: IX.28, 29, 87)	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? (Source: IX.28, 29, 89)	☐	☒	☐	☐
c) Disturb any human remains, including those interred outside of formal cemeteries? (Source: IX.29)	☐	☐	☒	☐

Discussion/Conclusion/Mitigation:

Historic Resource Associates completed a Cultural Resources Study of the project site in November 2025 (Source: IX.28; County of Monterey Library No. LIB250130). The assessment included a records search through the Northwest Information Center (NWIC) of the California Historical Resources Information System (CHRIS) in Rohnert Park, California; a review of the State of California Office of Historic Preservation (OHP) Built Environment Resources Directory (BERD), which lists properties on the National Register of Historic Places (NRHP), California Historical Landmarks (CHL), California Points of Historical Interest (CPHI), and the California Register of Historical Resources (CRHR), as well as certified Local Government surveys; and a pedestrian survey. Archaeological Resource Management prepared a Cultural Resource Evaluation for the project site in February 2025 (Source: IX.29; County of Monterey Library No. LIB250131). This evaluation consisted of a CHRIS records search at NWIC, a pedestrian survey, and a review of historic aerial maps. The purpose of these reports was to determine the presence of archaeological or historical resources at the project site. The reports present an explanation of the research, investigative procedures, results of surveys and research findings, and recommendations for the project.

Cultural Resources Impact 5(a) – No Impact

The project would involve demolition of the two existing structures on the project site, a California Ranch-style single-family residence built in 1958, and a detached garage built in 1962. Both structures were evaluated in 2010 and 2016 as part of a Phase I Historical Review of the project site conducted by Historian Kent Seavey which determined that, based on the lack of architectural distinction, historical significance, and integrity, the two structures are not eligible for listing in the CRHR and the NRHP (Source: IX.28). During preparation of the Cultural Resources Study in November 2025, Historic Resource Associates conducted a peer review of the 2010 and 2016 historical reports where the structures were evaluated and concurred with their conclusions. Therefore, the structures are not considered a historic resource as defined by CEQA. See below discussion.

The Hatton family owned a large tract of land that was used for farming and ranching at the mouth of Carmel Valley, in and around this project site. While the Hatton family played a significant role in the history of Carmel Valley, the project site itself has no physical evidence of improvements associated with either William Hatton or any of his children. In 1958, a single-family residence was constructed on the southernmost project parcel. According to the Cultural Resources Study, while the builder remains unidentified, Historian Kent Seavy described the residence as a one-story, wood-framed building as having been designed in the "California Ranch" style of architecture (Source: IX.28). Per Historian Kent Seavey, the wood house lacks sufficient architectural distinction or historic significance to be considered eligible for listing in the CRHR or qualifying for listing on the Monterey County Historic Resource inventory because the original rural setting has changed. Many houses of the same type and style are present in the County, and neither an event of significance, nor any important individual has been identified with the property. A garage was then constructed in 1962, approximately 50 feet northwest of the residence. The garage is front-gabled with paired sliding barn doors, and rests on a mud-sill foundation. The exterior features narrow vertical flush wood siding, and its low-pitched roof slightly overhangs the eave line. Two windows are along the southern side. Like the residence, Historian Kent Seavy determined that the garage lacks architectural distinction (Source: IX.28).

The remainder of the project site has been used for cultivation of various agricultural products, as it has been for at least the last 75 years. The subject property, including both the residence and the garage, were evaluated in 2010 and 2016 during a Phase I Historical Review of the project site. The 2010 and 2016 reports found that the subject property, including the residence and garage, was not a significant cultural (historical) resource, and is ineligible for the NRHP and the CRHR. Both structures are unrelated to the historic agricultural use of the project site and are architecturally unrelated to each other. Further, as described above, the structures are not associated with William Hatton. Although the "Hatton Dairy Barn" (APN: 015-201-012-000, 6540 Carmel Valley Road, Carmel) is listed on the Monterey County (Local) Registry of Historic Resources, the project is not in close proximity to this resource and thus would have no impact on local historical resources (Sources: IX.87, 61). The current use of the project site for row crops does not represent the historic use as grazing land for dairy (Source: IX.28).

Therefore, as the project site does not represent the historical use of the project site and neither the existing residence nor garage are historically significant, the demolition of the structures and change of use from row-crops to residential development would not result in a impact on historical resources.

Cultural Resources Impact 5(b) – Less Than Significant with Mitigation Incorporated

County of Monterey Geographic Information System records indicate the project site and surrounding area have a high archaeological sensitivity (Source: IX.89). However, this designation is based on the countywide probability of encountering a cultural or archaeological resource rather than site-specific conditions. The Archaeological and Historic Assessment prepared by Historic Resource Associates (County of Monterey Library No. LIB250130) and the Cultural Resource Evaluation conducted by Archaeological Resource Management (County of Monterey Library No. LIB250131) found that the project site does not contain significant cultural sites, features, or artifacts based on the lack of surface evidence of potentially significant archaeological resources (Source: IX.28, 29). Therefore, although the County of Monterey Geographic Information System identifies the area as high archaeological sensitivity based on

regional probability, the site-specific investigations indicate a low likelihood of encountering cultural or archaeological resources within the project site. Both a records search and a field reconnaissance survey were performed during the preparation of the reports, and no potentially significant historic period archaeological materials were found in the project site (Source: IX.28, 29). While no historic or archaeological resources have been identified within the project site, the site is located within an area of regional archaeological sensitivity and five recorded cultural resources, including prehistoric sites and a historic trail, have been identified within 0.25-mile of the site (Source: IX.89, 29). Although the potential to encounter historic or archaeological resources is low based on site-specific study, construction of the project would require ground disturbance such as grading and excavation in an area of regional sensitivity. Construction activities within the project site would have the potential to encounter unrecorded buried or subsurface pre-historic resources as well as human remains during ground disturbing activities, as discussed under Section VI.5, *Cultural Resources*, Impact 5 (c), below. The possibility of damage to or destruction of unrecorded archaeological resources, if present, would have a potentially significant impact. **Mitigation Measure CR-1** would be implemented to avoid significant impacts to unrecorded buried archaeological resources during construction, reducing the impact to a less than significant level. Should any identified resources be determined eligible for the CRHR, those resources would be avoided or appropriate measures, such as data recovery, would be identified on a case by case basis.

Mitigation Measures

Mitigation Measure CR-1. On-Call Archaeological Monitoring and Cultural Resource Training

To reduce potential impacts on cultural resources that may be discovered during development on-site, a qualified archaeologist (i.e., an archaeologist registered with the Register of Professional Archaeologists [RPA] or a Registered Archaeologist [RA] under the supervision of an RPA) shall be retained through a binding contract with the owner/applicant, as an on-call monitor for the duration of all project-related ground-disturbing activities (Archaeological Monitor). If at any time, potentially significant archaeological resources or intact features are discovered, the County's standard Condition of Approval PD003(A) shall be adhered to. The On-Call Archaeological Monitor shall review and evaluate any inadvertent discoveries to determine if they are historical resource(s) and/or unique archaeological resources or tribal cultural resources under CEQA, and work in coordination with the Tribal Monitor (**Mitigation Measure TR-1**). If the Archaeological Monitor determines that any cultural resources exposed during construction constitute a historical resource and/or unique archaeological resource or tribal cultural resource under CEQA, he/she shall notify the project proponent and other appropriate parties of the evaluation. The Professional Archaeologist shall recommend mitigation measures to mitigate to a less-than-significant impact in accordance with California Public Resources Code (PRC) Section 15064.5, including but not limited to a Cultural Resources Protection and Management Plan ("Plan"), and conduct additional testing to determine the resources' boundaries, if needed. The Cultural Resources Protection and Management Plan shall be prepared in consultation with the County and the tribal cultural monitor for the treatment of any cultural resources with appropriate dignity, and the final disposition of any artifacts, and submit the Plan to HCD-Planning for review and approval. The Plan shall also include a Data Recovery Plan that follows the California Secretary of the Interior's Guidelines for Archeological Documentation. Should additional testing identify significant resources, or resources are

inadvertently discovered, the goals of the Plan are to avoid disturbance of resources to the extent feasible and document any unique archaeological resources that would be directly impacted by construction activities:

- Measures to avoid disturbance of resources include re-siting or re-designing approved project components if feasible, or capping/covering the resource in a non-destructive manner. If neither avoidance measures are feasible, on-site relocation, following consultation with HCD-Planning and the Tribal Monitor, shall be considered and implemented if feasible.
- Avoidance shall be pursued prior to considering excavation and recovery.
- If avoidance is determined infeasible, the qualified archaeologist shall formulate measures for their treatment and recovery that document the unique resource prior to removal.

The Archaeological Monitoring contract shall require that the Archaeological Monitor keep a log of inadvertent discoveries and submit a final report summarizing compliance actions with HCD-Planning. The contract shall also require that the on-call monitor conduct a cultural resource awareness and response training for construction personnel prior to the commencement of any grading or excavation activity. The cultural resource awareness and response training shall be conducted with the Tribal Monitor (**Mitigation Measure TR-1**) and describe protocols to be used in the event of an unanticipated discovery, and the importance of cultural resources to the Native American community, identify specific construction activities that the tribal monitor shall be present for, any construction activities where the tribal monitor will not be present for, how sampling of the excavated soil will occur, if required, and any other logistical information such as when and how work on the site will be halted.

Compliance Actions:

Prior to approval of the Final Map, a note on the Final Map shall be added requiring an on-call archaeological monitor and pre-construction cultural awareness training. Language subject to approval by HCD-Planning.

Prior to issuance of grading permits for subdivision improvements (all phases, if phased) from HCD-Building Services and prior to issuance of grading permits/construction permits for residential development from HCD-Building Services, the owner/applicant shall include a note on the construction plans encompassing the language contained in Mitigation Measure CR-1, including all compliance actions. The owner/applicant shall submit said plans to HCD-Planning for review and approval.

Prior to issuance of grading permits for subdivision improvements (all phases, if phased) from HCD-Building Services and prior to issuance of grading permits/construction permits for residential development from HCD-Building Services, the owner/applicant shall submit to HCD-Planning a copy of the contract between the owner/applicant and a qualified Archaeological Monitor. The contract shall satisfy the requirements of this mitigation measure. The contract shall authorize the on-call monitor and a designated crew member to stop work in the event resources are found. In addition, the contract shall authorize the monitor to prepare a report suitable for compliance documentation to be prepared within four weeks of completion of the

data recovery field work. The contract shall be submitted to HCD-Planning for review and approval.

Prior to the commencement of any grading or excavation activity, the owner/applicant shall submit evidence that the project archaeologist has conducted a cultural resource awareness and response training for construction personnel. Evidence shall include training materials and a sign-in sheet.

During construction, the application/owner/contractor/archaeologist shall adhere to the requirements of this mitigation measure.

Prior to final inspection, the Project Archaeological shall submit a final report to HCD-Planning demonstrating compliance with this mitigation measure, a copy of the monitoring log, instances of halting work, in-field revisions, and additional measures, if warranted.

Cultural Resources Impact 5(c) – Less Than Significant Impact

There is no evidence of known burial sites or cemeteries within the project site. However, the discovery of human remains is always a possibility during ground disturbing activities. In the event of an unanticipated discovery of human remains, State Health and Safety Code Section 7050.5 and Monterey County standard Condition of Approval PD003(A) require that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to California PRC Section 5097.98. If the remains are determined to be of Native American descent, the coroner has 24 hours to notify the Native American Heritage Commission (NAHC). The NAHC would identify and notify the most likely descendant. The most likely descendant must complete the inspection of the site within 48 hours of being granted access and provide recommendations as to the treatment of the remains to the landowner (Source: IX.29). With adherence to existing regulations, impacts to human remains would be less than significant.

6. ENERGY Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation? (Source: IX.64)	☐	☐	☒	☐
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency? (Source: IX.4, 64)	☐	☐	☒	☐

Discussion/Conclusion/Mitigation:

Energy Impact 6(a) – Less Than Significant Impact

Project construction would require site preparation and grading, including hauling material off-site; pavement and asphalt installation; residence construction; water, wastewater, and power utility installation; and landscaping. During project construction, energy would be consumed in the form of petroleum-based fuels used to power off-road construction vehicles and equipment on the project site, construction workers' travel to and from the project site, and vehicles used to deliver materials to the site. However, energy use during construction would be temporary in nature, and the construction equipment used would be typical of similar-sized construction projects in the area. In addition, construction contractors would be required to comply with the provisions of CCR Title 13 Sections 2449 and 2485, which prohibit diesel-fueled commercial motor vehicles and off-road diesel vehicles from idling for more than five minutes and would minimize unnecessary fuel consumption. Construction equipment would be subject to the USEPA Construction Equipment Fuel Efficiency Standard, which would also minimize inefficient, wasteful, or unnecessary fuel consumption. Furthermore, pursuant to applicable regulatory requirements such as 2022 California Green Building Standards Code ([CalGreen], CCR Title 24, Part 11), the project would comply with construction waste management practices to divert a minimum of 65 percent of construction debris. Contractors would use energy efficiently during construction and avoid wasting fuel, both to reduce environmental impacts and save costs. Therefore, the project would not involve the inefficient, wasteful, or unnecessary use of energy during construction, and construction impacts related to energy consumption would be less than significant.

Project operation would contribute to regional energy demand by consuming electricity, natural gas, gasoline, and diesel fuels. Electricity would be used for residential cooling systems, lighting, appliances, and water and wastewater conveyance, among other purposes. While the proposed residences would be all-electric, gasoline and diesel consumption would be associated with vehicle trips generated by residents. The project would be required to comply with all standards set in the latest iteration of the California Building Standards Code (CCR Title 24), which would minimize the wasteful, inefficient, or unnecessary consumption of energy resources during operation. California's CalGreen standards require installation of energy-efficient light fixtures and building materials into the design of new construction projects. Further, the 2022 Building Energy Efficiency Standards (CCR Title 24, Part 6) require newly constructed buildings to meet

energy performance standards set by the California Energy Commission (Source: IX.64). Pursuant to the Building Energy Efficiency Standards, the residences constructed under the project would include photovoltaic systems and would be equipped with energy efficient appliances, water fixtures, and ventilation systems that meet required performance standards to reduce overall energy consumption (Source: IX.64). These standards are specifically crafted for new buildings to result in energy efficient performance so that the buildings do not result in wasteful, inefficient, or unnecessary consumption of energy (Source: IX.64). Therefore, project operation would not result in potentially significant environmental effects due to the wasteful, inefficient, or unnecessary consumption of energy, and impacts would be less than significant.

Energy Impact 6(b) – Less Than Significant Impact

The County has not adopted a specific renewable energy or energy efficiency plan. However, the County's General Plan Conservation and Open Space Element contains the following applicable policies related to energy (Source: IX.4):

- **Energy Resources Goal OS-9.** Promote efficient energy use.
- **Policy OS-9.1.** The use of solar, wind and other renewable resources for agricultural, residential, commercial, industrial, and public building applications shall be encouraged.
- **Policy OS-9.2.** Development shall be directed toward cities, Community Areas, and Rural Centers where energy expended for transportation and provision of services can be minimized.
- **Policy OS-9.3.** Areas of urban concentration shall provide convenient access for employment, commercial, and other activities.
- **Policy OS-9.4.** Lots shall be oriented to maximize the energy gains from solar and/or wind resources in order to minimize energy losses where possible.
- **Policy OS-9.6.** Development shall incorporate features that reduce energy used for transportation, including pedestrian and bicycle pathways, access to transit, and roadway design as appropriate.

As described under Section VI.6, *Energy*, Impact (a), the project would meet the requirements of the 2022 Building Energy Efficiency Standards and the 2022 California Energy Code, which conserve energy in residential projects by requiring efficient mechanical and lighting systems, and the integration of renewable energy and smart energy-management measures to reduce overall energy consumption (Source: IX.64). The project would include the installation of solar panels on all residential units and does not contain steep slopes that could limit the ability of rooftop solar panels to maximize energy production, thereby complying with the County's General Plan Conservation and Open Space Element Energy Resources Goal OS-9 and Policies OS-9.1 and OS-9.4, described above. The project is located in an area surrounded by commercial and residential development and would include the construction of sidewalks along Val Verde Drive to improve pedestrian access and encourage walking to nearby services. Further, the project site is less than 0.25-miles from Barnyard shopping center, and within one mile of Carmel Middle School and Carmel High School, allowing for convenient access and reducing the energy used for transportation. As such, the project would comply with the County's General Plan Conservation and Open Space Element Policies OS-9.2, OS-9.3, and OS-9.6, described

above. Therefore, the project would not conflict with or obstruct any state or local plans for renewable energy or energy efficiency, including the above applicable General Plan policies. Impacts would be less than significant.

7. GEOLOGY AND SOILS **Would the project:**	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Source: IX.36) Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☐	☒
ii) Strong seismic ground shaking? (Source: IX.35, 36)	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction? (Source: IX.35, 36)	☐	☐	☒	☐
iv) Landslides? (Source: IX.33, 36)	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil? (Source: IX.5, 35)	☐	☐	☒	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? (Source: IX.33, 35, 36)	☐	☐	☒	☐
d) Be located on expansive soil, as defined in Chapter 18A of the 2007 California Building Code, creating substantial risks to life or property? (Source: IX.36)	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater? (Source: IX.1)	☐	☐	☐	☒
f) Directly or indirectly destroy a paleontological resource or site or unique geologic feature? (Source: IX.35)	☐	☐	☒	☐

Discussion/Conclusion/Mitigation:

A Geotechnical Investigation for the project was prepared by Quantum Geotechnical, Inc. in November 2024 (Source: IX.35; County of Monterey Library No. LIB240314). A Geologic Hazards and Geotechnical Investigation was prepared by Quantum Geotechnical, Inc. in April 2025 (Source: IX.36; County of Monterey Library No. LIB250156). The purpose of these investigations was to determine the nature of the surface and subsurface soil conditions at the project site through field investigations and laboratory testing. The reports present an explanation of investigative procedures, results of the testing program, conclusions regarding soil conditions, and recommendations for earthwork and foundation design to adapt the proposed development to the existing soil conditions.

Geology and Soils Impact 7(a.i) – No Impact

The project site is not located within the boundaries of an Earthquake Fault Zone for fault rupture hazard as defined by the Alquist-Priolo Earthquake Fault Zoning Act and no faults are known to pass through the site. The nearest active fault is Monterey Bay-Tularcitos, approximately 1.4 miles northeast of the project site (Source: IX.36). Therefore, no impact related to fault rupture would occur. There would be no impact.

Geology and Soils Impact 7(a.ii, a.iii, c) – Less Than Significant Impact

The San Andreas Fault system, which is the most active fault system in California, runs approximately 17 miles to the east of the project site. Two other active faults, the Palo Colorado-San Gregorio Fault zone and the Monterey Bay-Tularcitos-Fault zone, also occur in the County (Source: IX.30). From 2007 to 2014, Monterey County experienced 47 earthquakes (Source: IX.31). Earthquakes are classified by magnitude; magnitudes up to 5.9 may be felt but cause only minor damage (Source: IX.32). No earthquakes in Monterey County between 2007 and 2014 had a magnitude of greater than 4.4 or caused any damages, fatalities, or injuries (Source: IX.31). Research by the United States Geological Survey reported that the San Andreas Fault has a 21 percent probability of a magnitude 6.7 or greater earthquake by 2032, at which could cause structural damage.

Due to its location in a seismically active region, the project could be subject to ground shaking during an earthquake along the San Andreas Fault or other active fault in the region. The faults in the area are capable of generating earthquakes that could produce strong to violent ground shaking at the project site. The active fault nearest to the project site is the Monterey Bay-Tularcitos, approximately 1.4 miles northwest of the project site (Source: IX.36). The effects of earthquake-related ground shaking could include damage to structures, as well as damage to streets and utilities. However, the project would be required to comply with applicable building codes, including the Monterey County Code Chapter 16.08, Grading, which prohibits the issuance of grading permits for projects that would be hazardous by reason of flood, geological hazard, seismic hazard, or unstable soil. The Monterey County Building Code, Chapter 18.02, adopts the California Building Code (CBC), which assigns Seismic Design Categories for new construction projects, with earthquake safety regulations commensurate to the earthquake risks associated with a project's use and location. CBC requirements would ensure that the proposed structures would be able to: (1) resist minor earthquakes without damage; (2) resist moderate earthquakes without structural damage, but with some non-structural damage; and (3) resist major earthquakes without collapse, but with some structural as well as nonstructural damage. Further, all recommendations of the Geotechnical and Geological Reports are required to be implemented into the final construction plans pursuant to Monterey County Code section 16.080.110. By adhering to these existing regulations and requirements, the direct or indirect impacts from the project as they relate to strong seismic ground shaking would be less than significant.

According to the Geotechnical Investigation, the project site is also in a state-designated moderate- to high-potential liquefaction hazard zone (Source: IX.35). The factors known to influence liquefaction potential include grain size, relative density, groundwater conditions, effective confining pressures, and intensity and duration of ground shaking. Loose, saturated, near-surface, cohesionless soils exhibit the highest liquefaction potential, while dense,

cohesionless soils and cohesive soils exhibit low to negligible liquefaction potential. The Geotechnical Investigation determined that liquefiable layers are present at the project site, although they are located relatively deep. In the event an earthquake caused liquefaction at the site, the ground would settle by six to nine inches, resulting in an estimated 4.5 inches of differences in site elevation over 100 feet. Therefore, the project site has moderate liquefaction potential. However, all recommendations of the Geotechnical Report shall be implemented into the final construction plans pursuant to Monterey County Code section 16.080.110. Accordingly, the differential settlement of 4.5 inches in 100 feet would be incorporated into the design of gravity utilities and foundations for residences (Source: IX.36). With the differential settlement incorporated into project designs, the direct or indirect impacts from the project as they relate to liquefaction would be less than significant.

Lateral spreading and earthquake-induced landslides involve lateral ground movements caused by seismic shaking. These lateral ground movements are often associated with a weakening or failure of an embankment or soil mass overlying a layer of liquefied sands or weak soils or unsupported face such as a creek bank, open cut, or in the direction of a regional slope or gradient (Source: IX.35). Due to the relatively flat site topography, absence of open channels or creeks in proximity to the site, and the depth of potentially liquefiable layers, the potential for lateral spread and seismic related ground failure would be low and the impact would be less than significant.

Geology and Soils Impact 7(a.iv) – No Impact

The project site is not located within a State of California landslide hazard zone (Source: IX.33). The topography of the project site and surrounding area is predominantly level with small elevation changes throughout (Source: IX.36). No steep slopes are located on or near the site that would result in an increased landslide risk to the project site. Therefore, the project site is not susceptible to landslides, and no impact would occur.

Geology and Soils Impact 7(b) – Less Than Significant Impact

Development of the project would involve grading and excavation for the construction of the proposed residences, utility services, and roadways. The project site has historically been used for agriculture, with approximately 10 acres currently under row crop cultivation and the remaining 2.5 acres developed with a single family residence and detached garage. While the project site is generally level and has already been disturbed (which limits the potential for substantial erosion under normal conditions), grading and excavation activities would expose soils, creating a short-term potential for erosion and loss of topsoil. Excavation activities would involve approximately 18,000 cubic yards of cut and fill to be balanced on site. After construction, long-term erosion risk would be minimal because soils would be stabilized by buildings, pavement, landscaping, and vegetation.

However, all land clearing, grading, and construction activities would be required to comply with the County Ordinance Code, specifically Chapter 16.12, which requires an erosion control plan prior to permit issuance for building, grading, or land clearing. Erosion control plans must comply with Chapter 16.12.070, Runoff Control, and Chapter 16.12.090, which prohibits land

clearing or grading between October 15 and April 15. Chapter 16.12.070 requires the following (Source: IX.5):

- On highly permeable soils, excess runoff must be retained on site through the use of infiltration basins, percolation pits or trenches, or other suitable means.
- On projects where on-site percolation is not feasible, all runoff must be detained or dispersed over non-erodible vegetated surfaces.
- Concentrated runoff which cannot be effectively detained or dispersed without causing erosion shall be carried in non-erodible channels or conduits to the nearest drainage course designated for such purpose or to on-site percolation devices.
- Runoff from disturbed areas shall be detained or filtered by berms vegetated filter strips, catch basins, or other means as necessary to prevent the escape of sediment from the disturbed area.
- No earth or organic material shall be deposited or placed where it may be directly carried into a body of water.

The project would be subject to the State Construction General Permit issued by the SWRCB under the federal National Pollutant Discharge Elimination System (NPDES). This permit applies to construction sites that disturb one acre or more, or smaller sites that are part of a larger development plan and requires implementation of Best Management Practices such as covering or stabilizing soil stockpiles, installing silt fences, fiber rolls, and sediment basins, and managing stormwater runoff to prevent sediment discharge.

According to the Preliminary Stormwater Control Plan for the project, approximately 55 percent of the project site would be covered by new impervious surfaces and approximately 45 percent of the project site would be covered by pervious landscaping (Source: IX.85). The project would include construction of new stormwater drainage facilities, including two bioretention basins designed to manage runoff from the impervious surfaces and accommodate a 95th percentile rainfall event for the site's two principal drainage areas (refer to Section II.2.2.7, *Infrastructure*), in accordance with Post-Construction Stormwater Management Requirements. The basins would be designed to filter pollutants from stormwater runoff before discharge, ensuring that runoff does not exceed the capacity of existing or planned drainage systems. Further, these basins would ensure the project would not result in substantial soil loss or erosion by capturing stormwater runoff, slowing its velocity, and releasing it gradually.

All recommendations provided by the Geotechnical Report would be required to be implemented into the final construction plans pursuant to Monterey County Code Chapter 16.08. The project would comply with other County Ordinances and the State Construction General Permit. Pursuant to guidance with these exiting regulations and guidance documents, the project would not result in substantial soil erosion or the loss of topsoil. Impacts would be less than significant.

Geology and Soils Impact 7(d) – Less Than Significant Impact

Expansive soils are generally clays, which increase in volume when saturated and shrink when dried. The swelling that occurs in expansive soils exerts pressure that can damage the foundation of a building. When expansive soil is present, foundations must be designed to prevent uplift of

the supported structure or to resist forces exerted on the foundation due to soil volume changes (Source: IX.34). The subsurface profile consists primarily of poorly graded sands, well-graded sands, silty sands, and occasional sandy silt, all of which are non-expansive soil types under the Unified Soil Classification System (Source: IX.36). No clay-rich horizons or high plasticity indices were reported, and the laboratory results confirm low plasticity and low fines content. The Geotechnical Report determined that the project site is suitable for the project. As described above, the final construction plans would be required to comply with the 2022 CBC, including its expansive-soil provisions in Section 1803.5.3, which ensure that foundations are designed to resist any uplift or lateral pressures that could result from soil movement, while also requiring implementation of all applicable recommendations from the Geotechnical Report pursuant to Monterey County Code Chapter 16.08. Therefore, by integrating these CBC requirements with the Geotechnical Report's post-tensioned slab design criteria, and the lack of expansive soils present at the project site, the potential for expansive soil-related issues would be less than significant.

Geology and Soils Impact 7(e) – No Impact

The project would not include the use of septic tanks or alternative wastewater disposal systems. Because the project would be served by a public sewer system and would not propose any on-site wastewater disposal, soils on the project site do not need to support septic tanks or alternative wastewater systems (Source: IX.1). As a result, the project would not directly or indirectly cause substantial adverse effects related to soils incapable of supporting such systems. No impact related to septic tanks or alternative wastewater disposal systems would occur.

Geology and Soils Impact 7(f) – Less Than Significant Impact

Paleontological resources include the fossilized remains, traces, or imprints of organisms preserved in or on the earth's crust. The potential for impacts to significant paleontological resources is based on the potential for ground disturbance to directly impact paleontologically sensitive geologic units. The project would involve ground disturbance (such as grading and excavation) throughout the project site footprint. Paleontological sensitivity is defined based on the underlying geologic formation. The project site is underlain by Holocene alluvial deposits (sand, silt, and minor clay), which are generally considered to have low paleontological sensitivity near the surface (Source: IX.35). Additionally, the agricultural practices have included disking the land and disturbing the top 2 to 3 feet of soil over the course of many years. Therefore, direct impacts to geologic units with high paleontological sensitivity would be negligible, and the likelihood of impacting significant fossils beneath the project site would be low. Further, California PRC Section 5097.5 prohibits unauthorized disturbance of paleontological sites and requires notification and proper handling of discoveries. Based on the low paleontological sensitivity of the project site and required compliance with California PRC Section 5097.5, potential impacts to paleontological resources would be less than significant.

8. GREENHOUSE GAS EMISSIONS Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? (Source: IX.4, 68, 74, 75)	☐	☐	☒	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? (Source: IX.4, 65, 64, 68, 74).	☐	☐	☒	☐

Discussion/Conclusion/Mitigation

The majority of individual projects do not generate sufficient GHG emissions to create a project-specific impact through a direct influence on climate change; therefore, the issue of climate change typically involves an analysis of whether a project's contribution towards an impact is cumulatively considerable. According to the CEQA Guidelines Section 15355, "cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, other current projects, and probable future projects.

The County does not currently have an adopted GHG reduction plan with numerical reduction targets for individual uses and developments. The County is in the process of developing a Community Climate Action and Adaptation Plan (CCAAP) to reduce GHG emissions within the unincorporated County area. In October 2024, a Final Greenhouse Gas Emissions Inventory Report was prepared for the County's CCAAP (Source: IX.85). The CCAAP has not yet been approved, however it is intended to align with the requirements of the General Plan, as well as State mandates, and will serve to reduce GHG emissions for target years 2030 and 2045. The long-term target year of 2045 was chosen to align with the statewide carbon neutrality goal expressed in Executive Order B-55-18.

Since MBARD has not adopted thresholds, the County uses consistency with applicable plans for the reduction of GHG emissions as the threshold for project significance.

Greenhouse Gas Emissions Impact 8(a, b) – Less Than Significant Impact

Construction Emissions

Project construction would occur over approximately 18 months and would generate an estimated 1,487 metric ton (MT) CO_2e, as shown in Table 6.8-1. This total includes CO_2 and CH_4 emissions, which are combined using standard global warming potential conversions. When amortized over a 30-year project lifespan, construction-related emissions would equal approximately 50 MT CO_2e per year (Source: IX.74). Construction emissions are provided for informational purposes only.

Table 6.8-1 Estimated Annual Construction Emissions

Emission Source	Annual Emissions (CO_2e)
2026 Construction	662 MT CO_2e
2027 Construction	825 MT CO_2e
Total Construction	1,487 MT CO_2e
Amortized Over 50-Years	50 MT CO_2e

See CalEEMod Calculations, Source: IX.74

Operational Emissions

Project operational GHG emissions were calculated for area source emissions, energy emissions, mobile source emissions, waste, and water. Project operational emissions would total 991 MT CO_2e per year, with a net total (including amortized construction emissions, and reductions for the existing home use) of 1,026 MT CO_2e per year. The CalEEMod project operational emissions are summarized below in Table 6.8-2 (Source: IX.74). Operational emissions are provided for informational purposes only.

Table 6.8-2 Estimated Annual Operational Emissions

Emission Source	CO_2e (MT)[1]
Construction	50
Operational	
Area	111
Energy	200
Solid Waste	22
Water	10
Mobile	649
Refrigerants	<1
Operational Total	992
Existing Site Emissions	(14)
Project Total (with amortized GHG)	**1,028**

[1] *Numbers may not add directly due to rounding.*

2 Section VI.14, Population and Housing shows a population of 211. This results in a conservative efficiency number and was used for the determination of service population emissions.

See CalEEMod Calculations, Source: IX.74

All 307 parking spaces provided by the project would be compatible with Level 1 or Level 2 EV chargers. All residences would be equipped with solar panels. The use of EV's was included in the emissions quantifications using the CalEEMod model emission factors. Although all residences would be equipped with solar panels, the total amount of electrical consumption from the on-site solar panels was not available at the time of the analysis. Therefore, the GHG emissions analysis conservatively assumes no electrical offsets from solar.

The County has not adopted a specific renewable energy or energy efficiency plan (Source: IX.4). However, the following plans, policies, or regulations adopted for the purpose of reducing the emissions of greenhouse gases are applicable to the project:

MBARD AQMP

Compliance with the AQMP is demonstrated under Section VI.3, *Air Quality*, Impact (a) through Impact (c). As described therein, the project would not result in population growth that would exceed the 2015 AQMP forecast, nor would the project result in emissions exceeding MBARD criteria pollutant thresholds or utilize construction equipment that is not accounted for within the CalEEmod Model. Therefore, the project would not conflict with or obstruct implementation of the applicable air quality plan (the 2015 AQMP).

AMBAG Metropolitan Transportation Plan/Sustainable Communities Strategy

AMBAG adopted the Sustainable Communities Strategy (SCS) as part of the 2045 Metropolitan Transportation Plan (MTP) in June 2022. The MTP serves as the long-range plan for the region, identifying transportation needs, investment priorities, and policy frameworks for local governments to foster sustainable development, including meeting the SB 375 GHG emissions reduction target of five percent below 2005 per capita GHG emissions by 2035. As part of meeting these reductions, AMBAG has an overall goal to assure that the region is EV ready. The project would include EV compatibility for all 307 parking spaces provided by the project. Emissions inventories are determined based on the AMBAG population growth forecasting to determine whether a project meets the SB 375 goals in the MTP/SCS. As described in Section VI.3, *Air Quality*, the project would not exceed the AMBAG population growth projections. Further, the MTP/SCS promotes residential development within existing urbanized areas to reduce reliance on motor vehicles. The project would include the construction of a pedestrian path along Val Verde Drive and sidewalks within the internal circulation network to encourage alternative modes of travel to nearby commercial services (Source: IX.65). Therefore, the project would be consistent with AMBAG's MTP/SCS.

County General Plan

The County does not currently have an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs. However, the County's General Plan Conservation and Open Space Element contains the following applicable policies related to reducing GHG emissions through renewable energy sources (Source: IX.4).

- **Policy OS-9.1.** The use of solar, wind and other renewable resources for agricultural, residential, commercial, industrial, and public building applications shall be encouraged.
- **Policy OS-9.4.** Lots shall be oriented to maximize the energy gains from solar and/or wind resources in order to minimize energy losses where possible.
- **Policy OS-9.6.** Development shall incorporate features that reduce energy used for transportation, including pedestrian and bicycle pathways, access to transit, and roadway design as appropriate.

As described under Section VI.6, *Energy*, the project would meet the requirements of the 2022 Building Energy Efficiency Standards and the 2022 California Energy Code, which require efficient mechanical and lighting systems, and the integration of renewable energy and smart energy management measures to reduce overall energy consumption and thereby reduce GHG

emissions (Source: IX.64). The project would include the installation of solar panels on all residential units and does not contain steep slopes that could limit the ability of rooftop solar panels to maximize energy production, thereby complying with the County's General Plan Conservation and Open Space Element Policies OS-9.1 and OS-9.4, described above. The project is located in an area surrounded by commercial and residential development and would include the construction of sidewalks along Val Verde Drive to improve pedestrian access and encourage walking to nearby services (Source: IX.4). As such, the project would comply with the County's General Plan Conservation and Open Space Element Policy OS-9.6.

CARB's 2022 Scoping Plan Update

MBARD has not established significance thresholds for GHG emissions to ensure compliance with CARB's 2022 Scoping Plan Update goals of carbon neutrality by 2045, nor has MBARD adopted specific goals or policies designed to reduce GHG emissions. However, the project would exceed the 2025 CalGreen mandatory and voluntary Tier standards for the inclusion of EV charging infrastructure requirements, as all 307 parking spaces would be EV charging compatible. Further, consistency with the 2025 CalGreen mandatory EV charging station implementation and minimum solar requirements would be required for the project. As California moves towards a Net Zero Carbon goal by 2045, the projects implementation of above mandated EV charging infrastructure, along with the implementation of mandatory EV charging station and solar requirements, the project will be well seated to accommodate additional EV vehicles that residents are anticipated to own moving toward 2045. The additional reductions anticipated from the additional charging capabilities as well as the increased efficiencies will provide a suitable offset to the natural gas emissions that are anticipated on-site in the initial operational years. Additionally, as California moves towards the 2045 goal, California is moving towards reducing the reliance on natural gas appliances throughout the state therefore, are appliances are replaced it is anticipated that less and less natural gas will be used on-site. Therefore, the project would be consistent with the 2022 Scoping Plan Update and impacts would be less than significant.

MBARD has not established significance thresholds for GHG emissions to support CARB's 2022 Scoping Plan Update target of achieving carbon neutrality by 2045, nor has MBARD adopted specific GHG-reduction policies. However, the project would exceed the 2025 CalGreen mandatory and voluntary Tier EV-charging requirements, as all 307 parking spaces would be EV-charging ready. The project would also be required to meet the 2025 CalGreen mandatory EV-charging station installation and minimum solar photovoltaic requirements.

As California transitions toward statewide carbon neutrality by 2045, the project's EV-charging infrastructure and compliance with mandatory EV-charging and solar requirements would enable the site to accommodate increasing EV ownership among residents. The resulting reductions in transportation related emissions, combined with improved building energy efficiencies, would offset natural gas emissions expected during the early years of project operation. Over time, as California phases down the use of natural gas appliances, on-site natural gas demand would be expected to continue to decline. Therefore, the project would be consistent with the applicable plan, policies, and regulations adopted for the purpose of reducing the emissions of GHG. Impacts would be less than significant.

9. HAZARDS AND HAZARDOUS MATERIALS **Would the project:**	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? (Source: IX.50)	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? (Source: IX.45, 50)	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? (Source: IX.50)	☐	☐	☒	☐
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? (Source: IX.44, 49)	☐	☐	☐	☒
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area? (Source: IX.46)	☐	☐	☐	☒
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? (Source: IX.5, 15, 20)	☐	☐	☒	☐
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires? (Source: IX.5, 19)	☐	☐	☒	☐

Discussion/Conclusion/Mitigation:

Hazardous materials, as defined by the CCR, are substances with certain physical properties that may pose a substantial present or future hazard to human health or the environment when improperly handled, disposed, or otherwise managed. Hazardous materials and waste can result in public health hazards if improperly handled, released into the soil, or groundwater, or through airborne releases in vapors, fumes, or dust.

A Phase II Environmental Site Assessment was conducted by Stantec Consulting Services, Inc. (Stantec) in April 2024 (Source: IX.50; County of Monterey Library No. LIB240315). The purpose of this investigation was to evaluate the site through a subsurface soil investigation and laboratory testing. The report presents an explanation of investigative procedures, analysis results from laboratory testing, conclusions regarding the analytical findings, and recommendations for the project development.

The Hazardous Waste and Substances Site (Cortese) List is a planning tool used by the state, local agencies, and developers to comply with CEQA requirements related to the disclosure of information about the location of hazardous materials release sites. California Government Code Section 65962.5 requires the California Environmental Protection Agency (CalEPA) to develop at least annually an updated Cortese List. Various state and local government agencies are required to track and document hazardous material release information for the Cortese List. There are no hazardous materials release sites in the vicinity of the Project site (Source: IX.37). Similarly, according to the California Department of Toxic Substances Control's (DTSC) EnviroStor database, there are no contaminated sites within the vicinity of the project site (Source: IX.44).

Hazards and Hazardous Materials Impact 9(a, b) – Less Than Significant Impact

Construction

Project construction would include the temporary transport, storage, use, or disposal of potentially hazardous materials including fuels, lubricating fluids, cleaners, solvents, or soils assumed to be contaminated from pesticides due to widespread agricultural practices in Monterey County. If spilled, these substances could pose a risk to the environment and to human health. However, the transport, storage, use, or disposal of hazardous materials is subject to various federal, state, and local regulations designed to reduce risks associated with hazardous materials, including potential risks associated with upset or accident conditions. Hazardous materials would be required to be transported under U.S. Department of Transportation regulations (U.S. Department of Transportation Hazardous Materials Transport Act, 49 Code of Federal Regulations), which stipulate the types of containers, labeling, and other restrictions to be used in the movement of such material on interstate highways. In addition, the use, storage, and disposal of hazardous materials are regulated through the Resources Conservation and Recovery Act (RCRA). DTSC is responsible for implementing the RCRA program, as well as California's own hazardous waste laws. DTSC regulates hazardous waste, cleans up existing contamination, and looks for ways to control and reduce the hazardous waste produced in California. It does this primarily under the authority of RCRA and in accordance with the California Hazardous Waste Control Law (California H&SC Division 20, Chapter 6.5) and the Hazardous Waste Control Regulations (Title 22, CCR, Divisions 4 and 4.5). DTSC also oversees permitting, inspection, compliance, and corrective action programs to ensure that hazardous waste managers follow federal and state requirements and other laws that affect hazardous waste specific to handling, storage, transportation, disposal, treatment, reduction, cleanup, and emergency planning. Compliance with existing regulations would reduce the risk of potential release of hazardous materials from spills and transport during construction.

A Phase I Environmental Site Assessment report was prepared by Stantec in December 2023 and identified historical agricultural use on the project site that may have used herbicides containing organochlorine pesticides (OCPs) and/or heavy metals. Based on this finding, Stantec conducted a Phase II Environmental Site Assessment in April 2024 to evaluate the subsurface condition at the project site based on the site's historical agricultural use. The Phase II Environmental Site Assessment involved collecting soil samples from 30 shallow soil borings across the site. Soil samples were analyzed for OCPs, arsenic, and lead. Analytical results did not indicate the presence of OCPs lead above applicable regulatory thresholds. Although two of the 30 samples reported arsenic at concentrations of 5.4 and 7.4 mg/kg, which exceeds regulatory thresholds, the

Phase II Environmental Site Assessment did not recommend any remediation because arsenic natural occurs throughout the State of California at concentrations of up to 11 mg/kg. The State of California uses the background levels the cleanup standard for arsenic; therefore, arsenic was not detected above anticipated cleanup levels (Source: IX.50). Based on these results, the sites' historical agricultural use would not pose a concern for human health and/or the environment, and no further assessment or remedial action would be warranted. Because these contaminants are not present above typical background or regulatory thresholds, ground disturbance would not result in the release of hazardous materials into the environment, and impacts are less than significant with respect to OCP, arsenic, and lead (Source: IX.50).

Buildings constructed prior to 1977 in California may contain lead-based paint and asbestos-containing materials. The existing buildings on the project site (single family residence and detached garage) were constructed around 1960 and therefore may contain lead and asbestos. The project would require the demolition of the existing single-family residence and detached garage on southern portion of the site, which could result in upset and release of hazardous materials into the environment. During demolition activities, all building materials containing lead-based paint shall be removed in accordance with California Occupational Safety and Health Administration lead-related regulations contained in Title 8 of the CCR, Section 1532.1, including employee training, employee air monitoring, and dust control. Any debris or soil containing lead-based paint or coatings shall be disposed of at landfills that meet acceptance criteria for the type of lead being disposed. In addition, demolition and construction would be required to comply with MBARD Rule 424, which enforces the National Emissions Standards for Hazardous Air Pollutants regulation with authority delegated by the USEPA. Rule 424 requires surveys for asbestos to be conducted prior to demolition activities that would disturb materials that might contain asbestos. MBARD also collects fees for demolition activities subject to Rule 424 (Source: IX.45). Compliance MBARD and USEPA regulations would ensure that asbestos containing materials are identified and disposed of in such a manner as to ensure that demolition would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. As such, this construction impact would be less than significant.

Operation

Residential buildings typically do not use or store large quantities of hazardous materials other than those typically used for household cleaning, maintenance, and landscaping. For example, households may contain one or several gallons of paint for touching up interior architectural features, such as baseboards along walls, which would generate a nominal amount of waste that would not warrant a potentially significant hazardous materials or waste impact. Therefore, project operation would not involve the use, storage, transportation, or disposal of substantial quantities of hazardous materials and would not result in the release of such materials into the environment. Impacts from project operation would be less than significant.

Hazards and Hazardous Materials Impact 9(c) – Less Than Significant Impact

Children are particularly susceptible to long-term effects from exposure to hazardous materials. Locations where children spend extended periods of time, such as schools, are considered sensitive to hazardous air emissions and accidental release associated with the handling of

extremely hazardous materials, substances, or wastes. Carmel Middle School is located approximately 500 feet northeast of the project site.

As discussed under Section VI.9, *Hazards and Hazardous Materials*, Impact 9 (a, b), project operation would not involve the use or storage of hazardous materials other than minor household chemicals in household quantities. Though potentially hazardous materials such as fuels, lubricants, solvents, and oils could be used during project construction, the transport, use and storage of hazardous materials would be conducted in accordance with applicable State and federal laws, such as the Hazardous Materials Transportation Act, RCRA, the California Hazardous Material Management Act, and CCR, Title 22. Licensed hazardous materials transporters leaving the project site would take the shortest direct route, which would include driving west to access SR-1 via Rio Road. This route would not be in proximity to Carmel Middle School. Therefore, it is unlikely that transporters would be required to drive past the school while carrying hazardous materials. Impacts related to hazardous materials near schools would be less than significant.

Hazards and Hazardous Materials Impact 9(d) – No Impact

The following databases compiled pursuant to Government Code Section 65962.5 were checked for known hazardous materials contamination within the project site:

- EnviroStor Database, California Department of Toxic Substances Control (Source: IX.44)
- GeoTracker Database, California State Water Resources Control Board (Source: IX.49)

According to the database search, there are no known hazardous material sites within the project site. Four cleanup sites were identified within 0.5 mile of the project site. The nearest cleanup sites are the Crossroads Shopping Center Safeway (case SLO605371998) and the Arco Service Station #2161 (case T0605300295), both on Rio Road approximately 1,000 feet southwest of the project site. These two cases were completed and closed in 2005 and 1999, respectively (Source: IX.49). Located just under 0.5 mile from the project site are the Tosco Facility (case T0605300253) and the Chevron Station (case T060530BMP0249). These two cases were completed and closed in 2014 and 2012, respectively (Source: IX.49). No hazardous materials sites are known to exist in the project site, and the nearest hazardous materials cleanup cases have been resolved**.** Therefore, no impact would occur.

Hazards and Hazardous Materials Impact 9(e) – No Impact

The closest public airport to the project site is the Monterey Regional Airport located approximately four miles northeast. Therefore, the project site is not located in the airport's Airport Influence Area and is not subject to the 2019 Monterey Regional Airport Land Use Compatibility Plan. There are no private airstrips in the vicinity of the project site (Source: IX.46). Given the distance from the project site, aircraft at Monterey Regional Airport would not result in a safety hazard or excessive noise for people residing or working at the project site. There would be no impact.

Hazards and Hazardous Materials Impact 9(f) – Less Than Significant Impact

As described in Section VI.20, *Wildfire*, the project site is located within a Moderate Fire Hazard Severity zone and is not located within a Very High Fire Hazard Severity Zone (VHFHSZ) or state responsibility area. A VHFHSZ is located approximately 0.35 mile east of the project site (Source: IX.19).

The project would involve the construction of 74 residential units and would result in an estimated additional 211 residents on the site, thereby increasing the human presence near the VHFHSZ[3]. However, as discussed in Section VI.14, *Population and Housing*, the population growth is within the AMBAG projected growth increase for unincorporated Monterey County (Source: IX.15). Further, as discussed in Section VI.15, *Public Services,* the project site is in an area already served by Cypress Fire Protection District and would not have a significant impact on fire response times nor create substantially greater need for additional fire protection services above the current capacity (Source: IX.20). The project site is located in close proximity to Carmel Valley Road and SR-1. Both of these corridors are identified as Evacuation Routes per the General Plan Safety Element, Table S-1. Although the population would increase, which could increase traffic volumes, thereby potentially impacting response during an emergency event along the evacuation routes, the project would involve improvements to Val Verde Drive and construction of an internal circulation network ultimately allowing for safer movement through the site in the event of an emergency. Cypress Fire Protection District would conduct a review of the project during the permit process to verify compliance with all codes and standards including driveway width, turning radius, and emergency access (Source: IX.5). Therefore, the project would not impair an adopted emergency response plan or emergency evacuation plan and impacts would be less than significant.

Hazards and Hazardous Materials Impact 9(g) – Less Than Significant Impact

As described in Section VI.20, *Wildfire*, the project site is located within a Moderate Fire Hazard Severity zone and a VHFHSZ is located approximately 0.35 mile east of the project site (Source: IX.19). The project would be developed in accordance with State and County fire standards and regulations including Monterey County Code Section 18.14.080, which requires all new structures and exterior premises to include fire safety features, such as fire-residence ratings and fire protection systems (Source: IV. 5). The project would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires. Therefore, impacts would be less than significant.

[3] 74 housing units multiplied by the average number of persons per household in the County (2.84) equals approximately 211 residents

10. HYDROLOGY AND WATER QUALITY **Would the project:**	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality? (Source: IX.5, 78, 83, 84)	☐	☐	☒	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin? (Source: IX.53, 78, 84)	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i) result in substantial erosion or siltation on- or off-site? (Source: IX.78, 84)	☐	☐	☒	☐
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site? (Source: IX.78, 84)	☐	☐	☒	☐
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff? (Source: IX.84)	☐	☐	☒	☐
iv) impede or redirect flood flows? (Source: IX.78)	☐	☐	☒	☐
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation? (Source:IX.78, 84)	☐	☐	☒	☐
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan? (Source: IX.5, 53, 78, 81, 84)	☐	☐	☒	☐

Discussion/Conclusion/Mitigation:

A Hydrogeologic Report for the project was prepared by Todd Groundwater in January 2026 (Source: IX.78). The purpose of this report was to evaluate groundwater levels, aquifer characteristics, groundwater-surface water interactions, and potential changes to groundwater demand and recharge associated with the project. These findings provide the basis for evaluating whether the project would degrade surface or groundwater quality, substantially decrease groundwater supplies, alter drainage patterns, or conflict with applicable stormwater management regulations. A Preliminary post-construction Stormwater Control Plan was prepared by the owner/applicant in accordance with the Central Coast Regional Water Quality Control Board requirements (Source: IX.84). In addition, an Operation and Maintenance (O&M) Plan was prepared by the owner/applicant, which outlines long-term operational maintenance and funding of the project stormwater treatment facilities (Source: IX.83).

The project site is located approximately 1,050 feet north of the Carmel River, within the lower Carmel River Valley. The project site is underlain by the Carmel Valley Groundwater Basin (CVGB) where the Carmel Valley Alluvial Aquifer (CVAA) is the primary water-bearing unit. The CVAA is highly permeable, shallow (typically 10–25 feet below ground surface), and hydraulically connected to river flows. Two portions of the site lie within the 100-year flood zone of the Carmel River: the southwest corner and the southwestern section of the parcel east of Val Verde drive, as shown in Figure 2-3.

Hydrology and Water Quality Impact 10(a) – Less Than Significant Impact

Project Construction

Project construction would include short-term soil disturbing activities that could lead to increased erosion and sedimentation, which would decrease water quality and be a potential violation of water quality standards. The project would disturb more than one acre of land, and therefore would be subject to the General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities, Order No. 2022-0057-DWQ, NPDES No. CAS000002 (Construction Stormwater General Permit) adopted by the SWRCB. The Construction Stormwater General Permit requires development of a Storm Water Pollution Prevention Plan (SWPPP) with best management practices to control the discharges of pollutants, including sediment, into local surface water drainages. Prior to the issuance of a permit for grading activity, the owner/applicant must submit an Erosion Control Plan developed in compliance with County Code 16.12 (Erosion Control) to the appropriate County Director for review and approval. Further, the project would be subject to County Code 16.12.070, which requires the use of erosion and sediment controls to protect water quality while the site is under construction (Source: IX.5). This would prevent project construction from adversely impacting water quality or violating water quality standards. Compliance with existing regulations would ensure that the potential for water quality degradation from project construction is minimized, would not violate water quality standards or waste discharge requirements, or otherwise substantially degrade surface or groundwater quality. As such, project construction impacts to surface water and groundwater quality would be less than significant.

Project Operation

Project operation would result in a net increase of approximately 299,139 square feet of impervious surfaces (Source: IX.84). Under post-project conditions, approximately 55 percent of the site would be covered by impervious surfaces and 45 percent would be landscaped (Source: IX.78). Although the additional impervious surfaces would cover soils and reduce soil erosion, impervious surfaces prevent the infiltration of water and other fluids into soils and could potentially result in the addition of contaminants or runoff entering the local stormwater drainage system and ultimately degrade surface water and groundwater quality. Stormwater runoff from impervious surfaces would be directed toward the two on-site bioretention basins designed to treat and infiltrate stormwater runoff consistent with County requirements. One of the bioretention basins would be located west of Val Verde Drive, with a capacity of approximately 4,085 cubic feet. The second bioretention basin would be located east of Val Verde Drive, with a capacity of approximately 5,492 cubic feet (Source: IX.78). These facilities would reduce pollutant loading through the inclusion of ponding, permeable planting soils, infiltration

materials and sub-drains systems designed to filter pollutants from stormwater runoff from adjacent roof areas and other impervious surfaces (Source: IX.83). Further, the Stormwater Control Plan and the O&M plan would ensure pollutants discharges are minimized during long-term project operation (Source: IX.83, 84).In summary, compliance with existing regulations, on-site management of runoff provided by the bioretention basins, and implementation of the Stormwater Control Plan and O&M plan would ensure that the potential for water quality degradation from project operation is minimized and would not violate any water quality standards or waste discharge requirements, or otherwise substantially degrade surface or groundwater quality. As such, project operation impacts to surface water and groundwater quality would be less than significant.

Hydrology and Water Quality Impact 10(b) – Less Than Significant Impact

The project site is currently utilized for agricultural purposes and contains 2,948 square feet of impervious surfaces including the roofs from the existing single-family residence and detached garage (Source: IX.84). Once project construction is complete, the project site would increase the impervious surfaces on the site by 299,139 square feet (approximately 55 percent of the project site), which would reduce the infiltration of precipitation into the groundwater compared to existing conditions. However, the remaining 45 percent of the project site would be comprised of pervious surfaces, landscaped vegetation, and would include two bioretention areas that would provide groundwater recharge on-site. The soil underlying the bioretention basins (Pico fine sandy loam) would facilitate infiltration and are estimated to provide 4–7 acre feet per year (AFY) of groundwater recharge, supplemented by infiltration from landscaped areas and disconnected impervious surfaces (Source: IX.78). The infiltration provided by the bioretention basins, pervious surfaces, and landscaped areas would result in approximately 9.84 to 12.22 AFY of groundwater recharge under project development, which is sufficient to offset the reduction in natural infiltration caused by the additional impervious surfaces (Source: IX.78). Therefore, the project would not substantially reduce groundwater recharge.

The CVGB has an estimated storage capacity of 37,500 acre feet and historical pumping ranging from 5,900–9,100 AFY (Source: IX.53, 78). As described in Section II.2.2.7, *Infrastructure*, the project would be served by one of two potential long-term water supply sources: (1) an MPWMD allocation delivered through a new Cal-Am connection, or (2) continued use of the property's riparian rights through on-site wells or~~and~~ a wheeling agreement with Cal-AM. The project's potential impact on groundwater supplies can be determined by whether the project would increase or decrease the current (baseline) water demand based on the net consumptive water use of the project compared to the current water demand. Net consumptive water use represents water permanently removed from the groundwater system. Therefore, any increase above the current water demand would reduce groundwater supplies, resulting in a potential impact on groundwater supplies. Under both potential water supply scenarios, the project's estimated long-term water demand would be lower than the current agricultural water use on the site, representing a net decrease in consumptive water use. MPWMD typically uses the most recent 10 years of data to determine the baseline consumptive use for a development project (Rule 40-A.5.a). Based on reported water use, consumptive use of groundwater on the property during 2015-2024 averaged 27 AFY[4] (Source: IX.78). The project would require approximately

[4] Based on 10-year average data from MPWMD (Source: IX.78)

16 AFY[5], which is substantially lower than historical water demand on the property (Source: IX.53). This reduction in water demand represents approximately a 36 percent decrease relative to current (baseline) conditions and represents less than one percent of the CVGB's historical pumping range (Source: IX.53). Therefore, the project would result in a net decrease in consumptive groundwater use, thereby reducing groundwater depletions, and result in an improvement in comparison to current (baseline) conditions (Source: IX.78).

Given the lower water supply demand under the project compared to the site's current use, CVGB's substantial capacity, and sufficient production from on-site wells, the project would not substantially decrease groundwater supplies. This impact would be less than significant.

Hydrology and Water Quality Impact 10(c.i, c.ii) – Less Than Significant Impact

The project would not involve altering the course of any stream or river, and no defined channels or drainages cross the site. Two portions of the site lie within the 100-year flood zone of the Carmel River, which is located 1,050 feet to the south: the southwest corner and the southwestern section of the parcel east of Val Verde Drive. These portions of the project site within the 100-year flood zone would be utilized for bioretention basins, as shown in Figure 2-3. Hydraulic modeling performed during preparation of the Hydrogeologic Report indicated that the project would have a negligible effect on Carmel River flood levels (Source: IX.78). Further, existing roadside ditches along Val Verde Drive currently provide adequate stormwater conveyance, and there have been no documented local flooding events in the project vicinity (Source: IX.78).

Construction activities would include grading, excavation, and other ground-disturbing activities, which could temporarily alter surface drainage patterns on-site and increase the potential for erosion and siltation. However, the project would be required to comply with the SWPP, which would require implementation of best management practices and erosion control measures, thereby reducing the potential for construction activities to result in soil erosion and siltation of waters.

According to the Preliminary Stormwater Control Plan for the project, full project development would result in approximately 55 percent of the project site being covered by new impervious surfaces such as the roadways, driveways, sidewalks, residences, and landscaped areas; representing a net increase of 299,139 square feet compared to existing conditions. The remaining 45 percent of the project site would be covered by pervious landscaping (Source: IX.84). Although the new impervious surfaces would increase by preventing infiltration of rainwater, stormwater runoff would be adequately managed on-site by the two bioretention basins designed to treat and infiltrate stormwater runoff consistent with County requirements to prevent flooding. Further, the new impervious surfaces proposed under the project would cover soils, reducing on-site soil erosion and siltation of waters. In addition, the project would be required to comply with the SWPP, County stormwater requirements, Stormwater Control Plan and O&M plan. Therefore, flooding and siltation impacts resulting from the project's effects on drainage patterns would be less than significant.

[5] Interior annual average water demand (13.35AFY) added to exterior annual average water demand (2.36 AFY), rounded up for conservative estimate (Source: IX.53)

Hydrology and Water Quality Impact 10(c.iii) – Less Than Significant Impact

As described in Section VI.10, *Hydrology and Water Quality*, Impact 10(c.i, c.ii), the project would introduce 299,139 square feet of new impervious surfaces (Source: IX.84), replacing the existing agricultural crop lands and thereby altering the existing drainage pattern of the site. The new impervious surfaces introduced by the project would reduce infiltration and increase surface stormwater runoff compared to current conditions. The project would include construction of new stormwater drainage facilities, including two bioretention basins designed to manage surface stormwater runoff from the additional impervious surfaces and accommodate a 95th percentile rainfall event for the site (refer to Section II.2.2.7, *Infrastructure*). The bioretention basins would be designed to filter pollutants from stormwater runoff before discharge, ensuring that runoff does not exceed the capacity of existing or planned drainage systems. Therefore, the project would not create a significant new source of stormwater runoff which would exceed the capacity of existing or planned stormwater drainage systems or contribute substantial amounts of polluted runoff. Therefore, the project's impact on stormwater drainage systems would be less than significant.

Hydrology and Water Quality Impact 10(c.iv) – Less Than Significant Impact

The project site is located within a 100-year floodplain as mapped by the Federal Emergency Management Agency (FEMA), as shown in Figure 2 3. However, the project is designed to raise finished grades in the southwest corner of the site that lies within the 100-year floodplain above the mapped base flood elevation through placement of engineered fill (Source: IX.78). Therefore, no residences would be placed within a 100-year flood hazard area. The project would increase impervious surface area on the project site compared to existing conditions; however, the project includes on-site stormwater management facilities, such as bioretention areas, where stormwater would collect and be treated before discharge. This treatment process involves infiltration of stormwater through soils and sub-drains, which slows the velocity of the stormwater runoff and releases treated stormwater into the existing storm drain system gradually. Therefore, impacts related to impeding or redirecting flood flows would be less than significant.

Hydrology and Water Quality Impact 10(d) – Less Than Significant Impact

The project site is located in the lower Carmel River Valley, where regional flooding is primarily caused by overbank flows from the Carmel River during major storm events. As shown in Figure 2 3, a small portion of the site's southwest corner lies within the FEMA-mapped 100-year floodplain. The remainder of the site is outside any mapped flood, tsunami, or seiche hazard zones, and no nearby enclosed water bodies are present that could generate a seiche (Source: IX.78). Because the site is near the Carmel River and partially overlaps the 100-year floodplain, a 100-year flood event is the most likely scenario in which floodwaters could reach the project area and potentially mobilize pollutants. As shown in Figure 2-3, a limited portion of three residential parcels (Lots 6-8) lie within the 100-year floodplain; all other residential parcels would be located outside of the floodplain. No residential units or building foundations are anticipated to be developed within the 100-year floodplain. Although not anticipated, should development within the floodplain occur, it would be subject to the requirement of Chapter 16.16 of the County Code and require that finished floors be elevated one foot above the base flood elevation to minimize related risk and hazards to an acceptable level. The portions of Lots 6-8 within the floodplain would serve as rear yards and would be graded to direct flood flows away

from the residences and south toward the bioretention basin adjacent to Lot 8, as shown in the Preliminary Grading Plan (Figure 2-8). According to the Hydrogeologic Report, project grading activities would not significantly alter flood elevations or redirect overbank flows in a manner that would elevate flood hazards off-site (Source: IX.78). Further, the project's bioretention basins (Parcels C and B) would be located within the flood hazard area and would exceed the required capacity required to accommodate a 95th percentile storm event (Source: IX.78, 84). If a flood did occur, the bioretention basins would prevent on-site floodwater ponding that could mobilize pollutants, ensuring that stormwater is conveyed away from residences and would not rise to levels capable of inundating pollutant sources. Therefore, impacts related to the release of pollutants from inundation from flood hazards, tsunamis, or seiches would be less than significant.

Hydrology and Water Quality Impact 10(e) – Less Than Significant Impact

Water quality in the project area is regulated under the Central Coast Regional Water Quality Control Board's Basin Plan (Basin Plan), which establishes water quality objectives for the Carmel River and underlying groundwater basins, including the CVGB (Source: IX.82). Implementation of the Basin Plan is carried out through multiple regulatory mechanisms, including the NPDES Construction General Permit, Post-Construction Requirements for stormwater management, and waste discharge requirements applicable to development projects. The project's stormwater design, which includes two bioretention basins and compliance with the County's Low Impact Development (LID) standards, is consistent with the Basin Plan's requirement to treat and infiltrate stormwater and reduce pollutant loading. The basins are capable of infiltrating stormwater and preventing uncontrolled discharges that could violate water quality objectives for sediment, nutrients, or other pollutants (Source: IX.78). As described under Section VI.10, *Hydrology and Water Quality*, Impact (a), the project would not violate water quality standards.

The project also would not conflict with any Sustainable Groundwater Management Act (SGMA) plan, because the CVAA, which is the primary water-bearing unit of the CVGB, is not managed under SGMA. Instead, groundwater in the CVAA is legally considered underflow of the Carmel River and is regulated through surface water rights administered by the SWRCB. The CVAA is managed through MPWMD's regulatory authority rather than SGMA, and project-related pumping under both water supply scenarios would not conflict with any sustainable groundwater management plan (Source: IX.81). As described under Section VI.10, *Hydrology and Water Quality,* Impact (b), the project would demand approximately 16 AFY of water, which is substantially lower than historical use. This reduction in water demand represents approximately a 36 percent decrease relative to existing conditions and represents less than one percent of the CVGB's historical pumping range (Source: IX.53, 78). The project's reduced groundwater use would support, rather than conflict with, long-term resource management goals for the CVAA and the Carmel River. Therefore, the project does not include any action that would interfere with regional water quality regulations, watershed management programs, or the County's stormwater ordinances, or prevent the County, MPWMD, or the Regional Water Quality Control Board from implementing their adopted water resource programs (Source: IX.5, 84). This impact would be less than significant.

11. LAND USE AND PLANNING Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Physically divide an established community? (Source: IX.91)	☐	☐	☐	☒
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect? (Source: IX.2, 4)	☐	☒	☐	☐

Discussion/Conclusion/Mitigation:

Land Use and Planning Impact 11(a) - No Impact

The project site has historically been used for agricultural purposes and is characterized by several mature trees, scattered vegetation, and row crops. The project site is currently developed with a single family residence and detached garage on the southern portion of the project site. Surrounding land uses near the project site are generally characterized by residential and commercial uses to the north, south and west; and to the east by undeveloped high density designated land.

The physical division of an established community typically refers to the construction of a physical feature (such as an airport, roadway, or railroad track) or the removal of a means of access (such as a local road or bridge) that would impair mobility. The project involves the demolition of the existing on-site structures and construction of 74 residential units. Vehicular, bicycle and pedestrian access to the project site would be provided via Val Verde Drive. An internal circulation system would provide circulation throughout the site. The project would not alter the existing public street layout or access to existing adjacent land uses. The project would improve circulation on the project site and would not introduce any physical barriers, such as high-capacity roadways or other major infrastructure, that could divide an established community. Further, the project would not involve the removal of any means of access that could impair mobility within the existing local community or between the community and adjacent areas (Source: IX.91). Therefore, the project would result in no impact related to the physical division of an established community.

Land Use and Planning Impact 11(b) - Less Than Significant with Mitigation Incorporated

The project would be subject to the goals, policies, and regulations of the County's General Plan, CVMP, and Zoning Ordinance. The proposed subdivision and residential use is consistent with the Low Density Residential land use designation and zoning district; therefore, it would not conflict with the allowed land uses described in section 21.14.030. As described in Section II subsection 2.2.4, *Residential Density,* the project proposes a residential density that exceeds the limits established by Section 21.14.060 of the County's Zoning Ordinance and CVMP Policy CV-1.10. The project applicant submitted a Preliminary Application under SB 330, which was deemed complete and vested on June 12, 2024, and invoked the Builder's Remedy (California

Government Code 65589.5(D)(5). Under SB 330, an application cannot be denied or conditioned to reduce density based on inconsistencies with the General Plan, zoning regulations, or other local policies. Subject to approval of the SB 330 application and issuance of associated building permits, the residential development would no longer be considered nonconforming under the County's General Plan or Zoning Ordinance. Approval of the nonconforming density would not result in physical environmental impacts beyond those already analyzed in this document.

The project would not conflict with policies in the CVMP adopted for the express purpose of avoiding or mitigating environmental effects. CVMP Policy 1.10 states that Val Verde Drive is designated for residential development (Source: IX.2). Thus, the project is consistent with the intended land use of the project site. CVMP Policy CV-6.3 requires the preservation of croplands and orchards for agricultural use and allows only limited clustered development under strict location, density, and visual quality standards. This policy is not intended to mitigate or avoid impacts to agricultural resources; rather, it is intended to maintain the rural character of Carmel Valley by supporting agricultural uses while also allowing low-density residential development. The project site is designated for residential use under the CVMP, and although 10 acres are currently used for agriculture, the project would not result in a substantial reduction in the agricultural uses in Carmel Valley as a whole. Therefore, the project would not conflict with CVMP Policy CV-6.3. The residential development would be set back more than 100 feet from Carmel Valley Road; therefore, the project would not conflict with CVMP Policy CV-3.1. As discussed in Section VI.2, *Agriculture and Forest Resources*, one coast redwood tree on the site would be removed. The coast redwood tree would be replaced with a 15-gallon tree of the same species; therefore, the project would not conflict with CVMP Policy CV-3.11.

Although the project would involve converting Prime Farmland to a non-agricultural use (see Section VI.2, *Agriculture and Forest Resources),* the project's residential use aligns with its existing zoning and land use designation under the County's General Plan (Source: IX.4). The residential designation was applied prior to adoption of the current General Plan. Since the site is not zoned or designated for agriculture, the project does not conflict with Agriculture Element Policy AG-1.1. Similarly, while the project would subdivide land identified as Prime Farmland, the site is designated by the County as Low Density Residential rather than Farmland. Therefore, the project does not conflict with Agriculture Element Policy AG-1.3, which restricts subdivision of agricultural land except under specific circumstances such as inclusion in a Community Plan, an Infrastructure and Financing Study for a Rural Center, or for farmworker or employee/family housing.

The County's General Plan Open Space Element includes policies for protecting biological, cultural and tribal cultural resources. With implementation of **Mitigation Measures BIO-1 through BIO-4** in Section VI.4, *Biological Resources,* **Mitigation Measure CR-1** in Section VI.5, *Cultural Resources,* and **Mitigation Measure TR-1** in Section VI.18, *Tribal Cultural Resources,* the project would not conflict with these policies. Consistency with Transportation Element policies is addressed in Section VI.17, *Transportation/Traffic,* and consistency with Public Services Element policies is addressed in Section VI.15, *Public Services*.

As described in Section VI.1, *Aesthetics*, compliance with General Plan Policy LU-1.13 would ensure that impacts related to the creation of a new source of substantial light or glare would be less than significant.

As such, the project would not conflict with applicable land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect, and impacts would be less than significant.

12. MINERAL RESOURCES Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? (Source: IX.12)	☐	☐	☐	☒
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? (Source: IX.12)	☐	☐	☐	☒

Discussion/Conclusion/Mitigation:

Mineral Resources Impact 12(a, b) – No Impact

The project site is not currently used for mineral extraction. The project would involve the construction of 74 residential units and would not involve mineral resource extraction, nor require the use of mineral resources during construction or operation. Further, the 2021 California Geological Survey Mineral Resource Zone Map for Construction Aggregate in the Monterey Bay Production-Consumption Region does not identify any known mineral resources on the site (Source: IX.12). Therefore, the project would have no impact on mineral resources.

13. NOISE Would the project result in:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? (Source: IX.27)	☐	☒	☐	☐
b) Generation of excessive groundborne vibration or groundborne noise levels? (Source: IX.27)	☐	☒	☐	☐
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? (Source: IX.46)	☐	☐	☐	☒

Discussion/Conclusion/Mitigation:

A Noise and Vibration Assessment for the project was prepared by Illingworth & Rodkin in April 2024 (Source: IX.27; County of Monterey Library No. LIB250133). The purpose of this assessment was to evaluate the project's potential to result in significant noise impacts. The report presents an overview of the fundamentals of environmental noise and groundborne vibration, summarized applicable regulatory criteria, and discusses ambient noise conditions in the project vicinity. The report also discusses noise levels at the project site with regards to the land use compatibility based on the County's General Plan and identifies potential impacts and mitigation measures.

Noise

Noise is unwanted sound that disturbs human activity. Environmental noise levels typically fluctuate over time, and different types of noise descriptors are used to account for this variability. Noise level measurements include intensity, frequency, and duration, as well as time of occurrence. Noise level (or volume) is generally measured in decibels (dB) using the A-weighted sound pressure level (dBA). Because of the way the human ear works, a sound must be about 10 dBA greater than the reference sound to be judged as twice as loud. In general, a 3 dBA change in community noise levels is noticeable, while 1-2 dBA changes generally are not perceived. Quiet suburban areas typically have noise levels in the range of 40-50 dBA, while arterial streets are in the 50-60+ dBA range. Normal conversational levels are in the 60-65 dBA range, and ambient noise levels greater than 65 dBA can interrupt conversations.

Noise levels typically attenuate (or drop off) at a rate of 6 dBA per doubling of distance from point sources such as construction equipment. Noise from lightly traveled roads typically attenuates at a rate of about 4.5 dBA per doubling of distance. Noise from heavily traveled roads typically attenuates at about 3 dBA per doubling of distance, while noise from a point source typically attenuates at about 6 dBA per doubling of distance. A significant noise impact would occur if the noise level increase due to project-generated traffic is 3dBA day-night average sound level (Ldn) or greater where future noise levels would exceed 60 dBA Ldn or is 5 dBA Ldn or

greater where future noise levels would remain at or below 60 dBA Ldn (Source: IX.13). Noise levels may also be reduced by the introduction of intervening structures. For example, a single row of buildings between the receptor and the noise source reduces the noise level by about 5 dBA, while a solid wall or berm that breaks the line-of-sight reduces noise levels by 5 to 10 dBA. The construction style for dwelling units in California generally provides a reduction of exterior-to-interior noise levels of about 25 dBA with closed windows (Source: IX 57). Some land uses are more sensitive to ambient noise levels than other uses due to the amount of noise exposure and the types of activities involved. For example, residences, motels, hotels, schools, libraries, churches, nursing homes, auditoriums, museums, cultural facilities, parks, and outdoor recreation areas are more sensitive to noise than commercial and industrial land uses.

The CBC requires, in addition to other requirements, that interior noise levels attributable to exterior environmental noise sources be limited to a level not exceeding 45 dBA in any habitable room.

The Monterey County Code Chapter 10.60 (Noise Control Ordinance), regulates noise within the County. The Noise Control Ordinance prohibits the generation of mechanical noise in excess of 85 dBA, measured at 50 feet from the noise source. This ordinance is only applicable to noise generated within 2,500 feet of any occupied dwelling unit and is used to regulate construction-related noise.

Section 10.60.040 of the County Code applies to nighttime noise, in which it is prohibited to make, assist in making, allow, continue, create, or cause to be made any loud and unreasonable sound any day of the week from 10:00 p.m. to 7:00 a.m. the following morning within the unincorporated area of the County of Monterey. The ordinance adopted by the County that added this section to the County Code indicates that the ordinance is intended to “strengthen protection of the environment from loud and unreasonable nighttime sound” and “protect the public health, safety and welfare by increasing protections from loud and unreasonable sounds during the nighttime hours.” During this time period, a loud and unreasonable sound includes any sound that exceeds the exterior noise level standards set forth below in Table 6.13-1.

Table 6.13-1 Nighttime Noise Standards

Noise Standard	dBA
Nighttime hourly equivalent sound level, (Leq dBA)	45
Maximum level, dBA	65

The County General Plan Safety Element combines the State-mandated safety and noise elements and contains guidelines relating to noise. The Safety Element identifies sources of noise and provides policies addressing existing and foreseeable noise problems, and establishes acceptable community noise equivalent levels for various land use types. Safety Element Policy S-7.1 states, “New noise-sensitive land uses may only be allowed in areas where existing and projected noise levels are ‘acceptable’ according to ‘Land Use Compatibility for Community Noise Table’ (Table S-2)”. For low-density and multi-family housing projects, normally acceptable Community Noise Equivalent Levels (CNELs) range from 50 to 65 dBA, and conditionally acceptable CNELs range from 55 to 70 dBA. According to Figure 10c of the General Plan and the prepared Noise and Vibration Assessment, the project site is within a normally acceptable existing and proposed CNEL. Policy S-7.10 provides standard noise

protection measures for construction, and Policy S-7.8 requires projects that propose the use of heavy construction equipment that has the potential to create vibrations that could cause structural damage to adjacent structures within 100 feet to be required to submit a pre-construction vibration study.

Vibration

Ground vibration consists of rapidly fluctuating motions or waves with an average motion of zero. Several different methods are typically used to quantify vibration amplitude. One method is the Peak Particle Velocity (PPV). The PPV is defined as the maximum instantaneous positive or negative peak of the vibration wave. In this report, a PPV descriptor with units of mm/sec or in/sec is used to evaluate construction generated vibration for building damage and human complaints. Table 6.13-2 displays the reactions of people and the effects on buildings that continuous or frequent intermittent vibration levels produce. The guidelines in Table 6.13-2 represent syntheses of vibration criteria for human response and potential damage to buildings resulting from construction vibration.

Construction activities can cause vibration that varies in intensity depending on several factors. The use of pile driving and vibratory compaction equipment typically generates the highest construction related groundborne vibration levels. Because of the impulsive nature of such activities, the use of the PPV descriptor has been routinely used to measure and assess groundborne vibration and almost exclusively to assess the potential of vibration to cause damage and the degree of annoyance for humans.

The two primary concerns with construction-induced vibration, the potential to damage a structure and the potential to interfere with the enjoyment of life, are evaluated against different vibration limits. Human perception to vibration varies with the individual and is a function of physical setting and the type of vibration. Persons exposed to elevated ambient vibration levels, such as people in an urban environment, may tolerate a higher vibration level.

Table 6.13-2 Reaction of People and Damage to Buildings from Continuous or Frequent Intermittent Vibration Levels

Velocity Level, PPV (in/sec)	Human Reaction	Effect on Buildings
0.01	Barely perceptible	No effect
0.04	Distinctly perceptible	Vibration unlikely to cause damage of any type to any structure
0.08	Distinctly perceptible to strongly perceptible	Recommended upper level of the vibration to which ruins and ancient monuments should be subjected
0.1	Strongly perceptible	Threshold at which there is a risk of damage to fragile buildings with no risk of damage to most buildings
0.25	Strongly perceptible to severe	Threshold at which there is a risk of damage to historic and some old buildings
0.3	Strongly perceptible to severe	Threshold at which there is a risk of damage to older residential structures
0.5	Severe – Vibrations considered unpleasant	Threshold at which there is a risk of damage to new residential and modern commercial/industrial structures

Note: PPV = peak particle velocity; in./sec. = inches per second

Source: IX.56

Structural damage can be classified as cosmetic only, such as paint flaking or minimal extension of cracks in building surfaces; minor, including limited surface cracking; or major, that may threaten the structural integrity of the building. Safe vibration limits that can be applied to assess the potential for damaging a structure vary by researcher. The damage criteria presented in Table 6.13-1 include several categories for ancient, fragile, and historic structures, the types of structures most at risk to damage. Most buildings are included within the categories ranging from "historic and some old buildings" to "modern industrial/commercial buildings." Construction-induced vibration that can be detrimental to the building is very rare and has only been observed in instances where the structure is at a high state of disrepair and the construction activity occurs immediately adjacent to the structure.

Sensitive Receptors

Noise exposure standards for various types of land uses reflect the varying noise sensitivities associated with each of these uses. Noise sensitive receptors generally include schools, parks, residential areas, hospitals, churches, courts, libraries, and care facilities. Noise-sensitive receptors nearest to the project site include residences adjacent to the north and south of the project site and Carmel Middle School approximately 500 feet northeast of the project site.

Noise Impact 13(a) – Less Than Significant with Mitigation Incorporated

Construction Noise

Project construction has the potential to create excessive noise levels above ambient noise conditions and County of Monterey standards on a temporary basis. Project construction is anticipated last approximately two years. Project construction phases would include demolition, site preparation, and building exterior and interior construction. Table 6.13-2 shows the maximum expected construction noise levels based on the combined use of construction equipment anticipated to be used concurrently during each phase of project construction.

While County of Monterey does not establish noise level thresholds for construction activities, this analysis uses the noise limits established by the Federal Transit Administration (FTA) to identify the potential for impacts due to temporary construction noise. The FTA identifies construction noise limits in the Transit Noise and Vibration Impact Assessment Manual. During daytime hours, an exterior threshold of 80 dBA one-hour equivalent noise level (Leq) shall be enforced at residential land uses, 85 dBA Leq at commercial land uses, and 90 dBA Leq at industrial land uses.

Standard methods for acoustical analysis of construction sites are based on the distance from the "acoustical center" or construction activity center on the site to the nearest receiving property lines of existing noise-sensitive receptors, as was the case for this analysis. The proposed construction equipment are modeled at the approximate center of the area in which most construction activity is likely to occur. The worst-case hourly average noise level, calculated by combining all equipment per phase, was propagated from the geometrical center of the project site to the property lines of the receptors. These noise level estimates are shown in Table 6.13-3. Noise levels shown in Table 6.13-3 do not assume reductions due to intervening buildings or existing barriers.

Table 6.13-3 Estimated Noise Levels by Construction Phase at Sensitive Receivers

Phase	Hourly Average Noise Levels, dBA L_{eq}				
	Source (50 feet)	North Residential (260 ft)[b]	Northeast Playfields (680 ft)[b]	South Residential (330 ft)[b]	West Commercial (480 ft)[b]
Demolition	85	71	62	69	65
Site Preparation	80	66	57	64	60
Grading/Excavation	82	68	59	66	62
Trenching/Foundation	82	68	59	66	62
Building - Exterior	83	69	60	67	63
Building – Interior/Architectural Coating	74	60	51	58	54
Paving	83	69	60	67	63

[a] These noise levels represent all equipment per phase operating simultaneously

[b] The distances shown in the table were conservatively measured from the center of the construction area to the receiving property lines

Shown in Table 6.13-3, at the nearest land uses, construction noise levels would typically range from 51 to 71 dBA Leq. Additionally, the construction contractor is required to limit construction to the hours of 7:00 a.m. to 7:00 p.m. Monday through Saturday for any on-site or off-site work within 500 feet of any sensitive use.

The equipment expected to be used in each construction phase is summarized in Table 6.13-4, along with the quantity of each type of equipment to be used. the table also summarizes the maximum instantaneous noise levels (Lmax) expected from each type of construction equipment and the Leq calculated at 50 feet from the two loudest pieces of equipment identified in each phase.

Table 6.13-4 Noise Levels for Construction Equipment

Phase	Construction Equipment (Quantity)	Maximum Instantaneous Noise Level (Lmax)	Average Noise Level (Leq)
Demolition	Concrete/Industrial Saw (1)a	90	85
	Rubber-Tired Dozer (1)	82	
	Tractor/Loader/Backhoe (1)a	84	
Site Preparation	Tractor/Loader/Backhoe (1)a	84	80
Grading/Excavation	Rubber-Tired Dozer (1)a	82	82
	Tractor/Loader/Backhoe (1)a	84	
Trenching/Foundation	Tractor/Loader/Backhoe (1)a	84	82
	Excavator (1)a	81	
Building - Exterior	Crane (1)	81	82
	Forklift (1)	75	
	Generator Set (1)a	81	
	Tractor/Loader/Backhoe (1)a	84	
	Welder (2)	74	
Building – Interior/Architectural Coating	Air Compressor (1)a	78	74

Phase	Construction Equipment (Quantity)	Maximum Instantaneous Noise Level (Lmax)	Average Noise Level (Leq)
Paving	Cement and Mortar Mixer (1)a	80	82
	Paver (1)	77	
	Paving Equipment (1)	77	
	Roller (1)	80	
	Tractor/Loader/Backhoe (1)a	84	

[a] Denotes the loudest pieces of construction equipment per phase

As shown in Table 6.13-4, the construction noise levels for the two loudest pieces of equipment per phase would range from 74 to 85 dBA Leq at 50 feet. Construction noise levels would exceed the 80 dBA Leq threshold at the nearest residential land uses when activities occur within approximately 90 feet of the property line. The 85 dBA Leq threshold would not be exceeded at commercial land uses to the west of the site (Source: IX.27). Because construction noise levels would exceed the 80 dBA Leq threshold within 90 feet of residential uses, impacts would be potentially significant. **Mitigation Measure N-1** is required to ensure that noise levels would be reduced to below FTA's 80 dBA Leq threshold for residential land uses.

Mitigation Measures

Mitigation Measure N-1. Temporary Construction Noise

Project construction will occur near residential land uses. Construction shall only occur Monday-Saturday, 7am to 7pm. The project construction contractor shall use the best available noise suppression devices and techniques including, but not limited to the following noise reduction measures:

- Equip all internal combustion engine-driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment.
- Locate stationary noise-generating equipment such as pumps, air compressors, or portable power generators, and staging or lay-down areas over 100 feet from adjoining sensitive land uses. If this cannot be feasibly accomplished, temporary noise barriers shall be constructed to screen stationary noise-generating equipment when located near adjoining sensitive land uses.
- Prohibit unnecessary idling of internal combustion engines.
- Utilize "quiet" air compressors and other stationary noise sources where technology exists.
- Control noise from construction workers' radios to a point where they are not audible at existing residences bordering the project site.
- Notify all adjacent businesses, residences, and other noise-sensitive land uses of the construction schedule in writing.

- Designate a "disturbance coordinator" who shall be responsible for responding to any complaints about construction noise. The disturbance coordinator shall determine the cause of the noise complaint (e.g., bad muffler, etc.) and shall require that reasonable measures be implemented to correct the problem. Conspicuously post a telephone number for the disturbance coordinator at the construction site and include it in the notice sent to neighbors regarding the construction schedule. The disturbance coordination shall keep a log of complaints and modifications implemented, and shall provide this log to HCD-Planning upon request.

Compliance Actions:

Prior to approval of the Final Map, this mitigation measure's language shall be added as a note on the Final Map.

Prior to issuance of grading permits for subdivision improvements (all phases, if phased) from HCD-Building Services and prior to issuance of grading permits/construction permits for residential development from HCD-Building Services, the requirements of this mitigation measure shall be included as a note on the construction plans. The construction plans shall delineate a 100-foot setback from adjoining sensitive land uses. Additionally, HCD-Planning shall be provided with contact information for the "disturbance coordinator" and written acknowledgement of this mitigation measure's requirements.

During construction, the construction manager and disturbance coordinator shall ensure compliance with Mitigation Measure N-1.

Prior to final inspection for all permits, the owner/applicant shall submit a report from the disturbance coordinator and construction manager outlining the complaints received, how complaints were addressed, and compliance with all other noise reduction measures.

Operational Noise

Noise generated during project operation would be typical of residential uses and would not significantly affect ambient noise levels. Primary on-site sources would include vehicle circulation noise (e.g., engine startups, alarms, parking) associated with the on-site roads; heating, ventilation, and air conditioning equipment at proposed residences; outdoor recreational noise at common and private open space areas; and use of landscaping equipment.

On-Site Stationary Operational Noise

One major source of on-site operational noise source from the project would be one two-ton heating, ventilation, and air conditioning (HVAC) unit at each proposed residence, which may operate 24 hours a day, depending on weather conditions. Specific mechanical specifications for the proposed HVAC system are not available at this stage of project design. Therefore, this analysis assumes the use of a typical 2-ton Carrier 24ANB7-3PD air conditioner that has a sound pressure level of 63 dBA at three feet. To provide a conservative analysis, it was assumed the HVAC unit would be located on the rear of the building nearest to the nearest noise-sensitive receptor and would thus be approximately 15 feet from the single-family residence to the south on Val Verde Drive. Accounting for a 5 dBA reduction from the proposed fence at the property line, at this distance, noise generated by the project's HVAC equipment would attenuate to

approximately 44.6 dBA Leq. Furthermore, this is a conservative analysis as it does not take into account any shielding from any mechanical equipment enclosures. Other nearby residential uses would be located further away and HVAC noise levels would be lower at these locations. As such, noise generated by the project's HVAC equipment would not exceed the County's maximum noise limit of 65 dBA measured at 50 feet from any equipment or nighttime exterior noise limit of 45 dBA Leq. Therefore, operational mechanical equipment would not generate a substantial permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies, and impacts would be less than significant.

Future Residents

In addition to mechanical equipment, the project would generate noise from people gathering at the project site. The main noise source associated with future residents would be speech from conversations. Typically, a conversation between two people using a normal voice (not raised) at a distance of three feet is 60 dBA (Source: IX.26). No amplified sound is proposed at any gathering location, and speech from conversations would quickly dissipate and would not interfere with surrounding outdoor activities and noise-sensitive uses. Furthermore, per Assembly Bill 1307 (2023), the effect of noise generated by residential project occupants and their guests is not a significant effect on the environment. This impact would be less than significant.

Off-Site Operational Traffic Noise

Traffic noise from project-generated vehicle trips was evaluated based on trip generation estimates from the Traffic Impact Assessment prepared by Kittelson & Associates, Inc (Source: IX.26); which is included in Appendix F. According to the Traffic Impact Assessment, existing daily traffic along Rio Road east of Carmel Rancho Boulevard is approximately 1,160 trips, with 45 morning and 116 evening peak hour trips. The project would add approximately 685 daily trips, including 48 morning and 66 evening peak hour trips, all entering and existing via Rio Road. Ambient noise measurements made at the project site indicate that existing noise levels in the immediate project site vicinity are approximately 52 dBA Ldn. To assess the increase in ambient noise levels at the nearby sensitive receptors, per CCR requirements, the traffic noise increase was determined using the following equation: Traffic Noise Increase = 10*LOG (Future Traffic Volumes/Existing Traffic Volumes). This increase in traffic would result in a 2 dBA day-night average sound level (Ldn) at sensitive receptors along Rio Road; below the 3 dBA and 5 dBA Ldn thresholds and therefore not substantial. The project would not result in significant traffic increases along roadways with higher traffic volumes (i.e., Carmel Rancho Boulevard, SR-1, and Carmel Valley Road) (Source: IX.26).

The greatest potential for project-generated traffic noise impacts would occur at existing receptors along Val Verde Drive given the relatively low ambient noise environment. As noted above, the project is expected to generate up to 116 peak hour trips. During the peak traffic hours, vehicle traffic along Val Verde Drive would generate an hourly average noise level of 50 dBA Leq and a daily average noise level of 50 dBA Ldn as measured at 50 feet from the centerline of the roadway. When project-generated traffic noise is added to the existing ambient noise conditions measured at the site (52 dBA Ldn), the resulting noise level due to local and distant traffic would be 54 dBA Ldn. Therefore, noise generated by project traffic would increase

ambient noise levels by 2 dBA Ldn at sensitive receptors along Val Verde Drive. However, the project's traffic noise increase would not exceed the 5 dBA Ldn noise impact threshold. Therefore, project-generated traffic would have a less than significant impact on the noise environment in the project area (Source: IX.27).

Because the proposed residences would not generate sources of noise that are new to the existing surrounding area, and traffic noise would not exceed the noise impact threshold, permanent operational noise impacts as a result of the project would be less than significant.

Noise Impact 13(b) – Less Than Significant with Mitigation Incorporated

Construction of the project would intermittently generate vibration on and adjacent to the project site. Vibration-generating equipment may include bulldozers and loaded trucks to move materials and debris, and vibratory rollers for paving. The distance to the nearest sensitive receptors to the project site includes residences located adjacent to the south and north of the project site within 20 feet.

The California Department of Transportation recommends a vibration limit of 0.5 in/sec PPV to avoid damage to new residential and modern commercial/industrial structures and a vibration limit of 0.3 in/sec PPV to avoid damage to older residential structures. Table 6.13-5 identifies typical vibration levels associated with the construction equipment that could be used during project construction at a distance of 25 feet.

Table 6.13-5 Vibration Levels for Construction Equipment and Minimum Setbacks

Construction Equipment	PPV at 25 feet	Minimum Setback to Meet the Thresholds	
		0.3 in/sec PPV, feet	0.5 in/sec PPV, feet
Vibratory roller	0.210	19	12
Large bulldozer	0.089	9	6
Loaded trucks	0.076	8	5
Jackhammer	0.035	4	3
Small bulldozer	0.003	<1	<1

Source: IX.51.

As shown in Table 6.13-5 the residences immediately south of the project site are within the identified screening distances. Consequently, project construction could generate vibration levels exceeding the 0.3 in/sec PPV threshold when heavy equipment or impact tools are operated within 20 feet of the nearest building. Specifically, vibratory rollers used within 20 feet and dozers or excavators operated within 5 feet of these buildings could exceed the 0.3 in/sec PPV threshold. Vibration levels at all other buildings to the west and north would remain below this threshold. Because vibration levels could exceed 0.3 in/sec PPV at the southern residences, this impact would be potentially significant and would require mitigation to reduce vibration below the threshold. **Mitigation Measure N-2** would reduce this impact to a less than significant level.

The use of concrete/industrial saws, tractors/loaders/backhoes, cranes, forklifts, generators, welding equipment, air compressors, mixers, or pavers/paving equipment would not be expected to generate vibration levels exceeding the 0.3 in/sec PPV threshold (Source: IX.27).

Mitigation Measures

Mitigation Measure N-2: Temporary Ground-borne Vibration

Construction of the project may result in vibration levels that could exceed 0.3 in/sec PPV near the proposed southern residences. To reduce these vibration levels, the project construction contractor shall incorporate the following vibration reduction measures:

- Avoid using vibratory rollers within 20 feet and rubber-tired dozers or excavators within 5 feet of the adjacent residences to the south.
- A static roller shall be used in lieu of a vibratory roller when work would occur within 20 feet of the adjacent residences to the south.
- Substitute smaller equipment (e.g., Tractor/Loader/Backhoe) to complete the tasks designated for rubber-tired dozers or excavators.
- Select demolition methods that do not involve large impact tools within 20 feet of the adjacent residences to the south. Portable jackhammers, saws, or grinders shall be used to minimize impacts to the ground.
- Avoid dropping heavy equipment and use alternative methods for breaking up existing pavement, such as a pavement grinder, instead of dropping heavy objects, within 20 feet of the adjacent residences to the south.
- Designate a Disturbance Coordinator responsible for registering and investigating claims of excessive vibration. The contact information for the responsible party shall be posted on the construction site

Compliance Actions:

Prior to approval of the Final Map, this mitigation measure's language shall be added as a note on the Final Map.

Prior to issuance of grading permits for subdivision improvements (all phases, if phased) from HCD-Building Services and prior to issuance of grading permits/construction permits for residential development from HCD-Building Services, the requirements of this mitigation measure shall be included as a note on the construction plans. Additionally, HCD-Planning shall be provided with contact information for the "disturbance coordinator" and written acknowledgement of this mitigation measure's requirements.

During construction, the construction manager and disturbance coordinator shall ensure compliance with Mitigation Measure N-2.

Prior to final inspection for all permits, the owner/applicant shall submit a report from the disturbance coordinator and construction manager outlining the complaints received, how complaints were addressed, and compliance with all other vibration reduction measures.

Noise Impact 13(c) – No Impact

The closest public airport to the project site is the Monterey Regional Airport located approximately four miles northeast. Therefore, the project site is not located in the airport's

Airport Influence Area and is not subject to the 2019 Monterey Regional Airport Land Use Compatibility Plan. There are no private airstrips in the vicinity of the project site. Given the distance from the project site, aircraft at Monterey Regional Airport would have a negligible effect on the noise environment at the project site (Source: IX.27, 46). The project would not expose people residing or working at the project site to excessive noise levels associated with airports. There would be no impact.

14. POPULATION AND HOUSING Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? (Source: IX.15)	☐	☐	☒	☐
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere? (Source: IX.17)	☐	☐	☒	☐

Discussion/Conclusion/Mitigation:

Population and Housing Impact 14(a) – Less Than Significant Impact

The project would introduce 74 new residential units in the County, thereby resulting in population growth. However, the project would not result in substantial unplanned growth. As of January 2025, unincorporated Monterey County has a population of 105,096 people with an average of 2.84 persons per household (Source: IX.17). Assuming each proposed unit would house an average of 2.84 residents, and all residents would relocate to the County, the project would result in approximately 211 additional persons in the County.[6] The AMBAG projects an approximately 14% growth increase between the planning years of 2015 and 2045. Specifically, unincorporated Monterey County (which includes Carmel Valley) is anticipated to experience a 6% growth increase (a population increase of 6,317) between the planning years of 2015 and 2045 (Source: IX.15). The population upon completion of the project would account for approximately 3.3% of the projected growth for the unincorporated area of the County. The County's General Plan allows for the development of approximately 10,015 additional dwelling units within the unincorporated area through 2030, potentially facilitating a population increase of approximately 25,292 residents (Source: IX.12). This project represents approximately 0.83 percent of the growth projected by the County's General Plan, and an approximately 0.2 percent increase from the current population of unincorporated Monterey County, which is within the County's General Plan allowed population increase. Further, as discussed in Section VI.11, *Land Use and Planning*, pursuant to CVMP Policy CV-1.10, Val Verde Drive is identified as an area intended for residential development. Thus, the project is consistent with the intended land use of the project site. Therefore, the project would not induce substantial unplanned population growth in the County, and impacts would be less than significant.

Population and Housing Impact 14(b) – Less Than Significant Impact

The project would involve the demolition of one existing single family residence on the project site, which is currently occupied. Demolition of one unit would not displace substantial numbers of people, and the project would result in a net gain of 73 units on the project site. Therefore, the project would not displace substantial numbers of people or housing, and impacts would be less than significant.

[6] 74 housing units multiplied by the average number of persons per household in the County (2.84) equals approximately 211 residents

15. PUBLIC SERVICES Would the project result in:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
a) Fire protection? (Source: IX.19, 88)	☐	☐	☒	☐
b) Police protection? (Source: IX.22)	☐	☐	☒	☐
c) Schools? (Source: IX.20, 24, 25)	☐	☐	☒	☐
d) Parks? (Source: IX.9)	☐	☐	☒	☐
e) Other public facilities? (Source: IX.4)	☐	☐	☒	☐

Discussion/Conclusion/Mitigation:

Public Services Impact 15(a) - Less Than Significant Impact

The Cypress Fire Protection District (Cypress FPD) would provide fire protection services to the project. The closest Cypress FPD station to the project site is Station 25, located at 3775 Rio Road in Carmel, approximately 0.18 miles west of the site within an approximately three-minute driving time (Source: IX.19).

The project would result in addition of approximately 211 additional persons within unincorporated Monterey County, which would increase the demand for fire protection services. The project would not introduce development to areas outside of the Cypress FPD's normal service area that would necessitate new fire protection services. The project would be required to comply with County's requirements for fire access and on-site fire prevention development standards, including smoke detectors and sprinkler systems, pursuant to Chapter 18.09, Fire Code, of the County's Municipal Code. David Jones of Cypress FPD reviewed the project on November 18, 2024, and did not raise any concerns or indicators of inconsistencies with applicable requirements (Source: IX.88). Prior to issuance of grading/building permit, the Cypress FPD would conduct an additional review of the construction plans to verify compliance with all codes and standards, including driveway width, turning radius, hydrant spacing, and emergency access. Further, as described under Section VI.14, *Population and Housing*, the project would not generate population growth beyond that anticipated in the County's General Plan. Therefore, the project would not create an unanticipated burden on fire protection services or affect response times such that new or expanded fire facilities would be needed. Impacts would be less than significant.

Public Services Impact 15(b) - Less Than Significant Impact

The Monterey County Sherrif Department would provide police protection services to the project site. The closest Monterey County Sheriff's Office is located at 1200 Aguajito Road in Monterey, approximately 3.6 miles north of the project site, within an approximately 12-minute driving time (Source: IX.13). The project would result in the addition of approximately 211 persons within unincorporated Monterey County, which would increase the total population requiring police protection services. However, the project would not introduce development to areas outside of the Monterey County Sheriff Office's normal service area that would necessitate new police protection services. Further, as described under Section VI.14, *Population and Housing*, the project would not generate population growth beyond that anticipated in the County's General Plan. Therefore, the project would not create the need for new or expanded police protection facilities, and impacts would be less than significant.

Public Services Impact 15(c) - Less Than Significant Impact

The project site is within the Carmel Unified School District (CUSD) service area. The project would involve the construction of 74 residential units, which would result in an additional 211 persons within unincorporated Monterey County. The student generation rate for CUSD is 0.23 students per household (Source: IX.20); accordingly, the project would result in an increase of 18 students in CUSD schools. According to the CUSD Facilities Master Plan, the projected student enrollment for the 2025/2026 school year is 2,264 students, and the current enrollment is 2,159 (Source: IX.24). Therefore, the anticipated additional 18 students would be within the projected enrollment for CUSD schools, and would not necessitate additional school facilities (Source: IX.25). Pursuant to Senate Bill 50 (Section 65995(h)), payment of mandatory fees to the affected school district would reduce potential school impacts to less than significant level under CEQA. In addition, the County requires the payment of impact fees pursuant to Section 19.12.015 of the County Municipal Code and Policy PS-7.8 within the County's Public Service Element. Payment of mandatory fees to the affected school district would be required, which would reduce potential school impacts to less than significant level. Therefore, with the projected enrollment capacities of CUSD schools and payment of mandatory fees, the project would have a less-than-significant impact on public schools.

Public Services Impact 15(d) - Less Than Significant Impact

Refer to Section VI.16, *Recreation*, for analysis of impacts related to parks and recreation resources.

Public Services Impact 15(e) - Less Than Significant Impact

As discussed in Section VI.14, *Population and Housing*, the project result in approximately 211 new residents to unincorporated Monterey County, which is consistent with the growth anticipated in the County's General Plan and would not necessitate new the need for additional public facilities, such as libraries, healthcare facilities or altered government facilities (Source: IX.4). Impacts would be less than significant.

16. RECREATION Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? (Source: IX.9, 10)	☐	☐	☒	☐
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? (Source: IX.5)	☐	☐	☒	☐

Discussion/Conclusion/Mitigation:

Recreation Impact 16(a, b) – Less Than Significant Impact

The Monterey County Parks Department is responsible for the maintenance of parks and recreation facilities in the County. The County's park system consists of nine regional parks spanning 12,155 acres and 10,000 acres of lakes (Source: IX.9). The closest parks to the project site are the Palo Corona Regional Park, which borders the project site to the south and east, Jacks Peak Park, located less than a mile northeast of the project site, Mission Trail Park, located less than a mile northwest of the project site and Carmel River Beach, located 1.4 miles west of the project site (Source: IX.10). The project would introduce new residences in unincorporated Monterey County, which would result in approximately 211 new residents. These new residents would increase demand for parks and recreational facilities.

Pursuant to section 19.12.010 of the County's Subdivision Ordinance and Policy PS-11.10 of the Public Services Element, the project applicant would be required to dedicate land and/or pay an in-lieu fee for park and recreational purposes. Based on the parkland dedication table in section 19.12.010 of the County's Subdivision Ordinance, the project would be required to provide 1.1 acres of parkland (Source: IX.5). As proposed, the project would provide approximately 1.68 acres of parkland and open space, including shared community areas, private yards, a garden park, and community green space along the southern portion of the project site. The proposed 1.68 acres of parkland and open space would exceed the 1.1-acre requirement under the County's parkland dedication standards, reducing the demand on nearby existing parks. Therefore, demand facilitated by the project would be incremental and would not substantially contribute to the use of existing parks, such that new or expanded recreational facilities would be required. Impacts would be less than significant.

17. TRANSPORTATION/TRAFFIC **Would the project:**	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities? (Source: IX.4, 62, 63, 65, 66, 67)	☐	☒	☐	☐
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)? (Source: IX.62, 67)	☐	☐	☒	☐
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? (Source: IX.62)	☐	☐	☒	☐
d) Result in inadequate emergency access? (Source: IX.62)	☐	☐	☒	☐

Discussion/Conclusion/Mitigation:

Kittelson & Associates (K&A) completed a VMT assessment for the project on January 19, 2026 (Source: IX.62). The assessment was conducted in accordance with CEQA requirements and the Governor's Office of Land Use and Climate Innovation (LCI; formerly the Office Planning and Research) guidelines utilizing the VMT Calculator and VMT maps provided by the County. At this time, the County has not adopted their own VMT thresholds. Therefore, VMT guidelines from the LCI's Technical Advisory on Evaluating Transportation Impacts in CEQA, updated December 2018, were used as guidance for evaluating potential transportation and traffic impacts from the project (Source: IX.62).

K&A also prepared a Transportation Impact Assessment for the project on December 11, 2025. The assessment was prepared to determine the expected transportation-related effects of the project, and included calculations of project-related trip estimates to assess the project's traffic effect on local roads (Source: IX.63).

The General Plan (Circulation Element) has adopted following Level of Service standards (LOS):

Monterey County Level of Service Standards

- For Signalized Intersections: A potentially significant impact would occur if an intersection operating at LOS A, B, or C, degrades to D, E, F. For intersections already operating at unacceptable levels D and E, a potentially significant impact would occur if a project added 0.01 during peak hour or more to the critical movement's volume-to capacity ratio. If the intersection is already operating at LOS F, any increase (one vehicle) in the critical movement's volume-to-capacity ratio is considered potentially significant.
- For Unsignalized Intersections: A potentially significant impact would occur if any traffic movement has a LOS F or any traffic signal warrant is met.

- For Roadway Segments: A potentially significant impact would occur if a roadway segment 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 a potentially significant impact.

Carmel Valley Master Plan (Supplemental) LOS Standards

- For Signalized Intersections: LOS of C is the acceptable condition
- For Unsignalized Intersections: LOS of F or meeting any traffic signal warrant are defined as unacceptable conditions.
- With the exception of some road segments along Carmel Valley Road, LOS C has been established as the minimum acceptable level of service for roadways within Carmel Valley. Per CVMP Policy CV-2.17, LOS D has been established as the minimum acceptable level of service for several segments along Carmel Valley Road.

The General Plan and these reports present an explanation of the research, investigation procedures, results of research findings, and recommendations for the project, and were used to develop the analysis for this section.

Transportation/Traffic Impact 17(a) – Less Than Significant Impact with Mitigation Incorporated

Transit

Monterey-Salinas Transit operates fixed-route service in the project vicinity, including Route 24 with existing stops along Carmel Rancho Boulevard within 0.5 mile of the site. The project would not alter transit routing or frequency and would add a continuous pedestrian path along Val Verde Drive that connects to Rio Road and nearby commercial areas, improving pedestrian access to the nearest transit stops. These features support the County's General Plan Circulation Element Goal C-6, which promotes viable transportation alternatives, and are consistent with General Plan Policy C-2.7, which encourages new development in areas with convenient access to alternative transportation. At the regional level, the project would not conflict with the AMBAG 2045 MTP/SCS because it enhances pedestrian access to nearby transit and does not preclude any multimodal improvements identified in the plan (Source: IX.65). Therefore, the project would not conflict with any programs, plans, ordinances or policies addressing transit facilities.

Roadways

The project would not conflict with Section 21.64.250 of the County's Zoning Ordinance, which requires residential developments of 25 or more units to incorporate feasible trip-reduction measures that reduce dependence on automobiles (Source: IX.5). As described in Section II. 2.2.5, *Access and Parking*, Val Verde Drive would be widened to accommodate two 10-foot travel lanes, two-foot shoulders, and a five-foot decomposed granite pedestrian path. These improvements are consistent with roadway strategies in Section 21.64.250 of the County's Zoning Ordinance, which encourage maintaining safe and efficient local access and supporting multimodal connectivity within neighborhood-scale roadway networks. These improvements

would provide adequate access, internal circulation, and encourage alternative modes of travel to reduce vehicle trips. As discussed in Section VI.17, *Transportation/Traffic,* Impact (b), the TDM strategies introduced in Section II, *Project Characteristics,* include transit subsidies, travel-behavior outreach, carpool and vanpool loading areas, bicycle facilities, pedestrian improvements, and electric vehicle parking. The TDM strategies would be consistent with County policies developed to reduce vehicle trip generation (Source: IX.62). With 74 residential units, the project would generate approximately 685 daily trips, with 48 occurring during the AM peak hour and 66 occurring during the PM peak hour.

Pursuant to Senate Bill 743, LOS is no longer used to determine environmental impacts under CEQA. The following discussion is provided for informational purposes only and to demonstrate consistency with the County's Circulation Element.

With implementation of the project, more than 0.01 in V/C ratio would be added to the intersection of Carmel Valley Road and Carmel Rancho Boulevard, which already operates at an unacceptable level of service under existing and would continue to operate at an unacceptable level of service under existing plus project condition. This change in V/C ratio would conflict with 2010 General Plan LOS standards for signalized intersection. Therefore, **Mitigation Measure T-1** would require that the project convert the existing northbound left-through to a northbound through-right at Carmel Valley Road/Carmel Rancho Boulevard to improve the level of service to an acceptable level and result in a less than significant impact. Additionally, the project will be conditioned to pay into the Carmel Valley Traffic Impact Program which would support additional improvements within the Carmel Valley Master Plan. Adherence to **Mitigation Measure T-1** and standard conditions of approval requiring payment of fair share traffic fees would ensure impacts are less than significant relative to roadway congestion and conflicts with local transportation polices or programs.

The intersection of Carpenter Street and State Route 1 operates at an unacceptable LOS under existing and would continue to operate at an unacceptable LOS under existing plus project conditions. However, the project would not add more than 0.01 in volume to capacity ratio to the intersection and thus would have a less than significant impact at this intersection. Additionally, as described above, the project would be subject to applicable Regional Development Impact Fees imposed under Section 12.90.070 of the County's Zoning Ordinance. These fees would be used to fund regional transportation improvement projects, further reducing the project's overall impact on roadways. With the access improvements to the project site to support multimodal connectivity, implementation of TDMs, and Regional Development Impact Feeds to fund regional transportation improvement projects, the project would not conflict with any programs, plans, ordinances or policies specific to roadway facilities.

The Transportation Impact Assessment analyzed 10 roadway segments to determine LOS conditions. Under existing and existing plus project conditions, three of the 10 roadway segments operate at an acceptable level of service. The other seven roadway segments operate at an unacceptable level of service. The project would not have a significant impact on these roadway segments because it would not worsen the LOS by one letter grade. Accordingly, the project would not cause an intersection's LOS to degrade below acceptable LOS or have a significant impact on an intersection already operated below acceptable levels (D-F) (Source: IX.63). Accordingly, the project would not conflict with the General Plan as it pertains to roadway congestion.

Mitigation Measures

Mitigation Measure T-1: Traffic Improvements

The owner/applicant shall install and construct the following measure at the Carmel Valley Road/Carmel Rancho intersection to ensure compliance with the County's level of service standards per the Transportation Impact Assessment prepared by K&A, dated December 11, 2025 (Source: IX.63):

- Convert the existing northbound left-through to a northbound through-right at Carmel Valley Road/Carmel Rancho Boulevard to improve the LOS targets to meet the target thresholds.[7]

Compliance Actions

Prior to Final Map approval, the owner/applicant shall enter into a Subdivision Improvement Agreement with the County of Monterey, and provide to HCD-Planning, Engineering Services, and the County Survey for review and approval a Subdivision Improvements Plan illustrating the required traffic improvements.

Prior to issuance of the first construction or grading permit from HCD-Building Services, the required intersection improvement shall be constructed and finalized to the satisfaction of HCD-Engineering Services.

Bicycle and Pedestrian Facilities

As described in Section II. 2.2.5, *Access and Parking*, the project would include the construction of two-foot shoulders and a decomposed granite pedestrian path along Val Verde Drive to provide bicycle and pedestrian access to the project site. Currently, there are no existing bicycle facilities or sidewalks that provide direct pedestrian access to the site. Additionally, the project's internal circulation network, shown in Figure 2-4, would include sidewalks and crosswalks to provide safe pedestrian and bicycle circulation within the neighborhood. These improvements are consistent with the County's General Plan Circulation Element Goal C-9, which promotes safe and convenient bicycle transportation (Source: IX.4).

Regionally, the AMBAG 2045 MTP/SCS emphasizes the expansion of low-stress walking and bicycling networks, consistent with Goal 1, Access and Mobility, and Goal 4, Healthy Communities. Similarly, the Monterey County Active Transportation Plan identifies goals to increase active transportation trips, improve safety, eliminate network gaps, and provide bicycle and pedestrian facilities. The project's decomposed granite pedestrian path and internal sidewalk system would connect the residences to nearby commercial services and existing transit options where no pedestrian or bicycle facilities currently exist, thereby aligning with the MTP/SCS and Monterey County Active Transportation Plan goals (Source: IX.65, 66, 67). As such, the project would not conflict with any program, plan, ordinance, or policy regarding bicycle and pedestrian facilities, and impacts would be less than significant.

[7] This modification would involve a striping change only.

Transportation/Traffic Impact 17(b) – Less Than Significant Impact

A VMT analysis was conducted in accordance with CEQA Section 15064.3 and the LCI's guidelines using the County's VMT Calculator and VMT maps. The Countywide average VMT per capita for residential projects is 11.4. To meet the screening threshold for a less than significant impact, a project must be equal to or less than 85 percent of the County average, or 9.7 VMT per capita. Based on the project location, the VMT per capita for the site is estimated at 11.3, which is slightly below the county average but above the 85 percent threshold. To reduce VMT, the project, as proposed, would implement the TDM strategies introduced in Section II. 2.2.3, *Project Characteristics.* The TDM strategies are summarized with the reductions to VMT in Table 6.17-3, below. Although the County has not adopted a formal VMT policy, HCD-Planning and Engineering Services has reviewed the below proposed TDM measures and concurs with their applicability and related VMT reduction percentage, which are consistent with VMT reduction targets used by neighboring jurisdictions following the California Air Pollution Control Officers Association Handbook. To ensure these TDMs are implemented into the Final Map and/or final construction plans, a condition of approval would be applied.

Table 6.17-3 Traffic Design Measures

TDM Measure	Measure Summary	VMT Reduction
TDM -1: Transit subsidy for the affordable housing units (Transit Strategy)	To encourage the use of nearby transit, the project would implement subsidized transit fare for residences who occupy the 20 percent deed restricted affordable housing units. The subsidized transit fare would promote the use of transit rather than commuting to destinations by personal vehicle.	4%
TDM-2: Mandatory Travel Behavior Change Program with Promotions & Marketing (Communications & Information Strategy).	The project would include the development and implementation of a travel behavior change program that would inform residents through passive educational and promotional materials on the facilities available at the project site, such as bike parking and carpool/vanpool areas, and nearby transit stops to promote the use of various transportation options facilitated by the project.	4%
TDM-3: Passenger Loading Zones for Carpool/Vanpool	The project would incorporate an easy access location for carpools and vanpools.	1%
TDM-4: Provide End of Trip Facilities (Bicycle Infrastructure Strategy)	The project would incorporate secure bicycle parking to provide the added convenience (repair facility) and security needed to encourage the use of bicycling as a viable form of travel to destinations.	1%
TDM-5: Pedestrian Network Improvements (Neighborhood Enhancement Strategy)	The project includes complete internal and external pedestrian network improvements including the construction of a sidewalk along the entirety of Val Verde Drive to Rio Road, thereby providing safe access for pedestrians to nearby retail areas and transit stops within 0.5 miles of the project	2%
TDM-6: EV Parking Spaces/Stations (Miscellaneous Strategy)	All 148 parking spaces would be compatible with Level 1 or Level 2 electric vehicle chargers.	1%
TDM-7: Affordable and Below Market Rate Housing	The project would include 15 deed restricted affordable housing units, representing 20 percent of the total residences. The affordable housing units would provide opportunities for lower-income households to live closer to job centers and transit, thereby improving the jobs-housing balance, which reduces VMT. In addition, lower-income households generally have lower rates of auto ownership, which represents fewer vehicles per household and therefore fewer vehicle trips.	1%

Source IX.62, 67

Altogether, implementation of the above TDM strategies would result in a 14 percent reduction in VMT and a project VMT per capita of 9.7, which is equal to the 85 percent County average. As such, with implementation of the proposed TDM measures, the project would meet the County's screening threshold for a less than significant VMT impact (Source: IX.62). Therefore, the project would not conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b). Impacts would be less than significant.

Transportation/Traffic Impact 17(c) – Less Than Significant Impact

Circulation improvements at the project site would include modifications to the existing Val Verde Drive and two new looped roads with access to Val Verde Drive to facilitate internal project site access to the residences. The proposed circulation improvements would allow vehicles a clear view of oncoming traffic and are not located near a sharp curve or intersection that would obstruct the vision of exiting drivers. The project would not significantly change site access or road operations surrounding the project site. Further, all circulation features within the project site would be subject to review and approval by the County's Public Works Engineering Services department to ensure the design of the circulation features would maintain safe traffic operations and would not introduce hazards related to roadway geometry. Accordingly, the project would not substantially increase hazards due to a design feature (e.g., sharp curves or inadequate site distance), and the impact would be less than significant.

Transportation/Traffic Impact 17(d) – Less Than Significant Impact

The design of the project is required to comply with the County's standards for emergency vehicle access, including provisions within section 19.10.045, Access, of the County's Zoning Ordinance. In compliance with the Monterey County Fire Code, all roads would include two 10-foot-wide travel lanes with unobstructed access for fire apparatus and a minimum vertical clearance of 15 feet. The project's civil plans, prepared by a licensed engineer, would document the design of driveways and internal circulation for trucks and emergency vehicles and would be subject to applicable County requirements. Cypress FPD reviewed the proposed project on November 18, 2024, and did not raise any concerns or indicators of inconsistencies with applicable requirements. Therefore, the project would not result in inadequate emergency access. Impacts would be less than significant.

18. TRIBAL CULTURAL RESOURCES **Would the project:**	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k); or (Source: IX.28, 29)	☐	☒	☐	☐
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe. (Source: IX.28, 29)	☐	☒	☐	☐

Discussion/Conclusion/Mitigation:

Tribal Cultural Resources Impact 18(a.i, a.ii) – Less Than Significant with Mitigation Incorporated

The project is subject to compliance with Assembly Bill (AB) 52, which requires consideration of impacts to tribal cultural resources as part of the CEQA process, and that within 14 days of determining to undertake a project, the lead agency notify California Native American tribal representatives who are traditionally or culturally affiliated with the geographic area of the project and who have requested notification. Assembly Bill (AB) 52 allows California Native American tribal representatives 30 days after receiving notification of the project to request consultation. If a response pursuant to AB 52 is not received within 30 days, it is assumed that consultation is declined.

On January 9, 2026, the County sent AB 52 consultation letters containing a project description, AB 52 noticing requirements, invitation to consult, and contact information for the appropriate County representative to the following three tribal organizations: Oholone/Coastonan- Esselen Nation, The Esselen Tribe of Monterey County, and KaKoon Ta Ruk Band of Ohlone-Costanoan. The AB 52 notification period ended on February 9, 2026. The Esselen Tribe of Monterey County requested consultation.

During the consultation on February 3, 2026, representatives of the tribe requested the on-site presence of a Native American monitor to observe all ground-disturbing activities associated with the subdivision improvements and development of the site. In addition, the tribal representative requested that the Esselen Tribe of Monterey County be included in any resource recovery program or reburial. Although the Esselen Tribe of Monterey County requested monitoring for all ground disturbance, including utilities, trenches, landscaping, foundations, etc., the County of Monterey, as lead agency, finds that the monitoring as required by **Mitigation Measure TR-1** (described below) is sufficient to mitigate any potential impacts to cultural resources. Monitoring of soils previously disturbed and monitored as a part of this project does not lessen the potential for impacts.

As described in Section VI.5, *Cultural Resources*, there is always potential to uncover buried archaeological resources, which could be Tribal, during ground disturbing activities such as the excavation and grading that would be required for project construction. Should project construction activities encounter and damage or destroy a Tribal cultural resource or resources, impacts would be potentially significant. Implementation of a standard County Condition of Approval for the protection of cultural resources, PD003(A), would be applied to address the potential inadvertent discovery of cultural resources. Further, **Mitigation Measure CR-1** (described in Section VI.5, *Cultural Resources*) would require that a qualified Archaeological Monitor be retained on an "on-call" basis during ground-disturbing activities and conduct a pre-construction cultural resources awareness training. **Mitigation Measure TR-1** (described below) would require that a tribal monitor observe all initial ground disturbance (e.g., grading and excavation associated with subdivision improvements [grubbing, leveling, ground clearing, etc.]), all ground disturbance associated with main utility trenching (water & sewer mains), detention ponds, and roadways. If construction of the residential development requires ground disturbance at depths deeper than what has already been monitored and excavated with initial grading, the Tribal Monitor shall monitor that additional excavation. If tribal cultural artifacts or human remains are discovered, these resources shall be treated with appropriate dignity and respect. With implementation of the County's condition of approval for cultural resources (PD003A) and **Mitigation Measures CR-1 and TR-1**, the potential impact to Tribal cultural resources would be less than significant.

Mitigation Measures

Mitigation Measure TR-1. On-Site Tribal Monitor

A Tribal Monitor approved by the appropriate tribe, traditionally and culturally affiliated with the vicinity of the subject parcel, that has consulted with the County and designated one lead contact person in accordance with AB 52 requirements, or other appropriately NAHC-recognized representative, shall be on-site for all initial ground disturbance (e.g., grading and excavation associated with subdivision improvements [grubbing, leveling, ground clearing, etc.], as phased, if phased), all ground disturbance associated with main utility trenching (water & sewer mains), detention ponds, and roadways. If construction of the residential development requires ground disturbance at depths deeper than what has already been monitored and excavated with initial grading, the Tribal Monitor shall monitor that additional excavation. The Tribal Monitor shall monitor the work area and identify any materials or findings with Tribal cultural significance, should they be uncovered during ground disturbing activities, to ensure potential impacts remain

less-than-significant. This Tribal Monitor shall have the authority to temporarily halt work in order to examine any potentially significant cultural materials or features. If resources are discovered, the owner/applicant/contractor shall refer to and comply with Condition PD003(A) as applicable. The Tribal Monitor shall also be present for and assist in conducting the pre-construction cultural resources awareness training of Mitigation Measure CR-1. This mitigation is not intended to alleviate responsibility of the owner or its agents from contacting the County Coroner and complying with State law if human remains are discovered.

Compliance Actions:

Prior to approval of the Final Map, a note shall be added to the Final Map requiring that evidence be submitted to HCD-Planning demonstrating whether construction of the residential development will require excavation deeper than disturbed during subdivision improvements. If deeper excavation is required, the requirements of this mitigation measure apply.

Prior to issuance of grading permits for subdivision improvements (all phases, if phased) from HCD-Building Services, the owner/applicant shall include a note on the construction plans encompassing the language contained in Mitigation Measure TR-1, including all compliance actions. The owner/applicant shall submit said plans to HCD-Planning for review and approval.

Prior to issuance of grading permits for subdivision improvements (all phases, if phased) from HCD-Building Services, the owner/applicant shall submit evidence to the satisfaction of the HCD-Planning that a monitor approved by the appropriate tribe traditionally and culturally affiliated with the vicinity of the subject parcel, and that has consulted with the County and designated one lead contact person in accordance with AB 52 requirements, or other appropriately NAHC-recognized representative, has been retained to monitor the appropriate construction activities. This Tribal Monitor shall be retained for the duration of ground disturbing activities described in this mitigation measure.

Any artifacts found that are not associated with the finding of human remains shall be cataloged by both the Tribal Monitor and the qualified Archaeological Monitor. Once cataloged, the qualified Archaeological Monitor will take temporary possession of the artifacts for testing and reporting purposes. Upon completion of these testing and reporting activities, all artifacts, at the discretion of the property owner, shall be returned within one (1) year to a representative of the appropriate local tribe as recognized by the Native American Heritage Commission, or the Monterey County Historical Society. A final technical report containing the results of all analyses shall be completed within one year following completion of the field work. This report shall be submitted to HCD-Planning and the Northwest Information Center at Sonoma State University. Artifacts associated with the finding of human remains shall be reburied in accordance with State law and penalty for violation pursuant to PRC section 5097.994.

Prior to final grading inspection, the Tribal Monitor or other appropriately NAHC recognized representative shall submit a letter to HCD-Planning confirming participation in the monitoring and provide a summary of archaeological and/or cultural finds or no finds, as applicable.

On and on-going basis, should construction of the residential development require ground disturbance at depths deeper than what has already been monitored and excavated with initial grading, the Tribal Monitor shall monitor that additional excavation.

19. UTILITIES AND SERVICE SYSTEMS **Would the project:**	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects? (Source: IX.1, 40, 41, 42, 85)	☐	☐	☒	☐
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years? (Source: IX.13, 53, 54, 86)	☐	☐	☒	☐
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?(Source: IX.40, 41, 53)	☐	☐	☒	☐
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals? (Source: IX.38, 39)	☐	☐	☒	☐
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste? (Source: IX.38, 39)	☐	☐	☒	☐

Discussion/Conclusion/Mitigation:

Utilities and Service Systems Impact 19(a) – Less Than Significant Impact

As described in Section II. 2.2.7, *Infrastructure,* there are two potential sources of long-term water supply for the project, MPWMD (preferred source) and the project's riparian water rights (wells). As further discussed under Section VI.19, *Utilities and Service Systems,* Impact 19 (b), the project would not require water supply that would result in new or expanded water supply facilities. Under either water supply scenarios, the project would require construction of new water conveyance facilities including 8-inch water pipes located within proposed street rights-of-way to convey water to the residences. Under the MPWMD (preferred source) scenario, the new water pipes would connect to the existing water main on Val Verde Drive (which are already connected to Cal-Am), and on-site wells would be abandoned. If the MPWMD application to modify the cease and desist order is not approved prior to approval of the Final Map (refer to Section II. 2.2.7, *Infrastructure)*, water would be supplied under the property's riparian rights through one of two options. Option 1 would involve a wheeling agreement between the property owner and Cal-Am. Under the wheeling agreement, Cal-Am would provide domestic water for the project via ~~wheeling water from existing on-site wells to Cal-Am via~~ an extension of ~~-~~ the existing water main on Val Verde Drive, located adjacent to the existing water main and within the existing easement,~~.~~ which would be conveyed to the residences through a system of 8-inch

water pipes located within the street right-of-way. ~~located adjacent to the existing water main and within the existing easement.~~ Scott Ottmar of Cal-AM confirmed via email on February 6, 2026 that Cal-Am "has capability and capacity to treat the additional 16 acre-feet per year of groundwater for iron and manganese at its Begonia Iron Removal Plant" (Source: IX.92). Per a call with David Stoldt of the MPWMD on February 9, 2026, the water main on Val Verde Drive is connected to the Begonia Iron Removal Plant, so no additional infrastructure is needed, and the additional 16-acre feet treated at the Begonia Iron Removal Plant would result in negligible additional discharge as the Plant currently treats approximately 3,000 AF of water per year and has historically treated 8,000 AF of water (Source: IX.93). Option 2 would involve treating water from the on-site wells at an on-site water treatment facility that would be located near stormwater basin within the southwest portion of the project site, as shown in Figure 2-3. The on-site water treatment facility would include a hydropneumatics tank, water filters, a 25-foot wide water tank, and a booster pump station. New water supply infrastructure required under the project riparian water rights would be designed to allow conversion to a standard Cal-Am connection should the cease and desist order be lifted. All new water supply infrastructure would be located within the proposed street rights-of-way and confined to previously disturbed areas, and would serve only the proposed residences. Therefore, impacts associated with new water supply infrastructure would be less than significant.

The project site is within CAWD's wastewater service area, which maintains approximately 81 miles of sewer lines, seven lift stations, and associated force mains (Source: IX.40, 41). The project would require the construction of new wastewater conveyance infrastructure, including a conventional gravity system of proposed 8-inch sanitary sewer pipes within the proposed street rights-of-way and a new 8-inch CAWD sanitary sewer main that would be located within the on-site proposed right-of-way along Val Verde Drive. The existing wastewater line running along the southern boundary of the project site would be abandoned. New wastewater infrastructure plans would require review and approval by CAWD (Source: IX.1). Wastewater from the project would be conveyed to the CAWD Wastewater Treatment Plant (WWTP). As further described under Section VI.19, *Utilities and Service Systems*, Impact (c) below, the project would not exceed the capacity of the CAWD WWTP. Because new wastewater treatment infrastructure would be located within proposed street rights-of-way, and the project would not exceed the capacity of the CAWD WWTP, impacts associated with new wastewater infrastructure would be less than significant.

According to the Preliminary Stormwater Control Plan for the project, approximately 55 percent of the project site would be covered by new impervious surfaces and approximately 45 percent of the project site would be covered by pervious landscaping (Source: IX.85). The project would include construction of new stormwater drainage facilities, including two bioretention basins designed to manage runoff from the impervious surfaces and accommodate a 95th percentile rainfall event for the site's two principal drainage areas (refer to Section II.2.2.7, *Infrastructure*). The basins would be designed to filter pollutants from stormwater runoff before discharge, ensuring that runoff does not exceed the capacity of existing or planned drainage systems. New stormwater drainage facilities would be located entirely within the project site boundaries and would serve only the proposed new residences. Therefore, impacts associated with new stormwater drainage infrastructure would be less than significant.

The project site is served by 3CE, the primary electricity provider for the area that supplies energy via PG&E transmission lines. 3CE would provide the project with electricity and PG&E

would provide the project with natural gas. Local telephone, internet service, and cable television would be provided by multiple companies that provide services to the area surrounding the site, including Comcast and AT&T (Source: IX.42). Connections to these existing service providers would be installed during construction of the project, with no facility upgrades required. Therefore, the project would not require or result in the relocation or construction of new or expanded electric power, natural gas, or telecommunications facilities, and impacts would be less than significant.

Utilities and Service Systems Impact 19(b) – Less Than Significant Impact

As described in Section II.2.2.7, *Infrastructure,* the project has two potential long-term water supply sources: the MPWMD (preferred source) and the property's riparian rights (on-site wells). Based on MPWMD data from 1993 to 2023, the project site's current agricultural use requires 25 acre feet per year (AFY).[8] The project would require 16 AFY,[9] which is substantially lower than the site's current demand (Source: IX.53).

Under the MPWMD scenario, water would be supplied by Cal-Am through MPWMD's allocation sourced from the Carmel River, and on-site wells would be abandoned or limited to low-intensity, non-potable use. This scenario requires SWRCB approval of MPWMD's modification request to rescind the prohibition on new meters under the Cease and Desist Order issued on October 20, 2009 (Order WR 2009-0060). Since issuance of the Cease and Desist Order in October 2009, which restricted Cal-Am's diversions from the Carmel River to preserve river habitat, the develop and use of alternative water supplies such as Pure Water Monterey project, and tiered rate structures have reduced Cal-Am's use of Carmel River water by over 4,300 AFY (Source: IX.13).

From 2022-2025, Cal-Am diversions from the Carmel River averaged 3,240 AFY, which is approximately 139 AFY less than Cal-Am's legal water right to the river of 3,376 AFY. This successful reduction in reliance on the Carmel River demonstrated that through the incorporation of alternative water supplies and conservation to its water supply portfolio, Cal-Am effectively supports its water demands while maintaining use of the Carmel River at rates below its legal right to the river.

The project would require approximately 16 AFY, which is approximately 9 AFY less than agricultural uses of the site between 1993 and 2023. As noted above, Cal-Am currently (based on 2022-2025 data) uses approximately 139 AFY less than its legal right to Carmel River water (Source: IX.13). Therefore, under the MPWMD preferred scenario, sufficient water supply would be available to serve the project.

Cal-Am's 2021 Urban Water Management Plan (UWMP) includes water supply availability projections for normal water year conditions as well as single dry year and multiple dry year conditions. As presented therein (see Table 7-5 on page 7-7 of the UWMP), during single dry year conditions, Cal-Am anticipates a surplus water supply available for all years projected, through 2045. During multiple dry year conditions (see Table 7-6 on pages 7-8 through 7-10 of the UWMP), Cal-Am anticipates potential water supply shortages under certain circumstances;

[8] Based on 10-year average data from MPWMD (Source: IX.53)

[9] Interior annual average water demand (13.35AFY) added to exterior annual average water demand (2.36 AFY), rounded up for conservative estimate (Source: IX.53)

to address these potential shortages, Cal-Am implements appropriate actions from its Water Shortage Contingency Plan, which is included in the 2021 UWMP and identifies specific actions in response to shortages of various severity (Source: IX.86). As demonstrated in the projections provided in the 2021 UWMP, with implementation of Water Shortage Contingency Plan Actions, Cal-Am anticipates no water supply shortages under multiple dry year conditions.

The single dry and multiple dry year projections in Cal-Am's 2021 UWMP assume that Cal-Am's water supply portfolio includes its legal allocation of 3,376 AFY of Carmel River water under all years and climatic conditions (Source: IX.86). As described above, Cal-Am is currently operating below its legal right to the river, with approximately 139 AFY to spare. Additionally, the project would reduce historic water uses on the site by approximately 9 AFY, required approximately 16 AFY of this 25 AFY historically consumed to support agricultural use of the site. Therefore, sufficient water supplies would be available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years, and impacts would be less than significant.

As discussed in Section II. 2.2.7, *Infrastructure*, ~~I~~if MPWMD's application is not approved before approval of the Final Map, water would be provided under the property's riparian rights by Cal-Am through a wheeling agreement under Option 1 or via on-site wells (Traver and Gamboa Well) under Option 2. As discussed in Section VI.10, *Hydrology and Water Quality*, the project lies within the CVGB, which has an estimated storage capacity of 36,000–60,000 AF and historical pumping ranging from 5,900–9,100 AFY (Source: IX.54). The project's anticipated use of 16 AFY represents less than one percent of the basin's historical pumping range. Based on MPWMD Historical Water Production Data, the project's main water supply source (Travers Well) currently produces 21.68 AFY, which exceeds the project's estimated water demand of 16 AFY and suggests that the on-site wells are adequate to serve the project and have sufficient supply availability (Source: IX.53). Given the lower water supply demand under the project compared to the site's current use, CVGB's substantial capacity, and sufficient production from on-site wells, the project would have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple-dry years, and impacts would be less than significant.

Utilities and Service Systems Impact 19(c) – Less Than Significant Impact

Wastewater from the project site would be conveyed to the CAWD WWTP, which has an average flow capacity of 1.1 million gallons per day (mgd) and a peak design flow of 3 mgd (Source: IX.41). Wastewater generated by new residential development can be estimated using its anticipated water demand. The project would require approximately 14,284 gallons of water per day[10] (Source: IX.53); conservatively assuming that 100 percent of water consumed by the project would become wastewater, the project would generate approximately 14,284 gallons of wastewater per day, which would represent 0.75 percent of the remaining flow capacity of the CAWD WWTP. Therefore, the project would not exceed the capacity of existing wastewater treatment facilities, and impacts would be less than significant.

[10] 16 AFY converted to gallons per day (Source: IX.53)

Utilities and Service Systems Impact 19(d, e) – Less Than Significant Impact

The California Department of Resources Recycling and Recovery estimates that single-family developments generate approximately 10 pounds of solid waste per dwelling unit per day (Source: IX.38). The project would involve construction of 74 residential units, which when multiplied by the 10 pound generation rate, would result in approximately 740 pounds (0.37 tons) of solid waste per day. Solid waste generated from the project would be disposed of at the Monterey Peninsula Landfill, located north of the City of Marina (Source: IX.39). This landfill has a maximum daily throughput of 1,500 tons per day and has a remaining capacity of 48,560,000 cubic yards (Source: IX.39). According to Monterey Regional Waste Management District Production data, the Monterey Peninsula Landfill currently receives approximately 548 tons per day; therefore, the landfill has a remaining capacity of approximately 950 tons per day (Source: IX.55). The 0.37 tons of solid waste generated daily by the project would represent less than one percent of the remaining daily capacity of the Monterey Peninsula Landfill. Therefore, the project would not result in the generation of solid waste in excess of the capacity of local solid waste infrastructure.

Pursuant to Section 18.11.010 of the Monterey County Code of Ordinances, the County has adopted the most recent version of the California Green Buildings Standards Code, which contains construction waste recycling requirements. Further, AB 939 requires the County to divert 50 percent of solid waste from landfills. Local infrastructure would have the capacity to accommodate solid waste generated by the project. Development facilitated by the project would also be required to demonstrate compliance with all applicable solid waste regulations. Therefore, the project would not generate waste in excess of applicable standards or in excess of the capacity of local infrastructure and would comply with applicable solid waste regulations. Impacts would be less than significant.

20. WILDFIRE **If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:**	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Substantially impair an adopted emergency response plan or emergency evacuation plan? (Source: IX.20, 517)	☐	☐	☒	☐
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire? (Source: IX.19, 22, 5)	☐	☐	☒	☐
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment? (Source: IX.5)	☐	☐	☒	☐
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes? (Source: IX.19, 22, 5)	☐	☐	☒	☐

Discussion/Conclusion/Mitigation:

Wildfire Impact 20(a) – Less Than Significant Impact

The project site is located within a Moderate Fire Hazard Severity zone and is not located within a VHFHSZ or state responsibility area; however, a VHFHSZ is located approximately 0.35 miles east of the project site (Source: IX.19).

The project would involve the construction of 74 residential units and would result in an additional 211 residents, thereby increasing the human presence near the VHFHSZ. However, as discussed in Section VI.14, *Population and Housing*, the population growth is within the AMBAG projected growth increase for unincorporated Monterey County (Source: IX.15). Further, as discussed in Section VI.15, *Public Services*, the project site is in an area already served by Cypress FPD and would not have a significant impact on fire response times nor create substantially greater need for additional fire protection services above the current capacity (Source: IX.20). The project would not involve the addition of structures that would impair emergency response or evacuation. Although the population would increase, the project would involve improvements to Val Verde Drive and construction of an internal circulation network, ultimately allowing for safer movement through the site in the event of an emergency. Cypress FPD has reviewed the proposed project and raised no concerns. Cypress FPD would conduct an additional review of the project during the building permit process to verify compliance with all codes and standards, including driveway width, turning radius, and emergency access (Source: IX.5). Therefore, the project would not impair an adopted emergency response plan or emergency evacuation plan, and impacts would be less than significant.

Wildfire Impact 20(b & d) – Less Than Significant Impact

The project site is located within a Moderate Fire Hazard Severity zone and is not located within a VHFHSZ or state responsibility area; however, a VHFHSZ is located approximately 0.35 miles east of the project site (Source: IX.19).

The project site is located on and surrounded by primarily flat topography, with minor elevation changes throughout (Source: IX.22). The project would not result in changes related to slope, winds, or other factors that would exacerbate wildfire risk. Given the flat topography of the project site and surrounding area, the project would not pose a significant risk of downslope or downstream flooding or landslides because of runoff, post-fire slope instability, or drainage changes. Two portions of the project site lie within the 100-year flood zone: the southwest corner and the southwestern section of the parcel east of Val Verde Drive (refer to Figure 2-3). These portions of the project site within the 100-year flood zone would be utilized for stormwater quality basins, further reducing the risk of flooding caused by runoff, post-fire slope instability, or drainage changes. In addition, all land clearing, grading and construction activities would be required to comply with the Monterey County Code Chapter 16.12, which requires an erosion control plan prior to permit issuance for building, grading, or land clearing (Source: IX.5). The erosion control plan would prohibit grading during the rainy season, and include measures to prevent exacerbation of slope instability. Therefore, the project would not exacerbate the existing wildfire risks, and would not expose people or structures to significant post-fire hazards. This impact would be less than significant.

Wildfire Impact 20(c) – Less Than Significant Impact

The project site is located within a Moderate Fire Hazard Severity zone and is not located within a VHFHSZ or state responsibility area; however, a VHFHSZ is located approximately 0.35 miles east of the project site (Source: IX.19).

The project would involve the construction of 74 residential units, an on-site water treatment system consisting of water tanks, filters and a booster pump station (refer to the *Project Description*), bioretention basins for stormwater, and the expansion of sewer, electricity, and natural gas utilities to serve the residences. New and expanded structures and utility infrastructure, such as those listed above, would not exacerbate fire risk. All new structures and utility infrastructure would be required to include fire safety requirements, such as fire-residence rating and fire protection systems in accordance with Section 18.14.080 of the Monterey County Municipal Code (Source: IX.5). A Fuel Management Plan for the project was prepared for the project, which was reviewed by David Jones of Cypress FPD on November 18, 2024, and did not raise any concerns or indicators of inconsistencies with applicable requirements (Source: IX.62). The project Fuel Management Plan (sheet L-10 of the applicant-provided project plans) identifies all open space within the buildout project site to be within the “Green Zone”, which requires all vegetation to be cut to a maximum height of 4 inches, trim nearby trees, and removal fallen, dead material. On an on-going basis, the project site shall be managed in accordance with State of California fuel management requirements as well as the prepared Fuel Management Plan. Therefore, the project would not require installation or maintenance of infrastructure or utilities that would exacerbate fire risk and impacts would be less than significant.

VII. MANDATORY FINDINGS OF SIGNIFICANCE

Does the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
b) Have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.) (Source: IX.37)	☐	☒	☐	☐
c) Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

Discussion/Conclusion/Mitigation:

Mandatory Findings of Significance (a) – Less than Significant with Mitigation Incorporated

As discussed in Section VI.4, *Biological Resources*, development of the project could impact habitat for special-status species, disrupt nesting birds, and alter natural habitat. However, implementation of **Mitigation Measures BIO-1** through **BIO-4** would reduce these impacts to a less-than-significant level, and the project would not cause a fish or wildlife population to fall below self-sustaining levels, eliminate a plant or animal community, or restrict the range of any plant or animal species. As discussed in Section VI.5, *Cultural Resources*, no historic resources are known to occur within the project site; however, the site and surrounding area have high archaeological sensitivity. Implementation of **Mitigation Measures CR-1** and **TR-1** would require immediate halting of construction in the event of an unanticipated discovery of cultural or tribal cultural resources. Therefore, the project would not eliminate an important example of major periods of California history or prehistory. Impacts would be less than significant with mitigation incorporated.

Mandatory Findings of Significance (b) – Less than Significant Impact with Mitigation Incorporated

As described in the discussion of environmental checklist Sections VI.1 through VI.20, with respect to all environmental issues, the project would not result in significant and unmitigable impacts to the environment. All anticipated impacts associated with project construction and operation would be either no impact, less than significant, or less than significant with mitigation incorporated.

Cumulatively considerable impacts could occur if the construction of other projects occurs at the same time as the project and in the same vicinity, such that the effects of similar impacts of multiple projects combine to expose adjacent sensitive receptors to greater levels of impact than would occur under the proposed project. For example, if the construction of other projects in the area occurs at the same time as construction of the project, potential impacts associated with noise and traffic to residents in the project area may be more substantial. There is one residential development project near the project site east of Val Verde Drive:

- Ranch Cañada Village Subdivision; located adjacent to the southeast boundary of the project site; approved by HCD-Planning permit PLN04006, and construction has not commenced.

All projects would be required to adhere to the County's standard conditions of approval and construction hours limitations, which would result in less than significant cumulative noise impacts. The project would not create substantial unplanned population growth and would not contribute to cumulative impacts related to population growth, such as population and housing, public services, and recreation. Impacts related to cultural resources, geology and soils, hazards and hazardous materials, land use and planning, mineral resources, and tribal cultural resources are generally limited to the project site and would not contribute to cumulative impacts associated with existing and future developments. In addition, air quality and GHG impacts are cumulative by nature, and as discussed in Section VI.3, *Air Quality*, and Section VI.8, *Greenhouse Gas Emissions*, the project would not generate substantial air pollutant emissions or GHG emissions; therefore, it would not contribute to the existing significant cumulative air quality impacts related to the NCCAB's nonattainment status for ozone and PM_{10} or the existing significant cumulative climate change impact. Furthermore, the project's impacts to resources such as aesthetics, agriculture and forestry resources, hydrology and water quality, and utilities and service systems would be minimal and would not have the potential to constitute a cumulatively considerable contribution to cumulative impacts that may occur due to existing and future development in the region. Implementation of **Mitigation Measures BIO-1** through **BIO-4, N-1** through **N-2**, and **T-1** would result in less than significant impacts on biological resources, noise, and traffic/transportation, and would ensure that these potential impacts would not constitute a cumulatively considerable contribution to cumulative impacts that may occur due to existing and future development in the region. Therefore, the project would not result in a cumulatively considerable contribution to a significant impact. Impacts would be less than significant with mitigation incorporated.

Mandatory Findings of Significance (c) – Less Than Significant with Mitigation Incorporated

In general, impacts to human beings are associated with such issues as air quality, hazards and hazardous materials, noise, and wildfire. As discussed in Section VI.3, *Air Quality*, the project would not result in a cumulatively considerable net increase in criteria pollutant emissions or expose sensitive receptors to substantial pollutant concentrations. As discussed in Section VI.9, *Hazards and Hazardous Materials*, the project would not create a significant hazard to the public or the environment and is not located on a site listed as a hazardous materials site. While construction activities could result in temporary noise or ground-borne vibration, implementation of the mitigation measures described in Section VI.13, *Noise*, would reduce impacts to a less than significant level. With implementation of **Mitigation Measures N-1** and **N-2**, the project would not generate significant construction-related noise or ground-borne vibration impacts.

Finally, as discussed in Section VI.20, *Wildfire*, the project would not result in significant wildfire-related due to site conditions, including slope and prevailing winds. Therefore, impacts to human beings would be less than significant.

VIII. CALIFORNIA DEPARTMENT OF FISH AND WILDLIFE ENVIRONMENTAL DOCUMENT FEES

Assessment of Fee:

The State Legislature, through the enactment of Senate Bill (SB) 1535, revoked the authority of lead agencies to determine that a project subject to CEQA review had a "de minimis" (minimal) effect on fish and wildlife resources under the jurisdiction of the California Department of Fish and Wildlife. Projects that were determined to have a "de minimis" effect were exempt from payment of the filing fees.

SB 1535 has eliminated the provision for a determination of "de minimis" effect by the lead agency; consequently, all land development projects that are subject to environmental review are now subject to the filing fees, unless the California Department of Fish and Wildlife determines that the project will have no effect on fish and wildlife resources.

To be considered for determination of "no effect" on fish and wildlife resources, development applicants must submit a form requesting such determination to the California Department of Fish and Wildlife. A No Effect Determination form may be obtained by contacting the Department by telephone at (916) 653-4875 or through the Department's website at www.wildlife.ca.gov.

Conclusion: The project will be required to pay the fee.

Evidence: Based on the record as a whole as embodied in the HCD-Planning files pertaining to PLN240105 and the attached Initial Study/ Mitigated Negative Declaration.

IX. SOURCES

1. Carmel Area Wastewater District. 2025. *Confirmation of Sewer Service.*

2. County of Monterey. November 1996. *Carmel Valley Master Plan*. Available at: http://www.landwatch.org/pages/issuesactions/carmelvalley/CarmelValleyMasterPlan-1996.PDF.

3. County of Monterey. February 2013. *Carmel Valley Master Plan Supplemental Policies.* Available at: http://www.co.monterey.ca.us/planning/gpu/GPU_2007/2010_Mo_Co_General_Plan_Adopted_102610/Elements_Area-_Master_Plans/09B-CVMP_10-26-2010%20-%20Amended%20as%20of%2002-12-13.pdf.

4. County of Monterey. October 2010a. *2010 Monterey County General Plan.* Available at: http://www.co.monterey.ca.us/government/departments-i-z/resource-management-agency-rma-/planning/resources-documents/2010-general-plan.

5. County of Monterey. *Code of Ordinances*. Available at: https://www.municode.com/library/ca/monterey_county/codes/code_of_ordinances.

6. County of Monterey. 2003. *Draft Findings of the Monterey County LCP Periodic Review, Chapter 7: Scenic Resources*. Available at: https://www.coastal.ca.gov/recap3/Draft-FindingsChapter7.pdf. Accessed December 2025.

7. County of Monterey. 2007. *General Plan Draft Environmental Impact Report.* Available at: https://www.countyofmonterey.gov/home/showpublisheddocument/43984/638991577319270000. Accessed December 2025.

8. County of Monterey. 2025. *2010 Monterey County General Plan Land Use Element*, Amended March 7, 2025. Available at: https://www.countyofmonterey.gov/home/showpublisheddocument/45800/638961185015200000. Accessed December 2025.

9. County of Monterey. 2025. *At a Glance: Quality of Life*. Available at: https://www.countyofmonterey.gov/government/departments-a-h/administrative-office/economic-development/at-a-glance-county-facts/quality-of-life. Accessed December 2025.

10. County of Monterey. 2025. Public Works, Facilities, and Parks. https://www.countyofmonterey.gov/government/departments-i-z/public-works-facilities-parks/county-parks/list-of-county-parks (Accessed December 2025).

11. Department of Conservation (DOC). 2020. California Important Farmland Finder. https://maps.conservation.ca.gov/DLRP/CIFF/ (Accessed December 2025).

12. DOC. California Geological Survey. 2021. *Mineral Resources Zone Map for Construction Aggregate in the Monterey Bay Production-Consumption Region.* Available at: https://www.conservation.ca.gov/cgs/documents/publications/special-reports/SR_251-MLC-MontereyBayPCR-2021-Plate01-MRZs-a11y.pdf. Accessed December 2025.

13. Monterey Peninsula Water Management District (MPWMD). 2025. *Application for Order Modifying WRO 2016-0016 Cease and Desist Order.*

14. Monarch Consulting Arborists. 2025. *Tree Inventory, Assessment, and Protection Report.*

15. Association of Monterey Bay Governments (AMBAG). 2022a. *2022 Regional Growth Forecast.* Available at: https://ambag.org/sites/default/files/2022-12/REVISED_PDFAAppendix%20A_2022%20RGF.pdf (Accessed December 2025).

16. California Department of Transportation (Caltrans). 2025. *California State Scenic Highway Map.* Available at: https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa. Accessed December 2025.

17. Department of Finance. 2025. *Table 2: E-5 City/County Population and Housing Estimates,* 1/1/2025. Available at: https://dof.ca.gov/forecasting/demographics/estimates/e-5-population-and-housing-estimates-for-cities-counties-and-the-state-2020-2025/. Accessed December 2025.

18. California Department of Forestry and Fire Protection. 2025. *Fire Hazard Severity Zones.* Available at: https://experience.arcgis.com/experience/5065c998b4b0462f9ec3c6c226c610a9. Accessed December 2025.

19. Cypress Fire Protection District. 2025. About Us. https://www.cypressfire.org/about-us (Accessed December 2025).

20. Schoolworks, Inc. 2025. Carmel Unified 2024 Developer Fee Justification Study for Carmel Unified School District. March 2025. https://resources.finalsite.net/images/v1764617626/carmelunifiedorg/carmelunifiedorg/carmelunifiedorg/bnwlkans9gixlhjf1qqn/CarmelUnifiedDevFeeStudy2025Final.pdf (Accessed December 2025).

21. County of Monterey. Quantum Geotechnical, Inc. 2024. *Preliminary Geotechnical Investigation on Proposed Residential Subdivision at Val Verde Drive Carmel, California.*

22. Monterey County Sherriff's Office. 2025. Available at: https://mcso.countyofmonterey.gov/about (Accessed December 2025).

23. County of Monterey Agricultural Commissioner's Office. 2025. Williamson Act Contracts. https://montereyco.maps.arcgis.com/apps/webappviewer/index.html?id=9aa9d5bf30904f3c904eb5fe869f62b7 (Accessed December 2025)

24. California Department of Education. 2025. District Profile: Carmel Unified. https://www.cde.ca.gov/sdprofile/details.aspx?cds=27659870000000 (Accessed December 2025)

25. Carmel Unified School District. 2019. Facilities Master Plan. file:///C:/Users/zzepp/Downloads/Facilities%20Master%20Plan%202019.pdf (Accessed December 2025)

26. Kittelson & Associations, Inc. 2025. *Transportation Impact Study 26500 Val Verde Drive.* December 2025.

27. Illington & Rodkin, Inc. 2025. *26500 Val Verde Drive Residential Project Noise and Vibration Assessment.* April 4, 2025.

28. Historic Resource Associates. 2025. *Cultural Resources Study for 26500 Val Verde Drive, Carmel, Monterey County, California 93923.* November 2025.

29. Archaeological Resource Management. 2025. *Cultural Resource Evaluation of the Proposed Project at 26500 Val Verde Drive in Carmel, Monterey County, California.* February 21, 2025.

30. Monterey County Office of Emergency Services. 2018. "Earthquake." https://www.co.monterey.ca.us/government/departments-a-h/administrative-office/office-of-emergency-services/ready-monterey-county/hazard-ready/earthquakes (accessed November 2018).

31. County of Monterey. 2014. Monterey County Multi-Jurisdictional Hazard Mitigation Plan. September 2014.

32. United States Geological Survey. 2018. "Magnitude/Intensity Comparison." https://earthquake.usgs.gov/learn/topics/mag_vs_int.php (accessed November 2018).

33. County of Monterey. 2025. Geologic Hazards Map for Monterey County. Available at https://montereyco.maps.arcgis.com/apps/webappviewer/index.html?id=80aadc38518a45889751e97546ca5c53. Accessed December 2025.

34. International Conference of Building Officials. 1994. Uniform Building Code. Whittier, California. May 1, 1994.

35. Quantum Geotechnical, Inc. 2024. *Geotechnical Investigation on Proposed Residential Subdivision at Val Verde Drive, Carmel, California.* November 15, 2024.

36. Quantum Geotechnical, Inc. 2025. *Geologic Hazards and Geotechnical Investigation on Proposed Residential Subdivision at Val Verde Drive, Carmel, California.* April 21, 2025.

37. California Environmental Protection Agency (CalEPA). 2025. Sites Identified with Waste Constituents Above Hazardous Waste Levels Outside the Waste Management Unit. https://calepa.ca.gov/wp-content/uploads/2016/10/SiteCleanup-CorteseList-CurrentList.pdf (accessed December 2025).

38. CalRecycle. 1992. Estimated Solid Waste Generation Rates. https://www2.calrecycle.ca.gov/WasteCharacterization/General/Rates (accessed December 2025).

39. CalRecycle. 2025. Monterey Peninsula Landfill. https://www2.calrecycle.ca.gov/SolidWaste/SiteInspection/Details/317424 (accessed December 2025).

40. Carmel Area Wastewater District (CAWD). 2025a. Service Area. https://www.cawd.org/service-area (accessed December 2025).

41. CAWD. 2025b. Wastewater Treatment Plant. https://www.cawd.org/wastewater-treatment-plant (accessed December 2025).

42. Carmel-by-the-Sea, City of. 2025a. Utilities. https://ci.carmel.ca.us/post/utilities (accessed December 2025).

43. Carmel-by-the-Sea, City of. 2025b. Water Conservation. https://ci.carmel.ca.us/post/water-conservation (accessed December 2025).

44. Department of Toxic Substances Control (DTSC). 2025. Hazardous Waste and Substances Site List (Cortese). https://www.envirostor.dtsc.ca.gov/public/search?cmd=search&reporttype=CORTESE&site_type=CS… (accessed December 2025).

45. Monterey Bay Air Resources District (MBARD). 2008. Rule 424: National Emission Standards for Hazardous Air. https://www.mbard.org/asbestos-renovation-demolition#docaccess-62f616151ea9962b2b8cf8aaa3232de2f587… (accessed December 2025).

46. Monterey, County of. 2019. Monterey Regional Airport: Airport Land Use Compatibility Plan. https://www.countyofmonterey.gov/home/showpublisheddocument/143724/639011360322470000 (accessed December 2025).

47. Monterey Peninsula Water Management District (MPWMD). 2023. Cal-Am Buyout. https://www.mpwmd.net/cal-am-buyout/ (accessed December 2025).

48. Seaside Groundwater Basin Watermaster (SGBW). 2019. Seaside Groundwater Basin 2018 Basin Management Action Plan. https://seasidegroundwaterbasinwatermaster.wpcomstaging.com/wp-content/uploads/2024/02/19-0719-bmap… (accessed December 2025).

49. State Water Resources Control Board. 2025. GeoTracker. https://geotracker.waterboards.ca.gov/map/?myaddress=California&from=header&cqid=2070035636 (accessed December 2025).

50. Stantec Consulting Services Inc. 2024. *Phase II Environmental Site Assessment Val Verde Drive, Carmel, California 93923.* May 7, 2024.

51. Federal Transit Administration (FTA). 2018. *Transit Noise and Vibration Impact Assessment Manual*. FTA Report No. 0123. September 2018. https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf

52. National Park Service (NPS). 1983. Archaeological and Historic Preservation: Secretary of the Interior's Standards and Guidelines. Electronic document, Available at: https://www.nps.gov/history/local-law/arch_stnds_0.htm (accessed April 2019).

53. Bierman Hydrogeologic. 2024. *Technical Memorandum: Val Verde Development – Water Demand & Supply Analysis.* November 2, 2024.

54. State Department of Water Resources. 2004. *Carmel Valley Groundwater Basin.* February 27, 2004.

55. Monterey Regional Waste Management District. 2025. *Monterey Peninsula Landfill.* Available at: https://d2blwilx4xw5sk.cloudfront.net/fdd5431d-ddc2-4c49-be36-c63af7fa2dc6/61209010-bdb7-4d2e-b551-32f2dd3a1010/map.html?response-content-disposition=attachment%3B%20filename%3D%22map.html%22 (Accessed December 2025).

56. California Department of Transportation (Caltrans). 2020. Transportation and Construction Vibration Guidance Manual CT-HWANP-RT-20-365.01.01. https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/tcvgm-apr2020-a11y.pdf.

57. California Department of Transportation (Caltrans). 2013. Technical Noise Supplement to the Traffic Noise Analysis Protocol. (CT-HWANP-RT-13-069.25.2) https://www.dtsc-ssfl.com/files/lib_ceqa/ref_draft_peir/Chap4_10-Noise/Caltrans_2013a_Tech_Noise_Supplement.pdf.

58. RANA. 2024. Val Verde Biological Assessment. May 9, 2024.

59. Monk & Associations Inc. [M&A].2025a. Due Diligence Biological Site Assessment Report Val Verde Drive Project, Carmel, California. Revised December 4, 2025.

60. M&A. 2025b. Memo Discussing Findings on Willow Stand Val Verde Drive Project, Carmel, Monterey County, California. December 18, 2025.

61. M&A. 2025c. Memo on USGS National Hydrography Dataset Val Verde Drive Project, Carmel, Monterey County, California. December 15, 2025.

62. Kittelson & Associates (K&A). 2026. 26500 Val Verde Drive – VMT Memorandum. January 19, 2026.

63. K&A. 2025. 26500 Val Verde Drive Transportation Impact Assessment. December 11, 2025.

64. California Energy Commission. 2022 Building Energy Efficiency Standards. Available at: https://www.energy.ca.gov/programs-and-topics/programs/building-energy-efficiency-standards/2022-building-energy-efficiency (Accessed January 2026)

65. AMBAG. 2022b. Metropolitan Transportation Plan/Sustainable Communities Strategy. June 2022. Available at: https://www.ambag.org/sites/default/files/2023-04/REVISED2_AMBAG_MTP-SCS_Final_EntireDocument_PDFA_Updated041923.pdf (Accessed January 2026)

66. Transportation Agency for Monterey County. 2018. Active Transportation Plan for Monterey County. June 2018. Available at: https://tamcmonterey.specialdistrict.org/files/991071e61/2018-Monterey-County-Active-Transportation-Plan.pdf (Accessed January 2026)

67. California Air Pollution Control Officers Association. 2024~~10~~. Quantifying Greenhouse Gas Mitigation Measures. October 2024~~August 2010~~. https://caleemod.com/documents/handbook/full_handbook.pdf ~~https://www.aqmd.gov/docs/default-source/ceqa/handbook/capcoa-quantifying-greenhouse-gas-mitigation-measures.pdf~~ (Accessed April ~~January~~ 2026)

68. MBARD. 2012-2015 AQMP for the Monterey Bay Region. Adopted March 15, 2017. https://www.mbard.org/files/6632732f5/2012-2015-AQMP_FINAL.pdf (accessed January 2026)

69. MBARD. 2020. Rule 426 Architectural Coatings. https://www.mbard.org/files/b17c2b4e2/Final+Rule+426+%28Clean+Version%29.pdf (accessed January 2026)

70. CARB. 2024. Overview: Diesel Exhaust & Health. https://ww2.arb.ca.gov/resources/overview-diesel-exhaust-and-health (accessed January 2026)

71. BAAQMD. 2023. Air Quality Guidelines Appendix E: Recommended Methods For Screening and Modeling Local Risks and Hazards. https://www.baaqmd.gov/~/media/files/planning-and-research/ceqa/ceqa-guidelines-2022/appendix-e-recommended-methods-for-screening-and-modeling-local-risks-and-hazards_final-pdf.pdf?la=en (accessed January 2026).

72. CARB. 2017. Strategies to Reduce Air Pollution Exposure Near High-Volume Roadways. https://ww2.arb.ca.gov/resources/fact-sheets/strategies-reduce-air-pollution-exposure-near-high-volume-roadways (accessed January 2026)

73. CARB. 2022. 2485. Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling. https://ww2.arb.ca.gov/sites/default/files/2022-06/13_CCR_2485_OAL_06222022-2_ADA_06272022_0.pdf (accessed January 2026)

74. Rincon Consultants. 2025. California Emissions Estimator Model (CalEEMod, version 2022.1.1.37) for the Carmel Rio Road Project. January 2025.

75. CARB. 2022. Final 2022 Scoping Plan Update and Appendices. https://ww2.arb.ca.gov/our-work/programs/ab-32-climate-change-scoping-plan/2022-scoping-plan-documents (accessed January 2026).

76. SLOAPCD. 2023. CEQA Greenhouse Gas Thresholds & Guidance for the San Luis Obispo County Air Pollution Control District's 2012 CEQA Air Quality Handbook and Related Guidance on Use of Screening Tool, CalEEMod, and Local Reductions/Sequestration Projects Offset Mix Calculator. https://storage.googleapis.com/slocleanair-org/images/cms/upload/files/2023UpdatedSLOCountyAPCDCEQA-GHG_Guidance%26Thresholds-FINAL-StandAloneVersion.pdf (accessed January 2026).

77. USFWS. 2010. Revised Designation of Critical Habitat for California Red-Legged Frog; Final Rule, U.S. Fish and Wildlife Service. Sacramento, CA.

78. Todd Groundwater. January 2026. Carmel Rio Road Residential Development Hydrogeologic Report.

79. Monterey, County of. 2010b. *Monterey County General Plan Safety Element.* October 26, 2010. https://www.countyofmonterey.gov/home/showpublisheddocument/45806/639033818915870000 (Accessed January 2026)

80. Monterey, County of. 2013. Carmel Valley Master Plan. https://www.countyofmonterey.gov/home/showpublisheddocument/45818/636389938550470000 (Accessed January 2026)

81. Monterey Peninsula Water Management District (MPWMD). 2019. Monterey Peninsula, Carmel Bay, and South Monterey Bay Integrated Regional Water Management Plan Update. https://www.mpwmd.net/wp-content/uploads/Final-Draft-IRWM-Plan-9-25-19.pdf (Accessed January 2026)

82. Central Coast Regional Water Quality Control Board. 2024. Water Quality Control Plan for the Central Coast Basin. https://www.waterboards.ca.gov/centralcoast/water_issues/programs/basin_plan/docs/2024_basin_plan_r3.pdf (Accessed January 2026)

83. Carlson, Barbee & Gibson, Inc. 2025a. Preliminary Operation and Maintenance Plan, Carmel 26500 Val Verde Drive, Monterey County, California. April 30, 2025.

84. Carlson, Barbee & Gibson, Inc. 2025b. Preliminary Stormwater Control Plan. Carmel 26500 Val Verde Drive, Carmel, CA. January 24, 2025.

85. Carlson, Barbee & Gibson, Inc. 2025. Preliminary Stormwater Control Plan for 26500 Val Verde Drive, Carmel, CA. January 24, 2025.

86. California American Water. 2021. Urban Water Management Plan. California American Water Central Division – Monterey County District. June 2021.

87. County of Monterey. 2025. Monterey County Register of Historic Resources. Updated October 2025. https://www.countyofmonterey.gov/home/showpublisheddocument/137743/638971522528970000 (Accessed January 2025).

88. County of Monterey Citizen Access [Accela]. 2024. Cypress Fire Protection District review. November 18, 2024.

89. County of Monterey Geographic Information Services [GIS]. 2025. *Archaeological Sensitivity – Overview.* Available at: https://www.arcgis.com/apps/mapviewer/index.html?webmap=f86c1b7680ea4a16b06c192a9eccf1dc (Accessed January 2026)

90. David J. Powers and Associates, Inc. 2026. Val Verde Drive Project Land Evaluation and Site Assessment [LESA] Model Memorandum. January 14, 2026.

91. City Ventures. 2024. 26500 Val Verde Drive Carmel, California. November 8, 2024.

92. County of Monterey. 2026a. Email correspondence between the County and Cal-Am. February 6, 2026.

93. County of Monterey. 2026b. Phone call correspondence between the County, Cal-Am and MPWMD. February 9, 2026.

Exhibit E

This page intentionally left blank.

MINUTES
Carmel Valley Land Use Advisory Committee
March 16, 2026

1. Meeting called to order by Janet Brennan **at** 5:30 pm

2. Roll Call

Members Present:
Judy MacClelland: Charles Franklin: Janet Brennan: David Burbidge: Eric Jacobson

Members Absent:
John Heyl: Chris Stewart

3. Approval of Minutes:

A. February 17, 2026 minutes

Motion: Eric Jacobson (LUAC Member's Name)

Second: Charles Franklin (LUAC Member's Name)

Ayes: Judy MacClelland: Charles Franklin: Janet Brennan: David Burbidge: Eric Jacobson

Noes:

Absent: John Heyl; Chris Stewart

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.

5. Scheduled Items

6. Other Items:

A) Preliminary Courtesy Presentations by Applicants Regarding Potential Projects

B) Announcements

7. Meeting Adjourned: 6:22 pm

Minutes taken by: David Burbidge

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

1.

Project Name: CARMEL RIO ROAD LLC
File Number: PLN240105-DEP
Project Location: 26500 Val Verde Dr, Carmel, CA 93923
Assessor's Parcel Number(s): 015-021-004-000, 015-021-015, 015-021-020-000, 015-021-021-000, and 015-021-049-000
Project Planner: Joseph Alameda
Area Plan: Carmel Valley Master Plan

(Please include the names of those present)

Randy Landury & Dan Haldman

Was a County Staff/Representative present at meeting? Joseph Alameda **(Name)**

PUBLIC COMMENT:

Name	Site Neighbor?		Issues / Concerns (suggested changes)
	YES	NO	
Margart Robbins	X		Concerned about Flooding
Pat Ward	X		Traffic concerns
Paola Bertran		X	Few native plants & general landscaping
Eric Sands		X	Too dense

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		Possible flood problem since it is in flood plane
Charles Franklin		Transportation problems with increased traffic

ADDITIONAL LUAC COMMENTS

RECOMMENDATION:

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

Second by: Judy MacClelland (LUAC Member's Name)

___ Support Project as proposed

___ Support Project with changes

X Continue the Item

Reason for Continuance: Possible flooding problems

Continue to what date: _____

Ayes: Judy MacClelland: Charles Franklin: Janet Brennan: David Burbidge: Eric Jacobson

Noes: _____

Absent: John Heyl: Chris Stewart

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: CALIFORNIA-AMERICAN WATER CO
File Number: PLN250272
Project Location: 9210 Carmel Valley Road, Carmel, CA 93923
Assessor's Parcel Number(s): 169-141-016-000 & 169-141-023-000
Project Planner: Jade Mason
Area Plan: Carmel Valley Master Plan
Project Description: Combined Development Permit consisting of a: 1) Design Approval for the construction of two (2) backwash waste tanks with the capacity of 195,000 gallons each; 2) Use Permit to exceed the required height of 15 feet established by the district; and 3) Use Permit to allow development in the Carmel Valley floodplain.

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

(Please include the names of those present)

Connor O'Toole, agent with Denise, Duffy, & Associates

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

PUBLIC COMMENT:

Name	Site Neighbor?		Issues / Concerns (suggested changes)
	YES	NO	

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)

ADDITIONAL LUAC COMMENTS

RECOMMENDATION:

Motion by: Judy MacClelland (LUAC Member's Name)

Second by: Charles Franklin (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: Eric Jacobson

Noes: _____

Absent: John Heyl: Chris Stewart

Abstain: _____

Exhibit F

This page intentionally left blank.







This page intentionally left blank

Exhibit G

This page intentionally left blank.

Revised April 1, 2026
February 17, 2026

Ms. Fionna Jensen, Principal Planner
Mr. Joey Alameda, Assistant Planner
Monterey Housing and Community Development
1441 Schilling Place South 2nd Floor
Salinas, CA 93901

Dear Ms. Jensen,
Carmel 1 Inv, LLC is excited to present our proposal for the development located at 26500 Val Verde Drive and the processing under Housing Legislation.

Project Description

The property located at 26500 Valve consists of five parcels with APN's 015-021-004, 015-021-015, 015-021-020, 015-021-021, and 015-021-049. The site is bordered at the west boundary line by the Carmel Rancho shopping center that provides access to fitness studio, veterinary services, salon, spa, commercial law offices and more. At its northern and southern boundary, the site is bounded by existing residential and open space at its east boundary. At its southern boundary the site exists single family residential with the existing Riverwood Condominium subdivision across the street from Rio Road. The property is within the Carmel Valley Master Plan Area and has a General Plan use designation of "Residential – Low Density".

Project Proposal

The project will host a range of home options with 59 single homes and 15 townhomes for a total of 74 for-sale, solar, all-electric dwelling units. The proposed architecture will represent the rich history and heritage of the Carmel area and offer options such as Spanish colonial and renaissance. The townhomes boast of an open concept living and feature 2 car garages. The project is bisected by Val Verde Drive into two development area. Val Verde serves as the central roadway and will include improvements as part of the development. Access to the project will be provided from Rio Road to Val Verde Drive which extends through to Carmel Valley Road. Stemming off Val Verde Drive are two quiet lopped private drives that provides access to the neighborhood. Nearly two acres of open space are proposed for the development. In addition to a small neighborhood park and pocket areas dispersed throughout the site. The overall landscaped programming serves as tranquil gathering sites.

Phased Final Maps

The project will consist of two large lot final maps for financing purposes (GC §66424).[1]

Affordable Housing and State Density Bonus Law

The project will be providing on-site affordable housing with 20% of the for-sale dwelling units being restricted for low-income households, for a total of 15 deed restricted units (townhomes) that include a mixture of 2 and 3 bedrooms. As a result of the inclusion of at least 10% of the units in the for-sale development restricted to low income, the project is eligible for waivers and reductions to development

[1] Project may be phased pursuant to Chapter 3, Article 4, Section 66456.1 of the Subdivision Map Act. Developer reserves the right to file multiple maps.

standards that have the effect of physically precluding the construction of a development (GC §65915(b)1)) and incentives or concessions (GC §65915(d)(1)) pursuant to State Density Bonus Law. Carmel 1 Inv, LLC respectfully reserves the right to identify additional waiver(s) and concession(s) as necessary to accommodate the project as designed.

Housing Accountability Act

The Builder's Remedy is a provision under California's Housing Accountability Act (HAA) that would be in effect if a jurisdiction fails to adopt a housing element that has been found to be substantially compliant by HCD as of the statutory deadline (GC §65583). Provision in GC §65589.5d(5) prohibits a housing development project as defined in GC §65589.5(h), from being denied if it is inconsistent with the both the jurisdiction's zoning ordinance and general plan use designation. A local government further cannot reduce the density of a housing development. As such, this provision allows developers to propose projects that exceed local zoning limits that would otherwise be prohibited by local zoning where at least 20 percent of the units will be deed-restricted for sale or rent to lower-income households. This project qualifies as a housing development project under Government Code Section 65589.5(H)(2).

Senate Bill 330 (SB330) was enacted in 2019 and establishes processing of housing development projects. The law protects a project against changes in ordinances, policies, and standards in effect on the day the project vested its rights under the law. The project is also under the Permit Streamlining Act (GC §65943). Statutory timelines pursuant to GC §65943 are applied to projects that file a development project application within 180 days of the time the preliminary application is submitted (the project's vesting date). HCD has determined that an SB330 preliminary application vests the out of compliance status of the Housing Element.

Project Application and Housing Legislation

Carmel 1 Inv, LLC submitted a preliminary application to the County of Monterey pursuant to Government Code section §65941.1(a) on April 9, 2024, paid an initial fee on April 15, 2024, and paid the required application fee on June 12, 2024. Pursuant to GC § 65589.5(h)(3) the project is providing 20% of the total units for lower income households as defined in Section 50079.5 of the Health and Safety Code. The project's vesting date pursuant to GC § 65589.5 is June 12, 2024, and is "deemed complete" pursuant to GC §65941.1[2].

At the time of the filing and payment, the County of Monterey's Housing Element was not in compliance with its RHNA obligations pursuant to Housing Element Law. Therefore, the project's proposed zoning, design standards, and County fees as of that date are vested[3] by the filing of the preliminary application.

Monterey County Draft Six Cycle Housing Element

Monterey County HCD submitted the draft Sixth Cycle Housing Element (HE) to the California Housing and Community Development Department (CA HCD) for its first state review period on Monday, August 19, 2024. CA HCD is allowed 90 days for its first review period to provide findings on the County's draft Sixth Cycle Housing Element (2023-2031).

The current Draft HE identifies three of the development's APNs for housing – Site 20, 21 and 22. Site 20[4] proposes 86 units, Site 21[5] proposes 22 units, and Site 22 proposed 105 units for a total of 213 units. The

[2] Agency not required to provide affirmative determination regarding completeness of a Preliminary Application.
[3] The vesting process remain in place even if the Housing Element subsequently becomes compliant.
[4] Page 7-122 of Draft 2023-2031 Housing Element
[5] Page 7-123 of Draft 2023-2031 Housing Element

fourth and final APN remains designated Residential – Low Density. The project proposes development on all the APNs.

Waivers and Concessions

A list of requested waivers for this project is provided in Table A below. In addition, City Ventures requests a waiver from any development standard that would physically preclude the project as proposed, pursuant to Government Code § 65915(e). City Ventures reserves the right to supplement its list of requested waivers to further clarify or document the requested waivers.

Table A - List of Waivers

Waiver #	Requirement	Standard Detail	Standard	Provided	Rational
1	MMC 21.14.060.A	Minimum Building Site	1 acre (unless approved as part of a clustered development, which allows for 0.5 acre)	5,000 SF	The project will provide minimum building sites of 5,000 SF rather than the required 0.5 acres. Providing the additional square footage per building site would physically preclude the construction of housing units and project as designed.
2	MMC 21.14.060.B	Development Density Maximum	1 acre	5.92 du/ac	The project is providing 5.92 du/ac. Requiring 1 acre density would physically preclude the proposed density.
3	MMC 21.14.060.E	Building Site Coverage	35%	56%	The project will provide 56% coverage. Decreasing the coverage to 35% would increase each lot size to provide each home, thereby physically preclude the construction of housing units and project as designed.

A list of concessions for this project are provided in Table B below. The project is allowed two concessions for providing at least 17 percent of total units for lower income households § 65915(d)(2)(B). Ventures respectfully reserve their right to identify additional incentives or concessions as necessary to accommodate the project as designed.

Table B - List of Concession			Supporting Notes
Concession #1	On-site Units – Dispersal and Construction	MMC 18.49.070.B	The proposed incentive to allow for clustering and the sizes shown on the project application would not only allow the inclusion of the proposed density but would also result in identifiable and actual cost reduction that provides affordable housing costs. The affordable units will not be discernible from

			that of the market rate units with regards to finishes and architectural elements. The incentive requested will not have a specific, adverse impact on public health and safety nor is the requested incentive contrary to state or federal law.
Concession #2	TBD		

Closing

We are excited to bring new homes to life in Carmel Valley. We are committed to working with Monterey County and to bringing forward a project that is thoughtful, intentional, and provides quality housing that helps meet the overall housing needs of Monterey County.

Exhibit H

This page intentionally left blank.

Schaaf & Wheeler
CONSULTING CIVIL ENGINEERS

10232 Donner Pass Road #4
Truckee, CA 96161
(415) 823-4964
info@swsv.com

MEMORANDUM

DATE: April 28, 2025
TO: Pamela Nieting, City Ventures
FROM: Caitlin Tharp, PE
Jocelyn Barber, EIT
SUBJECT: City Ventures Carmel Floodplain Impacts Analysis

Introduction

The purpose of this floodplain analysis is to determine impacts to the 100-year floodplain of the Carmel River due to the addition of blockages from the proposed project at 26500 Val Verde Drive in the City of Carmel. An impact of less than 0.1 feet to the 100-year water surface elevation (WSEL) from pre to post project conditions is considered negligible for this analysis.

The project site is on the effective FIRM panel 06053C0320H dated June 21, 2017. The effective FIRM map shows the site is on the fringe of a Special Flood Hazard Area (SFHA) for the 100-year floodplain (Zone AE), Figure 1.

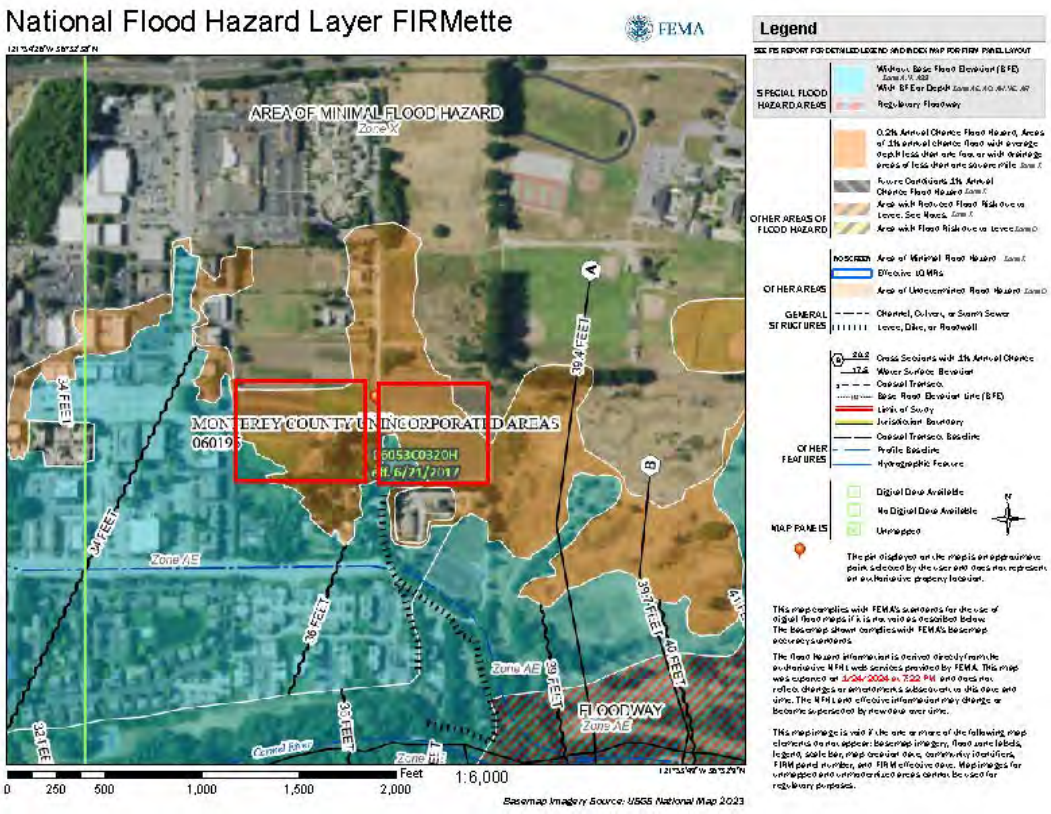


Figure 1. FEMA Effective FIRMette at 26500 Val Verde Dr

Analysis

Floodplain impacts are assessed using the FEMA effective steady-state HEC-RAS model of the Carmel River. In the HEC-RAS model, the applicable cross sections through the project site are located along reach FLDPLN2 and consist of cross sections 6207.832, 6557.074, 6635.903, 6798.585 and 6885.99. See Figure 2 for the cross-section locations shown on the FEMA floodplain relative to the project boundary. The steady-state flow data used in this analysis assumes failure of the right bank levee therefor the floodplain is represented as the “worst case” condition.

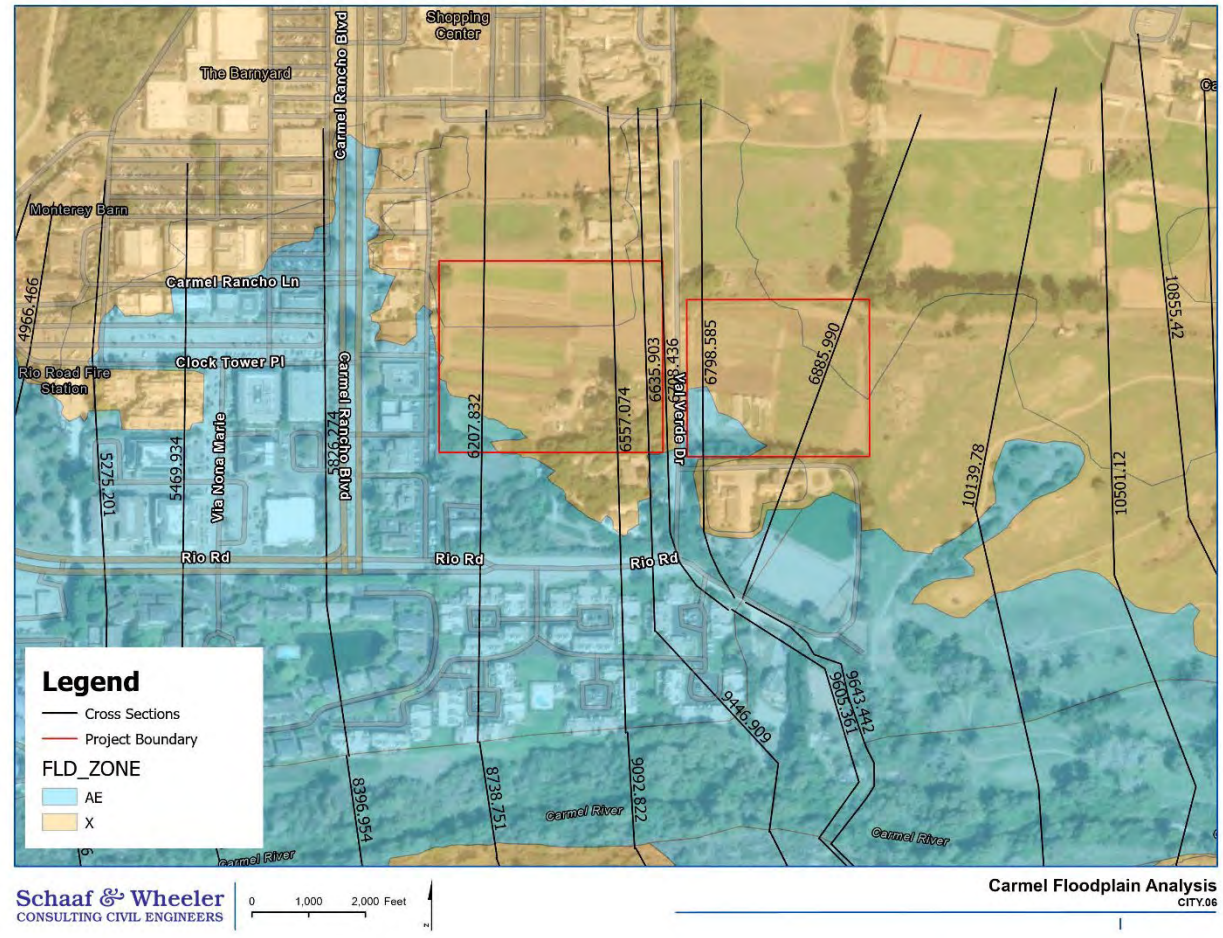


Figure 2. HEC-RAS Cross Section Data through Project Site on Effective FEMA Floodplain

The proposed project site outlines shown in the drawings provided by CBG Engineers are added to the floodplain as blockages. The blockage is represented in the model by obstructions which add 10 feet to the existing elevation of each station on the cross section located within the project boundary. This is a conservative assumption, as actual site blockages by structures occur outside of the floodplain boundary. The intent of this conservative assumption is to show that any development action on the site will not cause significant impacts to the floodplain. The table below shows the resulting change in WSEL when obstructing the entire project limits.

Table 1. 100-year Water Surface Elevation Comparison at Cross Sections

Parameter	XS 6207.832	XS 6557.074	XS 6635.903	XS 6798.585	XS 6885.99
Existing WSEL (ft)	32.22	32.31	34.35	35.03	35.17
Proposed WSEL (ft)	32.20	32.20	34.39	35.02	35.14
Increase in WSEL (ft)	-0.02	-0.11	0.04	-0.01	-0.03

There is a negative impact to the WSEL for all cross sections on the project site except for XS 6635.903 where the WSEL increases by 0.04 feet. The negative impact to the WSEL at most of the cross sections is likely due to "shadowing" which is the effect where structures or other obstructions create areas of reduced or altered flood flow. There is no significant change in WSEL in the upstream and downstream cross sections from the proposed development as a result of shadowing in the floodplain.

Conclusion

Based on this analysis, there is not a significant impact to the Carmel River floodplain due to blockages on the project site represented conservatively as an obstruction to the entire project boundary in the proposed condition. The largest increase to the WSEL is below 0.1 therefore the project is considered to have negligible impact.

Per Monterey County Municipal Code Section 16.16.050 K:

- **The proposed development is set back approximately 1,000 feet from the top of bank of the Carmel River, which exceeds the 200-foot minimum requirement.**
- **The proposed development will not significantly reduce the capacity of existing rivers or watercourses or otherwise adversely affect any other properties by increasing stream velocities or depths or diverting the flow.**

Any questions can be directed to Caitlin Tharp, PE, at ctharp@swsv.com or by cell phone at (415) 823-4964.

Sincerely,
Schaaf & Wheeler



Caitlin Tharp, PE
CFM, QSD/QSP, CPSWQ
Vice President
RCE #76810



Schaaf & Wheeler
CONSULTING CIVIL ENGINEERS

10232 Donner Pass Road #4
Truckee, CA 96161
(415) 823-4964
info@swsv.com

MEMORANDUM

REGISTERED PROFESSIONAL ENGINEER
CAITLIN JENNINE THARP
C76810
CIVIL
STATE OF CALIFORNIA

DATE: April 25, 2025 Job #: CITY.06.25
TO: Pamela Nieting
City Ventures
FROM: Cindy Steele, PE
Caitlin Tharp, PE
SUBJECT: 26500 Val Verde Drive Hydromodification Study

Introduction

City Ventures contracted Schaaf & Wheeler to prepare hydromodification calculations for the proposed development at 26500 Val Verde Drive in Monterey County near Carmel by the Sea. Each of the two proposed drainage management areas are modeled for the 2-, 5-, 10-, 25-, 50-, and 100-year 24-hour pre- and post- project storm events. The proposed storage basins are modeled and modifications to size and outlet structures are recommended. The 12.5-acre site is shown in Figure 1.

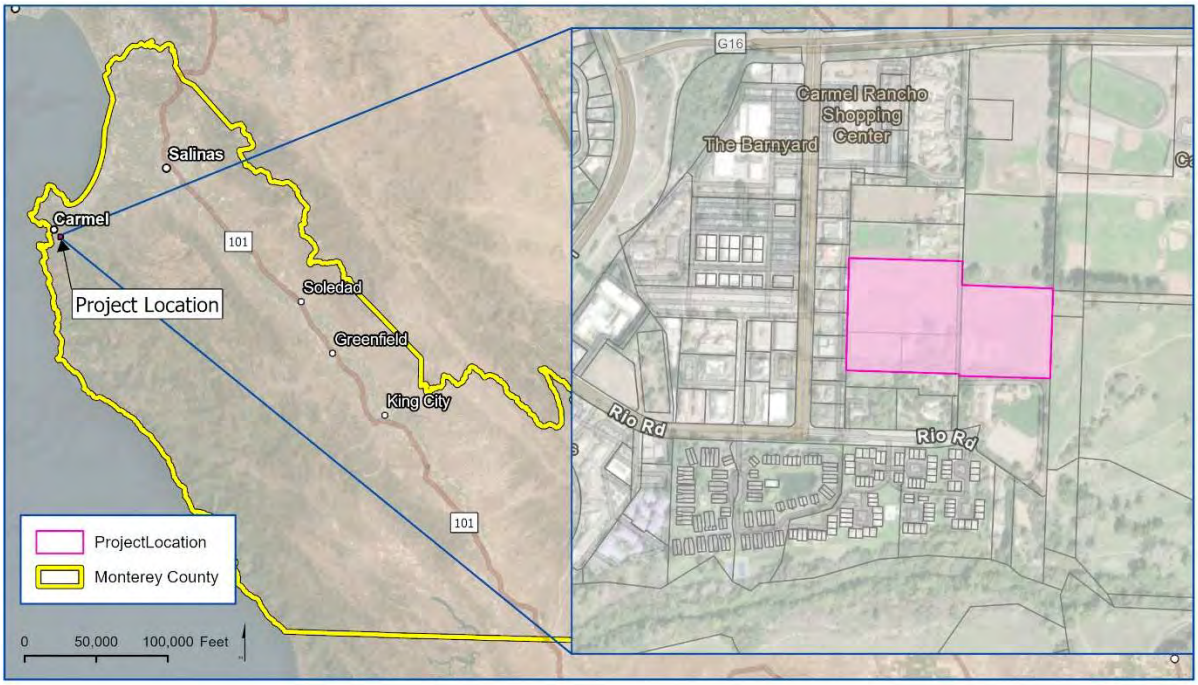


Figure 1: Project Location

Located southeast of the Carmel by the Sea city limits, the site is currently used as agricultural land with one single family residence. The proposed project includes 59 single-family homes and 15 multifamily units on 60 lots. The site is divided into two drainage management areas, each draining to bioretention basins on the south side of the project. Using the grading on the

Tentative Map plans prepared by CBG, the bioretention basins were modeled by Schaaf & Wheeler to mitigate for hydromodification of the 2-year through 100-year design storm events.

Analysis

Schaaf & Wheeler analyzed the peak flow from the drainage management area in HEC-HMS using the SCS Unit Hydrograph method and Frequency storm with 50 percent Intensity position based on NOAA Atlas 14 precipitation values. The SCS Unit Hydrograph method utilizes curve numbers based on land use, underlying soil type, and antecedent moisture condition to determine the portion of precipitation lost to infiltration. Excess precipitation is routed to the subbasin outlet according to lag time in minutes which is calculated based on the length, slope, and roughness of the longest flow path. The subbasin parameters and calculated runoff are listed in the following tables.

Table 1. Subbasin Parameters

Subbasin	Area (sq mi)	Curve Number	% Impervious	Lag Time
DMA 1, Existing	0.0117	67	0	11
DMA 2, Existing	0.0078	67	0	10
DMA 1, Proposed	0.0117	67	56	9
DMA 2, Proposed	0.0078	67	55	6

Table 2. Existing and Post-Project Runoff

Storm Event (24-hour)	DMA 1: Existing Runoff (cfs)	DMA 1: Post-Project Runoff (cfs)	DMA 2: Existing Runoff (cfs)	DMA 2: Post-Project Runoff (cfs)
2-year	0.3	5.7	0.2	4.4
5-year	1.4	7.7	1.0	6.1
10-year	2.7	9.7	1.9	7.6
25-year	4.9	12.7	3.4	10.0
50-year	7.0	15.3	4.8	12.1
100-year	9.4	18.3	6.5	14.4

The capacity of the bioretention basins to mitigate for hydromodification was checked by routing the subbasin runoff through reservoirs in HEC-HMS. The reservoirs are defined by elevation-area curves and outlet parameters. Allowances were made for native infiltration and soil layer infiltration through underdrain by modeling diversions between the subbasins and reservoir elements in HEC-HMS. A native infiltration rate of 2.0 in/hr was used with a factor of safety of 2 based on the project site geotechnical report from Quantum Geotechnical, Inc. If the original design by CBG was insufficient to mitigate for hydromodification, basin storage was augmented by increasing the reservoir top elevation. The final basin parameters that mitigated for hydromodification and the mitigated runoff are listed in the following tables.

Table 3. Reservoir 1 Elevation-Area

Elevation	Area (sf)
25.6	4210
29.5	4220
29.6	8240
32.0	10197
33.0	11000

Table 4. Reservoir 2 Elevation-Area

Elevation	Area (sf)
27.8	2490
31.7	2500
31.8	4993
36.0	9116

Table 5. Reservoir Outlet Structures

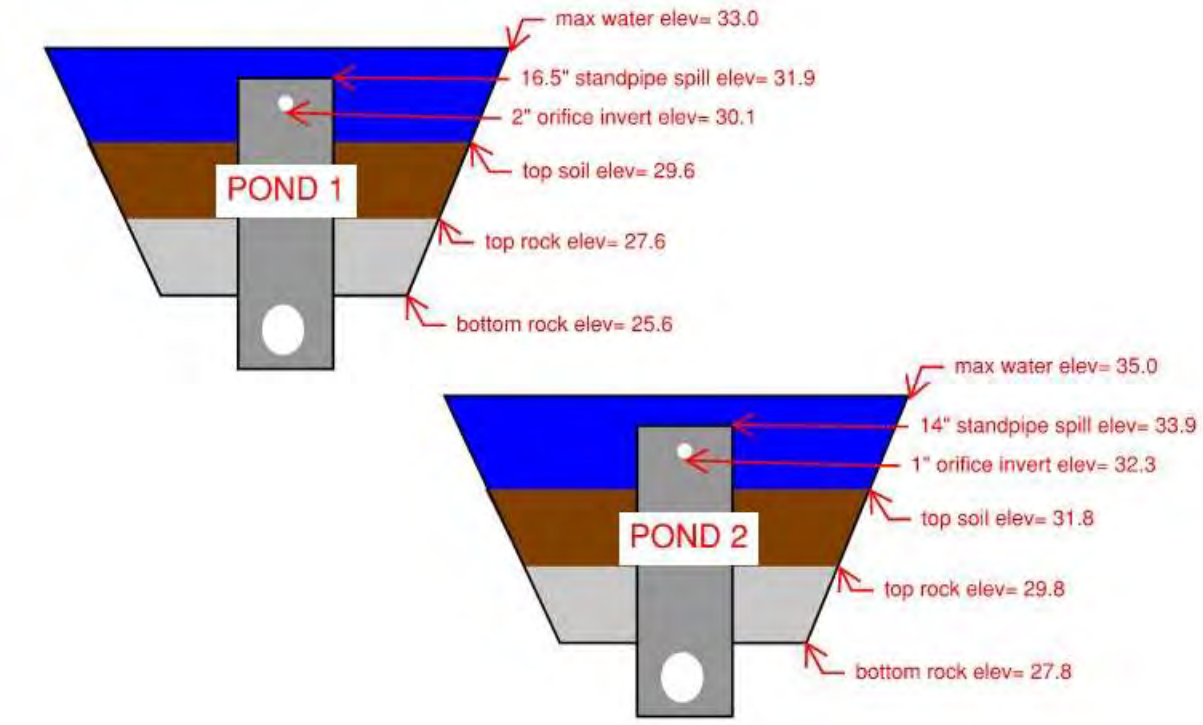
Reservoir	Native Infiltration Diversion	Soil Underdrain Diversion	Orifice 1 Invert Elevation	Orifice 1 Diameter	Standpipe Spillway Elevation	Standpipe Diameter	Max Water Elevation
DMA 1	0.2 cfs	0.1 cfs	30.1	2”	31.9	16.5”	33.0
DMA 2	0.1 cfs	0.1 cfs	32.3	1”	33.9	14.0”	35.0

Table 6. Existing and Mitigated Runoff

Storm Event (24-hour)	DMA 1: Existing Runoff (cfs)	DMA 1: Mitigated Runoff (cfs)	DMA 2: Existing Runoff (cfs)	DMA 2: Mitigated Runoff (cfs)
2-year	0.3	0.2	0.2	0.2
5-year	1.4	1.0	1.0	0.6
10-year	2.7	2.4	1.9	1.2
25-year	4.9	4.9	3.4	3.3
50-year	7.0	6.5	4.8	4.6
100-year	9.4	7.9	6.5	5.6

Conclusion

Based on this analysis, the post-project runoff can be mitigated to match existing peak flow runoff conditions from the 2-, 5-, 10-, 25-, 50-, and 100-year, 24-hour design storms according to the basin schematics below.


max water elev= 33.0
16.5" standpipe spill elev= 31.9
2" orifice invert elev= 30.1
top soil elev= 29.6
POND 1
top rock elev= 27.6
bottom rock elev= 25.6
max water elev= 35.0
14" standpipe spill elev= 33.9
1" orifice invert elev= 32.3
top soil elev= 31.8
POND 2
top rock elev= 29.8
bottom rock elev= 27.8

This page intentionally left blank

Exhibit I

This page intentionally left blank.

MONK & ASSOCIATES INC – BIOLOGICAL CONSULTANTS
1136 Saranap Avenue Suite Q | Walnut Creek, CA 94595 | (925) 947-4867 | www.monkassociates.com

June 13, 2024
Revised December 4, 2025

City Ventures
444 Spear Street Ste 200
San Francisco, California 94105

Attention: Ms. Pamela Nieting

RE: Due Diligence Biological Site Assessment Report
Val Verde Drive Project, Carmel, California
APNs: 015-021-004-000, 015-021-015-000, 015-021-020-000, 015-021-021-000
(~13.2 acres)

Dear Ms. Nieting*:*

1. INTRODUCTION

This letter-report has been prepared to present the results of Monk & Associates' (M&A) due diligence biological site assessment of the Val Verde project site located in Carmel, Monterey County, California (herein referred to as the "project site") (Figures 1-3). This project site is bisected by Val Verde Drive and is approximately 0.35 mile east of Highway 1 and roughly 0.25 mile south of Carmel Valley Road. The project site is at an approximate elevation of 33 feet above mean sea level and is mostly flat. The southernmost property line is located approximately 800 feet north of the Carmel River channel and 725 feet north of the edge of the riparian corridor.

On Wednesday, May 29, 2024, M&A biologist, Mark Jasper, conducted a due diligence biological resources assessment of the project site to take note of any plant communities/wildlife habitats onsite and to determine if the project site supports any special-status species habitats and/or waters of the U.S./State that could be regarded as wetlands or other waters subject to regulation by the U.S. Army Corps of Engineers (Corps), California Regional Water Quality Control Board (RWQCB), and/or California Department of Fish and Wildlife (CDFW).

Based on our site analysis, the project site does not appear to support any significant or sensitive biological resources; permits from State and federal resource agencies (i.e., the U.S. Army Corps of Engineers, the California Regional Water Quality Control Board, the California Department of Fish and Wildlife, or the U.S. Fish and Wildlife Service) **should not** be warranted for any proposed work on this project site. No significant or sensitive biological resources were identified onsite.

During the May 29, 2024 site survey, M&A did not find any evidence of "wetlands" or "other waters" onsite that have potential to be regulated by Federal (Corps) or State (RWQCB and CDFW) agencies. However, please note that a formal wetland delineation would need to be

conducted and confirmed by the Corps to be certain of the extent of waters on the project site as only this agency can determine the extent of their jurisdiction.

Below is a summary of M&A's findings and a discussion of any biological constraints to future development of the project site.

2. PROJECT SITE DESCRIPTION

The entire roughly 13.4-acre project site is highly disturbed and is being actively farmed, except for the house with outbuildings at the south end of the property adjacent to the west of Val Verde Road (a dirt road). During the site visit there were several workers attending to the various crops and a sprinkler system was watering most of the site. The project site is surrounded on the west and south sides by high-density residential development. The adjacent properties to the north are also developed but appear to be urban farms with structures only covering part of the properties and the remaining portions either left vacant or used for agricultural purposes. The southernmost property line is located approximately 800 feet north of the Carmel River channel and roughly 725 feet north of the edge of Carmel River's riparian corridor. The property to the east is a former golf course that appears to have closed over 10 years ago, and, according to the *Val Verde Biological Assessment* prepared by Rana Consulting on May 9, 2024, the former golf course is slated for residential development "soon."

3. ANALYSIS METHODS

Prior to conducting the site survey and preparing this report, M&A researched the most recent version of California Department of Fish and Wildlife's (CDFW) Natural Diversity Database (CNDDB) (RareFind 5 application) for records of special-status plants and wildlife within three miles of the project site (CNDDB 2024). The CNDDB is a database maintained by the CDFW that provides historic and recent records of special-status plant and animal species known from the state of California. M&A also searched the 2021 electronic version of the California Native Plant Society's (CNPS) *Inventory of Rare and Endangered Plants of California* (CNPS 2001) for records of special-status plants known in the vicinity of the project site.

4. PLANT COMMUNITIES AND ASSOCIATED WILDLIFE HABITATS ONSITE

As stated above, the project site consists almost entirely of actively farmed cropland. There are no small mammal or other burrows onsite. The southern end of the project site, just west of Val Verde Drive, is developed with an existing house with some minor landscaping (mowed grasses and a few planter boxes) and outbuildings. The only plant communities observed on the project site are agrestal (croplands) and the small disturbed mixed woodland around the residence and along the southern boundary of the project site west of Val Verde Drive.

4.1 Agrestal (Croplands)

An "agrestal" community is a weed dominated community of rural, agricultural areas (Holland & Keil 1995). Agrestal communities form in areas that have been disturbed by cultivation. Many ruderal (weedy) herbaceous species are found in the same environments as crop plants. These ruderal species thrive in areas that have been disturbed by human activity and are able to grow to

maturity and to reproduce side by side with crop plants. Plants introduced by man, generally for agricultural commodity crops, dominate these communities. The cultivation of agricultural fields continually disturbs the soil. As a result, these areas typically do not support native plant species or communities. Crops observed onsite include strawberry, raspberry, kale, and other lettuces. The existing vegetation over most of the project site is classified as agrestal and is the result of long-term ground manipulation and cultivation.

There are narrow strips of ruderal herbaceous plants along both sides of Val Verde Drive and between some of the rows of crops on both sides of Val Verde Drive where the land is likely being laid fallow for future use as cropland. Ruderal vegetation is adapted to high levels of disturbance and persists almost indefinitely in croplands and other areas with continuous disturbance. Ruderal herbaceous species observed on the project site include ice plant (*Carpobrotus edulis*), slender wild oat (*Avena barbata*), Italian thistle (*Carduus pycnocephalus* subsp. *pycnocephalus*), bristly ox-tongue (*Helminthotheca echioides*), Canada horseweed (*Erigeron canadensis*), wild radish (*Raphanus sativus*), and stinging nettle (*Urtica urens*).

In general, agrestal areas do not provide habitat for many wildlife species. The intense cultivation and manipulation of the soil, including the application of pesticide, herbicide, and fertilizer, tend to limit the number of species that occupy or use cropland habitats. Nevertheless, crop fields can provide habitat for a number of resident wildlife species, particularly small mammal populations including California meadow vole (*Microtus californicus*), western harvest mice (*Reithrodontomys megalotis*), and deer mice (*Peromyscus maniculatus*). These rodents in turn serve as prey for various raptors, including Red-tailed Hawk (*Buteo jamaicensis*), White-tailed Kite (*Elanus leucurus*), and Red-shouldered Hawk (*Buteo lineatus*). Red-tailed Hawk and Red-shouldered Hawk were both observed onsite during M&A's site survey.

Migratory bird species also use agrestal communities, particularly in the winter months after crops are harvested. Waterfowl and shorebirds often alight in agricultural fields in the winter months en route to and from nesting grounds. Flooded conditions provide foraging opportunities for shore birds that probe for invertebrates in the substrate.

Common wildlife species associated with agrestal communities that M&A observed onsite include western fence lizard (*Sceloporus occidentalis*), American Crow (*Corvus brachyrhynchos*), European Starling (*Sturnus vulgaris*), House Sparrow (*Passer domesticus*), and House Finch (*Haemorhous mexicanus*).

Other wildlife species observed on or in the vicinity of the project site during the survey are Anna's Hummingbird (*Calypte anna*), House Finch, Bewick's Wren (*Thryomanes bewickii*), California Scrub-jay (*Aphelocoma californica*), Dark-eyed Junco (*Junco hyemalis*), Barn Swallow (*Hirundo rustica*), Cliff Swallow (*Petrochelidon pyrrhonota*), Black Phoebe (*Sayornis nigricans*), Bushtit (*Psaltriparus minimus*), and California Quail (*Callipepla californica*).

4.2 Mixed Woodland (Disturbed)

There is a row of planted Monterey cypress (*Cupressus macrocarpa*) with a shrubby understory of coffeeberry (*Frangula californica*), poison hemlock (*Conium maculatum*), poison oak (*Toxicodendron diversilobum*), and coyote brush (*Baccharis pilularis*) along the southern boundary east of Val Verde Drive. There are a few planted coast live oak (*Quercus agrifolia*) trees along Val Verde Drive. There is also a small area of mixed woodland including Monterey pine (*Pinus radiata*) and Monterey cypress trees, and a few big-leaf maple trees (*Acer macrophyllum*) with a dense understory of English ivy (*Hedera helix*) and Cape ivy (*Delairea odorata*) surrounding the residence at the south end of the project site just west of Val Verde Drive.

The remainder of the southern boundary of the project site west of Val Verde Drive consists primarily of planted Monterey cypress and holly-leaved cherry (*Prunus ilicifolia*), with poison hemlock, California blackberry (*Rubus ursinus*) and coffeeberry observed scattered throughout the understory. This row of trees continues roughly 200 feet to the north along the western boundary near the southwest corner of the project site (see Figure 3 and Exhibit A).

Trees in the mixed woodland plant community provide foraging, roosting, and nesting habitat for a large variety of wildlife species, including raptors such as the Great Horned Owl (*Bubo virginianus*), Red-shouldered Hawk (*Buteo lineatus*) and Red-tailed Hawk (*Buteo jamaicensis*). Common birds identified in the mixed woodland areas of the project site include Chestnut-backed Chickadee (*Poecile rufescens*), Bushtit, Dark-eyed Junco, California Quail, Western Flycatcher (*Empidonax difficilis*), and Spotted Towhee (*Pipilo maculatus*).

5. SPECIAL-STATUS SPECIES

Special-status species are those plants and animals that are legally protected under the California and Federal Endangered Species Acts (CESA and FESA, respectively) or other regulations, and species that are considered rare by the scientific community (for example, the CNPS). Special-status species also include plants and animals that meet the definition of endangered, rare, or threatened under the California Environmental Quality Act (CEQA) (14 CCR §15380) that may include species not found on either CESA or FESA lists.

The site is highly disturbed due to agricultural activities and does not provide suitable habitat for any special status plants. The only special status wildlife with any potential to occur on the project site would be the California red-legged frog (CRLF) (Federally threatened, and California Species of Special Concern), overwintering monarch butterfly (candidate for federal listing), and the Monterey dusky-footed wood rat (California Species of Special Concern). The California tiger salamander (CTS) (federally listed as threatened and California state listed as threatened) is not expected to occur on the project site. These species are all discussed below.

5.1 California red-legged frog

The California red-legged frog (CRLF) (*Rana draytonii*) was federally listed as threatened on May 23, 1996 (Federal Register 61: 25813-25833) and as such is protected pursuant to the

Federal Endangered Species Act (FESA). The California red-legged frog is also a California "species of special concern." On March 16, 2010, the USFWS issued the final designation for California red-legged frog Critical Habitat (USFWS 2010); **the project site is <u>not</u> within designated critical habitat** for this species (USFWS updated 2010).

The California red-legged frog is typically found in ponds, slow-flowing portions of perennial and intermittent streams that maintain water in the summer months. This frog is also found in hillside seeps that maintain pool environments or saturated soils throughout the summer months. Populations probably cannot be maintained if all surface water disappears (i.e., no available surface water for egg laying and larval development habitat). Larval CRLF require 11-20 weeks of permanent water to reach metamorphosis (i.e., to change from a tadpole into a frog), in water depths of 10 to 20 inches[1]. Riparian vegetation such as willows and emergent vegetation such as cattails are preferred red-legged frog habitats, though not necessary for this species to be present. Populations of CRLF will be reduced in size or eliminated from ponds supporting non-native species such as bullfrog, Centrarchid fish species (such as sunfish, bluegill, or largemouth bass), and signal and red swamp crayfish (*Pacifastacus leniusculus* and *Procambarus clarkii*, respectively), all of which are known CRLF predators. However, the presence of these non-native species does not preclude the presence of the CRLF.

California red-legged frogs use both aquatic and upland habitats for migration and dispersal. The USFWS' *Recovery Plan for the California Red-Legged Frog* states that California red-legged frog overland excursions via uplands can vary between 0.25 mile up to 3 miles during the course of a wet season, and that frogs "have been observed to make long-distance movements that are straight-line, point to point migrations rather than using corridors for moving in between habitats". The information presented in the USFWS' Recovery Plan was obtained in part from a publication by Bulger et al.[2].

There are two CNDDB occurrences of CRLF within 3 miles of the project site. The nearest record (Occurrence #1107 from 2003) documents 13 total observations of adults, subadults, and tadpoles observed along the Carmel River in river pools or along the main stem, and in ponds within the old golf course adjacent to the project site. However, based on historical aerial imagery, these golf course ponds have remained dry year-round for many years. They may still hold water for a short period of time after large rain events, but they are no longer suitable breeding habitat for CRLF.

There is no access to the site for CRLF from the north or west. The abandoned golf course is to the east and southeast of the project site with Carmel River running along the southern end of the golf course roughly 0.25 mile south of the project site. Carmel River still provides suitable

[1] USFWS (U.S. Fish and Wildlife Service). 2002. Recovery plan for the California red-legged frog (*Rana aurora draytonii*). U.S. Fish and Wildlife Service, Portland, Oregon. Viii + 173 pps.

2 Bulger, J.B., N.J. Scott, Jr., R.B. Seymour. 2003. Terrestrial activity and conservation of adult California red-legged frogs Rana aurora draytonii in coastal forests and grasslands. Biological Conservation. Vol. 110. Issue 1. March 2003. pps. 85-95.

dispersal/migration habitat for CRLF. However, there is no direct connection between the project site and Carmel River, and it is highly unlikely that CRLF would travel to the project site from the river due to the numerous impediments to migrating frogs between the river and the project site (roads, houses, people) and the fact that the project site is farmed and does not provide habitat.

There is also an ephemeral drainage along the north side of Val Verde Drive southeast of the project site that may hold water for a short period during/after large rain events. This drainage is not directly connected to the project site. However, this ephemeral drainage is connected by an approximately 12”-18” diameter culvert pipe running north-south under Val Verde Drive to roadside drainages to the south that appear to eventually drain into Carmel River.

In summary, to get to the project site, CRLF would either need to travel roughly 0.25-mile through uplands on the golf course to the project site or along ephemeral drainages, through a 12”-18” diameter culvert and then to the project site through the yard of the residential property adjacent to the south. Then once onsite there is no habitat for this frog and numerous hazards due to farm equipment. However, there are no fences separating the project site from the properties to the south, so, though highly unlikely, a CRLF could travel through ruderal fields on these properties to the project site. Given the scenario under which the CRLF would have to travel to the project site, **potential for CRLF to occur on the project site is very low**.

5.2 California tiger salamander

The project site is located within the known range of the Central California “Distinct Population Segment” (DPS) of the California tiger salamander (CTS). The Central California DPS of the California tiger salamander was federally listed as threatened under the FESA on August 4, 2004. The USFWS designated critical habitat for the Central California DPS in the summer of 2004 and updated the critical habitat designations in 2005[3]. The project site **is not** within mapped Critical Habitat for this species. Finally, on August 19, 2010, the California tiger salamander was also state listed as a threatened species under the California Endangered Species Act (CESA).

Proposed projects may not impact the California tiger salamander without incidental taking authority from both the USFWS and the CDFW. Prior to impacting habitat that supports the California tiger salamander the USFWS must prepare an incidental take permit pursuant to either Section 7 or Section 10 of the Federal Endangered Species Act (FESA). Similarly, projects that impact the California tiger salamander also require incidental taking authority from the CDFW. Under Section 2081 of CESA an incidental take permit may be authorized by the CDFW for proposed projects that impact the California tiger salamander.

California tiger salamanders occur in grasslands and open oak woodlands that provide suitable over summering and/or breeding habitats. California tiger salamanders spend the majority of

[3] USFWS (U.S. Fish & Wildlife Service). 2005. Endangered and threatened wildlife and plants; designation of critical habitat for the California tiger salamander, central population; final rule (50 CFR Part 17, Vol. 70, No. 162; August 23, 2005).

their lives underground. They typically only emerge from their subterranean refugia for a few nights each year during the rainy season to migrate to breeding ponds. Adult California tiger salamanders have been observed up to 2,092 meters (1.3 miles) from breeding ponds (USFWS 2004). As such, unobstructed migration corridors are an important component of California tiger salamander habitat.

California tiger salamanders emerge during the first heavy, warm rains of the year, typically in late November and early December. In most instances, larger movements of California tiger salamander do not occur unless it has been raining hard and continuously for several hours. Typically, for larger movements of California tiger salamanders to occur, nighttime temperatures also must be above 48° F. California tiger salamanders are able to move over, through or around almost all obstacles. Significant obstructions that block California tiger salamander movements include freeways and other major (heavy traffic) roads, rivers, and deep, vertical or near vertical sided, concrete irrigation/flood control ditches.

During the spring, summer, and fall months, most known populations of the California tiger salamander predominately use California ground squirrel burrows as over-summering habitat (Jennings and Hayes 1994; G. Monk personal observation). Other secondary subterranean refugia, or primary refugia where California ground squirrels are absent, likely include Botta's pocket gopher burrows, deep fissures in desiccated clay soils, and debris piles (e.g. downed wood, rock piles).

Stock ponds, seasonal wetlands, and deep vernal pools typically provide most of the breeding habitat used by the California tiger salamander. In such locations, California tiger salamanders attach their eggs to rooted, emergent vegetation, and other stable filamentous objects in the water column. Eggs are gelatinous and are laid singly or occasionally in small clusters. Eggs range in size from about ¾ the diameter of a dime to the full diameter of a dime. Occasionally California tiger salamanders are found breeding in slow-moving, streams or ditches. Ditches and/or streams that are subject to rapid flows, even if only on occasion, typically will not support or sustain California tiger salamander egg attachment through hatching, and thus, are not usually used successfully by California tiger salamanders for breeding (G. Monk and S. Lynch, pers. observations). Similarly, streams and/or ditches that support predators of the California tiger salamander or their eggs and larvae such as fish, bullfrogs, red swamp crayfish, or signal crayfish, almost never constitute suitable breeding habitat.

Typically, seasonal wetlands that are used for breeding must hold water into the month of May to allow enough time for larvae to fully metamorphose. In dry years, seasonal wetlands may dry too early to allow enough time for California tiger salamander larvae to successfully metamorphose. Under such circumstances, desiccated California tiger salamander larvae can be found in dried pools. In addition, as pools dry down to very small areas of inundation, California tiger salamander larvae become concentrated and are very susceptible to predation. However, in years exhibiting wet springs, these same pools can remain inundated long enough through continual rewetting to allow California tiger salamander larvae ample time to successfully metamorphose.

The nearest CNDDB record (Occurrence #683) of CTS documents 459 larvae observed between March and June 2013 in a turbid, seasonal stock pond with very little emergent vegetation within a ruderal field roughly 1.9 miles southeast of the project site. Due to the absence of suitable aquatic habitat for this species on the project site and within 1.3 miles (the maximum known dispersal distance of this species) as well as the numerous impediments to migrating salamanders between the nearest known aquatic breeding ponds for this species and the project site, **CTS are not expected to occur on the project site.**

5.3 Monarch Butterfly

Monarch butterfly (*Danaus plexippus plexippus*) is a candidate species for federal protection pursuant to FESA, but is not yet listed or proposed for federal listing. In 2020, the USFWS determined that adding the monarch butterfly to the list of threatened and endangered species is warranted but precluded by work on higher-priority listing actions. As a candidate species, the USFWS will review the monarch butterfly's status each year to make sure its listing priority is appropriate. The USFWS intends to propose listing the monarch in 2024, if listing is still warranted at that time.

During the breeding season, monarchs lay their eggs on their obligate host plant milkweed (Asclepias spp.), and larvae emerge after 2–5 days[4]. Larvae develop through five larval instars (intervals between molts) over a period of 9–18 days, feeding on milkweed and sequestering toxic cardenolides as a defense against predators[5]. The larvae then pupate into chrysalises before emerging 6–14 days later as adult butterflies. Multiple generations of monarchs are produced during the breeding season, with most adult butterflies living approximately 2–5 weeks; overwintering adults enter reproductive diapause (suspended reproduction) and live 6–9 months (typically October to February)[6].

Habitat for this species can vary provided their obligate host plant, milkweed, is present for breeding (although typically reproduction occurs in open grassland) and there is suitable overwintering habitat present within dispersal distance for this species. In many regions where monarchs are present, monarchs breed year-round. Individual monarchs in temperate climates, such as eastern and western North America, undergo long-distance migration, and live for an extended period. In the fall, in both eastern and western North America, monarchs begin migrating to their respective overwintering sites. This migration can take monarchs distances of over 3,000 km and last for over two months. In early spring (February-March), surviving monarchs break diapause and mate at the overwintering sites before dispersing. The same individuals that undertook the initial southward migration begin flying back through the breeding

[4] Zalucki, M.P., 1982. Temperature and rate of development in *Danaus plexippus L. and D. chrysippus* L. (Lepidoptera, Nymphalidae). Journal of the Australian Entomological Society 21: 241-246

[5] Parsons, J.A., 1965. A digitalis-like toxin in monarch butterfly *Danaus plexippus* L. Journal of Physiology-London 178:290-304.

[6] Cockrell, B.J., Malcolm S.B., Brower L.P., 1993. Time, temperature, and latitudinal constraints on the annual recolonization of eastern North America by the monarch butterfly. Pp. 233 251 in Malcolm, S.B., Zalucki, M.P., eds. Biology and Conservation of the Monarch Butterfly. Natural History Museum of Los Angeles County, Science Series 38.

grounds and their offspring start the cycle of generational migration over again. As such, the presence of milkweed (i.e., breeding habitat) and suitable overwintering habitat do not necessarily need to occur in the same location.

Suitable overwintering habitat provides a specific roosting microclimate for overwintering: protection from the elements (e.g., rain, wind, hail, excessive radiation) and moderate temperatures that are warm enough to prevent freezing yet cool enough to prevent lipid depletion. Sources of nectar (fall or winter blooming plants) and clean water must be located near roosting sites. In California, the overwintering habitat is localized along the coast from Mendocino County down to Baja, California within 1.5 miles of the Pacific Ocean or San Francisco Bay at low elevations and situated on slopes oriented to the south, southwest or west which provide the most solar radiation. Suitable microclimate conditions are often found at sites consisting of roost trees, in which monarchs cluster, surrounded by a larger grove or windrow of trees. The tree species commonly used for roosting are the non-native blue gum (*Eucalyptus globulus*) and the native Monterey pine (*Pinus radiata*) and Monterey cypress, though the only species of tree that monarchs have been recorded overwintering in within Alameda County and Contra Costa County are blue gum eucalyptus, despite Monterey pines being used as ornamental trees throughout the region.

There is one CNDDB record (Occurrence #85) of overwintering monarch butterfly roughly 2.8 miles southwest of the project site. This record documents an overwintering population first observed in December 1984 and last observed in 1985. Fewer than 100 were observed in 1985 and none were observed in 1990. There is a planted row of wind-protected Monterey cypress along the southern boundary of the property that could conceivably be used by overwintering monarchs, though the habitat would be marginal at best as the trees are in an isolated stand subject to wind and human disturbance. No monarchs were observed during M&A's survey, and none were observed by Rana Consulting during their surveys of the project site conducted in 2012, 2022 or 2024. **The potential for monarch butterfly to occur on the project site is very low.**

5.4 Monterey Dusky-footed Woodrat

The Monterey dusky-footed woodrat, a subspecies of the common woodrat, is a California species of special concern. These woodrats are found near a water source in areas of dense overgrowth in oak woodlands, willow riparian zones, and scrub. Woodrats tend to avoid open areas such as grasslands or woodlands with sparse understory. Woodrats build multi-chamber nests on the ground, usually next to trees, out of dead wood, leaves, and grass. Within suitable habitats, woodrats form small colonies of three or more nests. Woodrats are primarily herbivorous, eating plant material including leaves, flowers, and acorns. The reproductive period of this species usually extends from December to September, but individuals can be reproductively active year-round. Most females are reproductively active in April and May.

According to their Biological Assessment Report from May 2024, Rana Consulting observed several woodrat nests in the wooded areas of the project site during their surveys of the project site in 2007, 2012, and 2024. They reported that the nests observed were variable in size and

condition, although several showed signs of recent activity (i.e. active nest entrance). Most nests were built adjacent to the trunks of trees and in dense underbrush. Because the site lies within the range of the Monterey dusky-footed woodrat, Rana biologists assumed that the nests on site belong to that species. M&A did not observe any woodrat middens onsite during the May 2024 site visit, but the wooded areas along the southern boundary of the project site and surrounding the residence are potentially suitable habitat for this species. Based on Rana Consulting's findings, t**his species is likely to be present on the project site.**

5.4.1 NESTING BIRDS

Passerine birds (songbirds), waterfowl (ducks), and raptors (i.e., birds of prey), their active nests, eggs, and young are protected under California Fish and Game Code (§3503 and §3503.5) and the federal Migratory Bird Treaty Act (16 U.S.C. §§ 703-712). There are a few trees onsite that could be suitable nesting habitat for songbirds and raptors, including the California state fully protected White-tailed Kite (*Elanus leucurus*). Thus, 7 days prior to any vegetation removal or ground disturbance/earthwork that would be conducted during the nesting season (February 1 through September 1) that could disturb nesting birds (for example, ground vibrations from grading equipment will cause some birds to abandon their nests), M&A recommends that preconstruction nesting bird surveys be conducted.

If active bird nests are identified onsite during preconstruction surveys, then a non-disturbance buffer would need to be erected around the nesting site(s) until the young have fledged.

6. CONCLUSIONS AND RECOMMENDATIONS

Due to the lack of regulatory waters (or any aquatic resources) onsite, development of the property would not require any permits from state or federal agencies relating to waters of the State/U.S. Any proposed project on this project site would need to undergo a CEQA review with Monterey County, with any potential impacts to Biological Resources mitigated to a less than significant level. Based on M&A's findings, the project should be eligible for an IS/MND (as opposed to an EIR). During the public and agency review/comment period for the CEQA document, typically, only the CDFW and the RWQCB provide comments during the public review process; the federal regulatory agencies do not.

Recommended measures are as follows:

1. **Removal of native oak, madrone, and/or redwood trees onsite would require compliance with the tree permitting process of Policy CV-3.11 of the Conservation/Open Space element of the Monterey County General Plan for the Carmel Valley Master Plan Area**. A permit would be required for removal of any of these native tree species with a trunk diameter in excess of six inches, measured two feet above ground level. Where feasible, trees removed will be replaced by nursery-grown trees of the same species and not less than one gallon in size. The tree permitting process is detailed in Section 21.64.260 of the Monterey County Municipal Code.

2. **Preconstruction nesting bird surveys, including White-tailed Kite and other raptors.** There are trees along the southern project site boundary that could be utilized by nesting songbirds and raptors, and, therefore, a nesting bird survey should be conducted within 7 days of commencing with ground disturbance or tree removal if this work commences during the nesting bird season, between February 1st and August 31st.

   The nesting bird surveys should include an examination of all buildings onsite and all trees and shrubs onsite and within 300 feet of the entire project site (i.e., within a zone of influence of nesting birds), not just trees slated for removal. Passerine birds can also nest on the ground so all areas of the project site should be checked. The zone of influence includes those areas outside the project site where birds could be disturbed by earth- moving vibrations and/or other construction-related noise. If any active bird nests are identified onsite or within a zone of influence, a non-disturbance buffer would have to be erected around the nesting site and fenced.

3. **Enclose the project site with fencing**. Install exclusion fencing, ERTEC or similar, with one-way funnels, around the perimeter of the project site the summer prior to any site grubbing or grading activities to prevent small mammals, amphibians, or reptiles from migrating onto the site. If installed in the summer months, this will prevent amphibians which disperse during periods of rain from entering the project site. While the project site in its current farmed condition does not provide habitat for the California red-legged frog or the California tiger salamander, if left fallow for any length of time (which can happen once a development project has been approved, farming activity typically stops), animals can move onto the property and set up residence. By installing a perimeter wildlife exclusionary fence around the property, it will prevent endangered species, should they be dispersing from adjacent areas, from establishing on the project site.

4. Prior to approval of a project's tentative map, a qualified biologist should survey the woodland habitats for evidence of nesting **Monterey dusky-footed woodrats** (*i.e.,* large stick nests). Since woodrats use their nests year-round, surveys for woodrat nests may be conducted at any time of the year. If woodrat nests are identified, they should be flagged in the field and delineated on project site maps. For any woodrat nest identified on a project site, the mitigation listed below should be implemented.

   If any woodrat nests are identified, CDFW should be contacted immediately to coordinate mitigation. A qualified biologist should conduct a pre-construction survey for Monterey dusky-footed woodrat nests no more than 30 days prior to the onset of site grubbing/grading or construction activities within 50 feet of construction zones. Identified nests should be avoided, where possible. If avoidance is not possible, the nest(s) should be manually deconstructed when helpless young are not present, typically during the non-breeding season (October through January). If it is determined that young may be present during the pre-construction survey, a suitable buffer, depending on the type of proposed impact, nest location and topography of

where the nest is located, shall be established by the qualified biologist (typically ranges between 20-50 feet). This non-disturbance buffer should remain in place around the nest until the young are independent enough to successfully move from the nest to be deconstructed.

5. **To avoid impacts to monarch butterfly**, preconstruction surveys the year prior to project commencement should be conducted for potential monarch butterfly overwintering habitat (i.e., Monterey cypress trees). Surveys for overwintering aggregations (i.e., clusters) of monarch butterflies should be conducted over the winter season (November 1 to first week of March) before construction activities within 100 feet of the potential butterfly overwintering habitat. A minimum of two surveys shall be conducted at least one month (30 days) apart within the monarch butterfly wintering season. If no overwintering monarch butterflies are found, no further mitigation is required.

   If monarch butterflies are found roosting onsite, then no construction planned for the winter season (November 1 to first week of March) should be conducted within 100 feet of the roost site until a qualified biologist has determined that the butterflies have left the area.

There are no other constraints pertaining to biological resources that would impact the proposed development. Should you have any questions or wish to discuss any other aspect of this report, please do not hesitate to call me at (925) 947-4867 extension 223 or my cellphone which is 510-847-7972.

Sincerely,

Mark Jasper
Project Biologist II

Attachments: Figures 1-3
Exhibit A. Constraints Map, Val Verde Drive Project Site



0 2.5 5 10 15 20 25 Miles

Monk & Associates
Environmental Consultants
1136 Saranap Avenue, Suite Q
Walnut Creek, California 94595
(925) 947-4867

Figure 1. Val Verde Drive Project Site
Regional Map
Carmel, California

County: Monterey
Map Preparation Date: May 21,



Monk & Associates
Environmental Consultants
1136 Saranap Avenue, Suite Q
Walnut Creek, California 94595
(925) 947-4867

0 0.1 0.2 0.4 0.6 0.8 1 Miles

Figure 2. Val Verde Drive Project Site
Location Map
Carmel, California

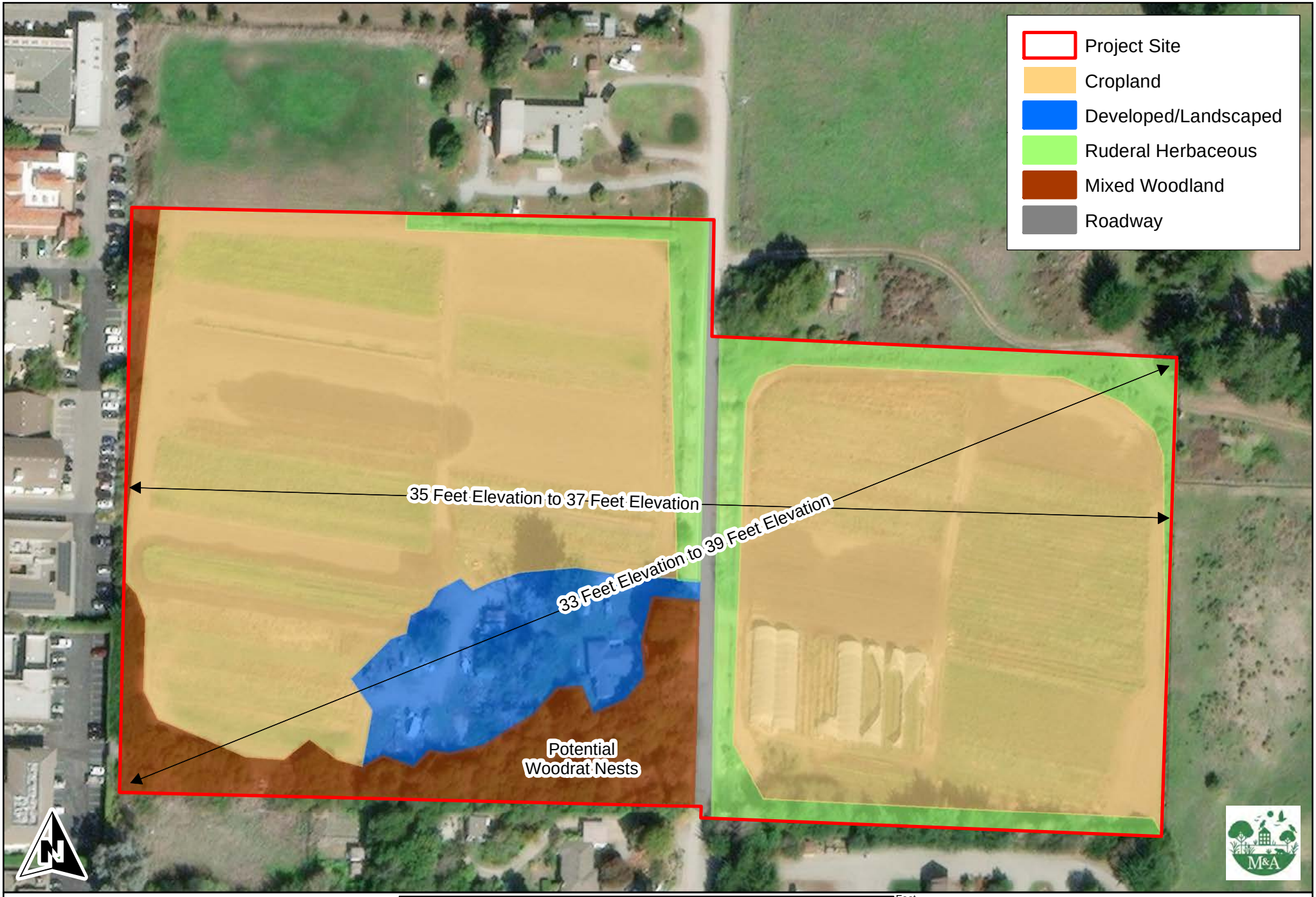
36.539878 -121.902368
Section: 18; T16S R1E
7.5-Minute Monterey quadrangle
Aerial Photograph Source: ESRI
Map Preparation Date: May 21,



Monk & Associates
Environmental Consultants
1136 Saranap Avenue, Suite Q
Walnut Creek, California 94595
(925) 947-4867

Figure 3. Aerial Photograph of the
Val Verde Drive Project Site
Carmel, California

Aerial Photograph Source: ESRI
Map Preparation Date: May 21,



Monk & Associates
Environmental Consultants
1136 Saranap Avenue, Suite Q
Walnut Creek, California 94595
(925) 947-4867

Exhibit A. Constraints Map
Val Verde Drive Project Site
Carmel, California

Aerial Photograph Source: ESRI
Map Preparation Date: December 2, **792**

Exhibit J

This page intentionally left blank.

KITTELSON & ASSOCIATES

TRANSPORTATION IMPACT STUDY

26500 Val Verde Drive

December 2025

PREPARED FOR
City Ventures
1185 Mason Street
San Francisco, CA 94123

PREPARED BY
Kittelson & Associates, Inc.
155 Grand Avenue, Suite 505
Oakland, CA 94612

26500 Val Verde Drive Transportation Impact Assessment

Carmel, CA

Prepared for:
City Ventures
1185 Mason Street
San Francisco, CA 94123

Prepared by:
Kittelson & Associates, Inc.
155 Grand Avenue, Suite 505
Oakland, CA 94612

Project Manager:
Mychal Loomis
Principal Engineer

Project Number 31384

December 11, 2025

CONTENTS

Executive Summary 1
Introduction 3
Project Context 3
Project Location 3
Proposed Project 7
Project Traffic Generation 7
Trip Generation 7
Trip Distribution 7
Trip Assignment 7
Operations Analysis 11
Level-of-Service (LOS) Analysis 11
Site Performance Analyses 37
Improvement Strategies 38
Summary 38

APPENDICES

Appendix A: Proposed Site Plan
Appendix B: Scoping Agreement
Appendix C: Traffic Count Data
Appendix D: Detailed Synchro Reports
Appendix E: Cumulative Projects Volumes
Appendix F: Roadway Segment Analysis Reports
Appendix G: With Improvement Synchro Analysis

LIST OF FIGURES

Figure 1: Site Location 4
Figure 2: Trip Distribution 8
Figure 3: Net New Project Trips during AM Peak 9
Figure 4: Net New Project Trips during PM Peak 10
Figure 5: Study Area 14
Figure 6: Roadway Segments (except Carmel Valley Road) 15
Figure 7: Roadway Segments on Carmel Valley Road 16
Figure 8: AM Peak Hour Volumes Under Existing Conditions 18
Figure 9: PM Peak Hour Volumes Under Existing Conditions 19
Figure 10: AM Peak Hour Volumes Under Existing Conditions Plus Project 22
Figure 11: PM Peak Hour Volumes Under Existing Conditions Plus Project 23
Figure 12: AM Peak Hour Volumes Under Background Conditions 25
Figure 13: PM Peak Hour Volumes Under Background Conditions 26
Figure 14: AM Peak Hour Volumes Under Background Conditions Plus Project 29
Figure 15: PM Peak Hour Volumes Under Background Conditions Plus Project 30

LIST OF TABLES

Table 1: Trip Generation 7
Table 2: Level of Service Definition for Intersections 11
Table 3: Existing Conditions Level-of-Service Analyses Results 17
Table 4: Existing Conditions Plus Project Level-of-Service Analyses Results 21
Table 5: Background Conditions Level-of-Service Analyses Results 24
Table 6: Background Conditions Plus Project Level-of-Service Analyses Results 28
Table 7: Project Trips by Roadway Segment 31
Table 8: Existing Conditions Roadways | Level-of-Service Analyses Results 32
Table 9: Existing Conditions Plus Project Roadways | Level-of-Service Analyses Results 33
Table 10: Background Conditions Roadways | Level-of-Service Analyses Results 35
Table 11: Background Conditions Plus Project Roadways | Level-of-Service Analyses Results 36
Table 12: Improvements at Carmel Valley Road/ Carmel Rancho Boulevard | Level-of-Service Analyses Results 38

EXECUTIVE SUMMARY

This report presents the findings of the local transportation analysis for the proposed development of the 26500 Val Verde Drive in Carmel, California. The report adheres to the guidelines outlined in the Monterey County Guide for the Preparation of Traffic Impact Studies (2014). Monterey County has also adopted Vehicle Miles Traveled (VMT) as the primary metric for assessing transportation impacts under the California Environmental Quality Act (CEQA). This means that when evaluating new development projects, the county now focuses on how much travel by car a project is expected to generate, rather than traditional measures like Level of Service (LOS). However, operations analysis is still required by the County to evaluate potential roadway improvements associated with maintaining mobility throughout the network.

City Ventures proposes to develop 59 single family homes and 15 townhomes for a total of 74 for-sale, solar, all-electric dwelling units at 26500 Val Verde Drive in Carmel, CA (the "Project"). The project is located on five parcels located that currently has one single family home and farm land. Access to the project will be provided from Rio Road to Val Verde Drive. Rio Road connects to State Route 1 (SR 1) about a half-mile to the west of Val Verde Drive.

With 59 single family homes and 15 townhomes, the project is estimated to generate 685 daily trips, with 48 occurring during the AM peak hour and 66 occurring during the PM peak hour. No adjustments were made to account for walking and biking trips, which are anticipated to occur due to the project's close proximity to retail options.

The analysis of intersection and roadway operations considered various scenarios during peak periods in the morning (7-9 am) and afternoon (4-6 pm) to assess the potential transportation-related effects of the project. The scenarios included existing, existing plus project, background, and background plus project conditions. The assumed project opening year is 2027.

Based on the LOS analysis results, the following intersections do not meet target thresholds currently and would continue to not meet target thresholds with the project:

- Carmel Valley Road/ Carmel Rancho Boulevard
  - Existing Conditions Plus Project: during the AM (LOS E) and PM (LOS E) peak hours
  - Background Conditions Plus Project: during the AM (LOS F) and PM (LOS F) peak hours

Converting the existing northbound left-through to a northbound through-right at Carmel Valley Road/Carmel Rancho Boulevard will improve the LOS targets to meet the target thresholds. The project would pay its required fees into the Traffic Improvement Project for Carmel Valley Road Fee Program which would support this change and/or other changes along Carmel Valley Road consistent with the Carmel Valley Master Plan.

Based on the LOS analysis results, the following roadways do not meet target thresholds currently and would continue to not meet target thresholds with the project:

- F/G/H/I. SR 1, Carpenter Street to Ribera
  - Roadway segments along this portion of SR1 is under Caltrans jurisdiction and operates at an unacceptable LOS E in the southbound direction under AM and PM peak hours. There are no known planned improvements on these road segments. The project would increase the existing volumes by 1% or less. The project would pay its required fees for the TAMC Regional Development Impact Fee program which would include regional improvements such as any related to improving these portions of SR1.

- J. Rio Road, SR 1 to Crossroads Boulevard
    - This roadway segment operates at an unacceptable LOS F and E in the westbound direction under AM and PM peak hours, respectively. Based on the Carmel Valley Master Plan criteria, the Project would not have an adverse effect on this road segment because it would not worsen the LOS by one letter grade.

- N. Carmel Rancho Boulevard, Carmel Valley Road to Shopping Center Driveway
    - This roadway segment operates at an unacceptable LOS F in the westbound direction under AM and PM peak hours. Based on the Carmel Valley Master Plan criteria, the Project would not have an adverse effect on this road segment because it would not worsen the LOS by one letter grade.
- O. Carmel Rancho Boulevard, Shopping Center Driveway to Rio Road
    - This roadway segment operates at an unacceptable LOS F in the westbound direction under AM and PM peak hours. Based on the Carmel Valley Master Plan criteria, the Project would not have an adverse effect on this road segment because it would not worsen the LOS by one letter grade.

When reviewing the proposed site access and on-site circulation, the following details were noted:

- Sight Distance. Shrubbery and landscaping near the proposed site accesses should be maintained to ensure adequate sight distance is maintained.
- Adequacy of Pedestrian Facilities. The project proposes to build sidewalks along Val Verde Drive between the site and Rio Road to improve pedestrian connectivity and comfort.
- Bicycle Accessibility. There are no bicycle facilities that provide direct access to the study site. The Circulation Element for the City of Carmel does not propose any new bike lanes, and they are not anticipated to be needed on Val Verde Drive due to the low volumes and speeds of the roadway. The development will install bicycle parking and amenities in order to encourage bicycling by residents.
- Accessibility from Adjacent Transit Stops. The nearest bus stop to the project is approximately 2,000 feet from the site access, on foot. It is located approximately 200 feet north of the intersection of Carmel Rancho Boulevard and Rio Road, on the west side of Carmel Rancho Boulevard. There will be a connection for most but not all of the route connecting riders between the bus stop and the project site.

INTRODUCTION

City Ventures proposes to develop 59 single family homes and 15 townhomes for a total of 74 for-sale, solar, all-electric dwelling units (Project)at 26500 Val Verde Drive in Monterey County, CA. The project is located on five parcels located that currently has one single family home and farm land. Access to the project will be provided from Rio Road to Val Verde Drive. Rio Road connects to State Route 1 (SR 1) about a half-mile to the west of Val Verde Drive.

Kittelson and Associates, Inc (Kittelson) prepared this traffic analysis report for City Ventures to determine the expected transportation-related effects of the project. The scope of the study was developed in coordination with City Ventures and the County of Monterey Department of Housing and Community Development.

The transportation analyses documented in this report were performed to assess transportation effects and consistency with the Monterey County Guide for the Preparation of Traffic Impact Studies (2014)[1].

PROJECT CONTEXT

The existing conditions of nearby roadways and intersections were evaluated to gain an understanding of the project site area. The existing conditions review involved mapping, reviewing, and documenting existing land use, multi-modal transportation infrastructure, and roadway characteristics. The findings from the existing conditions review are summarized below.

PROJECT LOCATION

The project is located on five vacant parcels located at 26500 Val Verde Drive, as shown in Figure 1. Val Verde Drive serves as the central roadway and will include improvements as part of the development, including new sidewalk between the project site and Rio Road. Access to the project will be provided from Rio Road to Val Verde Drive which extends through to Carmel Valley Road. Stemming off Val Verde Drive are two looped private drives that provide access to the neighborhood.

To the northeast is the Carmel Middle School, which has almost 500 students in grades 6-8. Farther north is the Carmel High School, which has almost 800 students in grades 9-12. Directly to the north are the Carmel Rancho Shopping Center and an Assisted Living Facility. To the west is a commercial area, in which various businesses are located along the Carmel Rancho Boulevard, Rio Road, and Via Nona Marie, as well as within the Barnyard Shopping Village. The south generally consists of residential, with the exception of the Crossroads Carmel Shopping Center located at SR-1 and Rio Road intersection. Directly to the east is agricultural land.

[1] Guide for the Preparation of Traffic Impact Studies. (2014). Monterey County Public Works.

Figure 1: Site Location



SOURCE: KITTELSON & ASSOCIATES, INC (2025)

ROADWAY FACILITIES

The project site is located along Val Verde Drive. Access to Val Verde Drive is through Rio Road, which connects with SR-1, Carmel Valley Road, and Carmel Rancho Boulevard. A detailed explanation of each roadway is provided below:

- Val Verde Drive is classified as a local roadway. Val Verde drive is one lane, shared by both directions. There is no posted speed limit. The roadway provides access to private property. The study area intersections along this roadway are project driveways.
- Rio Road is classified as a major collector roadway. Rio Road is typically three to four lanes (one to two in each direction) with one additional turn lane at intersections. The posted speed limit is 25 mph. Three of the study area intersections along this roadway in the study area are signalized (where Rio Road intersects SR-1, Crossroads Boulevard, and Carmel Center Place), two of the intersections are regulated by a two-way stop (where Rio Road intersects Via Nona Marie and Carmel Rancho Boulevard), and one intersection is unregulated (where Rio Road intersects Val Verde Drive).
- Carmel Valley Road is classified as a major collector roadway. Carmel Valley Road is typically four lanes (two lanes in each direction) with additional one to two turning lanes added at intersections. The posted speed limit is 45 mph. The study area intersections along this roadway are signalized.
- Carmel Rancho Boulevard is classified as a major collector roadway. Carmel Rancho Boulevard is typically four lanes (two lanes in each direction) with one additional turn lane added at intersections. The posted speed limit is 35 mph. The study area intersections along this roadway are signalized.
- State Route 1 (SR-1) is classified as a minor arterial highway. SR-1 is typically three to four lanes (one to two in each direction) with additional one to two turning lanes added at intersections. The posted speed limit is 45 miles per hour (mph). The study area intersections along this highway are signalized.

PEDESTRIAN FACILITIES

While sidewalks are not available on Val Verde Drive and Carmel Valley Road, there exists a sidewalk network on Rio Road and Carmel Rancho Boulevard, providing access to the commercial area. There are standard crosswalks that are located almost on all legs of most of the major signalized intersections within the project vicinity. The following crosswalk details are particularly noteworthy:

- There are no crosswalks at the intersection of Val Verde Drive and Rio Road.
- There are no crosswalks at the intersection of Carmel Rancho Boulevard and Rio Road.
- There is a high visibility crosswalk at the east leg of Via Nona Marie and Rio Road intersection.
- Apart from the crosswalk at the south leg of Carmel Center Place and Rio Road intersection, there are no crosswalks.
- There is a crosswalk at the south leg of the N Doris Watson Place and SR-1 intersection.
- There are no crosswalks at the Carmel Valley Road and SR-1 intersection.

The project would add sidewalks along the west side of Val Verde Drive from the project site until Rio Road, creating a walkable connection between the project site and nearby commercial areas. The project does not include any sidewalk extensions along Rio Road, but would provide sidewalk up to the intersection where pedestrians can cross to connect with the existing sidewalk on the south side.

BICYCLE FACILITIES

There is a Class III bicycle path along Rio Road from the west that terminates at the intersection of Rio Road and Crossroads Boulevard, providing bicyclists access to the Crossroads Carmel Shopping Center.[2] Similarly, there is a Class III bicycle path along Carmel Valley Road, which begins at the intersection of Carmel Valley Road and Carmel Rancho Boulevard and continues east, providing bicyclists access to the commercial area.

Val Verde Drive has low volumes and speeds and is considered to be a lower stress roadway for bicyclists to ride in the roadway with shared space with vehicles and other users. No dedicated bicycle lanes are being provided or envisioned to be needed for bicyclists from the project to get to Rio Road.

TRANSIT FACILITIES

Monterey-Salinas Transit (MST) is the primary transit operator in Monterey County (including City of Carmel). Within the vicinity of the project area, MST operates three routes. Route 5 (Monterey – Carmel Rancho) operates along Rio Road, Carmel Rancho Boulevard, and Carmel Valley Road. Route 24 (Crossroads Carmel – Carmel Valley) operates along Carmel Valley Road, Carmel Rancho Boulevard, and Rio Road, with a designated stop at the Crossroads Shopping Center. Route 91 (Monterey – Pacific Meadows) operates along Rio Road, Carmel Rancho Boulevard, and Carmel Valley Road, with designated stops at the Crossroads Shopping Center, the Crossroads Safeway, and the Carmel Rancho Shopping Center.

Route 5 travels between Monterey and Carmel Rancho seven days a week. In the direction of Carmel Rancho, on a weekday, Route 5 travels from 6:15 AM to 9:40 PM, on a weekend, from 7:15 AM to 7:40 PM, and on holidays, from 7:15 AM to 5:41 PM. During the weekdays, buses on Route 5 are scheduled to arrive every thirty minutes between 7:15 AM and 6:40 PM, and every hour between 6:15 AM and 7:15 AM and between 7:15 PM and 9:40 PM. During the weekends and holidays, buses on Route 5 are scheduled to arrive every hour. In the direction of Monterey, on a weekday, Route 5 travels from 5:44 AM to 10:10 PM, on a weekend, from 7:45 AM to 8:11 PM, and on holidays, from 7:45 AM to 6:12 PM. During the weekdays, buses on Route 5 are scheduled to arrive every thirty minutes between 7:14 AM and 5:40 PM, and every hour between 5:44 AM and 7:10 AM and between 5:44 PM and 10:10 PM. During the weekends and holidays, buses on Route 5 are scheduled to arrive every hour.[3]

Route 24 travels between Carmel Valley and Crossroads Carmel seven days a week. In the direction of Carmel Valley, on a weekday, Route 24 travels from 7:45 AM to 6:10 PM, and on a weekend, from 8:45 AM to 6:10 PM. In the direction of Crossroads Carmel, on a weekday, Route 24 travels from 7:10 AM to 6:34 PM, and on a weekend, from 9:10 AM to 6:34 PM.[4] Buses on route 24 are scheduled to arrive every hour.

Route 91 travels between Monterey and Pacific Meadows seven days a week. In the direction of Monterey, Route 91 travels from 8:03 AM to 5:05 PM. In the direction of Pacific Meadows, Route 91 travels from 9:15 AM to 6:18 PM.[5] Buses on route 91 are scheduled to arrive every two hours.

The nearest bus stops to the project are approximately 2,000 feet away from the project site, along Rio Road and Carmel Rancho Boulevard.

[2] City of Carmel, Circulation Element (January 2010). https://ci.carmel.ca.us/sites/main/files/file-attachments/circulation_cc_and_ccc_adopted_1-10.pdf?1510257787
[3] Monterey-Salinas Transit, Route 5. https://mst.org/routes/route-5/
[4] Monterey-Salinas Transit, Route 24. https://mst.org/routes/route-24/
[5] Monterey-Salinas Transit, Route 91. https://mst.org/routes/route-91/

PROPOSED PROJECT

City Ventures proposes to develop 59 single family homes and 15 townhomes for a total of 74 for-sale, solar, all-electric dwelling units at 26500 Val Verde Drive in Carmel, CA (the "Project"). The project is located on five parcels located that currently has one single family home and farm land. Access to the project will be provided from Rio Road to Val Verde Drive. Rio Road connects to State Route 1 (SR 1) about a half-mile to the west of Val Verde Drive. The proposed site plan is provided in Appendix A.

PROJECT TRAFFIC GENERATION

Project-related trip estimates were calculated to assess the project's traffic effect on local roads. The information presented in this section was included in the Scoping Memorandum (provided in Appendix B) and approved on May 27, 2025.

TRIP GENERATION

Project-related trip estimates were calculated to assess the project's traffic effects on local roads. Trip generation rates published by the Institute of Transportation Engineers (ITE) *Trip Generation Manual 11th Edition* were used to estimate trips based on the proposed facilities use and size. With 59 single family homes and 15 townhomes for a total of 74 for-sale units, the project is estimated to generate 685 daily trips, with 48 occurring during the AM peak hour and 66 occurring during the PM peak hour.

Table 1 presents the resulting trip generation estimates. No adjustments were made to account for walking and biking trips, which are anticipated to occur due to the project's close proximity to retail options.

Table 1: Trip Generation

Land Use	Unit	AM Peak Hour			PM Peak Hour			Daily		
		In	Out	Total	In	Out	Total	In	Out	Total
Single-Family Detached Housing (ITE: 210)	59 dwelling units	12	34	46	38	23	61	311	310	621
Single-Family Attached Housing (ITE: 215)	15 dwelling units	1	1	2	3	2	5	32	32	64
Total		13	35	48	41	25	66	343	342	685

SOURCE: INSTITUTE OF TRAFFIC ENGINEERS TRIP GENERATION MANUAL, 11TH EDITION

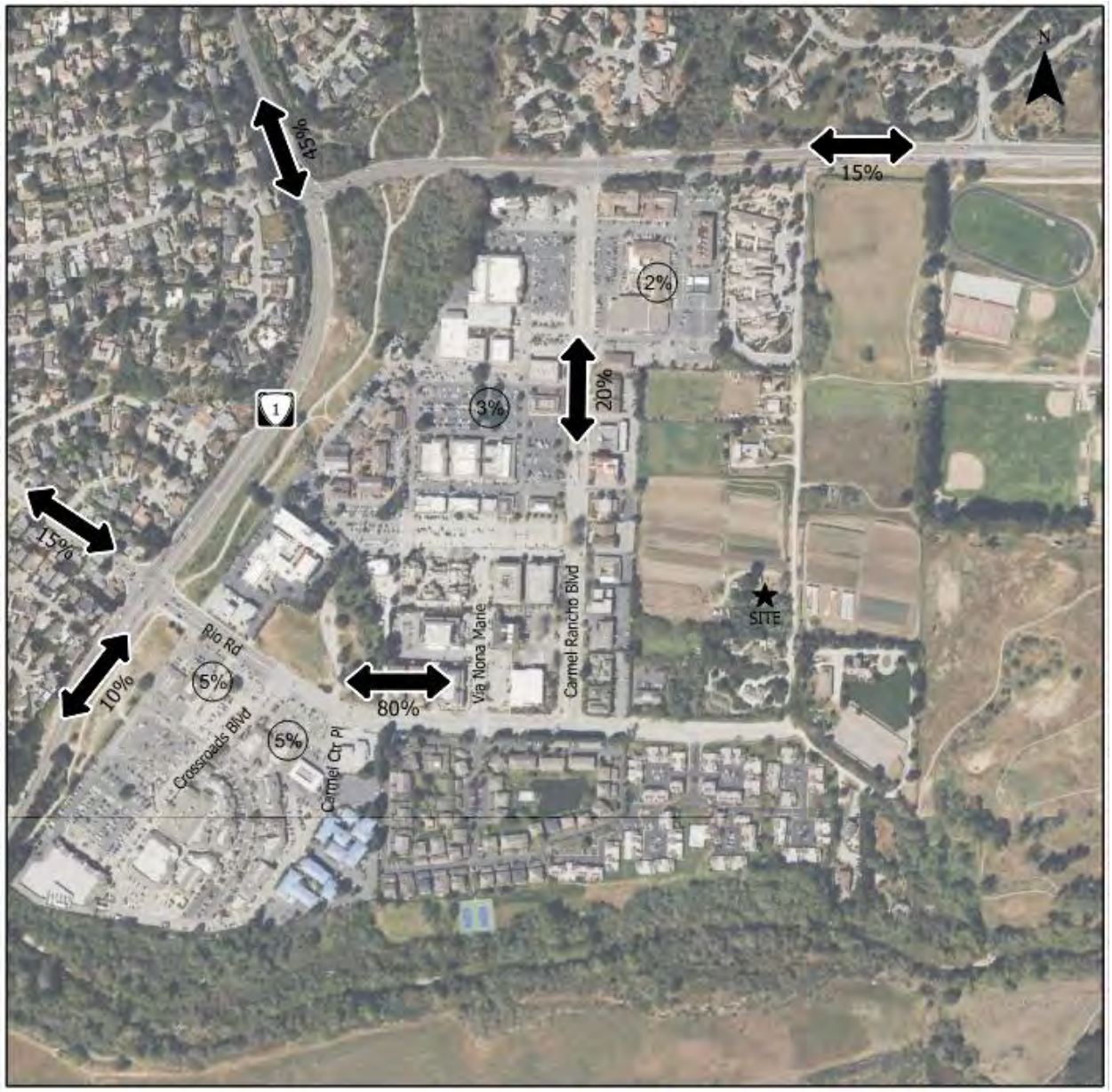
TRIP DISTRIBUTION

The project's trip distribution was developed based on a review of the adjacent roadway network and surrounding land uses to determine anticipated origins and paths of travel. Inbound and outbound trip patterns generally consist of the following distribution shown in Figure 2.

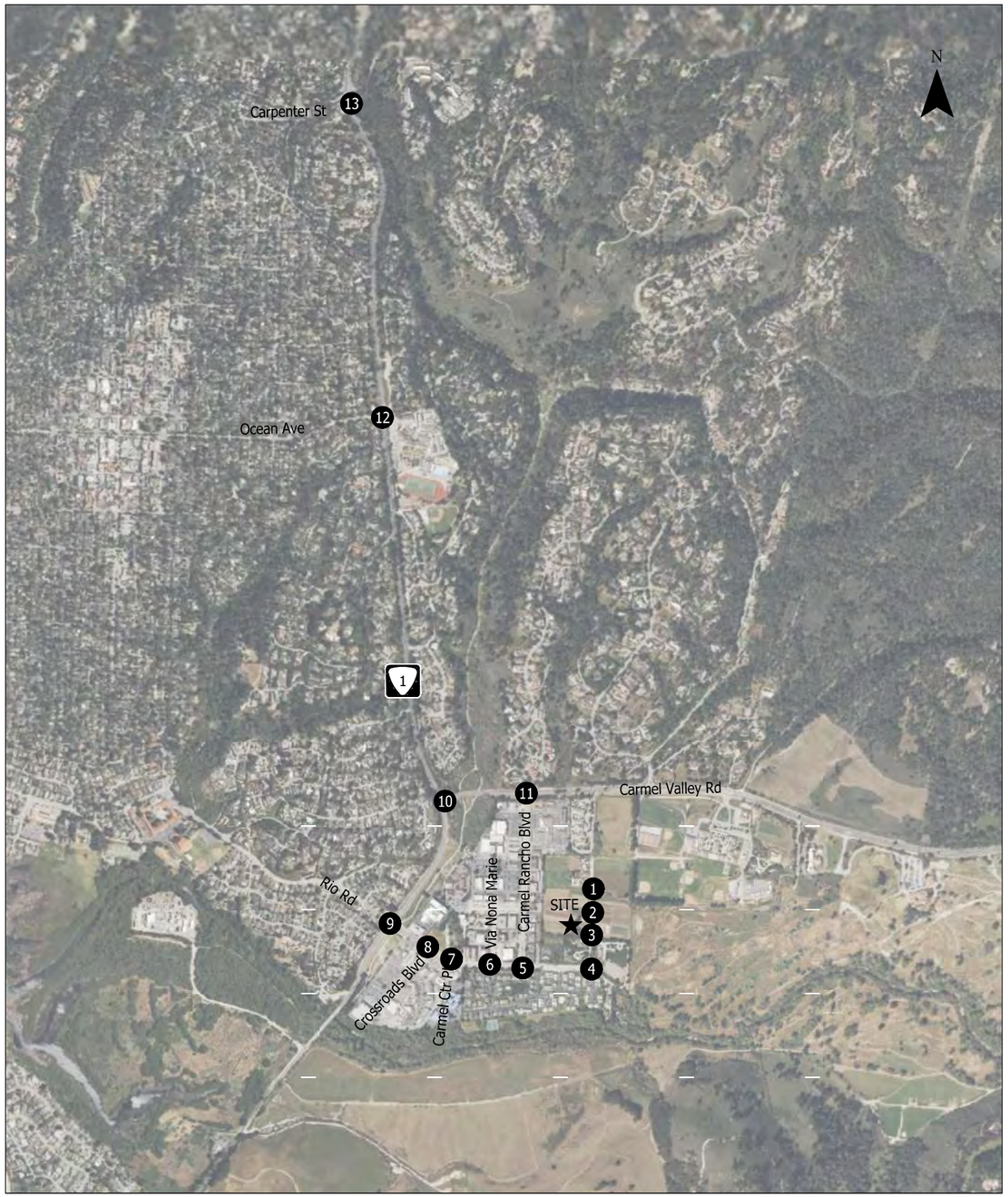
TRIP ASSIGNMENT

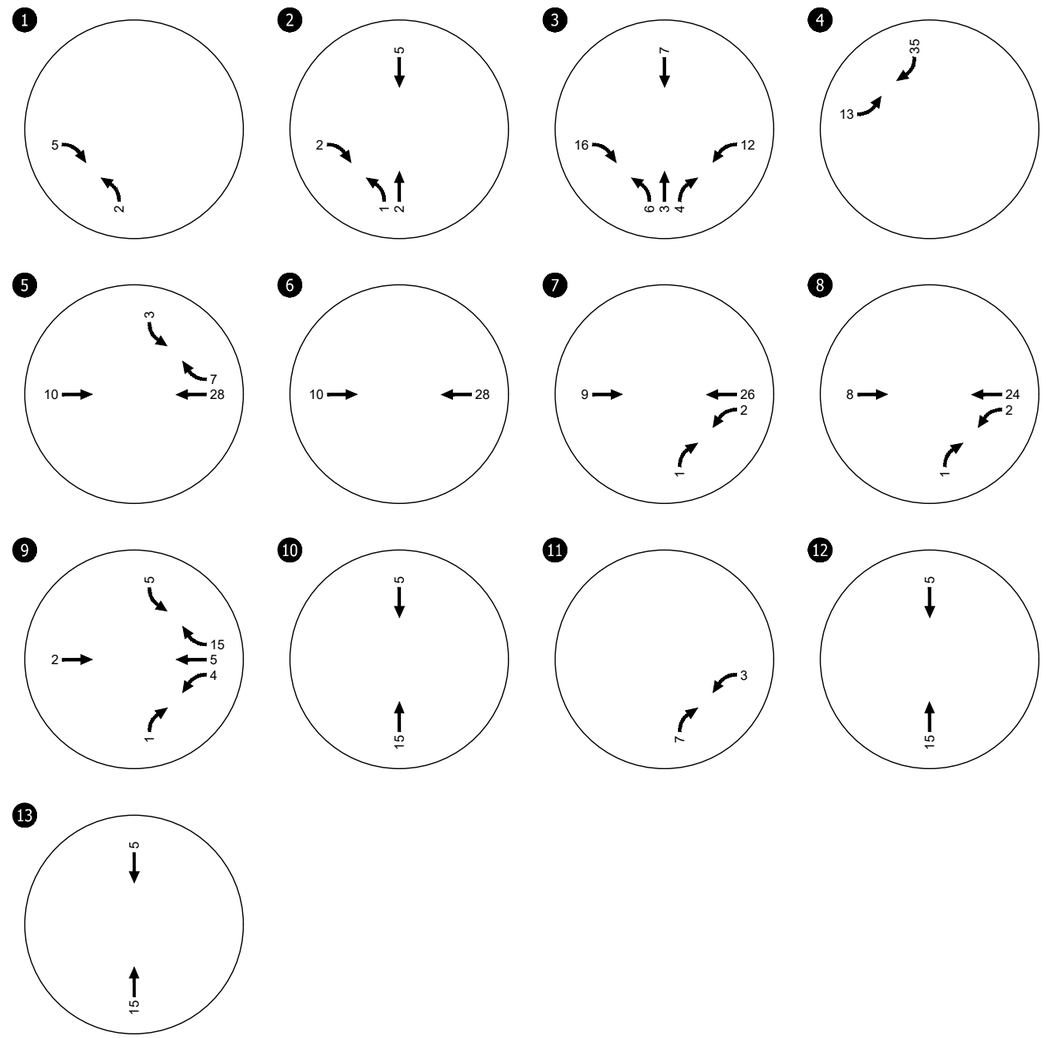
Using the trip generation and distribution, trips were assigned to the study area. The project-related trips at the study intersections are shown in Figure 3 and Figure 4.

Figure 2: Trip Distribution



SOURCE: KITTELSON & ASSOCIATES, INC (2025)

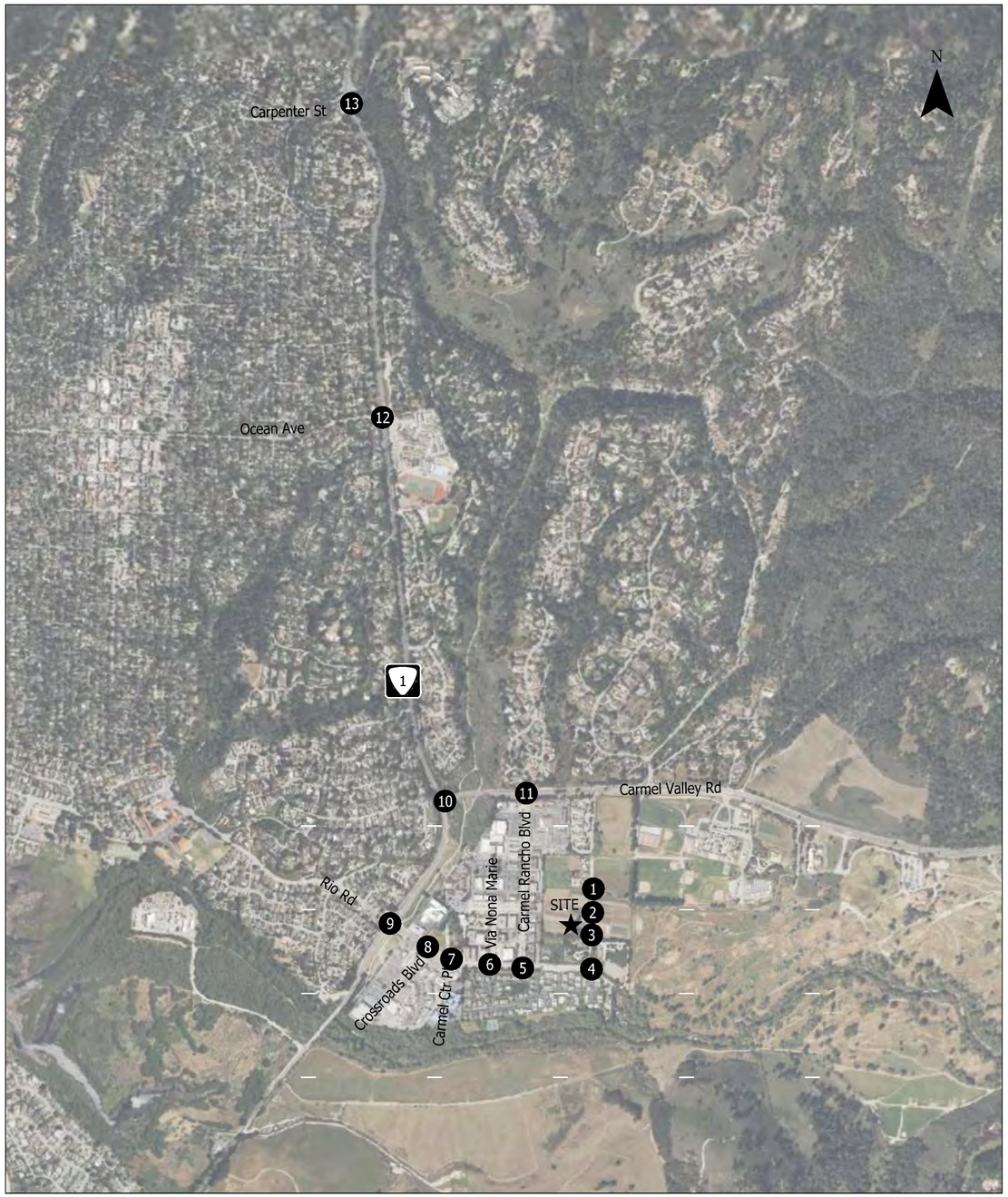


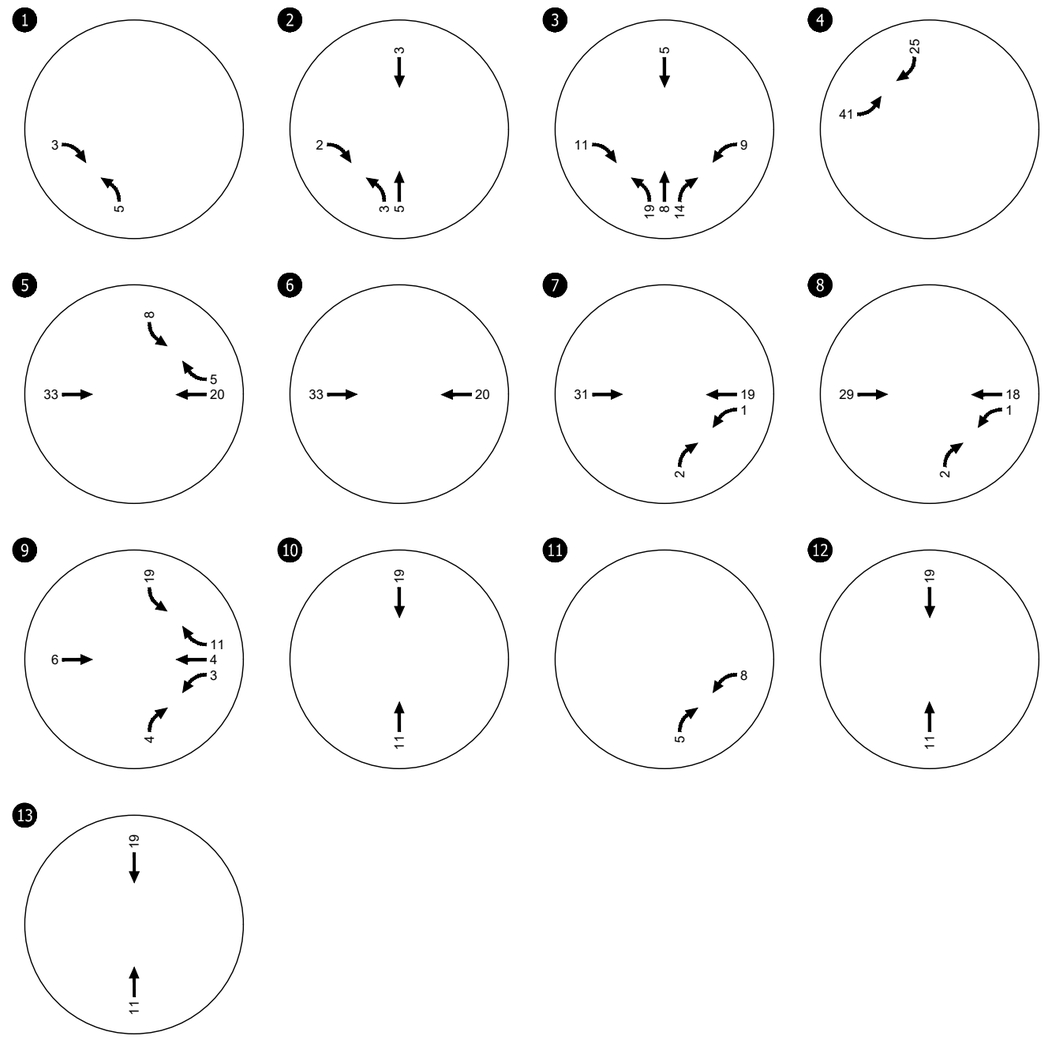


Net New Project Trips
AM Peak Hour
Carmel-By-The-Sea, CA

Figure
3

C:\Users\kphan\appdata\local\temp\AcPublish_32616\31384_26500 Val Verde Dr_Figures.dwg Jun 23, 2025 - 8:35pm - kphan Layout Tab: 3_Project Trips AM





Net New Project Trips
PM Peak Hour
Carmel-By-The-Sea, CA

Figure
4

C:\Users\kphan\appdata\local\temp\AcPublish_32616\31384_26500 Val Verde Dr_Figures.dwg Jun 23, 2025 - 8:35pm - kphan Layout Tab: 4_Project Trips PM

OPERATIONS ANALYSIS

This study conducts a level-of-service (LOS) analysis and a site performance analysis. The Monterey County Guide for the Preparation of Traffic Impact Studies requires an LOS analysis to determine if there are transportation-related project effects to intersection and roadway level of service that require improvements. The site performance analysis reviews site access and safety operational needs to determine if the project requires additional improvements to operate functionally.

LEVEL-OF-SERVICE (LOS) ANALYSIS

INTERSECTION ANALYSIS METHODOLOGY

LOS describes the operating conditions experienced by motorists. LOS is a qualitative measure of the effect of a number of factors, including speed and travel time, traffic interruptions and delay, freedom to maneuver, driving comfort, and convenience. LOS A through LOS F covers the entire range of traffic operations that might occur. Motorists using a facility that operates at a LOS A experience very little delay, while those using a facility that operates at a LOS F will experience long delays. Intersection analyses for the four study intersections were conducted using the operational methodologies outlined in the 7th Edition of the Highway Capacity Manual (HCM) methodology (Transportation Research Board, Washington, D.C., 2016), calculated with Synchro software. Intersections 5 (Rio Road / Carmel Rancho Boulevard) and 10 (Carmel Valley Road/SR 1) were calculated using HCM 2000 methodology due to their unique configurations. The HCM 2000 methodology is slightly less prescriptive on required inputs and allows a wider range of configurations to be calculated. The results between the methodologies are usually similar.

Using the HCM procedure, the level of service designation for a signalized intersection is determined by calculating a weighted average control delay in seconds per vehicle, based on signal timings obtained from the County of Monterey. For unsignalized intersections, the HCM methodology is also used to calculate the weighted average control delay for each controlled intersection leg and for the intersection as a whole. In the case of two-way stop-controlled intersections, the LOS for the worst approach is used as the performance measure for the level of service.

Table 2 presents the relationship of average delay to level of service for both signalized and unsignalized intersections.

Table 2: Level of Service Definition for Intersections

Level of Service	Delay Per Vehicle (Seconds)	
	Signalized Intersection	Unsignalized Intersection
A	< 10.0	< 10.0
B	> 10.0 to 20.0	> 10.0 to 15.0
C	> 20.0 to 35.0	> 15.0 to 25.0
D	> 35.0 to 55.0	> 25.0 to 35.0
E	> 55.0 to 80.0	> 35.0 to 50.0
F	> 80.0	> 50.0

SOURCE: HIGHWAY CAPACITY MANUAL

ROADWAY ANALYSIS METHODOLOGY

Road segment traffic operations were evaluated based on the Level of Service (LOS) concept, and the LOS standard adopted by the jurisdiction within which the segment is located. Road segment operations for study segments were evaluated using the Synchro software arterial analysis module which is based on HCM 7th Edition methodologies.

REGULATORY STANDARDS

Monterey County Level of Service Standards

For Signalized Intersections: A significant impact would occur if an intersection operating at LOS A, B, or C, degrades to D, E, F. For intersections already operating at unacceptable levels D and E, a significant impact would occur if a project adds 0.01 during peak hour or more to the critical movement's volume-to-capacity ratio. If the intersection is already operating at LOS F any increase (one vehicle) in the critical movement's volume-to-capacity ratio is considered significant.

For Unsignalized Intersections: A significant impact would occur if any traffic movement has LOS F or any traffic signal warrant is met.

For Roadway Segments: A significant impact would occur if a roadway segment 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.

Carmel Valley Master Plan Level of Service Standards

With the exception of some road segments along Carmel Valley Road, LOS C has been established as the minimum acceptable level of service for roadways and intersections within Carmel Valley. Per CVMP Policy 2.18, LOS D has been established as the minimum acceptable level of service for several segments along Carmel Valley Road.

Caltrans Level of Service Standards

Caltrans updated its guidance in 2020 to include metrics to evaluate transportation impacts based on vehicle miles traveled (VMT) and no longer sets a minimum acceptable LOS for its facilities.

Caltrans prepared the Transportation Analysis Framework (TAF) and Transportation Analysis under CEQA (TAC) documents to guide implementation of Senate Bill (SB) 743. The TAF and TAC establish Caltrans guidance on how to analyze induced travel associated with transportation projects and how to determine impact significance under CEQA, respectively. These documents guide transportation impact analyses for projects on the State Highway System (SHS). For land use projects and plans affecting the SHS, Caltrans' Caltrans *Vehicle Miles Traveled-Focused Transportation Impact Study Guide* provides guidance to assess the potential for impacts related to land development projects. Caltrans transitioned away from LOS performance standards and instead focused on VMT to identify significant impacts.

> *"For land use projects and plans, automobile delay is no longer considered a significant impact on the environment under CEQA (SB 743, 2013). Caltrans review of land use projects and plans is focused on a VMT metric, consistent with changes to the CEQA Guidelines (California Code of Regulations Section 15064.3(b)(1)). This VMT-focused TISG provides a foundation for review of how lead agencies apply the VMT metric to CEQA project analysis."*

DATA COLLECTION

Weekday intersection vehicle turning movement counts were collected at the following study intersections during the AM (7:00 AM to 9:00 AM) and PM (4:00 PM to 6:00 PM) peak periods on Tuesday, May 20, 2025:

1. Project Driveway A / Val Verde Drive
2. Project Driveway B / Val Verde Drive
3. Project Driveway C / Val Verde Drive
4. Rio Road / Val Verde Drive
5. Rio Road / Carmel Rancho Boulevard
6. Rio Road / Via Nona Marie
7. Rio Road / Carmel Center Place
8. Rio Road / Crossroads Driveway
9. Rio Road / SR 1
10. Carmel Valley Road / SR 1
11. Carmel Valley Road / Carmel Rancho Boulevard
12. Ocean Avenue / SR 1
13. Carpenter Street / SR 1

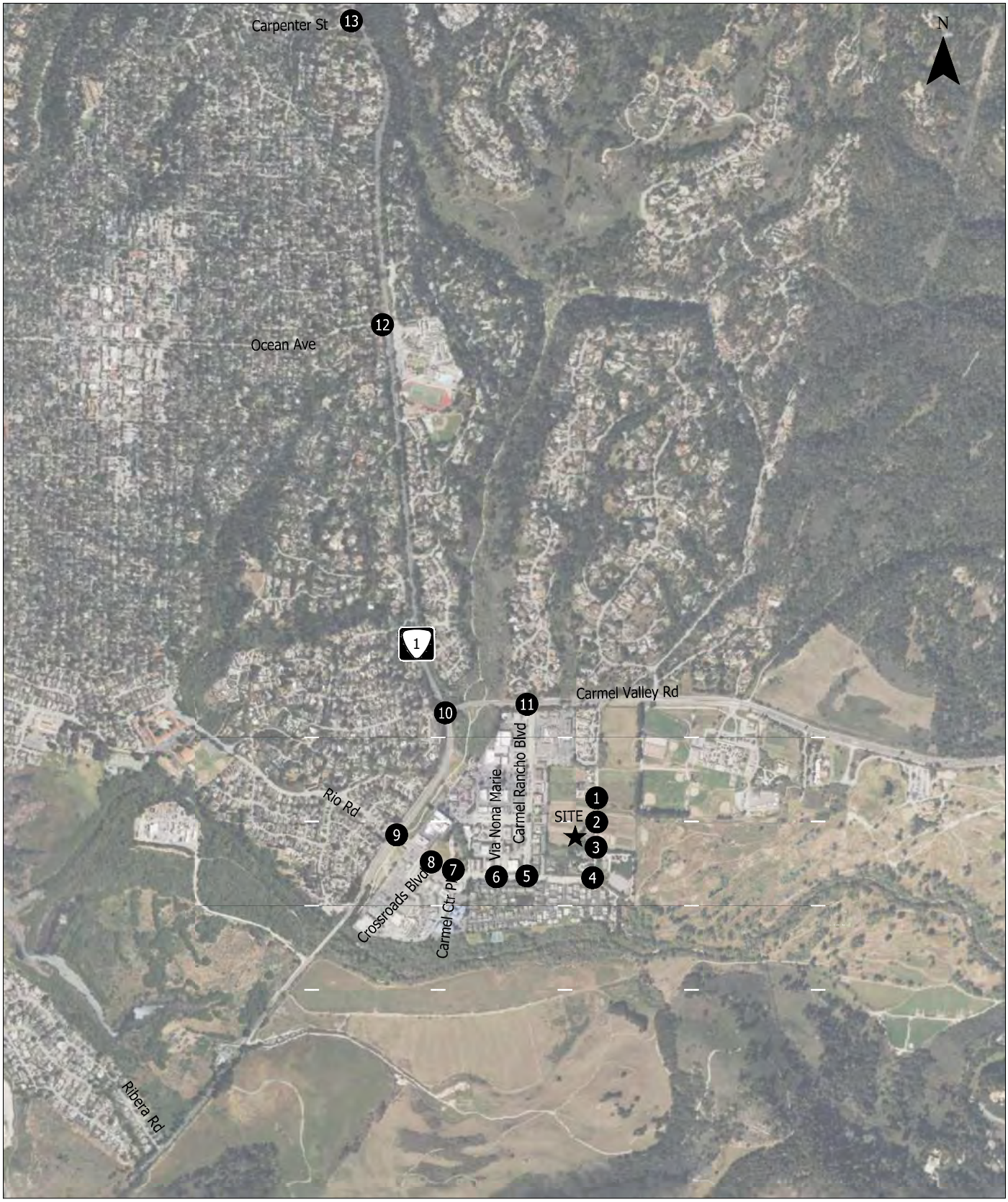
The study intersections can be visualized in Figure 5.

The following roadway segments were analyzed as part of this project. Daily roadway volume counts were obtained from the County or Caltrans where available.

A. Carmel Valley Road, Laureles Grade to Robinson Canyon Road
B. Carmel Valley Road, Robinson Canyon Road to Schulte Road
C. Carmel Valley Road, Schulte Road to Rancho San Carlos Road
D. Carmel Valley Road, Rancho San Carlos Road to Carmel Rancho Boulevard
E. Carmel Valley Road, Carmel Rancho Boulevard to SR 1
F. SR 1, Carpenter Street to Ocean Avenue
G. SR 1, Ocean Avenue to Carmel Valley Road
H. SR 1, Carmel Valley Road to Rio Road
I. SR 1, Rio Road to Ribera Road
J. Rio Road, SR 1 to Crossroads Boulevard
K. Rio Road, Crossroads Boulevard to Carmel Center Place
L. Rio Road, Carmel Center Place to Carmel Rancho Boulevard
M. Rio Road, Carmel Rancho Boulevard to Val Verde Drive
N. Carmel Rancho Boulevard, Carmel Valley Road to Shopping Center Driveway
O. Carmel Rancho Boulevard, Shopping Center Driveway to Rio Road

The roadway segments can be visualized in Figure 6 and Figure 7.

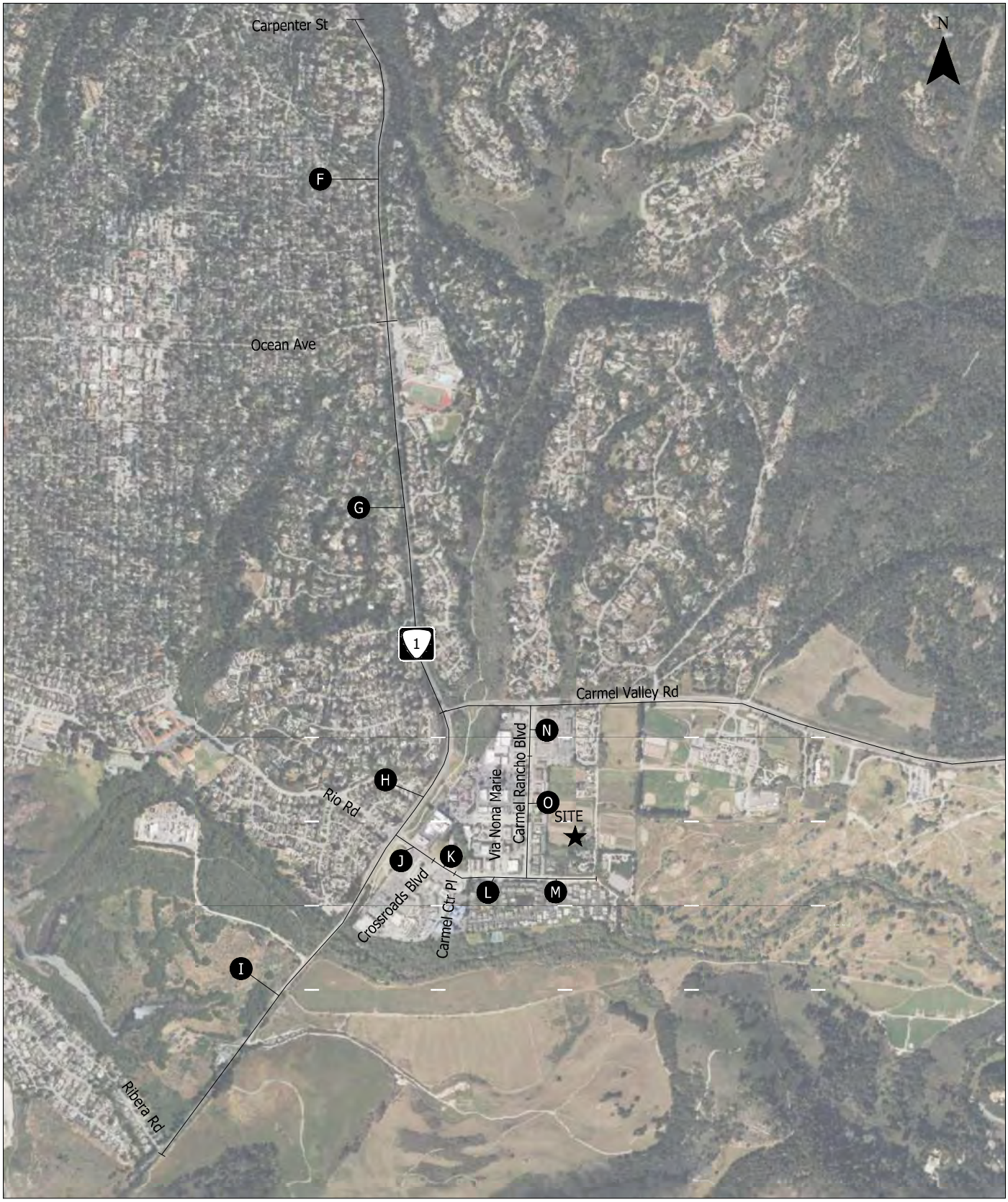
Original traffic count information is provided in Appendix C.



Study Intersections
Carmel-By-The-Sea, CA

Figure
5

C:\Users\kphan\appdata\local\temp\AcPublish_22452\31384_26500 Val Verde Dr_Figures.dwg Jun 30, 2025 - 2:23pm - kphan Layout Tab: 5_Study Intersections_new



Roadway Segments
Carmel-By-The-Sea, CA

Figure
6

C:\Users\kphan\appdata\local\temp\AcPublish_22452\31384_26500 Val Verde Dr_Figures.dwg Jun 30, 2025 - 2:23pm - kphan Layout Tab: 6_Roadway Segments_new



Roadway Segments - Carmel Valley Road
Carmel-By-The-Sea, CA

Figure
7

C:\Users\kphan\appdata\local\temp\AcPublish_32616\31384_26500 Val Verde Dr_Figures.dwg Jun 23, 2025 - 8:35pm - kphan Layout Tab: 7_RoadwaySegments_Carmel

KITTELSON & ASSOCIATES

RESULTS

The intersection operations were analyzed for the following scenarios during morning (7 - 9 am), and afternoon (4 -6 pm) peak periods to determine potential project effects:

- Existing Conditions
- Existing Conditions Plus Project
- Background Conditions
- Background Conditions Plus Project

The project buildout year is assumed to be 2027. Detailed Synchro reports for all scenarios are available for reference in Appendix D.

Intersection Analysis

Existing Conditions

Figure 8 and Figure 9 illustrates AM and PM peak hour volumes, respectively, analyzed at each study intersection under existing conditions. For this scenario, the volumes are based off of the weekday intersection vehicle turning movement counts. Table 3 summarizes the delay and LOS analysis results for each study intersection under existing conditions.

As shown in the table, the following intersections do not meet the target LOS:

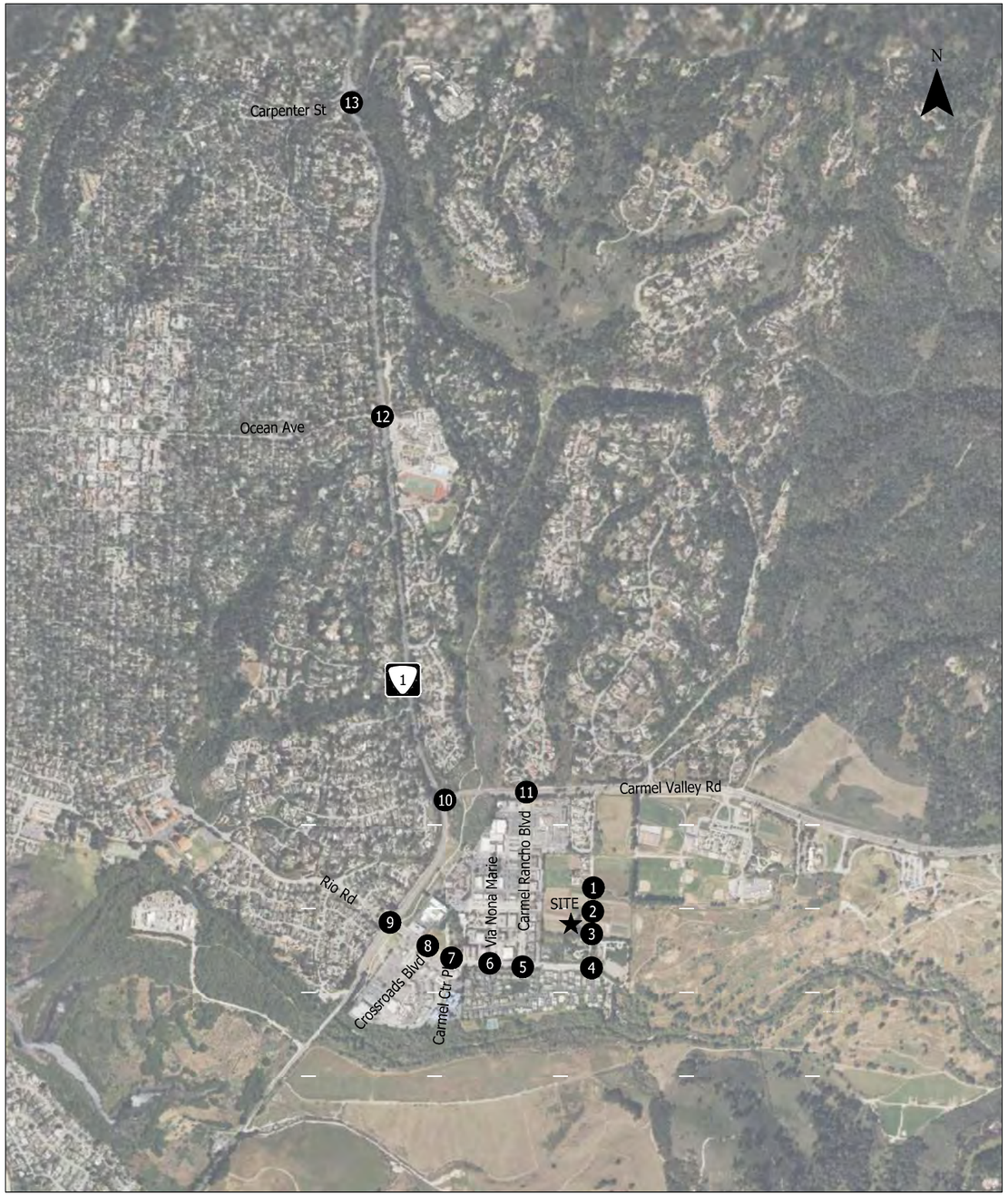
- Carmel Valley Road/ Carmel Rancho Boulevard during the AM (LOS E) and PM (LOS E) peak hours
- Carpenter Street/ SR 1 during the PM peak hour (LOS E)

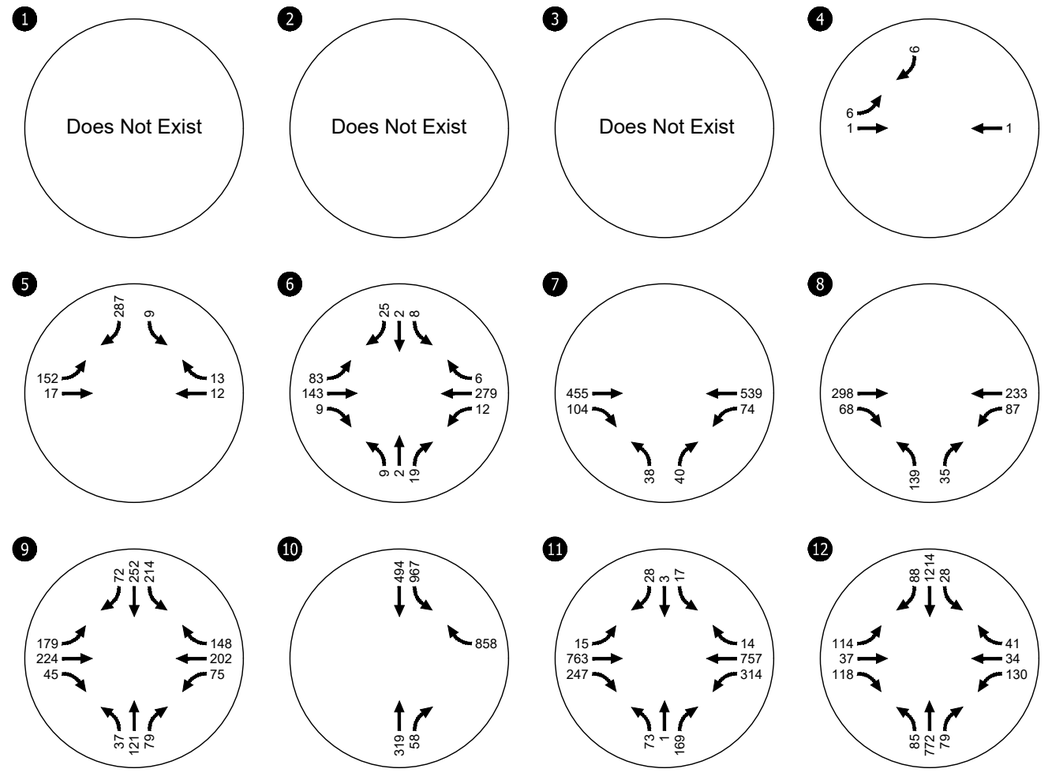
Table 3: Existing Conditions Level-of-Service Analyses Results

#	Study Intersection	Control Type	Intersection AM/PM	
			Delay	LOS
1	Project Driveway A / Val Verde Drive	*DNE*		
2	Project Driveway B / Val Verde Drive	*DNE*		
3	Project Driveway C / Val Verde Drive	*DNE*		
4	Rio Road / Val Verde Drive	TWSC	8.4 / 8.4	A / A
5	Rio Road / Carmel Rancho Boulevard*	TWSC	9.1 / 9.7	A / A
6	Rio Road / Via Nona Marie	TWSC	11.5 / 16.2	B / C
7	Rio Road / Carmel Center Place	Signal	6.0 / 8.6	A / A
8	Rio Road / Crossroads Driveway	Signal	8.8 / 9.4	A / A
9	Rio Road / SR 1	Signal	20.6 / 22.6	C / C
10	Carmel Valley Road / SR 1*	Signal	10.0 / 13.9	B / B
11	Carmel Valley Road / Carmel Rancho Boulevard	Signal	64.2 / 72.1	E / E
12	Ocean Avenue / SR 1	Signal	28.8 / 23.5	C / C
13	Carpenter Street / SR 1	Signal	22.3 / 77.1	C / E

Note: Bold text corresponds to operations that do not meet LOS standards. *DNE = Does Not Exist; TWSC = Two-Way Stop Control; * = Intersection was run with HCM 2000 due to non-typical lane geometry and/or configuration.*

SOURCE: KITTELSON & ASSOCIATES, INC (2025)

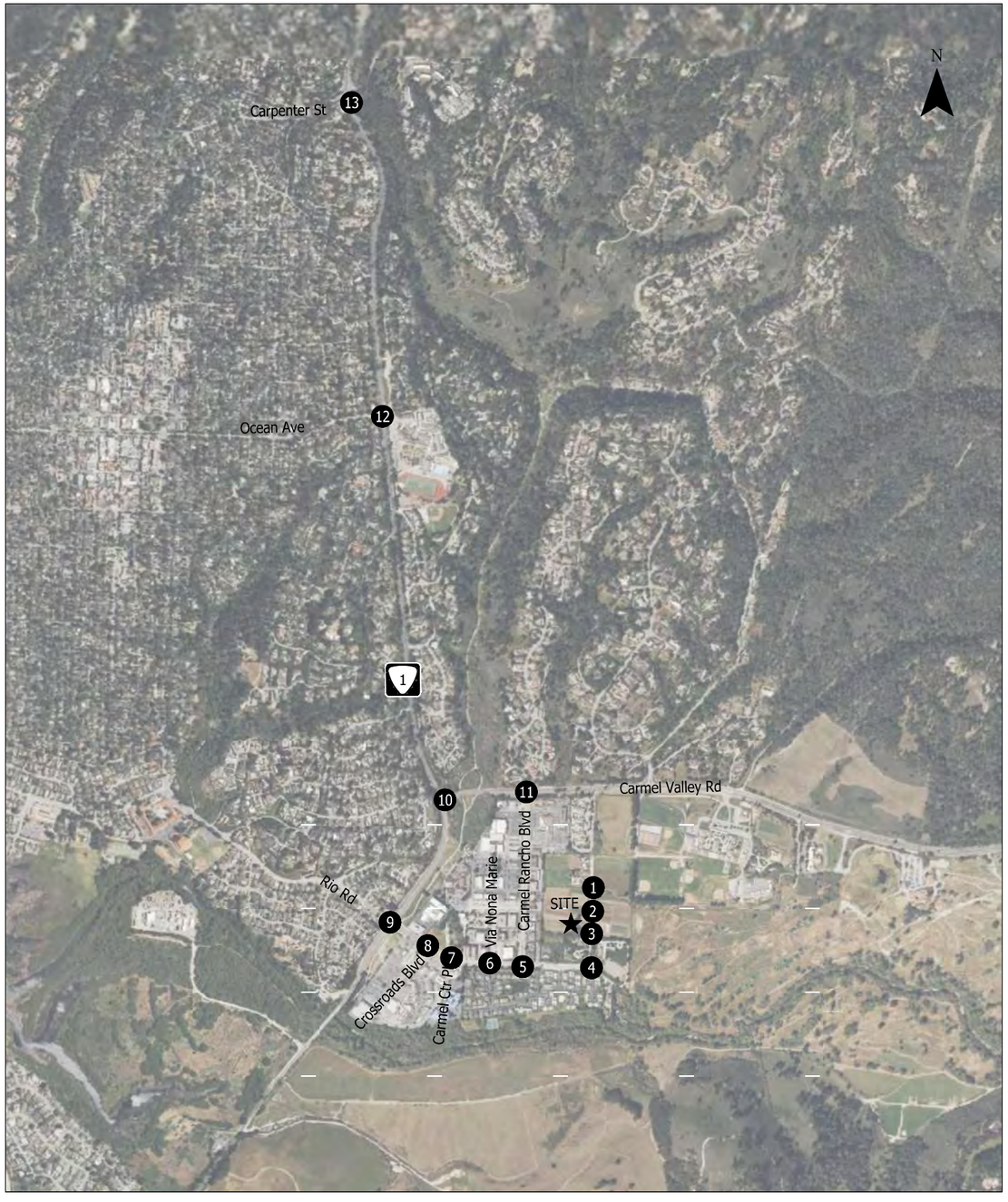


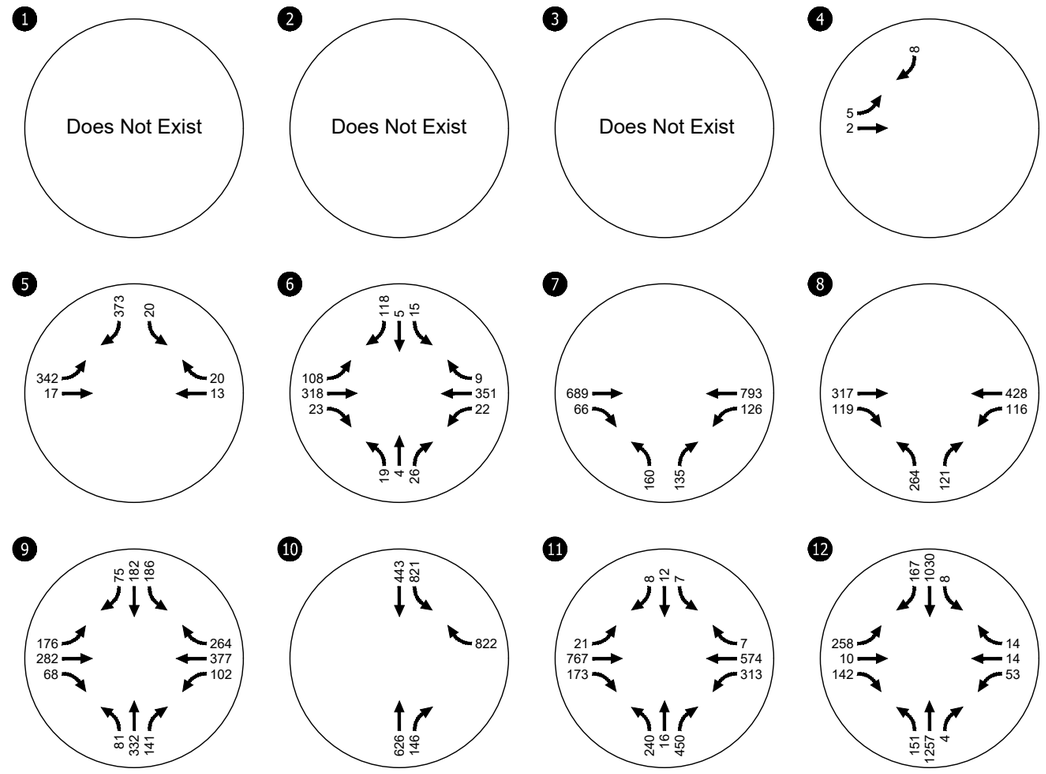


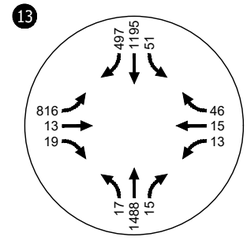
Existing Conditions
AM Peak Hour
Carmel-By-The-Sea, CA

Figure
8

C:\Users\kphan\appdata\local\temp\AcPublish_22452\13384_26500 Val Verde Dr_Figures.dwg Jun 30, 2025 - 2:12pm - kphan Layout Tab: 8_EX AM







Existing Conditions
PM Peak Hour
Carmel-By-The-Sea, CA

Figure
9

C:\Users\kphan\appdata\local\temp\AcPublish_32616\31384_26500 Val Verde Dr_Figures.dwg Jun 23, 2025 - 8:35pm - kphan Layout Tab: 9_EX PM

Existing Conditions Plus Project

Figure 10 and Figure 11 illustrates AM and PM peak hour volumes, respectively, analyzed at each study intersection under existing conditions plus project. Table 4 summarizes the delay and LOS analysis results for each study intersection under existing plus project conditions.

As shown in the table, the following intersections do not meet the target LOS:

- Carmel Valley Road/ Carmel Rancho Boulevard during the AM (LOS E) and PM (LOS E) peak hours
- Carpenter Street/ SR 1 during the PM peak hour (LOS E)

For intersections already operating at LOS D and E in the non-project scenario, an adverse effect would occur if a project adds 0.01 during peak hour or more to the critical movement's volume-to-capacity ratio. As shown in Table 4, Carpenter Street/ SR 1's v/c ratio at its critical movement (eastbound left) remains consistent between Existing Conditions and Existing Conditions Plus Project.

Therefore, adverse effects only occur at:

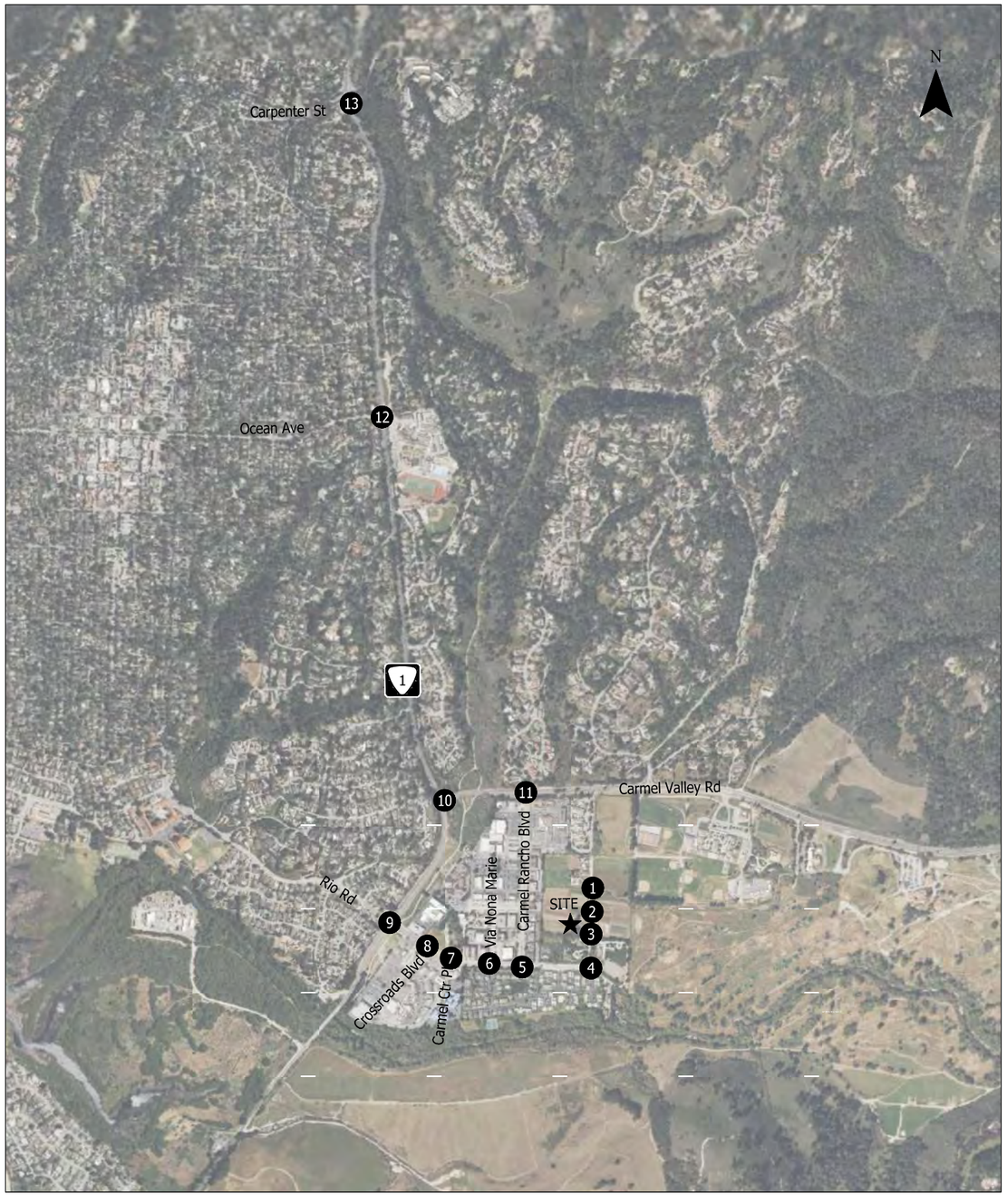
- Carmel Valley Road/ Carmel Rancho Boulevard during the AM (LOS E) and PM (LOS E) peak hours

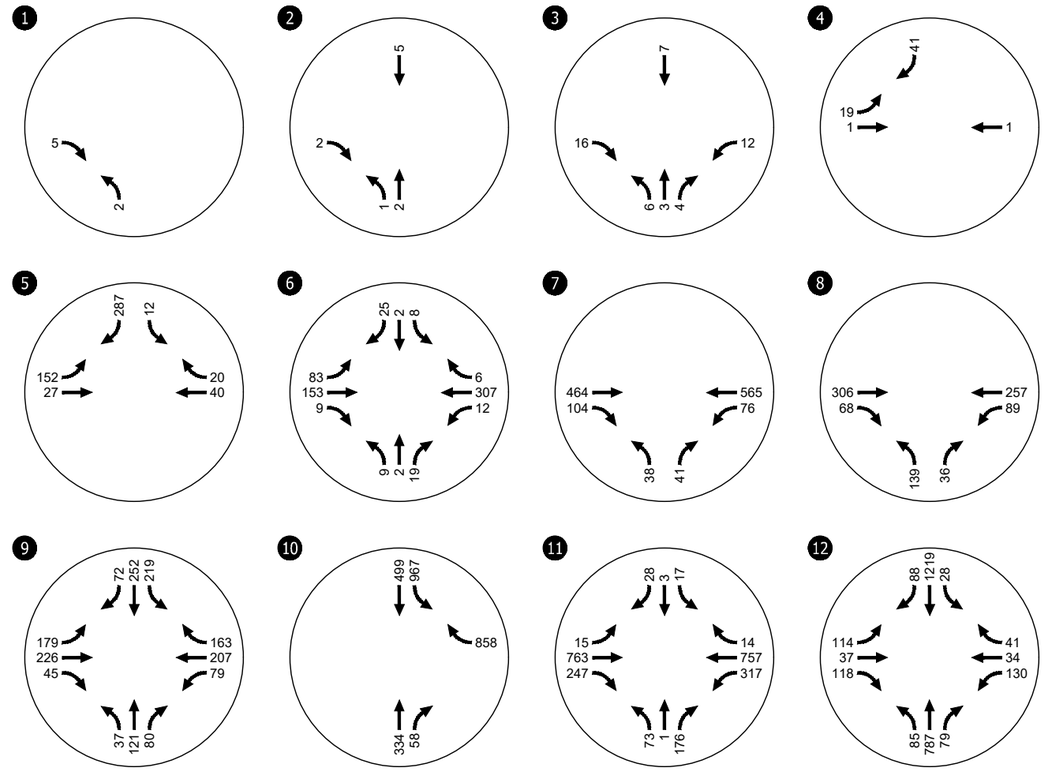
Table 4: Existing Conditions Plus Project Level-of-Service Analyses Results

#	Intersection	Control Type	Intersection AM/PM		Critical Movement	Peak Hour	Existing Conditions			Existing Conditions + Project			Change in V/C
			Delay	LOS			V/C	Delay	LOS	V/C	Delay	LOS	
1	Project Driveway A / Val Verde Drive	TWSC	8.4 / 8.3	A / A					N/A				
2	Project Driveway B / Val Verde Drive	TWSC	8.4 / 8.3	A / A					N/A				
3	Project Driveway C / Val Verde Drive	TWSC	8.4 / 8.4	A / A					N/A				
4	Rio Road / Val Verde Drive	TWSC	8.5 / 8.4	A / A					N/A				
5	Rio Road / Carmel Rancho Boulevard*	TWSC	9.5 / 10.1	A / A					N/A				
6	Rio Road / Via Nona Marie	TWSC	11.8 / 17.1	B / C					N/A				
7	Rio Road / Carmel Center Place	Signal	6.0 / 8.7	A / A					N/A				
8	Rio Road / Crossroads Driveway	Signal	8.8 / 9.5	A / A					N/A				
9	Rio Road / SR 1	Signal	20.8 / 22.8	C / C					N/A				
10	Carmel Valley Road / SR 1*	Signal	10.2 / 14.2	B / B					N/A				
11	Carmel Valley Road / Carmel Rancho Boulevard	Signal	**66.4 / 76.6**	**E / E**	WBL	AM	1.73	374	F	1.76	387.7	F	0.03
						PM	1.79	409.8	F	1.85	436.5	F	0.06
12	Ocean Avenue / SR 1	Signal	28.9 / 23.7	C / C					N/A				
13	Carpenter Street / SR 1	Signal	**22.4 / 77.8**	**C / E**	EBL	PM	1.19	154.0	F	1.19	154.0	F	0.00

Note: Bold text corresponds to operations that do not meet LOS standards. Red text indicates adverse effect criteria met; green text indicates adverse effect criteria not met. *DNE = Does Not Exist; TWSC = Two-Way Stop Control; * = Intersection was run with HCM 2000 due to non-typical lane geometry and/or configuration.*

SOURCE: KITTELSON & ASSOCIATES, INC (2025)



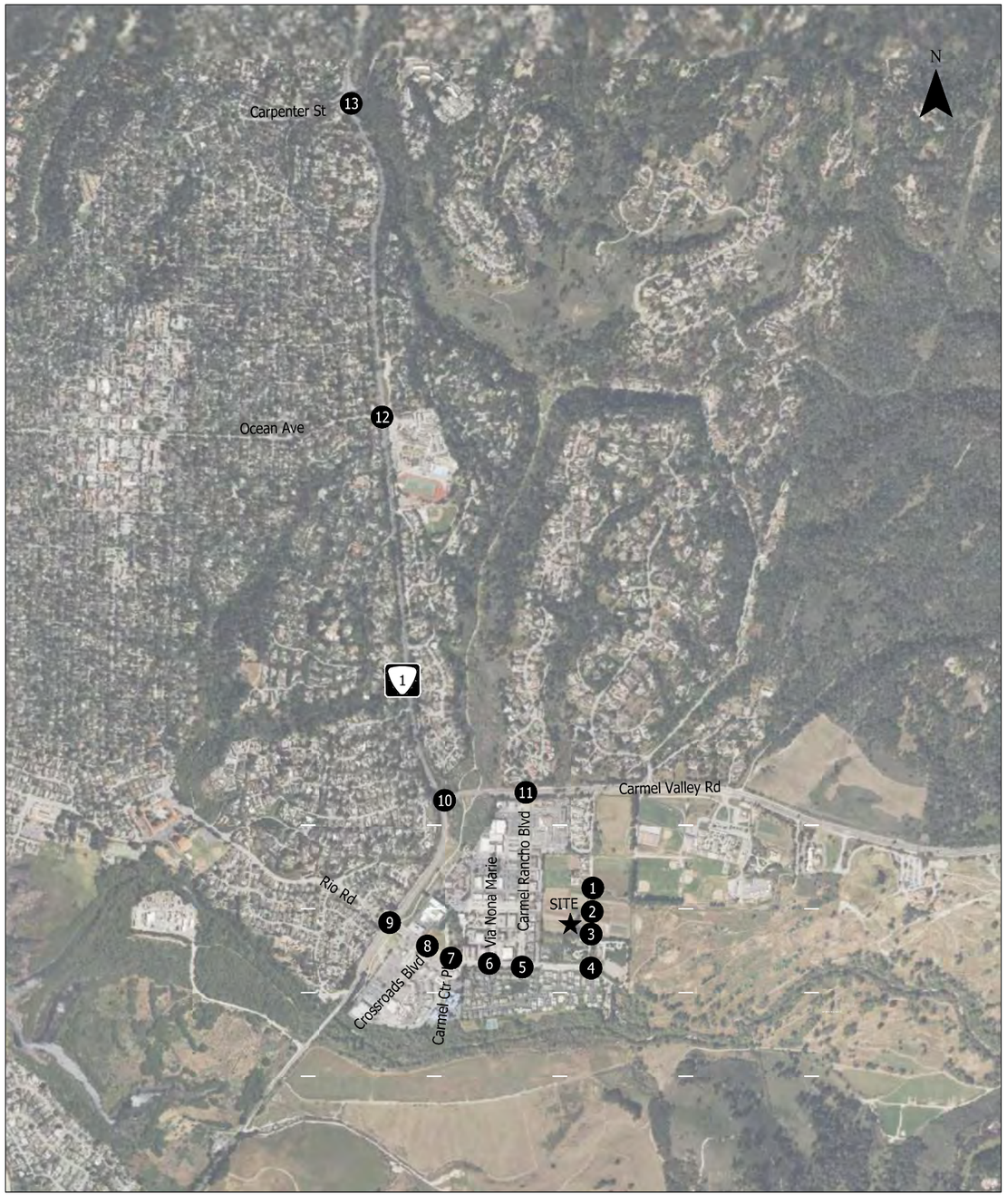


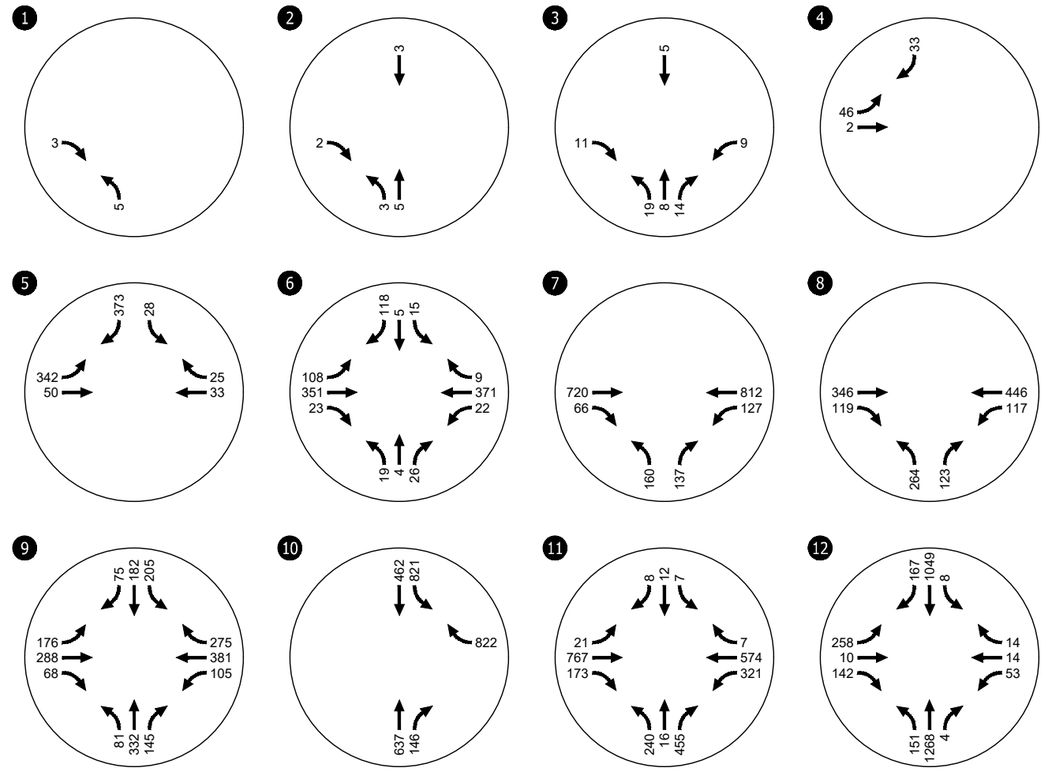
Existing Conditions Plus Project
AM Peak Hour
Carmel-By-The-Sea, CA

Figure
10

C:\Users\kphan\appdata\local\temp\AcPublish_32616\31384_26500 Val Verde Dr_Figures.dwg Jun 23, 2025 - 8:35pm - kphan Layout Tab: 10_E+P AM

KITTELSON & ASSOCIATES





Existing Conditions Plus Project
PM Peak Hour
Carmel-By-The-Sea, CA

Figure
11

C:\Users\kphan\appdata\local\temp\AcPublish_32616\31384_26500 Val Verde Dr_Figures.dwg Jun 23, 2025 - 8:35pm - kphan Layout Tab: 11_E+P PM

KITTELSON & ASSOCIATES

Background Conditions

Figure 12 and Figure 13 illustrates AM and PM peak hour volumes, respectively, analyzed at each study intersection under background conditions. For this scenario, an ambient growth rate of 2% per year was used to grow existing traffic volumes, trips generated from projects within 1.5 miles of the study area were included, and the net new project trips were added. The estimated buildout year is 2027, so two years of annual growth were applied.

Table 5 summarizes the delay and LOS analysis results for each study intersection under background conditions.

The following projects were identified and included in this scenario:

- PLN180431 | Point Lobos State Natural Reserve – construction of a shuttle parking lot
- PLN040061-AMD1 | Rancho Canada Village Project – 130 residential units
- PLN240322-DEP | Carmel Rio Multi-Family Project – 34 residential units

The volumes for the three projects identified above for AM and PM peak hours are included in Appendix E.

As shown in the table, the following intersections do not meet the target LOS:

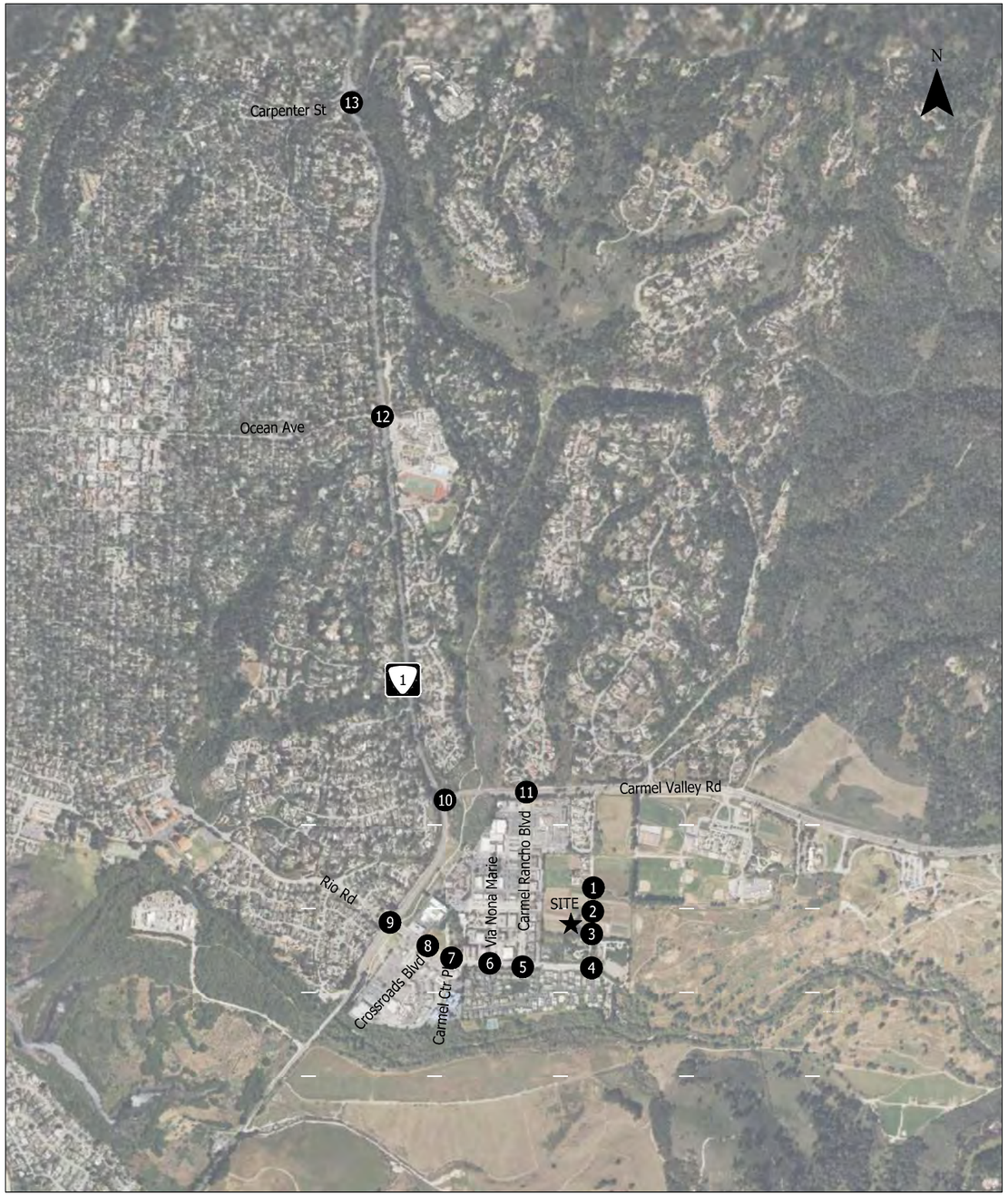
- Carmel Valley Road/ Carmel Rancho Boulevard during the AM (LOS E) and PM (LOS F) peak hours
- Carpenter Street/ SR 1 during the PM peak hour (LOS F)

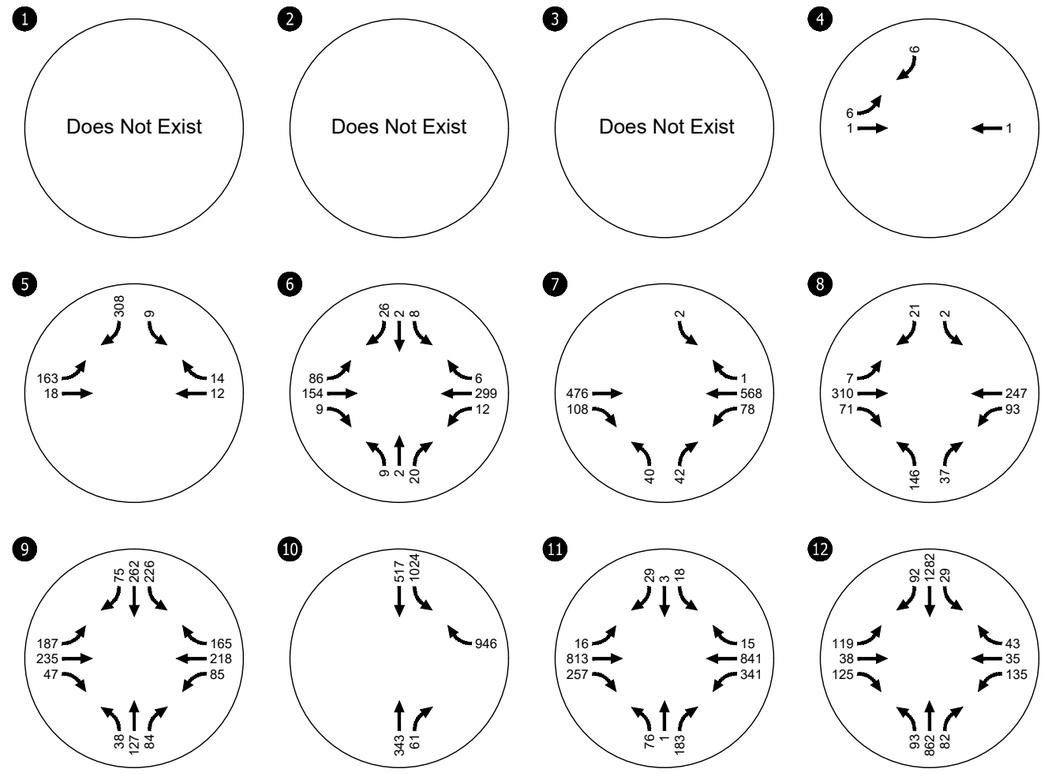
Table 5: Background Conditions Level-of-Service Analyses Results

#	Study Intersection	Control Type	Intersection AM/PM	
			Delay	LOS
1	Project Driveway A / Val Verde Drive	*DNE*		
2	Project Driveway B / Val Verde Drive	*DNE*		
3	Project Driveway C / Val Verde Drive	*DNE*		
4	Rio Road / Val Verde Drive	TWSC	8.4 / 8.4	A / A
5	Rio Road / Carmel Rancho Boulevard*	TWSC	9.3 / 9.9	A / A
6	Rio Road / Via Nona Marie	TWSC	11.8 / 17.2	B / C
7	Rio Road / Carmel Center Place	Signal	6.1 / 8.9	A / A
8	Rio Road / Crossroads Driveway	Signal	8.9 / 9.7	A / A
9	Rio Road / SR 1	Signal	21.2 / 23.8	C / C
10	Carmel Valley Road / SR 1	Signal	11.2 / 16.5	B / B
11	Carmel Valley Road / Carmel Rancho Boulevard	Signal	**79.2 / 91.9**	**E / F**
12	Ocean Avenue / SR 1	Signal	33.3 /26.8	C / C
13	Carpenter Street / SR 1	Signal	**24.2 / 91.8**	**C / F**

Note: Bold text corresponds to operations that do not meet LOS standards. *DNE = Does Not Exist; TWSC = Two-Way Stop Control; * = Intersection was run with HCM 2000 due to non-typical lane geometry and/or configuration.*

SOURCE: KITTELSON & ASSOCIATES, INC (2025)



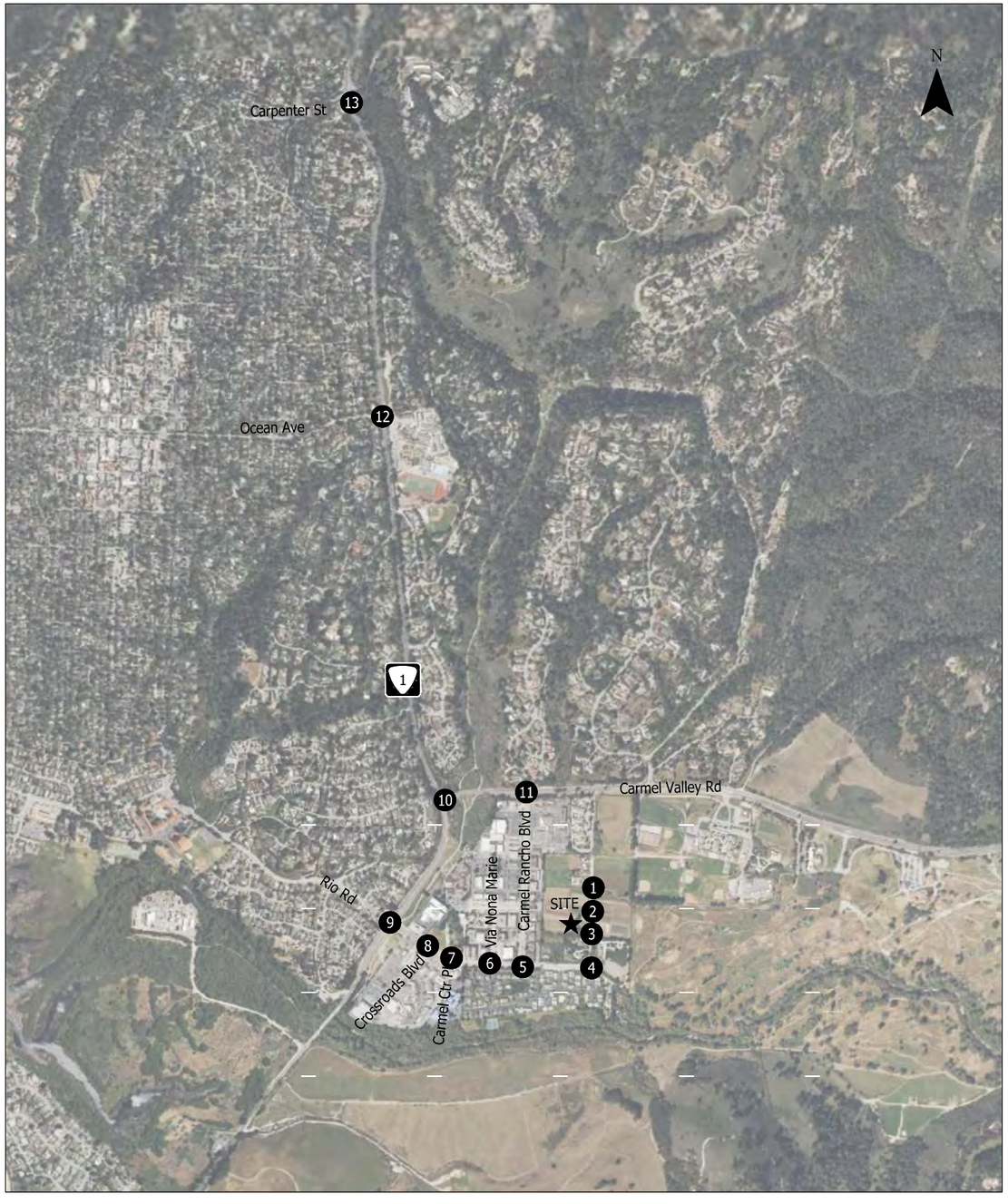


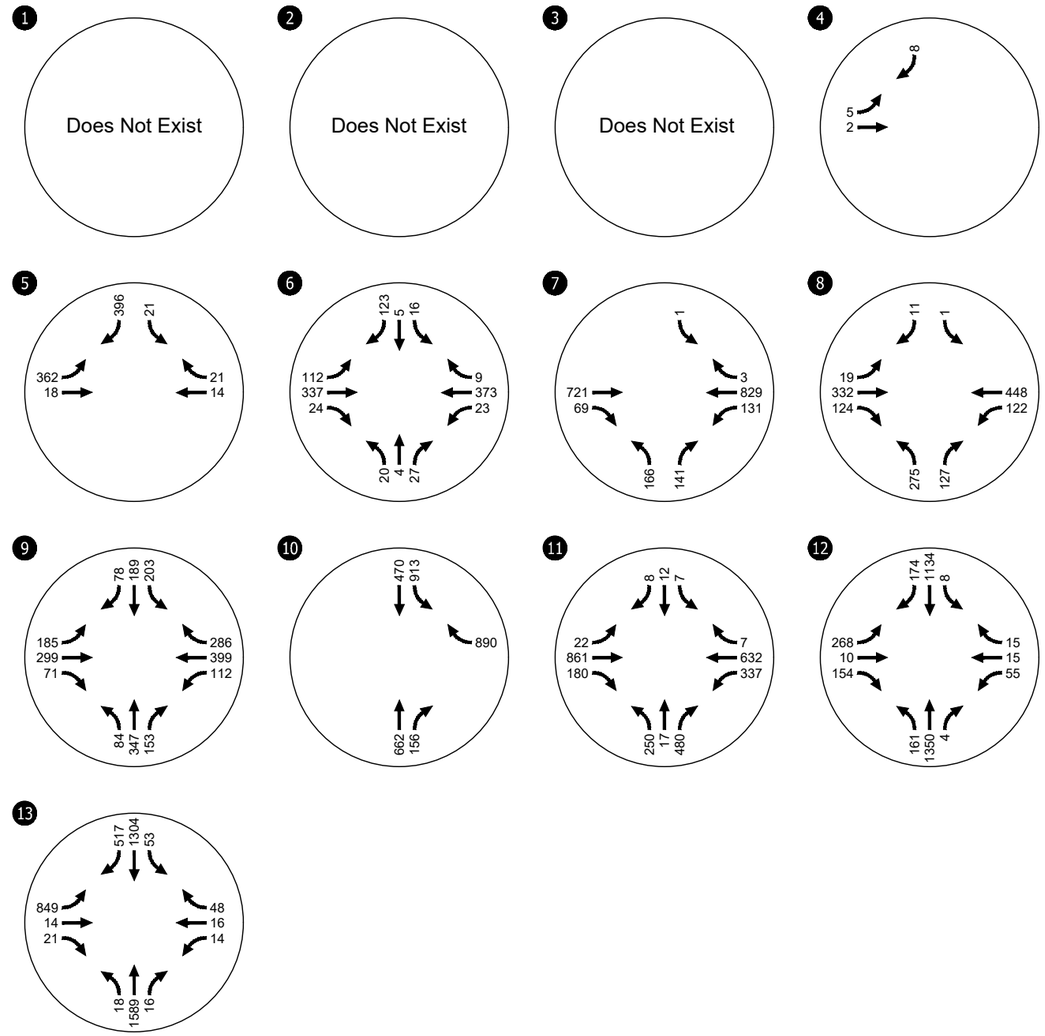
Background Conditions
AM Peak Hour
Carmel-By-The-Sea, CA

Figure
12

C:\Users\kphan\appdata\local\temp\AcPublish_22452\13384_26500 Val Verde Dr_Figures.dwg Jun 30, 2025 - 2:36pm - kphan Layout Tab: 12_BG AM

KITTELSON & ASSOCIATES





Background Conditions
PM Peak Hour
Carmel-By-The-Sea, CA

Figure
13

KITTELSON & ASSOCIATES

C:\Users\kphan\appdata\local\temp\AcPublish_22452\13384_26500 Val Verde Dr_Figures.dwg Jun 30, 2025 - 2:36pm - kphan Layout Tab: 13_BG PM

Background Conditions Plus Project

Figure 14 and Figure 15 illustrates AM and PM peak hour volumes, respectively, analyzed at each study intersection under background conditions plus proposed project. For this scenario, project traffic was added to the background conditions volumes.

Table 6 summarizes the delay and LOS analysis results for each study intersection under background plus project conditions. As shown in the table, the following intersections do not meet the target LOS:

- Carmel Valley Road/ Carmel Rancho Boulevard during the AM (LOS F) and PM (LOS F) peak hours
- Carpenter Street/ SR 1 during the PM peak hour (LOS E)

For intersections already operating at LOS D and E in the non-project scenario, an adverse effect would occur if a project adds 0.01 during peak hour or more to the critical movement's volume-to-capacity ratio. As shown in Table 6, Carpenter Street/ SR 1's v/c ratio remains consistent between Background Conditions and Background Conditions Plus Project. If the intersection is already operating at LOS F, any increase (one vehicle) in the critical movement's volume-to-capacity ratio is considered significant.

Therefore, adverse effects only occur at:

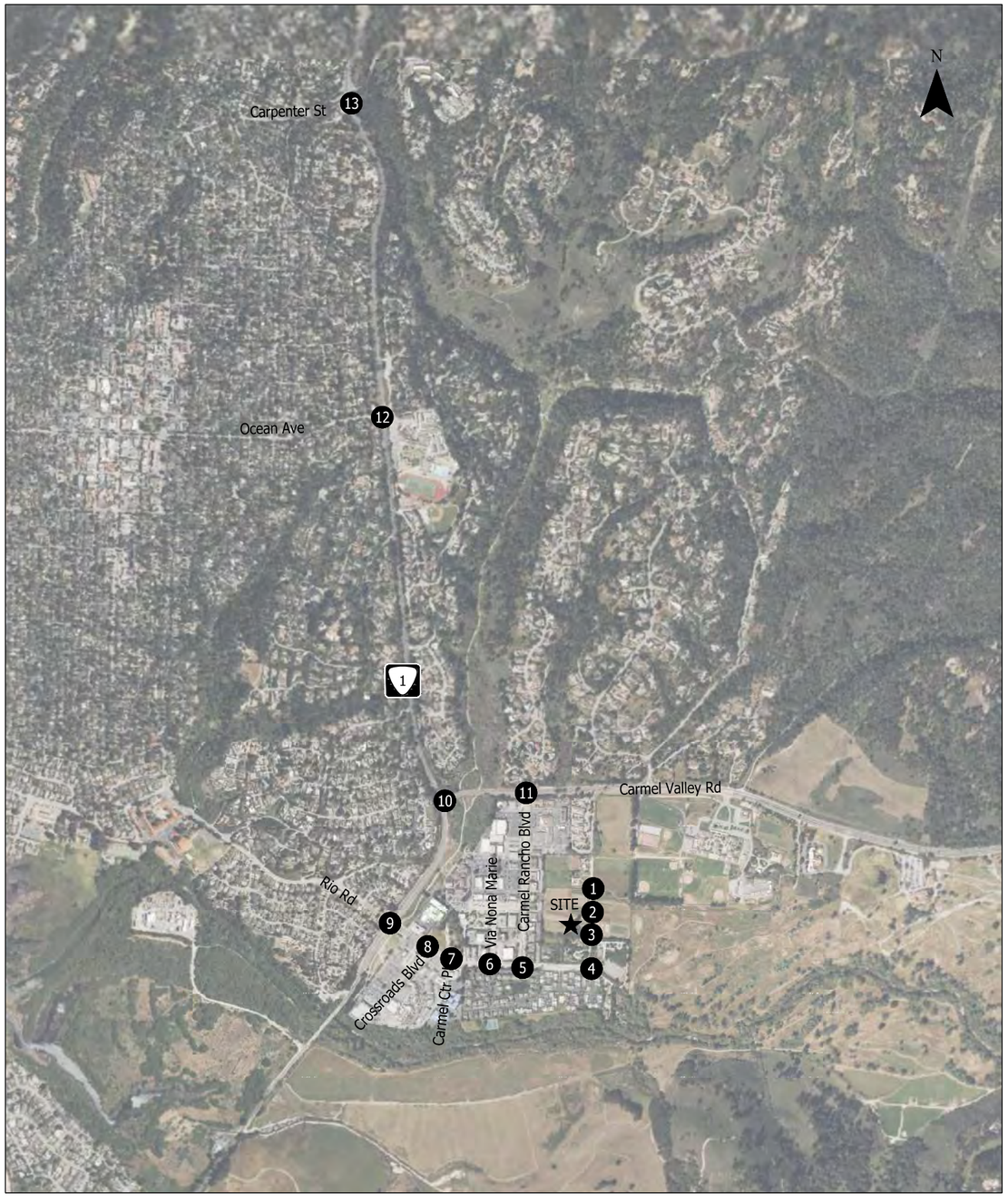
- Carmel Valley Road/ Carmel Rancho Boulevard during the AM (LOS F) and PM (LOS F) peak hours

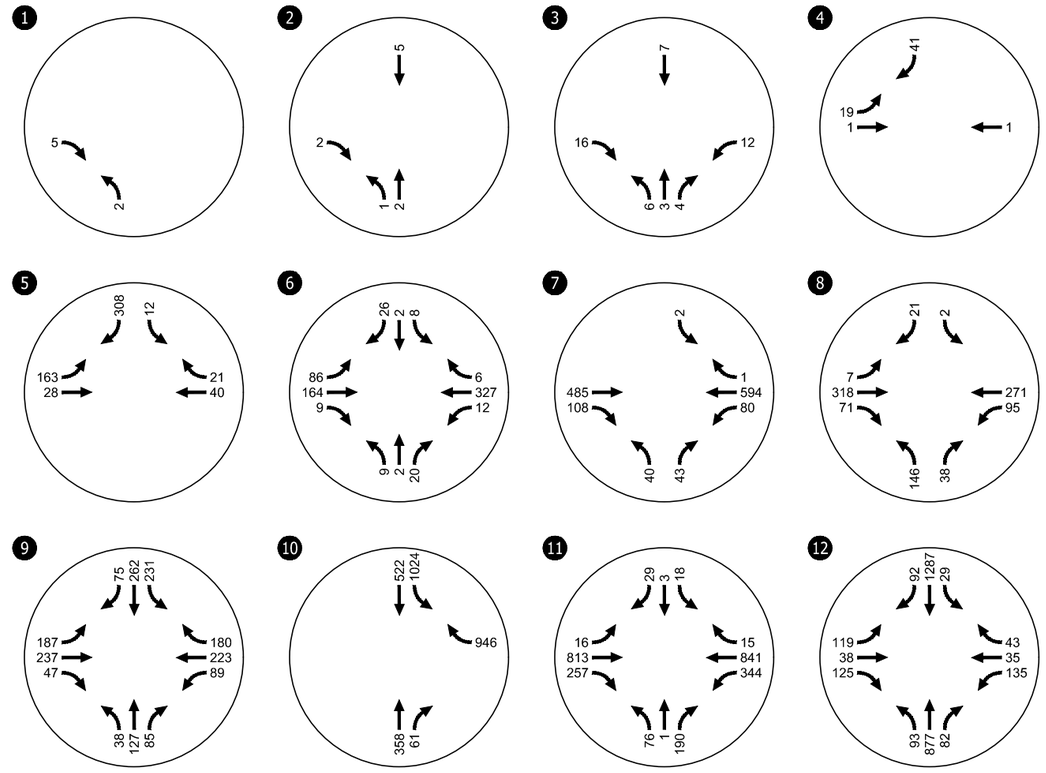
Table 6: Background Conditions Plus Project Level-of-Service Analyses Results

#	Intersection	Control Type	Intersection AM/PM		Critical Movement	Peak Hour	Background Conditions			Background Conditions + Project			Change in V/C
			Delay	LOS			V/C	Delay	LOS	V/C	Delay	LOS	
1	Project Driveway A / Val Verde Drive	TWSC	8.4 / 8.3	A / A					N/A				
2	Project Driveway B / Val Verde Drive	TWSC	8.4 / 8.3	A / A					N/A				
3	Project Driveway C / Val Verde Drive	TWSC	8.4 / 8.4	A / A					N/A				
4	Rio Road / Val Verde Drive	TWSC	8.5/ 8.4	A / A					N/A				
5	Rio Road / Carmel Rancho Boulevard*	TWSC	9.2 / 10.4	A / A					N/A				
6	Rio Road / Via Nona Marie	TWSC	12.1 / 18.2	D / C					N/A				
7	Rio Road / Carmel Center Place	Signal	6.1 / 9.0	A / A					N/A				
8	Rio Road / Crossroads Driveway	Signal	8.9 / 9.8	A / A					N/A				
9	Rio Road / SR 1	Signal	21.4 / 24.1	C / C					N/A				
10	Carmel Valley Road / SR 1*	Signal	11.5 / 16.8	B / B					N/A				
11	Carmel Valley Road / Carmel Rancho Boulevard	Signal	82.1 / 96.8	F / F	WBL	AM	1.96	478.2	F	2.00	495.4	F	0.04
						PM	2.09	550.9	F	2.16	578.8	F	0.07
12	Ocean Avenue / SR 1	Signal	33.5 / 27.4	C / C					N/A				
13	Carpenter Street / SR 1	Signal	24.5 / 92.7	C / F	EBL	PM	1.23	174.8	F	1.23	174.8	F	0.00

Note: Bold text corresponds to operations that do not meet LOS standards. Red text indicates adverse effect criteria met; green text indicates adverse effect criteria not met. *DNE = Does Not Exist; TWSC = Two-Way Stop Control; * = Intersection was run with HCM 2000 due to non-typical lane geometry and/or configuration.*

SOURCE: KITTELSON & ASSOCIATES, INC (2025)

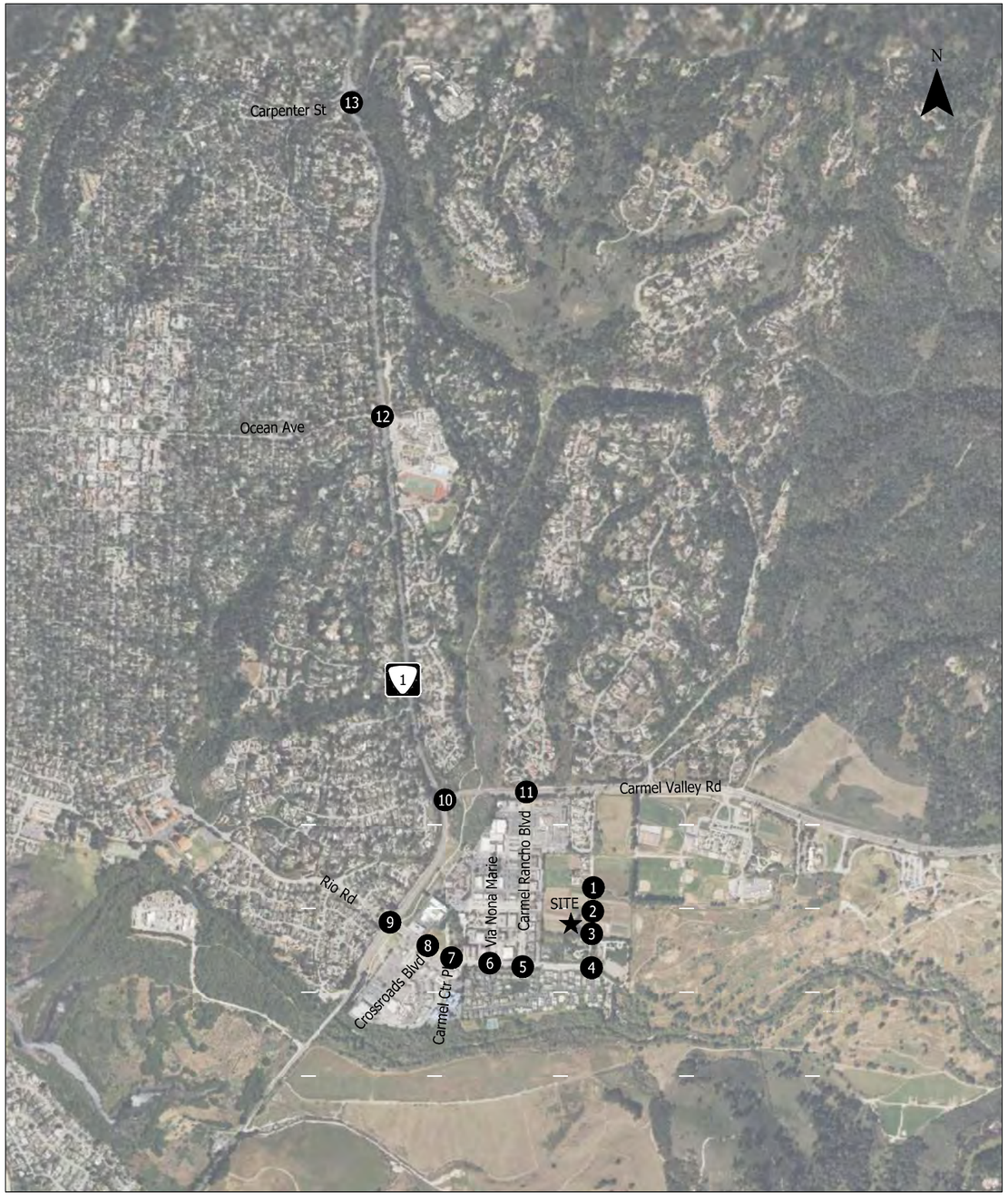


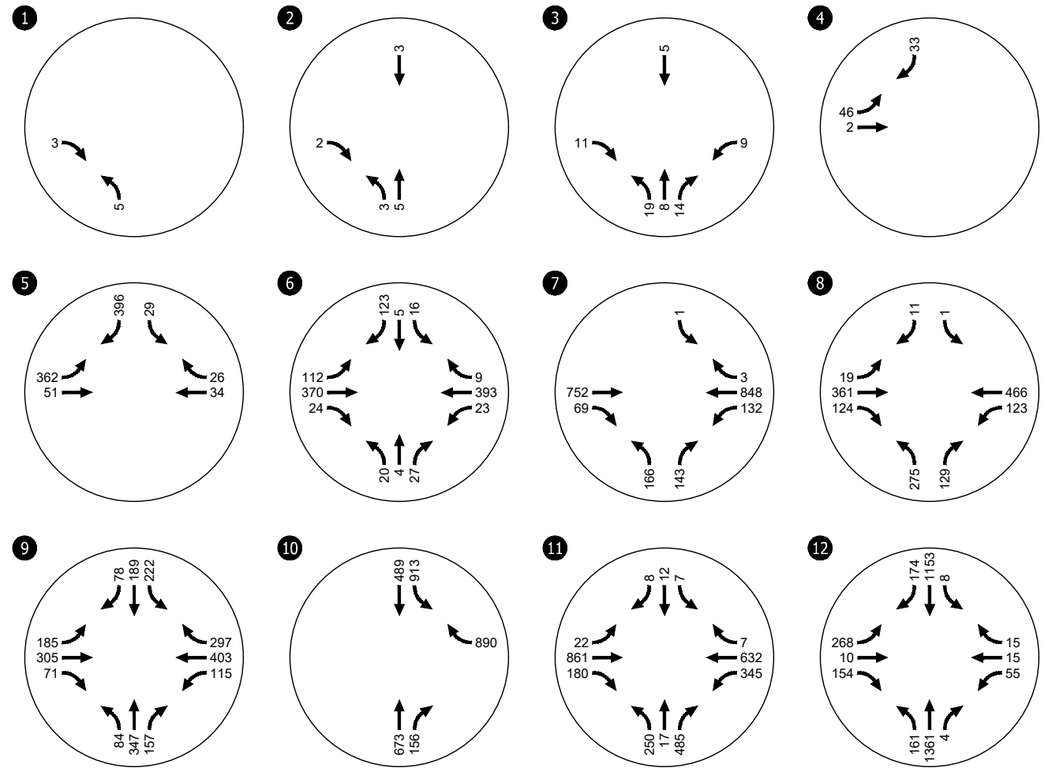


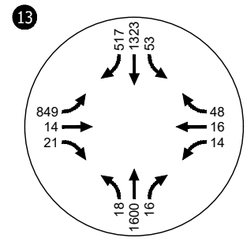
Background Conditions Plus Project
AM Peak Hour
Carmel-By-The-Sea, CA

Figure
14

H:\31\31384 - 26500 Val Verde Dr Carmel\report\figs\31384_26500 Val Verde Dr_Figures.dwg Jun 24, 2025 - 9:17am - kphan Layout Tab: 14_BG + P AM







Background Conditions Plus Project
PM Peak Hour
Carmel-By-The-Sea, CA

Figure
15

C:\Users\kphan\appdata\local\temp\AcPublish_32616\31384_26500 Val Verde Dr_Figures.dwg Jun 23, 2025 - 8:36pm - kphan Layout Tab: 15_BG + P PM

Roadway Analysis

Table 7 presents the distribution of project trips across roadway segments. As shown in the table, Carmel Valley Road is expected to add less than 0.40% of existing trips. Given this nominal volume, Carmel Valley Road is not included in the detailed analysis.

Table 7: Project Trips by Roadway Segment

ID	Roadway Segment	Trips	AM Trips	PM Trips	% of Existing ADT
A	Carmel Valley Road, Laureles Grade to Robinson Canyon Road	40	2	6	0.39%
B	Carmel Valley Road, Robinson Canyon Road to Schulte Road	40	2	6	0.32%
C	Carmel Valley Road, Schulte Road to Rancho San Carlos Road	40	2	6	0.26%
D	Carmel Valley Road, Rancho San Carlos Road to Carmel Rancho Boulevard	40	2	6	0.22%
E	Carmel Valley Road, Carmel Rancho Boulevard to SR 1	40	2	6	0.18%
F	SR 1, Carpenter Street to Ocean Avenue	250	20	30	0.66%
G	SR 1, Ocean Avenue to Carmel Valley Road	250	20	30	0.61%
H	SR 1, Carmel Valley Road to Rio Road	250	20	30	1.24%
I	SR 1, Rio Road to Ribera Road	60	5	7	0.55%
J	Rio Road, SR 1 to Crossroads Boulevard	395	32	47	3.73%
K	Rio Road, Crossroads Boulevard to Carmel Center Place	425	35	50	4.02%
L	Rio Road, Carmel Center Place to Carmel Rancho Boulevard	455	38	53	4.30%
M	Rio Road, Carmel Rancho Boulevard to Val Verde Drive	455	38	53	71.43%
N	Carmel Rancho Boulevard, Carmel Valley Road to Shopping Center Driveway	115	10	13	1.29%
O	Carmel Rancho Boulevard, Shopping Center Driveway to Rio Road	115	10	13	1.29%

SOURCE: KITTELSON & ASSOCIATES, INC (2025)

Existing Conditions

Table 8 summarizes the analysis results for each roadway segment under existing conditions.

As shown in the table, the following roadway segments do not meet the target LOS:

- F. SR 1, Carpenter Street to Ocean Avenue
- G. SR 1, Ocean Avenue to Carmel Valley Road
- H. SR 1, Carmel Valley Road to Rio Road
- I. SR 1, Rio Road to Ribera Road
- J. Rio Road, SR 1 to Crossroads Boulevard
- N. Carmel Rancho Boulevard, Carmel Valley Road to Shopping Center Driveway
- O. Carmel Rancho Boulevard, Shopping Center Driveway to Rio Road

Table 8: Existing Conditions Roadways | Level-of-Service Analyses Results

ID	Roadway Segment	AM		PM	
		LOS (NB or EB)	LOS (SB or WB)	LOS (NB or EB)	LOS (SB or WB)
F	SR 1, Carpenter Street to Ocean Avenue	B	E	C	E
G	SR 1, Ocean Avenue to Carmel Valley Road	B	E	C	E
H	SR 1, Carmel Valley Road to Rio Road	B	E	C	E
I	SR 1, Rio Road to Ribera Road	B	E	C	E
J	Rio Road, SR 1 to Crossroads Boulevard	D	F	D	E
K	Rio Road, Crossroads Boulevard to Carmel Center Place	C	D	C	D
L	Rio Road, Carmel Center Place to Carmel Rancho	D	C	E	C
M	Rio Road, Carmel Rancho Boulevard to Val Verde Drive	D	C	E	C
N	Carmel Rancho Boulevard, Carmel Valley Road to	C	F	C	F
O	Carmel Rancho Boulevard, Shopping Center Driveway to	C	F	C	F

Note: Bold text corresponds to operations that do not meet LOS standards

SOURCE: KITTELSON & ASSOCIATES, INC (2025)

Detailed Synchro reports for the roadway segment analysis are available for reference in Appendix F.

Existing Conditions Plus Project

Table 9 summarizes the analysis results for each roadway segment under existing conditions.

As shown in the table, the following roadway segments do not meet the target LOS:

- F. SR 1, Carpenter Street to Ocean Avenue
- G. SR 1, Ocean Avenue to Carmel Valley Road
- H. SR 1, Carmel Valley Road to Rio Road
- I. SR 1, Rio Road to Ribera Road
- J. Rio Road, SR 1 to Crossroads Boulevard
- N. Carmel Rancho Boulevard, Carmel Valley Road to Shopping Center Driveway
- O. Carmel Rancho Boulevard, Shopping Center Driveway to Rio Road

Table 9: Existing Conditions Plus Project Roadways | Level-of-Service Analyses Results

ID	Roadway Segment	AM		PM	
		LOS (NB or EB)	LOS (SB or WB)	LOS (NB or EB)	LOS (SB or WB)
F	SR 1, Carpenter Street to Ocean Avenue	B	E	C	E
G	SR 1, Ocean Avenue to Carmel Valley Road	B	E	C	E
H	SR 1, Carmel Valley Road to Rio Road	B	E	C	E
I	SR 1, Rio Road to Ribera Road	B	E	C	E
J	Rio Road, SR 1 to Crossroads Boulevard	D	F	D	E
K	Rio Road, Crossroads Boulevard to Carmel Center Place	C	D	C	D
L	Rio Road, Carmel Center Place to Carmel Rancho	D	C	E	C
M	Rio Road, Carmel Rancho Boulevard to Val Verde Drive	D	C	E	C
N	Carmel Rancho Boulevard, Carmel Valley Road to	C	F	C	F
O	Carmel Rancho Boulevard, Shopping Center Driveway to	C	F	C	F

Note: Bold text corresponds to operations that do not meet LOS standards

SOURCE: KITTELSON & ASSOCIATES, INC (2025)

Detailed Synchro reports for the roadway segment analysis are available for reference in Appendix F.

F. SR 1, Carpenter Street to Ocean Avenue

This roadway segment is under Caltrans jurisdiction and operates at an unacceptable LOS E in the southbound direction under AM and PM peak hours. Under Existing Conditions, the roadway segment already operates at a deficient LOS E during the AM and PM peak hours. The project would add less than 1% of project trips to the segment.

G. SR 1, Ocean Avenue to Carmel Valley Road

This roadway segment is under Caltrans jurisdiction and operates at an unacceptable LOS E in the southbound direction under AM and PM peak hours. Under Existing Conditions, the roadway segment already operates at a deficient LOS E during the AM and PM peak hours. The project would add less than 1% of the existing volume of trips to the segment.

H. SR 1, Carmel Valley Road to Rio Road

This roadway segment is under Caltrans jurisdiction and operates at an unacceptable LOS E in the southbound direction under AM and PM peak hours. Under Existing Conditions, the roadway segment already operates at a deficient LOS E during the AM and PM peak hours. The project would add less than 2% of the existing volume of trips to the segment.

I. SR 1, Rio Road to Ribera Road

This roadway segment is under Caltrans jurisdiction and operates at an unacceptable LOS E in the southbound direction under AM and PM peak hours. Under Existing Conditions, the roadway segment already operates at a deficient LOS E during the AM and PM peak hours. The project would add less than 1% of the existing volume of trips to the segment.

J. Rio Road, SR 1 to Crossroads Boulevard

This roadway segment is under Carmel Valley Master Plan's jurisdiction and operates at an unacceptable LOS F and E in the westbound direction under AM and PM peak hours, respectively. Under Existing Conditions, the roadway segment already operates at a deficient LOS F and E during the AM and PM peak hours, respectively. The project would add less than 4% of the existing volume of trips to the segment. Based on the Carmel Valley Master Plan criteria, the Project would not have an adverse effect on this road segment because it would not worsen the LOS by one letter grade.

N. Carmel Rancho Boulevard, Carmel Valley Road to Shopping Center Driveway

This roadway segment is under Carmel Valley Master Plan's jurisdiction and operates at an unacceptable LOS F in the westbound direction under AM and PM peak hours. Under Existing Conditions, the roadway segment already operates at a deficient LOS F during the AM and PM peak hours. The project would add less than 2% of the existing volume of trips to the segment. Based on the Carmel Valley Master Plan criteria, the Project would not have an adverse effect on this road segment because it would not worsen the LOS by one letter grade.

O. Carmel Rancho Boulevard, Shopping Center Driveway to Rio Road

This roadway segment is under Carmel Valley Master Plan's jurisdiction and operates at an unacceptable LOS F in the westbound direction under AM and PM peak hours. Under Existing Conditions, the roadway segment already operates at a deficient LOS F during the AM and PM peak hours. The project would add less than 2% of the existing volume of trips to the segment. Based on the Carmel Valley Master Plan criteria, the Project would not have an adverse effect on this road segment because it would not worsen the LOS by one letter grade.

Background Conditions

Figure 10 summarizes the analysis results for each roadway segment under background conditions.

As shown in the table, the following roadway segments do not meet the target LOS:

- F. SR 1, Carpenter Street to Ocean Avenue
- G. SR 1, Ocean Avenue to Carmel Valley Road
- H. SR 1, Carmel Valley Road to Rio Road
- I. SR 1, Rio Road to Ribera Road
- J. Rio Road, SR 1 to Crossroads Boulevard
- N. Carmel Rancho Boulevard, Carmel Valley Road to Shopping Center Driveway
- O. Carmel Rancho Boulevard, Shopping Center Driveway to Rio Road

Table 10: Background Conditions Roadways | Level-of-Service Analyses Results

ID	Roadway Segment	AM		PM	
		LOS (NB or EB)	LOS (SB or WB)	LOS (NB or EB)	LOS (SB or WB)
F	SR 1, Carpenter Street to Ocean Avenue	B	E	C	E
G	SR 1, Ocean Avenue to Carmel Valley Road	B	E	C	E
H	SR 1, Carmel Valley Road to Rio Road	B	E	C	E
I	SR 1, Rio Road to Ribera Road	B	E	C	E
J	Rio Road, SR 1 to Crossroads Boulevard	D	F	D	E
K	Rio Road, Crossroads Boulevard to Carmel Center Place	C	D	C	D
L	Rio Road, Carmel Center Place to Carmel Rancho	E	C	E	C
M	Rio Road, Carmel Rancho Boulevard to Val Verde Drive	E	C	E	C
N	Carmel Rancho Boulevard, Carmel Valley Road to	C	F	C	F
O	Carmel Rancho Boulevard, Shopping Center Driveway to	C	F	C	F

Note: Bold text corresponds to operations that do not meet LOS standards

SOURCE: KITTELSON & ASSOCIATES, INC (2025)

Detailed Synchro reports for the roadway segment analysis are available for reference in Appendix F.

Background Conditions Plus Project

Table 11 summarizes the analysis results for each roadway segment under background conditions.

As shown in the table, the following roadway segments do not meet the target LOS:

- F. SR 1, Carpenter Street to Ocean Avenue
- G. SR 1, Ocean Avenue to Carmel Valley Road
- H. SR 1, Carmel Valley Road to Rio Road
- I. SR 1, Rio Road to Ribera Road
- J. Rio Road, SR 1 to Crossroads Boulevard
- N. Carmel Rancho Boulevard, Carmel Valley Road to Shopping Center Driveway
- O. Carmel Rancho Boulevard, Shopping Center Driveway to Rio Road

Table 11: Background Conditions Plus Project Roadways | Level-of-Service Analyses Results

ID	Roadway Segment	AM		PM	
		LOS (NB or EB)	LOS (SB or WB)	LOS (NB or EB)	LOS (SB or WB)
F	SR 1, Carpenter Street to Ocean Avenue	B	E	C	E
G	SR 1, Ocean Avenue to Carmel Valley Road	B	E	C	E
H	SR 1, Carmel Valley Road to Rio Road	B	E	C	E
I	SR 1, Rio Road to Ribera Road	B	E	C	E
J	Rio Road, SR 1 to Crossroads Boulevard	D	F	D	E
K	Rio Road, Crossroads Boulevard to Carmel Center Place	C	D	C	D
L	Rio Road, Carmel Center Place to Carmel Rancho	E	C	E	C
M	Rio Road, Carmel Rancho Boulevard to Val Verde Drive	E	C	E	C
N	Carmel Rancho Boulevard, Carmel Valley Road to	C	F	C	F
O	Carmel Rancho Boulevard, Shopping Center Driveway to	C	F	C	F

Note: Bold text corresponds to operations that do not meet LOS standards

SOURCE: KITTELSON & ASSOCIATES, INC (2025)

Detailed Synchro reports for the roadway segment analysis are available for reference in Appendix F.

Similar to existing conditions findings, the SR1 roadway segments under Caltrans jurisdiction already operates at a deficient LOS E during the AM and PM peak hours. The roadway segments on Rio Road and Carmel Rancho Boulevard already operate at a deficient LOS F and E and the project would not have an adverse effect because it would not worsen the LOS by one letter grade. The project would pay its required fees for the Transportation Agency for Monterey County (TAMC) Regional Development Impact Fee program which would include regional improvements such as any related to improving the portions of SR1 operating at LOS E.

SITE PERFORMANCE ANALYSES

The existing roadway conditions and proposed site plan were assessed to determine if on-site safety or operational improvements were necessary due to an increase in traffic from the project.

SITE ACCESS

When reviewing the proposed site access and on-site circulation, the following details were noted:

- Sight Distance. Shrubbery and landscaping near the proposed site accesses should be maintained to ensure adequate sight distance is maintained.
- Adequacy of Pedestrian Facilities. The project proposes to build sidewalks along Val Verde Drive between the site and Rio Road to improve pedestrian connectivity and comfort.
- Bicycle Accessibility. There are no bicycle facilities that provide direct access to the study site. The Circulation Element for the City of Carmel does not propose any new bike lanes, and they are not anticipated to be needed on Val Verde Drive due to the low volumes and speeds of the roadway. The development will install bicycle parking and amenities in order to encourage bicycling by residents.
- Accessibility from Adjacent Transit Stops. The nearest bus stop to the project is approximately 2,000 feet from the site access, on foot. It is located approximately 200 feet north of the intersection of Carmel Rancho Boulevard and Rio Road, on the west side of Carmel Rancho Boulevard. There will be a connection for most but not all of the route connecting riders between the bus stop and the project site.

IMPROVEMENT STRATEGIES

INTERSECTION OPERATIONS

Based on the LOS analysis results, the following intersections do not meet target thresholds:

- Carmel Valley Road/ Carmel Rancho Boulevard
  - Existing Conditions Plus Project: during the AM (LOS E) and PM (LOS E) peak hours
  - Background Conditions Plus Project: during the AM (LOS F) and PM (LOS F) peak hours

Converting the existing northbound left-through to a northbound through-right will improve the LOS targets to meet the target thresholds, as shown in Table 12. The project is paying its required fees into the Traffic Improvement Project for Carmel Valley Road Fee Program which would support this change and/or other changes along Carmel Valley Road consistent with the Carmel Valley Master Plan (CVMP). Therefore, with their fee payment and the proposed modification identified to improve LOS at this location, the project does not create adverse effects on intersection operations.

Table 12: Improvements at Carmel Valley Road/ Carmel Rancho Boulevard | Level-of-Service Analyses Results

Scenario	Period	Original LOS	Original Delay	Improved LOS	Improved Delay	Change
Existing Conditions Plus Project	AM	E	66.4	C	31.8	34.6
	PM	E	76.6	C	29.6	47.0
Background Conditions Plus Project	AM	F	82.1	B	19.7	62.4
	PM	F	96.8	D	37.9	58.9

SOURCE: KITTELSON & ASSOCIATES, INC (2025)

Detailed Synchro reports for the improvements are available for reference in Appendix G.

SUMMARY

Based on the findings of the analyses performed in this study consistent with the Monterey County Guide for the Preparation of Traffic Impact Studies, the proposed residential development at 26500 Val Verde Drive in Carmel, California would have potentially adverse effects to the intersection of Carmel Valley Road/Carmel Rancho Boulevard and roadways along SR1.

Converting the existing northbound left-through to a northbound through-right at Carmel Valley Road/Carmel Rancho Boulevard will improve the LOS targets to meet the target thresholds. The project would pay its required fees into the Traffic Improvement Project for Carmel Valley Road Fee Program which would support this change and/or other changes along Carmel Valley Road consistent with the Carmel Valley Master Plan.

The project would pay its required fees for the TAMC Regional Development Impact Fee program which would include regional improvements such as any related to improving these portions of SR1 operating below the target LOS.

Appendix A

Proposed Site Plan

City Ventures

26500 VAL VERDE DRIVE

CARMEL, CALIFORNIA

1ST SUBMITTAL DATE: 11.08.2024



LOCATION MAP

SITE LOCATION

APPLICANT:
CITY VENTURES
444 SPEAR STREET, SUITE 200
SAN FRANCISCO, CA 94105
CONTACT: PAMELA NIETING
Vice President of Development
PHONE: 650.465.3628
E-MAIL: pnieting@cityventures.com
www.cityventures.com

ARCHITECT:
HUNT HALE JONES ARCHITECTS
444 SPEAR STREET, SUITE 105
SAN FRANCISCO, CA 94105
CONTACT: DAN HALE
Architect
PHONE: 415.568.3833
E-MAIL: dhale@hhja.com
http://www.hhja.com

CIVIL ENGINEER:
CBG
2633 CAMINO RAMON, SUITE 350
SAN RAMON, CA 94583
CONTACT: JASON NERI
Principal
PHONE: 925.866.0322
E-MAIL: jneri@cbandg.com
http://www.cbandg.com

LANDSCAPE ARCHITECT:
GATES+ASSOCIATES
1655 N. MAIN STREET
WALNUT CREEK, CA 94596
CONTACT: RUSTY CASE
PHONE: 925.586.3786
E-MAIL: rusty@dgates.com
www.dgates.com

City Ventures

CARMEL
CITY VENTURES
26500 VAL VERDE DRIVE
CARMEL, CA. 93923

cbg

GATES +ASSOCIATES
LANDSCAPE ARCHITECTURE
LAND PLANNING · URBAN DESIGN

HUNT HALE JONES

Architecture | Planning | Interiors

444 Spear Street, Suite 105
San Francisco, CA 94105
www.hunthalejones.com

t. 415-512-1300
f. 415-288-0288

COVER SHEET

CS

SCALE: N.T.S.
DATE:11.08.24 DR
PROJECT: 317093

©HUNT HALE JONES ARCHITECTS

z:\317093_carmel_1\Dwgs\DR-SD\Dwgs\Cover\317093_Carmel_CS.dwg, 11/7/2024 8:25:55 AM, yanni

PROJECT DATA

	EXISTING	PROPOSED
GENERAL PLAN	GPLU	GPLU
PLANNING AREA	CVMD	* SEE BELOW
ZONING	LDR/I-D-S-RAZ	
SITE AREA	±12.5 AC (EXLUDING VAL VERDE DRIVE)	
DENSITY		74 : 12.5 = 5.92 DUA
TOTAL DWELLING UNITS		74
OCCUPANCY		
RESIDENTIAL		R3/U SFD - R2/U TH
CONSTRUCTION TYPE		V-B
ACCESSIBLE UNITS (10% x 74)		8 LOCATIONS - TBD

SINGLE FAMILY DETACHED		
	REQUIRED	PROPOSED
MIN. LOT AREA		5,000 SQ. FT.
SETBACKS		
FRONT		6'-0"
SIDE, INTERIOR		5'-0"
REAR, INTERIOR		15'-0"
MIN. DRIVEWAY LENGTH		18'-0"
BUILDING HEIGHT		
MAX. HEIGHT		35 FT.
MAX. NO. OF STORIES		2 STORIES
PARKING		
GARAGES		2/UNIT = 118
GUEST PARKING		34
DRIVEWAYS		2/UNIT = 118

TOWNHOME UNITS		
	REQUIRED	PROPOSED
MIN. LOT AREA		NA
SETBACKS		
FRONT		7'-0"
SIDE		12'-0"
REAR		10'-0"
BUILDING HEIGHT		
MAX. HEIGHT		32 FT.
MAX. NO. OF STORIES		2 STORIES
PARKING		
GARAGES		2/UNIT - 30 TOTAL
GUEST PARKING		7

FIRE PROTECTION		
FIRE SPRINKLER		NFPA 13D - SFD NFPA 13R - TOWNHOME

* 65589.5 (f) (1)

UNIT SUMMARY - SFD

PLAN NO.	PLAN INFO	TOT. UNITS	LIVING SF.	LIV. W/ BONUS RM. SF	GARAGE SF.	CARMEL RM. SF.	STD. PARKING	TOTAL PARKING	TOTAL LIV. SF	TOTAL LIV. W/ BONUS	TOTAL GARAGE	TOTAL CARMEL RM.	TOTAL CONDITIONED AND NON CONDITIONED SQ. FT.	
													STD	W/ BONUS RM.
PLAN 1	4 BD + DEN 2 1/2 BATH OPT. BONUS	18	2790	3490	453	273	2	36	50220	62820	8154	4914	63288	75888
PLAN 2	5 BD/3 BATH	12	3424	NA	472	300	2	24	41088	NA	5664	3600	50352	50352
PLAN 3	5 BD/3 BATH	12	3560	NA	461	342	2	24	42720	NA	5532	4104	52356	52356
PLAN 4	5 BD/3 BATH	17	3930	NA	472	280	2	34	66810	NA	8024	4760	79594	79594
TOTALS		59										GRAND TOTAL	245590	258190

UNIT SUMMARY - TOWNHOMES

PLAN NO.	PLAN INFO	TOT. UNITS	LIVING SF.	GARAGE SF.	STD PARKING	TOTAL PARKING	TOTAL LIVING SF	TOTAL GARAGE SF	TOTAL CONDITIONED AND NON CONDITIONED SQ. FT.
PLAN 1	2 BD/1 BATH	15	1026	439	2	30	15390	6585	21975
TOTALS		15						GRAND TOTAL	21975

GRAND TOTAL OF SINGLE FAMILY DETACHED AND TOWNHOMES =
267,565 SQ. FT (WO/ BONUS RM AT PLAN 1), 280,165 SQ. FT (W/ BONUS RM. AT PLAN 1)

LOT COVERAGE CALCULATION

SINGLE FAMILY DETACHED

PLAN NO.	PLAN INFO	TOT. UNITS	MAIN LIVING SF.	FRONT PORCH	GARAGE SF.	CARMEL RM. SF.	TOTAL MAIN LIVING	TOTAL FRONT PORCH	TOTAL GARAGE	TOTAL CARMEL RM.	TOTAL MAIN FLOOR SQ. FT.	
											STD	
PLAN 1	4 BD + DEN 2 1/2 BATH OPT. BONUS	18	1865	44	453	273	33570	792	8154	4914	47430	
PLAN 2	5 BD/3 BATH	12	1605	152	472	300	19260	1824	5664	3600	30348	
PLAN 3	5 BD/3 BATH	12	1660	201	461	342	19920	2412	5532	4104	31968	
PLAN 4	5 BD/3 BATH	17	1955	62	472	280	33235	1054	8024	4760	47073	
TOTALS		59								TOTAL GROUND	156819	
					TOWNHOMES							
PLAN 1	2 BD/1 BATH	15	401	87	439	NA	6015	1305	6585	NA	13905	
										TOTAL GROUND	13905	
									GRAND TOTAL GROUND SFD + TH		170724	

LOT COVERAGE:
170724 : 544500 (12.5 ACRES) = 31%

City Ventures

CARMEL

CITY VENTURES

26500 VAL VERDE DRIVE

CARMEL, CA. 93923

cbg

GATES +ASSOCIATES
LANDSCAPE ARCHITECTURE
LAND PLANNING URBAN DESIGN
1625 N. MAIN ST. STE 160, WALNUT CREEK, CA 94596
T 925.360.8411 www.dgates.com

HUNT HALE JONES

Architecture | Planning | Interiors

444 Spear Street, Suite 105
San Francisco, CA 94105
www.hunthalejones.com

t. 415-512-1300
f. 415-288-0288

PROJECT INFORMATION

PI 1.2

SCALE: NTS
DATE:11.08.24 DR
PROJECT: 317093

©HUNT HALE JONES ARCHITECTS

Z:\317093_carmel_1\Dwgs\DR-SD\Dwgs\SP\317093_Carmel SP PD.dwg, 11/11/2024 9:59:59 AM, yan



City Ventures

CARMEL

CITY VENTURES

26500 VAL VERDE DRIVE

CARMEL, CA. 93923

cbg

GATES +ASSOCIATES
LANDSCAPE ARCHITECTURE
LAND PLANNING · URBAN DESIGN
1601N. MAIN ST. STE 305, WALNUT CREEK, CA 94596
T. 925.360.8411 www.dgates.com

HUNT HALE JONES

Architecture | Planning | Interiors

444 Spear Street, Suite 105
San Francisco, CA 94105
www.hunthalejones.com

t. 415-512-1300
f. 415-288-0288

CONCEPTUAL SITE PLAN

SP

SCALE: NTS
DATE:11.08.24 DR
PROJECT: 317093

©HUNT HALE JONES ARCHITECTS

z:\317093_carmel_1\Dwgs\DR-SD\Dwgs\SP\317093_Carmel SP PD.dwg, 11/7/2024 8:26:13 AM, yanni

Appendix B

Scoping Agreement

KITTELSON & ASSOCIATES
3601 5th Avenue
San Diego, CA 92103
P 714.468.1180

TECHNICAL MEMORANDUM

May 22, 2025 Project# 31384

To: Bora Akkaya
County of Monterey | Housing and Community Development Department
1441 Schilling Place
Salinas, CA 93901

From: Kittelson & Associates, Inc

RE: 26500 Val Verde Drive – Scoping Memorandum

City Ventures proposes to develop 59 single family homes and 15 townhomes for a total of 74 for-sale, solar, all-electric dwelling units at 26500 Val Verde Drive in Carmel, CA (the "Project"). The project is located on five parcels located that currently has one single family home and farm land. Access to the project will be provided from Rio Road to Val Verde Drive. Rio Road connects to State Route 1 (SR 1) about a half-mile to the west of Val Verde Drive.

A prior traffic study was prepared for a similar version of the project in 2016. A new traffic study needs to be prepared to represent the current Project's unit number and types and to be consistent with more current guidance on traffic analyses – particularly after implementation of Senate Bill 743 (SB743) which changed the environmental documentation requirements for transportation.

This technical memorandum outlines our proposed scope of work for the traffic study report that will use the latest version of the Monterey County Guide for the Preparation of Traffic Impact Studies to be submitted to the County. The findings from this memorandum will inform the next steps for the traffic study analysis.

This memorandum covers the following topics:

- Trip Generation Methods and Estimates
- Trip Distribution
- Study Area
- Analysis Assumptions/Methodology
- VMT Screening and Assessment
- Next Steps in Analysis

PROJECT TRIP GENERATION

Project-related trip estimates were calculated to assess the project's traffic impact on local roads. Trip generation rates published by the Institute of Transportation Engineers (ITE) *Trip Generation Manual 11th Edition* were used to estimate trips based on the proposed facilities use and size. With 59 single family homes and 15 townhomes for a total of 74 for-sale units, the proposed project is estimated to generate 685 daily trips, with 48 occurring during the AM peak hour and 66 occurring during the PM peak hour.

Table 1 presents the resulting trip generation estimates.

Table 1: Trip Generation

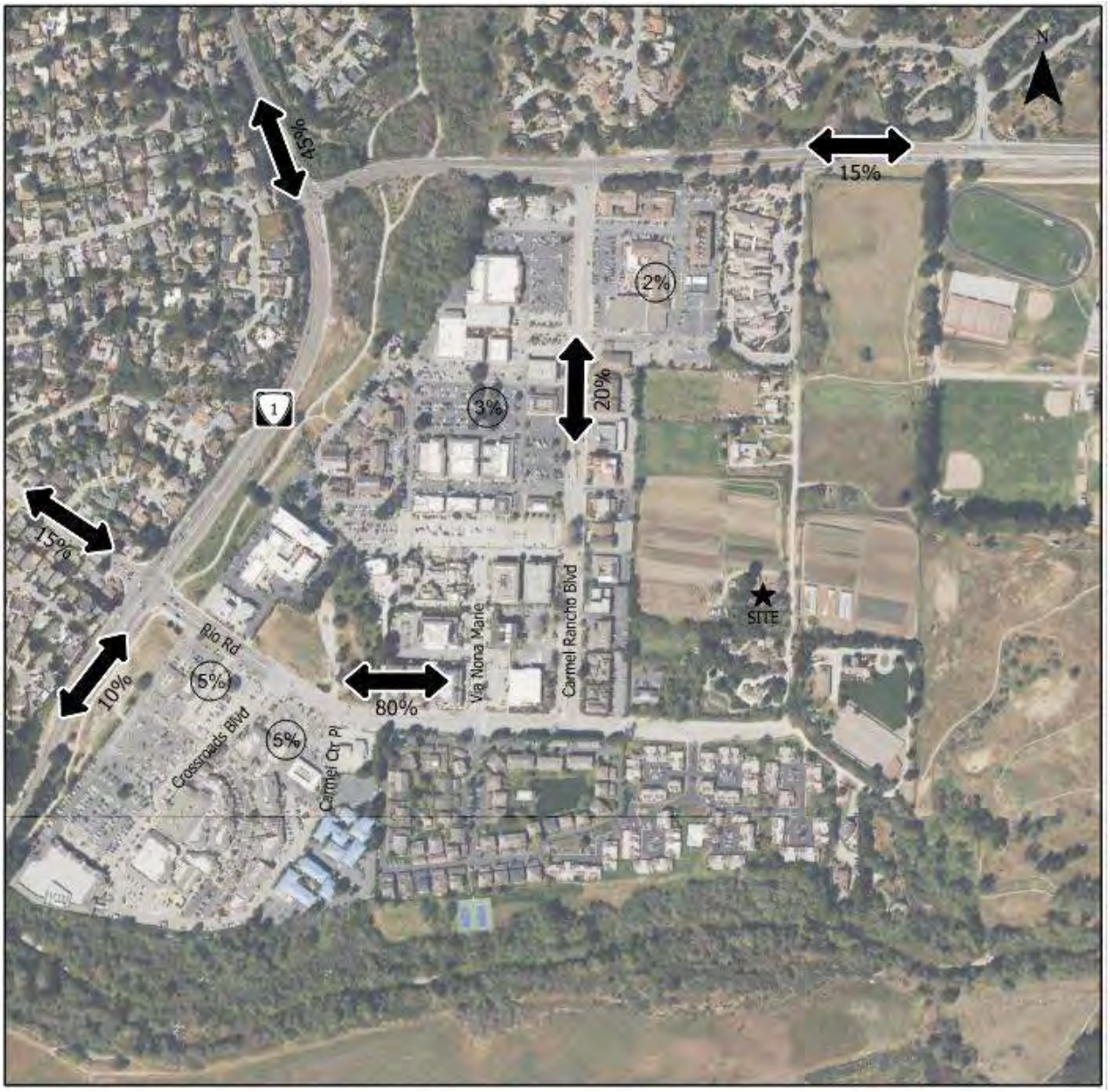
Land Use	Unit	AM Peak Hour			PM Peak Hour			Daily		
		In	Out	Total	In	Out	Total	In	Out	Total
Single-Family Detached Housing (ITE: 210)	59 dwelling units	12	34	46	38	23	61	311	310	621
Single-Family Attached Housing (ITE: 215)	15 dwelling units	1	1	2	3	2	5	32	32	64
Total		**13**	**35**	**48**	**41**	**25**	**66**	**343**	**342**	**685**

SOURCE: INSTITUTE OF TRAFFIC ENGINEERS TRIP GENERATION MANUAL, 11TH EDITION

TRIP DISTRIBUTION

The proposed project's trip distribution was developed based on a review of the adjacent roadway network and surrounding land uses to determine anticipated origins and paths of travel. Inbound and outbound trip patterns generally consist of the following distribution shown in **Figure 1.**

Figure 1: Trip Distribution



SOURCE: KITTELSON & ASSOCIATES, INC (2025)

STUDY AREA

The following intersections and roadway segments were identified to be within the study area based on the trip generation and distribution. The locations include site access driveways and intersections that project traffic would potentially affect. The study intersections are shown in **Figure 2**. Roadway segments are shown in **Figure 3** and **Figure 4**.

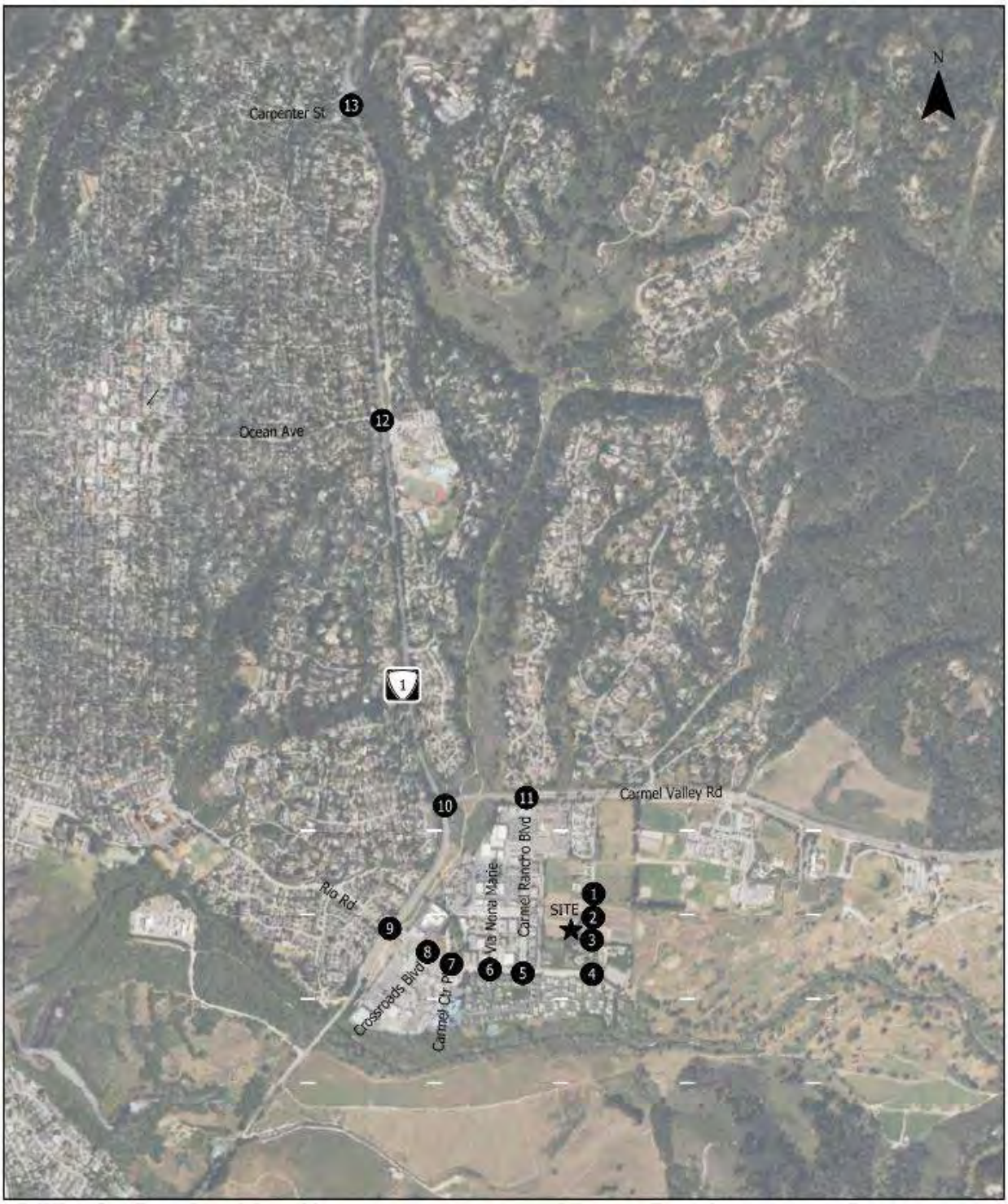
Intersections

1. Project Driveway A / Val Verde Drive
2. Project Driveway B / Val Verde Drive
3. Project Driveway C / Val Verde Drive
4. Rio Road / Val Verde Drive
5. Rio Road / Carmel Rancho Boulevard
6. Rio Road / Via Nona Marie
7. Rio Road / Carmel Center Place
8. Rio Road / Crossroads Driveway
9. Rio Road / SR 1
10. Carmel Valley Road / SR 1
11. Carmel Valley Road / Carmel Rancho Boulevard
12. Ocean Avenue / SR 1
13. Carpenter Street / SR 1

Roadways

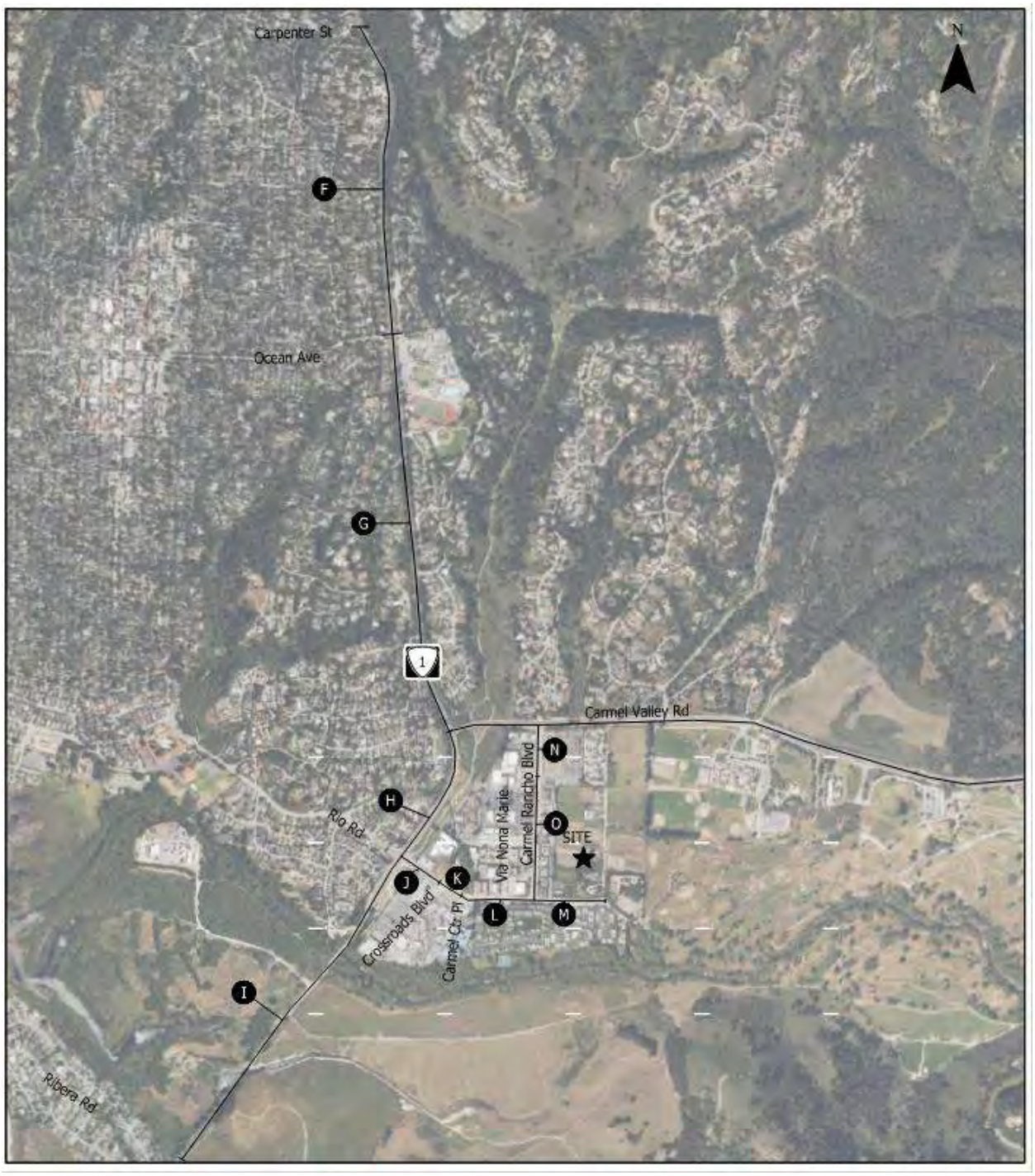
A. Carmel Valley Road, Laureles Grade to Robinson Canyon Road
B. Carmel Valley Road, Robinson Canyon Road to Schulte Road
C. Carmel Valley Road, Schulte Road to Rancho San Carlos Road
D. Carmel Valley Road, Rancho San Carlos Road to Carmel Rancho Boulevard
E. Carmel Valley Road, Carmel Rancho Boulevard to SR 1
F. SR 1, Carpenter Street to Ocean Avenue
G. SR 1, Ocean Avenue to Carmel Valley Road
H. SR 1, Carmel Valley Road to Rio Road
I. SR 1, Rio Road to Ribera Road
J. Rio Road, SR 1 to Crossroads Boulevard
K. Rio Road, Crossroads Boulevard to Carmel Center Place
L. Rio Road, Carmel Center Place to Carmel Rancho Boulevard
M. Rio Road, Carmel Rancho Boulevard to Val Verde Drive
N. Carmel Rancho Boulevard, Carmel Valley Road to Shopping Center Driveway
O. Carmel Rancho Boulevard, Shopping Center Driveway to Rio Road

Figure 2: Study Intersections



SOURCE: KITTELSON & ASSOCIATES, INC (2025)

Figure 3: Roadway Segments (except Carmel Valley Road)



SOURCE: KITTELSON & ASSOCIATES, INC (2025)

Figure 4: Roadway Segments on Carmel Valley Road



SOURCE: KITTELSON & ASSOCIATES, INC (2025)

LEVEL OF SERVICE (LOS) ANALYSIS METHODOLOGY

Data Collection

Weekday intersection vehicle turning movement counts will be collected during the morning (7:00 AM to 9:00 AM) and afternoon (4:00 PM to 6:00 PM) peak periods at the study intersections. Daily roadway volume counts will be obtained from the County or Caltrans where available. Missing data points for roadway segments will be collected for a 24-hour period. All counts will be collected on a Tuesday, Wednesday, or Thursday while local schools are in session.

Intersection Analysis Methodology

LOS describes the operating conditions experienced by motorists. LOS is a qualitative measure of the effect of a number of factors, including speed and travel time, traffic interruptions and delay, freedom to maneuver, driving comfort, and convenience. LOS A through LOS F covers the entire range of traffic operations that might occur. Motorists using a facility that operates at a LOS A experience very little delay, while those using a facility that operates at a LOS F will experience long delays. Intersection analyses for the four study intersections were conducted using the operational methodologies outlined in the Highway Capacity Manual (HCM) methodology (Transportation Research Board, Washington, D.C., 2016), calculated with Synchro or Vistro software.

Using the HCM procedure, the level of service designation for a signalized intersection is determined by calculating a weighted average control delay in seconds per vehicle, based on signal timings obtained from the jurisdiction that operates the signal. For unsignalized intersections, the HCM methodology is also used to calculate the weighted average control delay for each controlled intersection leg and for the intersection as a whole. In the case of two-way stop-controlled intersections, the LOS for the worst approach is used as the performance measure for the level of service.

Table 2 presents the relationship of average delay to level of service for both signalized and unsignalized intersections.

Table 2: Level of Service Definition for Intersections

Level of Service	Delay Per Vehicle (Seconds)	
	Signalized Intersection	Unsignalized Intersection
A	< 10.0	< 10.0
B	> 10.0 to 20.0	> 10.0 to 15.0
C	> 20.0 to 35.0	> 15.0 to 25.0
D	> 35.0 to 55.0	> 25.0 to 35.0
E	> 55.0 to 80.0	> 35.0 to 50.0
F	> 80.0	> 50.0

SOURCE: HIGHWAY CAPACITY MANUAL

Roadway Analysis Methodology

For roadway segments evaluation, the average daily traffic (ADT) volumes for individual roadway segments are compared with the capacity defined based on number of lanes and prevailing speed limits. ADT capacities represent the general level of daily traffic that each roadway type can carry and is used as a general design guideline only. The roadway capacity is a function of the number of lanes, street type, traffic characteristics such as peak and directional factors and speeds. The evaluation of roadway segments incorporates the LOS methodologies as recommended in the latest version of the National Cooperative Highway Research Program (NCHRP) Report 825: Planning and Preliminary Engineering Applications Guide to the Highway Capacity Manual.

REGULATORY STANDARDS

LOS Standards

Monterey County Level of Service Standards

For Signalized Intersections: A significant impact would occur if an intersection operating at LOS A, B, or C, degrades to D, E, F. For intersections already operating at unacceptable levels D and E, a significant impact would occur if a project adds 0.01 during peak hour or more to the critical movement's volume-to-capacity ratio. If the intersection is already operating at LOS F any increase (one vehicle) in the critical movement's volume-to-capacity ratio is considered significant.

For Unsignalized Intersections: A significant impact would occur if any traffic movement has LOS F or any traffic signal warrant is met.

For Roadway Segments: 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.

Carmel Valley Master Plan Level of Service Standards

With the exception of some road segments along Carmel Valley Road, LOS C has been established as the minimum acceptable level of service for roadways and intersections within Carmel Valley. Per CVMP Policy 2.18, LOS D has been established as the minimum acceptable level of service for several segments along Carmel Valley Road.

Caltrans Level of Service Standards

Caltrans updated its guidance in 2020 to include metrics to evaluate transportation impacts based on vehicle miles traveled (VMT) and no longer sets a minimum acceptable LOS for its facilities.

Caltrans prepared the Transportation Analysis Framework (TAF) and Transportation Analysis under CEQA (TAC) documents to guide implementation of Senate Bill (SB) 743. The TAF and TAC establish Caltrans guidance on how to analyze induced travel associated with transportation projects and how to determine impact significance under CEQA, respectively. These documents guide transportation impact analyses for projects on the State Highway System (SHS). For land use projects and plans affecting the SHS, Caltrans' Caltrans *Vehicle Miles Traveled-Focused Transportation Impact Study Guide* provides guidance to assess the potential for impacts related to land development projects. Caltrans transitioned away from LOS performance standards and instead focused on VMT to identify significant impacts.

> *"For land use projects and plans, automobile delay is no longer considered a significant impact on the environment under CEQA (SB 743, 2013). Caltrans review of land use projects and plans is focused on a VMT metric, consistent with changes to the CEQA Guidelines (California Code of Regulations Section 15064.3(b)(1)). This VMT-focused TISG provides a foundation for review of how lead agencies apply the VMT metric to CEQA project analysis."*

Project Study Area

Table 3 and **Table 4** provides a summary of the performance standards for the study intersections and roadway segments in the study area, respectively.

Table 3: Study Intersections Performance Standards

Study Intersection	Jurisdiction	Intersection Control	Performance Standard
1. Project Driveway A / Val Verde Drive	Carmel Valley Master Plan	*Does Not Currently Exist*	LOS C
2. Project Driveway B / Val Verde Drive	Carmel Valley Master Plan	*Does Not Currently Exist*	LOS C
3. Project Driveway C / Val Verde Drive	Carmel Valley Master Plan	*Does Not Currently Exist*	LOS C
4. Rio Road / Val Verde Drive	Carmel Valley Master Plan	Two-Way Stop Controlled (TWSC)	LOS C
5. Rio Road / Carmel Rancho Boulevard	Carmel Valley Master Plan	Two-Way Stop Controlled (TWSC)	LOS C
6. Rio Road / Via Nona Marie	Carmel Valley Master Plan	Two-Way Stop Controlled (TWSC)	LOS C
7. Rio Road / Carmel Center Place	Carmel Valley Master Plan	Signalized	LOS C
8. Rio Road / Crossroads Driveway	Carmel Valley Master Plan	Signalized	LOS C
9. Rio Road / SR 1	Caltrans	Signalized	LOS D[1]
10. Carmel Valley Road / SR 1	Caltrans	Signalized	LOS D[1]
11. Carmel Valley Road / Carmel Rancho Boulevard	Carmel Valley Master Plan	Signalized	LOS C
12. Ocean Avenue / SR 1	Caltrans	Signalized	LOS D[1]
13. Carpenter Street / SR 1	Caltrans	Signalized	LOS D[1]

[1] Caltrans no longer uses a LOS standard to evaluate impacts for its facilities under CEQA. The County of Monterey standard of LOS D is applied at Caltrans intersections.

Table 4: Segment Performance Standards

Study Segment	Jurisdiction	Roadway Functional Classification	Performance Standard
A. Carmel Valley Road, Laureles Grade to Robinson Canyon Road	Carmel Valley Master Plan	Major Collector	LOS C
B. Carmel Valley Road, Robinson Canyon Road to Schulte Road	Carmel Valley Master Plan	Major Collector	LOS C
C. Carmel Valley Road, Schulte Road to Rancho San Carlos Road	Carmel Valley Master Plan	Major Collector	LOS C
D. Carmel Valley Road, Rancho San Carlos Road to Carmel Rancho Boulevard	Carmel Valley Master Plan	Major Collector	LOS C
E. Carmel Valley Road, Carmel Rancho Boulevard to SR 1	Carmel Valley Master Plan	Major Collector	LOS C
F. SR 1, Carpenter Street to Ocean Avenue	Caltrans	Minor Arterial	LOS D[1]
G. SR 1, Ocean Avenue to Carmel Valley Road	Caltrans	Minor Arterial	LOS D[1]
H. SR 1, Carmel Valley Road to Rio Road	Caltrans	Minor Arterial	LOS D[1]
I. SR 1, Rio Road to Ribera Road	Caltrans	Minor Arterial	LOS D[1]
J. Rio Road, SR 1 to Crossroads Boulevard	Carmel Valley Master Plan	Major Collector	LOS C
K. Rio Road, Crossroads Boulevard to Carmel Center Place	Carmel Valley Master Plan	Major Collector	LOS C
L. Rio Road, Carmel Center Place to Carmel Rancho Boulevard	Carmel Valley Master Plan	Major Collector	LOS C
M. Rio Road, Carmel Rancho Boulevard to Val Verde Drive	Carmel Valley Master Plan	Major Collector	LOS C
N. Carmel Rancho Boulevard, Carmel Valley Road to Shopping Center Driveway	Carmel Valley Master Plan	Major Collector	LOS C
O. Carmel Rancho Boulevard, Shopping Center Driveway to Rio Road	Carmel Valley Master Plan	Major Collector	LOS C

[1] Caltrans no longer uses a LOS standard to evaluate impacts for its facilities under CEQA. The County of Monterey standard of LOS D is applied at Caltrans intersections.

[2] Roadway classifications were taken from the Caltrans California Road System GIS map.

STUDY SCENARIOS

The following scenarios will be included in the transportation study:

- Existing Conditions
- Existing Conditions Plus Proposed Project
- Background Conditions
- Background Conditions Plus Proposed Project

BACKGROUND CONDITIONS VOLUME DEVELOPMENT

For this scenario, a 2% ambient growth rate will be used to grow existing traffic volumes to a planned 2027 opening year. Additionally, anticipated traffic from cumulative projects within 1.5 miles of the project site that would add traffic to the study area will be incorporated. This list of cumulative projects will be obtained from the County of Monterey Housing and Community Development Department.

VEHICLE-MILES TRAVELLED (VMT) ASSESSMENT

The transportation analysis documented in this report was performed to comply with CEQA transportation VMT analysis. At this time, the County has not adopted its own thresholds for VMT. Therefore, VMT guidelines from the Governor's Office of Planning and Research (OPR) Technical Advisory on Evaluating Transportation Impacts in CEQA (December 2018) were referenced and utilized as guidance.

Screening Criteria

CEQA analysis requires an evaluation of project impacts related to VMT. However, a detailed CEQA assessment is not required for land use elements of a project that meet certain screening criteria. To be screened out of a detailed VMT analysis, a project or project component would need to satisfy at least one of the VMT screening criteria. A summary of the OPR's screening criteria and determinations are listed below:

- **Net Daily Trips Less than 110 Average Daily Traffic (ADT):** Projects generating less than 110 trips per day may be considered to have an insignificant impact on VMT.
- **Within a ½ Mile of Major Transit Stop:** Projects, including residential, retail, and office projects, as well as mixed-use projects within a ½ mile of an existing major transit stop or along a high-quality transit corridor, are generally presumed to have a minor impact on VMT. This presumption is not valid if project-specific or location-specific information indicates significant VMT levels. An existing major transit stop is defined as a site with a rail transit station, a ferry terminal served by bus or rail transit, or the intersection of multiple major bus routes with frequent service during peak commute periods.
- **Affordable Housing:** The County provides special considerations for affordable housing. Projects that consist of 100% affordable housing in infill locations are presumed to have a minor impact on VMT. Infill locations generally offer better access to transit and more opportunities for walking and cycling. The definition of infill locations is determined based on local conditions.

- **Local Retail (<50,000 square feet):** Projects categorized as local-serving retail are presumed to have an insignificant impact on VMT.

Screening Determination

The project does not meet any of the VMT screening criteria. A detailed VMT analysis will be conducted in accordance with CEQA requirements and the Office of the Planning & Research (OPR) guidelines and will utilize the VMT Calculator and VMT maps provided by the County. **Table 5** summarizes the VMT screening results.

Table 5: VMT Screening Summary

VMT Screening Criteria	Criterion Met?	Reasoning
Less than 110 Trips per Day	No	Based on the estimated trip generation in Table 1, the proposed project would generate up to 685 net new daily primary vehicle trips and therefore would not screen out under this criterion.
Within a ½ mile of a Major Transit Stop	No	The proposed project is not located within a ½ mile of a major transit stop and does not screen out under this criterion.
Affordable Housing	No	The project is not screened out under this criterion.
Local Retail (<50,000 square feet)	No	The proposed project does not contain retail land use and does not screen out under this criterion.

SOURCE: KITTELSON & ASSOCIATES, INC (2025)

NEXT STEPS

This memorandum was prepared to gain feedback from the County on the methodology for preparing the transportation study for the Project. After this scoping memorandum is approved by the County, Kittelson will coordinate collection of traffic counts at the study intersections and roadways and proceed with the operations analysis at the study area, a VMT assessment, and a qualitative assessment of site access and circulation. In particular for site access, the proposed project is within walking distance of many businesses so evaluation on how the project would address pedestrian/bicycle connectivity to those amenities will be included.

Appendix C

Traffic Count Data

INTERSECTION TURNING MOVEMENT COUNTS

T102424

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tue, May 20, 25

LOCATION: Carmel
NORTH & SOUTH: SR-1
EAST & WEST: Carpenter St

PROJECT #: SC5419
LOCATION #: 1
CONTROL: SIGNAL

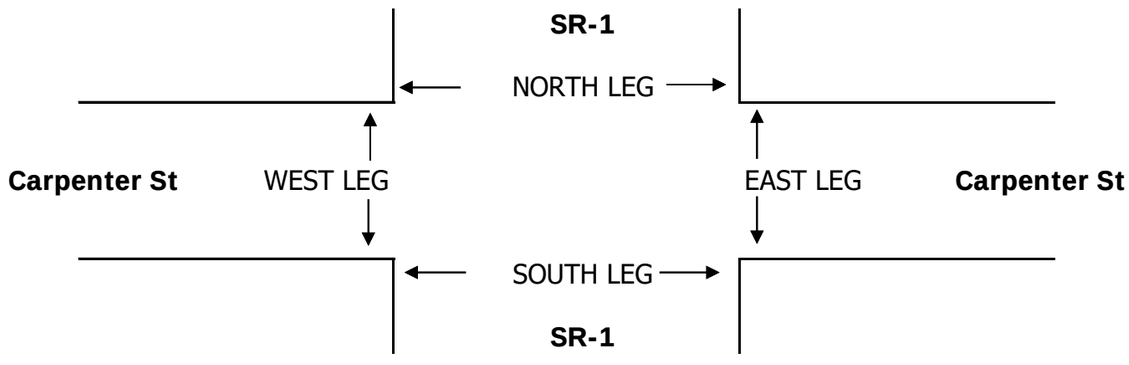
NOTES:

AM PM MD OTHER OTHER — ▲ N ◄ W E ► S ▼

	NORTHBOUND SR-1			SOUTHBOUND SR-1			EASTBOUND Carpenter St			WESTBOUND Carpenter St			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 1	EL 2	ET 1	ER 1	WL 1.5	WT 0.5	WR 1	TOTAL
AM 7:00 AM	2	146	2	5	364	99	39	1	4	5	2	6	675
7:15 AM	4	177	1	3	401	141	47	0	7	12	1	11	805
7:30 AM	8	255	7	4	409	201	54	1	16	11	1	11	978
7:45 AM	9	262	6	7	302	171	71	3	5	0	3	17	856
8:00 AM	8	238	2	6	340	181	50	1	3	6	2	14	851
8:15 AM	12	216	2	7	375	168	71	2	3	3	7	7	873
8:30 AM	7	275	1	8	386	179	88	2	8	4	4	10	972
8:45 AM	8	295	4	6	334	206	107	2	4	1	5	9	981
VOLUMES	58	1,864	25	46	2,911	1,346	527	12	50	42	25	85	6,996
APPROACH %	3%	96%	1%	1%	68%	31%	89%	2%	8%	28%	16%	56%	
APP/DEPART	1,947	/	2,480	4,307	/	3,003	590	/	83	152	/	1,430	0
BEGIN PEAK HR		8:00 AM											
VOLUMES	35	1,024	9	27	1,435	734	316	7	18	14	18	40	3,681
APPROACH %	3%	96%	1%	1%	65%	33%	92%	2%	5%	19%	25%	56%	
PEAK HR FACTOR		0.870			0.959			0.750			0.818		0.936
APP/DEPART	1,068	/	1,383	2,199	/	1,467	342	/	43	72	/	788	0
PM 4:00 PM	2	303	3	16	255	124	264	3	0	4	5	14	993
4:15 PM	1	394	3	13	317	133	218	3	3	3	5	5	1,098
4:30 PM	4	404	2	7	321	127	197	5	8	3	5	19	1,102
4:45 PM	10	387	7	15	302	113	137	2	8	3	0	8	992
5:00 PM	3	368	4	14	300	96	132	5	6	4	1	3	936
5:15 PM	6	411	5	16	296	91	106	2	8	3	1	10	955
5:30 PM	6	363	3	12	298	90	104	4	6	1	0	6	893
5:45 PM	5	319	2	11	256	78	81	2	3	1	1	5	764
VOLUMES	37	2,949	29	104	2,345	852	1,239	26	42	22	18	70	7,740
APPROACH %	1%	98%	1%	3%	71%	26%	95%	2%	3%	20%	16%	64%	
APP/DEPART	3,015	/	4,264	3,307	/	2,409	1,308	/	159	110	/	908	0
BEGIN PEAK HR		4:00 PM											
VOLUMES	17	1,488	15	51	1,195	497	816	13	19	13	15	46	4,189
APPROACH %	1%	98%	1%	3%	68%	28%	96%	2%	2%	18%	20%	62%	
PEAK HR FACTOR		0.927			0.941			0.795			0.685		0.949
APP/DEPART	1,520	/	2,353	1,746	/	1,227	849	/	79	74	/	530	0

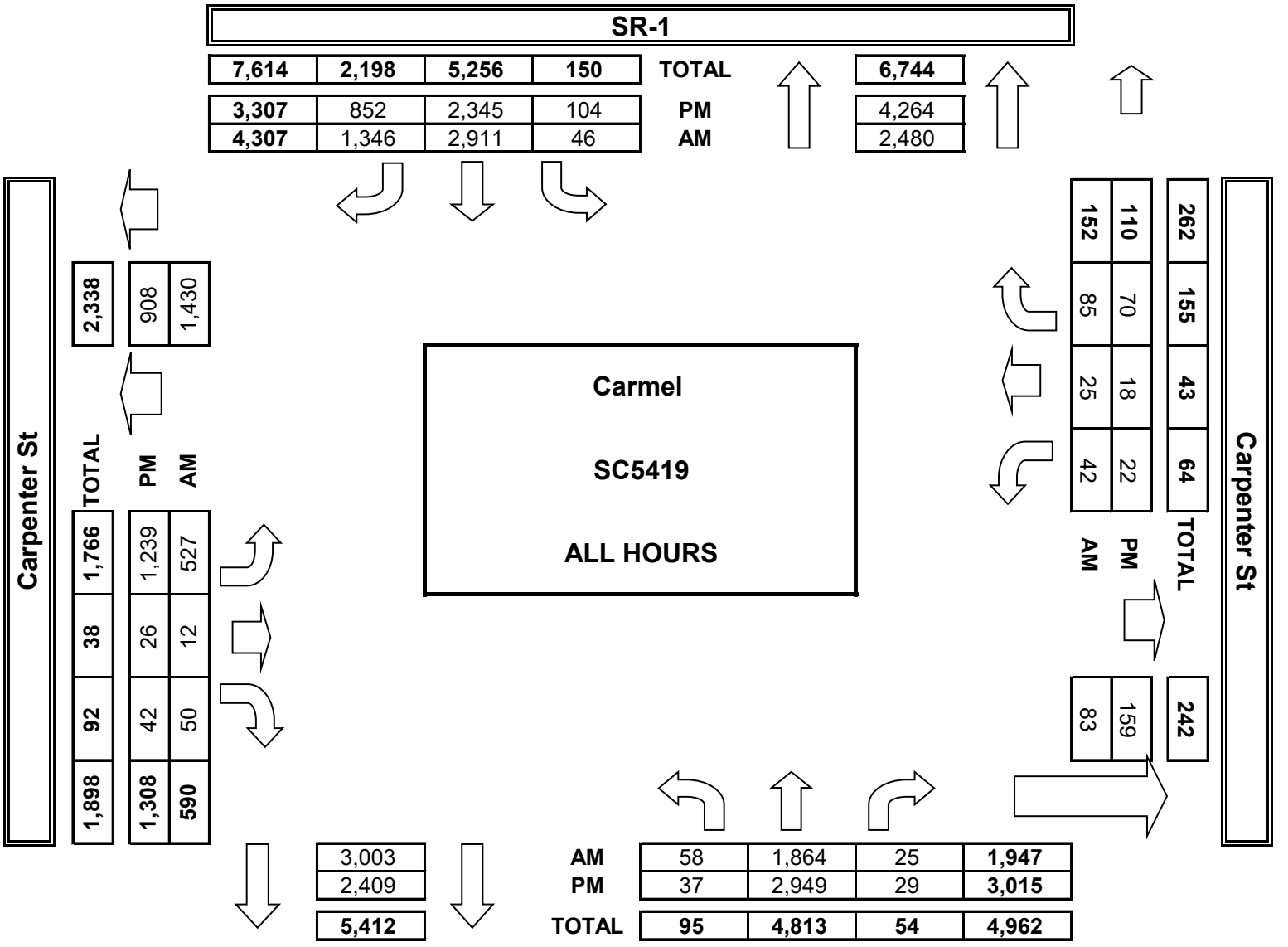
U-TURNS

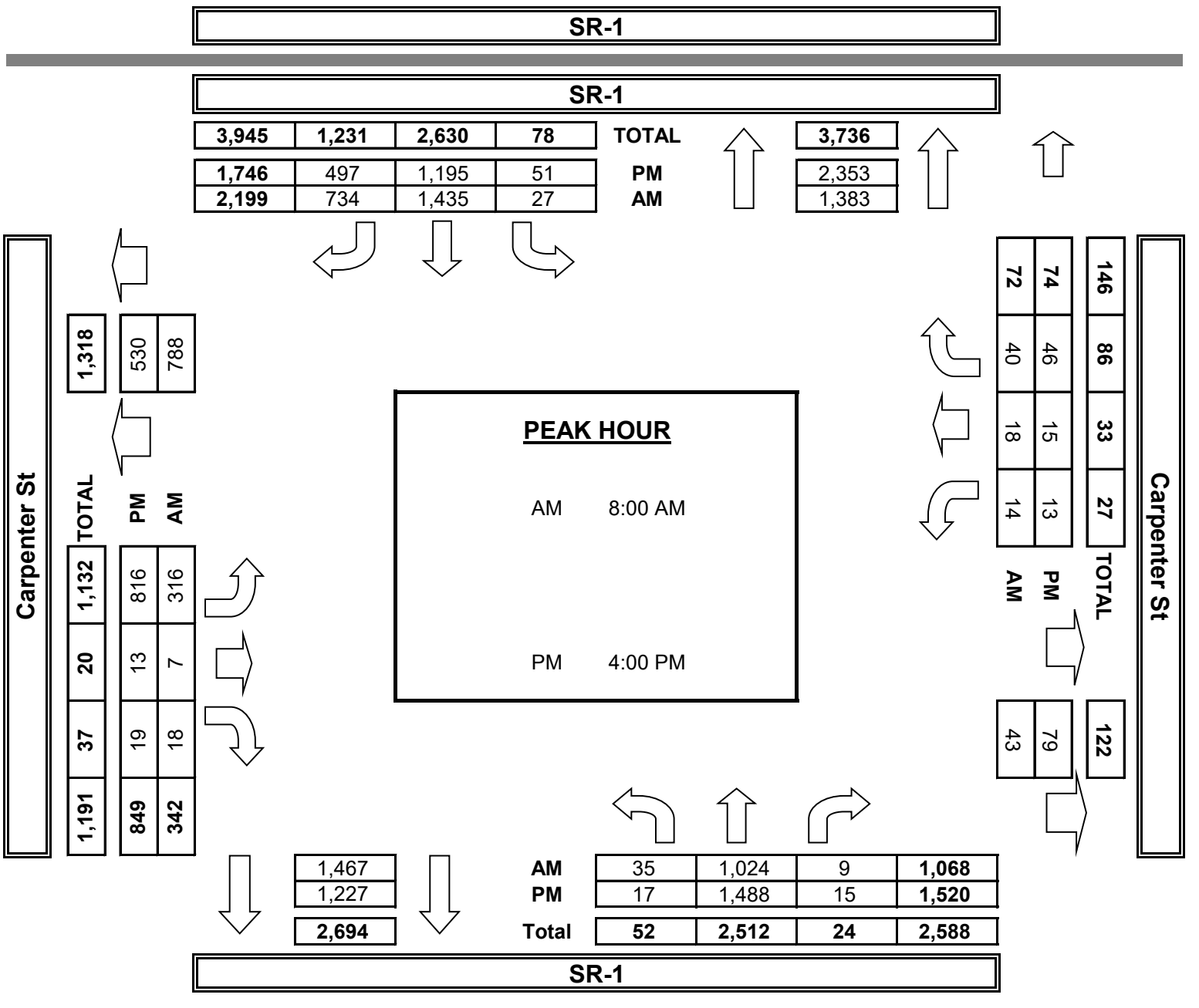
NB	SB	EB	WB	TTL
0	0	0	0	
0	0	0	0	0
0	1	0	0	1
0	0	0	0	0
0	0	0	0	0
0	2	0	0	2
0	0	0	0	0
0	0	0	0	0
0	1	1	0	2
0	4	1	0	5
0	3	1	0	
0	0	0	0	0
0	1	1	0	2
0	1	0	0	1
0	1	0	0	1
0	0	0	0	0
0	2	0	0	2
0	0	0	0	0
0	1	0	0	1
0	6	1	0	7
0	3	1	0	



AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

T112224

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tue, May 20, 25

LOCATION: Carmel
NORTH & SOUTH: SR-1
EAST & WEST: Ocean Ave

PROJECT #: SC5419
LOCATION #: 2
CONTROL: SIGNAL

NOTES:

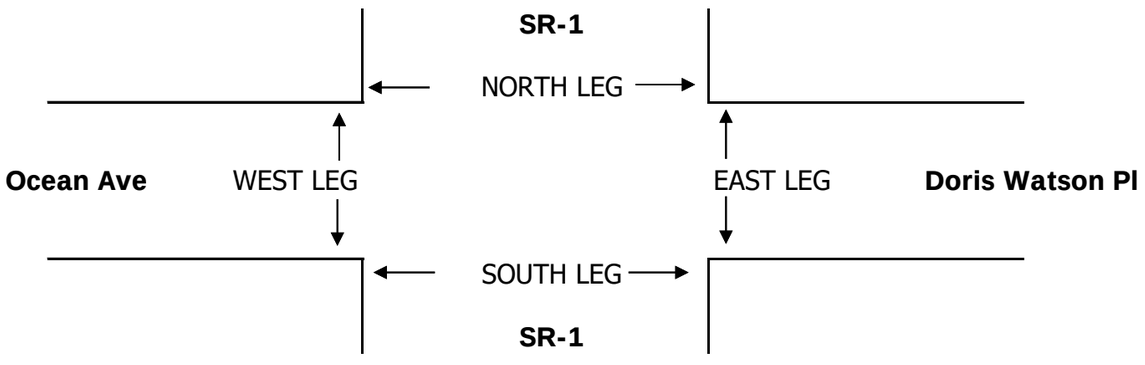
AM / PM / MD / OTHER / OTHER

▲ N
◄ W
E ►
S ▼

	NORTHBOUND SR-1			SOUTHBOUND SR-1			EASTBOUND Ocean Ave			WESTBOUND Doris Watson Pl			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 1	EL 1.3	ET 0.3	ER 0.3	WL 1.3	WT 0.3	WR 0.3	TOTAL
AM 7:00 AM	5	108	5	1	307	44	27	6	6	2	2	2	515
7:15 AM	16	155	34	4	311	33	15	17	20	22	9	3	639
7:30 AM	20	204	40	24	260	17	23	15	35	71	14	29	752
7:45 AM	29	213	3	0	315	20	40	2	36	28	9	8	703
8:00 AM	20	200	2	0	328	18	36	3	27	9	2	1	646
8:15 AM	18	201	1	0	297	29	40	4	31	7	1	1	630
8:30 AM	17	249	3	0	333	37	37	4	29	12	2	6	729
8:45 AM	22	251	1	0	304	25	48	2	34	11	3	1	702
VOLUMES	147	1,581	89	29	2,455	223	266	53	218	162	42	51	5,316
APPROACH %	8%	87%	5%	1%	91%	8%	50%	10%	41%	64%	16%	20%	
APP/DEPART	1,817	/	1,898	2,707	/	2,835	537	/	171	255	/	412	0
BEGIN PEAK HR		7:15 AM											
VOLUMES	85	772	79	28	1,214	88	114	37	118	130	34	41	2,740
APPROACH %	9%	82%	8%	2%	91%	7%	42%	14%	44%	63%	17%	20%	
PEAK HR FACTOR		0.886			0.955			0.862			0.450		0.911
APP/DEPART	936	/	927	1,330	/	1,462	269	/	144	205	/	207	0
PM 4:00 PM	33	321	0	1	280	37	50	0	31	10	1	2	766
4:15 PM	42	291	1	2	252	41	67	0	30	12	3	1	742
4:30 PM	31	308	1	2	254	34	63	4	37	13	2	4	753
4:45 PM	54	305	2	2	262	51	50	2	32	21	7	8	796
5:00 PM	30	312	0	0	263	40	82	2	40	12	3	2	786
5:15 PM	36	332	1	4	251	42	63	2	33	7	2	0	773
5:30 PM	33	294	3	1	237	41	80	2	31	15	4	1	742
5:45 PM	30	242	7	2	208	56	72	3	29	11	3	0	663
VOLUMES	289	2,405	15	14	2,007	342	527	15	263	101	25	18	6,021
APPROACH %	11%	89%	1%	1%	85%	14%	65%	2%	33%	70%	17%	13%	
APP/DEPART	2,709	/	2,950	2,363	/	2,371	805	/	44	144	/	656	0
BEGIN PEAK HR		4:30 PM											
VOLUMES	151	1,257	4	8	1,030	167	258	10	142	53	14	14	3,108
APPROACH %	11%	89%	0%	1%	85%	14%	63%	2%	35%	65%	17%	17%	
PEAK HR FACTOR		0.957			0.956			0.827			0.563		0.976
APP/DEPART	1,412	/	1,529	1,205	/	1,225	410	/	22	81	/	332	0

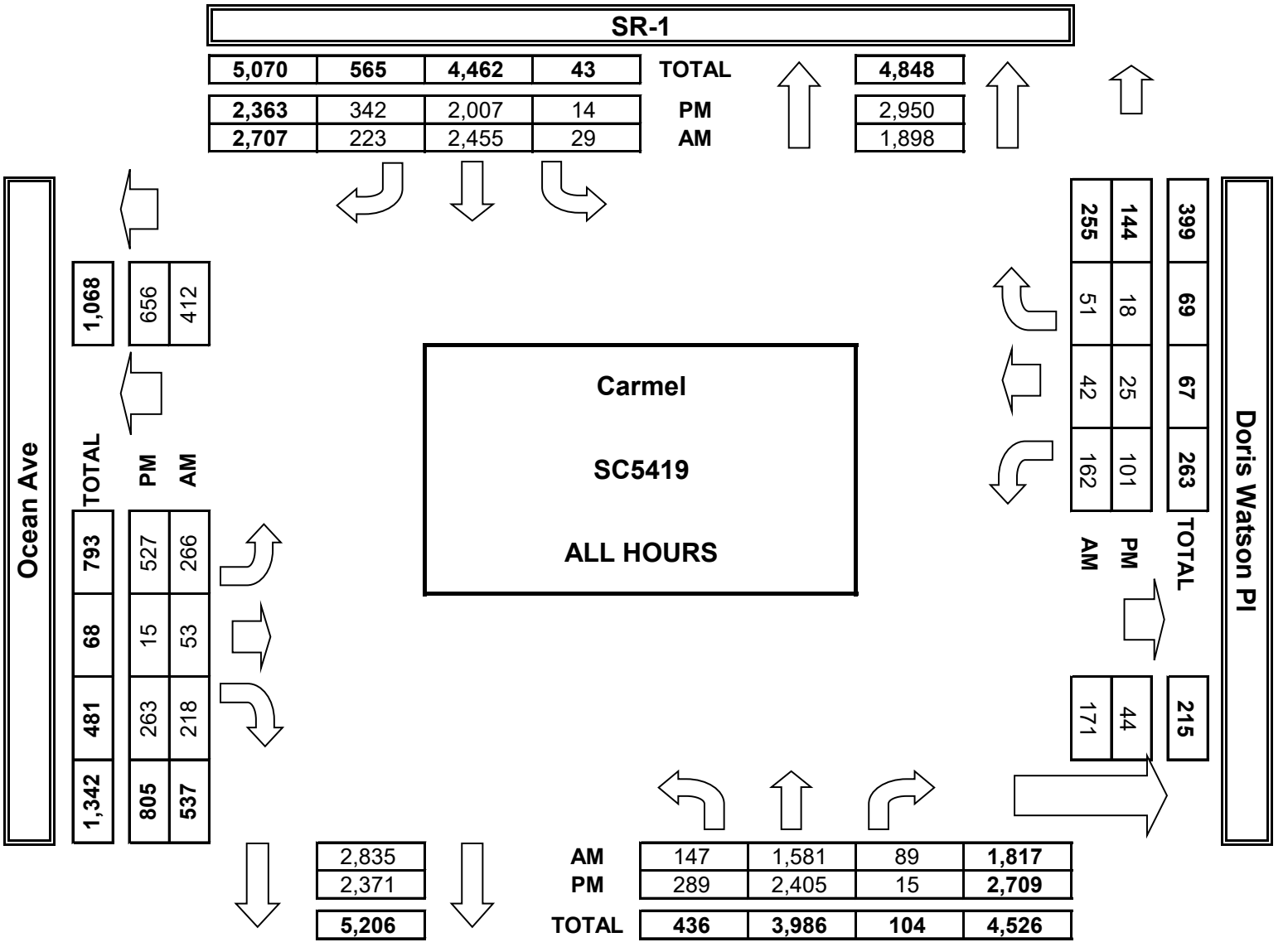
U-TURNS

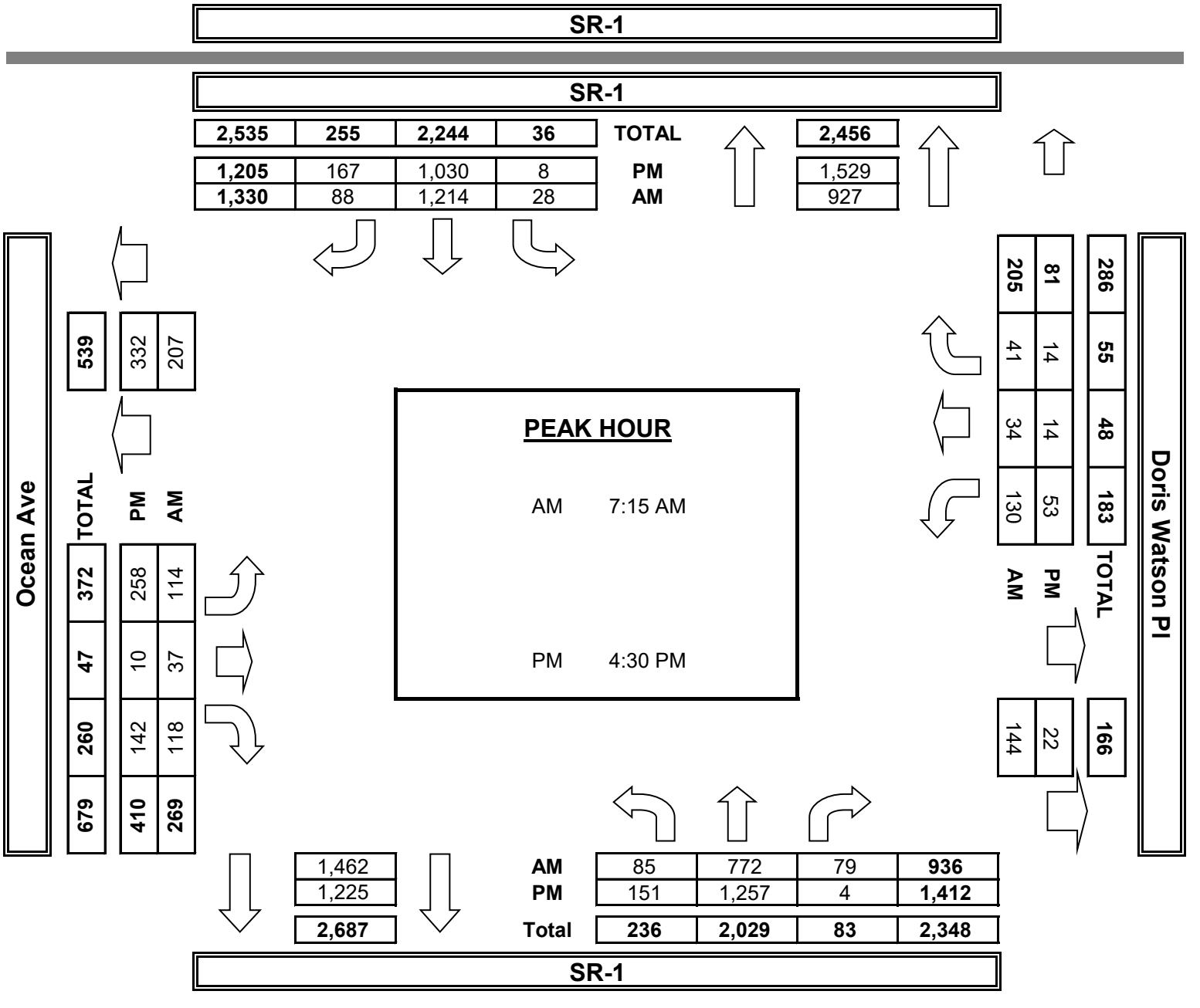
	NB	SB	EB	WB	TTL
AM 7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	
PM 4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	



AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

T102424

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tue, May 20, 25

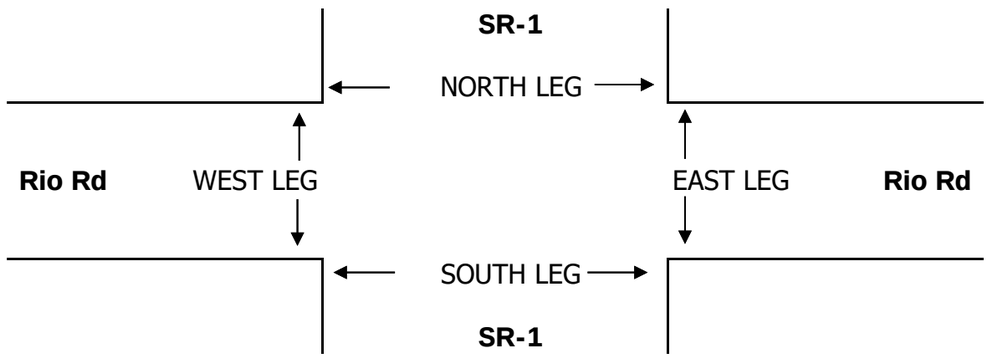
LOCATION: Carmel
NORTH & SOUTH: SR-1
EAST & WEST: Rio Rd

PROJECT #: SC5419
LOCATION #: 3
CONTROL: SIGNAL

NOTES:

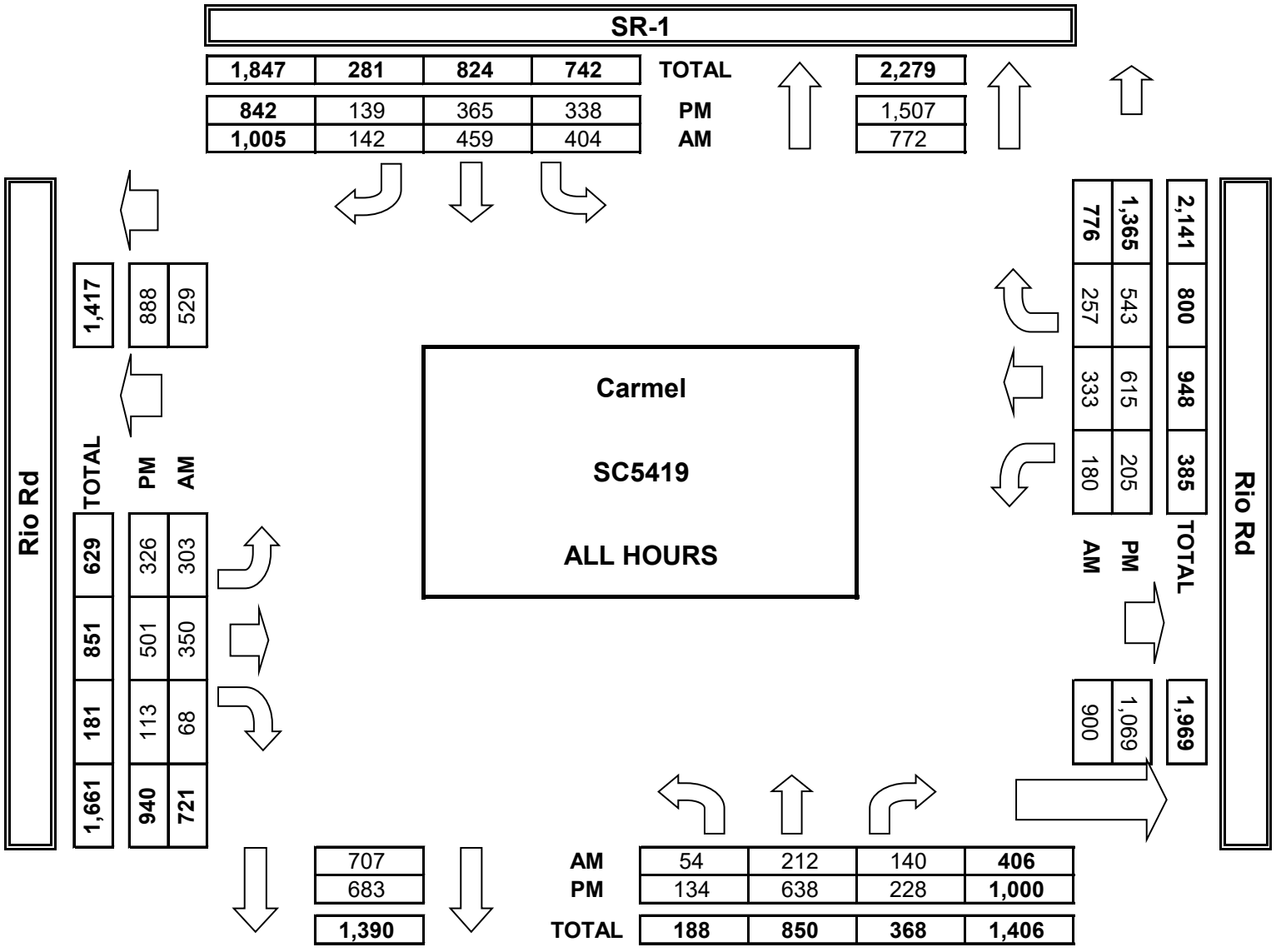
AM PM MD OTHER OTHER — N ▲ ◄ W E ► S ▼

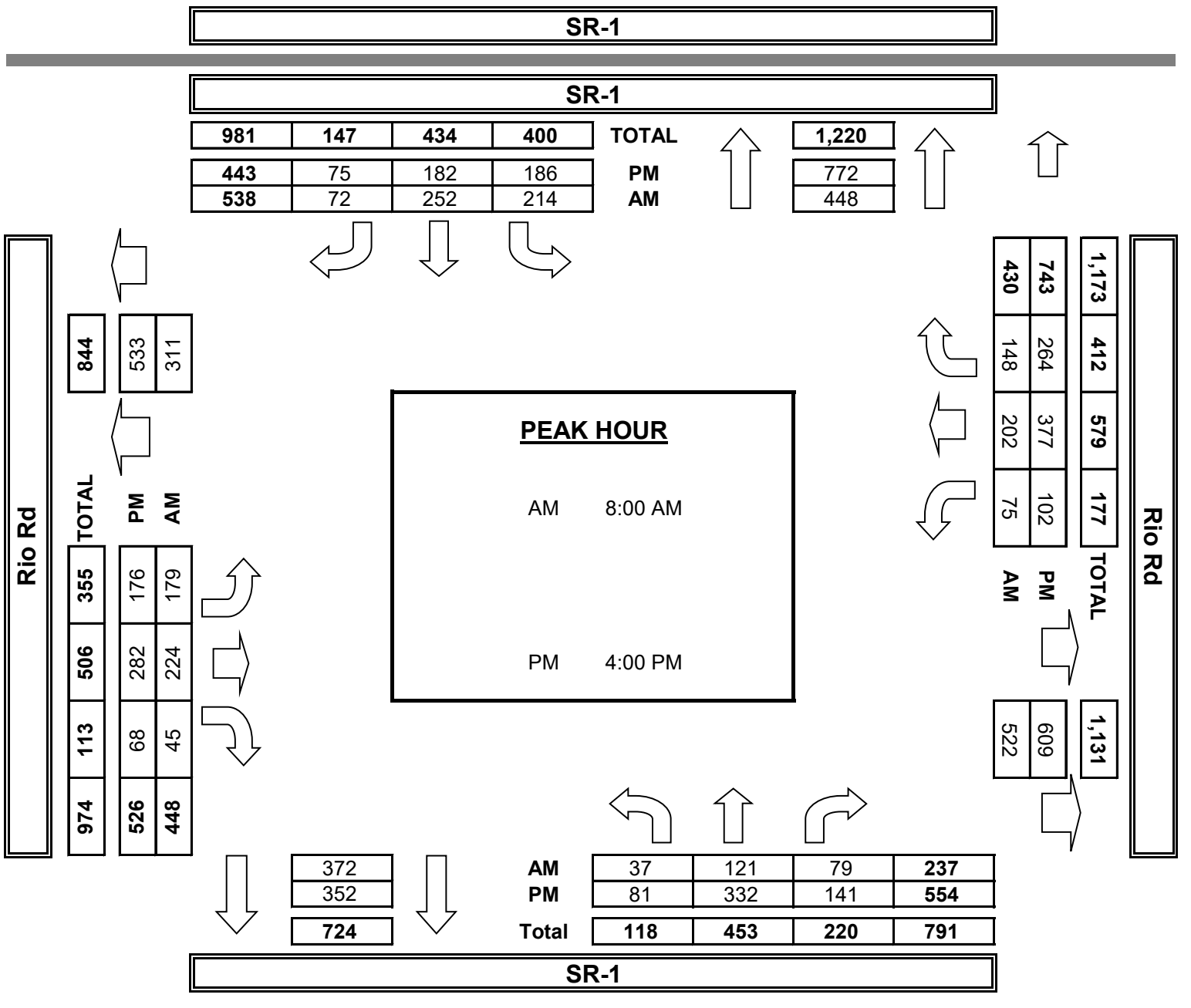
		NORTHBOUND SR-1			SOUTHBOUND SR-1			EASTBOUND Rio Rd			WESTBOUND Rio Rd				U-TURNS				
	LANES:	NL 1	NT 2	NR 1	SL 2	ST 2	SR 0	EL 1	ET 1.5	ER 0.5	WL 1	WT 1	WR 1	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	2	13	10	51	52	19	19	22	4	23	24	22	261	0	0	0	1	1
	7:15 AM	5	24	19	43	55	20	37	25	7	17	21	28	301	0	0	0	0	0
	7:30 AM	2	35	15	38	46	20	44	38	3	37	45	34	357	0	0	0	0	0
	7:45 AM	8	19	17	58	54	11	24	41	9	28	41	25	335	0	0	0	0	0
	8:00 AM	1	34	9	61	68	20	31	32	3	19	33	42	353	0	0	0	1	1
	8:15 AM	16	21	16	35	57	23	52	49	10	20	64	36	399	0	0	0	1	1
	8:30 AM	15	35	21	45	71	14	60	80	21	13	58	39	472	0	0	0	2	2
	8:45 AM	5	31	33	73	56	15	36	63	11	23	47	31	424	0	0	0	1	1
	VOLUMES	54	212	140	404	459	142	303	350	68	180	333	257	2,908	0	0	0	6	6
	APPROACH %	13%	52%	34%	40%	46%	14%	42%	49%	9%	23%	43%	33%						
	APP/DEPART	406	/	772	1,005	/	707	721	/	900	776	/	529	0					
	BEGIN PEAK HR		8:00 AM																
	VOLUMES	37	121	79	214	252	72	179	224	45	75	202	148	1,653	0	0	0	5	
	APPROACH %	16%	51%	33%	40%	47%	13%	40%	50%	10%	17%	47%	34%						
	PEAK HR FACTOR		0.835			0.903			0.696			0.888		0.872					
	APP/DEPART	237	/	448	538	/	372	448	/	522	430	/	311	0					
PM	4:00 PM	23	94	45	46	48	13	52	68	24	26	83	51	573	0	0	0	0	0
	4:15 PM	15	78	28	48	41	19	45	74	13	26	102	68	557	0	0	0	0	0
	4:30 PM	21	95	30	45	48	18	37	67	19	29	84	81	574	0	0	0	0	0
	4:45 PM	22	65	38	47	45	25	42	73	12	21	108	64	562	0	0	0	0	0
	5:00 PM	16	79	28	35	49	13	27	53	13	27	82	76	498	0	0	0	0	0
	5:15 PM	12	97	22	36	57	23	38	55	11	25	56	72	504	0	0	0	0	0
	5:30 PM	15	66	21	37	33	13	44	56	9	28	51	73	446	0	0	0	1	1
	5:45 PM	10	64	16	44	44	15	41	55	12	23	49	58	431	0	0	0	1	1
	VOLUMES	134	638	228	338	365	139	326	501	113	205	615	543	4,147	0	0	0	2	2
	APPROACH %	13%	64%	23%	40%	43%	17%	35%	53%	12%	15%	45%	40%						
	APP/DEPART	1,000	/	1,507	842	/	683	940	/	1,069	1,365	/	888	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	81	332	141	186	182	75	176	282	68	102	377	264	2,266	0	0	0	0	
	APPROACH %	15%	60%	25%	42%	41%	17%	33%	54%	13%	14%	51%	36%						
	PEAK HR FACTOR		0.855			0.947			0.913			0.948		0.987					
	APP/DEPART	554	/	772	443	/	352	526	/	609	743	/	533	0					



AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

T112224

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tue, May 20, 25

LOCATION: Carmel
NORTH & SOUTH: SR-1
EAST & WEST: Carmel Valley Rd

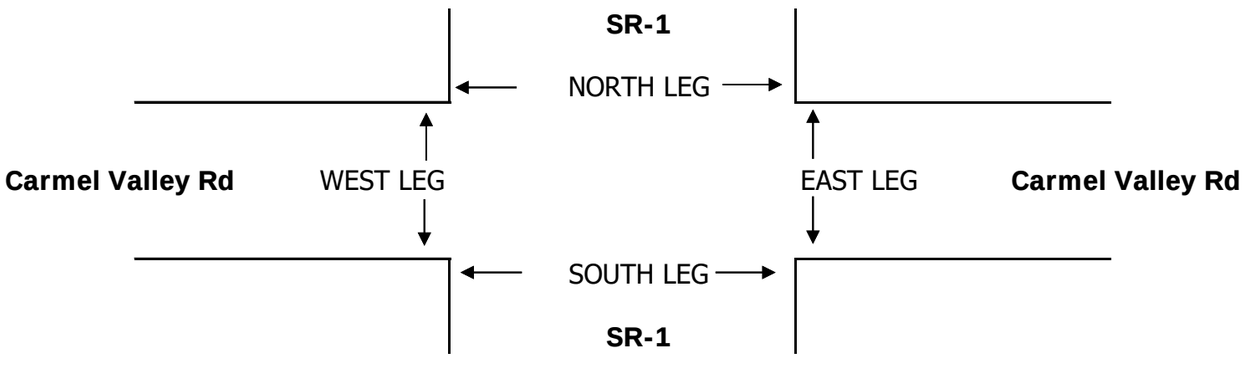
PROJECT #: SC5419
LOCATION #: 4
CONTROL: SIGNAL

NOTES:

AM
PM
MD
OTHER
OTHER

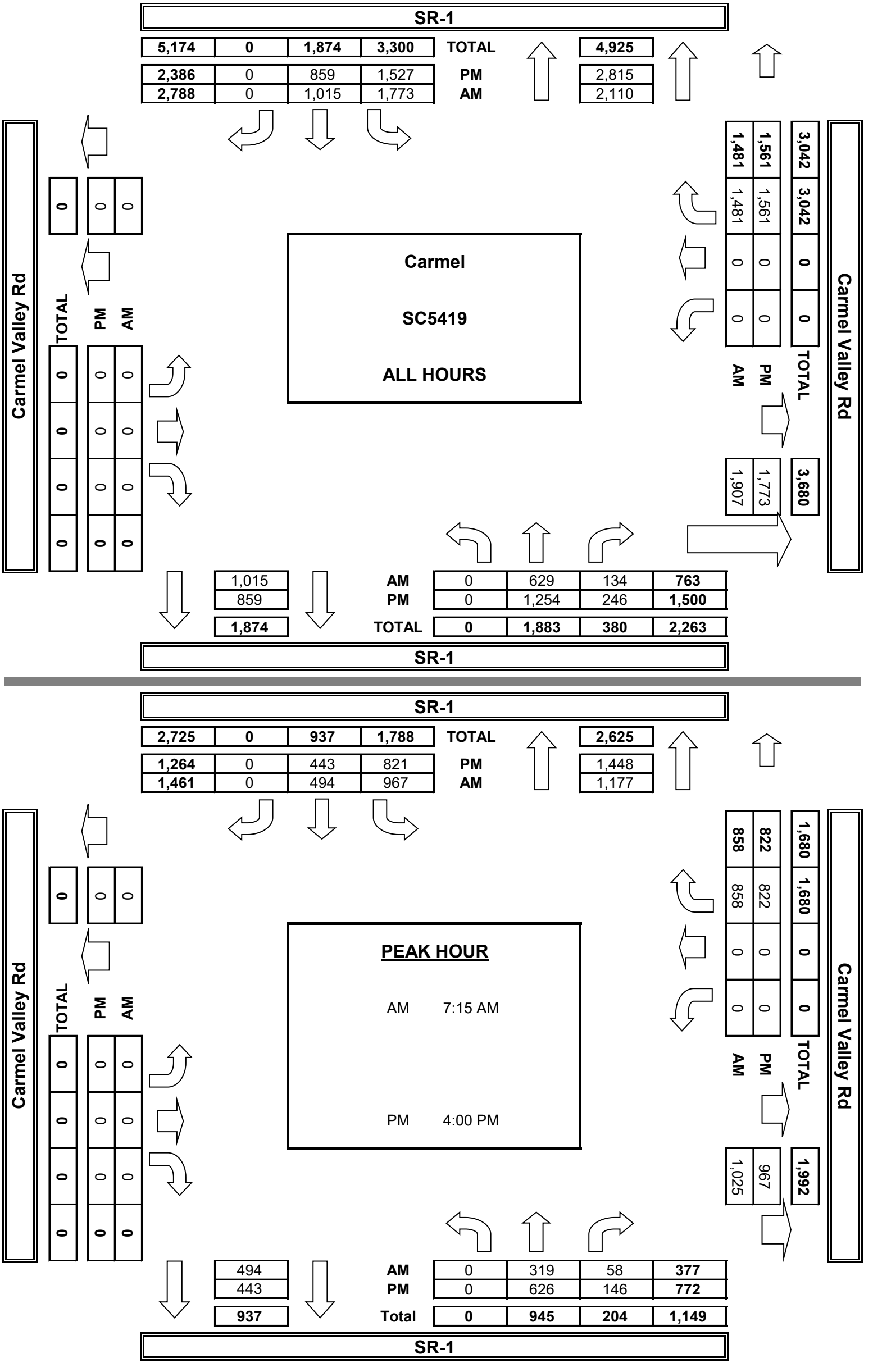
▲ N
◄ W
E ►
S ▼

	NORTHBOUND SR-1			SOUTHBOUND SR-1			EASTBOUND Carmel Valley Rd			WESTBOUND Carmel Valley Rd				U-TURNS				
LANES:	NL X	NT 2	NR 0	SL 2	ST 1	SR X	EL X	ET X	ER X	WL X	WT X	WR 2	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM 7:00 AM	0	49	5	166	122	0	0	0	0	0	0	94	436	0	0	0	0	0
7:15 AM	0	78	11	222	118	0	0	0	0	0	0	210	639	0	0	0	0	0
7:30 AM	0	97	16	258	104	0	0	0	0	0	0	321	796	0	0	0	0	0
7:45 AM	0	55	13	263	123	0	0	0	0	0	0	186	640	0	0	0	0	0
8:00 AM	0	89	18	224	149	0	0	0	0	0	0	141	621	0	0	0	0	0
8:15 AM	0	84	25	207	125	0	0	0	0	0	0	148	589	0	0	0	0	0
8:30 AM	0	100	25	221	130	0	0	0	0	0	0	184	660	0	0	0	0	0
8:45 AM	0	77	21	212	144	0	0	0	0	0	0	197	651	0	0	0	0	0
VOLUMES	0	629	134	1,773	1,015	0	0	0	0	0	0	1,481	5,032	0	0	0	0	0
APPROACH %	0%	82%	18%	64%	36%	0%	0%	0%	0%	0%	0%	100%						
APP/DEPART	763	/	2,110	2,788	/	1,015	0	/	1,907	1,481	/	0	0					
BEGIN PEAK HR		7:15 AM																
VOLUMES	0	319	58	967	494	0	0	0	0	0	0	858	2,696	0	0	0	0	
APPROACH %	0%	85%	15%	66%	34%	0%	0%	0%	0%	0%	0%	100%						
PEAK HR FACTOR		0.834			0.946			0.000			0.668		0.847					
APP/DEPART	377	/	1,177	1,461	/	494	0	/	1,025	858	/	0	0					
PM 4:00 PM	0	153	44	200	107	0	0	0	0	0	0	236	740	0	0	0	0	0
4:15 PM	0	153	38	208	108	0	0	0	0	0	0	185	692	0	0	0	0	0
4:30 PM	0	183	30	179	111	0	0	0	0	0	0	205	708	0	0	0	0	0
4:45 PM	0	137	34	234	117	0	0	0	0	0	0	196	718	0	0	0	0	0
5:00 PM	0	160	22	202	114	0	0	0	0	0	0	210	708	0	0	0	0	0
5:15 PM	0	182	25	171	116	0	0	0	0	0	0	189	683	0	0	0	0	0
5:30 PM	0	156	27	176	83	0	0	0	0	0	0	164	606	0	0	0	0	0
5:45 PM	0	130	26	157	103	0	0	0	0	0	0	176	592	0	0	0	0	0
VOLUMES	0	1,254	246	1,527	859	0	0	0	0	0	0	1,561	5,447	0	0	0	0	0
APPROACH %	0%	84%	16%	64%	36%	0%	0%	0%	0%	0%	0%	100%						
APP/DEPART	1,500	/	2,815	2,386	/	859	0	/	1,773	1,561	/	0	0					
BEGIN PEAK HR		4:00 PM																
VOLUMES	0	626	146	821	443	0	0	0	0	0	0	822	2,858	0	0	0	0	
APPROACH %	0%	81%	19%	65%	35%	0%	0%	0%	0%	0%	0%	100%						
PEAK HR FACTOR		0.906			0.900			0.000			0.871		0.966					
APP/DEPART	772	/	1,448	1,264	/	443	0	/	967	822	/	0	0					



AimTD LLC

TURNING MOVEMENT COUNTS



INTERSECTION TURNING MOVEMENT COUNTS

T102424

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tue, May 20, 25

LOCATION: Carmel
NORTH & SOUTH: Carmel Rancho Blvd
EAST & WEST: Carmel Valley Rd

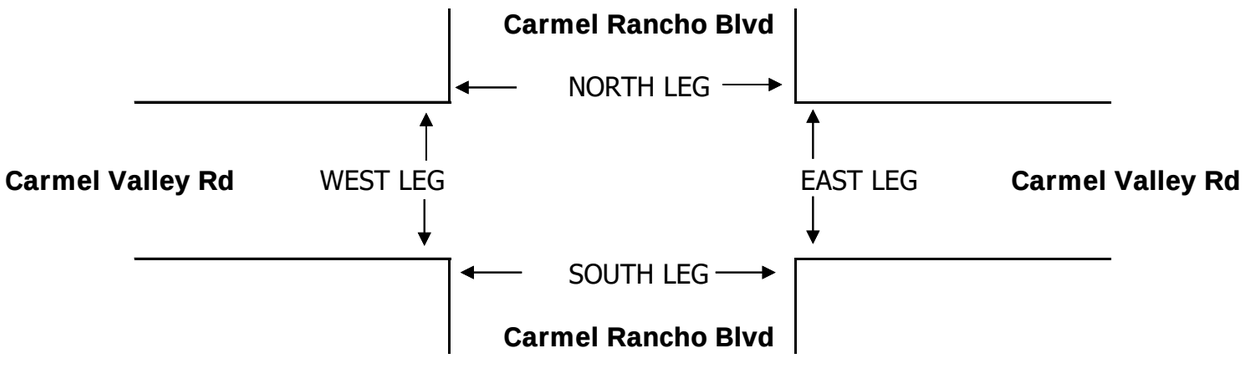
PROJECT #: SC5419
LOCATION #: 5
CONTROL: SIGNAL

NOTES:

AM PM MD OTHER OTHER

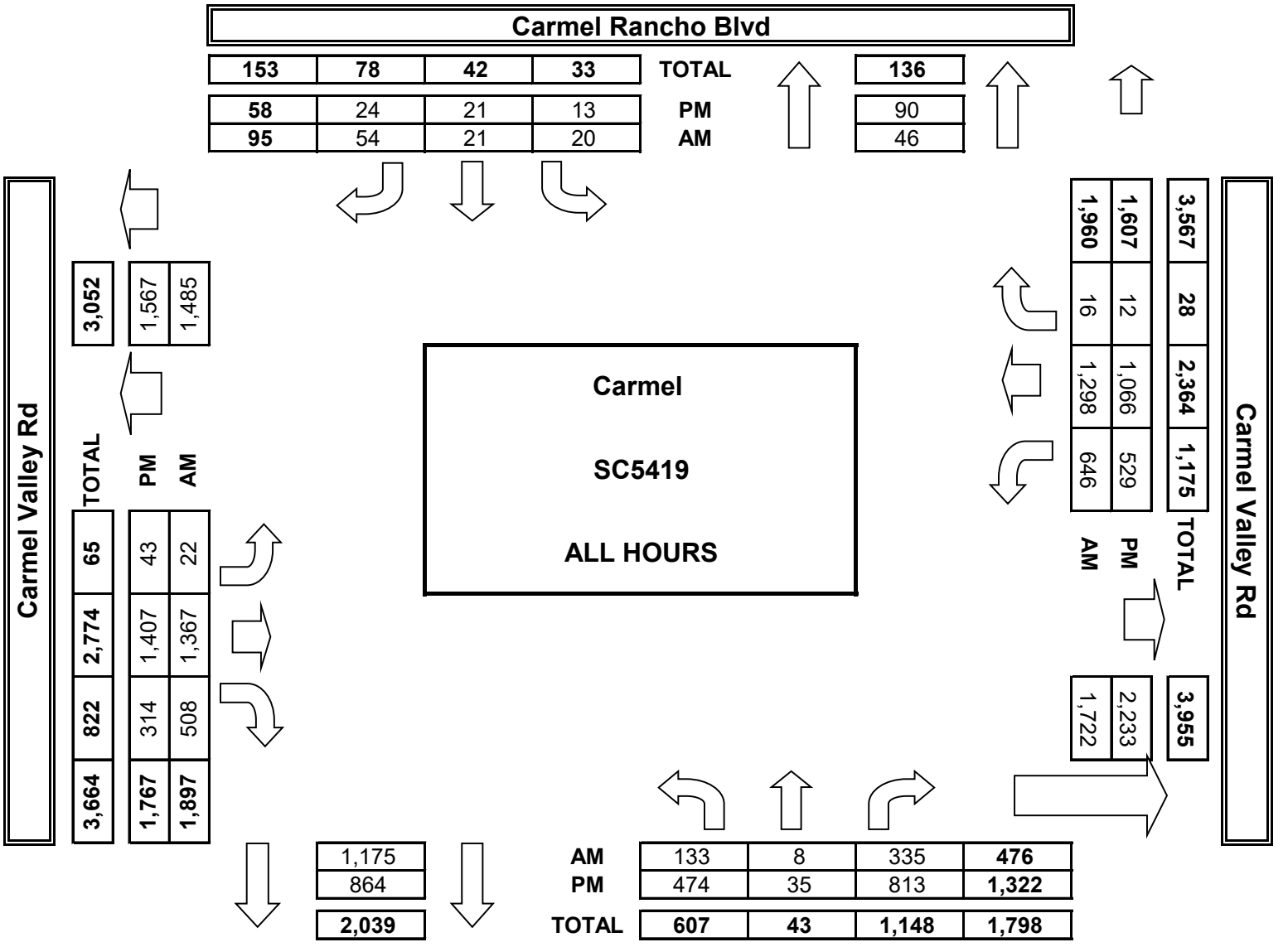
▲ N
◄ W E ►
S ▼

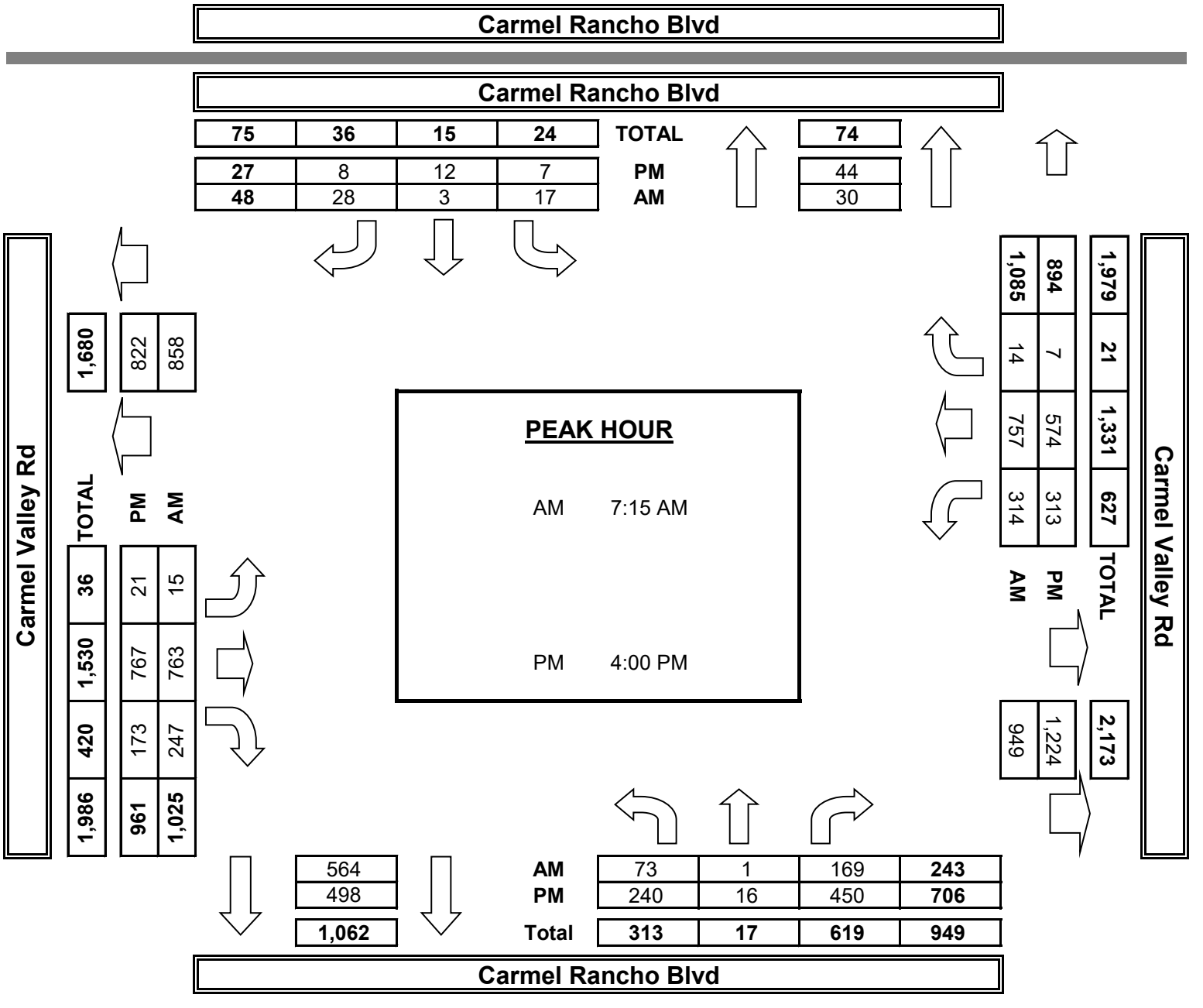
		NORTHBOUND Carmel Rancho Blvd			SOUTHBOUND Carmel Rancho Blvd			EASTBOUND Carmel Valley Rd			WESTBOUND Carmel Valley Rd				U-TURNS				
	LANES:	NL 1.5	NT 0.5	NR 1	SL 0.5	ST 0.5	SR 1	EL 1	ET 2	ER 1	WL 2	WT 3	WR 0	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	7	0	27	1	3	5	0	118	43	42	82	0	328	0	0	0	0	0
	7:15 AM	18	1	41	4	1	5	2	175	56	59	187	3	552	0	0	0	0	0
	7:30 AM	19	0	61	7	0	14	8	213	53	102	288	6	771	0	0	0	0	0
	7:45 AM	20	0	36	4	1	4	2	206	68	81	162	1	585	0	0	0	0	0
	8:00 AM	16	0	31	2	1	5	3	169	70	72	120	4	493	0	0	0	0	0
	8:15 AM	17	2	48	0	6	9	2	157	73	93	122	1	530	0	0	0	0	0
	8:30 AM	16	2	42	0	5	8	1	170	75	70	160	0	549	0	0	0	0	0
	8:45 AM	20	3	49	2	4	4	4	159	70	127	177	1	620	0	0	0	0	0
	VOLUMES	133	8	335	20	21	54	22	1,367	508	646	1,298	16	4,428	0	0	0	0	0
	APPROACH %	28%	2%	70%	21%	22%	57%	1%	72%	27%	33%	66%	1%						
	APP/DEPART	476	/	46	95	/	1,175	1,897	/	1,722	1,960	/	1,485	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	73	1	169	17	3	28	15	763	247	314	757	14	2,401	0	0	0	0	
	APPROACH %	30%	0%	70%	35%	6%	58%	1%	74%	24%	29%	70%	1%						
	PEAK HR FACTOR		0.759			0.571			0.928			0.685		0.779					
	APP/DEPART	243	/	30	48	/	564	1,025	/	949	1,085	/	858	0					
PM	4:00 PM	76	8	109	2	2	1	5	184	55	75	159	2	678	0	0	0	0	0
	4:15 PM	50	0	108	0	4	1	4	194	48	79	134	1	623	0	0	0	0	0
	4:30 PM	54	5	111	0	4	5	5	165	33	96	146	1	625	0	0	0	0	0
	4:45 PM	60	3	122	5	2	1	7	224	37	63	135	3	662	0	0	0	0	0
	5:00 PM	94	6	104	2	1	4	7	176	41	92	118	1	646	0	0	0	0	0
	5:15 PM	57	4	98	2	3	3	4	157	35	38	129	1	531	0	0	0	0	0
	5:30 PM	49	5	104	1	4	4	5	161	36	48	110	1	528	0	0	1	0	1
	5:45 PM	34	4	57	1	1	5	6	146	29	38	135	2	458	0	0	2	0	2
	VOLUMES	474	35	813	13	21	24	43	1,407	314	529	1,066	12	4,754	0	0	3	0	3
	APPROACH %	36%	3%	61%	22%	36%	41%	2%	80%	18%	33%	66%	1%						
	APP/DEPART	1,322	/	90	58	/	864	1,767	/	2,233	1,607	/	1,567	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	240	16	450	7	12	8	21	767	173	313	574	7	2,588	0	0	0	0	
	APPROACH %	34%	2%	64%	26%	44%	30%	2%	80%	18%	35%	64%	1%						
	PEAK HR FACTOR		0.915			0.750			0.896			0.920		0.954					
	APP/DEPART	706	/	44	27	/	498	961	/	1,224	894	/	822	0					



AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

T112224

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tue, May 20, 25

LOCATION: Carmel
NORTH & SOUTH: Carmel Rancho Blvd
EAST & WEST: Rio Rd

PROJECT #: SC5419
LOCATION #: 6
CONTROL: STOP ALL

NOTES:

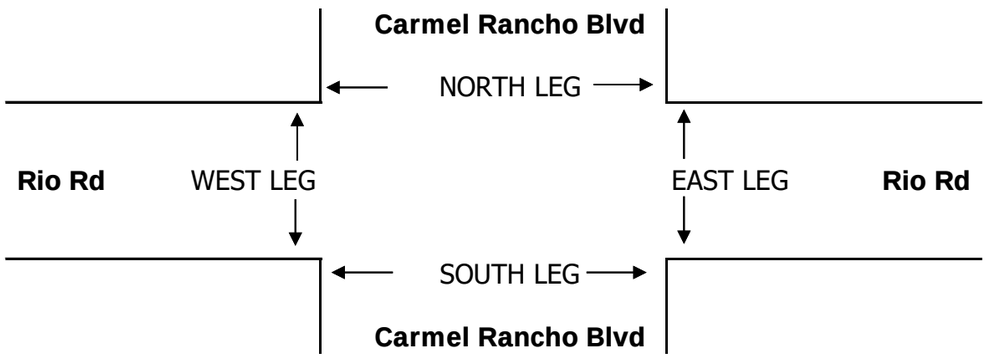
AM
PM
MD
OTHER
OTHER

▲ N
◄ W
E ►
S ▼

	NORTHBOUND Carmel Rancho Blvd			SOUTHBOUND Carmel Rancho Blvd			EASTBOUND Rio Rd			WESTBOUND Rio Rd			
LANES:	NL X	NT X	NR X	SL 1	ST X	SR 1	EL 2	ET 1	ER X	WL X	WT 1	WR 1	TOTAL
7:00 AM	0	0	0	0	0	36	25	1	0	0	1	3	66
7:15 AM	0	0	0	0	0	44	38	4	0	0	3	0	89
7:30 AM	0	0	0	3	0	90	44	5	0	0	6	6	154
7:45 AM	0	0	0	9	0	59	36	5	0	0	0	2	111
8:00 AM	0	0	0	3	0	51	30	6	0	0	0	4	94
8:15 AM	0	0	0	3	0	84	32	4	0	0	8	2	133
8:30 AM	0	0	0	2	0	57	43	6	0	0	3	4	115
8:45 AM	0	0	0	1	0	95	47	1	0	0	1	3	148
AM VOLUMES	0	0	0	21	0	516	295	32	0	0	22	24	914
AM APPROACH %	0%	0%	0%	4%	0%	96%	90%	10%	0%	0%	47%	51%	
AM APP/DEPART	0	/	321	539	/	0	328	/	54	47	/	539	0
AM BEGIN PEAK HR		8:00 AM											
AM VOLUMES	0	0	0	9	0	287	152	17	0	0	12	13	494
AM APPROACH %	0%	0%	0%	3%	0%	96%	89%	10%	0%	0%	46%	50%	
AM PEAK HR FACTOR		0.000			0.768			0.867			0.542		0.802
AM APP/DEPART	0	/	167	298	/	0	170	/	27	26	/	300	0
4:00 PM	0	0	0	5	0	94	90	6	0	0	5	5	205
4:15 PM	0	0	0	8	0	98	71	5	0	0	4	3	189
4:30 PM	0	0	0	3	0	92	96	2	0	0	1	7	201
4:45 PM	0	0	0	4	0	89	85	4	0	0	3	5	190
5:00 PM	0	0	0	3	0	90	72	2	0	0	6	5	178
5:15 PM	0	0	0	3	0	45	86	4	0	0	5	5	148
5:30 PM	0	0	0	6	0	45	54	1	0	0	4	4	114
5:45 PM	0	0	0	1	0	57	59	3	0	0	5	6	131
PM VOLUMES	0	0	0	33	0	610	613	27	0	0	33	40	1,361
PM APPROACH %	0%	0%	0%	5%	0%	94%	96%	4%	0%	0%	45%	55%	
PM APP/DEPART	0	/	658	648	/	0	640	/	60	73	/	643	0
PM BEGIN PEAK HR		4:00 PM											
PM VOLUMES	0	0	0	20	0	373	342	17	0	0	13	20	785
PM APPROACH %	0%	0%	0%	5%	0%	95%	95%	5%	0%	0%	39%	61%	
PM PEAK HR FACTOR		0.000			0.927			0.916			0.825		0.957
PM APP/DEPART	0	/	362	393	/	0	359	/	37	33	/	386	0

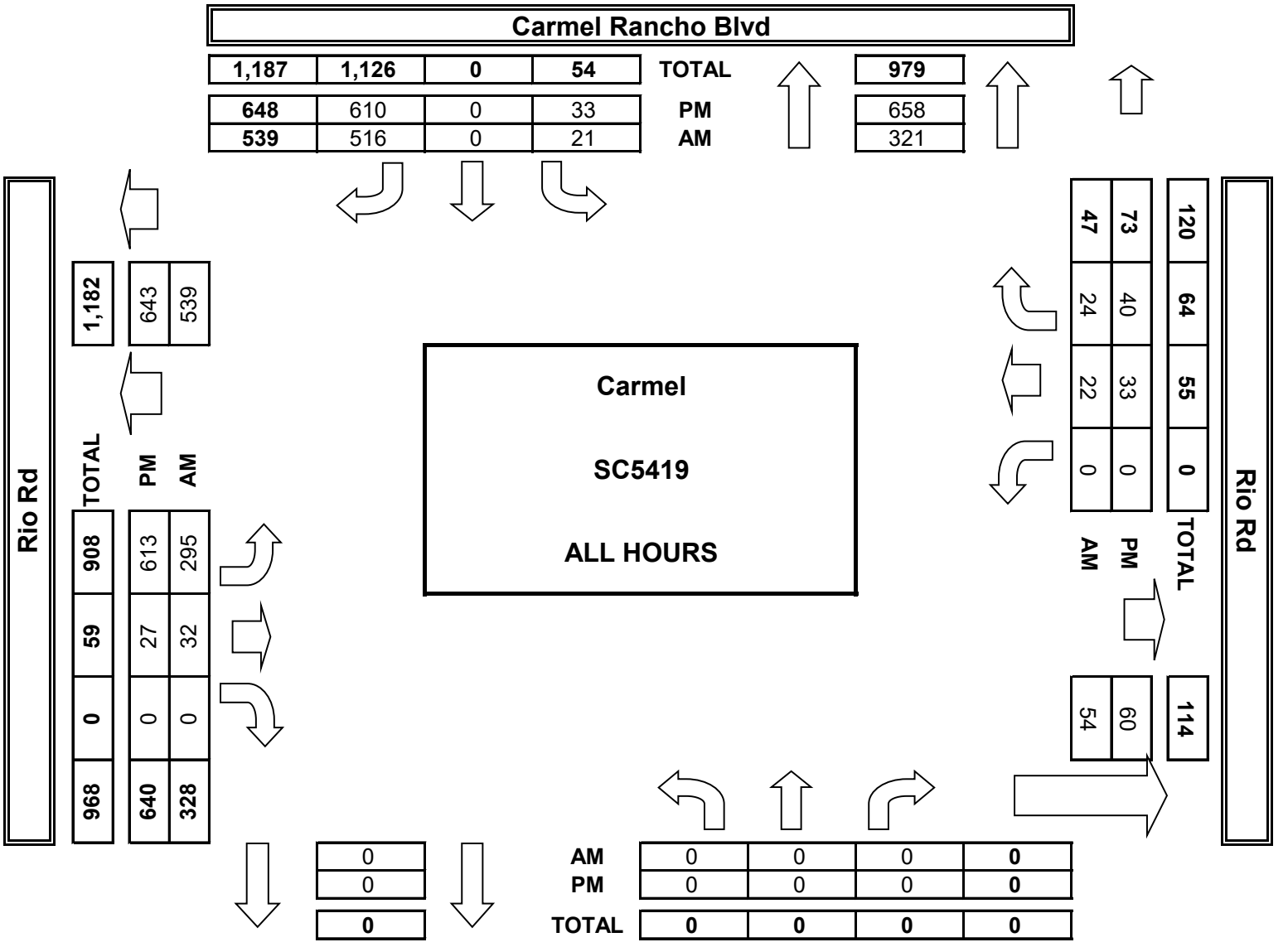
U-TURNS

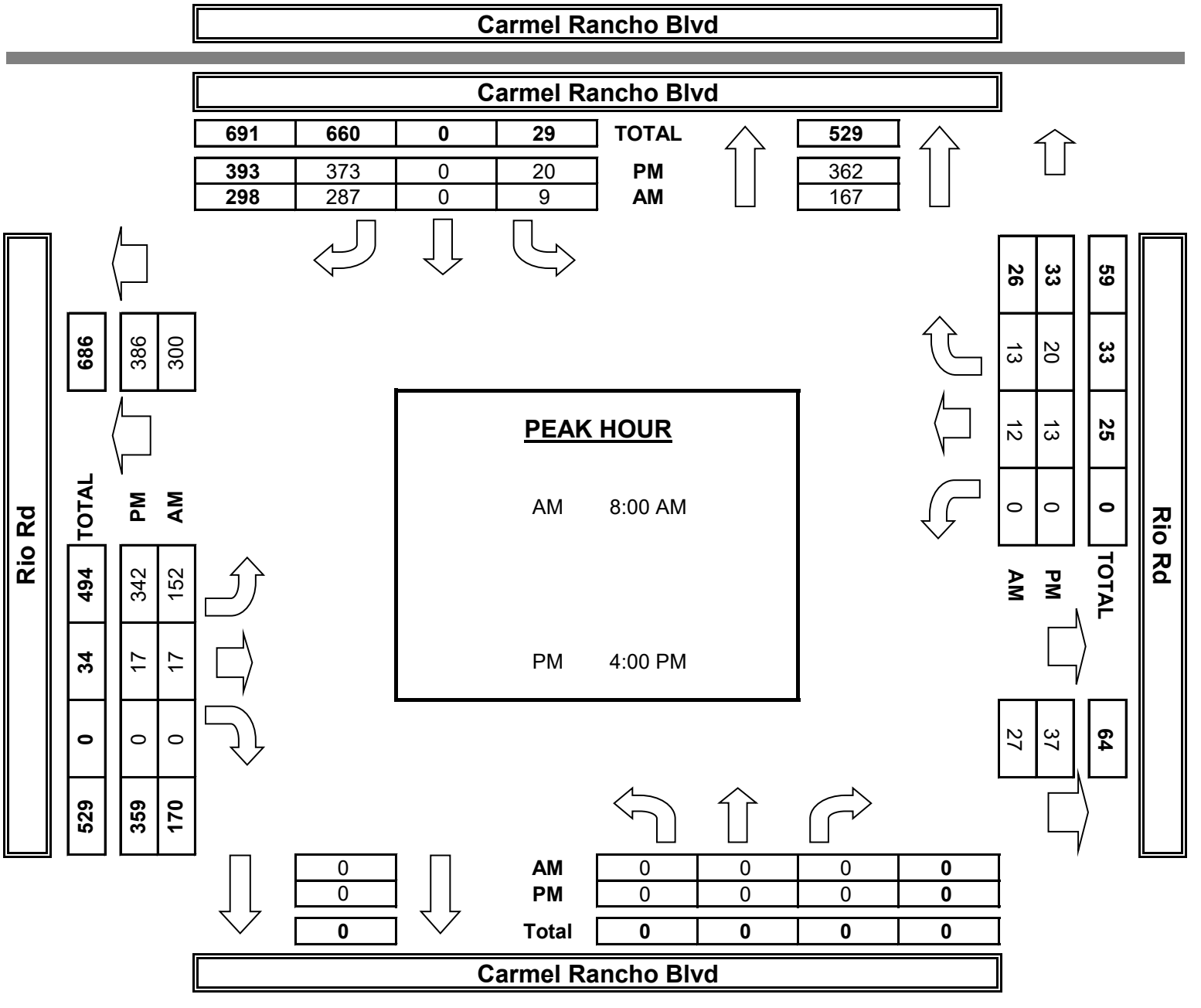
NB	SB	EB	WB	TTL
0	0	0	0	
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	1	0	1
0	0	0	1	1
0	1	0	0	1
0	1	0	0	1
0	2	1	1	4
0	2	1	1	
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	2	0	0	2
0	1	0	0	1
0	0	0	0	0
0	2	0	0	2
0	5	0	0	5
0	0	0	0	



AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

T102424

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tue, May 20, 25

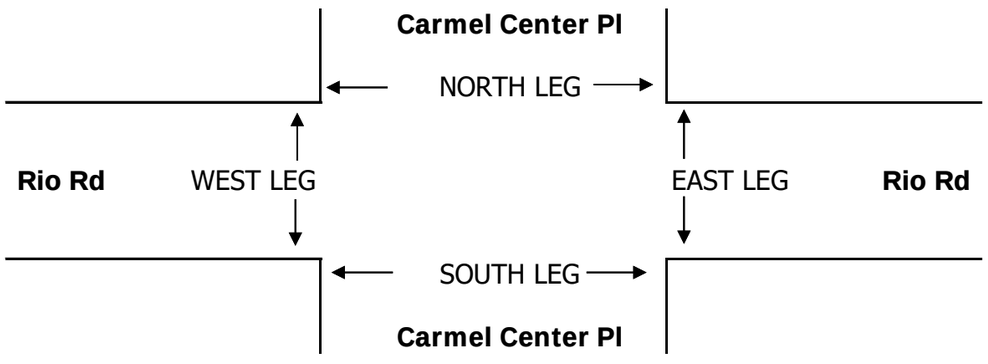
LOCATION: Carmel
NORTH & SOUTH: Carmel Center Pl
EAST & WEST: Rio Rd

PROJECT #: SC5419
LOCATION #: 7
CONTROL: SIGNAL

NOTES:

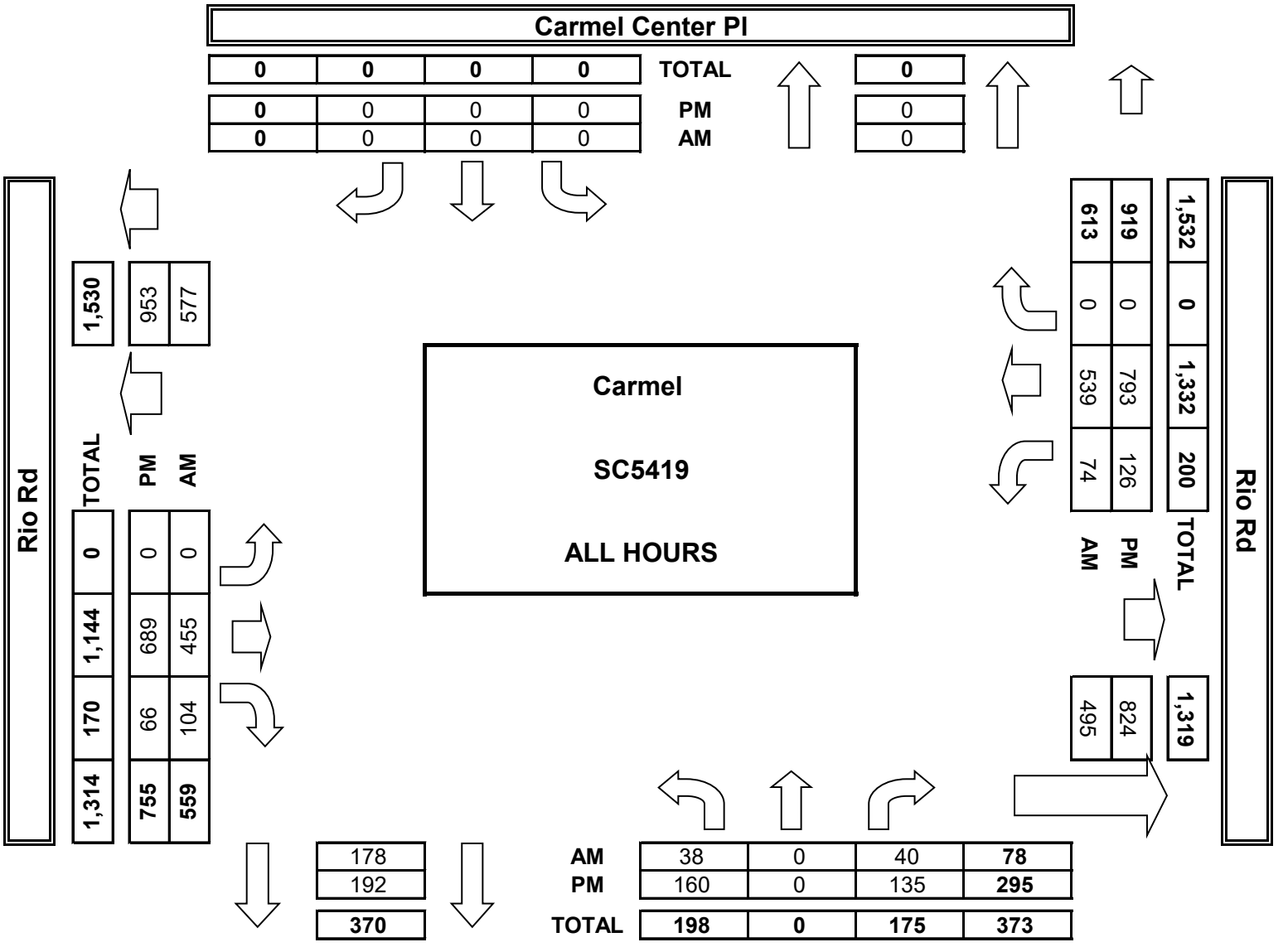
AM PM MD OTHER OTHER — ▲ N, ◄ W, E ►, S ▼

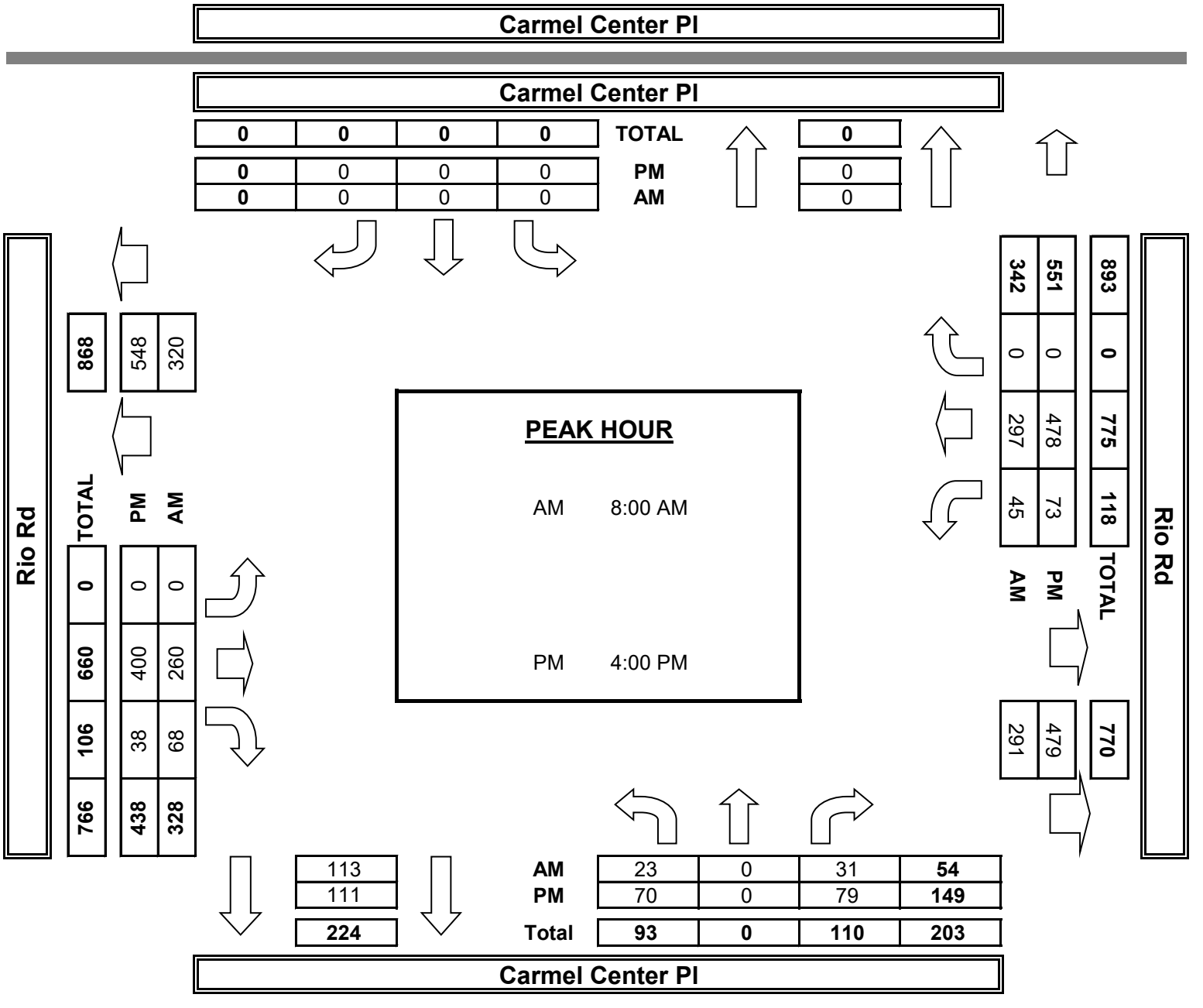
		NORTHBOUND Carmel Center Pl			SOUTHBOUND Carmel Center Pl			EASTBOUND Rio Rd			WESTBOUND Rio Rd				U-TURNS				
	LANES:	NL 1	NT X	NR 1	SL X	ST X	SR X	EL X	ET 2	ER 0	WL 1	WT 2	WR X	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	5	0	1	0	0	0	0	35	10	5	35	0	91	0	0	0	0	0
	7:15 AM	3	0	2	0	0	0	0	50	8	3	45	0	111	0	0	0	0	0
	7:30 AM	4	0	1	0	0	0	0	50	3	14	97	0	169	0	0	0	0	0
	7:45 AM	3	0	5	0	0	0	0	60	15	7	65	0	155	0	0	0	0	0
	8:00 AM	11	0	11	0	0	0	0	39	17	11	47	0	136	0	0	0	0	0
	8:15 AM	6	0	7	0	0	0	0	51	5	6	102	0	177	0	0	0	0	0
	8:30 AM	3	0	7	0	0	0	0	77	21	6	67	0	181	0	0	0	0	0
	8:45 AM	3	0	6	0	0	0	0	93	25	22	81	0	230	0	0	0	0	0
	VOLUMES	38	0	40	0	0	0	0	455	104	74	539	0	1,250	0	0	0	0	0
	APPROACH %	49%	0%	51%	0%	0%	0%	0%	81%	19%	12%	88%	0%						
	APP/DEPART	78	/	0	0	/	178	559	/	495	613	/	577	0					
	BEGIN PEAK HR		8:00 AM																
	VOLUMES	23	0	31	0	0	0	0	260	68	45	297	0	724	0	0	0	0	
	APPROACH %	43%	0%	57%	0%	0%	0%	0%	79%	21%	13%	87%	0%						
	PEAK HR FACTOR		0.614			0.000			0.695			0.792		0.787					
	APP/DEPART	54	/	0	0	/	113	328	/	291	342	/	320	0					
PM	4:00 PM	18	0	22	0	0	0	0	101	8	22	119	0	290	0	0	0	0	0
	4:15 PM	22	0	14	0	0	0	0	92	14	18	126	0	286	0	0	0	0	0
	4:30 PM	16	0	26	0	0	0	0	102	9	21	120	0	294	0	0	0	0	0
	4:45 PM	14	0	17	0	0	0	0	105	7	12	113	0	268	0	0	0	0	0
	5:00 PM	29	0	18	0	0	0	0	72	8	14	115	0	256	0	0	0	0	0
	5:15 PM	21	0	18	0	0	0	0	83	9	12	66	0	209	0	0	0	0	0
	5:30 PM	19	0	8	0	0	0	0	62	6	13	68	0	176	0	0	0	0	0
	5:45 PM	21	0	12	0	0	0	0	72	5	14	66	0	190	0	0	0	0	0
	VOLUMES	160	0	135	0	0	0	0	689	66	126	793	0	1,969	0	0	0	0	0
	APPROACH %	54%	0%	46%	0%	0%	0%	0%	91%	9%	14%	86%	0%						
	APP/DEPART	295	/	0	0	/	192	755	/	824	919	/	953	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	70	0	79	0	0	0	0	400	38	73	478	0	1,138	0	0	0	0	
	APPROACH %	47%	0%	53%	0%	0%	0%	0%	91%	9%	13%	87%	0%						
	PEAK HR FACTOR		0.887			0.000			0.978			0.957		0.968					
	APP/DEPART	149	/	0	0	/	111	438	/	479	551	/	548	0					



AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

T102424

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tue, May 20, 25

LOCATION: Carmel
NORTH & SOUTH: Crossroads Driveway
EAST & WEST: Rio Rd

PROJECT #: SC5419
LOCATION #: 8
CONTROL: SIGNAL

NOTES:

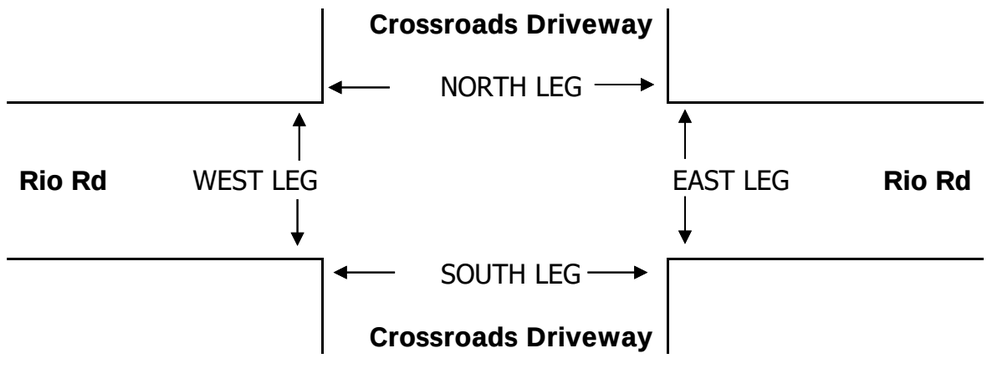
AM PM MD OTHER OTHER

▲ N
◄ W E ►
S ▼

		NORTHBOUND Crossroads Driveway			SOUTHBOUND Crossroads Driveway			EASTBOUND Rio Rd			WESTBOUND Rio Rd			
	LANES:	NL 2	NT X	NR 1	SL X	ST X	SR X	EL X	ET 3	ER 0	WL 1	WT 2	WR X	TOTAL
AM	7:00 AM	22	0	7	0	0	0	0	38	9	6	34	0	116
	7:15 AM	21	0	9	0	0	0	0	49	6	16	32	0	133
	7:30 AM	28	0	10	0	0	0	0	43	18	19	80	0	198
	7:45 AM	29	0	11	0	0	0	0	64	16	21	47	0	188
	8:00 AM	37	0	6	0	0	0	0	55	8	11	47	0	164
	8:15 AM	27	0	6	0	0	0	0	50	20	26	82	0	211
	8:30 AM	38	0	4	0	0	0	0	94	16	22	48	0	222
	8:45 AM	37	0	19	0	0	0	0	99	24	28	56	0	263
	VOLUMES	239	0	72	0	0	0	0	492	117	149	426	0	1,611
	APPROACH %	77%	0%	23%	0%	0%	0%	0%	68%	16%	26%	74%	0%	
	APP/DEPART	311	/	0	0	/	266	725	/	564	575	/	781	0
	BEGIN PEAK HR		8:00 AM											
	VOLUMES	139	0	35	0	0	0	0	298	68	87	233	0	921
	APPROACH %	80%	0%	20%	0%	0%	0%	0%	70%	16%	27%	73%	0%	
	PEAK HR FACTOR		0.777			0.000			0.763			0.741		0.822
	APP/DEPART	174	/	0	0	/	155	427	/	333	320	/	433	0
PM	4:00 PM	51	0	32	0	0	0	0	77	38	33	100	0	331
	4:15 PM	72	0	22	0	0	0	0	84	27	30	118	0	353
	4:30 PM	73	0	34	0	0	0	0	77	25	29	107	0	345
	4:45 PM	68	0	33	0	0	0	0	79	29	24	103	0	336
	5:00 PM	61	0	30	0	0	0	0	53	21	27	117	0	309
	5:15 PM	65	0	38	0	0	0	0	54	20	18	69	0	264
	5:30 PM	69	0	23	0	0	0	0	45	26	13	74	0	250
	5:45 PM	46	0	26	0	0	0	0	51	23	14	73	0	233
	VOLUMES	505	0	238	0	0	0	0	520	209	188	761	0	2,533
	APPROACH %	68%	0%	32%	0%	0%	0%	0%	62%	25%	20%	80%	0%	
	APP/DEPART	743	/	0	0	/	397	841	/	758	949	/	1,378	0
	BEGIN PEAK HR		4:00 PM											
	VOLUMES	264	0	121	0	0	0	0	317	119	116	428	0	1,418
	APPROACH %	69%	0%	31%	0%	0%	0%	0%	65%	24%	21%	79%	0%	
	PEAK HR FACTOR		0.900			0.000			0.926			0.919		0.977
	APP/DEPART	385	/	0	0	/	235	489	/	438	544	/	745	0

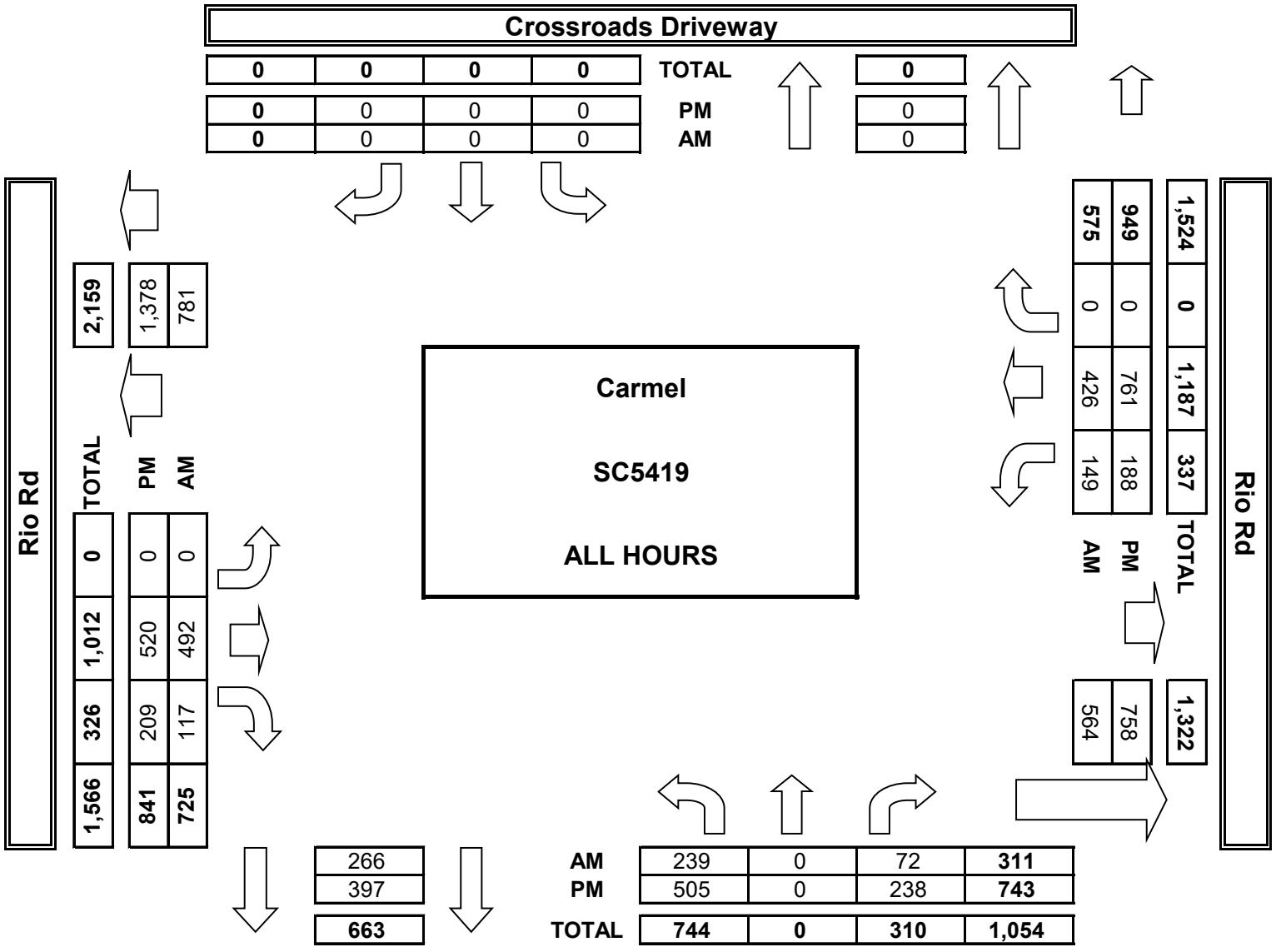
U-TURNS

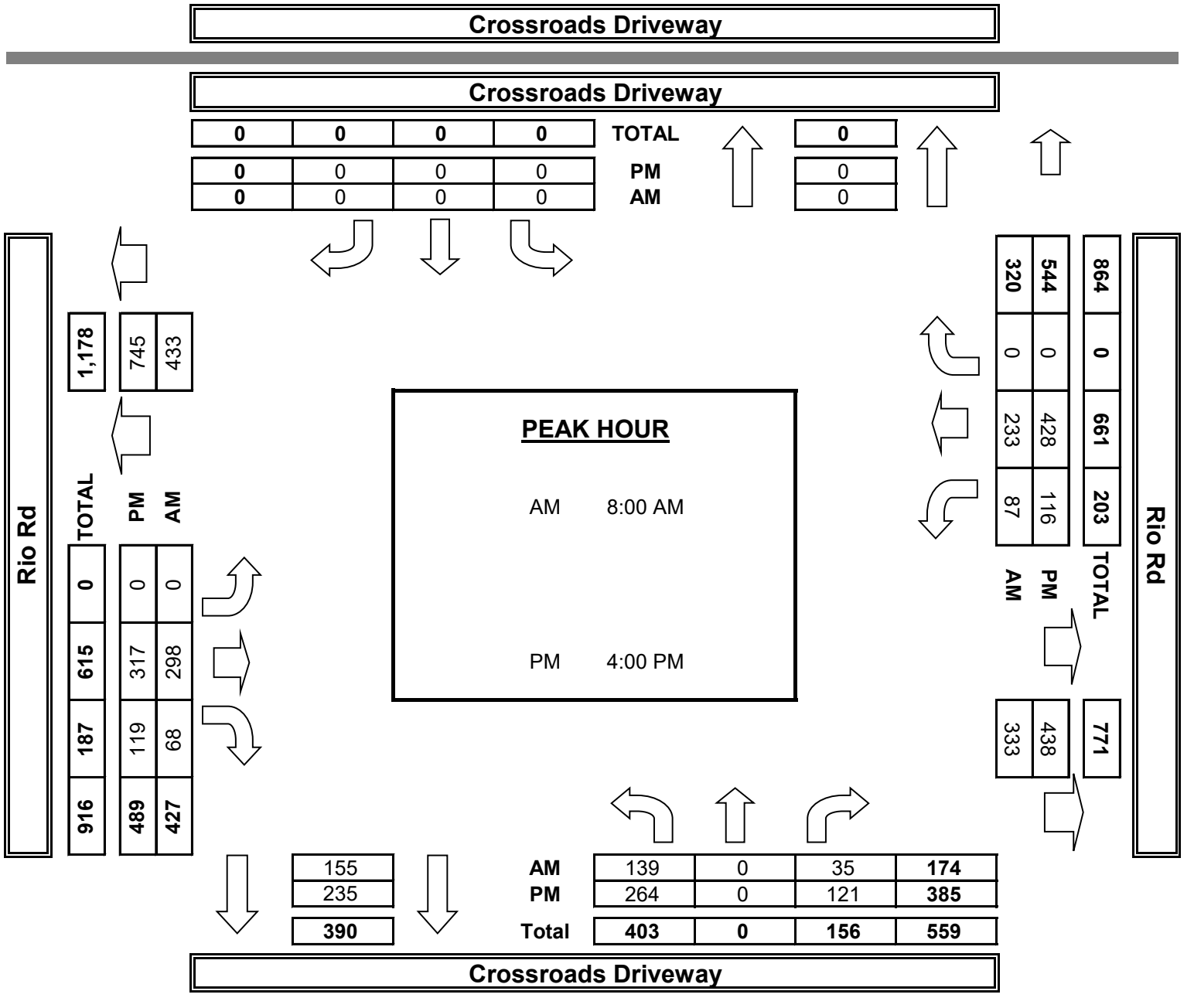
NB	SB	EB	WB	TTL
0	0	0	0	
0	0	16	0	16
0	0	12	0	12
0	0	12	0	12
0	0	15	0	15
0	0	20	0	20
0	0	9	0	9
0	0	15	0	15
0	0	17	0	17
0	0	116	0	116
0	0	61	0	
0	0	17	0	17
0	0	10	0	10
0	0	9	0	9
0	0	17	0	17
0	0	23	0	23
0	0	11	0	11
0	0	13	0	13
0	0	12	0	12
0	0	112	0	112
0	0	53	0	



AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

T112224

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tue, May 20, 25

LOCATION: Carmel
NORTH & SOUTH: Via Nona Marie
EAST & WEST: Rio Rd

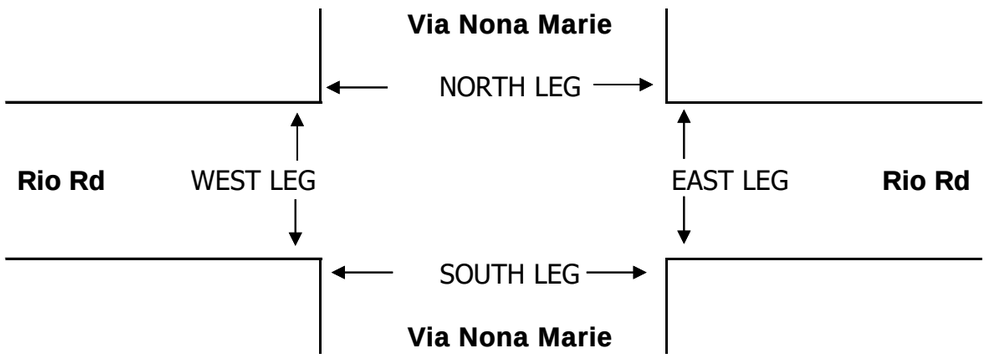
PROJECT #: SC5419
LOCATION #: 9
CONTROL: STOP N/S

NOTES:

AM PM MD OTHER OTHER

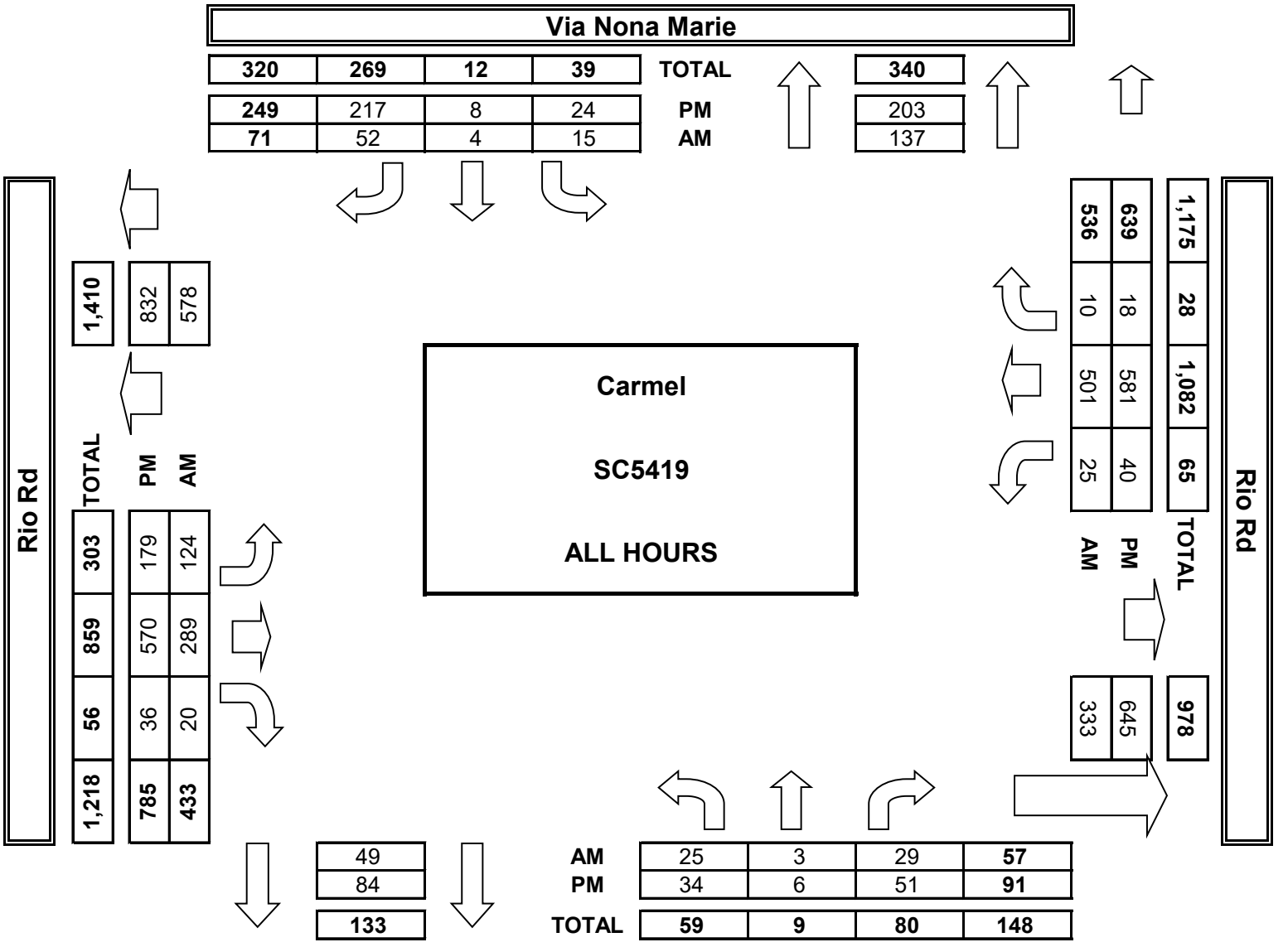
▲ N
◄ W E ►
S ▼

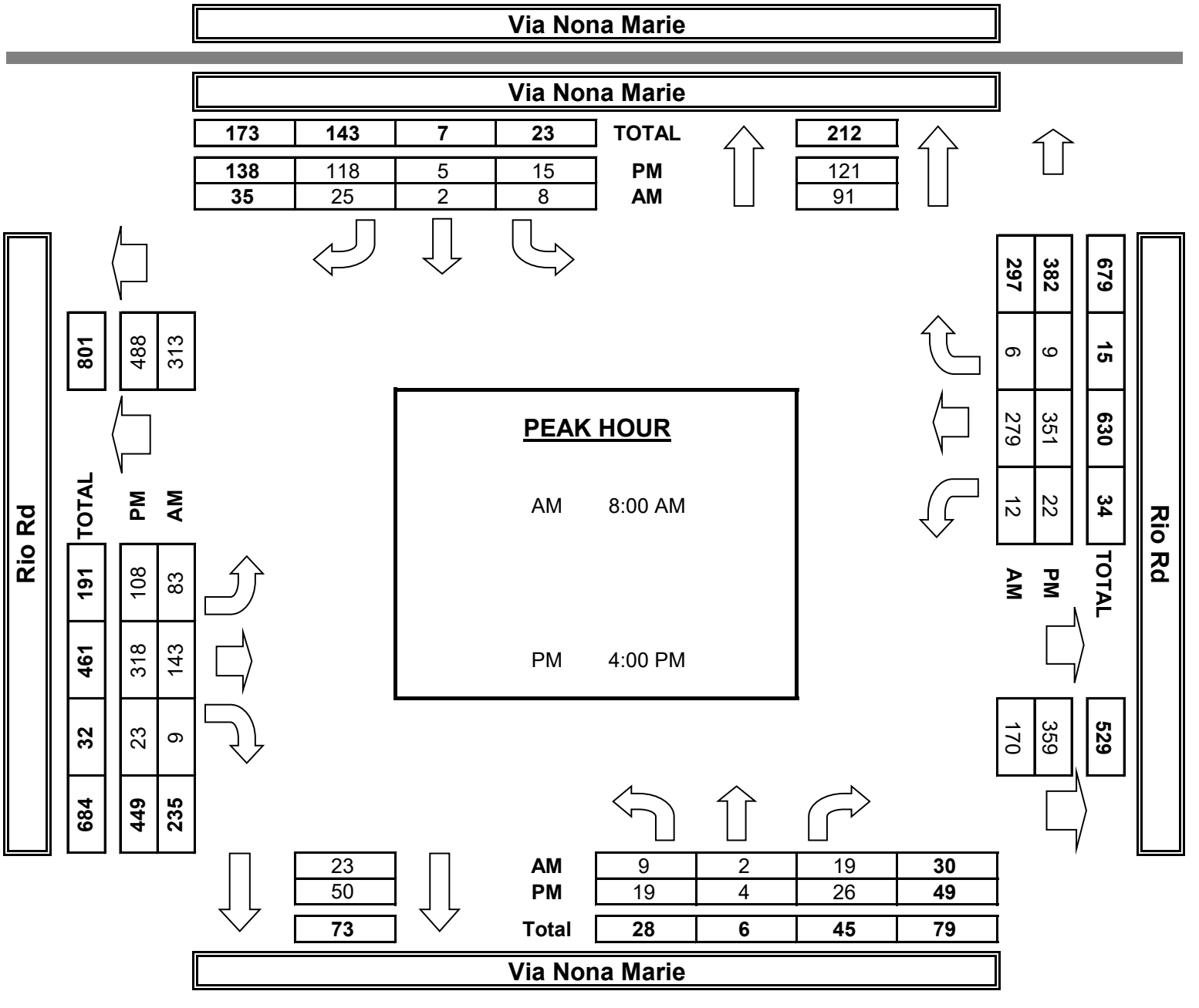
		NORTHBOUND Via Nona Marie			SOUTHBOUND Via Nona Marie			EASTBOUND Rio Rd			WESTBOUND Rio Rd				U-TURNS				
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	3	0	2	2	0	7	7	22	0	3	33	1	80	0	0	0	0	0
	7:15 AM	4	1	1	1	1	8	11	45	1	2	45	0	120	0	0	0	0	0
	7:30 AM	8	0	2	3	1	4	10	44	3	4	90	2	171	0	0	0	0	0
	7:45 AM	1	0	5	1	0	8	13	35	7	4	54	1	129	0	0	0	0	0
	8:00 AM	1	1	6	3	0	2	25	28	5	3	46	3	123	0	0	0	0	0
	8:15 AM	4	1	6	2	2	9	24	28	1	3	86	0	166	0	0	0	0	0
	8:30 AM	4	0	4	2	0	6	20	43	2	2	56	2	141	0	0	0	0	0
	8:45 AM	0	0	3	1	0	8	14	44	1	4	91	1	167	0	0	0	0	0
	VOLUMES	25	3	29	15	4	52	124	289	20	25	501	10	1,097	0	0	0	0	0
	APPROACH %	44%	5%	51%	21%	6%	73%	29%	67%	5%	5%	93%	2%						
	APP/DEPART	57	/	137	71	/	49	433	/	333	536	/	578	0					
	BEGIN PEAK HR		8:00 AM																
	VOLUMES	9	2	19	8	2	25	83	143	9	12	279	6	597	0	0	0	0	
	APPROACH %	30%	7%	63%	23%	6%	71%	35%	61%	4%	4%	94%	2%						
	PEAK HR FACTOR		0.682			0.673			0.904			0.773		0.894					
	APP/DEPART	30	/	91	35	/	23	235	/	170	297	/	313	0					
PM	4:00 PM	3	0	7	2	1	34	28	87	7	4	90	1	264	0	0	0	0	0
	4:15 PM	4	1	6	6	1	28	24	64	8	8	92	2	244	0	0	0	0	0
	4:30 PM	6	2	9	3	1	26	29	86	3	6	84	3	258	0	0	0	0	0
	4:45 PM	6	1	4	4	2	30	27	81	5	4	85	3	252	0	0	0	0	0
	5:00 PM	3	0	8	5	0	22	22	66	3	6	86	4	225	0	0	0	0	0
	5:15 PM	2	1	9	1	1	25	18	80	3	7	41	2	190	0	0	0	0	0
	5:30 PM	4	1	5	1	0	29	15	49	4	3	44	2	157	0	0	0	0	0
	5:45 PM	6	0	3	2	2	23	16	57	3	2	59	1	174	0	0	0	0	0
	VOLUMES	34	6	51	24	8	217	179	570	36	40	581	18	1,764	0	0	0	0	0
	APPROACH %	37%	7%	56%	10%	3%	87%	23%	73%	5%	6%	91%	3%						
	APP/DEPART	91	/	203	249	/	84	785	/	645	639	/	832	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	19	4	26	15	5	118	108	318	23	22	351	9	1,018	0	0	0	0	
	APPROACH %	39%	8%	53%	11%	4%	86%	24%	71%	5%	6%	92%	2%						
	PEAK HR FACTOR		0.721			0.932			0.920			0.936		0.964					
	APP/DEPART	49	/	121	138	/	50	449	/	359	382	/	488	0					



AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

T112224

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tue, May 20, 25

LOCATION: Carmel
NORTH & SOUTH: Val Verde Dr
EAST & WEST: Rio Rd

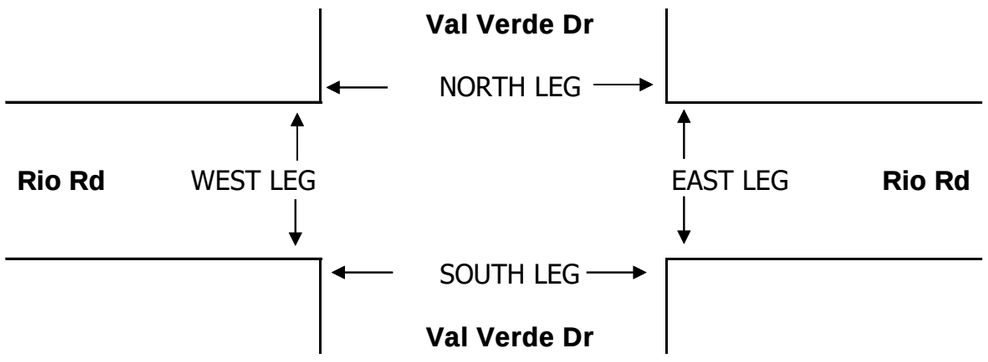
PROJECT #: SC5419
LOCATION #: 10
CONTROL: NO CONTROL

NOTES:

AM PM MD OTHER OTHER

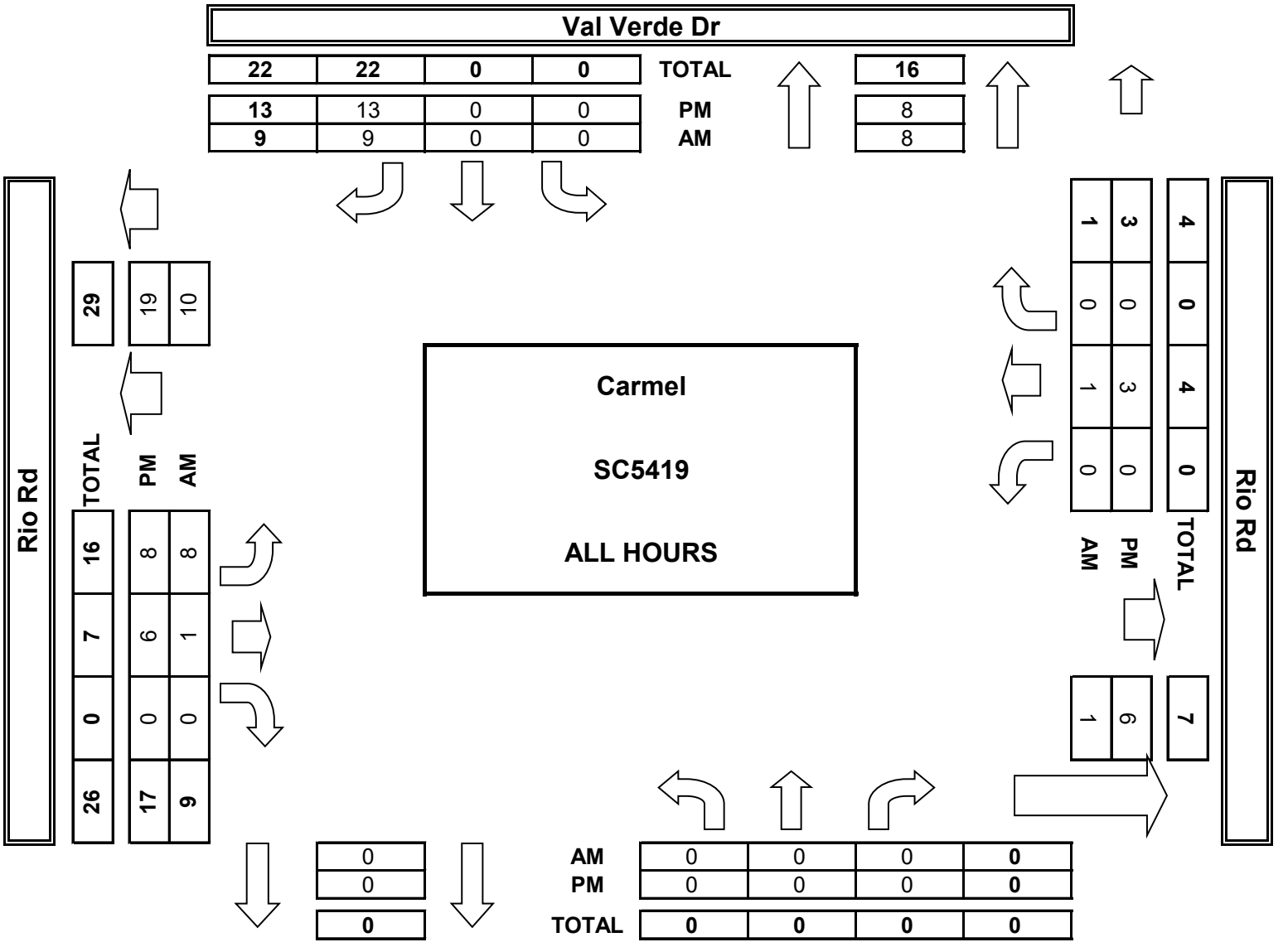
▲ N
◄ W E ►
S ▼

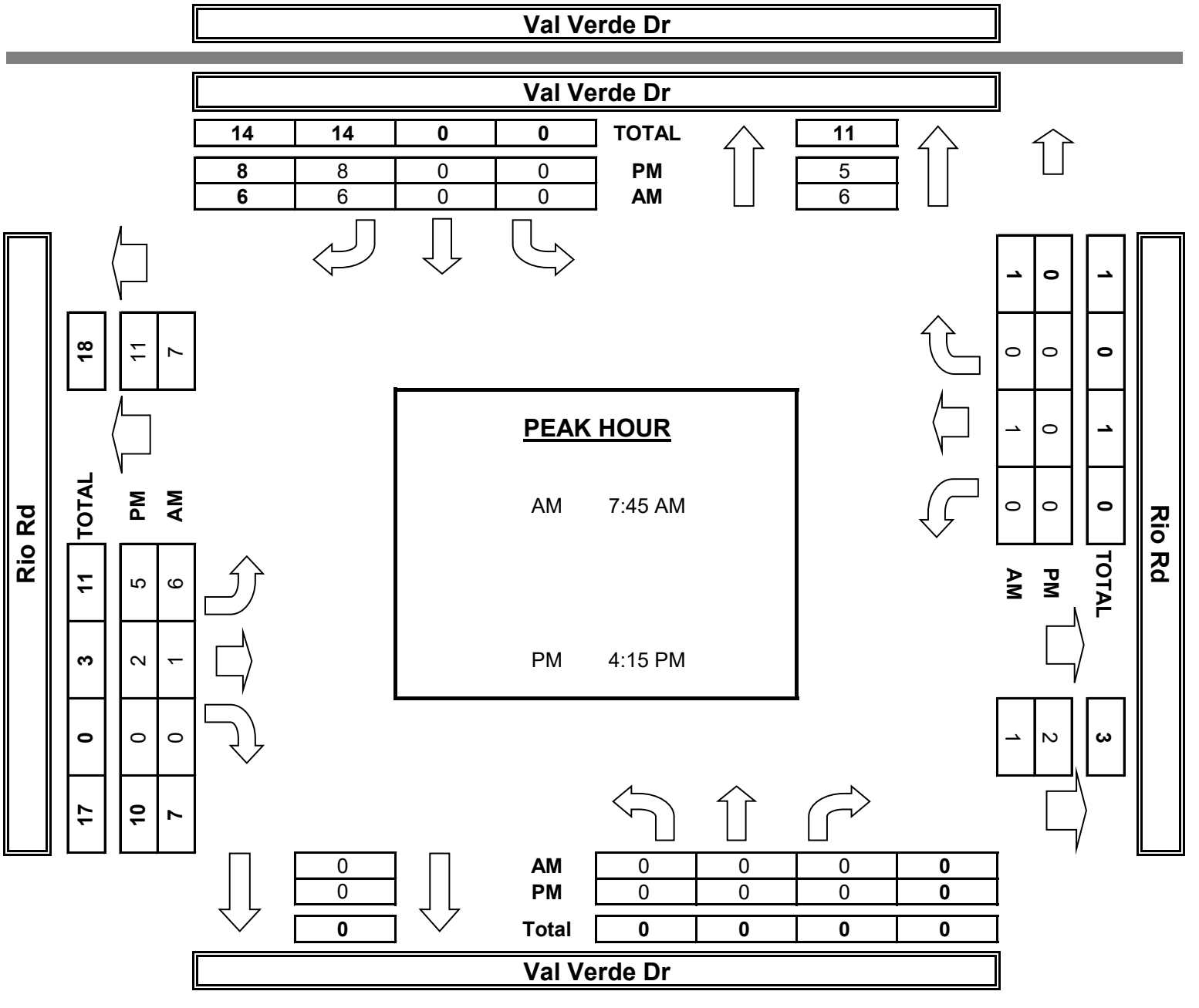
		NORTHBOUND Val Verde Dr			SOUTHBOUND Val Verde Dr			EASTBOUND Rio Rd			WESTBOUND Rio Rd				U-TURNS				
	LANES:	NL X	NT X	NR X	SL 0	ST X	SR 0	EL 0	ET 1	ER X	WL X	WT 1	WR 0	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	2	1	0	0	0	0	0	3	0	0	0	0	0
	7:45 AM	0	0	0	0	0	1	2	0	0	0	0	0	3	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	3	1	0	0	1	0	5	0	0	0	0	0
	8:15 AM	0	0	0	0	0	3	0	0	0	0	0	0	3	0	0	0	0	0
	8:30 AM	0	0	0	0	0	2	1	0	0	0	0	0	3	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0
	VOLUMES	0	0	0	0	0	9	8	1	0	0	1	0	19	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	100%	89%	11%	0%	0%	100%	0%						
	APP/DEPART	0	/	8	9	/	0	9	/	1	1	/	10	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	0	0	0	0	0	6	6	1	0	0	1	0	14	0	0	0	0	
	APPROACH %	0%	0%	0%	0%	0%	100%	86%	14%	0%	0%	100%	0%						
	PEAK HR FACTOR		0.000			0.500			0.438			0.250		0.700					
	APP/DEPART	0	/	6	6	/	0	7	/	1	1	/	7	0					
PM	4:00 PM	0	0	0	0	0	0	0	2	0	0	1	0	3	0	0	0	0	0
	4:15 PM	0	0	0	0	0	3	1	1	0	0	0	0	5	0	0	0	0	0
	4:30 PM	0	0	0	0	0	1	2	1	0	0	0	0	4	0	0	0	0	0
	4:45 PM	0	0	0	0	0	1	1	0	0	0	0	0	2	0	0	2	0	2
	5:00 PM	0	0	0	0	0	3	1	0	0	0	0	0	4	0	0	1	0	1
	5:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	4	0	0	0	0	0
	5:30 PM	0	0	0	0	0	1	2	0	0	0	0	0	3	0	0	0	0	0
	5:45 PM	0	0	0	0	0	2	1	0	0	0	2	0	5	0	0	0	0	0
	VOLUMES	0	0	0	0	0	13	8	6	0	0	3	0	33	0	0	3	0	3
	APPROACH %	0%	0%	0%	0%	0%	100%	47%	35%	0%	0%	100%	0%						
	APP/DEPART	0	/	8	13	/	0	17	/	6	3	/	19	0					
	BEGIN PEAK HR		4:15 PM																
	VOLUMES	0	0	0	0	0	8	5	2	0	0	0	0	18	0	0	3	0	
	APPROACH %	0%	0%	0%	0%	0%	100%	50%	20%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.667			0.833			0.000		0.900					
	APP/DEPART	0	/	5	8	/	0	10	/	2	0	/	11	0					



AimTD LLC

TURNING MOVEMENT COUNTS





Tuesday, May 20, 2025 CITY: Carmel PROJECT: SC5419

ADT1 Rio Rd between Carmel Rancho Blvd and Val Verde Dr. **Prepared by AimTD LLC tel. 714 253 7888**

AM Period	EB		WB			PM Period	EB		WB		
0:00	0		0			12:00	5		14		
0:15	0		0			12:15	6		4		
0:30	0		0			12:30	5		7		
0:45	0	0	0	0		12:45	11	27	5	30	57
1:00	0		0			13:00	7		4		
1:15	0		0			13:15	8		9		
1:30	0		0			13:30	9		7		
1:45	0	0	0	0		13:45	8	32	7	27	59
2:00	0		0			14:00	9		11		
2:15	0		0			14:15	19		12		
2:30	2		0			14:30	6		10		
2:45	0	2	1	1	3	14:45	11	45	8	41	86
3:00	0		0			15:00	8		11		
3:15	0		0			15:15	14		8		
3:30	0		0			15:30	11		11		
3:45	0	0	0	0		15:45	9	42	8	38	80
4:00	0		0			16:00	11		10		
4:15	0		0			16:15	13		7		
4:30	0		1			16:30	5		8		
4:45	0	0	0	1	1	16:45	8	37	8	33	70
5:00	0		1			17:00	5		11		
5:15	0		2			17:15	7		10		
5:30	1		0			17:30	7		8		
5:45	0	1	0	3	4	17:45	4	23	11	40	63
6:00	2		1			18:00	2		4		
6:15	1		4			18:15	9		6		
6:30	3		2			18:30	5		4		
6:45	4	10	2	9	19	18:45	2	18	5	19	37
7:00	1		4			19:00	5		5		
7:15	4		3			19:15	4		4		
7:30	8		12			19:30	9		6		
7:45	14	27	2	21	48	19:45	2	20	2	17	37
8:00	9		4			20:00	3		4		
8:15	8		11			20:15	2		2		
8:30	8		7			20:30	4		1		
8:45	2	27	4	26	53	20:45	1	10	1	8	18
9:00	7		8			21:00	1		0		
9:15	6		9			21:15	1		2		
9:30	6		3			21:30	1		2		
9:45	9	28	6	26	54	21:45	0	3	0	4	7
10:00	8		6			22:00	0		1		
10:15	6		10			22:15	0		0		
10:30	6		7			22:30	0		0		
10:45	9	29	6	29	58	22:45	1	1	0	1	2
11:00	14		8			23:00	0		0		
11:15	8		12			23:15	0		0		
11:30	4		6			23:30	1		0		
11:45	12	38	9	35	73	23:45	0	1	0	0	1
Total Vol.		162		151	**313**			259		258	**517**

Daily Totals	EB	WB	**Combined**
	421	409	**830**

	AM			**PM**		
Split %	51.8%	48.2%	**37.7%**	50.1%	49.9%	**62.3%**
Peak Hour	7:30	11:15	**11:00**	13:30	14:00	**14:00**
Volume	39	41	**73**	45	41	**86**
P.H.F.	0.70	0.73	**0.83**	0.59	0.85	**0.69**

cs@aimtd.com Tell. 714 253 7888

Appendix D

Synchro Analysis Reports

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	70	70	70	70	70	70
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1	1	1	0	-	0
Stage 1	1	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	1021	1083	1621	-	-	-
Stage 1	1022	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	1021	1083	1621	-	-	-
Mov Cap-2 Maneuver	1021	-	-	-	-	-
Stage 1	1022	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1621	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s/veh)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	70	70	70	70	70	70
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1	1	1	0	-	0
Stage 1	1	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	1021	1083	1621	-	-	-
Stage 1	1022	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	1021	1083	1621	-	-	-
Mov Cap-2 Maneuver	1021	-	-	-	-	-
Stage 1	1022	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1621	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s/veh)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	70	70	70	70	70	70
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1	1	1	0	-	0
Stage 1	1	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	1021	1083	1621	-	-	-
Stage 1	1022	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	1021	1083	1621	-	-	-
Mov Cap-2 Maneuver	1021	-	-	-	-	-
Stage 1	1022	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1621	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s/veh)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	6.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	6	1	1	0	0	6
Future Vol, veh/h	6	1	1	0	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	70	70	70	70	70	70
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	1	1	0	0	9

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1	0	-	0	20	1
Stage 1	-	-	-	-	1	-
Stage 2	-	-	-	-	19	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1621	-	-	-	997	1083
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	1004	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1621	-	-	-	992	1083
Mov Cap-2 Maneuver	-	-	-	-	992	-
Stage 1	-	-	-	-	1016	-
Stage 2	-	-	-	-	1004	-

Approach	EB	WB	SB
HCM Control Delay, s/v	6.2	0	8.35
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1543	-	-	-	1083
HCM Lane V/C Ratio	0.005	-	-	-	0.008
HCM Control Delay (s/veh)	7.2	0	-	-	8.4
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	152	17	12	13	9	287
Future Volume (Veh/h)	152	17	12	13	9	287
Sign Control	Free			Stop	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Hourly flow rate (vph)	190	21	15	16	11	359
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)	875					
pX, platoon unblocked						
vC, conflicting volume	0		386	380	401	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0		386	380	401	0
tC, single (s)	4.1		7.1	6.5	6.5	6.2
tC, 2 stage (s)						
tF (s)	2.2		3.5	4.0	4.0	3.3
p0 queue free %	88		96	97	98	67
cM capacity (veh/h)	1623		343	488	475	1085

Direction, Lane #	EB 1	EB 2	EB 3	NB 1	NB 2	SB 1	SB 2
Volume Total	95	95	21	15	16	11	359
Volume Left	95	95	0	15	0	0	0
Volume Right	0	0	21	0	0	0	359
cSH	1623	1623	1700	343	488	475	1085
Volume to Capacity	0.12	0.12	0.01	0.04	0.03	0.02	0.33
Queue Length 95th (ft)	10	10	0	3	3	2	37
Control Delay (s/veh)	7.5	7.5	0.0	16.0	12.6	12.8	9.9
Lane LOS	A	A		C	B	B	A
Approach Delay (s/veh)	6.8			14.3		10.0	
Approach LOS				B		B	

Intersection Summary			
Average Delay	9.1		
Intersection Capacity Utilization	27.8%	ICU Level of Service	A
Analysis Period (min)	15		

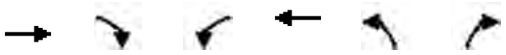
Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	83	143	9	12	279	6	9	2	19	8	2	25
Future Vol, veh/h	83	143	9	12	279	6	9	2	19	8	2	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	50	100	-	-	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	93	161	10	13	313	7	10	2	21	9	2	28

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	320	0	0	171	0	0	532	694	80	612	701	160
Stage 1	-	-	-	-	-	-	347	347	-	344	344	-
Stage 2	-	-	-	-	-	-	185	347	-	268	357	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1236	-	-	1404	-	-	430	365	964	377	361	857
Stage 1	-	-	-	-	-	-	642	633	-	645	635	-
Stage 2	-	-	-	-	-	-	799	633	-	714	627	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1236	-	-	1404	-	-	379	334	964	336	331	857
Mov Cap-2 Maneuver	-	-	-	-	-	-	379	334	-	336	331	-
Stage 1	-	-	-	-	-	-	593	585	-	639	629	-
Stage 2	-	-	-	-	-	-	763	627	-	643	579	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	2.88	0.31	11.11	11.51
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	379	817	1236	-	-	1404	-	-	593
HCM Lane V/C Ratio	0.027	0.029	0.075	-	-	0.01	-	-	0.066
HCM Control Delay (s/veh)	14.8	9.5	8.1	-	-	7.6	-	-	11.5
HCM Lane LOS	B	A	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.1	0.1	0.2	-	-	0	-	-	0.2



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	455	104	74	539	38	40
Future Volume (veh/h)	455	104	74	539	38	40
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	576	132	94	682	48	51
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1131	259	134	2204	139	124
Arrive On Green	0.39	0.39	0.08	0.62	0.08	0.08
Sat Flow, veh/h	2966	656	1781	3647	1781	1585
Grp Volume(v), veh/h	356	352	94	682	48	51
Grp Sat Flow(s),veh/h/ln	1777	1752	1781	1777	1781	1585
Q Serve(g_s), s	4.0	4.0	1.4	2.4	0.7	0.8
Cycle Q Clear(g_c), s	4.0	4.0	1.4	2.4	0.7	0.8
Prop In Lane		0.37	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	700	690	134	2204	139	124
V/C Ratio(X)	0.51	0.51	0.70	0.31	0.35	0.41
Avail Cap(c_a), veh/h	1542	1520	269	4156	403	359
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	6.1	6.1	12.0	2.4	11.6	11.6
Incr Delay (d2), s/veh	0.6	0.6	6.5	0.1	1.5	2.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.9	0.7	0.1	0.3	0.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	6.7	6.7	18.4	2.4	13.0	13.8
LnGrp LOS	A	A	B	A	B	B
Approach Vol, veh/h	708			776	99	
Approach Delay, s/veh	6.7			4.4	13.4	
Approach LOS	A			A	B	

Timer - Assigned Phs	2	3	4		8
Phs Duration (G+Y+Rc), s	6.1	6.0	14.4		20.4
Change Period (Y+Rc), s	4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	6.0	4.0	23.0		31.0
Max Q Clear Time (g_c+I1), s	2.8	3.4	6.0		4.4
Green Ext Time (p_c), s	0.1	0.0	4.4		5.4

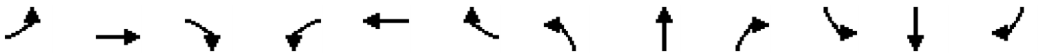
Intersection Summary	
HCM 7th Control Delay, s/veh	6.0
HCM 7th LOS	A

Movement	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Volume (veh/h)	0	298	68	87	233	139	35
Future Volume (veh/h)	0	298	68	87	233	139	35
Initial Q (Qb), veh		0	0	0	0	0	0
Lane Width Adj.		1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)			1.00	1.00		1.00	1.00
Parking Bus, Adj		1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No	No	
Adj Sat Flow, veh/h/ln		1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h		363	83	106	284	170	43
Peak Hour Factor		0.82	0.82	0.82	0.82	0.82	0.82
Percent Heavy Veh, %		2	2	2	2	2	2
Cap, veh/h		793	179	144	1855	508	233
Arrive On Green		0.28	0.28	0.08	0.52	0.15	0.15
Sat Flow, veh/h		2973	651	1781	3647	3456	1585
Grp Volume(v), veh/h		222	224	106	284	170	43
Grp Sat Flow(s),veh/h/ln		1777	1753	1781	1777	1728	1585
Q Serve(g_s), s		2.8	2.9	1.6	1.1	1.2	0.6
Cycle Q Clear(g_c), s		2.8	2.9	1.6	1.1	1.2	0.6
Prop In Lane			0.37	1.00		1.00	1.00
Lane Grp Cap(c), veh/h		490	483	144	1855	508	233
V/C Ratio(X)		0.45	0.46	0.73	0.15	0.33	0.18
Avail Cap(c_a), veh/h		1699	1676	262	3397	4002	1836
HCM Platoon Ratio		1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh		8.2	8.2	12.2	3.4	10.4	10.2
Incr Delay (d2), s/veh		0.7	0.7	7.0	0.0	0.4	0.4
Initial Q Delay(d3), s/veh		0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		0.8	0.8	0.7	0.1	0.3	0.2
Unsig. Movement Delay, s/veh							
LnGrp Delay(d), s/veh		8.8	8.9	19.2	3.4	10.8	10.5
LnGrp LOS		A	A	B	A	B	B
Approach Vol, veh/h		446			390	213	
Approach Delay, s/veh		8.8			7.7	10.7	
Approach LOS		A			A	B	

Timer - Assigned Phs	2	3	4			8
Phs Duration (G+Y+Rc), s	8.5	6.7	12.0			18.7
Change Period (Y+Rc), s	4.5	4.5	4.5			4.5
Max Green Setting (Gmax), s	31.5	4.0	26.0			26.0
Max Q Clear Time (g_c+I1), s	3.2	3.6	4.9			3.1
Green Ext Time (p_c), s	0.7	0.0	2.6			1.8

Intersection Summary	
HCM 7th Control Delay, s/veh	8.8
HCM 7th LOS	A

Notes
User approved ignoring U-Turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	179	224	45	75	202	148	37	121	79	214	252	72
Future Volume (veh/h)	179	224	45	75	202	148	37	121	79	214	252	72
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	256	320	64	84	227	166	44	144	94	238	280	80
Peak Hour Factor	0.70	0.70	0.70	0.89	0.89	0.89	0.84	0.84	0.84	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	308	662	131	190	295	250	144	532	237	565	638	179
Arrive On Green	0.17	0.22	0.22	0.11	0.16	0.16	0.08	0.15	0.15	0.16	0.23	0.23
Sat Flow, veh/h	1781	2958	584	1781	1870	1585	1781	3554	1585	3456	2741	768
Grp Volume(v), veh/h	256	191	193	84	227	166	44	144	94	238	180	180
Grp Sat Flow(s),veh/h/ln	1781	1777	1765	1781	1870	1585	1781	1777	1585	1728	1777	1732
Q Serve(g_s), s	7.4	5.0	5.1	2.4	6.2	5.3	1.2	1.9	2.9	3.3	4.6	4.8
Cycle Q Clear(g_c), s	7.4	5.0	5.1	2.4	6.2	5.3	1.2	1.9	2.9	3.3	4.6	4.8
Prop In Lane	1.00		0.33	1.00		1.00	1.00		1.00	1.00		0.44
Lane Grp Cap(c), veh/h	308	398	395	190	295	250	144	532	237	565	413	403
V/C Ratio(X)	0.83	0.48	0.49	0.44	0.77	0.66	0.31	0.27	0.40	0.42	0.43	0.45
Avail Cap(c_a), veh/h	534	932	926	400	911	772	500	2329	1039	1165	1165	1135
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.3	18.0	18.1	22.4	21.6	21.2	23.1	20.1	20.5	20.1	17.5	17.5
Incr Delay (d2), s/veh	2.2	0.3	0.3	0.6	1.6	1.1	0.4	0.1	0.4	0.2	0.3	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	1.9	2.0	1.0	2.7	1.9	0.5	0.7	1.0	1.1	1.6	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	23.5	18.3	18.4	23.0	23.2	22.3	23.6	20.2	20.9	20.2	17.8	17.8
LnGrp LOS	C	B	B	C	C	C	C	C	C	C	B	B
Approach Vol, veh/h		640			477			282			598	
Approach Delay, s/veh		20.4			22.8			21.0			18.8	
Approach LOS		C			C			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.8	13.7	10.3	16.6	8.4	18.1	13.8	13.0
Change Period (Y+Rc), s	4.1	5.7	4.6	4.6	4.1	5.7	4.6	4.6
Max Green Setting (Gmax), s	18.0	35.0	12.0	28.0	15.0	35.0	16.0	26.0
Max Q Clear Time (g_c+I1), s	5.3	4.9	4.4	7.1	3.2	6.8	9.4	8.2
Green Ext Time (p_c), s	0.0	0.1	0.0	0.5	0.0	0.3	0.0	0.2

Intersection Summary	
HCM 7th Control Delay, s/veh	20.6
HCM 7th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	858	319	58	967	494
Future Volume (vph)	0	858	319	58	967	494
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	9%		5%			-5%
Total Lost time (s)		4.9	5.7		4.9	5.7
Lane Util. Factor		0.88	0.95		0.97	1.00
Frt		0.85	0.98		1.00	1.00
Flt Protected		1.00	1.00		0.95	1.00
Satd. Flow (prot)		2661	3371		3519	1909
Flt Permitted		1.00	1.00		0.95	1.00
Satd. Flow (perm)		2661	3371		3519	1909
Peak-hour factor, PHF	0.67	0.67	0.83	0.83	0.95	0.95
Adj. Flow (vph)	0	1281	384	70	1018	520
RTOR Reduction (vph)	0	333	15	0	0	0
Lane Group Flow (vph)	0	948	439	0	1018	520
Turn Type		Over	NA		Prot	NA
Protected Phases		3	2		3	2 3
Permitted Phases						
Actuated Green, G (s)		25.5	16.1		25.5	52.2
Effective Green, g (s)		25.5	16.1		25.5	47.3
Actuated g/C Ratio		0.49	0.31		0.49	0.91
Clearance Time (s)		4.9	5.7		4.9	
Vehicle Extension (s)		0.2	2.0		0.2	
Lane Grp Cap (vph)		1299	1039		1719	1729
v/s Ratio Prot		c0.36	c0.13		0.29	0.27
v/s Ratio Perm						
v/c Ratio		0.73	0.42		0.59	0.30
Uniform Delay, d1		10.6	14.4		9.6	0.3
Progression Factor		1.00	1.00		1.00	1.00
Incremental Delay, d2		1.8	0.1		0.4	0.0
Delay (s)		12.4	14.5		10.0	0.4
Level of Service		B	B		A	A
Approach Delay (s/veh)	12.4		14.5			6.7
Approach LOS	B		B			A

Intersection Summary			
HCM 2000 Control Delay (s/veh)	10.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	52.2	Sum of lost time (s)	10.6
Intersection Capacity Utilization	49.5%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			



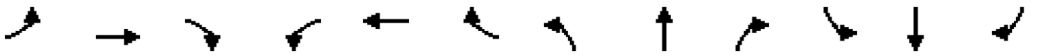
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	763	247	314	757	14	73	1	169	17	3	28
Future Volume (veh/h)	15	763	247	314	757	14	73	1	169	17	3	28
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.96
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1723	1723	1723	2145	2145	2059
Adj Flow Rate, veh/h	19	978	317	403	971	18	95	0	217	22	4	36
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	32	1312	585	233	1487	663	633	0	281	117	21	118
Arrive On Green	0.02	0.37	0.37	0.07	0.42	0.42	0.19	0.00	0.19	0.07	0.07	0.07
Sat Flow, veh/h	1781	3554	1585	3456	3554	1585	3282	0	1460	1742	317	1745
Grp Volume(v), veh/h	19	978	317	403	971	18	95	0	217	26	0	36
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1728	1777	1585	1641	0	1460	2058	0	1745
Q Serve(g_s), s	0.6	14.2	9.4	4.0	13.0	0.4	1.4	0.0	8.4	0.7	0.0	1.2
Cycle Q Clear(g_c), s	0.6	14.2	9.4	4.0	13.0	0.4	1.4	0.0	8.4	0.7	0.0	1.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	0.85		1.00
Lane Grp Cap(c), veh/h	32	1312	585	233	1487	663	633	0	281	139	0	118
V/C Ratio(X)	0.59	0.75	0.54	1.73	0.65	0.03	0.15	0.00	0.77	0.19	0.00	0.31
Avail Cap(c_a), veh/h	120	1676	748	233	1676	748	1990	0	885	139	0	118
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	28.9	16.3	14.8	27.7	13.8	10.2	19.9	0.0	22.7	26.2	0.0	26.4
Incr Delay (d2), s/veh	15.9	1.4	0.8	346.3	0.8	0.0	0.1	0.0	4.5	0.6	0.0	1.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	4.9	2.8	12.7	4.2	0.1	0.5	0.0	2.8	0.4	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	44.8	17.7	15.5	374.0	14.6	10.2	20.0	0.0	27.2	26.8	0.0	27.8
LnGrp LOS	D	B	B	F	B	B	C		C	C		C
Approach Vol, veh/h		1314			1392			312			62	
Approach Delay, s/veh		17.5			118.6			25.0			27.4	
Approach LOS		B			F			C			C	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		15.9	8.5	26.4		8.5	5.6	29.4				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		36.0	4.0	28.0		4.0	4.0	28.0				
Max Q Clear Time (g_c+I1), s		10.4	6.0	16.2		3.2	2.6	15.0				
Green Ext Time (p_c), s		1.1	0.0	5.7		0.0	0.0	5.2				

Intersection Summary	
HCM 7th Control Delay, s/veh	64.2
HCM 7th LOS	E

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	114	37	118	130	34	41	85	772	79	28	1214	88
Future Volume (veh/h)	114	37	118	130	34	41	85	772	79	28	1214	88
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1776	1776	1776	1870	1870	1870	1870	1870	1870	1723	1723	1723
Adj Flow Rate, veh/h	133	43	137	228	161	91	96	867	89	29	1265	0
Peak Hour Factor	0.86	0.86	0.86	0.45	0.45	0.45	0.89	0.89	0.89	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	236	52	166	301	190	107	128	1476	151	66	1357	
Arrive On Green	0.14	0.14	0.14	0.17	0.17	0.17	0.07	0.45	0.45	0.04	0.41	0.00
Sat Flow, veh/h	1692	373	1189	1781	1122	634	1781	3253	334	1641	3274	1460
Grp Volume(v), veh/h	133	0	180	228	0	252	96	474	482	29	1265	0
Grp Sat Flow(s),veh/h/ln	1692	0	1562	1781	0	1756	1781	1777	1810	1641	1637	1460
Q Serve(g_s), s	6.5	0.0	9.9	10.8	0.0	12.3	4.7	17.6	17.6	1.5	32.6	0.0
Cycle Q Clear(g_c), s	6.5	0.0	9.9	10.8	0.0	12.3	4.7	17.6	17.6	1.5	32.6	0.0
Prop In Lane	1.00		0.76	1.00		0.36	1.00		0.18	1.00		1.00
Lane Grp Cap(c), veh/h	236	0	218	301	0	297	128	806	821	66	1357	
V/C Ratio(X)	0.56	0.00	0.83	0.76	0.00	0.85	0.75	0.59	0.59	0.44	0.93	
Avail Cap(c_a), veh/h	516	0	476	845	0	833	503	1305	1329	278	2034	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	35.6	0.0	37.1	35.1	0.0	35.7	40.3	18.0	18.0	41.5	24.7	0.0
Incr Delay (d2), s/veh	0.8	0.0	3.0	1.5	0.0	2.6	3.3	0.3	0.2	1.7	4.8	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	0.0	3.9	4.8	0.0	5.4	2.1	6.4	6.5	0.6	12.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	36.4	0.0	40.1	36.5	0.0	38.3	43.7	18.3	18.3	43.2	29.5	0.0
LnGrp LOS	D		D	D		D	D	B	B	D	C	
Approach Vol, veh/h		313			480			1052			1294	
Approach Delay, s/veh		38.5			37.5			20.6			29.8	
Approach LOS		D			D			C			C	

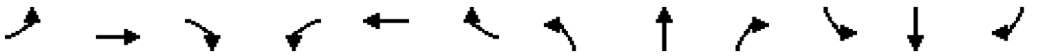
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.8	45.1		16.5	11.2	41.6		19.2				
Change Period (Y+Rc), s	4.2	4.9		4.2	4.9	* 4.9		4.2				
Max Green Setting (Gmax), s	15.0	65.0		27.0	25.0	* 55		42.0				
Max Q Clear Time (g_c+I1), s	3.5	19.6		11.9	6.7	34.6		14.3				
Green Ext Time (p_c), s	0.0	1.7		0.4	0.0	2.0		0.6				

Intersection Summary			
HCM 7th Control Delay, s/veh		28.8	
HCM 7th LOS		C	

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	316	7	18	14	18	40	35	1024	9	27	1435	734
Future Volume (veh/h)	316	7	18	14	18	40	35	1024	9	27	1435	734
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.96	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1658	1658	1658	2185	2185	2185	1582	1582	1518	2027	2027	2027
Adj Flow Rate, veh/h	421	9	0	17	22	0	40	1177	10	28	1495	0
Peak Hour Factor	0.75	0.75	0.75	0.82	0.82	0.82	0.87	0.87	0.87	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	621	336		122	128		90	1352	579	90	1683	
Arrive On Green	0.20	0.20	0.00	0.06	0.06	0.00	0.06	0.45	0.45	0.05	0.44	0.00
Sat Flow, veh/h	3064	1658	0	2081	2185	1851	1506	3005	1287	1931	3852	1718
Grp Volume(v), veh/h	421	9	0	17	22	0	40	1177	10	28	1495	0
Grp Sat Flow(s),veh/h/ln	1532	1658	0	2081	2185	1851	1506	1503	1287	1931	1926	1718
Q Serve(g_s), s	9.8	0.3	0.0	0.6	0.7	0.0	2.0	27.4	0.3	1.1	27.6	0.0
Cycle Q Clear(g_c), s	9.8	0.3	0.0	0.6	0.7	0.0	2.0	27.4	0.3	1.1	27.6	0.0
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	621	336		122	128		90	1352	579	90	1683	
V/C Ratio(X)	0.68	0.03		0.14	0.17		0.45	0.87	0.02	0.31	0.89	
Avail Cap(c_a), veh/h	1823	987		700	735		468	2721	1165	599	3487	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	28.5	24.7	0.0	34.5	34.6	0.0	35.1	19.2	11.8	35.6	20.0	0.0
Incr Delay (d2), s/veh	2.8	0.1	0.0	0.4	0.5	0.0	1.3	0.7	0.0	0.7	0.7	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	0.1	0.0	0.3	0.4	0.0	0.7	8.1	0.1	0.5	10.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	31.2	24.8	0.0	34.9	35.1	0.0	36.4	19.9	11.8	36.4	20.7	0.0
LnGrp LOS	C	C		C	D		D	B	B	D	C	
Approach Vol, veh/h		430			39			1227			1523	
Approach Delay, s/veh		31.1			35.0			20.4			21.0	
Approach LOS		C			D			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.2	39.7		20.3	9.2	38.7		9.1				
Change Period (Y+Rc), s	4.6	4.9		4.6	4.6	4.9		4.6				
Max Green Setting (Gmax), s	24.0	70.0		46.0	24.0	70.0		26.0				
Max Q Clear Time (g_c+I1), s	3.1	29.4		11.8	4.0	29.6		2.7				
Green Ext Time (p_c), s	0.0	3.0		3.9	0.0	4.2		0.1				

Intersection Summary		
HCM 7th Control Delay, s/veh	22.3	
HCM 7th LOS	C	

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1	1	1	0	-	0
Stage 1	1	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	1022	1083	1622	-	-	-
Stage 1	1022	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	1022	1083	1622	-	-	-
Mov Cap-2 Maneuver	1022	-	-	-	-	-
Stage 1	1022	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1622	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s/veh)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1	1	1	0	-	0
Stage 1	1	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	1022	1083	1622	-	-	-
Stage 1	1022	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	1022	1083	1622	-	-	-
Mov Cap-2 Maneuver	1022	-	-	-	-	-
Stage 1	1022	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1622	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s/veh)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1	1	1	0	-	0
Stage 1	1	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	1022	1083	1622	-	-	-
Stage 1	1022	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	1022	1083	1622	-	-	-
Mov Cap-2 Maneuver	1022	-	-	-	-	-
Stage 1	1022	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1622	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s/veh)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	6.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	2	0	0	0	8
Future Vol, veh/h	5	2	0	0	0	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	6	2	0	0	0	9

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1	0	-	0	14	1
Stage 1	-	-	-	-	1	-
Stage 2	-	-	-	-	13	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1622	-	-	-	1004	1083
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	1010	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1622	-	-	-	1001	1083
Mov Cap-2 Maneuver	-	-	-	-	1001	-
Stage 1	-	-	-	-	1019	-
Stage 2	-	-	-	-	1010	-

Approach	EB	WB	SB
HCM Control Delay, s/v	5.16	0	8.35
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1286	-	-	-	1083
HCM Lane V/C Ratio	0.003	-	-	-	0.008
HCM Control Delay (s/veh)	7.2	0	-	-	8.4
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	342	17	13	20	20	373
Future Volume (Veh/h)	342	17	13	20	20	373
Sign Control	Free			Stop	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	356	18	14	21	21	389
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)	875					
pX, platoon unblocked						
vC, conflicting volume	0		723	712	730	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0		723	712	730	0
tC, single (s)	4.1		7.1	6.5	6.5	6.2
tC, 2 stage (s)						
tF (s)	2.2		3.5	4.0	4.0	3.3
p0 queue free %	78		92	92	92	64
cM capacity (veh/h)	1623		172	279	273	1085

Direction, Lane #	EB 1	EB 2	EB 3	NB 1	NB 2	SB 1	SB 2
Volume Total	178	178	18	14	21	21	389
Volume Left	178	178	0	14	0	0	0
Volume Right	0	0	18	0	0	0	389
cSH	1623	1623	1700	172	279	273	1085
Volume to Capacity	0.22	0.22	0.01	0.08	0.08	0.08	0.36
Queue Length 95th (ft)	21	21	0	7	6	6	41
Control Delay (s/veh)	7.8	7.8	0.0	27.8	18.9	19.3	10.2
Lane LOS	A	A		D	C	C	B
Approach Delay (s/veh)	7.5			22.5		10.6	
Approach LOS				C		B	

Intersection Summary			
Average Delay	9.7		
Intersection Capacity Utilization	33.1%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	108	318	23	22	351	9	19	4	26	15	5	118
Future Vol, veh/h	108	318	23	22	351	9	19	4	26	15	5	118
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	50	100	-	-	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	113	331	24	23	366	9	20	4	27	16	5	123

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	375	0	0	355	0	0	788	977	166	809	996	188
Stage 1	-	-	-	-	-	-	556	556	-	416	416	-
Stage 2	-	-	-	-	-	-	231	421	-	393	580	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1180	-	-	1200	-	-	282	249	850	272	243	823
Stage 1	-	-	-	-	-	-	483	511	-	585	590	-
Stage 2	-	-	-	-	-	-	751	587	-	603	498	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1180	-	-	1200	-	-	208	221	850	230	216	823
Mov Cap-2 Maneuver	-	-	-	-	-	-	208	221	-	230	216	-
Stage 1	-	-	-	-	-	-	437	462	-	573	579	-
Stage 2	-	-	-	-	-	-	621	576	-	524	451	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	2.01	0.46	16.18	12.97
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	208	616	1180	-	-	1200	-	-	595
HCM Lane V/C Ratio	0.095	0.051	0.095	-	-	0.019	-	-	0.242
HCM Control Delay (s/veh)	24.1	11.2	8.4	-	-	8.1	-	-	13
HCM Lane LOS	C	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.3	0.2	0.3	-	-	0.1	-	-	0.9



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	689	66	126	793	160	135
Future Volume (veh/h)	689	66	126	793	160	135
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	710	68	130	818	165	139
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1254	120	163	2138	257	229
Arrive On Green	0.38	0.38	0.09	0.60	0.14	0.14
Sat Flow, veh/h	3371	314	1781	3647	1781	1585
Grp Volume(v), veh/h	385	393	130	818	165	139
Grp Sat Flow(s),veh/h/ln	1777	1814	1781	1777	1781	1585
Q Serve(g_s), s	5.4	5.4	2.3	3.8	2.8	2.6
Cycle Q Clear(g_c), s	5.4	5.4	2.3	3.8	2.8	2.6
Prop In Lane		0.17	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	680	694	163	2138	257	229
V/C Ratio(X)	0.57	0.57	0.80	0.38	0.64	0.61
Avail Cap(c_a), veh/h	1298	1325	226	3499	339	302
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	7.7	7.7	14.0	3.2	12.7	12.6
Incr Delay (d2), s/veh	0.7	0.7	12.6	0.1	2.7	2.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	1.5	1.3	0.5	1.1	0.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	8.4	8.4	26.6	3.4	15.4	15.2
LnGrp LOS	A	A	C	A	B	B
Approach Vol, veh/h	778			948	304	
Approach Delay, s/veh	8.4			6.5	15.3	
Approach LOS	A			A	B	

Timer - Assigned Phs	2	3	4		8
Phs Duration (G+Y+Rc), s	8.5	6.9	16.1		22.9
Change Period (Y+Rc), s	4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	6.0	4.0	23.0		31.0
Max Q Clear Time (g_c+I1), s	4.8	4.3	7.4		5.8
Green Ext Time (p_c), s	0.1	0.0	4.7		6.6

Intersection Summary	
HCM 7th Control Delay, s/veh	8.6
HCM 7th LOS	A

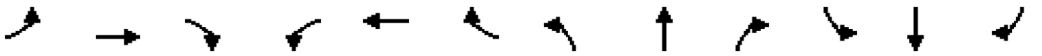


Movement	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Volume (veh/h)	0	317	119	116	428	264	121
Future Volume (veh/h)	0	317	119	116	428	264	121
Initial Q (Qb), veh		0	0	0	0	0	0
Lane Width Adj.		1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)			1.00	1.00		1.00	1.00
Parking Bus, Adj		1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No	No	
Adj Sat Flow, veh/h/ln		1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h		323	121	118	437	269	123
Peak Hour Factor		0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %		2	2	2	2	2	2
Cap, veh/h		682	251	150	1801	638	292
Arrive On Green		0.27	0.27	0.08	0.51	0.18	0.18
Sat Flow, veh/h		2637	935	1781	3647	3456	1585
Grp Volume(v), veh/h		224	220	118	437	269	123
Grp Sat Flow(s),veh/h/ln		1777	1702	1781	1777	1728	1585
Q Serve(g_s), s		3.1	3.2	1.9	2.0	2.0	2.0
Cycle Q Clear(g_c), s		3.1	3.2	1.9	2.0	2.0	2.0
Prop In Lane			0.55	1.00		1.00	1.00
Lane Grp Cap(c), veh/h		476	456	150	1801	638	292
V/C Ratio(X)		0.47	0.48	0.78	0.24	0.42	0.42
Avail Cap(c_a), veh/h		1585	1518	244	3169	3734	1713
HCM Platoon Ratio		1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh		8.9	9.0	13.1	4.0	10.5	10.5
Incr Delay (d2), s/veh		0.7	0.8	8.6	0.1	0.4	1.0
Initial Q Delay(d3), s/veh		0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		0.9	0.9	0.9	0.3	0.6	0.6
Unsig. Movement Delay, s/veh							
LnGrp Delay(d), s/veh		9.7	9.8	21.7	4.1	11.0	11.5
LnGrp LOS		A	A	C	A	B	B
Approach Vol, veh/h		444			555	392	
Approach Delay, s/veh		9.7			7.9	11.1	
Approach LOS		A			A	B	

Timer - Assigned Phs	2	3	4			8
Phs Duration (G+Y+Rc), s	9.9	7.0	12.3			19.3
Change Period (Y+Rc), s	4.5	4.5	4.5			4.5
Max Green Setting (Gmax), s	31.5	4.0	26.0			26.0
Max Q Clear Time (g_c+I1), s	4.0	3.9	5.2			4.0
Green Ext Time (p_c), s	1.4	0.0	2.6			2.9

Intersection Summary	
HCM 7th Control Delay, s/veh	9.4
HCM 7th LOS	A

Notes
User approved ignoring U-Turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	176	282	68	102	377	264	81	332	141	186	182	75
Future Volume (veh/h)	176	282	68	102	377	264	81	332	141	186	182	75
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	193	310	75	107	397	278	94	386	164	196	192	79
Peak Hour Factor	0.91	0.91	0.91	0.95	0.95	0.95	0.86	0.86	0.86	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	239	756	180	202	458	388	216	514	229	514	428	170
Arrive On Green	0.13	0.27	0.27	0.11	0.24	0.24	0.12	0.14	0.14	0.15	0.17	0.17
Sat Flow, veh/h	1781	2847	678	1781	1870	1585	1781	3554	1585	3456	2484	986
Grp Volume(v), veh/h	193	192	193	107	397	278	94	386	164	196	135	136
Grp Sat Flow(s),veh/h/ln	1781	1777	1748	1781	1870	1585	1781	1777	1585	1728	1777	1693
Q Serve(g_s), s	6.1	5.1	5.3	3.3	11.8	9.3	2.8	6.0	5.7	3.0	4.0	4.2
Cycle Q Clear(g_c), s	6.1	5.1	5.3	3.3	11.8	9.3	2.8	6.0	5.7	3.0	4.0	4.2
Prop In Lane	1.00		0.39	1.00		1.00	1.00		1.00	1.00		0.58
Lane Grp Cap(c), veh/h	239	472	464	202	458	388	216	514	229	514	306	291
V/C Ratio(X)	0.81	0.41	0.42	0.53	0.87	0.72	0.44	0.75	0.72	0.38	0.44	0.47
Avail Cap(c_a), veh/h	492	644	633	369	839	711	461	2146	957	1073	1073	1022
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.4	17.5	17.6	24.2	21.0	20.0	23.6	23.8	23.7	22.3	21.5	21.6
Incr Delay (d2), s/veh	2.5	0.2	0.2	0.8	2.0	0.9	0.5	0.8	1.6	0.2	0.4	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	2.0	2.0	1.4	5.0	3.3	1.1	2.3	2.1	1.1	1.5	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	26.9	17.7	17.8	25.0	22.9	21.0	24.2	24.6	25.2	22.4	21.9	22.0
LnGrp LOS	C	B	B	C	C	C	C	C	C	C	C	C
Approach Vol, veh/h		578			782			644			467	
Approach Delay, s/veh		20.8			22.5			24.7			22.2	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.7	14.1	11.2	20.0	11.1	15.7	12.4	18.8
Change Period (Y+Rc), s	4.1	5.7	4.6	4.6	4.1	5.7	4.6	4.6
Max Green Setting (Gmax), s	18.0	35.0	12.0	21.0	15.0	35.0	16.0	26.0
Max Q Clear Time (g_c+I1), s	5.0	8.0	5.3	7.3	4.8	6.2	8.1	13.8
Green Ext Time (p_c), s	0.0	0.3	0.0	0.4	0.0	0.2	0.0	0.4

Intersection Summary	
HCM 7th Control Delay, s/veh	22.6
HCM 7th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	822	626	146	821	443
Future Volume (vph)	0	822	626	146	821	443
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	9%		5%			-5%
Total Lost time (s)		4.9	5.7		4.9	5.7
Lane Util. Factor		0.88	0.95		0.97	1.00
Frt		0.85	0.97		1.00	1.00
Flt Protected		1.00	1.00		0.95	1.00
Satd. Flow (prot)		2661	3353		3519	1909
Flt Permitted		1.00	1.00		0.95	1.00
Satd. Flow (perm)		2661	3353		3519	1909
Peak-hour factor, PHF	0.87	0.87	0.91	0.91	0.90	0.90
Adj. Flow (vph)	0	945	688	160	912	492
RTOR Reduction (vph)	0	185	14	0	0	0
Lane Group Flow (vph)	0	760	834	0	912	492
Turn Type		Over	NA		Prot	NA
Protected Phases		3	2		3	2 3
Permitted Phases						
Actuated Green, G (s)		27.2	28.8		27.2	66.6
Effective Green, g (s)		27.2	28.8		27.2	61.7
Actuated g/C Ratio		0.41	0.43		0.41	0.93
Clearance Time (s)		4.9	5.7		4.9	
Vehicle Extension (s)		0.2	2.0		0.2	
Lane Grp Cap (vph)		1086	1449		1437	1768
v/s Ratio Prot		c0.29	c0.25		0.26	0.26
v/s Ratio Perm						
v/c Ratio		0.70	0.58		0.63	0.28
Uniform Delay, d1		16.3	14.3		15.7	0.2
Progression Factor		1.00	1.00		1.00	1.00
Incremental Delay, d2		1.6	0.3		0.7	0.0
Delay (s)		17.9	14.6		16.4	0.3
Level of Service		B	B		B	A
Approach Delay (s/veh)	17.9		14.6			10.8
Approach LOS	B		B			B

Intersection Summary			
HCM 2000 Control Delay (s/veh)	13.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	66.6	Sum of lost time (s)	10.6
Intersection Capacity Utilization	59.6%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			



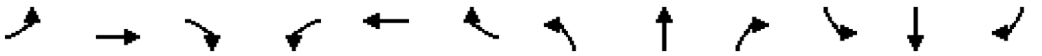
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	767	173	313	574	7	240	16	450	7	12	8
Future Volume (veh/h)	21	767	173	313	574	7	240	16	450	7	12	8
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.96
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1723	1723	1723	2145	2145	2059
Adj Flow Rate, veh/h	22	807	182	329	604	7	265	0	474	7	13	8
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	35	1031	460	184	1151	513	1192	0	530	39	73	93
Arrive On Green	0.02	0.29	0.29	0.05	0.32	0.32	0.36	0.00	0.36	0.05	0.05	0.05
Sat Flow, veh/h	1781	3554	1585	3456	3554	1585	3282	0	1460	738	1370	1745
Grp Volume(v), veh/h	22	807	182	329	604	7	265	0	474	20	0	8
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1728	1777	1585	1641	0	1460	2108	0	1745
Q Serve(g_s), s	0.9	15.6	6.9	4.0	10.4	0.2	4.2	0.0	23.0	0.7	0.0	0.3
Cycle Q Clear(g_c), s	0.9	15.6	6.9	4.0	10.4	0.2	4.2	0.0	23.0	0.7	0.0	0.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	0.35		1.00
Lane Grp Cap(c), veh/h	35	1031	460	184	1151	513	1192	0	530	112	0	93
V/C Ratio(X)	0.63	0.78	0.40	1.79	0.52	0.01	0.22	0.00	0.89	0.18	0.00	0.09
Avail Cap(c_a), veh/h	95	1327	592	184	1327	592	1575	0	701	112	0	93
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	36.5	24.4	21.3	35.5	20.7	17.2	16.5	0.0	22.5	33.9	0.0	33.8
Incr Delay (d2), s/veh	17.2	2.4	0.6	374.3	0.4	0.0	0.1	0.0	11.4	0.7	0.0	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	6.2	2.4	11.2	3.9	0.1	1.5	0.0	8.5	0.4	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	53.7	26.8	21.9	409.8	21.0	17.2	16.6	0.0	33.9	34.7	0.0	34.2
LnGrp LOS	D	C	C	F	C	B	B		C	C		C
Approach Vol, veh/h		1011			940			739			28	
Approach Delay, s/veh		26.5			157.1			27.7			34.5	
Approach LOS		C			F			C			C	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	31.7	8.5	26.3	8.5	6.0	28.8
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	36.0	4.0	28.0	4.0	4.0	28.0
Max Q Clear Time (g_c+I1), s	25.0	6.0	17.6	2.7	2.9	12.4
Green Ext Time (p_c), s	2.3	0.0	4.1	0.0	0.0	3.3

Intersection Summary	
HCM 7th Control Delay, s/veh	72.1
HCM 7th LOS	E

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	258	10	142	53	14	14	151	1257	4	8	1030	167
Future Volume (veh/h)	258	10	142	53	14	14	151	1257	4	8	1030	167
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1776	1776	1776	1870	1870	1870	1870	1870	1870	1723	1723	1723
Adj Flow Rate, veh/h	247	102	171	73	57	25	157	1309	4	8	1073	0
Peak Hour Factor	0.83	0.83	0.83	0.56	0.56	0.56	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	339	119	200	159	110	48	194	1688	5	24	1180	
Arrive On Green	0.20	0.20	0.20	0.09	0.09	0.09	0.11	0.46	0.46	0.01	0.36	0.00
Sat Flow, veh/h	1692	596	1000	1781	1232	541	1781	3634	11	1641	3274	1460
Grp Volume(v), veh/h	247	0	273	73	0	82	157	640	673	8	1073	0
Grp Sat Flow(s),veh/h/ln	1692	0	1596	1781	0	1773	1781	1777	1868	1641	1637	1460
Q Serve(g_s), s	10.3	0.0	12.5	2.9	0.0	3.3	6.5	22.8	22.8	0.4	23.5	0.0
Cycle Q Clear(g_c), s	10.3	0.0	12.5	2.9	0.0	3.3	6.5	22.8	22.8	0.4	23.5	0.0
Prop In Lane	1.00		0.63	1.00		0.30	1.00		0.01	1.00		1.00
Lane Grp Cap(c), veh/h	339	0	320	159	0	158	194	825	868	24	1180	
V/C Ratio(X)	0.73	0.00	0.85	0.46	0.00	0.52	0.81	0.78	0.78	0.34	0.91	
Avail Cap(c_a), veh/h	605	0	571	991	0	987	590	1530	1609	326	2386	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	28.3	0.0	29.1	32.6	0.0	32.8	32.9	16.9	16.9	36.8	23.0	0.0
Incr Delay (d2), s/veh	1.1	0.0	2.5	0.8	0.0	1.0	3.0	0.6	0.6	3.1	1.2	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	0.0	4.9	1.3	0.0	1.5	2.8	7.8	8.2	0.2	8.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	29.4	0.0	31.7	33.4	0.0	33.8	35.9	17.5	17.5	40.0	24.1	0.0
LnGrp LOS	C		C	C		C	D	B	B	D	C	
Approach Vol, veh/h		520			155			1470			1081	
Approach Delay, s/veh		30.6			33.6			19.5			24.3	
Approach LOS		C			C			B			C	

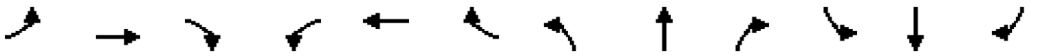
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.3	40.0		19.3	13.1	32.1		10.9				
Change Period (Y+Rc), s	4.2	4.9		4.2	4.9	* 4.9		4.2				
Max Green Setting (Gmax), s	15.0	65.0		27.0	25.0	* 55		42.0				
Max Q Clear Time (g_c+I1), s	2.4	24.8		14.5	8.5	25.5		5.3				
Green Ext Time (p_c), s	0.0	2.5		0.7	0.0	1.7		0.2				

Intersection Summary	
HCM 7th Control Delay, s/veh	23.5
HCM 7th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	816	13	19	13	15	46	17	1488	15	51	1195	497
Future Volume (veh/h)	816	13	19	13	15	46	17	1488	15	51	1195	497
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.96	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1658	1658	1658	2185	2185	2185	1582	1582	1518	2027	2027	2027
Adj Flow Rate, veh/h	1020	16	0	19	22	0	18	1600	16	54	1271	0
Peak Hour Factor	0.80	0.80	0.80	0.68	0.68	0.68	0.93	0.93	0.93	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	861	466		86	90		41	1560	668	86	2066	
Arrive On Green	0.28	0.28	0.00	0.04	0.04	0.00	0.03	0.52	0.52	0.04	0.54	0.00
Sat Flow, veh/h	3064	1658	0	2081	2185	1851	1506	3005	1287	1931	3852	1718
Grp Volume(v), veh/h	1020	16	0	19	22	0	18	1600	16	54	1271	0
Grp Sat Flow(s),veh/h/ln	1532	1658	0	2081	2185	1851	1506	1503	1287	1931	1926	1718
Q Serve(g_s), s	46.0	1.1	0.0	1.4	1.6	0.0	1.9	85.0	1.0	4.5	37.4	0.0
Cycle Q Clear(g_c), s	46.0	1.1	0.0	1.4	1.6	0.0	1.9	85.0	1.0	4.5	37.4	0.0
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	861	466		86	90		41	1560	668	86	2066	
V/C Ratio(X)	1.19	0.03		0.22	0.24		0.44	1.03	0.02	0.63	0.62	
Avail Cap(c_a), veh/h	861	466		330	347		460	1560	668	283	2066	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	58.9	42.8	0.0	76.0	76.0	0.0	78.4	39.4	19.2	76.9	26.3	0.0
Incr Delay (d2), s/veh	95.1	0.1	0.0	1.0	1.0	0.0	2.7	29.6	0.0	2.8	0.4	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	29.2	0.5	0.0	0.8	0.9	0.0	0.8	36.1	0.3	2.3	16.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	154.0	42.8	0.0	76.9	77.1	0.0	81.1	69.0	19.2	79.6	26.7	0.0
LnGrp LOS	F	D		E	E		F	F	B	E	C	
Approach Vol, veh/h		1036			41			1634			1325	
Approach Delay, s/veh		152.3			77.0			68.6			28.8	
Approach LOS		F			E			E			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.9	89.9		50.6	9.1	92.7		11.4				
Change Period (Y+Rc), s	4.6	4.9		4.6	4.6	4.9		4.6				
Max Green Setting (Gmax), s	24.0	85.0		46.0	50.0	70.0		26.0				
Max Q Clear Time (g_c+I1), s	6.5	87.0		48.0	3.9	39.4		3.6				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	3.3		0.1				

Intersection Summary		
HCM 7th Control Delay, s/veh	77.1	
HCM 7th LOS	E	

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	5	2	0	0	0
Future Vol, veh/h	0	5	2	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	70	70	70	70	70	70
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	7	3	0	0	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	7	1	1	0	-	0
Stage 1	1	-	-	-	-	-
Stage 2	6	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	1014	1083	1621	-	-	-
Stage 1	1022	-	-	-	-	-
Stage 2	1017	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	1012	1083	1621	-	-	-
Mov Cap-2 Maneuver	1012	-	-	-	-	-
Stage 1	1020	-	-	-	-	-
Stage 2	1017	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	8.35	7.22	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1621	-	1083	-	-
HCM Lane V/C Ratio	0.002	-	0.007	-	-
HCM Control Delay (s/veh)	7.2	0	8.3	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	2	1	2	5	0
Future Vol, veh/h	0	2	1	2	5	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	70	70	70	70	70	70
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	3	1	3	7	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	13	7	7	0	-	0
Stage 1	7	-	-	-	-	-
Stage 2	6	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	1006	1075	1613	-	-	-
Stage 1	1016	-	-	-	-	-
Stage 2	1017	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	1006	1075	1613	-	-	-
Mov Cap-2 Maneuver	1006	-	-	-	-	-
Stage 1	1015	-	-	-	-	-
Stage 2	1017	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	8.36	2.41	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	600	-	1075	-	-
HCM Lane V/C Ratio	0.001	-	0.003	-	-
HCM Control Delay (s/veh)	7.2	0	8.4	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	5.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	16	6	3	7	0
Future Vol, veh/h	0	16	6	3	7	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	70	70	70	70	70	70
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	23	9	4	10	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	31	10	10	0	-	0
Stage 1	10	-	-	-	-	-
Stage 2	21	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	982	1071	1610	-	-	-
Stage 1	1013	-	-	-	-	-
Stage 2	1001	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	977	1071	1610	-	-	-
Mov Cap-2 Maneuver	977	-	-	-	-	-
Stage 1	1008	-	-	-	-	-
Stage 2	1001	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	8.43	4.83	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1200	-	1071	-	-
HCM Lane V/C Ratio	0.005	-	0.021	-	-
HCM Control Delay (s/veh)	7.2	0	8.4	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	7.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	19	1	1	0	0	41
Future Vol, veh/h	19	1	1	0	0	41
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	70	70	70	70	70	70
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	27	1	1	0	0	59

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1	0	-	0	57	1
Stage 1	-	-	-	-	1	-
Stage 2	-	-	-	-	56	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1621	-	-	-	950	1083
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	967	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1621	-	-	-	934	1083
Mov Cap-2 Maneuver	-	-	-	-	934	-
Stage 1	-	-	-	-	1005	-
Stage 2	-	-	-	-	967	-

Approach	EB	WB	SB
HCM Control Delay, s/v	6.9	0	8.51
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1620	-	-	-	1083
HCM Lane V/C Ratio	0.017	-	-	-	0.054
HCM Control Delay (s/veh)	7.3	0	-	-	8.5
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	152	27	40	20	12	287
Future Volume (Veh/h)	152	27	40	20	12	287
Sign Control	Free			Stop	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Hourly flow rate (vph)	190	34	50	25	15	359
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)	875					
pX, platoon unblocked						
vC, conflicting volume	0		388	380	414	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0		388	380	414	0
tC, single (s)	4.1		7.1	6.5	6.5	6.2
tC, 2 stage (s)						
tF (s)	2.2		3.5	4.0	4.0	3.3
p0 queue free %	88		85	95	97	67
cM capacity (veh/h)	1623		340	488	467	1085

Direction, Lane #	EB 1	EB 2	EB 3	NB 1	NB 2	SB 1	SB 2
Volume Total	95	95	34	50	25	15	359
Volume Left	95	95	0	50	0	0	0
Volume Right	0	0	34	0	0	0	359
cSH	1623	1623	1700	340	488	467	1085
Volume to Capacity	0.12	0.12	0.02	0.15	0.05	0.03	0.33
Queue Length 95th (ft)	10	10	0	13	4	2	37
Control Delay (s/veh)	7.5	7.5	0.0	17.4	12.8	13.0	9.9
Lane LOS	A	A		C	B	B	A
Approach Delay (s/veh)	6.4			15.9		10.1	
Approach LOS				C		B	

Intersection Summary			
Average Delay	9.5		
Intersection Capacity Utilization	27.8%	ICU Level of Service	A
Analysis Period (min)	15		

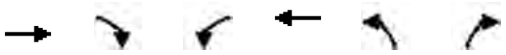
Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	83	153	9	12	307	6	9	2	19	8	2	25
Future Vol, veh/h	83	153	9	12	307	6	9	2	19	8	2	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	50	100	-	-	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	93	172	10	13	345	7	10	2	21	9	2	28

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	352	0	0	182	0	0	559	737	86	649	744	176
Stage 1	-	-	-	-	-	-	358	358	-	375	375	-
Stage 2	-	-	-	-	-	-	201	379	-	274	369	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1204	-	-	1391	-	-	412	344	956	355	341	837
Stage 1	-	-	-	-	-	-	632	626	-	618	615	-
Stage 2	-	-	-	-	-	-	782	613	-	709	620	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1204	-	-	1391	-	-	361	315	956	315	312	837
Mov Cap-2 Maneuver	-	-	-	-	-	-	361	315	-	315	312	-
Stage 1	-	-	-	-	-	-	583	577	-	612	609	-
Stage 2	-	-	-	-	-	-	746	607	-	637	572	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	2.79	0.28	11.32	11.82
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	361	800	1204	-	-	1391	-	-	567
HCM Lane V/C Ratio	0.028	0.029	0.077	-	-	0.01	-	-	0.069
HCM Control Delay (s/veh)	15.3	9.6	8.2	-	-	7.6	-	-	11.8
HCM Lane LOS	C	A	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.1	0.1	0.3	-	-	0	-	-	0.2



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	464	104	76	565	38	41
Future Volume (veh/h)	464	104	76	565	38	41
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	587	132	96	715	48	52
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1143	256	136	2212	140	124
Arrive On Green	0.40	0.40	0.08	0.62	0.08	0.08
Sat Flow, veh/h	2977	647	1781	3647	1781	1585
Grp Volume(v), veh/h	361	358	96	715	48	52
Grp Sat Flow(s),veh/h/ln	1777	1754	1781	1777	1781	1585
Q Serve(g_s), s	4.1	4.1	1.4	2.5	0.7	0.8
Cycle Q Clear(g_c), s	4.1	4.1	1.4	2.5	0.7	0.8
Prop In Lane		0.37	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	705	695	136	2212	140	124
V/C Ratio(X)	0.51	0.51	0.71	0.32	0.34	0.42
Avail Cap(c_a), veh/h	1528	1509	266	4120	400	356
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	6.1	6.1	12.1	2.4	11.7	11.7
Incr Delay (d2), s/veh	0.6	0.6	6.6	0.1	1.5	2.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.9	0.7	0.1	0.3	0.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	6.7	6.7	18.6	2.5	13.1	14.0
LnGrp LOS	A	A	B	A	B	B
Approach Vol, veh/h	719			811	100	
Approach Delay, s/veh	6.7			4.4	13.6	
Approach LOS	A			A	B	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		6.1	6.0	14.6		20.6
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s		6.0	4.0	23.0		31.0
Max Q Clear Time (g_c+I1), s		2.8	3.4	6.1		4.5
Green Ext Time (p_c), s		0.1	0.0	4.5		5.7

Intersection Summary	
HCM 7th Control Delay, s/veh	6.0
HCM 7th LOS	A



Movement	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Volume (veh/h)	0	306	68	89	257	139	36
Future Volume (veh/h)	0	306	68	89	257	139	36
Initial Q (Qb), veh		0	0	0	0	0	0
Lane Width Adj.		1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)			1.00	1.00		1.00	1.00
Parking Bus, Adj		1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No	No	
Adj Sat Flow, veh/h/ln		1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h		373	83	109	313	170	44
Peak Hour Factor		0.82	0.82	0.82	0.82	0.82	0.82
Percent Heavy Veh, %		2	2	2	2	2	2
Cap, veh/h		808	178	147	1867	505	231
Arrive On Green		0.28	0.28	0.08	0.53	0.15	0.15
Sat Flow, veh/h		2989	637	1781	3647	3456	1585
Grp Volume(v), veh/h		227	229	109	313	170	44
Grp Sat Flow(s),veh/h/ln		1777	1756	1781	1777	1728	1585
Q Serve(g_s), s		2.9	3.0	1.6	1.3	1.2	0.7
Cycle Q Clear(g_c), s		2.9	3.0	1.6	1.3	1.2	0.7
Prop In Lane			0.36	1.00		1.00	1.00
Lane Grp Cap(c), veh/h		496	490	147	1867	505	231
V/C Ratio(X)		0.46	0.47	0.74	0.17	0.34	0.19
Avail Cap(c_a), veh/h		1686	1666	260	3372	3973	1822
HCM Platoon Ratio		1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh		8.2	8.2	12.3	3.4	10.5	10.3
Incr Delay (d2), s/veh		0.7	0.7	7.2	0.0	0.4	0.4
Initial Q Delay(d3), s/veh		0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		0.8	0.8	0.8	0.1	0.3	0.2
Unsig. Movement Delay, s/veh							
LnGrp Delay(d), s/veh		8.8	8.9	19.5	3.4	10.9	10.7
LnGrp LOS		A	A	B	A	B	B
Approach Vol, veh/h		456			422	214	
Approach Delay, s/veh		8.9			7.6	10.9	
Approach LOS		A			A	B	

Timer - Assigned Phs	2	3	4			8
Phs Duration (G+Y+Rc), s	8.5	6.8	12.1			18.9
Change Period (Y+Rc), s	4.5	4.5	4.5			4.5
Max Green Setting (Gmax), s	31.5	4.0	26.0			26.0
Max Q Clear Time (g_c+I1), s	3.2	3.6	5.0			3.3
Green Ext Time (p_c), s	0.7	0.0	2.7			2.0

Intersection Summary	
HCM 7th Control Delay, s/veh	8.8
HCM 7th LOS	A

Notes
User approved ignoring U-Turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	179	226	45	79	207	163	37	121	80	219	252	72
Future Volume (veh/h)	179	226	45	79	207	163	37	121	80	219	252	72
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	256	323	64	89	233	183	44	144	95	243	280	80
Peak Hour Factor	0.70	0.70	0.70	0.89	0.89	0.89	0.84	0.84	0.84	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	308	664	130	195	301	255	144	530	236	564	635	178
Arrive On Green	0.17	0.22	0.22	0.11	0.16	0.16	0.08	0.15	0.15	0.16	0.23	0.23
Sat Flow, veh/h	1781	2963	580	1781	1870	1585	1781	3554	1585	3456	2741	768
Grp Volume(v), veh/h	256	192	195	89	233	183	44	144	95	243	180	180
Grp Sat Flow(s),veh/h/ln	1781	1777	1766	1781	1870	1585	1781	1777	1585	1728	1777	1732
Q Serve(g_s), s	7.4	5.0	5.2	2.5	6.4	5.9	1.2	1.9	2.9	3.4	4.6	4.8
Cycle Q Clear(g_c), s	7.4	5.0	5.2	2.5	6.4	5.9	1.2	1.9	2.9	3.4	4.6	4.8
Prop In Lane	1.00		0.33	1.00		1.00	1.00		1.00	1.00		0.44
Lane Grp Cap(c), veh/h	308	398	396	195	301	255	144	530	236	564	412	401
V/C Ratio(X)	0.83	0.48	0.49	0.46	0.77	0.72	0.31	0.27	0.40	0.43	0.44	0.45
Avail Cap(c_a), veh/h	531	695	691	398	906	768	498	2317	1034	1159	1159	1130
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.4	18.1	18.2	22.4	21.6	21.4	23.3	20.3	20.7	20.2	17.6	17.7
Incr Delay (d2), s/veh	2.2	0.3	0.4	0.6	1.6	1.4	0.4	0.1	0.4	0.2	0.3	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	2.0	2.0	1.0	2.8	2.1	0.5	0.7	1.0	1.2	1.6	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	23.7	18.4	18.5	23.0	23.2	22.8	23.7	20.4	21.1	20.4	17.9	18.0
LnGrp LOS	C	B	B	C	C	C	C	C	C	C	B	B
Approach Vol, veh/h		643			505			283			603	
Approach Delay, s/veh		20.5			23.0			21.1			18.9	
Approach LOS		C			C			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.9	13.7	10.5	16.6	8.4	18.1	13.9	13.2
Change Period (Y+Rc), s	4.1	5.7	4.6	4.6	4.1	5.7	4.6	4.6
Max Green Setting (Gmax), s	18.0	35.0	12.0	21.0	15.0	35.0	16.0	26.0
Max Q Clear Time (g_c+I1), s	5.4	4.9	4.5	7.2	3.2	6.8	9.4	8.4
Green Ext Time (p_c), s	0.0	0.1	0.0	0.4	0.0	0.3	0.0	0.2

Intersection Summary	
HCM 7th Control Delay, s/veh	20.8
HCM 7th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	858	334	58	967	499
Future Volume (vph)	0	858	334	58	967	499
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	9%		5%			-5%
Total Lost time (s)		4.9	5.7		4.9	5.7
Lane Util. Factor		0.88	0.95		0.97	1.00
Frt		0.85	0.98		1.00	1.00
Flt Protected		1.00	1.00		0.95	1.00
Satd. Flow (prot)		2661	3374		3519	1909
Flt Permitted		1.00	1.00		0.95	1.00
Satd. Flow (perm)		2661	3374		3519	1909
Peak-hour factor, PHF	0.67	0.67	0.83	0.83	0.95	0.95
Adj. Flow (vph)	0	1281	402	70	1018	525
RTOR Reduction (vph)	0	314	14	0	0	0
Lane Group Flow (vph)	0	967	458	0	1018	525
Turn Type		Over	NA		Prot	NA
Protected Phases		3	2		3	2 3
Permitted Phases						
Actuated Green, G (s)		26.4	16.6		26.4	53.6
Effective Green, g (s)		26.4	16.6		26.4	48.7
Actuated g/C Ratio		0.49	0.31		0.49	0.91
Clearance Time (s)		4.9	5.7		4.9	
Vehicle Extension (s)		0.2	2.0		0.2	
Lane Grp Cap (vph)		1310	1044		1733	1734
v/s Ratio Prot		c0.36	c0.14		0.29	0.27
v/s Ratio Perm						
v/c Ratio		0.74	0.44		0.59	0.30
Uniform Delay, d1		10.8	14.8		9.7	0.3
Progression Factor		1.00	1.00		1.00	1.00
Incremental Delay, d2		1.9	0.1		0.3	0.0
Delay (s)		12.7	14.9		10.0	0.3
Level of Service		B	B		B	A
Approach Delay (s/veh)	12.7		14.9			6.7
Approach LOS	B		B			A

Intersection Summary			
HCM 2000 Control Delay (s/veh)	10.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	53.6	Sum of lost time (s)	10.6
Intersection Capacity Utilization	49.9%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	763	247	317	757	14	73	1	176	17	3	28
Future Volume (veh/h)	15	763	247	317	757	14	73	1	176	17	3	28
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.96
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1723	1723	1723	2145	2145	2059
Adj Flow Rate, veh/h	19	978	317	406	971	18	95	0	226	22	4	36
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	32	1307	583	231	1480	660	652	0	290	116	21	116
Arrive On Green	0.02	0.37	0.37	0.07	0.42	0.42	0.20	0.00	0.20	0.07	0.07	0.07
Sat Flow, veh/h	1781	3554	1585	3456	3554	1585	3282	0	1460	1742	317	1745
Grp Volume(v), veh/h	19	978	317	406	971	18	95	0	226	26	0	36
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1728	1777	1585	1641	0	1460	2058	0	1745
Q Serve(g_s), s	0.6	14.4	9.5	4.0	13.2	0.4	1.4	0.0	8.8	0.7	0.0	1.2
Cycle Q Clear(g_c), s	0.6	14.4	9.5	4.0	13.2	0.4	1.4	0.0	8.8	0.7	0.0	1.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	0.85		1.00
Lane Grp Cap(c), veh/h	32	1307	583	231	1480	660	652	0	290	137	0	116
V/C Ratio(X)	0.59	0.75	0.54	1.76	0.66	0.03	0.15	0.00	0.78	0.19	0.00	0.31
Avail Cap(c_a), veh/h	119	1660	740	231	1660	740	1971	0	877	137	0	116
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	29.2	16.5	15.0	28.0	14.1	10.3	19.8	0.0	22.8	26.4	0.0	26.7
Incr Delay (d2), s/veh	15.9	1.4	0.8	359.7	0.8	0.0	0.1	0.0	4.5	0.7	0.0	1.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	5.0	2.9	13.0	4.3	0.1	0.5	0.0	3.0	0.4	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	45.2	18.0	15.8	387.7	14.9	10.3	19.9	0.0	27.3	27.1	0.0	28.2
LnGrp LOS	D	B	B	F	B	B	B		C	C		C
Approach Vol, veh/h		1314			1395			321			62	
Approach Delay, s/veh		17.8			123.3			25.1			27.7	
Approach LOS		B			F			C			C	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		16.4	8.5	26.5		8.5	5.6	29.5				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		36.0	4.0	28.0		4.0	4.0	28.0				
Max Q Clear Time (g_c+I1), s		10.8	6.0	16.4		3.2	2.6	15.2				
Green Ext Time (p_c), s		1.1	0.0	5.7		0.0	0.0	5.1				

Intersection Summary	
HCM 7th Control Delay, s/veh	66.4
HCM 7th LOS	E

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	114	37	118	130	34	41	85	787	79	28	1219	88
Future Volume (veh/h)	114	37	118	130	34	41	85	787	79	28	1219	88
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1776	1776	1776	1870	1870	1870	1870	1870	1870	1723	1723	1723
Adj Flow Rate, veh/h	133	43	137	228	161	91	96	884	89	29	1270	0
Peak Hour Factor	0.86	0.86	0.86	0.45	0.45	0.45	0.89	0.89	0.89	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	236	52	166	301	189	107	127	1483	149	66	1361	
Arrive On Green	0.14	0.14	0.14	0.17	0.17	0.17	0.07	0.45	0.45	0.04	0.42	0.00
Sat Flow, veh/h	1692	373	1189	1781	1122	634	1781	3260	328	1641	3274	1460
Grp Volume(v), veh/h	133	0	180	228	0	252	96	482	491	29	1270	0
Grp Sat Flow(s),veh/h/ln	1692	0	1562	1781	0	1756	1781	1777	1811	1641	1637	1460
Q Serve(g_s), s	6.5	0.0	10.0	10.8	0.0	12.4	4.7	18.0	18.0	1.5	32.9	0.0
Cycle Q Clear(g_c), s	6.5	0.0	10.0	10.8	0.0	12.4	4.7	18.0	18.0	1.5	32.9	0.0
Prop In Lane	1.00		0.76	1.00		0.36	1.00		0.18	1.00		1.00
Lane Grp Cap(c), veh/h	236	0	218	301	0	297	127	808	824	66	1361	
V/C Ratio(X)	0.56	0.00	0.83	0.76	0.00	0.85	0.76	0.60	0.60	0.44	0.93	
Avail Cap(c_a), veh/h	514	0	474	841	0	830	501	1299	1324	277	2025	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	35.7	0.0	37.2	35.2	0.0	35.9	40.5	18.1	18.1	41.7	24.8	0.0
Incr Delay (d2), s/veh	0.8	0.0	3.1	1.5	0.0	2.6	3.4	0.3	0.3	1.7	5.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	0.0	4.0	4.8	0.0	5.5	2.1	6.6	6.7	0.6	12.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	36.5	0.0	40.3	36.7	0.0	38.5	43.9	18.4	18.4	43.4	29.7	0.0
LnGrp LOS	D		D	D		D	D	B	B	D	C	
Approach Vol, veh/h		313			480			1069			1299	
Approach Delay, s/veh		38.7			37.6			20.7			30.0	
Approach LOS		D			D			C			C	

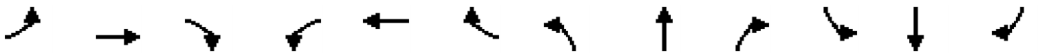
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.8	45.3		16.6	11.2	41.9		19.2				
Change Period (Y+Rc), s	4.2	4.9		4.2	4.9	* 4.9		4.2				
Max Green Setting (Gmax), s	15.0	65.0		27.0	25.0	* 55		42.0				
Max Q Clear Time (g_c+I1), s	3.5	20.0		12.0	6.7	34.9		14.4				
Green Ext Time (p_c), s	0.0	1.7		0.4	0.0	2.1		0.6				

Intersection Summary		
HCM 7th Control Delay, s/veh	28.9	
HCM 7th LOS	C	

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	316	7	18	14	18	40	35	1039	9	27	1440	734
Future Volume (veh/h)	316	7	18	14	18	40	35	1039	9	27	1440	734
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.96	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1658	1658	1658	2185	2185	2185	1582	1582	1518	2027	2027	2027
Adj Flow Rate, veh/h	421	9	0	17	22	0	40	1194	10	28	1500	0
Peak Hour Factor	0.75	0.75	0.75	0.82	0.82	0.82	0.87	0.87	0.87	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	621	336		122	128		90	1356	580	90	1688	
Arrive On Green	0.20	0.20	0.00	0.06	0.06	0.00	0.06	0.45	0.45	0.05	0.44	0.00
Sat Flow, veh/h	3064	1658	0	2081	2185	1851	1506	3005	1287	1931	3852	1718
Grp Volume(v), veh/h	421	9	0	17	22	0	40	1194	10	28	1500	0
Grp Sat Flow(s),veh/h/ln	1532	1658	0	2081	2185	1851	1506	1503	1287	1931	1926	1718
Q Serve(g_s), s	9.9	0.3	0.0	0.6	0.7	0.0	2.0	28.1	0.3	1.1	27.8	0.0
Cycle Q Clear(g_c), s	9.9	0.3	0.0	0.6	0.7	0.0	2.0	28.1	0.3	1.1	27.8	0.0
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	621	336		122	128		90	1356	580	90	1688	
V/C Ratio(X)	0.68	0.03		0.14	0.17		0.45	0.88	0.02	0.31	0.89	
Avail Cap(c_a), veh/h	1817	983		697	732		466	2711	1161	597	3475	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	28.6	24.8	0.0	34.7	34.7	0.0	35.2	19.4	11.8	35.8	20.1	0.0
Incr Delay (d2), s/veh	2.8	0.1	0.0	0.4	0.5	0.0	1.3	0.8	0.0	0.7	0.7	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	0.1	0.0	0.3	0.4	0.0	0.7	8.3	0.1	0.5	10.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	31.4	24.9	0.0	35.0	35.2	0.0	36.5	20.2	11.8	36.5	20.7	0.0
LnGrp LOS	C	C		D	D		D	C	B	D	C	
Approach Vol, veh/h		430			39			1244			1528	
Approach Delay, s/veh		31.2			35.1			20.6			21.0	
Approach LOS		C			D			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.2	39.9		20.3	9.2	38.9		9.1				
Change Period (Y+Rc), s	4.6	4.9		4.6	4.6	4.9		4.6				
Max Green Setting (Gmax), s	24.0	70.0		46.0	24.0	70.0		26.0				
Max Q Clear Time (g_c+I1), s	3.1	30.1		11.9	4.0	29.8		2.7				
Green Ext Time (p_c), s	0.0	3.0		3.9	0.0	4.2		0.1				

Intersection Summary		
HCM 7th Control Delay, s/veh	22.4	
HCM 7th LOS	C	

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	6.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	3	5	0	0	0
Future Vol, veh/h	0	3	5	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	3	6	0	0	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	12	1	1	0	-	0
Stage 1	1	-	-	-	-	-
Stage 2	11	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	1007	1083	1622	-	-	-
Stage 1	1022	-	-	-	-	-
Stage 2	1012	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	1004	1083	1622	-	-	-
Mov Cap-2 Maneuver	1004	-	-	-	-	-
Stage 1	1019	-	-	-	-	-
Stage 2	1012	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	8.33	7.23	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1622	-	1083	-	-
HCM Lane V/C Ratio	0.003	-	0.003	-	-
HCM Control Delay (s/veh)	7.2	0	8.3	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	2	3	5	3	0
Future Vol, veh/h	0	2	3	5	3	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	2	3	6	3	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	16	3	3	0	-	0
Stage 1	3	-	-	-	-	-
Stage 2	12	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	1003	1080	1619	-	-	-
Stage 1	1020	-	-	-	-	-
Stage 2	1011	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	1001	1080	1619	-	-	-
Mov Cap-2 Maneuver	1001	-	-	-	-	-
Stage 1	1018	-	-	-	-	-
Stage 2	1011	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	8.34	2.71	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	675	-	1080	-	-
HCM Lane V/C Ratio	0.002	-	0.002	-	-
HCM Control Delay (s/veh)	7.2	0	8.3	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	5.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	11	19	8	5	0
Future Vol, veh/h	0	11	19	8	5	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	12	21	9	6	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	57	6	6	0	-	0
Stage 1	6	-	-	-	-	-
Stage 2	51	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	951	1077	1616	-	-	-
Stage 1	1018	-	-	-	-	-
Stage 2	971	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	938	1077	1616	-	-	-
Mov Cap-2 Maneuver	938	-	-	-	-	-
Stage 1	1004	-	-	-	-	-
Stage 2	971	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	8.38	5.11	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1267	-	1077	-	-
HCM Lane V/C Ratio	0.013	-	0.011	-	-
HCM Control Delay (s/veh)	7.3	0	8.4	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	7.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	46	2	0	0	0	33
Future Vol, veh/h	46	2	0	0	0	33
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	51	2	0	0	0	37

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1	0	-	0	106	1
Stage 1	-	-	-	-	1	-
Stage 2	-	-	-	-	104	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1622	-	-	-	892	1083
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	920	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1622	-	-	-	864	1083
Mov Cap-2 Maneuver	-	-	-	-	864	-
Stage 1	-	-	-	-	990	-
Stage 2	-	-	-	-	920	-

Approach	EB	WB	SB
HCM Control Delay, s/v	6.99	0	8.44
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1620	-	-	-	1083
HCM Lane V/C Ratio	0.032	-	-	-	0.034
HCM Control Delay (s/veh)	7.3	0	-	-	8.4
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	342	50	33	25	28	373
Future Volume (Veh/h)	342	50	33	25	28	373
Sign Control	Free			Stop	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	356	52	34	26	29	389
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)	875					
pX, platoon unblocked						
vC, conflicting volume	0		727	712	764	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0		727	712	764	0
tC, single (s)	4.1		7.1	6.5	6.5	6.2
tC, 2 stage (s)						
tF (s)	2.2		3.5	4.0	4.0	3.3
p0 queue free %	78		80	91	89	64
cM capacity (veh/h)	1623		166	279	261	1085

Direction, Lane #	EB 1	EB 2	EB 3	NB 1	NB 2	SB 1	SB 2
Volume Total	178	178	52	34	26	29	389
Volume Left	178	178	0	34	0	0	0
Volume Right	0	0	52	0	0	0	389
cSH	1623	1623	1700	166	279	261	1085
Volume to Capacity	0.22	0.22	0.03	0.20	0.09	0.11	0.36
Queue Length 95th (ft)	21	21	0	18	8	9	41
Control Delay (s/veh)	7.8	7.8	0.0	32.1	19.2	20.5	10.2
Lane LOS	A	A		D	C	C	B
Approach Delay (s/veh)	6.8			26.5		10.9	
Approach LOS				D		B	

Intersection Summary			
Average Delay	10.1		
Intersection Capacity Utilization	33.1%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	3.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	108	351	23	22	371	9	19	4	26	15	5	118
Future Vol, veh/h	108	351	23	22	371	9	19	4	26	15	5	118
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	50	100	-	-	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	113	366	24	23	386	9	20	4	27	16	5	123

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	396	0	0	390	0	0	832	1032	183	847	1052	198
Stage 1	-	-	-	-	-	-	591	591	-	437	437	-
Stage 2	-	-	-	-	-	-	242	442	-	410	615	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1159	-	-	1165	-	-	262	231	828	255	225	810
Stage 1	-	-	-	-	-	-	460	493	-	568	578	-
Stage 2	-	-	-	-	-	-	740	575	-	590	481	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1159	-	-	1165	-	-	192	205	828	215	199	810
Mov Cap-2 Maneuver	-	-	-	-	-	-	192	205	-	215	199	-
Stage 1	-	-	-	-	-	-	416	445	-	557	566	-
Stage 2	-	-	-	-	-	-	610	564	-	510	434	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	1.89	0.45	17.06	13.37
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	192	589	1159	-	-	1165	-	-	573
HCM Lane V/C Ratio	0.103	0.053	0.097	-	-	0.02	-	-	0.251
HCM Control Delay (s/veh)	25.9	11.5	8.4	-	-	8.2	-	-	13.4
HCM Lane LOS	D	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.3	0.2	0.3	-	-	0.1	-	-	1



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	720	66	127	812	160	137
Future Volume (veh/h)	720	66	127	812	160	137
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	742	68	131	837	165	141
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1285	118	165	2159	256	228
Arrive On Green	0.39	0.39	0.09	0.61	0.14	0.14
Sat Flow, veh/h	3385	302	1781	3647	1781	1585
Grp Volume(v), veh/h	400	410	131	837	165	141
Grp Sat Flow(s),veh/h/ln	1777	1816	1781	1777	1781	1585
Q Serve(g_s), s	5.7	5.7	2.3	3.9	2.8	2.7
Cycle Q Clear(g_c), s	5.7	5.7	2.3	3.9	2.8	2.7
Prop In Lane		0.17	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	694	709	165	2159	256	228
V/C Ratio(X)	0.58	0.58	0.79	0.39	0.64	0.62
Avail Cap(c_a), veh/h	1271	1299	222	3427	332	296
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	7.7	7.7	14.3	3.2	13.0	12.9
Incr Delay (d2), s/veh	0.8	0.7	13.2	0.1	2.7	2.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	1.6	1.4	0.5	1.1	0.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	8.5	8.5	27.5	3.4	15.7	15.7
LnGrp LOS	A	A	C	A	B	B
Approach Vol, veh/h	810			968	306	
Approach Delay, s/veh	8.5			6.6	15.7	
Approach LOS	A			A	B	

Timer - Assigned Phs	2	3	4		8
Phs Duration (G+Y+Rc), s	8.6	7.0	16.5		23.5
Change Period (Y+Rc), s	4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	6.0	4.0	23.0		31.0
Max Q Clear Time (g_c+I1), s	4.8	4.3	7.7		5.9
Green Ext Time (p_c), s	0.1	0.0	4.8		6.8

Intersection Summary	
HCM 7th Control Delay, s/veh	8.7
HCM 7th LOS	A



Movement	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Volume (veh/h)	0	346	119	117	446	264	123
Future Volume (veh/h)	0	346	119	117	446	264	123
Initial Q (Qb), veh		0	0	0	0	0	0
Lane Width Adj.		1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)			1.00	1.00		1.00	1.00
Parking Bus, Adj		1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No	No	
Adj Sat Flow, veh/h/ln		1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h		353	121	119	455	269	126
Peak Hour Factor		0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %		2	2	2	2	2	2
Cap, veh/h		724	244	150	1824	636	292
Arrive On Green		0.28	0.28	0.08	0.51	0.18	0.18
Sat Flow, veh/h		2702	880	1781	3647	3456	1585
Grp Volume(v), veh/h		239	235	119	455	269	126
Grp Sat Flow(s),veh/h/ln		1777	1712	1781	1777	1728	1585
Q Serve(g_s), s		3.3	3.4	1.9	2.1	2.0	2.1
Cycle Q Clear(g_c), s		3.3	3.4	1.9	2.1	2.0	2.1
Prop In Lane			0.51	1.00		1.00	1.00
Lane Grp Cap(c), veh/h		493	475	150	1824	636	292
V/C Ratio(X)		0.48	0.49	0.79	0.25	0.42	0.43
Avail Cap(c_a), veh/h		1554	1497	240	3107	3661	1679
HCM Platoon Ratio		1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh		9.0	9.0	13.4	4.0	10.7	10.8
Incr Delay (d2), s/veh		0.7	0.8	9.1	0.1	0.4	1.0
Initial Q Delay(d3), s/veh		0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		0.9	0.9	1.0	0.3	0.6	0.6
Unsig. Movement Delay, s/veh							
LnGrp Delay(d), s/veh		9.7	9.8	22.4	4.1	11.2	11.8
LnGrp LOS		A	A	C	A	B	B
Approach Vol, veh/h		474			574	395	
Approach Delay, s/veh		9.7			7.9	11.4	
Approach LOS		A			A	B	

Timer - Assigned Phs	2	3	4				8
Phs Duration (G+Y+Rc), s	10.0	7.0	12.8				19.8
Change Period (Y+Rc), s	4.5	4.5	4.5				4.5
Max Green Setting (Gmax), s	31.5	4.0	26.0				26.0
Max Q Clear Time (g_c+I1), s	4.1	3.9	5.4				4.1
Green Ext Time (p_c), s	1.4	0.0	2.8				3.0

Intersection Summary	
HCM 7th Control Delay, s/veh	9.5
HCM 7th LOS	A

Notes
User approved ignoring U-Turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	176	288	68	105	381	275	81	332	145	205	182	75
Future Volume (veh/h)	176	288	68	105	381	275	81	332	145	205	182	75
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	193	316	75	111	401	289	94	386	169	216	192	79
Peak Hour Factor	0.91	0.91	0.91	0.95	0.95	0.95	0.86	0.86	0.86	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	239	761	178	204	462	391	215	513	229	517	430	171
Arrive On Green	0.13	0.27	0.27	0.11	0.25	0.25	0.12	0.14	0.14	0.15	0.17	0.17
Sat Flow, veh/h	1781	2858	669	1781	1870	1585	1781	3554	1585	3456	2484	986
Grp Volume(v), veh/h	193	195	196	111	401	289	94	386	169	216	135	136
Grp Sat Flow(s),veh/h/ln	1781	1777	1750	1781	1870	1585	1781	1777	1585	1728	1777	1693
Q Serve(g_s), s	6.1	5.3	5.4	3.4	12.0	9.8	2.9	6.1	6.0	3.3	4.0	4.2
Cycle Q Clear(g_c), s	6.1	5.3	5.4	3.4	12.0	9.8	2.9	6.1	6.0	3.3	4.0	4.2
Prop In Lane	1.00		0.38	1.00		1.00	1.00		1.00	1.00		0.58
Lane Grp Cap(c), veh/h	239	473	466	204	462	391	215	513	229	517	308	293
V/C Ratio(X)	0.81	0.41	0.42	0.54	0.87	0.74	0.44	0.75	0.74	0.42	0.44	0.46
Avail Cap(c_a), veh/h	488	639	629	366	833	706	458	2130	950	1065	1065	1015
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.6	17.6	17.7	24.4	21.1	20.3	23.8	24.0	23.9	22.5	21.6	21.7
Incr Delay (d2), s/veh	2.5	0.2	0.2	0.8	2.0	1.0	0.5	0.8	1.8	0.2	0.4	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	2.0	2.1	1.4	5.1	3.5	1.1	2.3	0.1	1.2	1.5	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	27.0	17.9	17.9	25.3	23.1	21.3	24.4	24.8	25.7	22.7	22.0	22.1
LnGrp LOS	C	B	B	C	C	C	C	C	C	C	C	C
Approach Vol, veh/h		584			801			649			487	
Approach Delay, s/veh		20.9			22.7			25.0			22.3	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.8	14.1	11.3	20.2	11.1	15.8	12.4	19.0
Change Period (Y+Rc), s	4.1	5.7	4.6	4.6	4.1	5.7	4.6	4.6
Max Green Setting (Gmax), s	18.0	35.0	12.0	21.0	15.0	35.0	16.0	26.0
Max Q Clear Time (g_c+I1), s	5.3	8.1	5.4	7.4	4.9	6.2	8.1	14.0
Green Ext Time (p_c), s	0.0	0.3	0.0	0.4	0.0	0.2	0.0	0.4

Intersection Summary	
HCM 7th Control Delay, s/veh	22.8
HCM 7th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	822	637	146	821	462
Future Volume (vph)	0	822	637	146	821	462
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	9%		5%			-5%
Total Lost time (s)		4.9	5.7		4.9	5.7
Lane Util. Factor		0.88	0.95		0.97	1.00
Frt		0.85	0.97		1.00	1.00
Flt Protected		1.00	1.00		0.95	1.00
Satd. Flow (prot)		2661	3354		3519	1909
Flt Permitted		1.00	1.00		0.95	1.00
Satd. Flow (perm)		2661	3354		3519	1909
Peak-hour factor, PHF	0.87	0.87	0.91	0.91	0.90	0.90
Adj. Flow (vph)	0	945	700	160	912	513
RTOR Reduction (vph)	0	179	14	0	0	0
Lane Group Flow (vph)	0	766	846	0	912	513
Turn Type		Over	NA		Prot	NA
Protected Phases		3	2		3	2 3
Permitted Phases						
Actuated Green, G (s)		28.0	29.9		28.0	68.5
Effective Green, g (s)		28.0	29.9		28.0	63.6
Actuated g/C Ratio		0.41	0.44		0.41	0.93
Clearance Time (s)		4.9	5.7		4.9	
Vehicle Extension (s)		0.2	2.0		0.2	
Lane Grp Cap (vph)		1087	1464		1438	1772
v/s Ratio Prot		c0.29	c0.25		0.26	0.27
v/s Ratio Perm						
v/c Ratio		0.70	0.58		0.63	0.29
Uniform Delay, d1		16.8	14.5		16.2	0.2
Progression Factor		1.00	1.00		1.00	1.00
Incremental Delay, d2		1.7	0.3		0.7	0.0
Delay (s)		18.5	14.9		16.8	0.3
Level of Service		B	B		B	A
Approach Delay (s/veh)	18.5		14.9			10.9
Approach LOS	B		B			B

Intersection Summary			
HCM 2000 Control Delay (s/veh)	14.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	68.5	Sum of lost time (s)	10.6
Intersection Capacity Utilization	59.9%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			



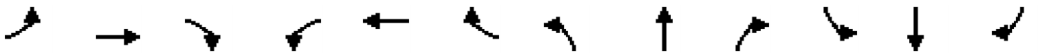
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	767	173	321	574	7	240	16	455	7	12	8
Future Volume (veh/h)	21	767	173	321	574	7	240	16	455	7	12	8
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.96
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1723	1723	1723	2145	2145	2059
Adj Flow Rate, veh/h	22	807	182	338	604	7	265	0	479	7	13	8
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	35	1029	459	183	1148	512	1201	0	534	39	73	93
Arrive On Green	0.02	0.29	0.29	0.05	0.32	0.32	0.37	0.00	0.37	0.05	0.05	0.05
Sat Flow, veh/h	1781	3554	1585	3456	3554	1585	3282	0	1460	738	1370	1745
Grp Volume(v), veh/h	22	807	182	338	604	7	265	0	479	20	0	8
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1728	1777	1585	1641	0	1460	2108	0	1745
Q Serve(g_s), s	0.9	15.8	7.0	4.0	10.5	0.2	4.2	0.0	23.4	0.7	0.0	0.3
Cycle Q Clear(g_c), s	0.9	15.8	7.0	4.0	10.5	0.2	4.2	0.0	23.4	0.7	0.0	0.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	0.35		1.00
Lane Grp Cap(c), veh/h	35	1029	459	183	1148	512	1201	0	534	112	0	93
V/C Ratio(X)	0.63	0.78	0.40	1.85	0.53	0.01	0.22	0.00	0.90	0.18	0.00	0.09
Avail Cap(c_a), veh/h	94	1318	588	183	1318	588	1566	0	697	112	0	93
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	36.7	24.6	21.5	35.7	20.8	17.4	16.5	0.0	22.6	34.2	0.0	34.0
Incr Delay (d2), s/veh	17.2	2.4	0.6	400.8	0.4	0.0	0.1	0.0	11.9	0.8	0.0	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	6.3	2.4	11.8	3.9	0.1	1.5	0.0	8.7	0.4	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	54.0	27.1	22.1	436.5	21.2	17.4	16.6	0.0	34.4	34.9	0.0	34.4
LnGrp LOS	D	C	C	F	C	B	B		C	C		C
Approach Vol, veh/h		1011			949			744			28	
Approach Delay, s/veh		26.8			169.1			28.1			34.8	
Approach LOS		C			F			C			C	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		32.1	8.5	26.4		8.5	6.0	28.9				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		36.0	4.0	28.0		4.0	4.0	28.0				
Max Q Clear Time (g_c+I1), s		25.4	6.0	17.8		2.7	2.9	12.5				
Green Ext Time (p_c), s		2.3	0.0	4.1		0.0	0.0	3.3				

Intersection Summary	
HCM 7th Control Delay, s/veh	76.6
HCM 7th LOS	E

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	258	10	142	53	14	14	151	1268	4	8	1049	167
Future Volume (veh/h)	258	10	142	53	14	14	151	1268	4	8	1049	167
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1776	1776	1776	1870	1870	1870	1870	1870	1870	1723	1723	1723
Adj Flow Rate, veh/h	247	102	171	73	57	25	157	1321	4	8	1093	0
Peak Hour Factor	0.83	0.83	0.83	0.56	0.56	0.56	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	338	119	200	157	108	48	194	1707	5	23	1199	
Arrive On Green	0.20	0.20	0.20	0.09	0.09	0.09	0.11	0.47	0.47	0.01	0.37	0.00
Sat Flow, veh/h	1692	596	1000	1781	1232	541	1781	3634	11	1641	3274	1460
Grp Volume(v), veh/h	247	0	273	73	0	82	157	646	679	8	1093	0
Grp Sat Flow(s),veh/h/ln	1692	0	1596	1781	0	1773	1781	1777	1868	1641	1637	1460
Q Serve(g_s), s	10.5	0.0	12.7	3.0	0.0	3.4	6.6	23.2	23.2	0.4	24.4	0.0
Cycle Q Clear(g_c), s	10.5	0.0	12.7	3.0	0.0	3.4	6.6	23.2	23.2	0.4	24.4	0.0
Prop In Lane	1.00		0.63	1.00		0.30	1.00		0.01	1.00		1.00
Lane Grp Cap(c), veh/h	338	0	319	157	0	156	194	835	878	23	1199	
V/C Ratio(X)	0.73	0.00	0.86	0.47	0.00	0.53	0.81	0.77	0.77	0.34	0.91	
Avail Cap(c_a), veh/h	596	0	562	976	0	971	581	1506	1584	321	2349	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	28.7	0.0	29.6	33.3	0.0	33.4	33.4	16.9	16.9	37.4	23.1	0.0
Incr Delay (d2), s/veh	1.1	0.0	2.6	0.8	0.0	1.0	3.1	0.6	0.6	3.1	1.2	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	0.0	5.0	1.3	0.0	1.5	2.8	8.0	8.4	0.2	8.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	29.9	0.0	32.2	34.1	0.0	34.5	36.4	17.5	17.5	40.6	24.3	0.0
LnGrp LOS	C		C	C		C	D	B	B	D	C	
Approach Vol, veh/h		520			155			1482			1101	
Approach Delay, s/veh		31.1			34.3			19.5			24.4	
Approach LOS		C			C			B			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.3	40.9		19.5	13.2	33.0		10.9				
Change Period (Y+Rc), s	4.2	4.9		4.2	4.9	* 4.9		4.2				
Max Green Setting (Gmax), s	15.0	65.0		27.0	25.0	* 55		42.0				
Max Q Clear Time (g_c+I1), s	2.4	25.2		14.7	8.6	26.4		5.4				
Green Ext Time (p_c), s	0.0	2.6		0.7	0.0	1.7		0.2				

Intersection Summary		
HCM 7th Control Delay, s/veh	23.7	
HCM 7th LOS	C	

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	816	13	19	13	15	46	17	1499	15	51	1214	497
Future Volume (veh/h)	816	13	19	13	15	46	17	1499	15	51	1214	497
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.96	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1658	1658	1658	2185	2185	2185	1582	1582	1518	2027	2027	2027
Adj Flow Rate, veh/h	1020	16	0	19	22	0	18	1612	16	54	1291	0
Peak Hour Factor	0.80	0.80	0.80	0.68	0.68	0.68	0.93	0.93	0.93	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	861	466		86	90		41	1560	668	86	2066	
Arrive On Green	0.28	0.28	0.00	0.04	0.04	0.00	0.03	0.52	0.52	0.04	0.54	0.00
Sat Flow, veh/h	3064	1658	0	2081	2185	1851	1506	3005	1287	1931	3852	1718
Grp Volume(v), veh/h	1020	16	0	19	22	0	18	1612	16	54	1291	0
Grp Sat Flow(s),veh/h/ln	1532	1658	0	2081	2185	1851	1506	1503	1287	1931	1926	1718
Q Serve(g_s), s	46.0	1.1	0.0	1.4	1.6	0.0	1.9	85.0	1.0	4.5	38.3	0.0
Cycle Q Clear(g_c), s	46.0	1.1	0.0	1.4	1.6	0.0	1.9	85.0	1.0	4.5	38.3	0.0
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	861	466		86	90		41	1560	668	86	2066	
V/C Ratio(X)	1.19	0.03		0.22	0.24		0.44	1.03	0.02	0.63	0.62	
Avail Cap(c_a), veh/h	861	466		330	347		460	1560	668	283	2066	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	58.9	42.8	0.0	76.0	76.0	0.0	78.4	39.4	19.2	76.9	26.5	0.0
Incr Delay (d2), s/veh	95.1	0.1	0.0	1.0	1.0	0.0	2.7	31.9	0.0	2.8	0.4	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	29.2	0.5	0.0	0.8	0.9	0.0	0.8	36.6	0.3	2.3	17.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	154.0	42.8	0.0	76.9	77.1	0.0	81.1	71.3	19.2	79.6	26.9	0.0
LnGrp LOS	F	D		E	E		F	F	B	E	C	
Approach Vol, veh/h		1036			41			1646			1345	
Approach Delay, s/veh		152.3			77.0			70.9			29.0	
Approach LOS		F			E			E			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.9	89.9		50.6	9.1	92.7		11.4				
Change Period (Y+Rc), s	4.6	4.9		4.6	4.6	4.9		4.6				
Max Green Setting (Gmax), s	24.0	85.0		46.0	50.0	70.0		26.0				
Max Q Clear Time (g_c+I1), s	6.5	87.0		48.0	3.9	40.3		3.6				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	3.3		0.1				

Intersection Summary		
HCM 7th Control Delay, s/veh	77.8	
HCM 7th LOS	E	

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	70	70	70	70	70	70
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1	1	1	0	-	0
Stage 1	1	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	1021	1083	1621	-	-	-
Stage 1	1022	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	1021	1083	1621	-	-	-
Mov Cap-2 Maneuver	1021	-	-	-	-	-
Stage 1	1022	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1621	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s/veh)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	70	70	70	70	70	70
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1	1	1	0	-	0
Stage 1	1	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	1021	1083	1621	-	-	-
Stage 1	1022	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	1021	1083	1621	-	-	-
Mov Cap-2 Maneuver	1021	-	-	-	-	-
Stage 1	1022	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1621	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s/veh)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	70	70	70	70	70	70
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1	1	1	0	-	0
Stage 1	1	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	1021	1083	1621	-	-	-
Stage 1	1022	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	1021	1083	1621	-	-	-
Mov Cap-2 Maneuver	1021	-	-	-	-	-
Stage 1	1022	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1621	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s/veh)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	6.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	6	1	1	0	0	6
Future Vol, veh/h	6	1	1	0	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	70	70	70	70	70	70
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	1	1	0	0	9

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1	0	-	0	20	1
Stage 1	-	-	-	-	1	-
Stage 2	-	-	-	-	19	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1621	-	-	-	997	1083
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	1004	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1621	-	-	-	992	1083
Mov Cap-2 Maneuver	-	-	-	-	992	-
Stage 1	-	-	-	-	1016	-
Stage 2	-	-	-	-	1004	-

Approach	EB	WB	SB
HCM Control Delay, s/v	6.2	0	8.35
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1543	-	-	-	1083
HCM Lane V/C Ratio	0.005	-	-	-	0.008
HCM Control Delay (s/veh)	7.2	0	-	-	8.4
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	163	18	12	14	9	308
Future Volume (Veh/h)	163	18	12	14	9	308
Sign Control	Free			Stop	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Hourly flow rate (vph)	204	22	15	18	11	385
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)	875					
pX, platoon unblocked						
vC, conflicting volume	0		414	408	430	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0		414	408	430	0
tC, single (s)	4.1		7.1	6.5	6.5	6.2
tC, 2 stage (s)						
tF (s)	2.2		3.5	4.0	4.0	3.3
p0 queue free %	87		95	96	98	65
cM capacity (veh/h)	1623		314	466	453	1085

Direction, Lane #	EB 1	EB 2	EB 3	NB 1	NB 2	SB 1	SB 2
Volume Total	102	102	22	15	18	11	385
Volume Left	102	102	0	15	0	0	0
Volume Right	0	0	22	0	0	0	385
cSH	1623	1623	1700	314	466	453	1085
Volume to Capacity	0.13	0.13	0.01	0.05	0.04	0.02	0.35
Queue Length 95th (ft)	11	11	0	4	3	2	41
Control Delay (s/veh)	7.5	7.5	0.0	17.0	13.0	13.2	10.1
Lane LOS	A	A		C	B	B	B
Approach Delay (s/veh)	6.8			14.9		10.2	
Approach LOS				B		B	

Intersection Summary			
Average Delay	9.3		
Intersection Capacity Utilization	29.1%	ICU Level of Service	A
Analysis Period (min)	15		

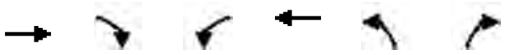
Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	86	154	9	12	299	6	9	2	20	8	2	26
Future Vol, veh/h	86	154	9	12	299	6	9	2	20	8	2	26
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	50	100	-	-	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	97	173	10	13	336	7	10	2	22	9	2	29

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	343	0	0	183	0	0	562	736	87	647	743	171
Stage 1	-	-	-	-	-	-	366	366	-	366	366	-
Stage 2	-	-	-	-	-	-	196	370	-	281	376	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1213	-	-	1389	-	-	409	345	955	356	342	842
Stage 1	-	-	-	-	-	-	625	621	-	625	621	-
Stage 2	-	-	-	-	-	-	787	619	-	702	615	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1213	-	-	1389	-	-	358	314	955	315	312	842
Mov Cap-2 Maneuver	-	-	-	-	-	-	358	314	-	315	312	-
Stage 1	-	-	-	-	-	-	576	572	-	619	615	-
Stage 2	-	-	-	-	-	-	750	613	-	629	566	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	2.84	0.29	11.28	11.75
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	358	806	1213	-	-	1389	-	-	574
HCM Lane V/C Ratio	0.028	0.031	0.08	-	-	0.01	-	-	0.07
HCM Control Delay (s/veh)	15.4	9.6	8.2	-	-	7.6	-	-	11.7
HCM Lane LOS	C	A	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.1	0.1	0.3	-	-	0	-	-	0.2



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	476	108	78	568	40	42
Future Volume (veh/h)	476	108	78	568	40	42
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	603	137	99	719	51	53
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1155	262	138	2224	143	127
Arrive On Green	0.40	0.40	0.08	0.63	0.08	0.08
Sat Flow, veh/h	2971	652	1781	3647	1781	1585
Grp Volume(v), veh/h	372	368	99	719	51	53
Grp Sat Flow(s),veh/h/ln	1777	1753	1781	1777	1781	1585
Q Serve(g_s), s	4.3	4.3	1.5	2.6	0.7	0.9
Cycle Q Clear(g_c), s	4.3	4.3	1.5	2.6	0.7	0.9
Prop In Lane		0.37	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	713	704	138	2224	143	127
V/C Ratio(X)	0.52	0.52	0.72	0.32	0.36	0.42
Avail Cap(c_a), veh/h	1502	1482	262	4049	393	350
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	6.2	6.2	12.3	2.4	11.9	11.9
Incr Delay (d2), s/veh	0.6	0.6	6.8	0.1	1.5	2.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	1.0	0.7	0.1	0.3	0.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	6.8	6.8	19.1	2.5	13.4	14.1
LnGrp LOS	A	A	B	A	B	B
Approach Vol, veh/h	740			818	104	
Approach Delay, s/veh	6.8			4.5	13.7	
Approach LOS	A			A	B	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		6.2	6.1	14.9		21.0
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s		6.0	4.0	23.0		31.0
Max Q Clear Time (g_c+I1), s		2.9	3.5	6.3		4.6
Green Ext Time (p_c), s		0.1	0.0	4.6		5.7

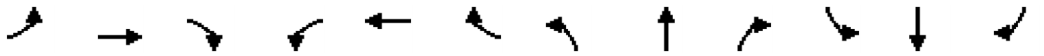
Intersection Summary	
HCM 7th Control Delay, s/veh	6.1
HCM 7th LOS	A

Movement	EBU	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations								
Traffic Volume (veh/h)	0	310	71	93	247	146	37	
Future Volume (veh/h)	0	310	71	93	247	146	37	
Initial Q (Qb), veh		0	0	0	0	0	0	
Lane Width Adj.		1.00	1.00	1.00	1.00	1.00	1.00	
Ped-Bike Adj(A_pbT)			1.00	1.00		1.00	1.00	
Parking Bus, Adj		1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach		No			No	No		
Adj Sat Flow, veh/h/ln		1870	1870	1870	1870	1870	1870	
Adj Flow Rate, veh/h		378	87	113	301	178	45	
Peak Hour Factor		0.82	0.82	0.82	0.82	0.82	0.82	
Percent Heavy Veh, %		2	2	2	2	2	2	
Cap, veh/h		810	184	150	1878	504	231	
Arrive On Green		0.28	0.28	0.08	0.53	0.15	0.15	
Sat Flow, veh/h		2968	655	1781	3647	3456	1585	
Grp Volume(v), veh/h		232	233	113	301	178	45	
Grp Sat Flow(s),veh/h/ln		1777	1753	1781	1777	1728	1585	
Q Serve(g_s), s		3.0	3.0	1.7	1.2	1.3	0.7	
Cycle Q Clear(g_c), s		3.0	3.0	1.7	1.2	1.3	0.7	
Prop In Lane			0.37	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h		501	494	150	1878	504	231	
V/C Ratio(X)		0.46	0.47	0.76	0.16	0.35	0.19	
Avail Cap(c_a), veh/h		1672	1649	258	3343	3939	1807	
HCM Platoon Ratio		1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)		1.00	1.00	1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh		8.2	8.2	12.4	3.4	10.6	10.4	
Incr Delay (d2), s/veh		0.7	0.7	7.5	0.0	0.4	0.4	
Initial Q Delay(d3), s/veh		0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln		0.8	0.8	0.8	0.1	0.4	0.2	
Unsig. Movement Delay, s/veh								
LnGrp Delay(d), s/veh		8.9	8.9	19.9	3.4	11.1	10.8	
LnGrp LOS		A	A	B	A	B	B	
Approach Vol, veh/h		465			414	223		
Approach Delay, s/veh		8.9			7.9	11.0		
Approach LOS		A			A	B		

Timer - Assigned Phs	2	3	4				8
Phs Duration (G+Y+Rc), s	8.5	6.8	12.3				19.1
Change Period (Y+Rc), s	4.5	4.5	4.5				4.5
Max Green Setting (Gmax), s	31.5	4.0	26.0				26.0
Max Q Clear Time (g_c+I1), s	3.3	3.7	5.0				3.2
Green Ext Time (p_c), s	0.7	0.0	2.8				1.9

Intersection Summary	
HCM 7th Control Delay, s/veh	8.9
HCM 7th LOS	A

Notes
User approved ignoring U-Turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	187	235	47	85	218	165	38	127	84	226	262	75
Future Volume (veh/h)	187	235	47	85	218	165	38	127	84	226	262	75
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	267	336	67	96	245	185	45	151	100	251	291	83
Peak Hour Factor	0.70	0.70	0.70	0.89	0.89	0.89	0.84	0.84	0.84	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	319	690	136	200	311	264	145	520	232	556	619	173
Arrive On Green	0.18	0.23	0.23	0.11	0.17	0.17	0.08	0.15	0.15	0.16	0.23	0.23
Sat Flow, veh/h	1781	2959	583	1781	1870	1585	1781	3554	1585	3456	2741	768
Grp Volume(v), veh/h	267	200	203	96	245	185	45	151	100	251	187	187
Grp Sat Flow(s),veh/h/ln	1781	1777	1765	1781	1870	1585	1781	1777	1585	1728	1777	1732
Q Serve(g_s), s	7.9	5.3	5.4	2.8	6.9	6.0	1.3	2.1	3.1	3.6	5.0	5.1
Cycle Q Clear(g_c), s	7.9	5.3	5.4	2.8	6.9	6.0	1.3	2.1	3.1	3.6	5.0	5.1
Prop In Lane	1.00		0.33	1.00		1.00	1.00		1.00	1.00		0.44
Lane Grp Cap(c), veh/h	319	414	412	200	311	264	145	520	232	556	401	391
V/C Ratio(X)	0.84	0.48	0.49	0.48	0.79	0.70	0.31	0.29	0.43	0.45	0.47	0.48
Avail Cap(c_a), veh/h	521	682	678	391	889	753	489	2274	1014	1137	1137	1108
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.7	18.1	18.2	22.8	21.9	21.5	23.7	20.8	21.3	20.8	18.3	18.4
Incr Delay (d2), s/veh	2.9	0.3	0.3	0.7	1.7	1.3	0.4	0.1	0.5	0.2	0.3	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	2.1	2.1	1.1	3.0	2.2	0.5	0.8	1.1	1.3	1.7	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	24.6	18.4	18.5	23.4	23.5	22.8	24.1	20.9	21.7	21.0	18.6	18.7
LnGrp LOS	C	B	B	C	C	C	C	C	C	C	B	B
Approach Vol, veh/h		670			526			296			625	
Approach Delay, s/veh		20.9			23.3			21.7			19.6	
Approach LOS		C			C			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.9	13.7	10.7	17.4	8.6	18.0	14.4	13.7
Change Period (Y+Rc), s	4.1	5.7	4.6	4.6	4.1	5.7	4.6	4.6
Max Green Setting (Gmax), s	18.0	35.0	12.0	21.0	15.0	35.0	16.0	26.0
Max Q Clear Time (g_c+I1), s	5.6	5.1	4.8	7.4	3.3	7.1	9.9	8.9
Green Ext Time (p_c), s	0.0	0.1	0.0	0.4	0.0	0.3	0.0	0.2

Intersection Summary	
HCM 7th Control Delay, s/veh	21.2
HCM 7th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	946	343	61	1024	517
Future Volume (vph)	0	946	343	61	1024	517
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	9%		5%			-5%
Total Lost time (s)		4.9	5.7		4.9	5.7
Lane Util. Factor		0.88	0.95		0.97	1.00
Frt		0.85	0.98		1.00	1.00
Flt Protected		1.00	1.00		0.95	1.00
Satd. Flow (prot)		2661	3373		3519	1909
Flt Permitted		1.00	1.00		0.95	1.00
Satd. Flow (perm)		2661	3373		3519	1909
Peak-hour factor, PHF	0.67	0.67	0.83	0.83	0.95	0.95
Adj. Flow (vph)	0	1412	413	73	1078	544
RTOR Reduction (vph)	0	266	14	0	0	0
Lane Group Flow (vph)	0	1146	472	0	1078	544
Turn Type		Over	NA		Prot	NA
Protected Phases		3	2		3	2 3
Permitted Phases						
Actuated Green, G (s)		36.6	18.6		36.6	65.8
Effective Green, g (s)		36.6	18.6		36.6	60.9
Actuated g/C Ratio		0.56	0.28		0.56	0.93
Clearance Time (s)		4.9	5.7		4.9	
Vehicle Extension (s)		0.2	2.0		0.2	
Lane Grp Cap (vph)		1480	953		1957	1766
v/s Ratio Prot		c0.43	c0.14		0.31	0.28
v/s Ratio Perm						
v/c Ratio		0.77	0.49		0.55	0.31
Uniform Delay, d1		11.4	19.7		9.3	0.3
Progression Factor		1.00	1.00		1.00	1.00
Incremental Delay, d2		2.4	0.1		0.2	0.0
Delay (s)		13.7	19.8		9.5	0.3
Level of Service		B	B		A	A
Approach Delay (s/veh)	13.7		19.8			6.4
Approach LOS	B		B			A

Intersection Summary			
HCM 2000 Control Delay (s/veh)	11.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	65.8	Sum of lost time (s)	10.6
Intersection Capacity Utilization	53.4%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	813	257	341	841	15	76	1	183	18	3	29
Future Volume (veh/h)	16	813	257	341	841	15	76	1	183	18	3	29
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.96
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1723	1723	1723	2145	2145	2059
Adj Flow Rate, veh/h	21	1042	329	437	1078	19	98	0	235	23	4	37
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	35	1342	599	223	1502	670	668	0	297	113	20	112
Arrive On Green	0.02	0.38	0.38	0.06	0.42	0.42	0.20	0.00	0.20	0.06	0.06	0.06
Sat Flow, veh/h	1781	3554	1585	3456	3554	1585	3282	0	1460	1753	305	1745
Grp Volume(v), veh/h	21	1042	329	437	1078	19	98	0	235	27	0	37
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1728	1777	1585	1641	0	1460	2058	0	1745
Q Serve(g_s), s	0.7	16.0	10.1	4.0	15.6	0.4	1.5	0.0	9.5	0.8	0.0	1.3
Cycle Q Clear(g_c), s	0.7	16.0	10.1	4.0	15.6	0.4	1.5	0.0	9.5	0.8	0.0	1.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	0.85		1.00
Lane Grp Cap(c), veh/h	35	1342	599	223	1502	670	668	0	297	133	0	112
V/C Ratio(X)	0.60	0.78	0.55	1.96	0.72	0.03	0.15	0.00	0.79	0.20	0.00	0.33
Avail Cap(c_a), veh/h	115	1603	715	223	1603	715	1903	0	847	133	0	112
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	30.2	17.0	15.2	29.0	14.9	10.5	20.3	0.0	23.5	27.5	0.0	27.8
Incr Delay (d2), s/veh	15.5	2.1	0.8	449.2	1.5	0.0	0.1	0.0	4.7	0.7	0.0	1.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	5.7	3.1	15.4	5.3	0.1	0.6	0.0	3.2	0.4	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	45.7	19.1	16.0	478.2	16.3	10.5	20.4	0.0	28.2	28.3	0.0	29.4
LnGrp LOS	D	B	B	F	B	B	C		C	C		C
Approach Vol, veh/h		1392			1534			333			64	
Approach Delay, s/veh		18.7			147.8			25.9			29.0	
Approach LOS		B			F			C			C	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	17.1	8.5	28.0	8.5	5.7	30.7
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	36.0	4.0	28.0	4.0	4.0	28.0
Max Q Clear Time (g_c+I1), s	11.5	6.0	18.0	3.3	2.7	17.6
Green Ext Time (p_c), s	1.2	0.0	5.4	0.0	0.0	5.0

Intersection Summary	
HCM 7th Control Delay, s/veh	79.2
HCM 7th LOS	E

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	119	38	125	135	35	43	93	862	82	29	1282	92
Future Volume (veh/h)	119	38	125	135	35	43	93	862	82	29	1282	92
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1776	1776	1776	1870	1870	1870	1870	1870	1870	1723	1723	1723
Adj Flow Rate, veh/h	138	44	145	237	166	96	104	969	92	30	1335	0
Peak Hour Factor	0.86	0.86	0.86	0.45	0.45	0.45	0.89	0.89	0.89	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	241	52	170	306	191	110	131	1550	147	65	1414	
Arrive On Green	0.14	0.14	0.14	0.17	0.17	0.17	0.07	0.47	0.47	0.04	0.43	0.00
Sat Flow, veh/h	1692	363	1197	1781	1112	643	1781	3280	311	1641	3274	1460
Grp Volume(v), veh/h	138	0	189	237	0	262	104	525	536	30	1335	0
Grp Sat Flow(s),veh/h/ln	1692	0	1561	1781	0	1755	1781	1777	1814	1641	1637	1460
Q Serve(g_s), s	7.7	0.0	11.9	12.8	0.0	14.6	5.8	22.3	22.3	1.8	39.4	0.0
Cycle Q Clear(g_c), s	7.7	0.0	11.9	12.8	0.0	14.6	5.8	22.3	22.3	1.8	39.4	0.0
Prop In Lane	1.00		0.77	1.00		0.37	1.00		0.17	1.00		1.00
Lane Grp Cap(c), veh/h	241	0	222	306	0	301	131	840	858	65	1414	
V/C Ratio(X)	0.57	0.00	0.85	0.77	0.00	0.87	0.80	0.63	0.63	0.46	0.94	
Avail Cap(c_a), veh/h	454	0	418	743	0	732	442	1147	1171	244	1788	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	40.3	0.0	42.1	39.8	0.0	40.6	45.9	19.9	19.9	47.3	27.4	0.0
Incr Delay (d2), s/veh	0.8	0.0	3.5	1.6	0.0	3.0	4.1	0.3	0.3	1.9	8.6	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	0.0	4.8	5.7	0.0	6.6	2.6	8.4	8.6	0.7	15.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	41.1	0.0	45.7	41.4	0.0	43.6	50.0	20.2	20.2	49.2	36.0	0.0
LnGrp LOS	D		D	D		D	D	C	C	D	D	
Approach Vol, veh/h		327			499			1165			1365	
Approach Delay, s/veh		43.8			42.6			22.8			36.3	
Approach LOS		D			D			C			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.2	52.5		18.5	12.3	48.4		21.5				
Change Period (Y+Rc), s	4.2	4.9		4.2	4.9	* 4.9		4.2				
Max Green Setting (Gmax), s	15.0	65.0		27.0	25.0	* 55		42.0				
Max Q Clear Time (g_c+I1), s	3.8	24.3		13.9	7.8	41.4		16.6				
Green Ext Time (p_c), s	0.0	1.9		0.4	0.0	2.1		0.7				

Intersection Summary		
HCM 7th Control Delay, s/veh	33.3	
HCM 7th LOS	C	

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	329	7	19	15	19	42	37	1123	9	28	1512	764
Future Volume (veh/h)	329	7	19	15	19	42	37	1123	9	28	1512	764
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.96	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1658	1658	1658	2185	2185	2185	1582	1582	1518	2027	2027	2027
Adj Flow Rate, veh/h	439	9	0	18	23	0	43	1291	10	29	1575	0
Peak Hour Factor	0.75	0.75	0.75	0.82	0.82	0.82	0.87	0.87	0.87	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	627	339		122	128		91	1407	602	90	1751	
Arrive On Green	0.20	0.20	0.00	0.06	0.06	0.00	0.06	0.47	0.47	0.05	0.45	0.00
Sat Flow, veh/h	3064	1658	0	2081	2185	1851	1506	3005	1287	1931	3852	1718
Grp Volume(v), veh/h	439	9	0	18	23	0	43	1291	10	29	1575	0
Grp Sat Flow(s),veh/h/ln	1532	1658	0	2081	2185	1851	1506	1503	1287	1931	1926	1718
Q Serve(g_s), s	11.2	0.4	0.0	0.7	0.8	0.0	2.3	33.7	0.4	1.2	31.8	0.0
Cycle Q Clear(g_c), s	11.2	0.4	0.0	0.7	0.8	0.0	2.3	33.7	0.4	1.2	31.8	0.0
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	627	339		122	128		91	1407	602	90	1751	
V/C Ratio(X)	0.70	0.03		0.15	0.18		0.47	0.92	0.02	0.32	0.90	
Avail Cap(c_a), veh/h	1673	906		642	674		429	2497	1069	550	3201	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	31.1	26.8	0.0	37.7	37.7	0.0	38.3	20.9	12.0	38.9	21.2	0.0
Incr Delay (d2), s/veh	3.0	0.1	0.0	0.4	0.5	0.0	1.4	1.5	0.0	0.8	0.7	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	0.1	0.0	0.4	0.5	0.0	0.9	10.4	0.1	0.6	12.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	34.2	26.9	0.0	38.1	38.2	0.0	39.7	22.4	12.0	39.6	21.9	0.0
LnGrp LOS	C	C		D	D		D	C	B	D	C	
Approach Vol, veh/h		448			41			1344			1604	
Approach Delay, s/veh		34.0			38.1			22.9			22.2	
Approach LOS		C			D			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.5	44.3		21.8	9.7	43.2		9.5				
Change Period (Y+Rc), s	4.6	4.9		4.6	4.6	4.9		4.6				
Max Green Setting (Gmax), s	24.0	70.0		46.0	24.0	70.0		26.0				
Max Q Clear Time (g_c+I1), s	3.2	35.7		13.2	4.3	33.8		2.8				
Green Ext Time (p_c), s	0.0	3.3		4.0	0.0	4.5		0.1				

Intersection Summary		
HCM 7th Control Delay, s/veh		24.2
HCM 7th LOS		C

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1	1	1	0	-	0
Stage 1	1	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	1022	1083	1622	-	-	-
Stage 1	1022	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	1022	1083	1622	-	-	-
Mov Cap-2 Maneuver	1022	-	-	-	-	-
Stage 1	1022	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1622	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s/veh)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1	1	1	0	-	0
Stage 1	1	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	1022	1083	1622	-	-	-
Stage 1	1022	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	1022	1083	1622	-	-	-
Mov Cap-2 Maneuver	1022	-	-	-	-	-
Stage 1	1022	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1622	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s/veh)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1	1	1	0	-	0
Stage 1	1	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	1022	1083	1622	-	-	-
Stage 1	1022	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	1022	1083	1622	-	-	-
Mov Cap-2 Maneuver	1022	-	-	-	-	-
Stage 1	1022	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1622	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s/veh)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	6.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	2	0	0	0	8
Future Vol, veh/h	5	2	0	0	0	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	6	2	0	0	0	9

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1	0	-	0	14	1
Stage 1	-	-	-	-	1	-
Stage 2	-	-	-	-	13	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1622	-	-	-	1004	1083
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	1010	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1622	-	-	-	1001	1083
Mov Cap-2 Maneuver	-	-	-	-	1001	-
Stage 1	-	-	-	-	1019	-
Stage 2	-	-	-	-	1010	-

Approach	EB	WB	SB
HCM Control Delay, s/v	5.16	0	8.35
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1286	-	-	-	1083
HCM Lane V/C Ratio	0.003	-	-	-	0.008
HCM Control Delay (s/veh)	7.2	0	-	-	8.4
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	362	18	14	21	21	396
Future Volume (Veh/h)	362	18	14	21	21	396
Sign Control	Free			Stop	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	377	19	15	22	22	412
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)	875					
pX, platoon unblocked						
vC, conflicting volume	0		765	754	773	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0		765	754	773	0
tC, single (s)	4.1		7.1	6.5	6.5	6.2
tC, 2 stage (s)						
tF (s)	2.2		3.5	4.0	4.0	3.3
p0 queue free %	77		90	92	91	62
cM capacity (veh/h)	1623		153	260	253	1085

Direction, Lane #	EB 1	EB 2	EB 3	NB 1	NB 2	SB 1	SB 2
Volume Total	189	189	19	15	22	22	412
Volume Left	189	189	0	15	0	0	0
Volume Right	0	0	19	0	0	0	412
cSH	1623	1623	1700	153	260	253	1085
Volume to Capacity	0.23	0.23	0.01	0.10	0.08	0.09	0.38
Queue Length 95th (ft)	23	23	0	8	7	7	45
Control Delay (s/veh)	7.9	7.9	0.0	31.2	20.1	20.6	10.3
Lane LOS	A	A		D	C	C	B
Approach Delay (s/veh)	7.5			24.6		10.9	
Approach LOS				C		B	

Intersection Summary			
Average Delay	9.9		
Intersection Capacity Utilization	34.5%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	3.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	112	337	24	23	373	9	20	4	27	16	5	123
Future Vol, veh/h	112	337	24	23	373	9	20	4	27	16	5	123
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	50	100	-	-	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	117	351	25	24	389	9	21	4	28	17	5	128

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	398	0	0	376	0	0	829	1030	176	852	1051	199
Stage 1	-	-	-	-	-	-	584	584	-	441	441	-
Stage 2	-	-	-	-	-	-	245	446	-	411	609	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1157	-	-	1179	-	-	263	232	837	253	226	809
Stage 1	-	-	-	-	-	-	464	496	-	565	575	-
Stage 2	-	-	-	-	-	-	737	572	-	589	483	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1157	-	-	1179	-	-	190	204	837	212	199	809
Mov Cap-2 Maneuver	-	-	-	-	-	-	190	204	-	212	199	-
Stage 1	-	-	-	-	-	-	418	446	-	553	564	-
Stage 2	-	-	-	-	-	-	602	561	-	507	435	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	2	0.46	17.19	13.57
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	190	598	1157	-	-	1179	-	-	569
HCM Lane V/C Ratio	0.109	0.054	0.101	-	-	0.02	-	-	0.263
HCM Control Delay (s/veh)	26.2	11.4	8.5	-	-	8.1	-	-	13.6
HCM Lane LOS	D	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.4	0.2	0.3	-	-	0.1	-	-	1.1



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	721	69	131	829	166	141
Future Volume (veh/h)	721	69	131	829	166	141
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	743	71	135	855	171	145
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1276	122	170	2160	261	233
Arrive On Green	0.39	0.39	0.10	0.61	0.15	0.15
Sat Flow, veh/h	3371	313	1781	3647	1781	1585
Grp Volume(v), veh/h	403	411	135	855	171	145
Grp Sat Flow(s),veh/h/ln	1777	1814	1781	1777	1781	1585
Q Serve(g_s), s	5.8	5.8	2.4	4.1	3.0	2.8
Cycle Q Clear(g_c), s	5.8	5.8	2.4	4.1	3.0	2.8
Prop In Lane		0.17	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	692	706	170	2160	261	233
V/C Ratio(X)	0.58	0.58	0.79	0.40	0.65	0.62
Avail Cap(c_a), veh/h	1254	1280	219	3381	328	292
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	7.9	7.9	14.4	3.3	13.1	13.1
Incr Delay (d2), s/veh	0.8	0.8	14.1	0.1	3.2	2.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	1.7	1.5	0.5	1.2	1.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	8.6	8.6	28.5	3.4	16.3	15.8
LnGrp LOS	A	A	C	A	B	B
Approach Vol, veh/h	814			990	316	
Approach Delay, s/veh	8.6			6.8	16.1	
Approach LOS	A			A	B	

Timer - Assigned Phs	2	3	4		8
Phs Duration (G+Y+Rc), s	8.8	7.1	16.7		23.8
Change Period (Y+Rc), s	4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	6.0	4.0	23.0		31.0
Max Q Clear Time (g_c+I1), s	5.0	4.4	7.8		6.1
Green Ext Time (p_c), s	0.1	0.0	4.9		6.9

Intersection Summary	
HCM 7th Control Delay, s/veh	8.9
HCM 7th LOS	A

Movement	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Volume (veh/h)	0	332	124	122	448	275	127
Future Volume (veh/h)	0	332	124	122	448	275	127
Initial Q (Qb), veh		0	0	0	0	0	0
Lane Width Adj.		1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)			1.00	1.00		1.00	1.00
Parking Bus, Adj		1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No	No	
Adj Sat Flow, veh/h/ln		1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h		339	127	124	457	281	130
Peak Hour Factor		0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %		2	2	2	2	2	2
Cap, veh/h		697	257	155	1817	649	298
Arrive On Green		0.27	0.27	0.09	0.51	0.19	0.19
Sat Flow, veh/h		2636	936	1781	3647	3456	1585
Grp Volume(v), veh/h		235	231	124	457	281	130
Grp Sat Flow(s),veh/h/ln		1777	1702	1781	1777	1728	1585
Q Serve(g_s), s		3.3	3.4	2.0	2.2	2.2	2.2
Cycle Q Clear(g_c), s		3.3	3.4	2.0	2.2	2.2	2.2
Prop In Lane			0.55	1.00		1.00	1.00
Lane Grp Cap(c), veh/h		487	466	155	1817	649	298
V/C Ratio(X)		0.48	0.50	0.80	0.25	0.43	0.44
Avail Cap(c_a), veh/h		1545	1479	238	3089	3640	1669
HCM Platoon Ratio		1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh		9.1	9.1	13.4	4.1	10.7	10.7
Incr Delay (d2), s/veh		0.7	0.8	10.4	0.1	0.5	1.0
Initial Q Delay(d3), s/veh		0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		1.0	0.9	1.1	0.3	0.6	0.6
Unsig. Movement Delay, s/veh							
LnGrp Delay(d), s/veh		9.8	9.9	23.8	4.2	11.2	11.8
LnGrp LOS		A	A	C	A	B	B
Approach Vol, veh/h		466			581	411	
Approach Delay, s/veh		9.9			8.4	11.4	
Approach LOS		A			A	B	

Timer - Assigned Phs	2	3	4			8
Phs Duration (G+Y+Rc), s	10.1	7.1	12.7			19.8
Change Period (Y+Rc), s	4.5	4.5	4.5			4.5
Max Green Setting (Gmax), s	31.5	4.0	26.0			26.0
Max Q Clear Time (g_c+I1), s	4.2	4.0	5.4			4.2
Green Ext Time (p_c), s	1.4	0.0	2.8			3.0

Intersection Summary	
HCM 7th Control Delay, s/veh	9.7
HCM 7th LOS	A

Notes

User approved ignoring U-Turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	185	299	71	112	399	286	84	347	153	203	189	78
Future Volume (veh/h)	185	299	71	112	399	286	84	347	153	203	189	78
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	203	329	78	118	420	301	98	403	178	214	199	82
Peak Hour Factor	0.91	0.91	0.91	0.95	0.95	0.95	0.86	0.86	0.86	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	248	804	188	203	478	405	213	525	234	498	427	170
Arrive On Green	0.14	0.28	0.28	0.11	0.26	0.26	0.12	0.15	0.15	0.14	0.17	0.17
Sat Flow, veh/h	1781	2858	669	1781	1870	1585	1781	3554	1585	3456	2482	988
Grp Volume(v), veh/h	203	203	204	118	420	301	98	403	178	214	140	141
Grp Sat Flow(s),veh/h/ln	1781	1777	1750	1781	1870	1585	1781	1777	1585	1728	1777	1693
Q Serve(g_s), s	6.7	5.6	5.8	3.8	13.1	10.6	3.1	6.6	6.5	3.4	4.3	4.6
Cycle Q Clear(g_c), s	6.7	5.6	5.8	3.8	13.1	10.6	3.1	6.6	6.5	3.4	4.3	4.6
Prop In Lane	1.00		0.38	1.00		1.00	1.00		1.00	1.00		0.58
Lane Grp Cap(c), veh/h	248	500	492	203	478	405	213	525	234	498	306	291
V/C Ratio(X)	0.82	0.41	0.41	0.58	0.88	0.74	0.46	0.77	0.76	0.43	0.46	0.48
Avail Cap(c_a), veh/h	469	615	605	352	801	679	440	2049	914	1024	1024	976
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.4	17.7	17.8	25.5	21.7	20.8	24.9	24.9	24.8	23.7	22.6	22.7
Incr Delay (d2), s/veh	2.5	0.2	0.2	1.0	3.2	1.0	0.6	0.9	1.9	0.2	0.4	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	2.2	2.2	1.6	5.8	3.8	1.2	2.5	2.5	1.3	1.6	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	27.9	17.9	18.0	26.5	24.9	21.8	25.5	25.8	26.7	23.9	23.0	23.1
LnGrp LOS	C	B	B	C	C	C	C	C	C	C	C	C
Approach Vol, veh/h		610			839			679			495	
Approach Delay, s/veh		21.2			24.0			26.0			23.4	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.9	14.7	11.5	21.7	11.4	16.2	13.1	20.1
Change Period (Y+Rc), s	4.1	5.7	4.6	4.6	4.1	5.7	4.6	4.6
Max Green Setting (Gmax), s	18.0	35.0	12.0	21.0	15.0	35.0	16.0	26.0
Max Q Clear Time (g_c+I1), s	5.4	8.6	5.8	7.8	5.1	6.6	8.7	15.1
Green Ext Time (p_c), s	0.0	0.4	0.0	0.4	0.0	0.2	0.0	0.4

Intersection Summary	
HCM 7th Control Delay, s/veh	23.8
HCM 7th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	890	662	156	913	470
Future Volume (vph)	0	890	662	156	913	470
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	9%		5%			-5%
Total Lost time (s)		4.9	5.7		4.9	5.7
Lane Util. Factor		0.88	0.95		0.97	1.00
Frt		0.85	0.97		1.00	1.00
Flt Protected		1.00	1.00		0.95	1.00
Satd. Flow (prot)		2661	3352		3519	1909
Flt Permitted		1.00	1.00		0.95	1.00
Satd. Flow (perm)		2661	3352		3519	1909
Peak-hour factor, PHF	0.87	0.87	0.91	0.91	0.90	0.90
Adj. Flow (vph)	0	1023	727	171	1014	522
RTOR Reduction (vph)	0	161	14	0	0	0
Lane Group Flow (vph)	0	862	884	0	1014	522
Turn Type		Over	NA		Prot	NA
Protected Phases		3	2		3	2 3
Permitted Phases						
Actuated Green, G (s)		33.8	34.3		33.8	78.7
Effective Green, g (s)		33.8	34.3		33.8	73.8
Actuated g/C Ratio		0.43	0.44		0.43	0.94
Clearance Time (s)		4.9	5.7		4.9	
Vehicle Extension (s)		0.2	2.0		0.2	
Lane Grp Cap (vph)		1142	1460		1511	1790
v/s Ratio Prot		c0.32	c0.26		0.29	0.27
v/s Ratio Perm						
v/c Ratio		0.75	0.61		0.67	0.29
Uniform Delay, d1		19.0	17.0		18.0	0.2
Progression Factor		1.00	1.00		1.00	1.00
Incremental Delay, d2		2.6	0.5		0.9	0.0
Delay (s)		21.5	17.5		18.9	0.2
Level of Service		C	B		B	A
Approach Delay (s/veh)	21.5		17.5			12.6
Approach LOS	C		B			B

Intersection Summary			
HCM 2000 Control Delay (s/veh)	16.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	78.7	Sum of lost time (s)	10.6
Intersection Capacity Utilization	63.2%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	861	180	337	632	7	250	17	480	7	12	8
Future Volume (veh/h)	22	861	180	337	632	7	250	17	480	7	12	8
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.96
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1723	1723	1723	2145	2145	2059
Adj Flow Rate, veh/h	23	906	189	355	665	7	276	0	505	7	13	8
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	35	1080	482	169	1183	528	1238	0	551	36	67	86
Arrive On Green	0.02	0.30	0.30	0.05	0.33	0.33	0.38	0.00	0.38	0.05	0.05	0.05
Sat Flow, veh/h	1781	3554	1585	3456	3554	1585	3282	0	1460	738	1370	1745
Grp Volume(v), veh/h	23	906	189	355	665	7	276	0	505	20	0	8
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1728	1777	1585	1641	0	1460	2108	0	1745
Q Serve(g_s), s	1.0	19.4	7.7	4.0	12.5	0.2	4.7	0.0	26.8	0.7	0.0	0.4
Cycle Q Clear(g_c), s	1.0	19.4	7.7	4.0	12.5	0.2	4.7	0.0	26.8	0.7	0.0	0.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	0.35		1.00
Lane Grp Cap(c), veh/h	35	1080	482	169	1183	528	1238	0	551	103	0	86
V/C Ratio(X)	0.65	0.84	0.39	2.09	0.56	0.01	0.22	0.00	0.92	0.19	0.00	0.09
Avail Cap(c_a), veh/h	87	1220	544	169	1220	544	1449	0	645	103	0	86
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	39.7	26.5	22.4	38.8	22.3	18.2	17.3	0.0	24.2	37.2	0.0	37.0
Incr Delay (d2), s/veh	18.1	4.9	0.5	512.1	0.6	0.0	0.1	0.0	16.5	0.9	0.0	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	8.1	2.7	13.7	4.8	0.1	1.7	0.0	10.7	0.4	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	57.8	31.4	23.0	550.9	22.9	18.2	17.4	0.0	40.6	38.1	0.0	37.5
LnGrp LOS	E	C	C	F	C	B	B		D	D		D
Approach Vol, veh/h		1118			1027			781			28	
Approach Delay, s/veh		30.5			205.4			32.4			38.0	
Approach LOS		C			F			C			D	

Timer - Assigned Phs	2	3	4		6	7	8					
Phs Duration (G+Y+Rc), s	35.3	8.5	29.3		8.5	6.1	31.7					
Change Period (Y+Rc), s	4.5	4.5	4.5		4.5	4.5	4.5					
Max Green Setting (Gmax), s	36.0	4.0	28.0		4.0	4.0	28.0					
Max Q Clear Time (g_c+I1), s	28.8	6.0	21.4		2.7	3.0	14.5					
Green Ext Time (p_c), s	1.9	0.0	3.4		0.0	0.0	3.4					

Intersection Summary	
HCM 7th Control Delay, s/veh	91.9
HCM 7th LOS	F

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	268	10	154	55	15	15	161	1350	4	8	1134	174
Future Volume (veh/h)	268	10	154	55	15	15	161	1350	4	8	1134	174
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1776	1776	1776	1870	1870	1870	1870	1870	1870	1723	1723	1723
Adj Flow Rate, veh/h	261	100	186	76	58	27	168	1406	4	8	1181	0
Peak Hour Factor	0.83	0.83	0.83	0.56	0.56	0.56	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	347	114	212	142	96	45	203	1809	5	23	1275	
Arrive On Green	0.21	0.21	0.21	0.08	0.08	0.08	0.11	0.50	0.50	0.01	0.39	0.00
Sat Flow, veh/h	1692	556	1034	1781	1207	562	1781	3635	10	1641	3274	1460
Grp Volume(v), veh/h	261	0	286	76	0	85	168	687	723	8	1181	0
Grp Sat Flow(s),veh/h/ln	1692	0	1590	1781	0	1769	1781	1777	1868	1641	1637	1460
Q Serve(g_s), s	12.5	0.0	15.0	3.5	0.0	4.0	7.9	27.3	27.3	0.4	29.6	0.0
Cycle Q Clear(g_c), s	12.5	0.0	15.0	3.5	0.0	4.0	7.9	27.3	27.3	0.4	29.6	0.0
Prop In Lane	1.00		0.65	1.00		0.32	1.00		0.01	1.00		1.00
Lane Grp Cap(c), veh/h	347	0	326	142	0	141	203	884	930	23	1275	
V/C Ratio(X)	0.75	0.00	0.88	0.54	0.00	0.60	0.83	0.78	0.78	0.34	0.93	
Avail Cap(c_a), veh/h	531	0	499	870	0	864	518	1343	1412	286	2094	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	32.1	0.0	33.1	38.1	0.0	38.3	37.3	17.7	17.7	42.0	25.1	0.0
Incr Delay (d2), s/veh	1.2	0.0	7.4	1.2	0.0	1.5	3.3	0.7	0.7	3.2	3.2	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.2	0.0	6.4	1.6	0.0	1.8	3.5	9.6	10.1	0.2	10.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	33.4	0.0	40.5	39.2	0.0	39.8	40.5	18.4	18.4	45.2	28.3	0.0
LnGrp LOS	C		D	D		D	D	B	B	D	C	
Approach Vol, veh/h		547			161			1578			1189	
Approach Delay, s/veh		37.1			39.5			20.8			28.4	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.4	47.7		21.8	14.7	38.4		11.1				
Change Period (Y+Rc), s	4.2	4.9		4.2	4.9	* 4.9		4.2				
Max Green Setting (Gmax), s	15.0	65.0		27.0	25.0	* 55		42.0				
Max Q Clear Time (g_c+I1), s	2.4	29.3		17.0	9.9	31.6		6.0				
Green Ext Time (p_c), s	0.0	2.8		0.7	0.1	1.9		0.2				

Intersection Summary		
HCM 7th Control Delay, s/veh	26.8	
HCM 7th LOS	C	

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	849	14	21	14	16	48	18	1589	16	53	1304	517
Future Volume (veh/h)	849	14	21	14	16	48	18	1589	16	53	1304	517
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.96	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1658	1658	1658	2185	2185	2185	1582	1582	1518	2027	2027	2027
Adj Flow Rate, veh/h	1061	18	0	21	24	0	19	1709	17	56	1387	0
Peak Hour Factor	0.80	0.80	0.80	0.68	0.68	0.68	0.93	0.93	0.93	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	859	465		88	93		43	1557	667	87	2060	
Arrive On Green	0.28	0.28	0.00	0.04	0.04	0.00	0.03	0.52	0.52	0.04	0.53	0.00
Sat Flow, veh/h	3064	1658	0	2081	2185	1851	1506	3005	1287	1931	3852	1718
Grp Volume(v), veh/h	1061	18	0	21	24	0	19	1709	17	56	1387	0
Grp Sat Flow(s),veh/h/ln	1532	1658	0	2081	2185	1851	1506	1503	1287	1931	1926	1718
Q Serve(g_s), s	46.0	1.3	0.0	1.6	1.7	0.0	2.0	85.0	1.1	4.7	42.9	0.0
Cycle Q Clear(g_c), s	46.0	1.3	0.0	1.6	1.7	0.0	2.0	85.0	1.1	4.7	42.9	0.0
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	859	465		88	93		43	1557	667	87	2060	
V/C Ratio(X)	1.23	0.04		0.24	0.26		0.45	1.10	0.03	0.65	0.67	
Avail Cap(c_a), veh/h	859	465		330	346		459	1557	667	282	2060	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	59.0	42.9	0.0	76.0	76.0	0.0	78.4	39.5	19.3	77.0	27.7	0.0
Incr Delay (d2), s/veh	115.8	0.1	0.0	1.0	1.1	0.0	2.7	54.4	0.0	3.0	0.7	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	31.7	0.6	0.0	0.9	1.0	0.0	0.8	41.5	0.3	2.4	19.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	174.8	43.0	0.0	77.0	77.1	0.0	81.2	93.9	19.3	80.0	28.4	0.0
LnGrp LOS	F	D		E	E		F	F	B	F	C	
Approach Vol, veh/h		1079			45			1745			1443	
Approach Delay, s/veh		172.6			77.1			93.0			30.4	
Approach LOS		F			E			F			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.0	89.9		50.6	9.2	92.6		11.6				
Change Period (Y+Rc), s	4.6	4.9		4.6	4.6	4.9		4.6				
Max Green Setting (Gmax), s	24.0	85.0		46.0	50.0	70.0		26.0				
Max Q Clear Time (g_c+I1), s	6.7	87.0		48.0	4.0	44.9		3.7				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	3.6		0.1				

Intersection Summary												
HCM 7th Control Delay, s/veh			91.8									
HCM 7th LOS			F									

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	5	2	0	0	0
Future Vol, veh/h	0	5	2	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	70	70	70	70	70	70
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	7	3	0	0	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	7	1	1	0	-	0
Stage 1	1	-	-	-	-	-
Stage 2	6	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	1014	1083	1621	-	-	-
Stage 1	1022	-	-	-	-	-
Stage 2	1017	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	1012	1083	1621	-	-	-
Mov Cap-2 Maneuver	1012	-	-	-	-	-
Stage 1	1020	-	-	-	-	-
Stage 2	1017	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	8.35	7.22	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1621	-	1083	-	-
HCM Lane V/C Ratio	0.002	-	0.007	-	-
HCM Control Delay (s/veh)	7.2	0	8.3	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	2	1	2	5	0
Future Vol, veh/h	0	2	1	2	5	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	70	70	70	70	70	70
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	3	1	3	7	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	13	7	7	0	-	0
Stage 1	7	-	-	-	-	-
Stage 2	6	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	1006	1075	1613	-	-	-
Stage 1	1016	-	-	-	-	-
Stage 2	1017	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	1006	1075	1613	-	-	-
Mov Cap-2 Maneuver	1006	-	-	-	-	-
Stage 1	1015	-	-	-	-	-
Stage 2	1017	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	8.36	2.41	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	600	-	1075	-	-
HCM Lane V/C Ratio	0.001	-	0.003	-	-
HCM Control Delay (s/veh)	7.2	0	8.4	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	5.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	16	6	3	7	0
Future Vol, veh/h	0	16	6	3	7	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	70	70	70	70	70	70
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	23	9	4	10	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	31	10	10	0	-	0
Stage 1	10	-	-	-	-	-
Stage 2	21	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	982	1071	1610	-	-	-
Stage 1	1013	-	-	-	-	-
Stage 2	1001	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	977	1071	1610	-	-	-
Mov Cap-2 Maneuver	977	-	-	-	-	-
Stage 1	1008	-	-	-	-	-
Stage 2	1001	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	8.43	4.83	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1200	-	1071	-	-
HCM Lane V/C Ratio	0.005	-	0.021	-	-
HCM Control Delay (s/veh)	7.2	0	8.4	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	7.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	19	1	1	0	0	41
Future Vol, veh/h	19	1	1	0	0	41
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	70	70	70	70	70	70
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	27	1	1	0	0	59

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1	0	-	0	57	1
Stage 1	-	-	-	-	1	-
Stage 2	-	-	-	-	56	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1621	-	-	-	950	1083
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	967	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1621	-	-	-	934	1083
Mov Cap-2 Maneuver	-	-	-	-	934	-
Stage 1	-	-	-	-	1005	-
Stage 2	-	-	-	-	967	-

Approach	EB	WB	SB
HCM Control Delay, s/v	6.9	0	8.51
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1620	-	-	-	1083
HCM Lane V/C Ratio	0.017	-	-	-	0.054
HCM Control Delay (s/veh)	7.3	0	-	-	8.5
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	163	0	0	0	0	308
Future Volume (Veh/h)	163	0	0	0	0	308
Sign Control	Free			Stop	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Hourly flow rate (vph)	204	0	0	0	0	385
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)	875					
pX, platoon unblocked						
vC, conflicting volume	0		408	408	408	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0		408	408	408	0
tC, single (s)	4.1		7.1	6.5	6.5	6.2
tC, 2 stage (s)						
tF (s)	2.2		3.5	4.0	4.0	3.3
p0 queue free %	87		100	100	100	65
cM capacity (veh/h)	1623		323	466	466	1085

Direction, Lane #	EB 1	EB 2	EB 3	NB 1	NB 2	SB 1	SB 2
Volume Total	102	102	0	0	0	0	385
Volume Left	102	102	0	0	0	0	0
Volume Right	0	0	0	0	0	0	385
cSH	1623	1623	1700	1700	1700	1700	1085
Volume to Capacity	0.13	0.13	0.00	0.00	0.00	0.00	0.35
Queue Length 95th (ft)	11	11	0	0	0	0	41
Control Delay (s/veh)	7.5	7.5	0.0	0.0	0.0	0.0	10.1
Lane LOS	A	A		A	A	A	B
Approach Delay (s/veh)	7.5			0.0		10.1	
Approach LOS				A		B	

Intersection Summary			
Average Delay	9.2		
Intersection Capacity Utilization	22.4%	ICU Level of Service	A
Analysis Period (min)	15		

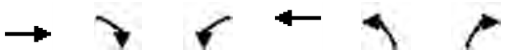
Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	86	164	9	12	327	6	9	2	20	8	2	26
Future Vol, veh/h	86	164	9	12	327	6	9	2	20	8	2	26
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	50	100	-	-	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	97	184	10	13	367	7	10	2	22	9	2	29

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	374	0	0	194	0	0	589	779	92	684	785	187
Stage 1	-	-	-	-	-	-	378	378	-	398	398	-
Stage 2	-	-	-	-	-	-	212	401	-	287	388	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1181	-	-	1376	-	-	392	326	947	335	323	823
Stage 1	-	-	-	-	-	-	616	614	-	599	601	-
Stage 2	-	-	-	-	-	-	771	599	-	697	608	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1181	-	-	1376	-	-	341	296	947	295	294	823
Mov Cap-2 Maneuver	-	-	-	-	-	-	341	296	-	295	294	-
Stage 1	-	-	-	-	-	-	566	564	-	593	595	-
Stage 2	-	-	-	-	-	-	733	593	-	622	558	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	2.76	0.27	11.5	12.07
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	341	789	1181	-	-	1376	-	-	549
HCM Lane V/C Ratio	0.03	0.031	0.082	-	-	0.01	-	-	0.074
HCM Control Delay (s/veh)	15.9	9.7	8.3	-	-	7.6	-	-	12.1
HCM Lane LOS	C	A	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.1	0.1	0.3	-	-	0	-	-	0.2



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	485	108	80	594	40	43
Future Volume (veh/h)	485	108	80	594	40	43
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	614	137	101	752	51	54
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1167	260	139	2232	143	127
Arrive On Green	0.40	0.40	0.08	0.63	0.08	0.08
Sat Flow, veh/h	2982	643	1781	3647	1781	1585
Grp Volume(v), veh/h	377	374	101	752	51	54
Grp Sat Flow(s),veh/h/ln	1777	1755	1781	1777	1781	1585
Q Serve(g_s), s	4.4	4.4	1.5	2.7	0.7	0.9
Cycle Q Clear(g_c), s	4.4	4.4	1.5	2.7	0.7	0.9
Prop In Lane		0.37	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	718	709	139	2232	143	127
V/C Ratio(X)	0.53	0.53	0.72	0.34	0.36	0.42
Avail Cap(c_a), veh/h	1490	1471	260	4015	390	347
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	6.2	6.2	12.4	2.4	11.9	12.0
Incr Delay (d2), s/veh	0.6	0.6	6.9	0.1	1.5	2.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	1.0	0.7	0.1	0.3	0.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	6.8	6.8	19.3	2.5	13.4	14.2
LnGrp LOS	A	A	B	A	B	B
Approach Vol, veh/h	751			853	105	
Approach Delay, s/veh	6.8			4.5	13.9	
Approach LOS	A			A	B	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		6.2	6.1	15.1		21.2
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s		6.0	4.0	23.0		31.0
Max Q Clear Time (g_c+I1), s		2.9	3.5	6.4		4.7
Green Ext Time (p_c), s		0.1	0.0	4.7		6.0

Intersection Summary	
HCM 7th Control Delay, s/veh	6.1
HCM 7th LOS	A



Movement	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Volume (veh/h)	0	318	71	95	271	146	38
Future Volume (veh/h)	0	318	71	95	271	146	38
Initial Q (Qb), veh		0	0	0	0	0	0
Lane Width Adj.		1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)			1.00	1.00		1.00	1.00
Parking Bus, Adj		1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No	No	
Adj Sat Flow, veh/h/ln		1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h		388	87	116	330	178	46
Peak Hour Factor		0.82	0.82	0.82	0.82	0.82	0.82
Percent Heavy Veh, %		2	2	2	2	2	2
Cap, veh/h		824	183	152	1889	502	230
Arrive On Green		0.29	0.29	0.09	0.53	0.15	0.15
Sat Flow, veh/h		2984	642	1781	3647	3456	1585
Grp Volume(v), veh/h		237	238	116	330	178	46
Grp Sat Flow(s),veh/h/ln		1777	1755	1781	1777	1728	1585
Q Serve(g_s), s		3.1	3.1	1.8	1.3	1.3	0.7
Cycle Q Clear(g_c), s		3.1	3.1	1.8	1.3	1.3	0.7
Prop In Lane			0.37	1.00		1.00	1.00
Lane Grp Cap(c), veh/h		506	500	152	1889	502	230
V/C Ratio(X)		0.47	0.48	0.77	0.17	0.35	0.20
Avail Cap(c_a), veh/h		1659	1638	256	3317	3908	1793
HCM Platoon Ratio		1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh		8.2	8.2	12.5	3.4	10.7	10.5
Incr Delay (d2), s/veh		0.7	0.7	7.8	0.0	0.4	0.4
Initial Q Delay(d3), s/veh		0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		0.8	0.8	0.8	0.1	0.4	0.2
Unsig. Movement Delay, s/veh							
LnGrp Delay(d), s/veh		8.9	8.9	20.3	3.4	11.2	10.9
LnGrp LOS		A	A	C	A	B	B
Approach Vol, veh/h		475			446	224	
Approach Delay, s/veh		8.9			7.8	11.1	
Approach LOS		A			A	B	

Timer - Assigned Phs	2	3	4			8
Phs Duration (G+Y+Rc), s	8.5	6.9	12.4			19.3
Change Period (Y+Rc), s	4.5	4.5	4.5			4.5
Max Green Setting (Gmax), s	31.5	4.0	26.0			26.0
Max Q Clear Time (g_c+I1), s	3.3	3.8	5.1			3.3
Green Ext Time (p_c), s	0.8	0.0	2.8			2.1

Intersection Summary	
HCM 7th Control Delay, s/veh	8.9
HCM 7th LOS	A

Notes
User approved ignoring U-Turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	187	237	47	89	223	180	38	127	85	231	262	75
Future Volume (veh/h)	187	237	47	89	223	180	38	127	85	231	262	75
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	267	339	67	100	251	202	45	151	101	257	291	83
Peak Hour Factor	0.70	0.70	0.70	0.89	0.89	0.89	0.84	0.84	0.84	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	319	695	136	203	317	269	145	517	231	555	616	172
Arrive On Green	0.18	0.23	0.23	0.11	0.17	0.17	0.08	0.15	0.15	0.16	0.22	0.22
Sat Flow, veh/h	1781	2964	579	1781	1870	1585	1781	3554	1585	3456	2741	768
Grp Volume(v), veh/h	267	202	204	100	251	202	45	151	101	257	187	187
Grp Sat Flow(s),veh/h/ln	1781	1777	1766	1781	1870	1585	1781	1777	1585	1728	1777	1732
Q Serve(g_s), s	8.0	5.4	5.5	2.9	7.1	6.7	1.3	2.1	3.2	3.7	5.0	5.2
Cycle Q Clear(g_c), s	8.0	5.4	5.5	2.9	7.1	6.7	1.3	2.1	3.2	3.7	5.0	5.2
Prop In Lane	1.00		0.33	1.00		1.00	1.00		1.00	1.00		0.44
Lane Grp Cap(c), veh/h	319	417	414	203	317	269	145	517	231	555	399	389
V/C Ratio(X)	0.84	0.48	0.49	0.49	0.79	0.75	0.31	0.29	0.44	0.46	0.47	0.48
Avail Cap(c_a), veh/h	518	679	675	389	885	750	486	2262	1009	1131	1131	1103
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.8	18.2	18.2	22.9	21.9	21.7	23.8	21.0	21.4	20.9	18.5	18.5
Incr Delay (d2), s/veh	3.0	0.3	0.3	0.7	1.7	1.6	0.4	0.1	0.5	0.2	0.3	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	2.1	2.1	1.2	3.0	2.4	0.5	0.8	1.1	1.3	1.8	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	24.8	18.5	18.6	23.6	23.6	23.3	24.2	21.1	21.9	21.2	18.8	18.9
LnGrp LOS	C	B	B	C	C	C	C	C	C	C	B	B
Approach Vol, veh/h		673			553			297			631	
Approach Delay, s/veh		21.0			23.5			21.8			19.8	
Approach LOS		C			C			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.9	13.7	10.9	17.5	8.6	18.0	14.4	13.9
Change Period (Y+Rc), s	4.1	5.7	4.6	4.6	4.1	5.7	4.6	4.6
Max Green Setting (Gmax), s	18.0	35.0	12.0	21.0	15.0	35.0	16.0	26.0
Max Q Clear Time (g_c+I1), s	5.7	5.2	4.9	7.5	3.3	7.2	10.0	9.1
Green Ext Time (p_c), s	0.0	0.1	0.0	0.4	0.0	0.3	0.0	0.3

Intersection Summary	
HCM 7th Control Delay, s/veh	21.4
HCM 7th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	946	358	61	1024	522
Future Volume (vph)	0	946	358	61	1024	522
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	9%		5%			-5%
Total Lost time (s)		4.9	5.7		4.9	5.7
Lane Util. Factor		0.88	0.95		0.97	1.00
Frt		0.85	0.98		1.00	1.00
Flt Protected		1.00	1.00		0.95	1.00
Satd. Flow (prot)		2661	3376		3519	1909
Flt Permitted		1.00	1.00		0.95	1.00
Satd. Flow (perm)		2661	3376		3519	1909
Peak-hour factor, PHF	0.67	0.67	0.83	0.83	0.95	0.95
Adj. Flow (vph)	0	1412	431	73	1078	549
RTOR Reduction (vph)	0	248	14	0	0	0
Lane Group Flow (vph)	0	1164	490	0	1078	549
Turn Type		Over	NA		Prot	NA
Protected Phases		3	2		3	2 3
Permitted Phases						
Actuated Green, G (s)		38.6	19.2		38.6	68.4
Effective Green, g (s)		38.6	19.2		38.6	63.5
Actuated g/C Ratio		0.56	0.28		0.56	0.93
Clearance Time (s)		4.9	5.7		4.9	
Vehicle Extension (s)		0.2	2.0		0.2	
Lane Grp Cap (vph)		1501	947		1985	1772
v/s Ratio Prot		c0.44	c0.15		0.31	0.29
v/s Ratio Perm						
v/c Ratio		0.78	0.52		0.54	0.31
Uniform Delay, d1		11.5	20.7		9.4	0.2
Progression Factor		1.00	1.00		1.00	1.00
Incremental Delay, d2		2.3	0.2		0.2	0.0
Delay (s)		13.9	20.9		9.5	0.3
Level of Service		B	C		A	A
Approach Delay (s/veh)	13.9		20.9			6.4
Approach LOS	B		C			A

Intersection Summary			
HCM 2000 Control Delay (s/veh)	11.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	68.4	Sum of lost time (s)	10.6
Intersection Capacity Utilization	53.8%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	813	257	344	841	15	76	1	190	18	3	29
Future Volume (veh/h)	16	813	257	344	841	15	76	1	190	18	3	29
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.96
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1723	1723	1723	2145	2145	2059
Adj Flow Rate, veh/h	21	1042	329	441	1078	19	98	0	244	23	4	37
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	35	1336	596	220	1493	666	687	0	306	112	19	111
Arrive On Green	0.02	0.38	0.38	0.06	0.42	0.42	0.21	0.00	0.21	0.06	0.06	0.06
Sat Flow, veh/h	1781	3554	1585	3456	3554	1585	3282	0	1460	1753	305	1745
Grp Volume(v), veh/h	21	1042	329	441	1078	19	98	0	244	27	0	37
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1728	1777	1585	1641	0	1460	2058	0	1745
Q Serve(g_s), s	0.7	16.2	10.2	4.0	15.8	0.4	1.5	0.0	9.9	0.8	0.0	1.3
Cycle Q Clear(g_c), s	0.7	16.2	10.2	4.0	15.8	0.4	1.5	0.0	9.9	0.8	0.0	1.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	0.85		1.00
Lane Grp Cap(c), veh/h	35	1336	596	220	1493	666	687	0	306	131	0	111
V/C Ratio(X)	0.60	0.78	0.55	2.00	0.72	0.03	0.14	0.00	0.80	0.21	0.00	0.33
Avail Cap(c_a), veh/h	114	1587	708	220	1587	708	1884	0	838	131	0	111
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	30.5	17.3	15.4	29.4	15.1	10.7	20.2	0.0	23.5	27.8	0.0	28.1
Incr Delay (d2), s/veh	15.6	2.2	0.8	466.1	1.5	0.0	0.1	0.0	4.8	0.8	0.0	1.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	5.8	3.2	15.8	5.4	0.1	0.6	0.0	3.4	0.4	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	46.1	19.4	16.2	495.4	16.7	10.7	20.3	0.0	28.3	28.6	0.0	29.8
LnGrp LOS	D	B	B	F	B	B	C		C	C		C
Approach Vol, veh/h		1392			1538			342			64	
Approach Delay, s/veh		19.1			153.9			26.0			29.3	
Approach LOS		B			F			C			C	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		17.6	8.5	28.1		8.5	5.7	30.9				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		36.0	4.0	28.0		4.0	4.0	28.0				
Max Q Clear Time (g_c+I1), s		11.9	6.0	18.2		3.3	2.7	17.8				
Green Ext Time (p_c), s		1.2	0.0	5.3		0.0	0.0	4.9				

Intersection Summary	
HCM 7th Control Delay, s/veh	82.1
HCM 7th LOS	F

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	119	38	125	135	35	43	93	877	82	29	1287	92
Future Volume (veh/h)	119	38	125	135	35	43	93	877	82	29	1287	92
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1776	1776	1776	1870	1870	1870	1870	1870	1870	1723	1723	1723
Adj Flow Rate, veh/h	138	44	145	237	166	96	104	985	92	30	1341	0
Peak Hour Factor	0.86	0.86	0.86	0.45	0.45	0.45	0.89	0.89	0.89	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	240	52	170	306	191	110	131	1558	145	65	1419	
Arrive On Green	0.14	0.14	0.14	0.17	0.17	0.17	0.07	0.47	0.47	0.04	0.43	0.00
Sat Flow, veh/h	1692	363	1197	1781	1112	643	1781	3285	307	1641	3274	1460
Grp Volume(v), veh/h	138	0	189	237	0	262	104	533	544	30	1341	0
Grp Sat Flow(s),veh/h/ln	1692	0	1561	1781	0	1755	1781	1777	1815	1641	1637	1460
Q Serve(g_s), s	7.7	0.0	12.0	12.9	0.0	14.7	5.8	22.8	22.8	1.8	39.9	0.0
Cycle Q Clear(g_c), s	7.7	0.0	12.0	12.9	0.0	14.7	5.8	22.8	22.8	1.8	39.9	0.0
Prop In Lane	1.00		0.77	1.00		0.37	1.00		0.17	1.00		1.00
Lane Grp Cap(c), veh/h	240	0	222	306	0	301	131	843	861	65	1419	
V/C Ratio(X)	0.57	0.00	0.85	0.78	0.00	0.87	0.80	0.63	0.63	0.46	0.95	
Avail Cap(c_a), veh/h	450	0	416	738	0	727	439	1139	1164	243	1776	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	40.6	0.0	42.4	40.1	0.0	40.9	46.2	20.0	20.0	47.6	27.6	0.0
Incr Delay (d2), s/veh	0.8	0.0	3.5	1.6	0.0	3.0	4.1	0.3	0.3	1.9	8.8	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	0.0	4.8	5.8	0.0	6.6	2.6	8.6	8.8	0.8	15.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	41.4	0.0	46.0	41.7	0.0	43.9	50.4	20.3	20.3	49.6	36.4	0.0
LnGrp LOS	D		D	D		D	D	C	C	D	D	
Approach Vol, veh/h		327			499			1181			1371	
Approach Delay, s/veh		44.1			42.9			22.9			36.7	
Approach LOS		D			D			C			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.2	53.0		18.6	12.3	48.8		21.6				
Change Period (Y+Rc), s	4.2	4.9		4.2	4.9	* 4.9		4.2				
Max Green Setting (Gmax), s	15.0	65.0		27.0	25.0	* 55		42.0				
Max Q Clear Time (g_c+I1), s	3.8	24.8		14.0	7.8	41.9		16.7				
Green Ext Time (p_c), s	0.0	2.0		0.4	0.0	2.1		0.7				

Intersection Summary	
HCM 7th Control Delay, s/veh	33.5
HCM 7th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	329	7	19	15	19	42	37	1138	9	28	1517	764
Future Volume (veh/h)	329	7	19	15	19	42	37	1138	9	28	1517	764
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.96	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1658	1658	1658	2185	2185	2185	1582	1582	1518	2027	2027	2027
Adj Flow Rate, veh/h	439	9	0	18	23	0	43	1308	10	29	1580	0
Peak Hour Factor	0.75	0.75	0.75	0.82	0.82	0.82	0.87	0.87	0.87	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	625	338		121	128		90	1416	606	90	1763	
Arrive On Green	0.20	0.20	0.00	0.06	0.06	0.00	0.06	0.47	0.47	0.05	0.46	0.00
Sat Flow, veh/h	3064	1658	0	2081	2185	1851	1506	3005	1287	1931	3852	1718
Grp Volume(v), veh/h	439	9	0	18	23	0	43	1308	10	29	1580	0
Grp Sat Flow(s),veh/h/ln	1532	1658	0	2081	2185	1851	1506	1503	1287	1931	1926	1718
Q Serve(g_s), s	11.3	0.4	0.0	0.7	0.9	0.0	2.3	34.7	0.4	1.2	32.1	0.0
Cycle Q Clear(g_c), s	11.3	0.4	0.0	0.7	0.9	0.0	2.3	34.7	0.4	1.2	32.1	0.0
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	625	338		121	128		90	1416	606	90	1763	
V/C Ratio(X)	0.70	0.03		0.15	0.18		0.48	0.92	0.02	0.32	0.90	
Avail Cap(c_a), veh/h	1658	897		636	668		425	2474	1059	545	3171	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	31.4	27.1	0.0	38.0	38.1	0.0	38.7	21.1	12.0	39.2	21.2	0.0
Incr Delay (d2), s/veh	3.1	0.1	0.0	0.4	0.5	0.0	1.4	1.9	0.0	0.8	0.7	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	0.2	0.0	0.4	0.5	0.0	0.9	10.7	0.1	0.6	12.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	34.5	27.2	0.0	38.4	38.6	0.0	40.1	23.0	12.0	40.0	21.9	0.0
LnGrp LOS	C	C		D	D		D	C	B	D	C	
Approach Vol, veh/h		448			41			1361			1609	
Approach Delay, s/veh		34.4			38.5			23.4			22.2	
Approach LOS		C			D			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.6	45.0		21.9	9.7	43.8		9.6				
Change Period (Y+Rc), s	4.6	4.9		4.6	4.6	4.9		4.6				
Max Green Setting (Gmax), s	24.0	70.0		46.0	24.0	70.0		26.0				
Max Q Clear Time (g_c+I1), s	3.2	36.7		13.3	4.3	34.1		2.9				
Green Ext Time (p_c), s	0.0	3.4		4.0	0.0	4.5		0.1				

Intersection Summary		
HCM 7th Control Delay, s/veh	24.5	
HCM 7th LOS	C	

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	6.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	3	5	0	0	0
Future Vol, veh/h	0	3	5	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	3	6	0	0	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	12	1	1	0	-	0
Stage 1	1	-	-	-	-	-
Stage 2	11	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	1007	1083	1622	-	-	-
Stage 1	1022	-	-	-	-	-
Stage 2	1012	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	1004	1083	1622	-	-	-
Mov Cap-2 Maneuver	1004	-	-	-	-	-
Stage 1	1019	-	-	-	-	-
Stage 2	1012	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	8.33	7.23	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1622	-	1083	-	-
HCM Lane V/C Ratio	0.003	-	0.003	-	-
HCM Control Delay (s/veh)	7.2	0	8.3	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	2	3	5	3	0
Future Vol, veh/h	0	2	3	5	3	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	2	3	6	3	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	16	3	3	0	-	0
Stage 1	3	-	-	-	-	-
Stage 2	12	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	1003	1080	1619	-	-	-
Stage 1	1020	-	-	-	-	-
Stage 2	1011	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	1001	1080	1619	-	-	-
Mov Cap-2 Maneuver	1001	-	-	-	-	-
Stage 1	1018	-	-	-	-	-
Stage 2	1011	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	8.34	2.71	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	675	-	1080	-	-
HCM Lane V/C Ratio	0.002	-	0.002	-	-
HCM Control Delay (s/veh)	7.2	0	8.3	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	5.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	11	19	8	5	0
Future Vol, veh/h	0	11	19	8	5	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	12	21	9	6	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	57	6	6	0	-	0
Stage 1	6	-	-	-	-	-
Stage 2	51	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	951	1077	1616	-	-	-
Stage 1	1018	-	-	-	-	-
Stage 2	971	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	938	1077	1616	-	-	-
Mov Cap-2 Maneuver	938	-	-	-	-	-
Stage 1	1004	-	-	-	-	-
Stage 2	971	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	8.38	5.11	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1267	-	1077	-	-
HCM Lane V/C Ratio	0.013	-	0.011	-	-
HCM Control Delay (s/veh)	7.3	0	8.4	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	7.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	46	2	0	0	0	33
Future Vol, veh/h	46	2	0	0	0	33
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	51	2	0	0	0	37

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1	0	-	0	106	1
Stage 1	-	-	-	-	1	-
Stage 2	-	-	-	-	104	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1622	-	-	-	892	1083
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	920	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1622	-	-	-	864	1083
Mov Cap-2 Maneuver	-	-	-	-	864	-
Stage 1	-	-	-	-	990	-
Stage 2	-	-	-	-	920	-

Approach	EB	WB	SB
HCM Control Delay, s/v	6.99	0	8.44
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1620	-	-	-	1083
HCM Lane V/C Ratio	0.032	-	-	-	0.034
HCM Control Delay (s/veh)	7.3	0	-	-	8.4
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	362	51	34	26	29	396
Future Volume (Veh/h)	362	51	34	26	29	396
Sign Control	Free			Stop	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	377	53	35	27	30	412
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)	875					
pX, platoon unblocked						
vC, conflicting volume	0		769	754	807	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0		769	754	807	0
tC, single (s)	4.1		7.1	6.5	6.5	6.2
tC, 2 stage (s)						
tF (s)	2.2		3.5	4.0	4.0	3.3
p0 queue free %	77		76	90	88	62
cM capacity (veh/h)	1623		147	260	242	1085

Direction, Lane #	EB 1	EB 2	EB 3	NB 1	NB 2	SB 1	SB 2
Volume Total	189	189	53	35	27	30	412
Volume Left	189	189	0	35	0	0	0
Volume Right	0	0	53	0	0	0	412
cSH	1623	1623	1700	147	260	242	1085
Volume to Capacity	0.23	0.23	0.03	0.24	0.10	0.12	0.38
Queue Length 95th (ft)	23	23	0	22	9	10	45
Control Delay (s/veh)	7.9	7.9	0.0	36.9	20.5	22.0	10.3
Lane LOS	A	A		E	C	C	B
Approach Delay (s/veh)	6.9			29.8		11.1	
Approach LOS				D		B	

Intersection Summary			
Average Delay	10.4		
Intersection Capacity Utilization	34.5%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	112	370	24	23	393	9	20	4	27	16	5	123
Future Vol, veh/h	112	370	24	23	393	9	20	4	27	16	5	123
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	50	100	-	-	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	117	385	25	24	409	9	21	4	28	17	5	128

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	419	0	0	410	0	0	874	1085	193	890	1106	209
Stage 1	-	-	-	-	-	-	619	619	-	462	462	-
Stage 2	-	-	-	-	-	-	255	467	-	428	644	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1137	-	-	1145	-	-	244	215	816	237	209	796
Stage 1	-	-	-	-	-	-	443	479	-	549	563	-
Stage 2	-	-	-	-	-	-	727	560	-	575	466	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1137	-	-	1145	-	-	175	189	816	197	184	796
Mov Cap-2 Maneuver	-	-	-	-	-	-	175	189	-	197	184	-
Stage 1	-	-	-	-	-	-	397	429	-	538	551	-
Stage 2	-	-	-	-	-	-	592	549	-	493	418	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	1.89	0.44	18.19	14.02
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	175	572	1137	-	-	1145	-	-	548
HCM Lane V/C Ratio	0.119	0.057	0.103	-	-	0.021	-	-	0.274
HCM Control Delay (s/veh)	28.3	11.7	8.5	-	-	8.2	-	-	14
HCM Lane LOS	D	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.4	0.2	0.3	-	-	0.1	-	-	1.1



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	752	69	132	848	166	143
Future Volume (veh/h)	752	69	132	848	166	143
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	775	71	136	874	171	147
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1306	120	172	2180	260	232
Arrive On Green	0.40	0.40	0.10	0.61	0.15	0.15
Sat Flow, veh/h	3385	301	1781	3647	1781	1585
Grp Volume(v), veh/h	418	428	136	874	171	147
Grp Sat Flow(s),veh/h/ln	1777	1816	1781	1777	1781	1585
Q Serve(g_s), s	6.2	6.2	2.5	4.2	3.0	2.9
Cycle Q Clear(g_c), s	6.2	6.2	2.5	4.2	3.0	2.9
Prop In Lane		0.17	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	705	720	172	2180	260	232
V/C Ratio(X)	0.59	0.59	0.79	0.40	0.66	0.63
Avail Cap(c_a), veh/h	1229	1256	214	3312	321	286
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	7.9	7.9	14.7	3.3	13.4	13.4
Incr Delay (d2), s/veh	0.8	0.8	14.7	0.1	3.5	3.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	1.8	1.5	0.6	1.2	1.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	8.7	8.7	29.4	3.4	16.9	16.5
LnGrp LOS	A	A	C	A	B	B
Approach Vol, veh/h	846			1010	318	
Approach Delay, s/veh	8.7			6.9	16.7	
Approach LOS	A			A	B	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		8.9	7.2	17.2		24.4
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s		6.0	4.0	23.0		31.0
Max Q Clear Time (g_c+I1), s		5.0	4.5	8.2		6.2
Green Ext Time (p_c), s		0.1	0.0	5.0		7.1

Intersection Summary	
HCM 7th Control Delay, s/veh	9.0
HCM 7th LOS	A



Movement	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Volume (veh/h)	0	361	124	123	466	275	129
Future Volume (veh/h)	0	361	124	123	466	275	129
Initial Q (Qb), veh		0	0	0	0	0	0
Lane Width Adj.		1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)			1.00	1.00		1.00	1.00
Parking Bus, Adj		1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No	No	
Adj Sat Flow, veh/h/ln		1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h		368	127	126	476	281	132
Peak Hour Factor		0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %		2	2	2	2	2	2
Cap, veh/h		736	250	158	1843	645	296
Arrive On Green		0.28	0.28	0.09	0.52	0.19	0.19
Sat Flow, veh/h		2696	885	1781	3647	3456	1585
Grp Volume(v), veh/h		250	245	126	476	281	132
Grp Sat Flow(s),veh/h/ln		1777	1711	1781	1777	1728	1585
Q Serve(g_s), s		3.6	3.7	2.1	2.3	2.2	2.3
Cycle Q Clear(g_c), s		3.6	3.7	2.1	2.3	2.2	2.3
Prop In Lane			0.52	1.00		1.00	1.00
Lane Grp Cap(c), veh/h		502	484	158	1843	645	296
V/C Ratio(X)		0.50	0.51	0.80	0.26	0.44	0.45
Avail Cap(c_a), veh/h		1512	1456	233	3024	3563	1634
HCM Platoon Ratio		1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh		9.1	9.2	13.7	4.1	11.0	11.0
Incr Delay (d2), s/veh		0.8	0.8	11.2	0.1	0.5	1.1
Initial Q Delay(d3), s/veh		0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		1.0	1.0	1.2	0.3	0.7	0.7
Unsig. Movement Delay, s/veh							
LnGrp Delay(d), s/veh		9.9	10.0	24.9	4.2	11.5	12.1
LnGrp LOS		A	A	C	A	B	B
Approach Vol, veh/h		495			602	413	
Approach Delay, s/veh		10.0			8.5	11.7	
Approach LOS		A			A	B	

Timer - Assigned Phs	2	3	4				8
Phs Duration (G+Y+Rc), s	10.2	7.2	13.1				20.3
Change Period (Y+Rc), s	4.5	4.5	4.5				4.5
Max Green Setting (Gmax), s	31.5	4.0	26.0				26.0
Max Q Clear Time (g_c+I1), s	4.3	4.1	5.7				4.3
Green Ext Time (p_c), s	1.4	0.0	3.0				3.2

Intersection Summary	
HCM 7th Control Delay, s/veh	9.8
HCM 7th LOS	A

Notes
User approved ignoring U-Turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	185	305	71	115	403	297	84	347	157	222	189	78
Future Volume (veh/h)	185	305	71	115	403	297	84	347	157	222	189	78
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	187	308	72	116	407	300	85	351	159	224	191	79
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	234	760	175	208	468	397	206	492	219	523	431	172
Arrive On Green	0.13	0.26	0.26	0.12	0.25	0.25	0.12	0.14	0.14	0.15	0.17	0.17
Sat Flow, veh/h	1781	2868	661	1781	1870	1585	1781	3554	1585	3456	2480	989
Grp Volume(v), veh/h	187	189	191	116	407	300	85	351	159	224	135	135
Grp Sat Flow(s),veh/h/ln	1781	1777	1751	1781	1870	1585	1781	1777	1585	1728	1777	1692
Q Serve(g_s), s	5.9	5.1	5.2	3.6	12.1	10.1	2.6	5.5	5.6	3.4	3.9	4.1
Cycle Q Clear(g_c), s	5.9	5.1	5.2	3.6	12.1	10.1	2.6	5.5	5.6	3.4	3.9	4.1
Prop In Lane	1.00		0.38	1.00		1.00	1.00		1.00	1.00		0.58
Lane Grp Cap(c), veh/h	234	471	464	208	468	397	206	492	219	523	309	294
V/C Ratio(X)	0.80	0.40	0.41	0.56	0.87	0.76	0.41	0.71	0.73	0.43	0.44	0.46
Avail Cap(c_a), veh/h	493	645	636	370	841	713	462	2151	959	1076	1075	1024
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.4	17.5	17.5	24.1	20.8	20.0	23.7	23.8	23.9	22.3	21.4	21.5
Incr Delay (d2), s/veh	2.4	0.2	0.2	0.9	2.0	1.1	0.5	0.7	1.7	0.2	0.4	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	2.0	2.0	1.5	5.1	3.6	1.0	2.0	2.1	1.2	1.4	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	26.7	17.7	17.8	25.0	22.7	21.2	24.2	24.6	25.6	22.5	21.7	21.9
LnGrp LOS	C	B	B	C	C	C	C	C	C	C	C	C
Approach Vol, veh/h		567			823			595			494	
Approach Delay, s/veh		20.7			22.5			24.8			22.1	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.9	13.7	11.4	19.9	10.8	15.8	12.2	19.1
Change Period (Y+Rc), s	4.1	5.7	4.6	4.6	4.1	5.7	4.6	4.6
Max Green Setting (Gmax), s	18.0	35.0	12.0	21.0	15.0	35.0	16.0	26.0
Max Q Clear Time (g_c+I1), s	5.4	7.6	5.6	7.2	4.6	6.1	7.9	14.1
Green Ext Time (p_c), s	0.0	0.3	0.0	0.4	0.0	0.2	0.0	0.4

Intersection Summary	
HCM 7th Control Delay, s/veh	22.6
HCM 7th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	890	673	156	913	489
Future Volume (vph)	0	890	673	156	913	489
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	9%		5%			-5%
Total Lost time (s)		4.9	5.7		4.9	5.7
Lane Util. Factor		0.88	0.95		0.97	1.00
Frt		0.85	0.97		1.00	1.00
Flt Protected		1.00	1.00		0.95	1.00
Satd. Flow (prot)		2661	3353		3519	1909
Flt Permitted		1.00	1.00		0.95	1.00
Satd. Flow (perm)		2661	3353		3519	1909
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0	918	694	161	941	504
RTOR Reduction (vph)	0	183	14	0	0	0
Lane Group Flow (vph)	0	735	841	0	941	504
Turn Type		Over	NA		Prot	NA
Protected Phases		3	2		3	2 3
Permitted Phases						
Actuated Green, G (s)		27.3	29.1		27.3	67.0
Effective Green, g (s)		27.3	29.1		27.3	62.1
Actuated g/C Ratio		0.41	0.43		0.41	0.93
Clearance Time (s)		4.9	5.7		4.9	
Vehicle Extension (s)		0.2	2.0		0.2	
Lane Grp Cap (vph)		1084	1456		1433	1769
v/s Ratio Prot		c0.28	c0.25		0.27	0.26
v/s Ratio Perm						
v/c Ratio		0.68	0.58		0.66	0.28
Uniform Delay, d1		16.3	14.3		16.1	0.2
Progression Factor		1.00	1.00		1.00	1.00
Incremental Delay, d2		1.3	0.3		0.8	0.0
Delay (s)		17.6	14.7		16.9	0.3
Level of Service		B	B		B	A
Approach Delay (s/veh)	17.6		14.7			11.1
Approach LOS	B		B			B

Intersection Summary			
HCM 2000 Control Delay (s/veh)	13.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	67.0	Sum of lost time (s)	10.6
Intersection Capacity Utilization	63.5%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	861	180	345	632	7	250	17	485	7	12	8
Future Volume (veh/h)	22	861	180	345	632	7	250	17	485	7	12	8
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.96
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1723	1723	1723	2145	2145	2059
Adj Flow Rate, veh/h	23	906	189	363	665	7	276	0	511	7	13	8
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	35	1077	480	168	1179	526	1249	0	556	36	67	85
Arrive On Green	0.02	0.30	0.30	0.05	0.33	0.33	0.38	0.00	0.38	0.05	0.05	0.05
Sat Flow, veh/h	1781	3554	1585	3456	3554	1585	3282	0	1460	738	1370	1745
Grp Volume(v), veh/h	23	906	189	363	665	7	276	0	511	20	0	8
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1728	1777	1585	1641	0	1460	2108	0	1745
Q Serve(g_s), s	1.1	19.6	7.7	4.0	12.6	0.2	4.7	0.0	27.4	0.7	0.0	0.4
Cycle Q Clear(g_c), s	1.1	19.6	7.7	4.0	12.6	0.2	4.7	0.0	27.4	0.7	0.0	0.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	0.35		1.00
Lane Grp Cap(c), veh/h	35	1077	480	168	1179	526	1249	0	556	103	0	85
V/C Ratio(X)	0.65	0.84	0.39	2.16	0.56	0.01	0.22	0.00	0.92	0.19	0.00	0.09
Avail Cap(c_a), veh/h	87	1212	540	168	1212	540	1439	0	640	103	0	85
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	40.0	26.8	22.7	39.1	22.6	18.4	17.2	0.0	24.2	37.5	0.0	37.3
Incr Delay (d2), s/veh	18.2	5.0	0.5	539.7	0.6	0.0	0.1	0.0	17.2	0.9	0.0	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	8.2	2.7	14.2	4.9	0.1	1.7	0.0	11.0	0.4	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	58.2	31.8	23.2	578.8	23.1	18.4	17.3	0.0	41.5	38.4	0.0	37.8
LnGrp LOS	E	C	C	F	C	B	B		D	D		D
Approach Vol, veh/h		1118			1035			787			28	
Approach Delay, s/veh		30.9			218.0			33.0			38.3	
Approach LOS		C			F			C			D	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		35.7	8.5	29.4		8.5	6.1	31.7				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		36.0	4.0	28.0		4.0	4.0	28.0				
Max Q Clear Time (g_c+I1), s		29.4	6.0	21.6		2.7	3.1	14.6				
Green Ext Time (p_c), s		1.9	0.0	3.3		0.0	0.0	3.4				

Intersection Summary	
HCM 7th Control Delay, s/veh	96.8
HCM 7th LOS	F

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	268	10	154	55	15	15	161	1361	4	8	1153	174
Future Volume (veh/h)	268	10	154	55	15	15	161	1361	4	8	1153	174
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1776	1776	1776	1870	1870	1870	1870	1870	1870	1723	1723	1723
Adj Flow Rate, veh/h	220	84	157	43	33	15	164	1389	4	8	1177	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	305	100	187	139	95	43	201	1817	5	23	1283	
Arrive On Green	0.18	0.18	0.18	0.08	0.08	0.08	0.11	0.50	0.50	0.01	0.39	0.00
Sat Flow, veh/h	1692	554	1036	1781	1217	553	1781	3635	10	1641	3274	1460
Grp Volume(v), veh/h	220	0	241	43	0	48	164	679	714	8	1177	0
Grp Sat Flow(s),veh/h/ln	1692	0	1590	1781	0	1771	1781	1777	1868	1641	1637	1460
Q Serve(g_s), s	9.4	0.0	11.3	1.8	0.0	2.0	6.9	23.8	23.8	0.4	26.2	0.0
Cycle Q Clear(g_c), s	9.4	0.0	11.3	1.8	0.0	2.0	6.9	23.8	23.8	0.4	26.2	0.0
Prop In Lane	1.00		0.65	1.00		0.31	1.00		0.01	1.00		1.00
Lane Grp Cap(c), veh/h	305	0	286	139	0	138	201	888	934	23	1283	
V/C Ratio(X)	0.72	0.00	0.84	0.31	0.00	0.35	0.81	0.76	0.76	0.34	0.92	
Avail Cap(c_a), veh/h	594	0	559	974	0	968	580	1503	1581	320	2344	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	29.7	0.0	30.4	33.5	0.0	33.6	33.3	15.6	15.6	37.5	22.2	0.0
Incr Delay (d2), s/veh	1.2	0.0	2.6	0.5	0.0	0.6	3.0	0.5	0.5	3.1	1.3	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	0.0	4.4	0.8	0.0	0.9	2.9	7.9	8.3	0.2	8.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	30.9	0.0	33.0	33.9	0.0	34.1	36.3	16.1	16.1	40.6	23.5	0.0
LnGrp LOS	C		C	C		C	D	B	B	D	C	
Approach Vol, veh/h		461			91			1557			1185	
Approach Delay, s/veh		32.0			34.0			18.2			23.6	
Approach LOS		C			C			B			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.3	43.3		18.0	13.6	35.0		10.2				
Change Period (Y+Rc), s	4.2	4.9		4.2	4.9	* 4.9		4.2				
Max Green Setting (Gmax), s	15.0	65.0		27.0	25.0	* 55		42.0				
Max Q Clear Time (g_c+I1), s	2.4	25.8		13.3	8.9	28.2		4.0				
Green Ext Time (p_c), s	0.0	2.8		0.6	0.0	1.9		0.1				

Intersection Summary			
HCM 7th Control Delay, s/veh		22.5	
HCM 7th LOS		C	

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	849	14	21	14	16	48	18	1600	16	53	1323	517
Future Volume (veh/h)	849	14	21	14	16	48	18	1600	16	53	1323	517
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.96	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1658	1658	1658	2185	2185	2185	1582	1582	1518	2027	2027	2027
Adj Flow Rate, veh/h	894	15	0	15	17	0	19	1684	17	56	1393	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	864	467		78	82		43	1565	670	87	2071	
Arrive On Green	0.28	0.28	0.00	0.04	0.04	0.00	0.03	0.52	0.52	0.05	0.54	0.00
Sat Flow, veh/h	3064	1658	0	2081	2185	1851	1506	3005	1287	1931	3852	1718
Grp Volume(v), veh/h	894	15	0	15	17	0	19	1684	17	56	1393	0
Grp Sat Flow(s),veh/h/ln	1532	1658	0	2081	2185	1851	1506	1503	1287	1931	1926	1718
Q Serve(g_s), s	46.0	1.1	0.0	1.1	1.2	0.0	2.0	85.0	1.0	4.7	42.7	0.0
Cycle Q Clear(g_c), s	46.0	1.1	0.0	1.1	1.2	0.0	2.0	85.0	1.0	4.7	42.7	0.0
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	864	467		78	82		43	1565	670	87	2071	
V/C Ratio(X)	1.04	0.03		0.19	0.21		0.45	1.08	0.03	0.64	0.67	
Avail Cap(c_a), veh/h	864	467		331	348		462	1565	670	284	2071	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	58.6	42.5	0.0	76.1	76.2	0.0	78.0	39.1	19.0	76.6	27.3	0.0
Incr Delay (d2), s/veh	40.1	0.1	0.0	0.9	0.9	0.0	2.7	46.2	0.0	2.9	0.7	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	22.6	0.5	0.0	0.6	0.7	0.0	0.8	39.7	0.3	2.4	19.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	98.6	42.5	0.0	77.0	77.1	0.0	80.7	85.3	19.0	79.5	28.0	0.0
LnGrp LOS	F	D		E	E		F	F	B	E	C	
Approach Vol, veh/h		909			32			1720			1449	
Approach Delay, s/veh		97.7			77.1			84.6			30.0	
Approach LOS		F			E			F			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.0	89.9		50.6	9.2	92.6		10.7				
Change Period (Y+Rc), s	4.6	4.9		4.6	4.6	4.9		4.6				
Max Green Setting (Gmax), s	24.0	85.0		46.0	50.0	70.0		26.0				
Max Q Clear Time (g_c+I1), s	6.7	87.0		48.0	4.0	44.7		3.2				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	3.7		0.1				

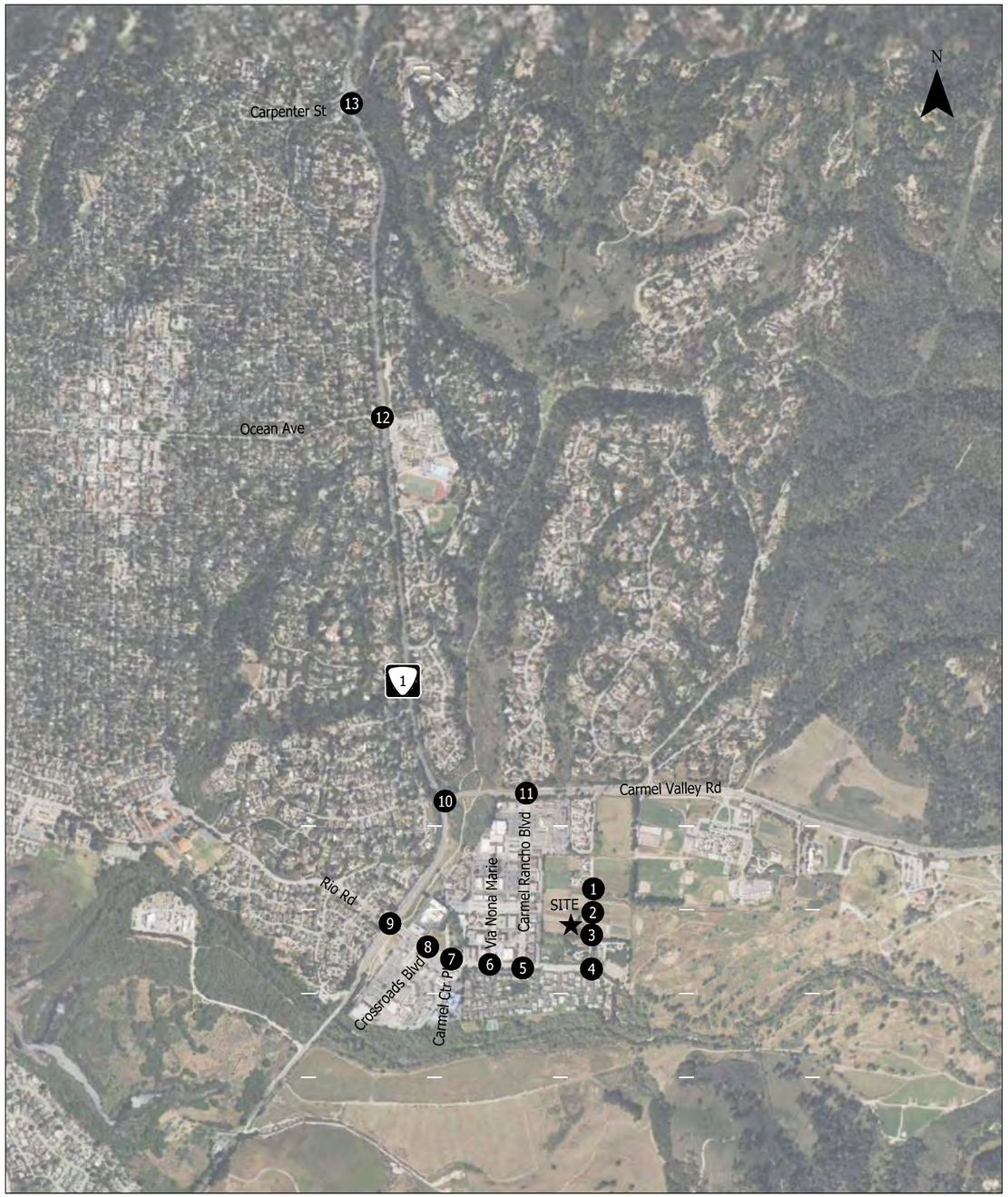
Intersection Summary	
HCM 7th Control Delay, s/veh	68.2
HCM 7th LOS	E

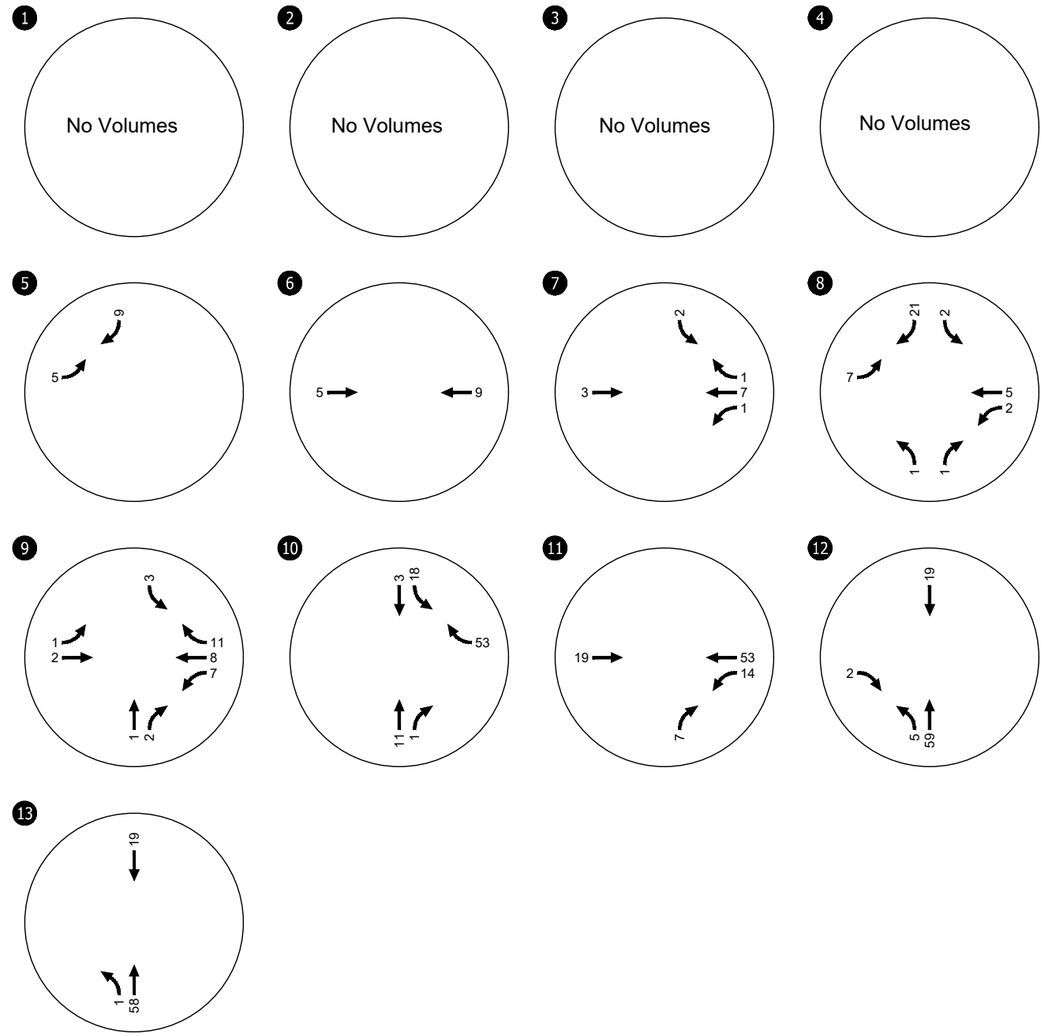
Notes

User approved volume balancing among the lanes for turning movement.
Unsignalized Delay for [EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Appendix E

Cumulative Projects Volumes



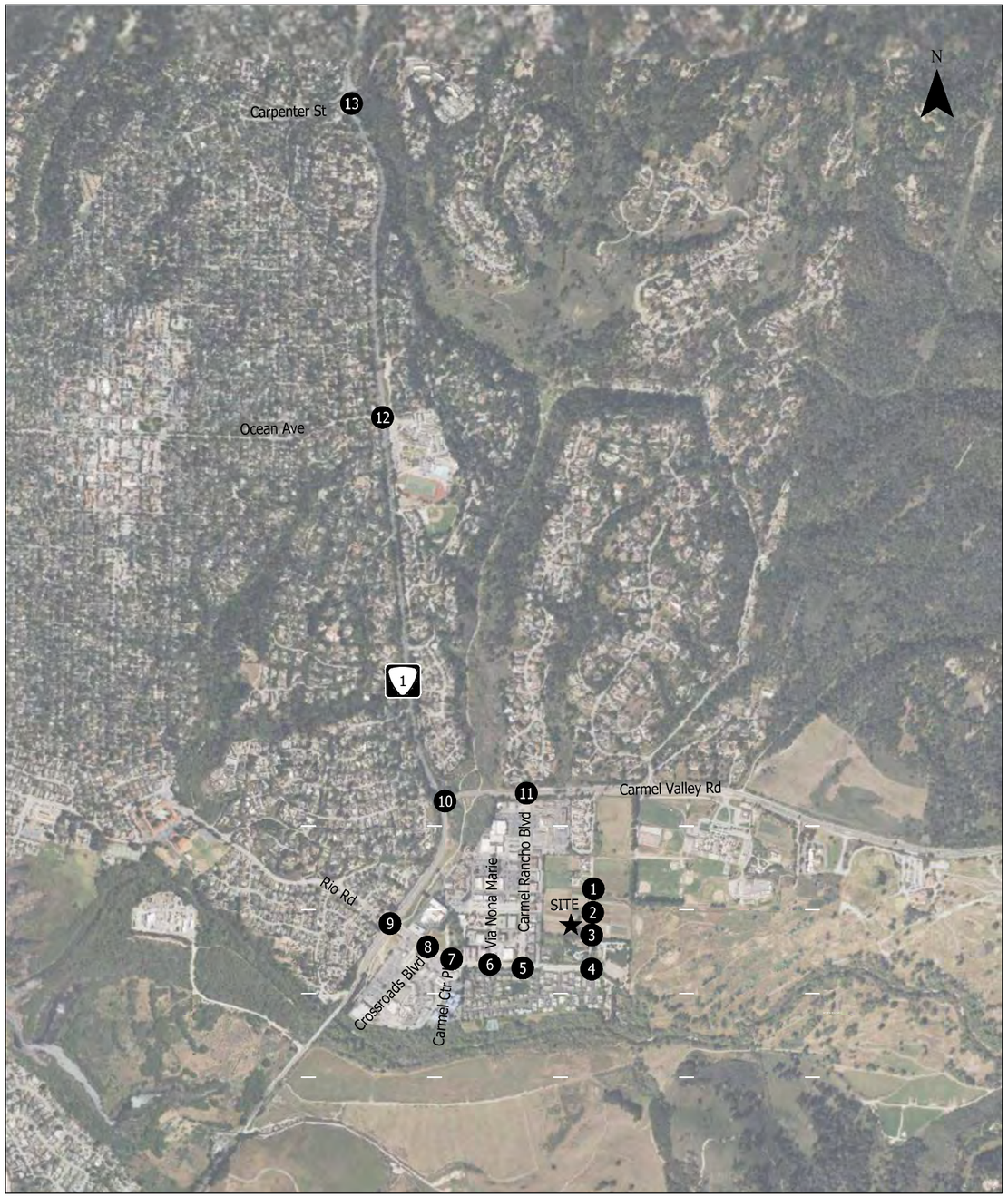


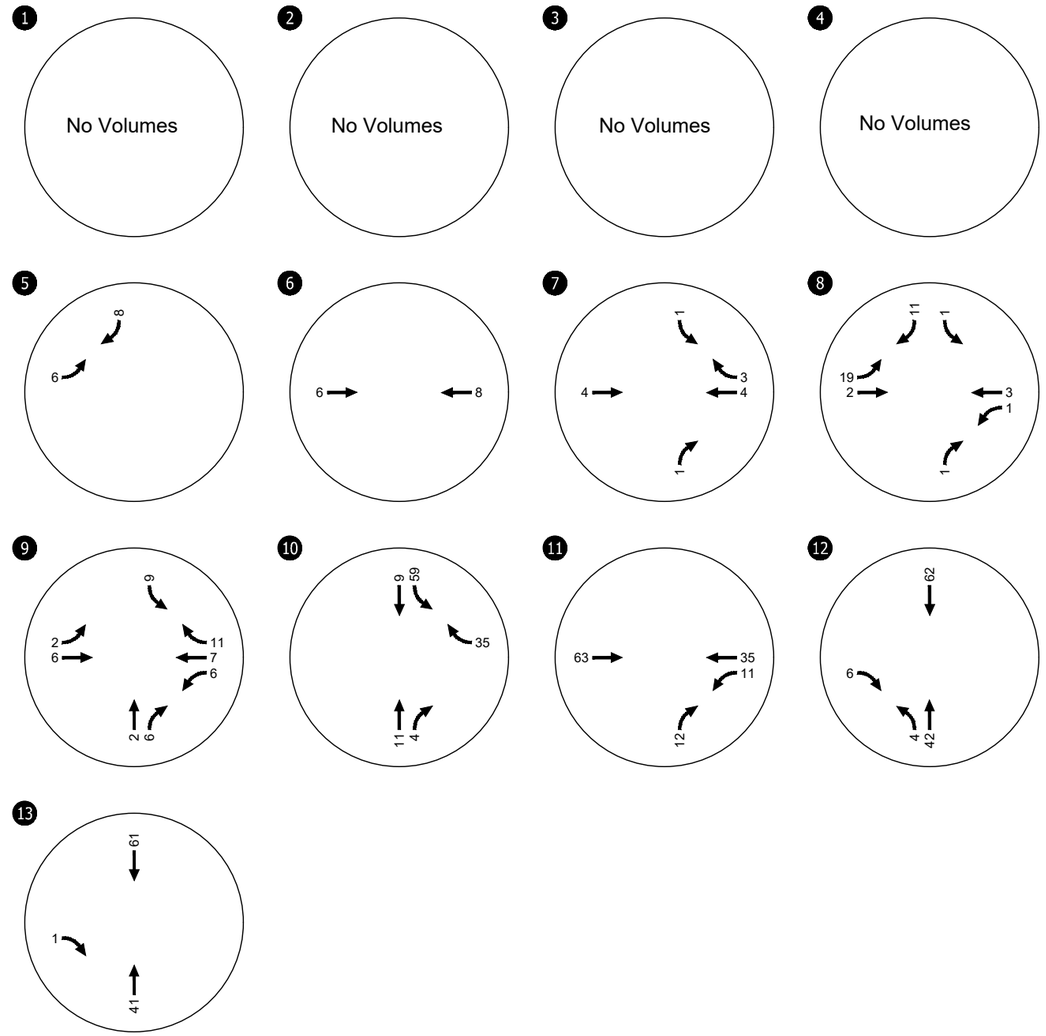
Cumulative Projects Volumes
AM Peak Hour
Carmel-By-The-Sea, CA

Appendix
E

KITTELSON & ASSOCIATES

C:\Users\kphan\appdata\local\temp\AcPublish_32700\31384_26500 Val Verde Dr_Figures.dwg Jul 01, 2025 - 2:21pm - kphan Layout Tab: E_CumulProjects_AM





Cumulative Projects Volumes
PM Peak Hour
Carmel-By-The-Sea, CA

Appendix
E

KITTELSON & ASSOCIATES

C:\Users\kphan\appdata\local\temp\AcPublish_32700\31384_26500 Val Verde Dr_Figures.dwg Jul 01, 2025 - 2:21pm - kphan Layout Tab: E_CumulProjects_PM

Appendix F
Roadway Segment Analysis Reports

Arterial Level of Service: NB Carmel Rancho Blvd

Roadway Segment ID	Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
N, O	Carmel Valley Rd	IV	25	59.6	25.6	85.2	0.39	16.5	C
	Total	IV		59.6	25.6	85.2	0.39	16.5	C

Arterial Level of Service: SB Carmel Rancho Blvd

	Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
N, O	Carmel Valley Rd	IV	25	18.5	33.2	51.7	0.07	4.9	F
	Total	IV		18.5	33.2	51.7	0.07	4.9	F

Arterial Level of Service: EB Rio Rd

	Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
J	SR 1	IV	25	27.9	18.2	46.1	0.16	12.1	D
K	Crosssroads Blvd	IV	30	20.8	10.8	31.6	0.12	13.2	C
L, M	Carmel Center Pl	IV	25	11.5	5.6	17.1	0.04	9.2	D
	Total	IV		60.2	34.6	94.8	0.31	11.9	D

Arterial Level of Service: WB Rio Rd

	Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
L, M	Carmel Center Pl	IV	25	29.8	2.6	32.4	0.17	18.4	C
K,	Crosssroads Blvd	IV	30	9.9	4.5	14.4	0.04	10.9	D
J	SR 1	IV	25	25.4	36.3	61.7	0.12	6.7	F
	Total	IV		65.1	43.4	108.5	0.32	10.8	D

Arterial Level of Service: NB SR 1

	Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
F, G, H, I	Carpenter St	II	42	63.2	16.8	80.0	0.75	33.5	B
	Total	II		63.2	16.8	80.0	0.75	33.5	B

Arterial Level of Service: SB SR 1

	Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
F, G, H, I	Carpenter St	II	45	21.6	22.8	44.4	0.20	16.0	E
	Total	II		21.6	22.8	44.4	0.20	16.0	E

Arterial Level of Service: NB Carmel Rancho Blvd

Roadway Segment ID	Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
N, O	Carmel Valley Rd	IV	25	59.6	20.6	80.2	0.39	17.5	C
	Total	IV		59.6	20.6	80.2	0.39	17.5	C

Arterial Level of Service: SB Carmel Rancho Blvd

	Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
N, O	Carmel Valley Rd	IV	25	18.5	43.8	62.3	0.07	4.0	F
	Total	IV		18.5	43.8	62.3	0.07	4.0	F

Arterial Level of Service: EB Rio Rd

	Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
J	SR 1	IV	25	27.9	16.7	44.6	0.16	12.5	D
K	Crosssroads Blvd	IV	30	20.8	10.6	31.4	0.12	13.2	C
L, M	Carmel Center Pl	IV	25	11.5	7.5	19.0	0.04	8.3	E
	Total	IV		60.2	34.8	95.0	0.31	11.9	D

Arterial Level of Service: WB Rio Rd

	Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
L, M	Carmel Center Pl	IV	25	29.8	3.3	33.1	0.17	18.0	C
K,	Crosssroads Blvd	IV	30	9.9	5.4	15.3	0.04	10.2	D
J	SR 1	IV	25	25.4	32.7	58.1	0.12	7.2	E
	Total	IV		65.1	41.4	106.5	0.32	11.0	D

Arterial Level of Service: NB SR 1

	Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
F, G, H, I	Carpenter St	II	42	63.2	42.7	105.9	0.75	25.3	C
	Total	II		63.2	42.7	105.9	0.75	25.3	C

Arterial Level of Service: SB SR 1

	Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
F, G, H, I	Carpenter St	II	45	21.6	28.4	50.0	0.20	14.2	E
	Total	II		21.6	28.4	50.0	0.20	14.2	E

Arterial Level of Service: NB Carmel Rancho Blvd

Roadway Segment ID	Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
N, O	Carmel Valley Rd	IV	25	59.6	25.4	85.0	0.39	16.5	C
	Total	IV		59.6	25.4	85.0	0.39	16.5	C

Arterial Level of Service: SB Carmel Rancho Blvd

	Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
N, O	Carmel Valley Rd	IV	25	18.5	33.7	52.2	0.07	4.8	F
	Total	IV		18.5	33.7	52.2	0.07	4.8	F

Arterial Level of Service: EB Rio Rd

	Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
J	SR 1	IV	25	27.9	18.3	46.2	0.16	12.1	D
K	Crosssroads Blvd	IV	30	20.8	10.9	31.7	0.12	13.1	C
L, M	Carmel Center Pl	IV	25	11.5	5.6	17.1	0.04	9.2	D
	Total	IV		60.2	34.8	95.0	0.31	11.9	D

Arterial Level of Service: WB Rio Rd

	Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
L, M	Carmel Center Pl	IV	25	29.8	2.6	32.4	0.17	18.4	C
K,	Crosssroads Blvd	IV	30	9.9	4.5	14.4	0.04	10.9	D
J	SR 1	IV	25	25.4	36.6	62.0	0.12	6.7	F
	Total	IV		65.1	43.7	108.8	0.32	10.7	D

Arterial Level of Service: NB SR 1

	Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
F, G, H, I	Carpenter St	II	42	63.2	17.0	80.2	0.75	33.5	B
	Total	II		63.2	17.0	80.2	0.75	33.5	B

Arterial Level of Service: SB SR 1

	Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
F, G, H, I	Carpenter St	II	45	21.6	22.8	44.4	0.20	16.0	E
	Total	II		21.6	22.8	44.4	0.20	16.0	E

Arterial Level of Service: NB Carmel Rancho Blvd

Roadway Segment ID	Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
N, O	Carmel Valley Rd	IV	25	59.6	20.5	80.1	0.39	17.5	C
	Total	IV		59.6	20.5	80.1	0.39	17.5	C

Arterial Level of Service: SB Carmel Rancho Blvd

	Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
N, O	Carmel Valley Rd	IV	25	18.5	43.9	62.4	0.07	4.0	F
	Total	IV		18.5	43.9	62.4	0.07	4.0	F

Arterial Level of Service: EB Rio Rd

	Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
J	SR 1	IV	25	27.9	16.9	44.8	0.16	12.5	D
K	Crosssroads Blvd	IV	30	20.8	10.8	31.6	0.12	13.2	C
L, M	Carmel Center Pl	IV	25	11.5	7.6	19.1	0.04	8.2	E
	Total	IV		60.2	35.3	95.5	0.31	11.8	D

Arterial Level of Service: WB Rio Rd

	Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
L, M	Carmel Center Pl	IV	25	29.8	3.3	33.1	0.17	18.0	C
K,	Crosssroads Blvd	IV	30	9.9	5.4	15.3	0.04	10.2	D
J	SR 1	IV	25	25.4	32.6	58.0	0.12	7.2	E
	Total	IV		65.1	41.3	106.4	0.32	11.0	D

Arterial Level of Service: NB SR 1

	Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
F, G, H, I	Carpenter St	II	42	63.2	42.8	106.0	0.75	25.3	C
	Total	II		63.2	42.8	106.0	0.75	25.3	C

Arterial Level of Service: SB SR 1

	Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
F, G, H, I	Carpenter St	II	45	21.6	28.6	50.2	0.20	14.2	E
	Total	II		21.6	28.6	50.2	0.20	14.2	E

Roadway Segment ID

Arterial Level of Service: NB Carmel Rancho Blvd

Roadway Segment ID	Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
N, O	Carmel Valley Rd	IV	25	59.6	25.8	85.4	0.39	16.4	C
	Total	IV		59.6	25.8	85.4	0.39	16.4	C

Arterial Level of Service: SB Carmel Rancho Blvd

Roadway Segment ID	Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
N, O	Carmel Valley Rd	IV	25	18.5	34.6	53.1	0.07	4.7	F
	Total	IV		18.5	34.6	53.1	0.07	4.7	F

Arterial Level of Service: EB Rio Rd

Roadway Segment ID	Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
J	SR 1	IV	25	27.9	18.4	46.3	0.16	12.1	D
K	Crosssroads Blvd	IV	30	20.8	11.0	31.8	0.12	13.1	C
L, M	Carmel Center Pl	IV	25	11.5	6.0	17.5	0.04	9.0	E
	Total	IV		60.2	35.4	95.6	0.31	11.8	D

Arterial Level of Service: WB Rio Rd

Roadway Segment ID	Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
L, M	Carmel Center Pl	IV	25	29.8	2.6	32.4	0.17	18.4	C
K,	Crosssroads Blvd	IV	30	9.9	4.5	14.4	0.04	10.9	D
J	SR 1	IV	25	25.4	38.2	63.6	0.12	6.5	F
	Total	IV		65.1	45.3	110.4	0.32	10.6	D

Arterial Level of Service: NB SR 1

Roadway Segment ID	Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
F, G, H, I	Carpenter St	II	42	63.2	18.2	81.4	0.75	33.0	B
	Total	II		63.2	18.2	81.4	0.75	33.0	B

Arterial Level of Service: SB SR 1

Roadway Segment ID	Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
F, G, H, I	Carpenter St	II	45	21.6	24.6	46.2	0.20	15.4	E
	Total	II		21.6	24.6	46.2	0.20	15.4	E

Roadway Segment ID

Arterial Level of Service: NB Carmel Rancho Blvd

Roadway Segment ID	Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
N, O	Carmel Valley Rd	IV	25	59.6	20.8	80.4	0.39	17.5	C
	Total	IV		59.6	20.8	80.4	0.39	17.5	C

Arterial Level of Service: SB Carmel Rancho Blvd

Roadway Segment ID	Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
N, O	Carmel Valley Rd	IV	25	18.5	45.9	64.4	0.07	3.9	F
	Total	IV		18.5	45.9	64.4	0.07	3.9	F

Arterial Level of Service: EB Rio Rd

Roadway Segment ID	Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
J	SR 1	IV	25	27.9	17.7	45.6	0.16	12.2	D
K	Crosssroads Blvd	IV	30	20.8	10.7	31.5	0.12	13.2	C
L, M	Carmel Center Pl	IV	25	11.5	8.6	20.1	0.04	7.8	E
	Total	IV		60.2	37.0	97.2	0.31	11.6	D

Arterial Level of Service: WB Rio Rd

Roadway Segment ID	Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
L, M	Carmel Center Pl	IV	25	29.8	3.7	33.5	0.17	17.8	C
K,	Crosssroads Blvd	IV	30	9.9	5.5	15.4	0.04	10.2	D
J	SR 1	IV	25	25.4	31.9	57.3	0.12	7.3	E
	Total	IV		65.1	41.1	106.2	0.32	11.0	D

Arterial Level of Service: NB SR 1

Roadway Segment ID	Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
F, G, H, I	Carpenter St	II	42	63.2	48.2	111.4	0.75	24.1	C
	Total	II		63.2	48.2	111.4	0.75	24.1	C

Arterial Level of Service: SB SR 1

Roadway Segment ID	Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
F, G, H, I	Carpenter St	II	45	21.6	30.1	51.7	0.20	13.8	E
	Total	II		21.6	30.1	51.7	0.20	13.8	E

Arterial Level of Service: NB Carmel Rancho Blvd

Roadway Segment ID	Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
N, O	Carmel Valley Rd	IV	25	59.6	25.3	84.9	0.39	16.5	C
	Total	IV		59.6	25.3	84.9	0.39	16.5	C

Arterial Level of Service: SB Carmel Rancho Blvd

	Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
N, O	Carmel Valley Rd	IV	25	18.5	35.2	53.7	0.07	4.7	F
	Total	IV		18.5	35.2	53.7	0.07	4.7	F

Arterial Level of Service: EB Rio Rd

	Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
J	SR 1	IV	25	27.9	18.4	46.3	0.16	12.1	D
K	Crosssroads Blvd	IV	30	20.8	10.9	31.7	0.12	13.1	C
L, M	Carmel Center Pl	IV	25	11.5	6.1	17.6	0.04	8.9	E
	Total	IV		60.2	35.4	95.6	0.31	11.8	D

Arterial Level of Service: WB Rio Rd

	Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
L, M	Carmel Center Pl	IV	25	29.8	2.6	32.4	0.17	18.4	C
K,	Crosssroads Blvd	IV	30	9.9	4.6	14.5	0.04	10.8	D
J	SR 1	IV	25	25.4	38.3	63.7	0.12	6.5	F
	Total	IV		65.1	45.5	110.6	0.32	10.6	D

Arterial Level of Service: NB SR 1

	Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
F, G, H, I	Carpenter St	II	42	63.2	18.4	81.6	0.75	32.9	B
	Total	II		63.2	18.4	81.6	0.75	32.9	B

Arterial Level of Service: SB SR 1

	Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
F, G, H, I	Carpenter St	II	45	21.6	24.7	46.3	0.20	15.4	E
	Total	II		21.6	24.7	46.3	0.20	15.4	E

Arterial Level of Service: NB Carmel Rancho Blvd

Roadway Segment ID	Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
N, O	Carmel Valley Rd	IV	25	59.6	20.7	80.3	0.39	17.5	C
	Total	IV		59.6	20.7	80.3	0.39	17.5	C

Arterial Level of Service: SB Carmel Rancho Blvd

	Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
N, O	Carmel Valley Rd	IV	25	18.5	46.2	64.7	0.07	3.9	F
	Total	IV		18.5	46.2	64.7	0.07	3.9	F

Arterial Level of Service: EB Rio Rd

	Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
J	SR 1	IV	25	27.9	17.9	45.8	0.16	12.2	D
K	Crosssroads Blvd	IV	30	20.8	11.1	31.9	0.12	13.0	C
L, M	Carmel Center Pl	IV	25	11.5	8.7	20.2	0.04	7.8	E
	Total	IV		60.2	37.7	97.9	0.31	11.6	D

Arterial Level of Service: WB Rio Rd

	Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
L, M	Carmel Center Pl	IV	25	29.8	3.7	33.5	0.17	17.8	C
K,	Crosssroads Blvd	IV	30	9.9	5.5	15.4	0.04	10.2	D
J	SR 1	IV	25	25.4	32.0	57.4	0.12	7.2	E
	Total	IV		65.1	41.2	106.3	0.32	11.0	D

Arterial Level of Service: NB SR 1

	Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
F, G, H, I	Carpenter St	II	42	63.2	49.0	112.2	0.75	23.9	C
	Total	II		63.2	49.0	112.2	0.75	23.9	C

Arterial Level of Service: SB SR 1

	Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
F, G, H, I	Carpenter St	II	45	21.6	30.4	52.0	0.20	13.7	E
	Total	II		21.6	30.4	52.0	0.20	13.7	E

Appendix G
With Improvement Synchro Analysis



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	763	247	317	757	14	73	1	176	17	3	28
Future Volume (veh/h)	15	763	247	317	757	14	73	1	176	17	3	28
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.96
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1723	1723	1723	2145	2145	2059
Adj Flow Rate, veh/h	19	978	317	406	971	18	94	0	227	22	4	36
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	33	1346	600	339	1630	727	214	0	381	124	23	125
Arrive On Green	0.02	0.38	0.38	0.10	0.46	0.46	0.13	0.00	0.13	0.07	0.07	0.07
Sat Flow, veh/h	1781	3554	1585	3456	3554	1585	1641	0	2921	1742	317	1745
Grp Volume(v), veh/h	19	978	317	406	971	18	94	0	227	26	0	36
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1728	1777	1585	1641	0	1460	2058	0	1745
Q Serve(g_s), s	0.6	13.2	8.7	5.5	11.4	0.3	3.0	0.0	4.1	0.7	0.0	1.1
Cycle Q Clear(g_c), s	0.6	13.2	8.7	5.5	11.4	0.3	3.0	0.0	4.1	0.7	0.0	1.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	0.85		1.00
Lane Grp Cap(c), veh/h	33	1346	600	339	1630	727	214	0	381	147	0	125
V/C Ratio(X)	0.58	0.73	0.53	1.20	0.60	0.02	0.44	0.00	0.60	0.18	0.00	0.29
Avail Cap(c_a), veh/h	127	1776	792	339	1871	835	1011	0	1799	147	0	125
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	27.3	14.9	13.5	25.3	11.3	8.3	22.5	0.0	23.0	24.5	0.0	24.7
Incr Delay (d2), s/veh	15.5	1.0	0.7	113.6	0.4	0.0	1.4	0.0	1.5	0.6	0.0	1.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	4.3	2.5	7.3	3.3	0.1	1.2	0.0	1.3	0.3	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	42.8	16.0	14.2	138.9	11.7	8.3	23.9	0.0	24.5	25.0	0.0	25.9
LnGrp LOS	D	B	B	F	B	A	C		C	C		C
Approach Vol, veh/h		1314			1395			321			62	
Approach Delay, s/veh		15.9			48.7			24.3			25.5	
Approach LOS		B			D			C			C	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		11.8	10.0	25.7		8.5	5.5	30.2				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		34.5	5.5	28.0		4.0	4.0	29.5				
Max Q Clear Time (g_c+I1), s		6.1	7.5	15.2		3.1	2.6	13.4				
Green Ext Time (p_c), s		1.2	0.0	6.0		0.0	0.0	5.8				

Intersection Summary	
HCM 7th Control Delay, s/veh	31.8
HCM 7th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	767	173	321	574	7	240	16	455	7	12	8
Future Volume (veh/h)	21	767	173	321	574	7	240	16	455	7	12	8
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.96
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1723	1723	1723	2145	2145	2059
Adj Flow Rate, veh/h	22	807	182	338	604	7	253	0	490	7	13	8
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	36	1115	497	312	1363	608	386	0	686	48	90	115
Arrive On Green	0.02	0.31	0.31	0.09	0.38	0.38	0.24	0.00	0.24	0.07	0.07	0.07
Sat Flow, veh/h	1781	3554	1585	3456	3554	1585	1641	0	2921	738	1370	1745
Grp Volume(v), veh/h	22	807	182	338	604	7	253	0	490	20	0	8
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1728	1777	1585	1641	0	1460	2108	0	1745
Q Serve(g_s), s	0.7	12.3	5.4	5.5	7.7	0.2	8.5	0.0	9.4	0.5	0.0	0.3
Cycle Q Clear(g_c), s	0.7	12.3	5.4	5.5	7.7	0.2	8.5	0.0	9.4	0.5	0.0	0.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	0.35		1.00
Lane Grp Cap(c), veh/h	36	1115	497	312	1363	608	386	0	686	138	0	115
V/C Ratio(X)	0.61	0.72	0.37	1.08	0.44	0.01	0.66	0.00	0.71	0.14	0.00	0.07
Avail Cap(c_a), veh/h	158	1633	728	312	1639	731	929	0	1653	138	0	115
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	29.6	18.6	16.2	27.7	14.0	11.6	21.1	0.0	21.4	26.9	0.0	26.7
Incr Delay (d2), s/veh	15.1	0.9	0.5	75.1	0.2	0.0	1.9	0.0	1.4	0.5	0.0	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	4.3	1.7	5.3	2.5	0.0	3.3	0.0	2.9	0.3	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	44.7	19.5	16.7	102.8	14.2	11.6	23.0	0.0	22.8	27.3	0.0	27.0
LnGrp LOS	D	B	B	F	B	B	C		C	C		C
Approach Vol, veh/h		1011			949			743			28	
Approach Delay, s/veh		19.5			45.7			22.9			27.2	
Approach LOS		B			D			C			C	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	18.8	10.0	23.6	8.5	5.7	27.9
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	34.5	5.5	28.0	4.0	5.4	28.1
Max Q Clear Time (g_c+I1), s	11.4	7.5	14.3	2.5	2.7	9.7
Green Ext Time (p_c), s	2.9	0.0	4.8	0.0	0.0	3.5

Intersection Summary	
HCM 7th Control Delay, s/veh	29.6
HCM 7th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	813	257	344	841	15	76	1	190	18	3	29
Future Volume (veh/h)	16	813	257	344	841	15	76	1	190	18	3	29
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.96
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1723	1723	1723	2145	2145	2059
Adj Flow Rate, veh/h	21	1042	329	441	1078	19	97	0	245	23	4	37
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	35	1331	594	559	1837	819	213	0	378	106	19	106
Arrive On Green	0.02	0.37	0.37	0.16	0.52	0.52	0.13	0.00	0.13	0.06	0.06	0.06
Sat Flow, veh/h	1781	3554	1585	3456	3554	1585	1641	0	2921	1753	305	1745
Grp Volume(v), veh/h	21	1042	329	441	1078	19	97	0	245	27	0	37
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1728	1777	1585	1641	0	1460	2058	0	1745
Q Serve(g_s), s	0.8	17.1	10.8	8.1	13.9	0.4	3.6	0.0	5.2	0.8	0.0	1.3
Cycle Q Clear(g_c), s	0.8	17.1	10.8	8.1	13.9	0.4	3.6	0.0	5.2	0.8	0.0	1.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	0.85		1.00
Lane Grp Cap(c), veh/h	35	1331	594	559	1837	819	213	0	378	125	0	106
V/C Ratio(X)	0.61	0.78	0.55	0.79	0.59	0.02	0.46	0.00	0.65	0.22	0.00	0.35
Avail Cap(c_a), veh/h	108	1592	710	714	2110	941	870	0	1548	125	0	106
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	32.0	18.2	16.2	26.5	11.0	7.8	26.5	0.0	27.2	29.4	0.0	29.7
Incr Delay (d2), s/veh	16.1	2.2	0.8	4.6	0.3	0.0	1.5	0.0	1.9	0.9	0.0	2.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	6.2	3.4	3.3	4.2	0.1	1.5	0.0	1.7	0.4	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	48.1	20.4	17.1	31.1	11.4	7.8	28.0	0.0	29.1	30.3	0.0	31.6
LnGrp LOS	D	C	B	C	B	A	C		C	C		C
Approach Vol, veh/h		1392			1538			342			64	
Approach Delay, s/veh		20.0			17.0			28.8			31.1	
Approach LOS		C			B			C			C	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		13.0	15.1	29.2		8.5	5.8	38.5				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		34.9	13.6	29.5		4.0	4.0	39.1				
Max Q Clear Time (g_c+I1), s		7.2	10.1	19.1		3.3	2.8	15.9				
Green Ext Time (p_c), s		1.3	0.6	5.6		0.0	0.0	7.7				

Intersection Summary	
HCM 7th Control Delay, s/veh	19.7
HCM 7th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	861	180	345	632	7	250	17	485	7	12	8
Future Volume (veh/h)	22	861	180	345	632	7	250	17	485	7	12	8
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.96
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1723	1723	1723	2145	2145	2059
Adj Flow Rate, veh/h	23	906	189	363	665	7	263	0	523	7	13	8
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	37	1184	528	293	1411	629	400	0	711	45	84	107
Arrive On Green	0.02	0.33	0.33	0.08	0.40	0.40	0.24	0.00	0.24	0.06	0.06	0.06
Sat Flow, veh/h	1781	3554	1585	3456	3554	1585	1641	0	2921	738	1370	1745
Grp Volume(v), veh/h	23	906	189	363	665	7	263	0	523	20	0	8
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1728	1777	1585	1641	0	1460	2108	0	1745
Q Serve(g_s), s	0.8	14.8	5.9	5.5	9.0	0.2	9.4	0.0	10.7	0.6	0.0	0.3
Cycle Q Clear(g_c), s	0.8	14.8	5.9	5.5	9.0	0.2	9.4	0.0	10.7	0.6	0.0	0.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	0.35		1.00
Lane Grp Cap(c), veh/h	37	1184	528	293	1411	629	400	0	711	130	0	107
V/C Ratio(X)	0.62	0.77	0.36	1.24	0.47	0.01	0.66	0.00	0.74	0.15	0.00	0.07
Avail Cap(c_a), veh/h	148	1532	683	293	1537	686	871	0	1551	130	0	107
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	31.5	19.4	16.4	29.7	14.5	11.9	22.1	0.0	22.6	28.9	0.0	28.7
Incr Delay (d2), s/veh	15.5	1.8	0.4	134.0	0.2	0.0	1.9	0.0	1.5	0.5	0.0	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	5.4	1.9	7.5	3.0	0.1	3.6	0.0	3.4	0.3	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	47.0	21.1	16.8	163.8	14.8	11.9	24.0	0.0	24.1	29.4	0.0	29.0
LnGrp LOS	D	C	B	F	B	B	C		C	C		C
Approach Vol, veh/h		1118			1035			786			28	
Approach Delay, s/veh		20.9			67.0			24.1			29.3	
Approach LOS		C			E			C			C	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		20.3	10.0	26.2		8.5	5.9	30.3				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		34.5	5.5	28.0		4.0	5.4	28.1				
Max Q Clear Time (g_c+I1), s		12.7	7.5	16.8		2.6	2.8	11.0				
Green Ext Time (p_c), s		3.1	0.0	4.8		0.0	0.0	3.8				

Intersection Summary	
HCM 7th Control Delay, s/veh	37.9
HCM 7th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

KITTELSON & ASSOCIATES
3601 5th Avenue
San Diego, CA 92103
P 714.468.1180

TECHNICAL MEMORANDUM

December 3, 2025 Project# 31384

To: Bora Akkaya
County of Monterey | Housing and Community Development Department
1441 Schilling Place
Salinas, CA 93901

From: Kittelson & Associates, Inc

RE: 26500 Val Verde Drive – VMT Memorandum

City Ventures proposes to develop 59 single family homes and 15 townhomes for a total of 74 for-sale, solar, all-electric dwelling units (Project) at 26500 Val Verde Drive in Monterey County, CA . The project is located on five parcels located in unincorporated county just east of City Carmel limits that currently has one single family home and farmland. Approximately 20% of the dwelling units are designated affordable housing. Access to the project will be provided from Rio Road to Val Verde Drive. Rio Road connects to State Route 1 (SR 1) about a half-mile to the west of Val Verde Drive.

This memorandum documents the methodology and findings of a vehicle miles traveled (VMT) assessment prepared in partial fulfillment of project development review requirements. As documented herein, the Project does not meet any of the VMT screening criteria and thus, detailed VMT analysis is required to determine if the project will result in significant VMT impacts under the California Environmental Quality Act (CEQA).

VMT ASSESSMENT

The transportation analysis documented in this report was performed to comply with CEQA transportation VMT analysis. At this time, the County has not adopted its own VMT thresholds. Therefore, VMT guidelines from the Governor's Office of Planning and Research (OPR[1]) Technical Advisory on Evaluating Transportation Impacts in CEQA (December 2018) were referenced and utilized as guidance.

Screening Criteria

OPR's Technical Advisory includes screening criteria that can be used to determine if a project will result in less than significant VMT impacts without a detailed VMT analysis. To be screened out of a detailed VMT analysis, a project or project component would need to satisfy at least one of the VMT screening criteria. A summary of the OPR's screening criteria and determinations are listed below:

- **Net Daily Trips Less than 110 Average Daily Traffic (ADT):** Projects generating less than 110 trips per day can be presumed to result in a less than significant VMT impact.

[1] Effective July 1, 2024, the Governor's Office of Planning and Research was renamed the Governor's Office of Land Use and Climate Innovation (LCI)

- **Within a ½ Mile of Major Transit Stop:** Projects, including residential, retail, and office projects, as well as mixed-use projects within a ½ mile of an existing major transit stop or along a high-quality transit corridor, can be presumed to have a less than significant VMT impact. This presumption is not valid if project-specific or location-specific information indicates significant VMT levels. A major transit stop is defined as a site with a rail transit station, a ferry terminal served by bus or rail transit, or the intersection of multiple major bus routes with frequent service during peak commute periods.
- **100% Affordable Housing:** Projects that consist of 100% affordable housing in infill locations are presumed to result in less than significant impact on VMT. Infill locations generally offer better access to transit and more opportunities for walking and cycling. The definition of infill locations is determined based on local conditions.
- **Local Serving Retail:** Projects below 50,000 square feet in building area categorized as local-serving retail and may be presumed to have a less than significant impact on VMT.

Screening Determination

The project does not meet any of the VMT screening criteria listed above.

Table 1 summarizes the VMT screening results.

Table 1: VMT Screening Summary

VMT Screening Criteria	Criterion Met?	Reasoning
Less than 110 Trips per Day	No	Based on the estimated trip generation using rates published by the Institute of Transportation Engineers (ITE) *Trip Generation Manual 11th Edition* and described in Table 1 of the project's Transportation Impact Assessment report, the proposed project would generate up to 685 net new daily primary vehicle trips and therefore would not screen out under this criterion.
Within a ½ mile of a Major Transit Stop	No	The proposed project is not located within a ½ mile of a major transit stop and does not screen out under this criterion.
100% Affordable Housing	No	The project will consist of 20% affordable housing units. Therefore, the project does not screen out of this criterion.
Local Serving Retail	No	The proposed project does not contain retail land use and does not screen out under this criterion.

SOURCE: KITTELSON & ASSOCIATES, INC (2025)

Site Evaluation

A VMT analysis was conducted in accordance with CEQA requirements and OPR's guidelines utilizing the VMT Calculator and VMT maps provided by the County. The county average for VMT per Capita is 11.4 according to the VMT calculator. In order to have a less-than-significant impact, the project needs to be equal to or less than 85% of the county average (9.7). Based on the VMT calculator, the VMT per capita

for the project location is 11.3, which is less than the countywide average but not less than the 85% threshold. A 14% reduction would be needed for the project to meet the VMT threshold (14% of 11.3 to meet 9.7).

Transportation Demand Management (TDM) Strategies

The following strategies were identified to reduce project VMT:

- TDM-1: Transit subsidy for the affordable housing units (Transit Strategy)
    - This involves subsidization of transit fare for residents, specifically applied to the 20% of units that will be affordable housing.
    - According to the OPR guidelines, adding affordable housing to infill locations generally improves jobs-housing match, in turn shortening commutes and reducing VMT.
    - **This results in a 4% reduction to the project VMT**
    - *Source: California Air Pollution Control Officers Association publication, Quantifying Greenhouse Gas Mitigation Measures (CAPCOA), Strategy TRT-4*
- TDM-2: Mandatory Travel Behavior Change Program with Promotions & Marketing (Communications & Information Strategy).
    - This involves the development of a travel behavior change program that targets individuals attitudes, goals, and travel behaviors, educating participants on the impacts of their travel choices and the opportunities to alter their habits. Involves the use of marketing and promotional tools to educate and inform travelers about site-specific transportation options and the effects of their travel choices with passive educational and promotional materials.
    - **This results in a 4% reduction to the project VMT**
    - *Source: 2013 Policy Brief by Steven Spears, Marlon Boarnet, and Susan Handy, Policy Brief on the Impacts of Voluntary Travel Behavior Change Programs Based on a Review of the Empirical Literature.*
- TDM-3: Passenger Loading Zones for Carpool/Vanpool
    - This includes an easy access location for carpools/vanpools
    - **This results in a 1% reduction to the project VMT**
    - *Source: County of Monterey, VMT Calculator Version 1.0 Build Date 12-8-2020*
- TDM-4: Include Bike Parking Per City Code, Secure Bike Parking, and Bicycle Repair Station/ Services (Bicycle Infrastructure Strategy)
    - Implements short and long-term bicycle parking to support safe and comfortable bicycle travel by providing parking facilities at destinations. Implements additional end-of-trip bicycle facilities to support safe and comfortable bicycle travel. On-site bicycle repair tools and space to use them supports on-going use of bicycles for transportation.
    - **This results in a 2% reduction to the project VMT**
    - *Source: California Air Pollution Control Officers Association publication, Quantifying Greenhouse Gas Mitigation Measures (CAPCOA), Strategy SDT-6*
- TDM-5: Pedestrian Network Improvements (Neighborhood Enhancement Strategy)
    - Implements pedestrian network improvements throughout and around the project site that encourages people to walk.
    - The proposed project also includes sidewalk along the entirety of Val Verde Dr to Rio Road, which provides a walkable path from the site to nearby retail areas.

- **This results in a 2% reduction to the project VMT.**
  - Note that this is not identified as an applicable reduction for Monterey County in the VMT Tool, but due to the extent of improvements being completed by the project it is assumed to be applicable to the extent consistent with other areas of the County as identified in the VMT tool.
- *Source: California Air Pollution Control Officers Association publication, Quantifying Greenhouse Gas Mitigation Measures (CAPCOA), Strategy SDT-1*

TDM-6: EV Parking Spaces/Stations (Miscellaneous Strategy)

- Provide a charging station for electric vehicles.
- **This results in a 1% reduction to the project VMT**
- *Source: County of Monterey, VMT Calculator Version 1.0 Build Date 12-8-2020*

The total VMT reduction with the above strategies is 14%.

CEQA TRANSPORTATION CHECKLIST

In addition to VMT analysis, other analyses under CEQA must also be conducted to fully capture the potential effects of a project on the transportation network. This section discusses the other (non-VMT) transportation impact analyses to fulfill CEQA requirements. The information in this section corresponds to the CEQA Appendix G Environmental Checklist Form transportation questions.

The following summarizes the analysis consistent with the CEQA checklist.

(a) Would the project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?

The proposed project would consist of changes primarily within the existing parcel footprint. Vehicle, pedestrian, and bicycle access in adjacent streets would not be changed as a result of the proposed project. There are no sidewalks along Val Verde Drive. The project proposes to build sidewalks along Val Verde Drive. There are no bicycle facilities that provide direct access to the study site. The Circulation Element for the City of Carmel does not propose any new bike lanes. The study area is served by the Monterey-Salinas Transit agency. Route 24 (Crossroads Carmel – Carmel Valley) has stops along Carmel Rancho Boulevard. The proposed project would not affect transit operations and conditions along the adjacent street. The proposed project would not require changes to bus service frequency or routes.

The project is proposing to provide three site accesses on Val Verde Drive. The southern primary site access on Val Verde Drive would loop within the development, and have pedestrian crossings. This change is anticipated to improve pedestrian access to the site. This change is not anticipated to conflict with the City's roadway classifications.

Overall, the proposed project would not conflict with a program, plan, ordinance, or policy addressing the circulation systems, and impacts would be less-than-significant.

(b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

In response to SB 743, California agencies are required to evaluate development projects for VMT. A detailed CEQA assessment is not required for land use elements of a project that meet certain screening criteria. To be screened out of a detailed VMT analysis, a project or project component would need to satisfy at least one of the VMT screening criteria: Net Daily Trips Less than 110 Average Daily Traffic (ADT), Within a ½ Mile of Major Transit Stop, Affordable Housing, or Local Retail (<50,000 square feet). The proposed project does not meet any of the identified screening criteria. Therefore, the proposed project would be required to conduct a detailed VMT analysis.

A VMT analysis was conducted in accordance with CEQA requirements and the Office of the Planning & Research (OPR) guidelines utilizing the VMT Calculator and VMT maps provided by the County. The county average for VMT per Capita is 11.4 according to the VMT calculator. In order to have a less-than-significant impact, the project needs to be equal to or less than 85% of the county average (9.7). Based on the project location, the VMT per capita for the site is anticipated to be 11.3, which is less than the countywide average but not less than the 85% threshold. The following strategies were identified to reduce the VMT resulting from the proposed project:

- TDM-1: Transit subsidy for the affordable housing units (Transit Strategy)
    - This involves subsidization of transit fare for residents, specifically applied to the 20% of units that will be affordable housing.
    - This results in a 4% reduction to the project VMT
- TDM-2: Mandatory Travel Behavior Change Program with Promotions & Marketing (Communications & Information Strategy).
    - This involves the development of a travel behavior change program that targets individuals attitudes, goals, and travel behaviors, educating participants on the impacts of their travel choices and the opportunities to alter their habits. Involves the use of marketing and promotional tools to educate and inform travelers about site-specific transportation options and the effects of their travel choices with passive educational and promotional materials.
    - This results in a 4% reduction to the project VMT
- TDM-3: Passenger Loading Zones for Carpool/Vanpool
    - This includes an easy access location for carpools/vanpools
    - This results in a 1% reduction to the project VMT
- TDM-4: Include Bike Parking Per City Code, Secure Bike Parking, and Bicycle Repair Station/ Services (Bicycle Infrastructure Strategy)
    - Implements short and long-term bicycle parking to support safe and comfortable bicycle travel by providing parking facilities at destinations. Implements additional end-of-trip bicycle facilities to support safe and comfortable bicycle travel. On-site bicycle repair tools and space to use them supports on-going use of bicycles for transportation.
    - This results in a 2% reduction to the project VMT
- TDM-5: Pedestrian Network Improvements (Neighborhood Enhancement Strategy)
    - Implements pedestrian network improvements throughout and around the project site that encourages people to walk.
    - The proposed project also includes sidewalk along the entirety of Val Verde Dr to Rio Road, which provides a walkable path from the site to nearby retail areas.
    - This results in a 2% reduction to the project VMT.

TDM-6: EV Parking Spaces/Stations (Miscellaneous Strategy)

These strategies would result in a 14% reduction to VMT and would result in the project having a VMT/capita of 9.7, which would result in a less-than-significant impact.

(c) Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

The proposed project would consist of changes within the existing parcel footprint, and would convert the existing vacant parcel to residential units. The project proposes to construct 3 site accesses off Val Verde Drive. These site accesses would not change off-site roadway configurations. The project would not substantially increase hazards due to geometric design features and impacts would be less-than-significant.

The proposed project would border the Carmel Rancho Shopping Center and existing residential areas. Therefore, the proposed project would not substantially increase hazards due to incompatible uses and impacts would be less-than-significant.

(d) Would the project result in inadequate emergency access?

The proposed project would create three site accesses off Val Verde Drive that would be compliant with the existing standards. Under the Fire Code of Monterey County, all roads are required to have at least two 10 feet wide traffic lanes with unobstructed access to the fire apparatus and a vertical clearance of at least 15 feet. The civil plan set prepared by the applicant's engineer for the development will document the design of the vehicle driveway and internal circulation for trucks and emergency vehicles, and will meet City and County requirements. Therefore, the proposed project would not result in inadequate emergency access and the impacts would be less-than-significant.

Exhibit K

This page intentionally left blank.

BIERMAN
Hydrogeologic
A Professional Company
Hydrogeologic Consulting & Water Resource Management
Office:(831-688 9886) Cell:(831-334 2237) E-Mail:abierman@comcast.net
3153 Redwood Drive, Aptos, CA. 95003

November 2, 2024
Updated February 13, 2026[1]

City Ventures
c/o: Pamela Nieting, PE - Vice President of Development
444 Spear Street, Suite 200
San Francisco, CA 94105

TECHNICAL MEMORANDUM:

Val Verde Development – Water Demand & Supply Analysis

Executive Summary:

Bierman Hydrogeologic (BHgl) has prepared this Technical Memorandum at the request of City Ventures which has provided information on interior and exterior water demand for the Project. BHgl has evaluated this water demand data against previous pumping test data (completed by BHgl in 2009 & 2016) on each of the Project Wells (Traver and Gamboa Well) including a comparison of each well's historical water use (per Monterey Peninsula Water Management District (MPWMD) data) to that of the project water demand.

In summary, the main and back-up supply (Traver and Gamboa Well respectively) are more than adequate to supply water to this Project without any cumulative significant adverse impacts to other well users or Sensitive Environmental Receptors (SERs)[2,3].

Water Demand:

City Ventures supplied BHgl with the number / type & size of each of the proposed 74-residential units along with exterior landscaping size per their landscape architect. The data provided to BHgl was then compiled and is presented on Table 1 - Conceptual Water Demand.

BHgl Conceptual water demand uses a 7% system loss (per MCEHB[4]) along with a 7% treatment loss [per Pacific Advanced Civil Engineering Inc (PACE)[5]] Technical Memorandum regarding this project.

Based on the above information/data provided:

- The interior annual average water demand after system and treatment losses was calculated to be 13.35 afy[6].
- The exterior annual average water demand after system losses was calculated to be 2.36 afy[7]. No treatment losses for exterior use.
- Project total Average Annual Water Demand was calculated to be 15.22 afy.

The Dry Season Demand (DSD) was calculated to be 18.10 afy whereas the Maximum Day Demand (MDD) was calculated to be 34.25 afy equivalent to a pumping rate of 21.23 gpm (pumping 24/7) or, 42.47 gpm in equivalent 12hr cycles.

1: This Technical Memorandum was updated to include 2025 MPWMD historical water use for the subject wells – MPWMD Data attached.
2: SERs are any one of the following areas or locations: (1) the Carmel Valley Alluvial Aquifer as delineated by the State Water Resources Control Board (SWRCB) in Order 95-10 as modified by Order 98-04; (2) the five tributaries; Tularcitos, Hitchcock Canyon, Garzas, Robinson Canyon and Potrero Creeks; (3) Seaside Groundwater Basin; (4) Pacific Ocean or (5) other locations as designated by Resolution of the MPWMD Board of Directors.
3: Based on BHgl Reports and numerous Technical Memorandums from 2009 to 2018.
4: A 7% System Loss is based on data from Canada Woods and Monterra Ranch Mutual Water Systems, Monterey County, 2008 to present.
5: A 7% Treatment Loss is based on PACE Inc Technical Memorandum dated September 24, 2024. *A more detailed analysis of the treatment method and components including treatment loss calculations is needed.*
6: City Ventures supplied the Fixture Unit Count analysis for type / size /number of residential units – attached.
7: 2.36 afy is equivalent to 113,500 sq.ft of non-turf on drip irrigation and accounts for Revisions in 2010 follow State Model Water Efficient Landscape Ordinance and is adopted by MPWMD in Rule 24-A-5a & 5b, December 2010. Revisions include the addition of Outdoor Water Use Factor of 0.01 af/yr.

Water Supply:
Based on pumping tests completed by BHgl in 2009 (Gamboa Replacement Well) and 2016 (Travers Replacement Well) each of the wells Post-Recovery Pumping Rate (as detailed on Table 4- attached[8]) shows that each well has a source capacity greater than the projects Maximum Day Demand of 21.23 gpm (pumping 24/7) or 42.47 gpm (pumping in equivalent 12hr cycles). Specifically, both wells exceed the Projects MDD rates.

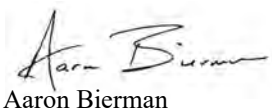
- The Gamboa Well has a post-recovery pumping rate of 150.48 gpm.
- The Travers Well has a post-recovery pumping rate of 145.59 gpm.

Historical Water Supply:
Based on MPWMD Historical Water Production Data from 1993 to 2025 (attached) shows that the combination of the site's wells (whether coming from the "Traves", "Gamboa" or "Church" well) have a 10-year historical record of 34.79 afy which is far greater than the Project Average Annual Water Demand calculated to be 15.22 afy.

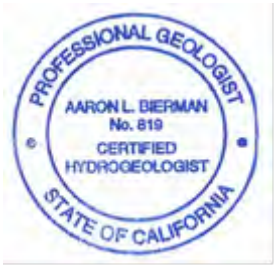
Water Storage, Treatment, Conveyance & Distribution Components:
BHgl was not requested to provide information on this topic.

Conclusions:
In conclusion, the main and back-up supply (Traver and Gamboa Well respectively) are more than adequate to supply water to this Project without any cumulative significant adverse impacts to other well users or Sensitive Environmental Receptors (SERs)[9,10].

Respectfully submitted,



Aaron Bierman
Ca. Hydrogeologist #819



8: Table 4 is Referenced from 2016 BHgl Report on the Travers Replacement Well.
9: SERs are any one of the following areas or locations: (1) the Carmel Valley Alluvial Aquifer as delineated by the State Water Resources Control Board (SWRCB) in Order 95-10 as modified by Order 98-04; (2) the five tributaries; Tularcitos, Hitchcock Canyon, Garzas, Robinson Canyon and Potrero Creeks; (3) Seaside Groundwater Basin; (4) Pacific Ocean or (5) other locations as designated by Resolution of the MPWMD Board of Directors.
10: based on BHgl Reports and Technical Memorandums from 2009 to 2018.

Table 1
Conceptual Water Demand

WATER DEMAND VARIABLES	WATER YEAR												ANNUAL TOTALS
	October	November	December	January	February	March	April	May	June	July	August	September	
Monthly Demand Factor[1]	8.98%	7.16%	6.42%	6.38%	5.74%	6.75%	7.70%	9.21%	9.99%	10.75%	10.96%	9.96%	100%
Combined Monthly and Annual Demand (Acre-Feet)[2]	1.199	0.956	0.857	0.852	0.766	0.901	1.028	1.230	1.334	1.435	1.463	1.330	**13.350**
Annual Day Demand (in GPD)[3]	12601.29	13021.33	12601.29	12601.29	13951.43	12601.29	13021.33	12601.29	13021.33	12601.29	12601.29	13021.33	
Annual Day Demand (in GPM)[4]	8.75	9.04	8.75	8.75	9.69	8.75	9.04	8.75	9.04	8.75	8.75	9.04	

Average Annual Demand[5]:	**8.26 gpm**	**(pumping 24/7)**	**equal to**	13.350	**af/year**	**or**	**16.53 gpm (pumping on 12 hour cycles)**
Average Annual Demand after System & Treatment Loss[6]:	**9.44 gpm**	**(pumping 24/7)**	**equal to**	**15.22**	**af/year**	**or**	**18.88 gpm (pumping on 12 hour cycles)**
Dry Season Demand[8]:	**11.22 gpm**	**(pumping 24/7)**	**equal to**	18.10	**af/year**	**or**	**22.45 gpm (pumping on 12 hour cycles)**
Maximum Day Demand[9]:	**18.60 gpm**	**(pumping 24/7)**	**equal to**	30.00	**af/year**	**or**	**37.19 gpm (pumping on 12 hour cycles)**
Maximum Day Demand after System & Treatment Loss[6]:	**21.23 gpm**	**(pumping 24/7)**	**equal to**	34.25	**af/year**	**or**	**42.47 gpm (pumping on 12 hour cycles)**
Peak Hourly Demand[10]:	**31.85 gpm**	**or**	**1673.64 gph**				

NOTES:

[1]: Monthly Demand Factor obtained from compilation of data from California-American Water Company monthly production reports from 1992-2003 (Monterey Peninsula Water Management District, October 2, 2003).

[2]: Monthly Demand calculated by dividing Total Use (indoor + outdoor use) by Monthly Demand Factor.

---Indoor Water Demand calculated to be 10.99 afy for 74 units each with different bdrm/bthrm configurations and fixture units (per City Ventures 2024.11.1 Water Use Projections Spreadsheet)

---Exterior Water Demand - Exterior Total Water Use calculated to be 2.36 afy for 113,500sq.ft of non-turf on drip (per Landscape Architect values from City Ventures email dated - 11/1/24). Exterior water use is not treated.

[3]: Monthly Demand converted to Day Demand in gallons per day (gpd). Conversion factors: 325,851 gallons per acre-foot; # day per month (Jan-31; Feb-28; Mrch-31; Apl-30; May-31; June-30; July-31; Aug-31; Sep-30; Oct-31; Nov-30; Dec-31)

[4]: Day Demand (in gpm) calculated by dividing Day Demand (in gpd) by 1440 minutes (1440 minutes per day).

[5]: Average Annual Day Demand (gpm) calculated by dividing sum of Day Demands (in gpm) by 12.

[6]: For MCEHB, a 7% System Loss is used[11]. For MPWMD a 5% System Loss is used[11]. For conservative purposes for this report, the greater precentage value (7%) is used.

[7]: Treatment Loss depends on water quality. Pacific Advanced Civil Engineering Inc. (PACE) has indicated a 7% treatment loss is accounted for to remove iron and manganese (Reference for type and method of treatment is needed from PACE.)

[8]: Dry Season Demand (May through October) represents highest six month demand period with approximately 59.85% of annual demand during this period[1].

[9]: Maximum Day Demand obtained by multiplying the Average Day Demand by Average Day Peaking Factor. Peaking Factors vary from agency to agency.

---State and MCHD use a Peaking Factor of 2.25. (State of CA Code of Regulations, Title 22, Division 4, Chapter 16, Article 2, Section 64554 New and Existing Source Capacity, March, 2008).

---MPWMD uses a Peaking Factor of 1.5. (MPWMD; Procedures for Prepartation of Well Source and Pumping Impact Assessments, September, 2005, Revised May, 2006).

[10]: Peak Hourly Demand determined by calculating the average hourly flow during maximum day demand and multiplying by a peaking factor of 1.5 (State of Califorina Code of Regulations, Title 22, Division 4, Chapter 16, Article 2, Section 64554, March, 2008).

[11]: A 7% System Loss is acconted for Based on data from Canada Woods and Monterra Ranch Mutual Water Systems, Monterey County, 2008 to present.

Table 4
Well Pumping Rates, Credited Source Capacity and Calculated Well Yield

Well Identification	Field Parameters[1]			Technical Calculations[2]							
	Saturated Thickness[3] (ft)	Available Drawdown[4] (ft)	8-hour Specific Capacity[5] (gpm/ft)	Ratio of Late Time to Early Time Transmissivity[6] (unitless)	Adjusted 24-hour Specific Capacity[7] (gpm/ft)	Pre-Recovery Pumping Rate[8] (gpm)	Pre-Recovery Calculated Well Yield[9] (gpm)	Percent Well Recovery[10] (%)	Amount Reduction in Pumping Rate or Calculated Well Yield due to poor recovery[11] (%)	Post-Recovery Pumping Rate[12] (gpm)	Post-Recovery Calculated Well Yield[13] (gpm)
Travers Replacement Well (APN: 015-021-015)	159.38	59.38	71.01	NA	NA	156.92	4216.57	87.78%	7.22%	**145.59**	**3912.13**
Travers Well (APN: 015-021-015)	107.58'	53.79'	22.36	NA	NA	149.80	1202.74	100.00%	0.00%	149.80	1202.74
Gamboa Replacement Well (APN: 015-021-020)	138.63	58.63'	73.76	NA	NA	150.48	4324.54	100.00%	0.00%	150.48	4324.54

Footnotes:

[1]: Calculated by Bierman Hydrogeologic from DWR Well Completion Report.

[2]: Technical Calculations follow MPWMD guidelines entilted "*Procedures for Preparation of Well Source and Pumping Impact Assessments*", September 2005, Revised, May, 2006 and/or MCEHB guidelines "*Source Capacity Test Procedures*", revised May, August, 2011

[3]: Saturated thickness: Difference between depth to static water level to bottom of perforations.

[4]: Available Drawdown: the lesser of; 1/2 of the saturated thickness of the well or the distance between top of perforated interval and static water level. For this analysis it was SWL to Perfs.

[5]: 8-Hour Specific Capacity: Gallons per minute per foot of drawdown at 8 hours.

[6]: Ratio of late to early time transmissivity not calculated as their was no negative boundary condition and significant apparent difference in late to early time transmissivity.

[7]: Adjusted 8-Hour Specific Capacity: If warrented, the product of the ratio of late to early time transmissivity (unitless) and 8-hour Specific Capacity.

[8]: Pre-Recovery Pumping Rate: The 8-hr averge pumping rate was used for the test, as the lowest sustained pumping rate was only for 20-minutes between 1035 am to 1055 am.

[9]: Pre-Recovery Calculated Well Yield: The product of the adjusted 8-hour specific capacity (if warrented) and available drawdown.

[10]: Percent Well Recovery: Percent well recovery after one time the pumping period.

[11]: Amount Reduction in Pumping Rate or Calculated Well Yield:

Difference between percent recovery and 95% or, 2-feet of original static level which ever is more stringent. For this test, the "95% recovery" was the more stringent recovery.

[12]: Post-Recovery Pumping Rate: The difference (if applicable) between the Pre-Recovery Pumping Rate and Amount Reduction in Pumping Rate.

[13]: Post-Recovery Calculated Well Yield: The difference (if applicalbe) between the Pre-Recovery Calculated Well Yield and Amount Reduction in Calculated Well Yield. IT should also be noted that The well borehole and aquifer losses, well casing size, pump size and discharge pipe size are all factors that will influence the maximum sustainable pumping rate for a well. These factors may limit achieveing the "calculated well yield" value

Notes:

ft = Feet
gpm / ft= Gallons per minute per foot
gpm = Gallons per minute
% = Percent
NA = not applicable

Carmel 1

SFR

Plan 1				Plan 2				Plan 3				Plan 4			
2790 - 3490 Sq Ft				3,425 Sq Ft				3,560 Sq Ft				3,930 Sq Ft			
4 Bed & Den, 2.5 Bath				5 Bed & Office, 3.5 Bath				5 Bed & Office, 3 Bath				5 Bed & Office, 3 Bath			
Water Use Projection Program															
1/2 Bath	1.8	1	1.8	1/2 Bath	1.8	1	1.8	1/2 Bath	1.8	0	0	1/2 Bath	1.8	0	0
Bath	3.8	1	3.8	Bath	3.8	2	7.6	Bath	3.8	2	7.6	Bath	3.8	2	7.6
M Bath	4.8	1	4.8	M Bath	4.8	1	4.8	M Bath	4.8	1	4.8	M Bath	4.8	1	4.8
Kitchen	2	1	2	Kitchen	2	1	2	Kitchen	2	1	2	Kitchen	2	1	2
Washer	2	1	2	Washer	2	1	2	Washer	2	1	2	Washer	2	1	2
Landscape			0	Landscape			0	Landscape			0	Landscape			0
Rule 20 Units			14.4	Rule 20 Units			18.2	Rule 20 Units			16.4	Rule 20 Units			16.4
TOTAL ACRE FEET			0.144	TOTAL ACRE FEET			0.182	TOTAL ACRE FEET			0.164	TOTAL ACRE FEET			0.164

			No. of Units		
SFR	Plan 1	0.144	18	2.592	
	Plan 2	0.182	12	2.184	
	Plan 3	0.164	12	1.968	
	Plan 4	0.164	17	2.788	
TOTAL			59	9.532	Acre Ft

TH

Plan 1				Plan 2			
1,000 (BMR LOW)				1,200 (BMR LOW)			
2 -3 Bed, 1.5 Bath				2 -3 Bed, 1.5 Bath			
Water Use Projection Program							
1/2 Bath	1.8	1	1.8	1/2 Bath	1.8	1	1.8
Bath	3.8	1	3.8	Bath	3.8	1	3.8
M Bath		0		M Bath		0	
Kitchen	2	1	2	Kitchen	2	1	2
Washer	2	1	2	Washer	2	1	2
Landscape	0.09	1	0.09	Landscape	0.09	1	0.09
Rule 20 Units			9.69	Rule 20 Units			9.69
TOTAL ACRE FEET			0.0969	TOTAL ACRE FEET			0.0969

			No. of Units		
TH	Plan 1	0.0969	7	0.6783	
	Plan 2	0.0969	8	0.7752	
TOTAL			15	1.4535	Acre Ft

TOTAL **74**

Note:
1.) Toilet .08 Gal
2.) Communtiy Park & Val Verde Landscape outstanding
3.) Landscape .09 taken from Sonona

12.856 : Consumptive Use Allowed Acre
10.9855 Projected Consumptive Use

TABLE 1: RESIDENTIAL FIXTURE UNIT COUNT VALUES

	Water Fixture Description	Fixture Unit Value
1	Washbasin (lavatory sink), each	1
2	Two Washbasins in the Master Bathroom	1
3	Toilet, Ultra Low Flush (1.6 gallons per flush)	1.8
4	Toilet, High Efficiency (HET) (1.3 gallons maximum)	1.3
5	Toilet, Ultra High Efficiency (UHET) (0.8 gallon maximum)	0.8
6	Urinal, (Pint (0.125 gallon maximum)	0.1
7	Urinal, Zero Water Consumption	0
8	Bathtub, (may be Large with Showerhead above) & Separate Shower in the Master Bathroom	3
9	Bathtub, Large (may have Showerhead above)	3
10	Bathtub, Standard (may have Showerhead above) or Shower Stall (one Showerhead)	2
11	Shower, each additional fixture (including additional Showerheads, Body Spray Nozzles, etc.)	2
12	Shower System, Rain Bars, or Custom Shower (varies according to specifications)	2
13	Kitchen Sink (including optional adjacent Dishwasher)[1]	2
14	Kitchen Sink with adjacent High Efficiency Dishwasher (3.5 gallons maximum per cycle)	1.5
15	Dishwasher, each additional (including optional adjacent sink)	2
16	Dishwasher, High Efficiency, each additional (including optional adjacent sink) [3.5 gallons maximum per cycle]	1.5
17	Laundry Sink/Utility Sink (debit/Capacity Fee applies to only one Laundry/Utility Sink per Residential Site)	2
18	Clothes Washer	2
19	Clothes Washer, Common Laundry Room (per Dwelling Unit with access to the CLR)	2
20	Clothes Washer, High Efficiency (HEW) (Water Factor of 4.3 or less)	1
21	Bidet	2
22	Bar Sink	1
23	Entertainment Sink	1
24	Vegetable Sink	1
25	Swimming Pool (each 100 square-feet of pool surface area)	1
26	For all new Connections -- Refer to Rule 24-A-5, Exterior Residential Water Demand Calculations	

This page intentionally left blank

Monterey Peninsula Water Management District
HISTORICAL WATER PRODUCTION DATA
APN 015-021-004 -- Former Carmel Presbyerian Church Well
APN 015-021-015 -- 1993 Cypress Greens and 2012 Rio Road LLC Wells
APN 015-021-020 -- 2008 Rio Road LLC and Old Harms/Gamboa Wells
Reporting Year 1993 through Water Year 2025
(All values in Acre-Feet)

Year	No Permit # 1954 Harms (destroyed Gamboa well) ID# 100248	12-11990 2012 Rio Road LLC (replacement Travers well) ID# 100880	08-11428 2008 Rio Road LLC (replacement Gamboa well) ID# 100970	93-0289 Old Cypress Greens (Travers well) ID# 101248	96-173 Carmel Presbyterian "Church" well ID# 100873	Sum	10-Year Prior Average	Rainfall at SC Dam (in.)
RY 1993	2.89	NA	NA	0.00		2.89		30.78
RY 1994	2.89	NA	NA	10.70		13.59		15.57
RY 1995	1.10	NA	NA	8.91		10.01		36.29
RY 1996	1.10	NA	NA	7.20		8.30		22.40
RY 1997	1.10	NA	NA	5.15		6.25		21.67
RY 1998	1.10	NA	NA	11.50		12.60		46.29
RY 1999	1.10	NA	NA	11.08		12.18		17.41
RY 2000	1.10	NA	NA	11.56		12.66		20.37
RY 2001	1.10	NA	NA	14.62		15.72		20.99
WY 2002	1.10	NA	NA	9.72		10.82		15.56
WY 2003	1.10	NA	NA	11.49		12.59		24.29
WY 2004	1.10	NA	NA	9.08		10.18	**11.13**	18.16
WY 2005	1.10	NA	NA	0.37		1.47		29.95
WY 2006	1.10	NA	NA	0.00		1.10		28.03
WY 2007	1.10	NA	NA	0.00		1.10		11.81
WY 2008	0.00	NA	0.01	0.59		0.60	**7.84**	19.61
WY 2009	0.00	NA	0.26	0.74	0.00	1.00		18.14
WY 2010	NA	NA	0.67	6.00	0.00	6.67		27.46
WY 2011	NA	NA	0.29	8.61	0.00	8.90		24.73
WY 2012	NA	0.00	0.29	10.51	0.00	10.80		13.94
WY 2013	NA	0.00	7.42	10.78	0.00	18.20		14.60
WY 2014	NA	0.00	4.67	10.89	0.00	15.56	**6.54**	10.61
WY2015	NA	0.00	7.74	10.05	7.46	25.25	**8.92**	16.04
WY 2016	NA	1.75	11.38	6.54	6.44	26.11	**11.42**	22.25
WY 2017	NA	0.00	0.24	4.53	6.82	11.59	**12.47**	32.22
WY 2018	NA	0.00	2.24	13.95	11.41	27.60	**15.17**	13.52
WY 2019	NA	0.00	2.53	15.02	12.74	30.29	**18.10**	30.91
WY 2020	NA	0.00	2.16	20.50	19.98	42.64	**21.69**	17.57
WY 2021	NA	0.00	0.24	7.37	7.50	15.11	**22.32**	10.86
WY 2022	NA	0.00	0.38	9.01	6.91	16.30	**22.87**	13.23
WY 2023	NA	0.00	0.69	21.68	23.26	45.63	**25.61**	35.28
WY 2024	NA	0.00	0.00	3.55	57.83	61.38	**30.19**	24.25
WY 2025	NA	0.00	2.97	0.00	68.30	71.27	**34.79**	16.89

NOTES:

1 Reporting Years (RY) begin July 1 and end June 30.
2 Water Years (WY) begin October 1 and end September 30.
3 1954 Harms well reported by Land Use Method; it was destroyed and replaced by 2008 well. There is no drillers log or County permit number associated with this well. Staff inspected the property and estimated Annual Production to be 1.10 acre-feet.
4 Well Permit WSAL 93-0289 issued December 1993; meter installed March 3 or 4, 1994. This well was issued a permit as Cypress Greens Agricultural Water Distribution System.
5 During the 3-month period between the end of Reporting Year 2001 and Water Year 2002, 5.39 acre-feet were produced by the Cypress Greens well.
6 The meter on the Cypress Greens well was replaced in WY 2008. Unsure if production shown for WY 2008 occurred in WY 2008 or WY 2009.
7 Well Permit 08-11428- issued September 2008; meter inspected February 2009. Well was worked on in 2013.
8 Well on APN 015-021-004, completed for Carmel Presbyterian Church under County Permit 96-173, was acquired by Rio Road LLC in 2017. A new meter was installed in June 2015.
9 The District does not have any physical or eletromic reports on file for the 2024 Water Year for the the 2008 Rio Road LLC, for the 2012 Rio Road LLC well (confirmed inactive), or the 1954 Harms well (confirmed inactive)
10 Skylar Wolfe and Jon Lear did a field visit on 8/1/2025 to APN 015-021-020 and found that the meter for the 2008 Carmel Rio Road LLC well was reading differently than what was reported via mail. They followed up via email with Mr. Brian Clark on 8/13/2025 but did not receive any insight.

This page intentionally left blank

Exhibit L

This page intentionally left blank.

State Water Resources Control Board

April 8, 2026

Pamela Nieting
Vice President
City Ventures
pnieting@cityventures.com

PROPOSED DISTRIBUTION OF DRINKING WATER TO CARMEL RIO ROAD RESEDENTIAL DEVELOPMENT PROJECT UNDER RIPARIAN WATER RIGHT CLAIM

Dear Ms. Nieting:

Thank you for your submittals regarding City Ventures' proposed Carmel Rio Road residential development project (Project) and associated plan to use water derived from the Project site's riparian right, conveyed and treated through the California-American Water Company (Cal-Am) system. The State Water Resource Control Board (State Water Board) Division of Water Rights (Division) has reviewed the information provided, including materials describing the proposed water supply, consumptive use reduction, forbearance or dedication of remaining water, and watershed restoration components.

Condition 2 of State Water Board Order WR 2009-0060 states that Cal-Am shall not divert water from the Carmel River for new service connections or increased use at existing service addresses resulting from a change in zoning or use. The question presented is whether the proposed conveyance of water associated with the Project would be inconsistent with this provision.

The Division has previously noted the tension in interpreting the CDO's Condition 2. (See Division of Water Rights Decision 2015-0001-DWR.) While the text of the ordering provision itself applies only to Cal-Am's diversions from the Carmel River, the rationale for the CDO and other provisions make clear that new water sources distributed in the Cal-Am system are also subject to limitation based on overcoming prior dependence on unlawful diversions. Previously, the Division has interpreted this tension to find that Condition 2 does not bar Cal-Am from wheeling water for a project that (1) reduces unlawful diversions from the Carmel River, and (2) provides net environmental benefits to the Carmel River and its fishery that mitigate the environmental harm caused by unlawful diversion.

Based on the information provided, the Project will:

1. Rely on a riparian water right associated with the Project's land to meet the Project's 16 acre-feet per year demand
2. Reduce overall consumptive use relative to historical agricultural conditions
3. Formally dedicate, or otherwise permanently forbear, the remaining portion of the water right (approximately 19 acre-feet per year) to improve Carmel River instream flows.
4. Provide additional support for Carmel River watershed restoration through a $100,000 financial contribution and coordinated restoration activities described in the City Ventures' April 1, 2026 proposal.

The Division finds that the Project's reduction in consumptive use and dedication or permanent forbearance of water to instream beneficial use will contribute to reducing reliance on unlawful Carmel River diversions, while providing a net environmental benefit to the watershed.

Based on these factors, the Division concludes that the Project would result in a net benefit to the Carmel River watershed and would not violate Condition 2 of Order WR 2009-0060. This conclusion is contingent upon implementation of the project as described, including completion of the Water Code section 1707 instream flow dedication or a permanent forbearance agreement, adherence to the identified water demand for the housing development, and completion of the restoration commitments described in the City Ventures' April 1, 2026 proposal. The Division reserves the right to reconsider this determination if material changes occur or if the project is not implemented as described.

Sincerely,



Robert P. Cervantes, PE
Assistant Deputy Director
Permitting and Enforcement Branch
Division of Water Rights

Enclosure: City Ventures April 1, 2026 Development Proposal

ec: Fionna Jensen
Principal Planner
County of Monterey Housing and Community Development
JensenF1@countyofmonterey.gov

State Water Resources Control Board
Review of Project Water Source
26500 Val Verde Drive

Revised 1 April 2026

23 March 2026

State Water Resources Control Board
Permitting and Enforcement Branch, Division of Water Rights
Office of Chief Counsel

To: Mr. Robert Cervantes, Mr. Connor Bovee, Mr. Alexander Sweat and Mr. John Prager, State Water Resources Control Board, Division of Water Rights

From: Pamela Nieting, PE Vice President, Carmel 1 Inv, LLC (City Ventures)

Re: PLN240105-DEP Carmel Rio Road, LLC

Dear Robert, Connor and Alex,

On behalf of City Ventures ("Applicant") included herein is a net environmental benefit proposal for the Carmel Rio Road project (the "Project"). The Monterey Peninsula Water Management District reports annual water production via a water meter as part of its Well Monitoring Program. The 2025 Reporting Year water use on the Property was 71.27 afy[1] (see Exhibit 2) and the 10-year prior average at 34.79 afy. The proposed Project water demand is projected to be a substantially lower usage of 16 acy, which results in a net environmental benefit of the reduction notwithstanding additional environmental benefits described herein.

The Project seeks approval to wheel its riparian right to Cal-Am pursuant to the Conditional Will-Serve Letter, dated July 3, 2025, until such time as the cease-and-desist order (CDO) is lifted. Upon a lifting of the CDO, the project would utilize the County of Monterey's allocation of water from the Monterey Peninsula Water Management District (MPWMD or The District) Ordinance 197. A request for water allocation for the Project was filed at the request of Monterey County in October 2025.

Thank you,

Pamela (Salas) Nieting

INTRODUCTION

Project Description

The property located at 26500 Val Verde ("Property") consists of five parcels with APN's 015-021-004, 015-021-015, 015-021-020, 015-021-021, and 015-021-049. The site is bordered at the

[1] Historical Water Production Data Reporting Year 1993 through Water Year 2025, Monterey Peninsula Water Management District.

west boundary line by the Carmel Rancho shopping center that provides access to fitness studio, veterinary services, salon, spa, commercial law offices and more. At its northern and southern boundary, the site is bounded by existing residential and open space at its east boundary. At its southern boundary the site exists single family residential with the existing Riverwood Condominium subdivision across the street from Rio Road.

The Project is a Monterey County Housing Element site. It will host a range of home options with 59 single homes and 15 townhomes for a total of 74 for-sale units. The project will be solar, all electric with the photovoltaic panels installed on all homes. Our company has a core strategy on sustainability implementing ecologically responsible homes. Our homes include standard items such as nest thermostats, EV charging in addition to the aforementioned solar panels. We also strive to design creatively with less lumber and prioritize infiltration for our stormwater systems in addition to adapting concrete mixes with less Portland Cement in consideration of air quality impacts and greenhouse house emissions.

Affordability

The Project provides 20% of the total units for lower income households and the homes will be deed-restricted to overall deeper levels of affordability than required by the County's affordable ordinance,. In partnership with the County, the Projects has been included in the County's Site Inventory list within the Housing Element which has been submitted to California's Housing Community Development Department and will supply a portion of the much-needed housing identified as part of Monterey County's Regional Housing Needs Assessment.

Existing Water Wells and Usage

There are four existing, permitted and operating wells (collectively "Project Wells") located on the following APN's (see Exhibit 1): 1.) APN 015-021-020: Gamboa and Travers Replacement Well; 2.) APN 015-021-004: Carmel Presbyterian Church Well and 3.) APN 015-021-015: Travers Well. For this memo, the APNs with the associated wells "Water Parcels" will be the focus (see Exhibit I).

An existing potable water main installed by California-American Water Company (Cal-Am) is located within Val Verde Road and continues onto Rio Road adjacent to the Project. It is currently dormant as it is currently not being utilized by the Property.

The existing uses of the site are largely agricultural in nature with year-round row crop farming operations. The following is a select list of crops currently being grown: table greens, squashes (zucchini, pumpkins), hot peppers, strawberries, onions, radishes, carrots and herbs. The crops have various irrigation needs with many of the crops have a high-water demand as follows:

#	Crop Group	Typical Water Need (Relative)
1	Table greens	Highest – frequent, high volume; shallow-rooted

#	Crop Group	Typical Water Need (Relative)
2	Squash / Zucchini / Pumpkins	High – especially during flowering/fruiting
3	Hot peppers	High – increases with fruiting demands
4	Strawberries	High during establishment and fruiting
5	Onions	Moderate – critical during bulb formation
6	Radishes	Moderate – consistent during root development
7	Carrots	Moderate – needs even moisture throughout
8	Herbs	Lowest – shallow watering, tolerant to slight dry periods

The Monterey Peninsula Water Management District reports annual water production via a water meter as part of its Well Monitoring Program. The 2025 Reporting Year water use on the Property was 71.27 afy 10-year prior average of consumptive water use on the Property is 34.79 afy[2] (see Exhibit 2).

Proposed Environmental Benefit

The Project proposes a meaningful Net Environmental Benefit based on the mitigation intent codified in Order No. WR95-10 (SWRCB, July 6, 1995) and Order No. WR2009-0060 (collectively "Orders"). The Orders summarize mitigation as 1.) enhancement of groundwater recharge 2.) improvement of floodplain function 3.) support of aquifer storage and recovery and 4.) improvement of habitat and riparian corridor[3]. Section 6.2 of this order detailed mitigation program, which included Riparian Vegetation and Wildlife (MPWMD: 16, 64) and the creation of a Riparian Corridor Management Plan. Section 17.3 of WR2009-0060 notes that a close connection was demonstrated between groundwater diversions, riparian vegetation and stability.

As a response to the Orders, regional agencies, including Monterey County and MPWMD advanced projects that supported mitigation contemplated in the Orders. The Carmel Floodplain Restoration Environmental Enhancement (CRFREE) Project, a large-scale river and floodplain restoration effort located along the lower Carmel River in Monterey County, emerged as part of that effort with Monterey County as the sponsor. The purpose of CRFREE is flood risk reduction, habitat restoration, groundwater recharge and hydrologic connectivity and watershed resilience.

The Project proposes a Net Environmental Benefit through a three-part contribution designed to directly support on-site in-stream flow restoration and accelerate implementation of the CRFREE Project. Given the Project site's immediate proximity and the interconnecting hydrogeological relationship between the Property and the CRFREE work area, these contributions would provide tangible environmental value within the alluvial aquifer and watershed.

[2] Historical Water Production Data Reporting Year 1993 through Water Year 2025, Monterey Peninsula Water Management District, dated 2026 February

[3] Riparian corridor was adversely affected by the diversions of in-stream flows (WR95-10).

1. Part 1. Community Benefit Days (2026–2027)

City Ventures (CV) would host three community benefit days to assist with implementation of tasks identified in the Restoration Mitigation Plan (RMP) prepared by H.T. Harvey & Associates. The RMP, which is the County's responsibility to fund and implement, includes critical restoration activities such as clearing, grubbing, and, most importantly, planting of riparian habitat to restore key environmental performance metrics.

For each community day, CV would commission a licensed biologist to conduct training sessions and lead volunteer groups—including community members and CV team members—in work commensurate with the volunteers' skill levels and consistent with the direction of H.T. Harvey and the RMP. CV would organize and fund all event logistics, including outreach materials (pamphlets and online RSVP coordination), volunteer coordination, training materials, lunch, and a structured day-of package with maps, task descriptions, volunteer certificates, and small appreciation gifts.

These community workdays would directly supplement the County's restoration efforts while fostering meaningful public engagement in a project that is central to the Carmel community.

2. Part 2. Funding to the CRFREE Project

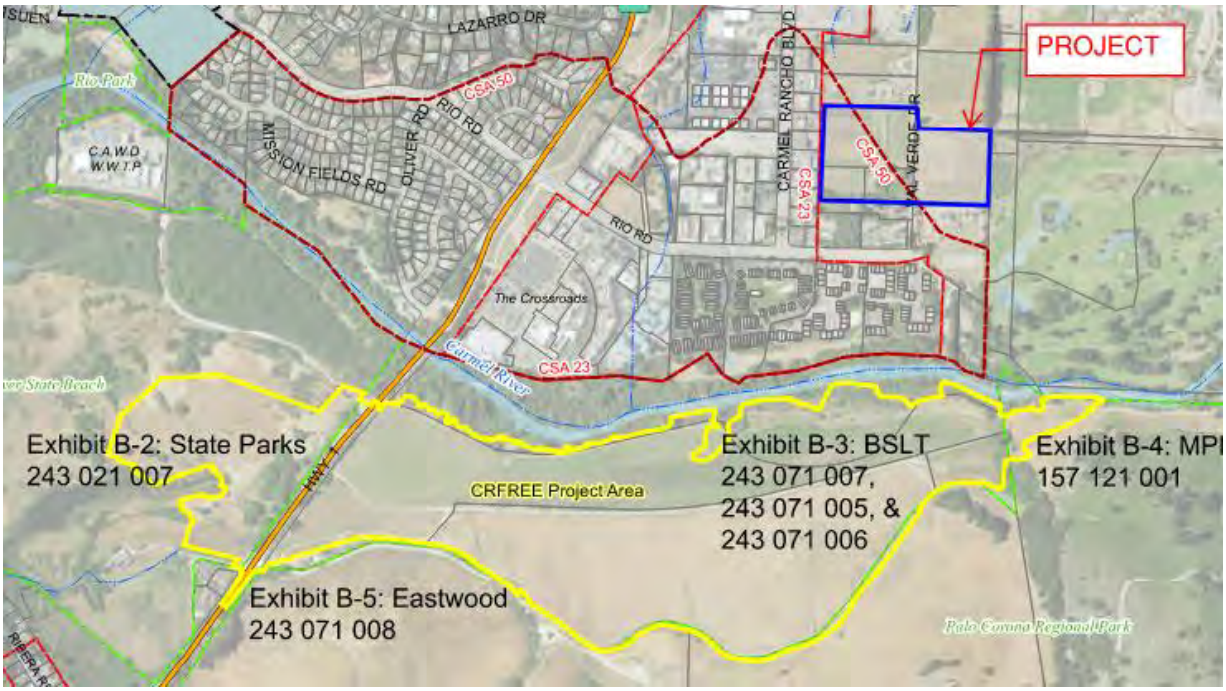
In November 2024, several parties including Monterey County and Monterey Peninsula Water Management District (MPWMD) entered into Memoranda of Understanding outlining financial contributions and responsibilities where different funding sources were identified and committed to however, the CRFREE project remains a multi-million-dollar undertaking with funding gaps. Soft costs alone have approached approximately $800,000, exclusive of contractor construction costs, and full project funding has not yet been secured.

The Monterey County Service Area 50 (CSA50) formed in 1967 (see Figure 1), is a subsidiary of the County. Notwithstanding the larger County wide restoration the CRFREE Project is addressing, on a smaller scale, the improvements are directly correlated with a portion of the watershed in CSA50. On September 26, 2023, the Board of Supervisors approved an annual $30,000 fund to be utilized for long term maintenance of the CRFREE project[4]. Homeowners within the CSA50, through special assessments, contribute to this fund. The existing property pays approximately $36 a month into CSA50 through tax assessments.

The Project would provide a $100,000 grant directly to CSA 50, which would fund approximately three years of its obligations with an estimated 10% buffer, to support a portion of its responsibility for the CRFREE effort. This financial contribution would provide immediate and flexible support toward advancing restoration work.

[4] Monterey County Board of Supervisors Report Legistar File Number:23-743.

Figure 1



3. **Part 3. On-Site Hydrogeological Restoration**

From a hydrogeological perspective, the most effective and durable net environmental benefit is the permanent reduction in groundwater extraction from the Carmel River alluvial aquifer via on-site pumping of wells, equating to an approximately 78% reduction from the 2025 Reporting Year. The property is hydraulically connected to the Carmel River alluvial aquifer; reduced pumping of the Project Wells would directly benefit surface water conditions not only at the project site but throughout the interconnected aquifer system. Increased instream flows provide multiple ecological benefits, including improved aquatic habitat conditions, habitat connectivity, enhanced water quality, and improved passage and rearing conditions for steelhead and other native species within the lower Carmel River. The Project will be designed to retain and infiltrate as further detailed in the section below.

Project Setting

The Property drains from north to south and east to west with elevations ranging from 32 to 38 feet. The Property is bisected by Val Verde Drive which creates a western and eastern watershed. The 100-year Special Flood Hazard (SFHA) intersects the Property in two locations. On the western half, approximately 0.6 acres of land fall within the SFHA and on the eastern half, an

additional 0.6 acres are affected. In total, approximately 1.2 acres of the Property lie within the designated flood hazard zone.

Within the area encumbered by the SFHA, the topography is steeper than the rest of the Property. There are no storm drain facilities on the Property. Both the western and eastern watershed do not have controls and flow concentrates at the areas within the SFHA and overland releases off the Property into neighboring property with a potential of erosion during larger flows. At the eastern perimeter of the Property, there is a 42-inch storm drain pipe which flows north-south and ultimate drains to the Carmel River (see Exhibit 3).

Proposal

The Project will preserve and improve natural drainage features. The flow of the watersheds are maintained while providing flow management. The Project would be specifically designed to provide a permanent dedication of instream flows through two complementary mechanisms: (1) infiltration of treated stormwater into the Carmel River alluvial aquifer via engineered bioretention basins, and (2) direct discharge of treated flows through the existing 42-inch storm drain system to the Carmel River.

The primary mechanism—groundwater infiltration—provides a distinct hydrogeological benefit. By directing a portion of water into bioretention facilities designed for percolation, the Project enhances recharge of the alluvial aquifer that is hydraulically connected to the Carmel River. In The alluvial aquifer, surface flow and the river flow have a direct relationship with "surface flow recharg[ing] river underflow and, consequently, cause[ing] a rise in Carmel Valley aquifer water levels (Stetson, Thomas M. WR95-10, p.11, MPWMD, 107,4.)." Infiltration-based dedication attenuates flows, reduces peak runoff, improves water quality through soil filtration, and provides delayed, sustained return of water to the river system through natural subsurface pathways. This mechanism mimics natural hydrologic processes and supports long-term groundwater elevation stability.

The secondary mechanism for contribution of instream flows by the project includes direct discharge to the Carmel River through the existing 42-inch storm drain - direct discharge primarily provides an immediate benefit to the recurrent river flow (Stetson, Thomas M. WR95-10, p.11, MPWMD, 107,4).

As this project is designed to increase flows back into the watershed, a steady-state HEC-Ras model of the Carmel River was completed to assess water service elevation level (WSEL) by Schaaf and Wheeler (see ATTACHMENT A), which confirmed that the proposed development will not significantly reduce the capacity of existing rivers or watercourses or otherwise adversely affect any other properties by increasing stream velocities or depth of diverting of flow[5].

[5] Carmel Floodplain Impacts Analysis by Schaaf & Wheeler, dated 2025 April 28

Proposed Instream Flow Dedication

The Project provides a substantial and permanent reduction in consumptive groundwater use. The current 10-year historical average consumptive use on the property is approximately 34.79 afy[6] (see Exhibit 2). Under the proposed Project, total annual water use would be reduced to approximately 16 afy[7], representing a 78% reduction from the 2025 Reporting Year and a 74% reduction from the 2024 Reporting Year. Notwithstanding emergency fire suppression services, water demand for a housing subdivision is relatively consistent throughout the year because residential water use—such as indoor consumption, landscaping, and irrigation—is fairly steady from month to month. In contrast, agricultural water demand fluctuates seasonally, peaking during the warm growing months and tapering off in the winter, reflecting crop cycles and evapotranspiration rates. The Project proposes to dedicate the following which will be reflected in the Section 1707 Petition and corresponding En (see ATTACHMENT B)

The Project's on-site hydrogeological restoration measures are designed to enhance groundwater recharge, improve site permeability, and support the broader floodplain restoration objectives. In recognition of the hydrologic connectivity between the Project site and the CRFREE project area, the on-site improvements would function as complementary watershed-level enhancements that directly contribute to the scope of the CRFREE project.

The Applicant commits to Project conditions of approval, enforced by Monterey County as follows:

1. Prior to issuance of the first building permit for the vertical construction of the Project, the applicant shall formalize its reduction of water usage through a perpetual covenant, such as a Section 1707 petition or other form or process, as mutually agreed upon by the California State Water Resources Control Board, and the Applicant.
2. Following approval of the Project's CDO exception by the California State Water Resources Control Board, and upon installation of water meters for the Project by water purveyor (i.e. California-American Water), the Applicant shall commence the decommissioning of all onsite Project Wells in accordance with applicable Monterey County Environmental Health Bureau (EHB) requirements, Monterey Peninsula Water Management District (MPWMD) and all state regulations. Decommissioning shall include the destruction of the well(s) consistent with California Department of Water Resources standards. This requirement shall be enforced by Monterey County HCD Planning. All well-decommissioning activities must be completed to the satisfaction of the County prior to the issuance of building permits for the final six (6) residential units within the Project.

Summary of Proposed Environmental and Community Wide Benefit Summary

[6] Historical Water Production Data Reporting Year 1993 through Water Year 2025, Monterey Peninsula Water Management District, dated 2026 February

[7] Water Demand & Supply Analysis by Bierman Hydrogeologic, dated 2026 February 13

Collectively, these three components—direct volunteer labor, on-site hydrogeological enhancement/dedication of instream flows, and a targeted financial contribution—create a measurable, community-centered Net Environmental Benefit that helps offset the historic unlawful diversions that gave rise to the State Water Board's CDO and contributes to a system-wide hydrological recovery effort by supporting implementation and acceleration of the CRFREE Project, a regionally significant restoration effort within the interconnected Carmel River floodplain system. When completed, the housing development will result in consumptive use savings that could be credited as flow to the Carmel River.

Outside of the direct Community Benefits listed above, providing housing on a designated Housing Element site directly advances the State of California's core housing policy goals: it helps jurisdictions meet their RHNA obligations, reduces the statewide housing shortfall, and supports fair housing by placing homes in sites vetted for zoning, capacity, and infrastructure readiness. Development on Housing Element inventory sites demonstrates that local governments are implementing their certified Housing Elements in good faith, increasing housing production, improving affordability, and reducing pressure on greenfield and resource lands. The deeper levels of affordability on this site- beyond what is required under local law- further that goal.

LONG TERM WATER SUPPLY

The project has two potential sources of long-term water supply to sufficiently serve the project as listed below. Both options utilize the Project's water system infrastructure that is either installed or designed in such a way that would allow for the water supply to be served in either manner.

1) Option 1. The utilization of the County of Monterey's allocation of water from the Monterey Peninsula Water Management District (MPWMD or The District)

   This allocation would be utilized once the State's Cease and Desist Order (CDO) has been lifted, as the allocation cannot currently be used to set new meters. On October 21, 2025, The District submitted an Application for Order Modifying SWRCB Orders 2016-0016 and WR 2009-0060, and respectfully requested that the SWRCB address the need to modify the CDO with an effective date no later than January 31, 2026. The project requires approximately 16-acre feet per year and the County has an allocation per MPWMD's Ordinance 197.

   At the request of the County, a water allocation request was submitted and filed on October 29, 2025, for the available water to be allocated to the Project.

2) Option 2. Project Riparian Rights

   While it is the preference that the project's water supply be provided through the County's allocation from Pure Water Monterey once the CDO has been lifted, if the project is ready for construction before the CDO has been lifted, it would be able to rely on the property's underlying riparian rights. The property upon which the project is located has riparian

water rights sufficient to supply the estimated demand of the project. The project would wheel riparian rights to Cal-Am, whereby Cal-AM would deliver the water demand to serve the project.

The Project would implement Option 2, Project Riparian Rights, until Option 1, utilization of water allocation, is made available.

Both Options would utilize Cal-Am's infrastructure and would not only be more efficient but support the intent of SB 1263, a California law effective in 2017 which encourages consolidation and discouraging the creation of new water systems.

CONCLUSION

We respectfully request your review of the information above to make findings that support the Project's request to approve Option 2 with the ability to revert to Option 1 upon availability as the infrastructure will be designed to allow such conversion. The application of Option 2 would not be in violation of Condition 2 of the Cal-Am CDO.

Thank you,

Pamela Salas Nieting, Vice President, Carmel 1 Inv, LLC (City Ventures)

CC:

Samantha Hauser, Executive Vice President, Carmel 1 Inv, LLC (City Ventures)

Phil Kerr, CEO, Carmel 1 Inv, LLC (City Ventures)

Exhibit 1

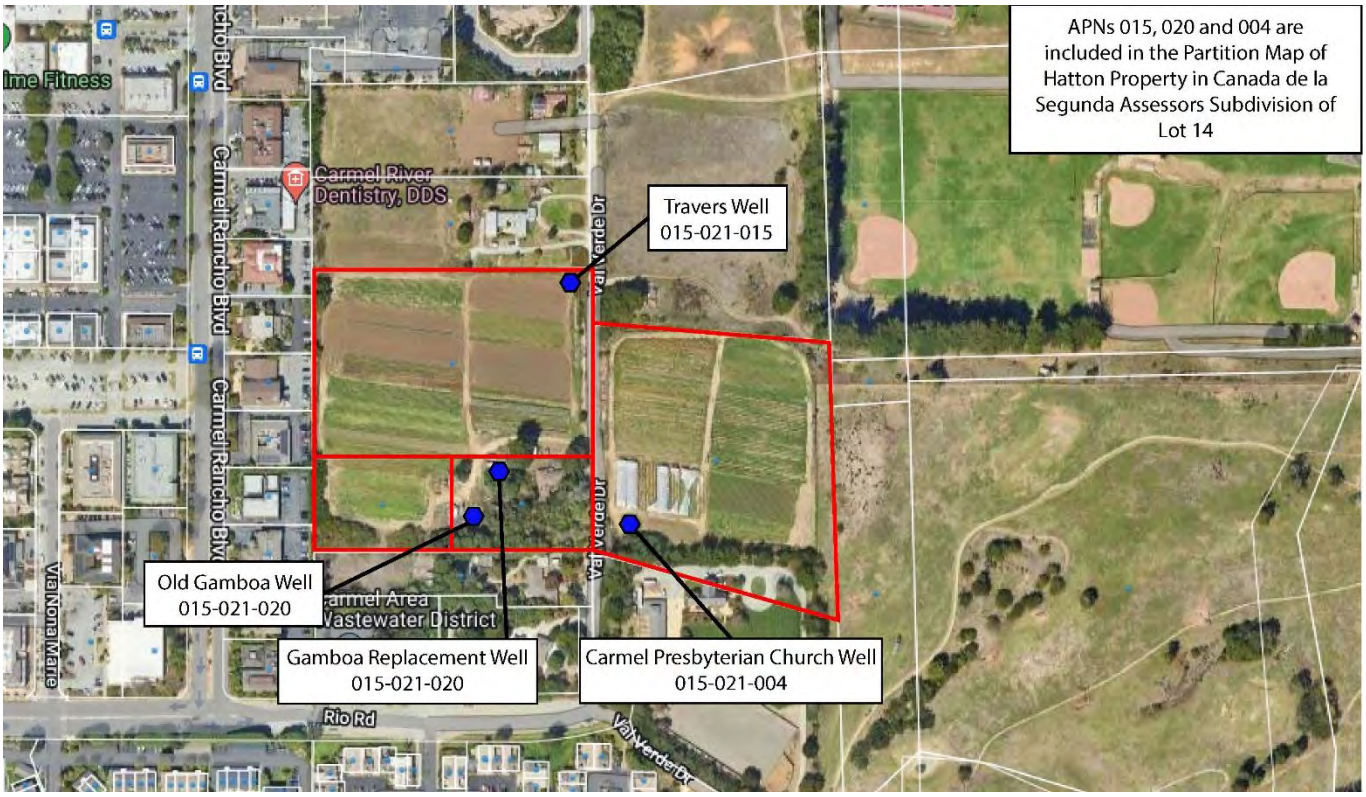
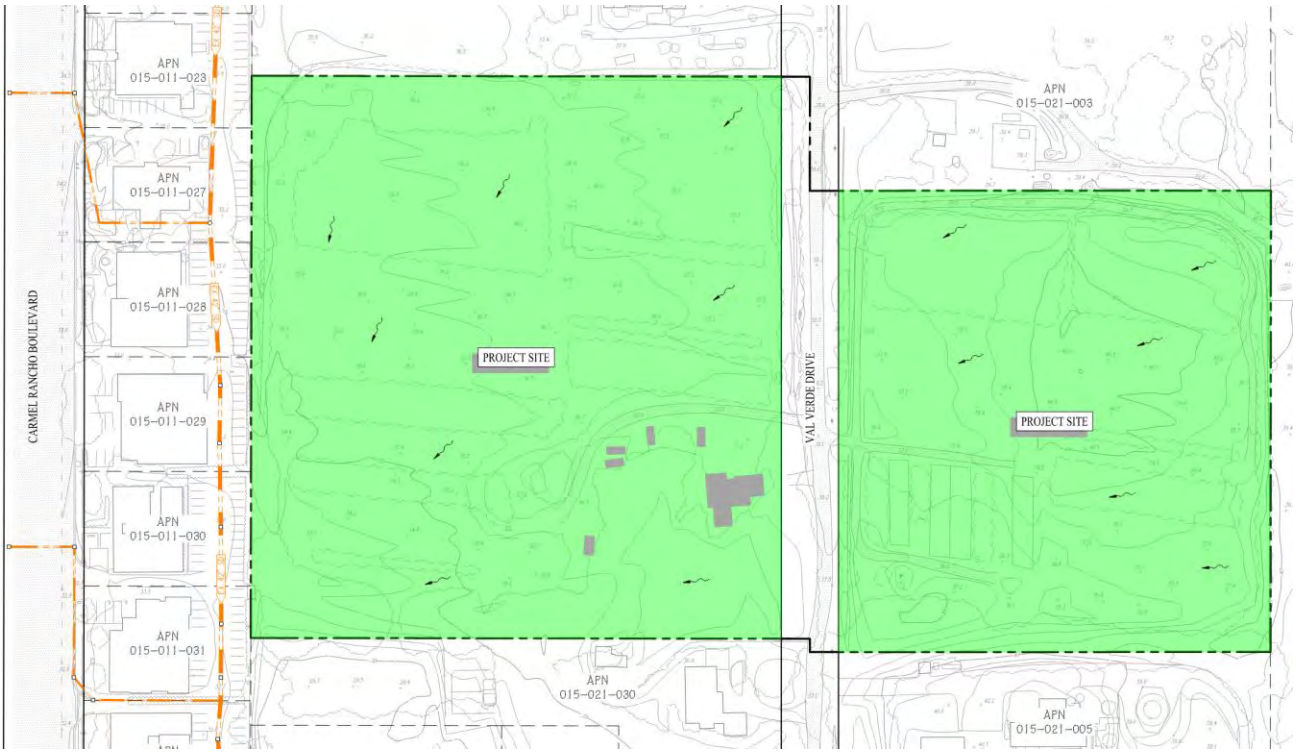

APNs 015, 020 and 004 are included in the Partition Map of Hatton Property in Canada de la Segunda Assessors Subdivision of Lot 14
Travers Well
015-021-015
Old Gamboa Well
015-021-020
Gamboa Replacement Well
015-021-020
Carmel Presbyterian Church Well
015-021-004
Carmel River Dentistry, DDS
Carmel Rancho Blvd
Val Verde Dr
Rio Rd
Val Verde Dr

Exhibit 2

Monterey Peninsula Water Management District
HISTORICAL WATER PRODUCTION DATA
APN 015-021-004 – Former Carmel Presbyerian Church Well
APN 015-021-015 – 1993 Cypress Greens and 2012 Rio Road LLC Wells
APN 015-021-020 – 2008 Rio Road LLC and Old Harms/Gamboa Wells
Reporting Year 1993 through Water Year 2025
(All values in Acre-Feet)

Year	No Permit # 1954 Harris (destroyed Gamboa well)	12-11990 2012 Rio Road LLC (replacement Travers well)	08-11428 2008 Rio Road LLC (replacement Gamboa well)	93-0289 Old Cypress Greens (Travers well)	96-173 Carmel Presbyterian "Church" well	Sum	10-Year Prior Average	Rainfall at SC Dam (in.)
RY 1993	2.89	NA	NA	0.00		2.89		30.78
RY 1994	2.89	NA	NA	10.70		13.59		15.57
RY 1995	1.10	NA	NA	8.91		10.01		36.29
RY 1996	1.10	NA	NA	7.20		8.30		22.40
RY 1997	1.10	NA	NA	5.15		6.25		21.67
RY 1998	1.10	NA	NA	11.50		12.60		46.29
RY 1999	1.10	NA	NA	11.08		12.18		17.41
RY 2000	1.10	NA	NA	11.56		12.66		20.37
RY 2001	1.10	NA	NA	14.62		15.72		20.99
WY 2002	1.10	NA	NA	9.72		10.82		15.56
WY 2003	1.10	NA	NA	11.49		12.59		24.29
WY 2004	1.10	NA	NA	9.08		10.18	11.13	18.16
WY 2005	1.10	NA	NA	0.37		1.47		29.95
WY 2006	1.10	NA	NA	0.00		1.10		28.03
WY 2007	1.10	NA	NA	0.00		1.10		11.81
WY 2008	0.00	NA	0.01	0.59		0.60	7.84	19.61
WY 2009	0.00	NA	0.26	0.74	0.00	1.00		18.14
WY 2010	NA	NA	0.67	6.00	0.00	6.67		27.46
WY 2011	NA	NA	0.29	8.61	0.00	8.90		24.73
WY 2012	NA	0.00	0.29	10.51	0.00	10.80		13.94
WY 2013	NA	0.00	7.42	10.78	0.00	18.20		14.60
WY 2014	NA	0.00	4.67	10.89	0.00	15.56	6.54	10.61
WY2015	NA	0.00	7.74	10.05	7.46	25.25	8.92	16.04
WY 2016	NA	1.75	11.38	6.54	6.44	26.11	11.42	22.25
WY 2017	NA	0.00	0.24	4.53	6.82	11.59	12.47	32.22
WY 2018	NA	0.00	2.24	13.95	11.41	27.60	15.17	13.52
WY 2019	NA	0.00	2.53	15.02	12.74	30.29	18.10	30.91
WY 2020	NA	0.00	2.16	20.50	19.98	42.64	21.69	17.57
WY 2021	NA	0.00	0.24	7.37	7.50	15.11	22.32	10.86
WY 2022	NA	0.00	0.38	9.01	6.91	16.30	22.87	13.23
WY 2023	NA	0.00	0.69	21.68	23.26	45.63	25.61	35.28
WY 2024	NA	0.00	0.00	3.55	57.83	61.38	30.19	24.25
WY 2025	NA	0.00	2.97	0.00	68.30	71.27	34.79	16.89

Exhibit 3



LEGEND:

DIRECTION OF OVERLAND RELEASE

EX 42" SD EXISTING STORM DRAIN

ATTACHMENT A

Schaaf & Wheeler
CONSULTING CIVIL ENGINEERS

10232 Donner Pass Road #4
Truckee, CA 96161
(415) 823-4964
info@swsv.com

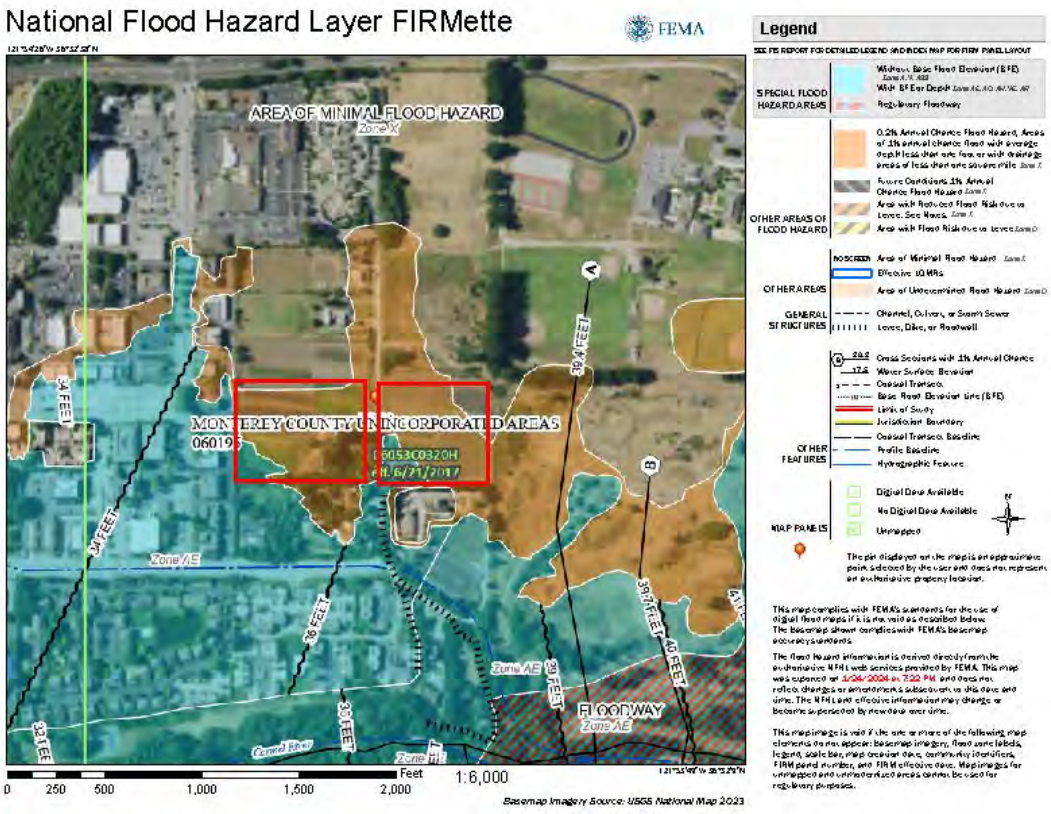
MEMORANDUM

DATE: April 28, 2025
TO: Pamela Nieting, City Ventures
FROM: Caitlin Tharp, PE
Jocelyn Barber, EIT
SUBJECT: City Ventures Carmel Floodplain Impacts Analysis

Introduction

The purpose of this floodplain analysis is to determine impacts to the 100-year floodplain of the Carmel River due to the addition of blockages from the proposed project at 26500 Val Verde Drive in the City of Carmel. An impact of less than 0.1 feet to the 100-year water surface elevation (WSEL) from pre to post project conditions is considered negligible for this analysis.

The project site is on the effective FIRM panel 06053C0320H dated June 21, 2017. The effective FIRM map shows the site is on the fringe of a Special Flood Hazard Area (SFHA) for the 100-year floodplain (Zone AE), Figure 1.


National Flood Hazard Layer FIRMette
FEMA
Legend
AREA OF MINIMAL FLOOD HAZARD
Zone X
MONTEREY COUNTY (UNINCORPORATED AREAS
060195
06053C0320H
6/21/2017
Zone AE
FLOODWAY
Carmel River
Zone AE
Zone AE
Zone AE

Analysis

Floodplain impacts are assessed using the FEMA effective steady-state HEC-RAS model of the Carmel River. In the HEC-RAS model, the applicable cross sections through the project site are located along reach FLDPLN2 and consist of cross sections 6207.832, 6557.074, 6635.903, 6798.585 and 6885.99. See Figure 2 for the cross-section locations shown on the FEMA floodplain relative to the project boundary. The steady-state flow data used in this analysis assumes failure of the right bank levee therefor the floodplain is represented as the “worst case” condition.

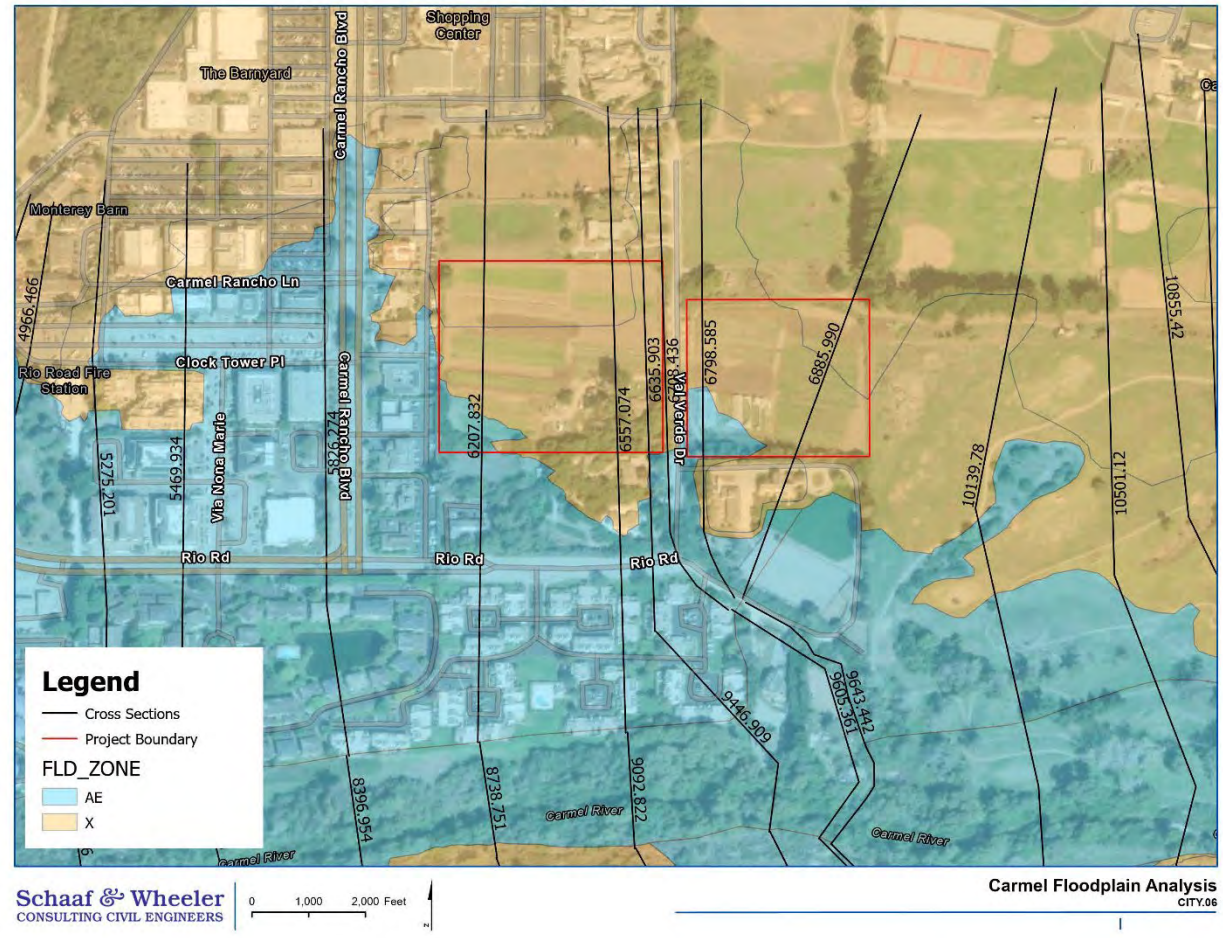


Figure 2. HEC-RAS Cross Section Data through Project Site on Effective FEMA Floodplain

The proposed project site outlines shown in the drawings provided by CBG Engineers are added to the floodplain as blockages. The blockage is represented in the model by obstructions which add 10 feet to the existing elevation of each station on the cross section located within the project boundary. This is a conservative assumption, as actual site blockages by structures occur outside of the floodplain boundary. The intent of this conservative assumption is to show that any development action on the site will not cause significant impacts to the floodplain. The table below shows the resulting change in WSEL when obstructing the entire project limits.

Table 1. 100-year Water Surface Elevation Comparison at Cross Sections

Parameter	XS 6207.832	XS 6557.074	XS 6635.903	XS 6798.585	XS 6885.99
Existing WSEL (ft)	32.22	32.31	34.35	35.03	35.17
Proposed WSEL (ft)	32.20	32.20	34.39	35.02	35.14
Increase in WSEL (ft)	-0.02	-0.11	0.04	-0.01	-0.03

There is a negative impact to the WSEL for all cross sections on the project site except for XS 6635.903 where the WSEL increases by 0.04 feet. The negative impact to the WSEL at most of the cross sections is likely due to "shadowing" which is the effect where structures or other obstructions create areas of reduced or altered flood flow. There is no significant change in WSEL in the upstream and downstream cross sections from the proposed development as a result of shadowing in the floodplain.

Conclusion

Based on this analysis, there is not a significant impact to the Carmel River floodplain due to blockages on the project site represented conservatively as an obstruction to the entire project boundary in the proposed condition. The largest increase to the WSEL is below 0.1 therefore the project is considered to have negligible impact.

Per Monterey County Municipal Code Section 16.16.050 K:

- **The proposed development is set back approximately 1,000 feet from the top of bank of the Carmel River, which exceeds the 200-foot minimum requirement.**
- **The proposed development will not significantly reduce the capacity of existing rivers or watercourses or otherwise adversely affect any other properties by increasing stream velocities or depths or diverting the flow.**

Any questions can be directed to Caitlin Tharp, PE, at ctharp@swsv.com or by cell phone at (415) 823-4964.

Sincerely,
Schaaf & Wheeler





Caitlin Tharp, PE
CFM, QSD/QSP, CPSWQ
Vice President
RCE #76810

ATTACHMENT B

Please indicate County where your project is located here:

MAIL FORM AND ATTACHMENTS TO:
State Water Resources Control Board
DIVISION OF WATER RIGHTS
P.O. Box 2000, Sacramento, CA 95812-2000
Tel: (916) 341-5300 Fax: (916) 341-5400
http://www.waterboards.ca.gov/waterrights

This petition is binding to Carmel 1, Inv LLC/City Ventures LLC (or assignee) upon taking possession of land and consistent with condition of approval as follows: "Prior to issuance of first building permit for for the vertical construction of the Project, the applicant shall formalize its reduction of water usage through a perpetual covenant, such as a Section 1707 petition or other form or process, as mutually agreed upon by the California State Water Resources Control Board, and the Applicant

PETITION FOR CHANGE

Separate petitions are required for each water right. Mark all areas that apply to your proposed change(s). Incomplete forms may not be accepted. Location and area information must be provided on maps in accordance with established requirements. (Cal. Code Regs., tit. 23, § 715 et seq.) Provide attachments if necessary.

☐ **Point of Diversion** Wat. Code, § 1701
☐ **Point of Rediversion** Cal. Code Regs., tit. 23, § 791(e)
☐ **Place of Use** Wat. Code, § 1701
☐ **Purpose of Use** Wat. Code, § 1701

☐ **Distribution of Storage** Cal. Code Regs., tit. 23, § 791(e)
☐ **Temporary Urgency** Wat. Code, § 1435
☒ **Instream Flow Dedication** Wat. Code, § 1707
☐ **Waste Water** Wat. Code, § 1211

☐ **Split** Cal. Code Regs., tit. 23, § 836
☐ **Terms or Conditions** Cal. Code Regs., tit. 23, § 791(e)
☐ **Other**

Application Permit License Statement

I (we) hereby petition for change(s) noted above and described as follows:

Point of Diversion or Rediversion – Provide source name and identify points using both Public Land Survey System descriptions to ¼-¼ level and California Coordinate System (NAD 83).
Present: See attached well location exhibit

Proposed:

Place of Use – Identify area using Public Land Survey System descriptions to ¼-¼ level; for irrigation, list number of acres irrigated.
Present: 26500 Val Verde Drive (APN 015-021-015, 015-021-020, 015-021-004)

Proposed: Carmel 1 Inv, LLC (or its succcessor(s) and/or assign(s))

Purpose of Use
Present: Farming purposes

Proposed: Housing Subdivision for 74 for sale homes (59 market rate & 15 affordable)

Split
Provide the names, addresses, and phone numbers for all proposed water right holders.

Carmel 1 Inv, LLC (or its succcessor(s) and/or assign(s))

In addition, provide a separate sheet with a table describing how the water right will be split between the water right holders: for each party list amount by direct diversion and/or storage, season of diversion, maximum annual amount, maximum diversion to offstream storage, point(s) of diversion, place(s) of use, and purpose(s) of use. Maps showing the point(s) of diversion and place of use for each party should be provided.

Distribution of Storage
Present: Pumping of wells

Proposed:

Temporary Urgency
This temporary urgency change will be effective from to .

Include an attachment that describes the urgent need that is the basis of the temporary urgency change and whether the change will result in injury to any lawful user of water or have unreasonable effects on fish, wildlife or instream uses.

Instream Flow Dedication – Provide source name and identify points using both Public Land Survey System descriptions to ¼-¼ level and California Coordinate System (NAD 83).

Upstream Location: Dedicate flow from Project Wells: Travers Well, Gamboa Replacement and Carmel Presbyterian Well.

Downstream Location:

List the quantities dedicated to instream flow in either: ☐ cubic feet per second or ☒ gallons per day:

Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec

Will the dedicated flow be diverted for consumptive use at a downstream location? ☐ Yes ☒ No
If yes, provide the source name, location coordinates, and the quantities of flow that will be diverted from the stream.

Please see Technical Memorandum by Hydrogologic Group (Aaaron Bierman) dated 3.30.2026 attached

Waste Water
If applicable, provide the reduction in amount of treated waste water discharged in cubic feet per second.

Will this change involve water provided by a water service contract which prohibits your exclusive right to this treated waste water? ☐ Yes ☐ No

Will any legal user of the treated waste water discharged be affected? ☐ Yes ☐ No

General Information – For all Petitions, provide the following information, if applicable to your proposed change(s).

Will any current Point of Diversion, Point of Storage, or Place of Use be abandoned? ☒ Yes ☐ No

I (we) have access to the proposed point of diversion or control the proposed place of use by virtue of:
☒ ownership ☐ lease ☐ verbal agreement ☐ written agreement

If by lease or agreement, state name and address of person(s) from whom access has been obtained.

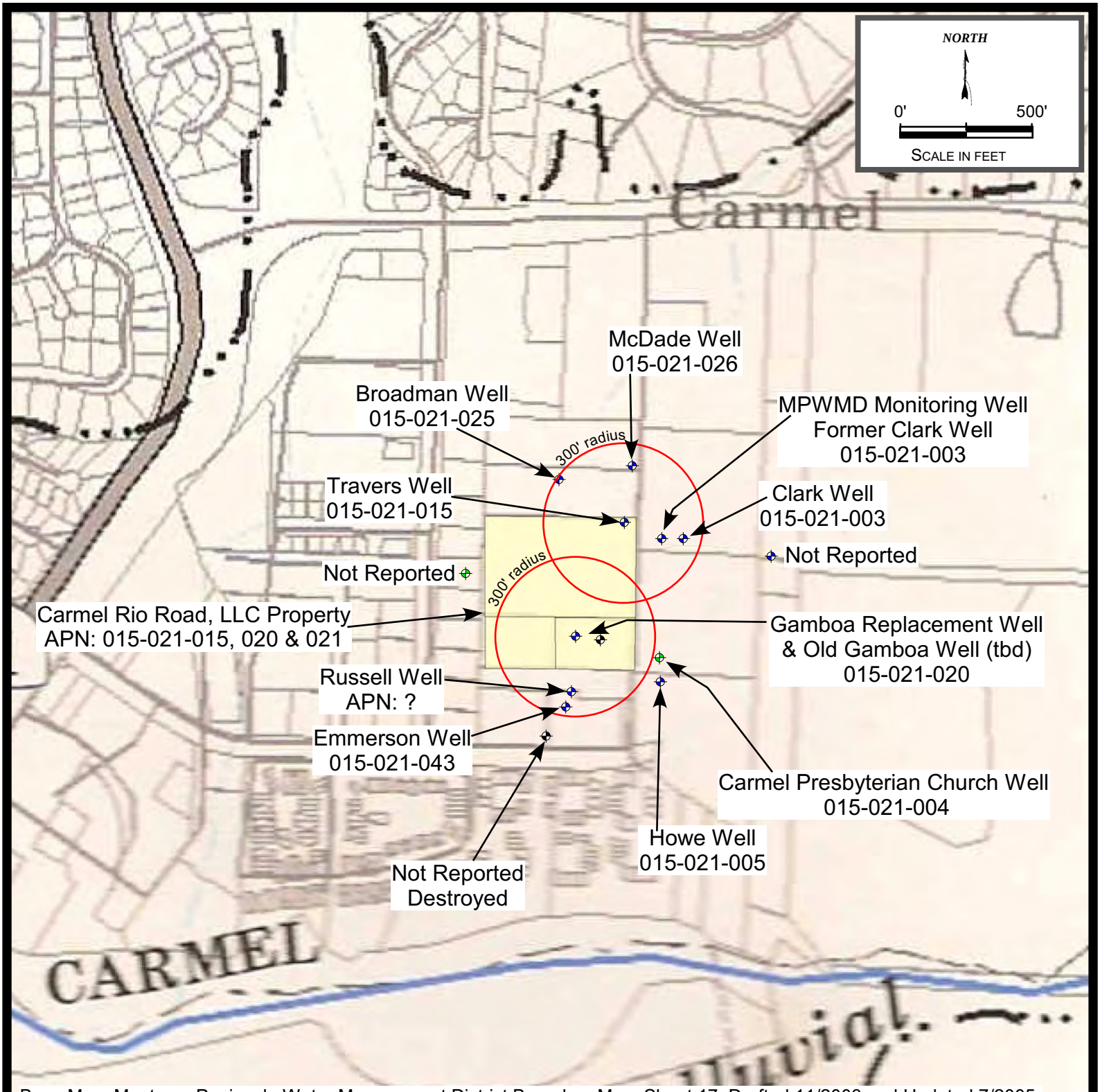
Give name and address of any person(s) taking water from the stream between the present point of diversion or rediversion and the proposed point of diversion or rediversion, as well as any other person(s) known to you who may be affected by the proposed change.

All Right Holders Must Sign This Form: I (we) declare under penalty of perjury that this change does not involve an increase in the amount of the appropriation or the season of diversion, and that the above is true and correct to the best of my (our) knowledge and belief. Dated at .

_____ Right Holder or Authorized Agent Signature

_____ Right Holder or Authorized Agent Signature

NOTE: All petitions must be accompanied by:
(1) the form Environmental Information for Petitions, including required attachments, available at: http://www.waterboards.ca.gov/waterrights/publications_forms/forms/docs/pet_info.pdf
(2) Division of Water Rights fee, per the Water Rights Fee Schedule, available at: http://www.waterboards.ca.gov/waterrights/water_issues/programs/fees/
(3) Department of Fish and Wildlife fee of $850 (Pub. Resources Code, § 10005)



Base Map: Monterey Peninsula Water Management District Boundary Map, Sheet 17, Drafted 11/2003 and Updated 7/2005.
Data obtained from MPWMD Well Radius Search Data - Appendix A.

EXPLANATION:

- Active Well
- Inactive Well
- Destroyed Well or To Be Destroyed (tbd)

BIERMAN Hydrogeologic A Professional Company

Hydrogeologic Consulting & Water Resource Management

WELL RADIUS MAP

APN: 015-021-015, 020 & 021

Monterey County, California

FIGURE 5

By: AB; 1/15/09

File: Clark/Figures/WellRadius

BIERMAN
Hydrogeologic
A Professional Company
Hydrogeologic Consulting & Water Resource Management
Office:(831-688 9886) Cell:(831-334 2237) E-Mail:abierman@comcast.net
3153 Redwood Drive, Aptos, CA. 95003

March 30, 2026

City Ventures
c/o: Pamela Nieting, PE - Vice President of Development
444 Spear Street, Suite 200
San Francisco, CA 94105

TECHNICAL MEMORANDUM:

2025 Irrigation Demand vs Project Annual Demand & Groundwater remaining in the Carmel Valley Alluvial Aquifer

Executive Summary:

Bierman Hydrogeologic (BHgl) has prepared this Technical Memorandum at the request of City Ventures which has been asked by State Water Resource Control Board to provide monthly time-step methodology of the sites 2025 irrigation demand versus the project projects average annual demand and how much water would remain in-situ in the Carmel Valley Alluvial Aquifer[1].

Based on using a monthly time-step methodology (as shown on Table 1 - attached) there will less water used annually for the proposed development than what the site used in its 2025 irrigation water demand. Specifically, the 2025 crop irrigation demand was 71.27 acre-ft per year (afy) where as the projects annual average water demand of 15.22 afy (after account for 7% system loss[2] and 7% treatment loss[3]) thereby leaving 56.06 afy of water in the Carmel Valley Alluvial Aquifer (CVAA).

In summary, based on the data compiled and calculations performed there will be no cumulative significant impacts to CVAA, Carmel River instream flows, riparian ecosystems, other offsite well users or Sensitive Environmental Receptors (SERs)[4].

Irrigation Water Demand:

The irrigation water demand was supplied by Monterey Peninsula Water Management District (MPWMD). City Ventures requested that BHgl use the 2025 crop irrigation water demand in this analysis. The crops used during the 2025 irrigation season (March – October) consisted of:

- Squash / Zucchini / Pumpkins (High Demand– especially during flowering/fruiting)
- Hot peppers (High Demand – increases with fruiting demands)
- Strawberries (High Demand - especially during establishment and fruiting)
- Onions (Moderate Demand – critical during bulb formation)
- Radishes (Moderate Demand – consistent during root development)
- Carrots (Moderate Demand – consistent moisture throughout)
- Herbs (Low Demand – shallow watering, tolerant to slight dry periods)

The monthly irrigation demand factor percentages were obtained from California Irrigation Management Information Systems (CIMIS) webpage and is based on Evapotranspiration Zone 2 – Coastal Mixed Fog Area. It should be noted that CIMIS has ETo values for each month. These ETo values for each month were converted into percentages/month based on a total annual ETo for Zone 2 (39-inches).

The monthly irrigation demand was then converted into a daily demand in gallons-per-day (GPD) per month. The average daily demand was calculated to range roughly between 23,800 to 101,200 GPD as shown on Table 1 (attached).

1: Although this analysis does not compare the MPWMD 10-yr historical average irrigation demand to the projects average annual water demand (after S&T losses), it should be noted that there is still a net positive amount of groundwater left in-situ in the Carmel Valley Alluvial Aquifer (CVAA) equivalent to 19.57 afy.
2: A 7% System Loss is based on data from Canada Woods and Monterra Ranch Mutual Water Systems, Monterey County, 2008 to present.
3: A 7% Treatment Loss is based on PACE Inc Technical Memorandum dated September 24, 2024.
4: SERs are any one of the following areas or locations: (1) the Carmel Valley Alluvial Aquifer as delineated by the State Water Resources Control Board (SWRCB) in Order 95-10 as modified by Order 98-04; (2) the five tributaries; Tularcitos, Hitchcock Canyon, Garzas, Robinson Canyon and Potrero Creeks; (3) Seaside Groundwater Basin; (4) Pacific Ocean or (5) other locations as designated by Resolution of the MPWMD Board of Directors.

Project Water Demand:

The Project Water Demand was calculated by BHgl in a technical memorandum dated November 2, 2024 and updated February 13, 2026 to reflect the 2025 historical water use data gathered and supplied by Monterey Peninsula Water Management District (MPWMD).

The Project average annual water demand was calculated to be 15.22 afy after accounting for a 7% system loss and a 7% treatment loss (as referenced above).

Groundwater Remaining within the CVAA:

The monthly time-step methodology analysis shown on Table 1 (attached) shows that annually (based on 10yr historic use and 2025 crop demands) there remains a positive net water supplying remaining in-situ with the CVAA on the order of 19.57 afy (based on 10yr historical use demands) to 56.05 afy (based on 2025 crop irrigation demands).

Conclusion:

In conclusion, the project will use less water than either the 10-yr historical demand or 2025 annual crop irrigation demand and there will be a net positive amount of groundwater remaining in the Carmel Valley Alluvial Aquifer.

Therefore, based on data compiled and analyzed, there will be no cumulative significant impacts to CVAA, Carmel River instream flows, riparian ecosystems, other offsite well users or Sensitive Environmental Receptors (SERs) from the projects water demand.

Respectfully submitted,

Aaron Bierman
Ca. Hydrogeologist #819



Table 1
2025 Irrigation Water Demand / Project Demand & Groundwater Remaining in Aquifer

Water Demand Variables	Month of the Year												Annual Total
	January	February	March	April	May	June	July	August	September	October	November	December	
Monthly Irrigation Demand Factor[1]	3.18%	4.31%	7.95%	10.00%	11.92%	13.08%	12.72%	11.92%	10.00%	7.15%	4.62%	3.18%	100%
Monthly Irrigation Demand(Acre-Feet)[3]	2.266	3.072	5.666	7.127	8.495	9.322	9.066	8.495	7.127	5.096	3.293	2.266	71.27 afy[2]
Daily Irrigation Demand (in GPD)[4]	23,822.71	35,747.45	59,556.79	77,411.34	89,297.72	101,254.03	95,290.86	89,297.72	77,411.34	53,563.65	34,610.36	23,822.71	---
Daily Project Demand (in GPD)[5] after accounting for S&T losses	10,206.87	10,166.88	10,798.81	12,729.26	14,734.37	16,514.98	17,198.10	17,534.06	16,465.38	14,366.41	11,836.56	10,270.87	15.22 afy
Groundwater Remaining in Aquifer (in GPD)[6]	13,615.84	25,580.57	48,757.98	64,682.08	74,563.35	84,739.05	78,092.76	71,763.66	60,945.95	39,197.24	22,773.80	11,986.16	56.05 afy
Dedication of Water for Instream Flows (in GPD)[7]	6,807.92	12,790.29	24,378.99	32,341.04	37,281.67	42,369.53	39,046.38	35,881.83	30,472.98	19,598.62	11,386.90	5,993.08	28.03 afy

NOTES:

1: Monthly Irrigation Demand Factors obtained from California Irrigatin Management Information Systems for Evapotranspiration Zone 2 - Coastal Mixed Fog Area.

2: Annual Total Irrigation Demand based on Monterey Peninsula Water Management District (MPWMD) Historical Water Use Production Data Spreedsheet - Specifically for the 2025 Water-Year.

3: Monthly Irrigation Demand calculated by dividing Total Use by Monthly Irrigation Demand Factor. The 71.27 afy demand for 2025 was for Squash / Zucchini / Pumpkins (High Demand– especially during flowering/fruiting); Hot peppers (High Demand – increases with fruiting demands); Strawberries (High Demand - especially during establishment and fruiting); Onions (Moderate Demand – critical during bulb formation); Radishes (Moderate Demand – consistent during root development); Carrots (Moderate Demand – consistent moisture throughout)' Herbs (Low Demand – shallow watering, tolerant to slight dry periods)

4: Daily Irrigation Demand in gallons per day (GPD). Converted from monthly demand using proudct of Monthly Irrigatin Demand and 325,851 gallons per acre-foot; divided by # day per month
(Jan-31; Feb-28; Mrch-31; Apl-30; May-31; June-30; July-31; Aug-31; Sep-30; Oct-31; Nov-30; Dec-31)

5: Daily Project Demand (in GPD) calculated by Bierman Hydrogeologic: Technical Memorandum dated November 2, 2024 and revised February 12, 2026. Daily Project Demands accounts for a 7% system loss for leaks and 7% treatment loss for iron and manganese removal.

6: Groundwater Remaining in Aquuifer for Instream Flows is the equivalent to subtracting Daily Project Demand (S&T losses) from Daily Irrigation Demand (in GPD).

7: See Water Pettion Application from City Ventures.

State of California
State Water Resources Control Board
DIVISION OF WATER RIGHTS
P.O. Box 2000, Sacramento, CA 95812-2000
Tel: (916) 341-5300 Fax: (916) 341-5400
http://www.waterboards.ca.gov/waterrights

ENVIRONMENTAL INFORMATION FOR PETITIONS

This form is required for all petitions.

Before the State Water Resources Control Board (State Water Board) can approve a petition, the State Water Board must consider the information contained in an environmental document prepared in compliance with the California Environmental Quality Act (CEQA). This form is not a CEQA document. If a CEQA document has not yet been prepared, a determination must be made of who is responsible for its preparation. As the petitioner, you are responsible for all costs associated with the environmental evaluation and preparation of the required CEQA documents. Please answer the following questions to the best of your ability and submit any studies that have been conducted regarding the environmental evaluation of your project. If you need more space to completely answer the questions, please number and attach additional sheets.

DESCRIPTION OF PROPOSED CHANGES OR WORK REMAINING TO BE COMPLETED

For a petition for change, provide a description of the proposed changes to your project including, but not limited to, type of construction activity, structures existing or to be built, area to be graded or excavated, increase in water diversion and use (up to the amount authorized by the permit), changes in land use, and project operational changes, including changes in how the water will be used. For a petition for extension of time, provide a description of what work has been completed and what remains to be done. Include in your description any of the above elements that will occur during the requested extension period.

A Mitigated Negative Declaration (MND) has been prepared for the housing development project proposed on the subject property which concluded that the project would not have any negative impacts on water resources within the SWRCB's purview. As demonstrated in Section IV Part 10 of the MND, (an excerpt of which is attached hereto), the project itself would actually reduce the historic pumping on the site, resulting in no greater use of riparian water than had been utilized on the site in the past. This 1707 application seeks to permanently dedicate the remaining xx acre feet per year of the Applicant's riparian right to in-stream beneficial uses, which will result in a net benefit to the Carmel River by ensuring additional flow. This 1707 application is exempt from CEQA pursuant to CCR Section 15304 (minor alterations to land) and 15061(b)(3) (the common sense exemption).

Insert the attachment number here, if applicable:

Coordination with Regional Water Quality Control Board

For change petitions only, you must request consultation with the Regional Water Quality Control Board regarding the potential effects of your proposed change on water quality and other instream beneficial uses. (Cal. Code Regs., tit. 23, § 794.) In order to determine the appropriate office for consultation, see: http://www.waterboards.ca.gov/waterboards_map.shtml. Provide the date you submitted your request for consultation here, then provide the following information.

Date of Request

Will your project, during construction or operation, (1) generate waste or wastewater containing such things as sewage, industrial chemicals, metals, or agricultural chemicals, or (2) cause erosion, turbidity or sedimentation? ☐ Yes ☒ No

Will a waste discharge permit be required for the project? ☐ Yes ☒ No

If necessary, provide additional information below:

Insert the attachment number here, if applicable:

Local Permits

For temporary transfers only, you must contact the board of supervisors for the county(ies) both for where you currently store or use water and where you propose to transfer the water. (Wat. Code § 1726.) Provide the date you submitted your request for consultation here.

Date of Contact

For change petitions only, you should contact your local planning or public works department and provide the information below.

Person Contacted: Date of Contact:

Department: Phone Number:

County Zoning Designation:

Are any county permits required for your project? If yes, indicate type below. ☐ Yes ☐ No

Grading Permit Use Permit Watercourse Obstruction Permit

Change of Zoning General Plan Change Other (explain below)

If applicable, have you obtained any of the permits listed above? If yes, provide copies. ☐ Yes ☐ No

If necessary, provide additional information below:

Insert the attachment number here, if applicable:

Federal and State Permits

Check any additional agencies that may require permits or other approvals for your project:

☐ Regional Water Quality Control Board ☐ Department of Fish and Game

☐ Dept of Water Resources, Division of Safety of Dams ☐ California Coastal Commission

☐ State Reclamation Board ☐ U.S. Army Corps of Engineers ☐ U.S. Forest Service

☐ Bureau of Land Management ☐ Federal Energy Regulatory Commission

☐ Natural Resources Conservation Service

Have you obtained any of the permits listed above? If yes, provide copies. ☐ Yes ☐ No

For each agency from which a permit is required, provide the following information:

Agency	Permit Type	Person(s) Contacted	Contact Date	Phone Number

If necessary, provide additional information below:

N/A

Insert the attachment number here, if applicable:

Construction or Grading Activity

Does the project involve any construction or grading-related activity that has significantly altered or would significantly alter the bed, bank or riparian habitat of any stream or lake? ☐ Yes ☒ No

If necessary, provide additional information below:

Insert the attachment number here, if applicable:

Archeology

Has an archeological report been prepared for this project? If yes, provide a copy.	☒ Yes	☐ No
Will another public agency be preparing an archeological report?	☐ Yes	☒ No
Do you know of any archeological or historic sites in the area? If yes, explain below.	☐ Yes	☒ No

If necessary, provide additional information below:

Insert the attachment number here, if applicable:

Photographs

For all petitions other than time extensions, attach complete sets of color photographs, clearly dated and labeled, showing the vegetation that exists at the following three locations:

- ☐ Along the stream channel immediately downstream from each point of diversion
- ☐ Along the stream channel immediately upstream from each point of diversion
- ☐ At the place where water subject to this water right will be used

Maps

For all petitions other than time extensions, attach maps labeled in accordance with the regulations showing all applicable features, both present and proposed, including but not limited to: point of diversion, point of rediversion, distribution of storage reservoirs, point of discharge of treated wastewater, place of use, and location of instream flow dedication reach. (Cal. Code Regs., tit. 23, §§ 715 et seq., 794.)

Pursuant to California Code of Regulations, title 23, section 794, petitions for change submitted without maps may not be accepted.

All Water Right Holders Must Sign This Form:
I (we) hereby certify that the statements I (we) have furnished above and in the attachments are complete to the best of my (our) ability and that the facts, statements, and information presented are true and correct to the best of my (our) knowledge. Dated at .

Water Right Holder or Authorized Agent Signature	Water Right Holder or Authorized Agent Signature

NOTE:
- **Petitions for Change may not be accepted unless you include proof that a copy of the petition was served on the Department of Fish and Game. (Cal. Code Regs., tit. 23, § 794.)**
- **Petitions for Temporary Transfer may not be accepted unless you include proof that a copy of the petition was served on the Department of Fish and Game and the board of supervisors for the county(ies) where you currently store or use water and the county(ies) where you propose to transfer the water. (Wat. Code § 1726.)**

10. HYDROLOGY AND WATER QUALITY **Would the project:**	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality? (Source: IX.5, 78, 83, 84)	☐	☐	☒	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin? (Source: IX.53, 78, 84)	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i) result in substantial erosion or siltation on- or off-site? (Source: IX.78, 84)	☐	☐	☒	☐
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site? (Source: IX.78, 84)	☐	☐	☒	☐
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff? (Source: IX.84)	☐	☐	☒	☐
iv) impede or redirect flood flows? (Source: IX.78)	☐	☐	☒	☐
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation? (Source:IX.78, 84)	☐	☐	☒	☐
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan? (Source: IX.5, 53, 78, 81, 84)	☐	☐	☒	☐

Discussion/Conclusion/Mitigation:

A Hydrogeologic Report for the project was prepared by Todd Groundwater in January 2026 (Source: IX.78). The purpose of this report was to evaluate groundwater levels, aquifer characteristics, groundwater-surface water interactions, and potential changes to groundwater demand and recharge associated with the project. These findings provide the basis for evaluating whether the project would degrade surface or groundwater quality, substantially decrease groundwater supplies, alter drainage patterns, or conflict with applicable stormwater management regulations. A Preliminary post-construction Stormwater Control Plan was prepared by the owner/applicant in accordance with the Central Coast Regional Water Quality Control Board requirements (Source: IX.84). In addition, an Operation and Maintenance (O&M) Plan was prepared by the owner/applicant, which outlines long-term operational maintenance and funding of the project stormwater treatment facilities (Source: IX.83).

The project site is located approximately 1,050 feet north of the Carmel River, within the lower Carmel River Valley. The project site is underlain by the Carmel Valley Groundwater Basin (CVGB) where the Carmel Valley Alluvial Aquifer (CVAA) is the primary water-bearing unit. The CVAA is highly permeable, shallow (typically 10–25 feet below ground surface), and hydraulically connected to river flows. Two portions of the site lie within the 100-year flood zone of the Carmel River: the southwest corner and the southwestern section of the parcel east of Val Verde drive, as shown in Figure 2-3.

Hydrology and Water Quality Impact 10(a) – Less Than Significant Impact

Project Construction

Project construction would include short-term soil disturbing activities that could lead to increased erosion and sedimentation, which would decrease water quality and be a potential violation of water quality standards. The project would disturb more than one acre of land, and therefore would be subject to the General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities, Order No. 2022-0057-DWQ, NPDES No. CAS000002 (Construction Stormwater General Permit) adopted by the SWRCB. The Construction Stormwater General Permit requires development of a Storm Water Pollution Prevention Plan (SWPPP) with best management practices to control the discharges of pollutants, including sediment, into local surface water drainages. Prior to the issuance of a permit for grading activity, the owner/applicant must submit an Erosion Control Plan developed in compliance with County Code 16.12 (Erosion Control) to the appropriate County Director for review and approval. Further, the project would be subject to County Code 16.12.070, which requires the use of erosion and sediment controls to protect water quality while the site is under construction (Source: IX.5). This would prevent project construction from adversely impacting water quality or violating water quality standards. Compliance with existing regulations would ensure that the potential for water quality degradation from project construction is minimized, would not violate water quality standards or waste discharge requirements, or otherwise substantially degrade surface or groundwater quality. As such, project construction impacts to surface water and groundwater quality would be less than significant.

Project Operation

Project operation would result in a net increase of approximately 299,139 square feet of impervious surfaces (Source: IX.84). Under post-project conditions, approximately 55 percent of the site would be covered by impervious surfaces and 45 percent would be landscaped (Source: IX.78). Although the additional impervious surfaces would cover soils and reduce soil erosion, impervious surfaces prevent the infiltration of water and other fluids into soils and could potentially result in the addition of contaminants or runoff entering the local stormwater drainage system and ultimately degrade surface water and groundwater quality. Stormwater runoff from impervious surfaces would be directed toward the two on-site bioretention basins designed to treat and infiltrate stormwater runoff consistent with County requirements. One of the bioretention basins would be located west of Val Verde Drive, with a capacity of approximately 4,085 cubic feet. The second bioretention basin would be located east of Val Verde Drive, with a capacity of approximately 5,492 cubic feet (Source: IX.78). These facilities would reduce pollutant loading through the inclusion of ponding, permeable planting soils, infiltration

materials and sub-drains systems designed to filter pollutants from stormwater runoff from adjacent roof areas and other impervious surfaces (Source: IX.83). Further, the Stormwater Control Plan and the O&M plan would ensure pollutants discharges are minimized during long-term project operation (Source: IX.83, 84).In summary, compliance with existing regulations, on-site management of runoff provided by the bioretention basins, and implementation of the Stormwater Control Plan and O&M plan would ensure that the potential for water quality degradation from project operation is minimized and would not violate any water quality standards or waste discharge requirements, or otherwise substantially degrade surface or groundwater quality. As such, project operation impacts to surface water and groundwater quality would be less than significant.

Hydrology and Water Quality Impact 10(b) – Less Than Significant Impact

The project site is currently utilized for agricultural purposes and contains 2,948 square feet of impervious surfaces including the roofs from the existing single-family residence and detached garage (Source: IX.84). Once project construction is complete, the project site would increase the impervious surfaces on the site by 299,139 square feet (approximately 55 percent of the project site), which would reduce the infiltration of precipitation into the groundwater compared to existing conditions. However, the remaining 45 percent of the project site would be comprised of pervious surfaces, landscaped vegetation, and would include two bioretention areas that would provide groundwater recharge on-site. The soil underlying the bioretention basins (Pico fine sandy loam) would facilitate infiltration and are estimated to provide 4–7 acre feet per year (AFY) of groundwater recharge, supplemented by infiltration from landscaped areas and disconnected impervious surfaces (Source: IX.78). The infiltration provided by the bioretention basins, pervious surfaces, and landscaped areas would result in approximately 9.84 to 12.22 AFY of groundwater recharge under project development, which is sufficient to offset the reduction in natural infiltration caused by the additional impervious surfaces (Source: IX.78). Therefore, the project would not substantially reduce groundwater recharge.

The CVGB has an estimated storage capacity of 37,500 acre feet and historical pumping ranging from 5,900–9,100 AFY (Source: IX.53, 78). As described in Section II.2.2.7, *Infrastructure*, the project would be served by one of two potential long-term water supply sources: (1) an MPWMD allocation delivered through a new Cal-Am connection, or (2) continued use of the property's riparian rights through on-site wells and a wheeling agreement with Cal-AM. The project's potential impact on groundwater supplies can be determined by whether the project would increase or decrease the current (baseline) water demand based on the net consumptive water use of the project compared to the current water demand. Net consumptive water use represents water permanently removed from the groundwater system. Therefore, any increase above the current water demand would reduce groundwater supplies, resulting in a potential impact on groundwater supplies. Under both potential water supply scenarios, the project's estimated long-term water demand would be lower than the current agricultural water use on the site, representing a net decrease in consumptive water use. MPWMD typically uses the most recent 10 years of data to determine the baseline consumptive use for a development project (Rule 40-A.5.a). Based on reported water use, consumptive use of groundwater on the property during 2015-2024 averaged 27 AFY[4] (Source: IX.78). The project would require approximately

[4] Based on 10-year average data from MPWMD (Source: IX.78)

16 AFY[5], which is substantially lower than historical water demand on the property (Source: IX.53). This reduction in water demand represents approximately a 36 percent decrease relative to current (baseline) conditions and represents less than one percent of the CVGB's historical pumping range (Source: IX.53). Therefore, the project would result in a net decrease in consumptive groundwater use, thereby reducing groundwater depletions, and result in an improvement in comparison to current (baseline) conditions (Source: IX.78).

Given the lower water supply demand under the project compared to the site's current use, CVGB's substantial capacity, and sufficient production from on-site wells, the project would not substantially decrease groundwater supplies. This impact would be less than significant.

Hydrology and Water Quality Impact 10(c.i, c.ii) – Less Than Significant Impact

The project would not involve altering the course of any stream or river, and no defined channels or drainages cross the site. Two portions of the site lie within the 100-year flood zone of the Carmel River, which is located 1,050 feet to the south: the southwest corner and the southwestern section of the parcel east of Val Verde Drive. These portions of the project site within the 100-year flood zone would be utilized for bioretention basins, as shown in Figure 2-3. Hydraulic modeling performed during preparation of the Hydrogeologic Report indicated that the project would have a negligible effect on Carmel River flood levels (Source: IX.78). Further, existing roadside ditches along Val Verde Drive currently provide adequate stormwater conveyance, and there have been no documented local flooding events in the project vicinity (Source: IX.78).

Construction activities would include grading, excavation, and other ground-disturbing activities, which could temporarily alter surface drainage patterns on-site and increase the potential for erosion and siltation. However, the project would be required to comply with the SWPP, which would require implementation of best management practices and erosion control measures, thereby reducing the potential for construction activities to result in soil erosion and siltation of waters.

According to the Preliminary Stormwater Control Plan for the project, full project development would result in approximately 55 percent of the project site being covered by new impervious surfaces such as the roadways, driveways, sidewalks, residences, and landscaped areas; representing a net increase of 299,139 square feet compared to existing conditions. The remaining 45 percent of the project site would be covered by pervious landscaping (Source: IX.84). Although the new impervious surfaces would increase by preventing infiltration of rainwater, stormwater runoff would be adequately managed on-site by the two bioretention basins designed to treat and infiltrate stormwater runoff consistent with County requirements to prevent flooding. Further, the new impervious surfaces proposed under the project would cover soils, reducing on-site soil erosion and siltation of waters. In addition, the project would be required to comply with the SWPP, County stormwater requirements, Stormwater Control Plan and O&M plan. Therefore, flooding and siltation impacts resulting from the project's effects on drainage patterns would be less than significant.

[5] Interior annual average water demand (13.35AFY) added to exterior annual average water demand (2.36 AFY), rounded up for conservative estimate (Source: IX.53)

Hydrology and Water Quality Impact 10(c.iii) – Less Than Significant Impact

As described in Section VI.10, *Hydrology and Water Quality*, Impact 10(c.i, c.ii), the project would introduce 299,139 square feet of new impervious surfaces (Source: IX.84), replacing the existing agricultural crop lands and thereby altering the existing drainage pattern of the site. The new impervious surfaces introduced by the project would reduce infiltration and increase surface stormwater runoff compared to current conditions. The project would include construction of new stormwater drainage facilities, including two bioretention basins designed to manage surface stormwater runoff from the additional impervious surfaces and accommodate a 95th percentile rainfall event for the site (refer to Section II.2.2.7, *Infrastructure*). The bioretention basins would be designed to filter pollutants from stormwater runoff before discharge, ensuring that runoff does not exceed the capacity of existing or planned drainage systems. Therefore, the project would not create a significant new source of stormwater runoff which would exceed the capacity of existing or planned stormwater drainage systems or contribute substantial amounts of polluted runoff. Therefore, the project's impact on stormwater drainage systems would be less than significant.

Hydrology and Water Quality Impact 10(c.iv) – Less Than Significant Impact

The project site is located within a 100-year floodplain as mapped by the Federal Emergency Management Agency (FEMA), as shown in Figure 2 3. However, the project is designed to raise finished grades in the southwest corner of the site that lies within the 100-year floodplain above the mapped base flood elevation through placement of engineered fill (Source: IX.78). Therefore, no residences would be placed within a 100-year flood hazard area. The project would increase impervious surface area on the project site compared to existing conditions; however, the project includes on-site stormwater management facilities, such as bioretention areas, where stormwater would collect and be treated before discharge. This treatment process involves infiltration of stormwater through soils and sub-drains, which slows the velocity of the stormwater runoff and releases treated stormwater into the existing storm drain system gradually. Therefore, impacts related to impeding or redirecting flood flows would be less than significant.

Hydrology and Water Quality Impact 10(d) – Less Than Significant Impact

The project site is located in the lower Carmel River Valley, where regional flooding is primarily caused by overbank flows from the Carmel River during major storm events. As shown in Figure 2 3, a small portion of the site's southwest corner lies within the FEMA-mapped 100-year floodplain. The remainder of the site is outside any mapped flood, tsunami, or seiche hazard zones, and no nearby enclosed water bodies are present that could generate a seiche (Source: IX.78). Because the site is near the Carmel River and partially overlaps the 100-year floodplain, a 100-year flood event is the most likely scenario in which floodwaters could reach the project area and potentially mobilize pollutants. As shown in Figure 2-3, a limited portion of three residential parcels (Lots 6-8) lie within the 100-year floodplain; all other residential parcels would be located outside of the floodplain. No residential units or building foundations are anticipated to be developed within the 100-year floodplain. Although not anticipated, should development within the floodplain occur, it would be subject to the requirement of Chapter 16.16 of the County Code and require that finished floors be elevated one foot above the base flood elevation to minimize related risk and hazards to an acceptable level. The portions of Lots 6-8 within the floodplain would serve as rear yards and would be graded to direct flood flows away

from the residences and south toward the bioretention basin adjacent to Lot 8, as shown in the Preliminary Grading Plan (Figure 2-8). According to the Hydrogeologic Report, project grading activities would not significantly alter flood elevations or redirect overbank flows in a manner that would elevate flood hazards off-site (Source: IX.78). Further, the project's bioretention basins (Parcels C and B) would be located within the flood hazard area and would exceed the required capacity required to accommodate a 95th percentile storm event (Source: IX.78, 84). If a flood did occur, the bioretention basins would prevent on-site floodwater ponding that could mobilize pollutants, ensuring that stormwater is conveyed away from residences and would not rise to levels capable of inundating pollutant sources. Therefore, impacts related to the release of pollutants from inundation from flood hazards, tsunamis, or seiches would be less than significant.

Hydrology and Water Quality Impact 10(e) – Less Than Significant Impact

Water quality in the project area is regulated under the Central Coast Regional Water Quality Control Board's Basin Plan (Basin Plan), which establishes water quality objectives for the Carmel River and underlying groundwater basins, including the CVGB (Source: IX.82). Implementation of the Basin Plan is carried out through multiple regulatory mechanisms, including the NPDES Construction General Permit, Post-Construction Requirements for stormwater management, and waste discharge requirements applicable to development projects. The project's stormwater design, which includes two bioretention basins and compliance with the County's Low Impact Development (LID) standards, is consistent with the Basin Plan's requirement to treat and infiltrate stormwater and reduce pollutant loading. The basins are capable of infiltrating stormwater and preventing uncontrolled discharges that could violate water quality objectives for sediment, nutrients, or other pollutants (Source: IX.78). As described under Section VI.10, *Hydrology and Water Quality*, Impact (a), the project would not violate water quality standards.

The project also would not conflict with any Sustainable Groundwater Management Act (SGMA) plan, because the CVAA, which is the primary water-bearing unit of the CVGB, is not managed under SGMA. Instead, groundwater in the CVAA is legally considered underflow of the Carmel River and is regulated through surface water rights administered by the SWRCB. The CVAA is managed through MPWMD's regulatory authority rather than SGMA, and project-related pumping under both water supply scenarios would not conflict with any sustainable groundwater management plan (Source: IX.81). As described under Section VI.10, *Hydrology and Water Quality*, Impact (b), the project would demand approximately 16 AFY of water, which is substantially lower than historical use. This reduction in water demand represents approximately a 36 percent decrease relative to existing conditions and represents less than one percent of the CVGB's historical pumping range (Source: IX.53, 78). The project's reduced groundwater use would support, rather than conflict with, long-term resource management goals for the CVAA and the Carmel River. Therefore, the project does not include any action that would interfere with regional water quality regulations, watershed management programs, or the County's stormwater ordinances, or prevent the County, MPWMD, or the Regional Water Quality Control Board from implementing their adopted water resource programs (Source: IX.5, 84). This impact would be less than significant.

This page intentionally left blank

Exhibit M

This page intentionally left blank.

Carmel Area Wastewater District

P.O. Box 221428 Carmel California 93922 ❖ (831) 624-1248 ❖ FAX (831) 624-0811

Barbara Buikema
General Manager
Patrick Treanor
District Engineer
Alex J. Lorca
Legal Counsel

Board of Directors
Suzanne Cole
Scott Lonergan
Robert Siegfried
Kevan Urquhart
Ken White

March 11, 2025

Pamela Nieting
pnieting@cityventures.com

APN: 015-021-004, -015, -020, -021, -049
Address: 26500 Val Verde Dr., Carmel, CA
Subject: Sewer Service for Proposed Housing Development

To whom it may concern:

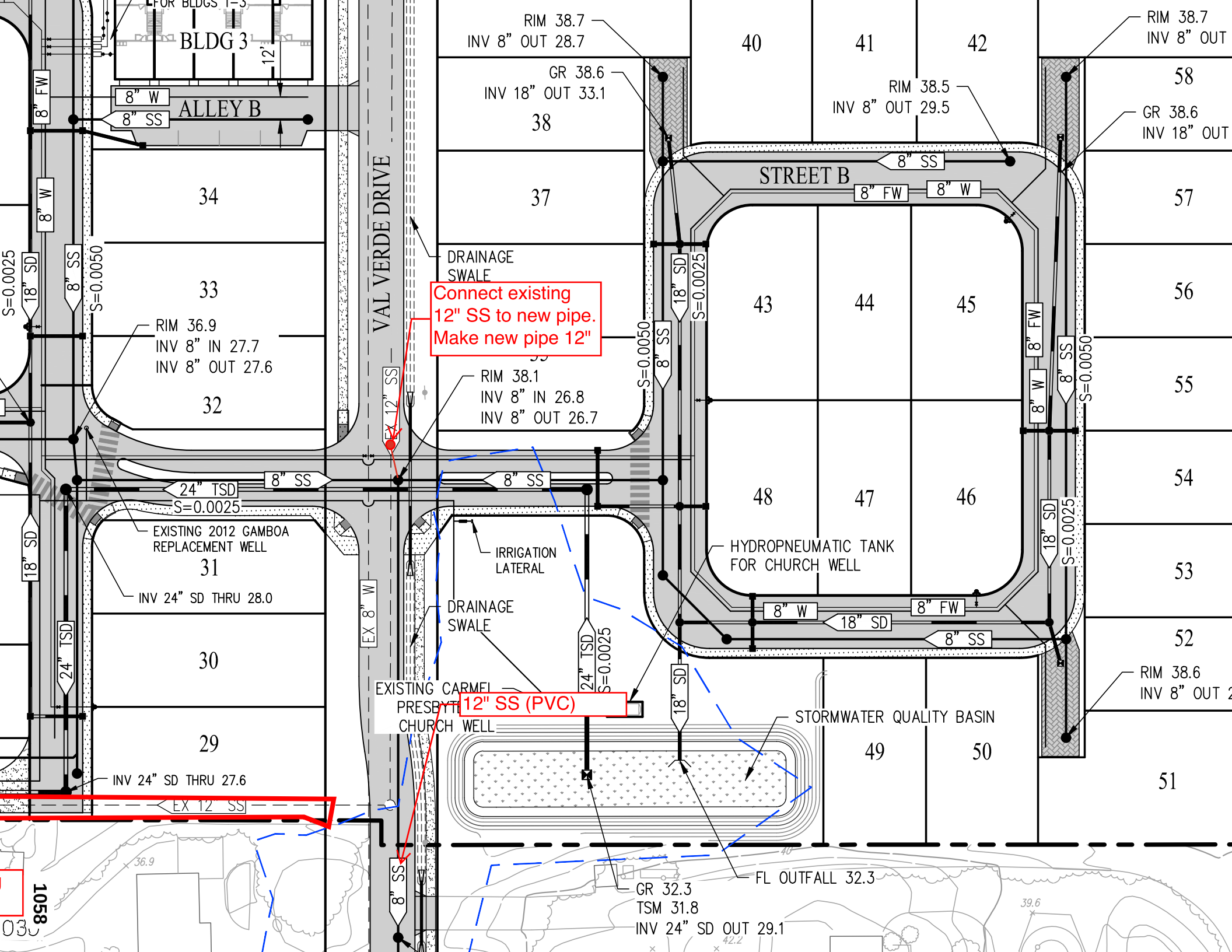
We understand that there is a housing development project in the planning stage proposed to be located at 26500 Val Verde Dr., Carmel, CA (APN 015-021-004, -015, -020, -021, -049). The proposed project is comprised of 74 single family dwelling units. The Carmel Area Wastewater District is the sewer service provider for these parcels. The Carmel Area Wastewater District will be able to serve this project, however sewage conveyance infrastructure capacity for the proposed development has not been fully evaluated. Public sewer infrastructure improvements will be required in order for CAWD to provide service. The cost of all sewage conveyance improvements deemed necessary will be paid for by the new housing development project.

Before the project is approved for connection to the Carmel Area Wastewater District (CAWD), final plans must be submitted and approved by CAWD. Attached are preliminary comments on the preliminary utility plan. Particular attention should be given to existing sewer infrastructure and easements. New development shall not be approved that in any way interferes with CAWD's ingress and egress along existing easements.

If you have any questions you may contact Patrick Treanor, District Engineer of the Carmel Area Wastewater District at (831) 624-1248 or by e-mail at treanor@cawd.org.

Sincerely,

Patrick Treanor
District Engineer


FOR BLDGS 1-3
BLDG 3
12"
8" W
8" SS
ALLEY B
8" FW
8" W
S=0.0025
18" SD
8" SS
S=0.0050
34
33
32
31
30
29
RIM 36.9
INV 8" IN 27.7
INV 8" OUT 27.6
EXISTING 2012 GAMBOA
REPLACEMENT WELL
INV 24" SD THRU 28.0
INV 24" SD THRU 27.6
24" TSD
S=0.0025
EX 12" SS
EX 8" W
VAL VERDE DRIVE
DRAINAGE
SWALE
Connect existing
12" SS to new pipe.
Make new pipe 12"
RIM 38.1
INV 8" IN 26.8
INV 8" OUT 26.7
8" SS
24" TSD
S=0.0025
IRRIGATION
LATERAL
DRAINAGE
SWALE
EXISTING CARMEL
PRESBYTE
CHURCH WELL
12" SS (PVC)
RIM 38.7
INV 8" OUT 28.7
GR 38.6
INV 18" OUT 33.1
38
37
40
41
42
RIM 38.5
INV 8" OUT 29.5
STREET B
8" SS
8" FW
8" W
18" SD
S=0.0025
43
44
45
48
47
46
HYDROPNEUMATIC TANK
FOR CHURCH WELL
8" W
8" FW
18" SD
8" SS
STORMWATER QUALITY BASIN
49
50
GR 32.3
TSM 31.8
INV 24" SD OUT 29.1
FL OUTFALL 32.3
RIM 38.7
INV 8" OUT
58
GR 38.6
INV 18" OUT
57
56
55
54
53
52
RIM 38.6
INV 8" OUT
51
1058

Docusign Envelope ID: 4AE8F8E2-3B41-4E40-9895-6BD2788DFC1A

CALIFORNIA AMERICAN WATER

VIA Email Only

July 3, 2025

Carmel 1 Inv, LLC
1185 Mason Street
San Francisco, CA 94123

Applicant: Carmel 1 Inv, LCC
Owner: Carmel Rio Road LLC
Service Address: 26500 Val Verde Drive
Assessor's Parcel No.: 015-021-004, 015-021-015, 015-021-020 and 015-021-021

Re: Contingent Will-Serve Letter

To Whom it May Concern:

This letter responds to your request for water service to the above-referenced property (the "Property"), by the applicant Carmel 1 Inv, LLC ("Applicant").

The Applicant is processing a Housing Development application ("Project") within the meaning of Government Code section 6559.5(h)(2) with the County of Monterey. California-American Water Company ("Cal Am") is a public utility operating under the California Public Utility Commission's ("CPUC") jurisdiction. Cal Am is operating under a Cease and Desist Order (the "CDO") issued by the State Water Resources Control Board ("SWRCB") in October of 2009. Among other things, the CDO prohibits Cal Am from supplying water from the Carmel River for new water service connections or for any increases in use at existing connections if the increase results from a change in zoning or use. To implement these prohibitions, Cal Am was required to file an application with the CPUC to institute a Moratorium on New or Expanded Water Service Connections (the "Moratorium") in Cal Am's main Monterey district service territory. The Moratorium decision from the CPUC requires Cal Am to deny requests for new service connections and prohibit any increased use of water at existing service addresses resulting from a change in zoning or use.

This letter serves as notice that, if the Property is in Cal Am's main Monterey water district service territory, Cal Am will serve as the utility providing water service to the Property, subject to the conditions and limitations set forth below, including confirmation that providing such water service does not violate the CDO or the Moratorium. If those conditions are not met or the service exceeds the limitations, then Cal Am cannot serve water to the Property.

Docusign Envelope ID: 4AE8F8E2-3B41-4E40-9895-6BD2788DFC1A

For Cal Am to serve water to customers on the Property, the following conditions and limitations apply:

- The Applicant secures in writing SWRCB confirmation Cal Am's wheeling of the Property's riparian water through Cal Am's water system and to the Property does not violate Condition 2 of SWRCB Order 2009-0060.
- Water Cal Am serves customers on the Property may come only from water rights associated with the Property; it shall not come from water rights currently held by Cal Am or that Cal Am acquires in the future. Applicant must demonstrate that the form and quantity of water rights associated with the Property are adequate to serve the proposed development's expected needs.
- Cal Am and the Applicant negotiate and enter a wheeling agreement establishing the terms and conditions under which Cal Am will provide water service to the Property.
- Cal Am's water service to the Property is allowed by all applicable federal, state, and local laws, regulations, rules, ordinances, and restrictions, including those of the County of Monterey, Monterey Peninsula Water Management District, CPUC, and SWRCB.
- The Project installs (and turns over ownership to Cal Am under the utility's Rule 15 Main Extensions Tariff and other applicable rules, regulations, and agreements) all water system infrastructure necessary as shown on the Vesting Tentative Map for Cal Am to serve customers on the Property (the " Water System").
- The Project as part of approvals Owner constructs the Water System in accordance with (a) standards provided by Cal Am and (b) so the System meets all legal and regulatory requirements.
- Cal Am receives all legal and regulatory approvals required for it to serve water to customers on the Property.
- Any person wishing to initiate water service in accordance with this will-serve letter must comply with all Cal Am Tariff Schedules that are on file with the CPUC, as they exist now and as they may be amended from time to time. Among other things, the Tariff Schedules require that the person seeking water service must submit an application to Cal Am, obtain all required permits, (which may include a water permit from MPWMD), and pay all required fees as a condition to initiate service. Current Cal Am Tariff Schedules are available upon request.

Any commitments for service in this letter expire on July 1, 2033, if Cal Am has not taken ownership of the Water System by that time. Cal Am may, but shall not be required to, extend any such commitments if Applicant requests Cal Am do so and such extension is stated in writing.

Please sign and date below to indicate the Applicant's Owner's acceptance of this conditional will-serve letter.

Docusign Envelope ID: 4AE8F8E2-3B41-4E40-9895-6BD2788DFC1A

CALIFORNIA AMERICAN WATER

Sincerely,

Signed by:
Spencer Vartanian
FE70D08210F1412...

Spencer Vartanian, CHMM, REM
Director of Operations – Central Division
California-American Water Company
P: 831.646.3241 / C: 831.238.7059
E: spencer.vartanian@amwater.com
www.amwater.com

Conditions Accepted By:
Carmel 1 Inv, LLC

By: Signed by:
Pamela Nieting
1F28469EEB2D4DB...

Pamela Nieting, PE, Carmel 1 Inv, LLC

This page intentionally left blank

Exhibit N

This page intentionally left blank.

To: Pamela Nieting
City Ventures
1185 Old Mason Street
San Francisco, CA 94123

From: Tyler Rogers, Project Manager
David J. Powers & Associates, Inc.
1736 Franklin, Suite 400
Oakland, CA 94612

Date: January 14, 2026

Re: Val Verde Drive Project LESA Model Memorandum

City Ventures requested that David J. Powers & Associates, Inc. (DJP&A) complete a Land Evaluation and Site Assessment (LESA) model run of the proposed Carmel Rio Road project to identify potential agricultural impacts under the California Environmental Quality Act (CEQA). Our understanding of the project and the results of the LESA model run are summarized below. The information in this memorandum is based on our professional opinion. We acknowledge the determination of the project's environmental impacts are that of Monterey County as the Lead Agency, based upon substantial evidence.

Project Understanding

The project site totals approximately 12.5 acres located at 26500 Val Verde Drive (APNs: 015-021-004-000, 015-021-015-000, 015-021-020-000, 015-021-021-000, 015-021-049-000), within unincorporated Monterey County. The project site has historically been used for agricultural purposes. Approximately 10 acres of the 12.5-acre project site are currently used for row crop agriculture producing strawberries, melons, artichokes, squash, pumpkins, fennel, fava beans, zucchini, radishes, and flowers. The remaining 2.5 acres, located along the southern portion of the site, are developed with an existing single family residence and a detached garage.

The project proposes to demolish the existing residence and detached garage and subdivide the project site into 60 lots in order to construct 74 residential units. Lots 1 – 59 would be developed with for-sale single family residences. The remaining 0.82-acre lot (Lot 60) would be developed with three individual townhomes, each with five two-bedroom units that would allow for 15 deed restricted affordable housing units. Access would be provided by the existing Val Verde Drive and an internal circulation network of two private streets, sidewalks, crosswalks, and medians. The project would include both private open space (i.e., rear yard areas for single family residences and flexible green space for the townhomes), and approximately 73,356 square feet of community open space and parks.

1746 Franklin, Suite 400 • Oakland, CA 94612 • Tel: (408) 248-3500 • Fax: (408) 248-9641 • www.davidjpowers.com

LESA Model Results

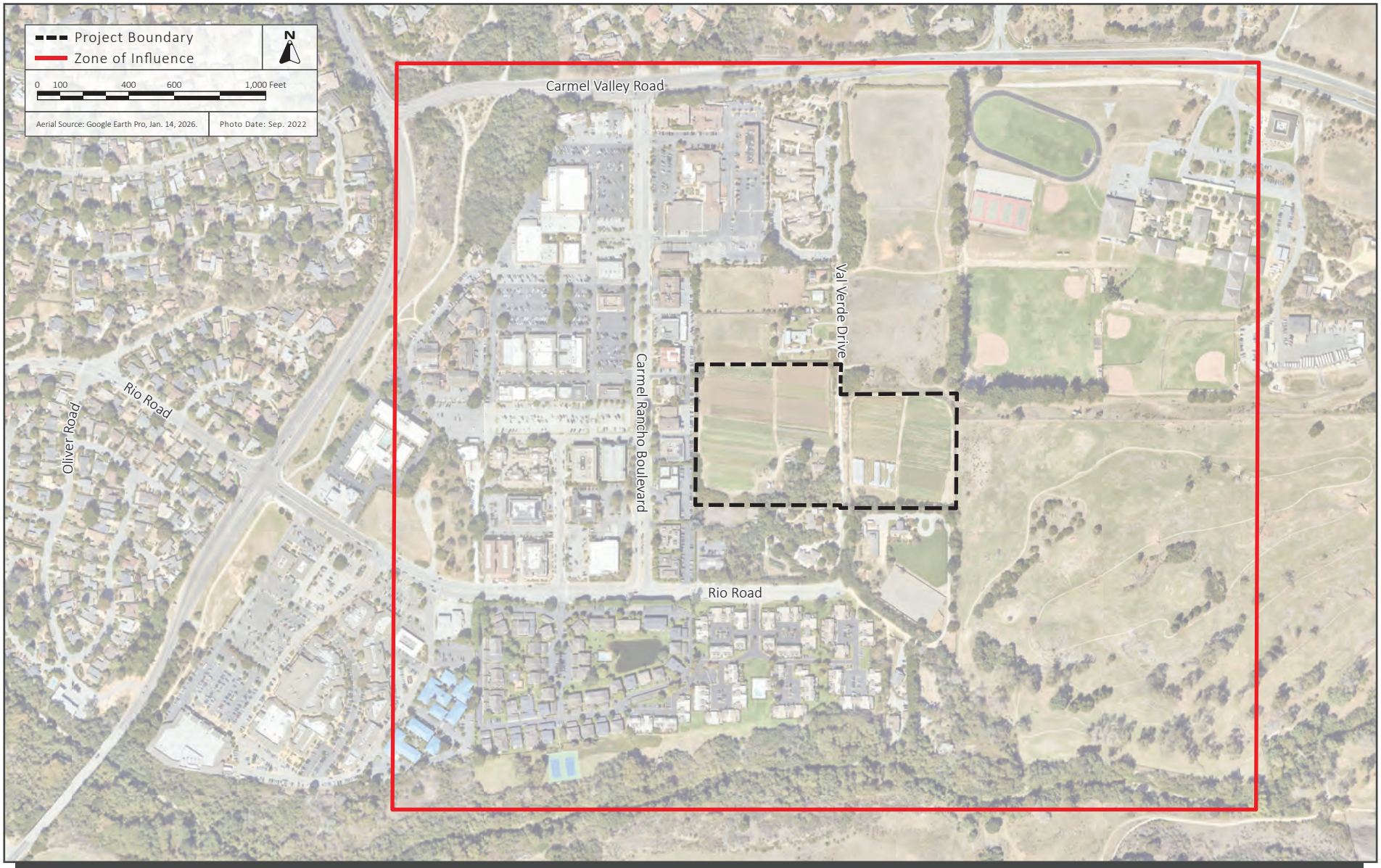
Per the California Department of Conservation Farmland Mapping and Monitoring Program, portions of the project site are designated as Prime Farmland.[1] The project site is not under a Williamson Act contract. Development of the proposed project would result in the conversion of designated agricultural land to non-agricultural uses.

DJP&A completed an assessment of the project site using the LESA model[2] to determine if the replacement of designated agricultural land with the proposed project would result in a significant agricultural resources impact. LESA scores range from zero to 100, with scores between zero and 39 points assumed to have no significant impact, 80 and above considered to have a significant impact, and scores between 40 and 79 points to be potentially significant depending on individual subscores within the LESA model. The project's LESA score was 68.5 (see attached LESA model sheets). LESA scores between 60 and 79 points would result in a significant agricultural resources impact, unless either the Land Evaluation (LE) subscore or Site Assessment (SA) subscore is less than 20 points. The project's LE subscore is 49.75, primarily due to the project site's soil quality for agricultural uses. The project's SA subscore, however, is 18.75, primarily due to the lack of surrounding agricultural and protected resource land (see Figure 1 below and page 8-A in attached LESA Model Sheets). Thus, because the project's SA subscore is below 20 points, it is determined that the project would have a less than significant impact on agricultural resources.

[1] California Department of Conservation. "California Important Farmland Finder." Accessed January 8, 2026. https://maps.conservation.ca.gov/DLRP/CIFF/.

[2] The California LESA Model was developed to provide lead agencies with an optional methodology to ensure that potentially significant effects on the environment of agricultural land conversions are quantitatively and consistently considered in the environmental review process.

1746 Franklin, Suite 400 • Oakland, CA 94612 • Tel: (408) 248-3500 • Fax: (408) 248-9641 • www.davidjpowers.com



LESA MODEL ZONE OF INFLUENCE | FIGURE 1

LESA Model Sheets

Appendix A. California Agricultural LESA Worksheets

NOTES

Calculation of the Land Evaluation (LE) Score

Part 1. Land Capability Classification (LCC) Score:

(1) Determine the total acreage of the project.
(2) Determine the soil types within the project area and enter them in **Column A** of the **Land Evaluation Worksheet** provided on page 2-A.
(3) Calculate the total acres of each soil type and enter the amounts in **Column B**.
(4) Divide the acres of each soil type (**Column B**) by the total acreage to determine the proportion of each soil type present. Enter the proportion of each soil type in **Column C**.
(5) Determine the LCC for each soil type from the applicable Soil Survey and enter it in **Column D**.
(6) From the LCC Scoring Table below, determine the point rating corresponding to the LCC for each soil type and enter it in **Column E**.

LCC Scoring Table

LCC Class	I	IIe	IIs,w	IIIe	IIIs,w	IVe	IVs,w	V	VI	VII	VIII
Points	100	90	80	70	60	50	40	30	20	10	0

(7) Multiply the proportion of each soil type (**Column C**) by the point score (**Column E**) and enter the resulting scores in **Column F**.
(8) Sum the LCC scores in **Column F**.
(9) Enter the LCC score in box <1> of the **Final LESA Score Sheet** on page 10-A.

Part 2. Storie Index Score:

(1) Determine the Storie Index rating for each soil type and enter it in **Column G**.
(2) Multiply the proportion of each soil type (**Column C**) by the Storie Index rating (**Column G**) and enter the scores in **Column H**.
(3) Sum the Storie Index scores in **Column H** to gain the Storie Index Score.
(4) Enter the Storie Index Score in box <2> of the **Final LESA Score Sheet** on page 10-A.

Land Evaluation Worksheet

Land Capability Classification (LCC) and Storie Index Scores

A	B	C	D	E	F	G	H
Soil Map Unit	Project Acres	Proportion of Project Area	LCC	LCC Rating	LCC Score	Storie Index	Storie Index Score
Pf	12.5	1.0	I	100	100	99	99
Totals	12.5	(Must Sum to 1.0)		***LCC Total Score***	100	***Storie Index Total Score***	99

Site Assessment Worksheet 1.

Project Size Score

	I	J	K
	LCC Class I - II	LCC Class III	LCC Class IV - VIII
	12.5	0	0
Total Acres	12.5	0	0
Project Size Scores	30		

Highest Project Size Score 30

NOTES

Calculation of the Site Assessment (SA) Score

Part 1. Project Size Score:.

(1) Using **Site Assessment Worksheet 1** provided on page 2-A, enter the acreage of each soil type from **Column B** in the **Column - I, J or K** - that corresponds to the LCC for that soil. (Note: While the Project Size Score is a component of the Site Assessment calculations, the score sheet is an extension of data collected in the Land Evaluation Worksheet, and is therefore displayed beside it).
(2) Sum **Column I** to determine the total amount of class I and II soils on the project site.
(3) Sum **Column J** to determine the total amount of class III soils on the project site.
(4) Sum **Column K** to determine the total amount of class IV and lower soils on the project site.
(5) Compare the total score for each LCC group in the Project Size Scoring Table below and determine which group receives the highest score.

Project Size Scoring Table

Class I or II		**Class III**		**Class IV or Lower**	
Acreage	Points	Acreage	Points	Acreage	Points
>80	100	>160	100	>320	100
60-79	90	120-159	90	240-319	80
40-59	80	80-119	80	160-239	60
20-39	50	60-79	70	100-159	40
10-19	30	40-59	60	40-99	20
10<	0	20-39	30	40<	0
		10-19	10		
		10<	0		

(6) Enter the **Project Size Score** (the highest score from the three LCC categories) in box <3> of the **Final LESA Score Sheet** on page 10-A.

NOTES

Part 2. Water Resource Availability Score:

(1) Determine the type(s) of irrigation present on the project site, including a determination of whether there is dryland agricultural activity as well.

(2) Divide the site into portions according to the type or types of irrigation or dryland cropping that is available in each portion. Enter this information in **Column B** of **Site Assessment Worksheet 2. - Water Resources Availability**.

(3) Determine the proportion of the total site represented for each portion identified, and enter this information in **Column C**.

(4) Using the Water Resources Availability Scoring Table, identify the option that is most applicable for each portion, based upon the feasibility of irrigation in drought and non-drought years, and whether physical or economic restrictions are likely to exist. Enter the applicable Water Resource Availability Score into **Column D**.

(5) Multiply the Water Resource Availability Score for each portion by the proportion of the project area it represents to determine the weighted score for each portion in **Column E**.

(6) Sum the scores for all portions to determine the project's total Water Resources Availability Score

(7) Enter the Water Resource Availability Score in box <4> of the **Final LESA Score Sheet** on page 10-A.

Site Assessment Worksheet 2. - Water Resources Availability

A	B	C	D	E
Project Portion	Water Source	Proportion of Project Area	Water Availability Score	Weighted Availability Score (C x D)
1	Irrigated agriculture	1.0	95	95
2				
3				
4				
5				
6				
		(Must Sum to 1.0)	***Total Water Resource Score***	95

Water Resource Availability Scoring Table

Option	Non-Drought Years			Drought Years			WATER RESOURCE SCORE
	RESTRICTIONS			RESTRICTIONS			
	Irrigated Production Feasible?	Physical Restrictions ?	Economic Restrictions ?	Irrigated Production Feasible?	Physical Restrictions ?	Economic Restrictions ?	
1	YES	NO	NO	YES	NO	NO	100
2	YES	NO	NO	YES	NO	YES	95
3	YES	NO	YES	YES	NO	YES	90
4	YES	NO	NO	YES	YES	NO	85
5	YES	NO	NO	YES	YES	YES	80
6	YES	YES	NO	YES	YES	NO	75
7	YES	YES	YES	YES	YES	YES	65
8	YES	NO	NO	NO	-- --	-- --	50
9	YES	NO	YES	NO	-- --	-- --	45
10	YES	YES	NO	NO	-- --	-- --	35
11	YES	YES	YES	NO	-- --	-- --	30
12	Irrigated production not feasible, but rainfall adequate for dryland production in both drought and non-drought years						25
13	Irrigated production not feasible, but rainfall adequate for dryland production in non-drought years (but not in drought years)						20
14	Neither irrigated nor dryland production feasible						0

NOTES

Part 3. Surrounding Agricultural Land Use Score:

(1) Calculate the project's Zone of Influence (ZOI) as follows:
(a) a rectangle is drawn around the project such that the rectangle is the smallest that can completely encompass the project area.
(b) a second rectangle is then drawn which extends one quarter mile on all sides beyond the first rectangle.
(c) The ZOI includes all parcels that are contained within or are intersected by the second rectangle, less the area of the project itself.
(2) Sum the area of all parcels to determine the total acreage of the ZOI.
(3) Determine which parcels are in agricultural use and sum the areas of these parcels
(4) Divide the area in agriculture found in step (3) by the total area of the ZOI found in step (2) to determine the percent of the ZOI that is in agricultural use.
(5) Determine the Surrounding Agricultural Land Score utilizing the Surrounding Agricultural Land Scoring Table below.

Surrounding Agricultural Land Scoring Table

Percent of ZOI in Agriculture	Surrounding Agricultural Land Score
90-100	100
80-89	90
75-79	80
70-74	70
65-69	60
60-64	50
55-59	40
50-54	30
45-49	20
40-44	10
<40	0

(5) Enter the Surrounding Agricultural Land Score in box <5> of the **Final LESA Score Sheet** on page 10-A.

Site Assessment Worksheet 3.
Surrounding Agricultural Land and Surrounding Protected Resource Land

A	B	C	D	E	F	G
Zone of Influence						
Total Acres	Acres in Agriculture	Acres of Protected Resource Land	Percent in Agriculture (A/B)	Percent Protected Resource Land (A/C)	Surrounding Agricultural Land Score (From Table)	Surrounding Protected Resource Land Score (From Table)
521.9	14.61	198	2.8%	37.9%	0	0

NOTES

Part 4. Protected Resource Lands Score:

The Protected Resource Lands scoring relies upon the same Zone of Influence information gathered in Part 3, and figures are entered in Site Assessment Worksheet 3, which combines the surrounding agricultural and protected lands calculations.

(1) Use the total area of the ZOI calculated in Part 3. for the Surrounding Agricultural Land Use score.
(2) Sum the area of those parcels within the ZOI that are protected resource lands, as defined in the California Agricultural LESA Guidelines.
(3) Divide the area that is determined to be protected in Step (2) by the total acreage of the ZOI to determine the percentage of the surrounding area that is under resource protection.
(4) Determine the Surrounding Protected Resource Land Score utilizing the Surrounding Protected Resource Land Scoring Table below.

Surrounding Protected Resource Land Scoring Table

Percent of ZOI Protected	Protected Resource Land Score
90-100	100
80-89	90
75-79	80
70-74	70
65-69	60
60-64	50
55-59	40
50-54	30
45-49	20
40-44	10
<40	0

(5) Enter the Protected Resource Land score in box <6> of the **Final LESA Score Sheet** on page 10-A.

NOTES

Final LESA Score Sheet

Calculation of the Final LESA Score:

(1) Multiply each factor score by the factor weight to determine the weighted score and enter in Weighted Factor Scores column.
(2) Sum the weighted factor scores for the LE factors to determine the total LE score for the project.
(3) Sum the weighted factor scores for the SA factors to determine the total SA score for the project.
(4) Sum the total LE and SA scores to determine the Final LESA Score for the project.

	Factor Scores	Factor Weight	Weighted Factor Scores
LE Factors			
Land Capability Classification	*<1>* 100	0.25	25
Storie Index	*<2>* 99	0.25	24.75
LE Subtotal		***0.50***	49.75
SA Factors			
Project Size	*<3>* 30	0.15	4.5
Water Resource Availability	*<4>* 95	0.15	14.25
Surrounding Agricultural Land	*<5>* 0	0.15	0
Protected Resource Land	*<6>* 0	0.05	0
SA Subtotal		***0.50***	18.75
		Final LESA Score	68.5

For further information on the scoring thresholds under the California Agricultural LESA Model, consult Section 4 of the Instruction Manual.

California Agricultural LESA Scoring Thresholds - Making Determinations of Significance Under CEQA

A single LESA score is generated for a given project after all of the individual Land Evaluation and Site Assessment factors have been scored and weighted as detailed in Sections 2 and 3. Just as with the scoring of individual factors that comprise the California Agricultural LESA Model, final project scoring is based on a scale of 100 points, with a given project being capable of deriving a maximum of 50 points from the Land Evaluation factors and 50 points from the Site Assessment factors.

The California Agricultural LESA Model is designed to make determinations of the potential significance of a project's conversion of agricultural lands during the Initial Study phase of the CEQA review process. Scoring thresholds are based upon both the total LESA score as well as the component LE and SA subscores. In this manner the scoring thresholds are dependent upon the attainment of a minimum score for the LE and SA subscores so that a single threshold is not the result of heavily skewed subscores (i.e., a site with a very high LE score, but a very low SA score, or vice versa). Table 9 presents the California Agricultural LESA scoring thresholds.

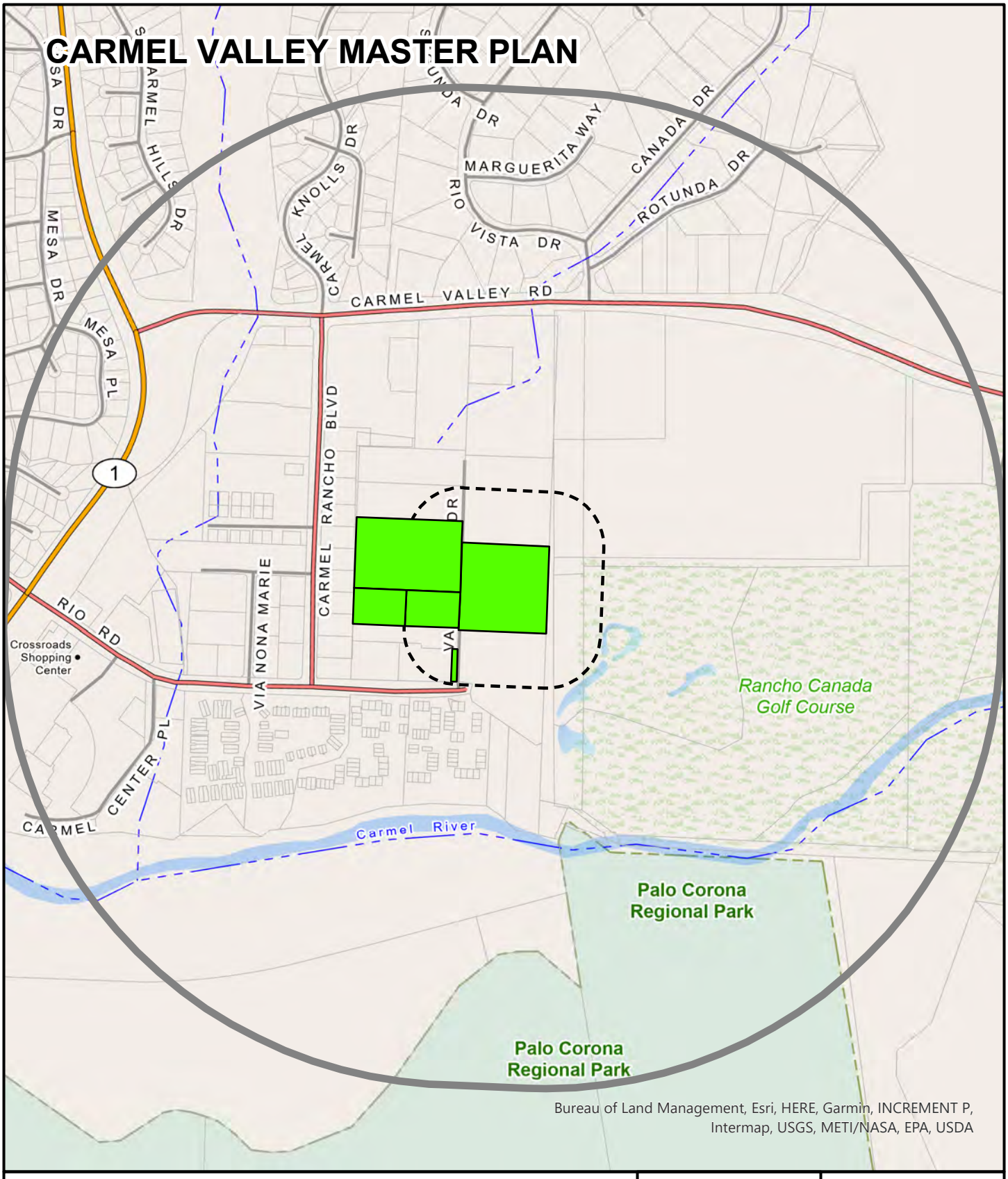
California LESA Model Scoring Thresholds

Total LESA Score	Scoring Decision
0 to 39 Points	Not Considered Significant
40 to 59 Points	Considered Significant only if LE and SA subscores are each greater than or equal to 20 points
60 to 79 Points	Considered Significant unless either LE or SA subscore is less than 20 points
80 to 100 Points	Considered Significant

This page intentionally left blank

Exhibit O

This page intentionally left blank.



APPLICANT: CARMEL RIO ROAD LLC

APN: 015021004000,015021015000, **FILE #** PLN240105-DEP

Project Site | 300 FT Buffer | 2500 FT Buffer

N

0 600

Feet

PLANNER: F. JENS

This page intentionally left blank

County of Monterey

Board Report

Legistar File Number: PC 26-048

Item No.7

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

April 29, 2026

Introduced: 4/22/2026
Version: 1

Current Status: Agenda Ready
Matter Type: Planning Item

PLANNING COMMISSION REFERRALS

Exhibit A - PC Referral Spreadsheet

County of Monterey
Planning Commission

Agenda Item No.7

Legistar File Number: PC 26-048

Item No.7

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

April 29, 2026

Introduced: 4/22/2026
Version: 1

Current Status: Agenda Ready
Matter Type: Planning Item

PLANNING COMMISSION REFERRALS

Exhibit A - PC Referral Spreadsheet

Exhibit A

This page intentionally left blank.

County of Monterey Planning Commission Referrals

MEETING:	**4/29/2026**	
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 the first half of 2026 to discuss the County's policy on tiny homes/tiny homes on wheels for use as temporary and/or permanent housing. Staff recently responded to a related public inquiry from Big Sur, and staff's response was provided to the Commission at it's 9/24/2025 meeting.	Pending
2	**26.01**	10/31/2018, 3.29.2023, updated 01.18.2026	Diehl & Mendoza	Gonzales/Fowler (EHB)	Disaster Recovery Efforts, Status, and Process improvements - This referral combines prior referrals 18.11 (Wildfire Rebuilds) and 22.7 (Pajaro Disaster Recovery) to provide a more comprehensive periodic update on disaster recovery efforts, determining where hurdles exist, and brainstorming ways to imrpove. Response will include wildfire recovery 2015 to date and major flood recovery including Pajaro.	Staff propses to merge 2 referrals and provide one comprehensive recurring annual spring/summer update report and discussion at the Planning Commission regarding disaster recovery efforts, status, and process improvements. Staff anticipates returning to the Commission in spring 2026. >Wildfire rebuild update reports Reports were provided to the Planning Commission on April 24, 2024 and September 25, 2024. >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. >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.	Ongoing (Annual)

Item #	PC Ref #	Assignment Date	Referred By	Planner	Item	Report	Status
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 was provided at the December 10, 2025 meeting.	Ongoing (Semi-Annual)
4	21.1	9/8/21	Getzelman	Wikle	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, **however, it is not yet assigned and active due to other higher priority long-range planning items. A status update was presented to the Planning Commission on March 11, 2026** 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 and mid-year update provided September 2025. The next semi-annual update will be provided to the Commission during the first quarter of 2026, and will be presented in tandem with the Commission's consideration of the Annual General Plan Implementation Report and Long-Range Work Program priorities for 2026-27.	Ongoing (Semi-Annual)

Item #	PC Ref #	Assignment Date	Referred By	Planner	Item	Report	Status
6	22.3	3/30/22	Diehl	Sanchez	Request for semi-annual progress on drafting a Development Evaluation System as directed by General Plan policy. **Respond with Referral 22.2(b)	The Development Evaluation System (DES) **remains on the Long-Range Planning Work Program.** As of September 24, 2025, there has been no activity realated to DES and **staff anticipates merging DES into** Housing Element Sixth Cycle implementation moving forward. At its 9/10/25 meeting, the Commission requested that updates regarding DES be integrated and included in the updates for Referral 22.2(b) regarding community and land use plans status. This referral will be next updated with the first 2026 report to the Commission for Referral 22.2(b).	Ongoing (Semi-Annual)
7	22.5	9/14/22	Diehl	Guthrie	Request status and process for updating the Housing Element including opportunities for public invovelment.	**The County of Monterey submitted the third draft of the Sixth Cycle (2023-2031) Housing Element Update (HEU6) to the California Department of Housing and Community Development (CA HCD) on March 13, 2026, for a mandatory 60-day review period. The draft and associated background infomration is accessible at https://www.countyofmonterey.gov/government/departments-a-h/housing-community-development/planning-services/advance-planning/ordinances-plans-under-development/general-plan-elements-updates.**	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 revist 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	23.1	11/8/23	Shaw	TBD	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
10	24.1	5/29/24	Mendoza/Work	Alameda	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.	Demolition of the burned structures is complete. Proposed rebuild project redesign underway (PLN200234).	On-Going (As Appropriate)

Item #	PC Ref #	Assignment Date	Referred By	Planner	Item	Report	Status
11	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. Resolution of the San Lucas community drinking water supply is being driven by the State Water Resources Control Board, and the matter is a 2026 priority for legislative and funding advocacy for the Board of Supervisor via its Legislative Committee. **At the 3.9.2026 and 4.13.2026 Legislative Committee, agenda item no. 4 and no. 5, respectively, included update and prioritization of San Lucas Clean Drinking Water program. The Legislative Committee recieved standing reports and updates regarding San Lucas** that can be accessed at https://monterey.legistar.com/MeetingDetail.aspx?ID=1362693&GUID=195B9DEC-7C60-4C6E-933A-A0041EC7C7B5&Options=info|&Search= . The Board of Supervisors will adopted its 2026 Legislative Platform and 2025-26 Strategic Grant Services Program in January 2026, and **held it's annual legislative workshop on March 6, 2026. Moving forward staff intends to provide just the link to the Legislative Committee agendas/reports as means to provide access to the Planning Commission to the County's regular updates/reports regarding San Lucas.**	Ongoing (As Appropriate)
12	24.3	6/5/24	Shaw	TBD	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

Item #	PC Ref #	Assignment Date	Referred By	Planner	Item	Report	Status
13	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. EHB staff presented an update and request for direction including a request for funding to the Board of Supervisors at its February 3, 2026 meeting for unpermitted food vendor enforcement and coordination https://monterey.legistar.com/LegislationDetail.aspx?ID=7829705&GUID=21A65371-E750-41FD-AB1C-D23C1656634F&Options=&Search=. Generally, the Board action supported unpermitted food vendor enforcement being re-prioritized for enforcement by EHB, funding for law enforcement to provide support to EHB's enforcement efforts, supporting k-rails or other barrier at 499 Salinas Road and Board letter to Union Pacific (property owner) for coordination/maintenance, continued education and outreach, and coordination/follow up between EHB, HCD code compliance, and District Attorney to develop program needs/approach and return to the Board at a future date. Separately, HCD Planning has determined that a Mobile Food Vendor interpretation is not appropriate and instead HCD Code Enforcement will coordinate with EHB and other partners to consider a programmatic apporach to curbing unpermitted food vendors as directed by the Boad at its 2/3/26 meeting. **Staff recommends this referral be deemed complete and closed.**	**Complete**

Item #	PC Ref #	Assignment Date	Referred By	Planner	Item	Report	Status
14	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 winter 2026.	Pending
15							
16							

Item #	PC Ref #	Assignment Date	Referred By	Planner	Item	Report	Status
17							
18							