

County of Monterey

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



Meeting Agenda - Final

Wednesday, October 29, 2025

9:00 AM

Para interpretación en español, haga clic aquí:

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

County of Monterey Planning Commission

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

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

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

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

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

Gracias por su colaboración y esperamos contar con su participación.

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

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

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

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

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

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

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

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

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

Enter this Meeting ID number 953 1627 6581 when prompted.

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

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

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

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

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

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

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

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

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

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

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

- + 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.

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

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

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

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

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

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

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

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

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

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

9:00 A.M. - CALL TO ORDER

PLEDGE OF ALLEGIANCE

ROLL CALL

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

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.

9:00 A.M. – SCHEDULED MATTERS

1. PLN220088 - THE RANCH CLUB, INC.

Public hearing to consider a Final Map Amendment to Tract No. 1333 (San Lucia Preserve Phase B) to change the designation of Lot 98’s “Homeland Boundary” to “Rancholand” and reconfigure the “Openlands Boundary” to allow construction of a driveway at an existing redwood grove.

Project Location: 14 Arroyo Sequoia, Carmel

Proposed CEQA Action: Find the project Categorical Exempt pursuant to CEQA Guidelines sections 15304 and 15305, and there are no exceptions pursuant to Section 15300.2.

Attachments: [Staff Report](#)

2. PLN200047-AMD1 - KNOOP MICHAEL & MICHELLE

Public hearing to consider an Amendment to a previously approved Combined Development Permit (PLN200047) that allowed a lot line adjustment between two legal lots of record, construction of a single-family dwelling, a detached accessory structure, guesthouse, and associated site improvements including ridgeline development and development on slopes in excess of 25 percent. This Amendment proposes the removal of six Coast live oak trees.

Project Location: The properties are located at 120 Country Club Heights Road, Carmel Valley, Carmel Valley Master Plan

Proposed CEQA Action: Find the project qualifies for a Class 4 Categorical Exemption pursuant to CEQA Guidelines section 15304 and that none of the exceptions apply pursuant to section 15300.2.

Attachments: [Staff Report](#)
 [Exhibit A - Draft Resolution](#)
 [Exhibit B - Vicinity Map](#)
 [Exhibit C - Forest Management Plan](#)
 [Exhibit D - Planning Commission Resolution No. 21-014, dated
May 26, 2021](#)

3. PLN220348 - OMNI RESOURCES LLC

Public hearing to consider construction of a 12-pump fueling station, a 3,077 square foot convenience store, and associated on-site and off-site improvements, including a trash enclosure, fuel price sign, parking, three underground diesel and gasoline storage tanks, and restriping of turn lanes on Highway 68 and Corral de Tierra Road. The project involves a Variance to reduce the side and rear setbacks to 1 foot 4 inches (east) and 1 foot 11 inches (south), and 2,170 cubic yards of cut and 1,005 cubic yards of fill.

Project Location: 3 Corral de Tierra Road, Salinas.

Proposed CEQA Action: Find that the project qualifies for a Statutory Exemption pursuant to CEQA Guidelines section 15183, is consistent with the development density established by the general plan, and there are no project-specific significant effects which are peculiar to the project or project site.

- Attachments:**
- [Staff Report](#)
 - [Exhibit A - Discussion](#)
 - [Exhibit B - Draft Resolution](#)
 - [Exhibit C - CEQA Guidelines Consistency Checklist](#)
 - [Exhibit D - Toro LUAC Meeting Minutes](#)
 - [Exhibit E - Draft Construction Management Plan](#)
 - [Exhibit F - Proposed and Planned Roadway Improvements](#)
 - [Exhibit G - Applicant's Justification Letter](#)
 - [Exhibit H - Historical and Proposed Water Demand](#)
 - [Exhibit I - Traffic Assessment](#)
 - [Exhibit J - Soil Remediation Closure Letter](#)
 - [Exhibit K - 2001 Site Photos](#)
 - [Exhibit L - Public Comment](#)
 - [Exhibit M - Visual Simulations](#)
 - [Exhibit N - Vicinity Map](#)

REFERRALS

4. PLANNING COMMISSION REFERRALS

- Attachments:**
- [Cover Page](#)
 - [Exhibit A - PC Referral Spreadsheet](#)

DEPARTMENT REPORT

ADJOURNMENT



County of Monterey

Item No.1

Board Report

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

Legistar File Number: PC 25-085

October 29, 2025

Introduced: 10/21/2025

Current Status: Agenda Ready

Version: 1

Matter Type: Planning Item

PLN220088 - THE RANCH CLUB, INC.

Public hearing to consider a Final Map Amendment to Tract No. 1333 (San Lucia Preserve Phase B) to change the designation of Lot 98's "Homeland Boundary" to "Rancholand" and reconfigure the "Openlands Boundary" to allow construction of a driveway at an existing redwood grove.

Project Location: 14 Arroyo Sequoia, Carmel

Proposed CEQA Action: Find the project Categorical Exempt pursuant to CEQA Guidelines sections 15304 and 15305, and there are no exceptions pursuant to Section 15300.2.

RECOMMENDATION:

It is recommended that the County of Monterey Planning Commission continue the hearing to a date uncertain.

PROJECT INFORMATION:

Owner: The Ranch Club, Inc.

Agent: Maureen Wruck Planning Consultant, LLC

Project Location: 14 Arroyo Sequoia, Carmel

APN: 239-091-023-000

Parcel Size: 6.11 acres

Zoning: Resource Conservation, Design Control, Site Plan Review RC 40/D-S

Plan Area: Greater Monterey Peninsula Area Plan

Flagged and Staked: No

Project Planner: McKenna Bowling, Associate Planner

BowlingMR@countyofmonterey.gov, 831-755-5298

SUMMARY

The subject property is located at 14 Arroyo Sequoia, within the Santa Lucia Preserve. The property is subject to the policies and regulations of the 2010 Monterey County General Plan, Greater Monterey Peninsula Area Plan, Santa Lucia Preserve Comprehensive Plan, and the Monterey County Zoning Ordinance Title 21. The project involves the installation of a driveway to allow community access to a redwood grove on an adjacent site, where organized events, celebrations, and activities would be held. Staff met with the applicant on October 17, 2025, and requested that additional information be provided to clarify the project scope. Accordingly, staff recommends that the Planning Commission continue this hearing to a date uncertain. Staff will return with a draft resolution reflecting the clarified project.

Prepared by: McKenna Bowling, Associate Planner, 831-755-5298

Reviewed by: Fionna Jensen, Principal Planner

Approved by: Melanie Beretti, AICP, Chief of Planning

cc: Front Counter Copy; Planning Commission; Fionna Jensen, Principal Planner, McKenna Bowling, Project Planner, Melanie Beretti, AICP, Chief of Planning, Maureen Wruck Planning Consultant, LLC, Agent; The Ranch Club, Inc., Owner; Interested Party; The Open Monterey Project; LandWatch (Executive Director); Lozeau Drury LLP; Christina McGinnis, Keep Big Sur Wild; Project File PLN220088.



County of Monterey Planning Commission

Agenda Item No.1

Legistar File Number: PC 25-085

Item No.1

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

October 29, 2025

Introduced: 10/21/2025

Version: 1

Current Status: Agenda Ready

Matter Type: Planning Item

PLN220088 - THE RANCH CLUB, INC.

Public hearing to consider a Final Map Amendment to Tract No. 1333 (San Lucia Preserve Phase B) to change the designation of Lot 98's "Homeland Boundary" to "Rancholand" and reconfigure the "Openlands Boundary" to allow construction of a driveway at an existing redwood grove.

Project Location: 14 Arroyo Sequoia, Carmel

Proposed CEQA Action: Find the project Categorical Exempt pursuant to CEQA Guidelines sections 15304 and 15305, and there are no exceptions pursuant to Section 15300.2.

RECOMMENDATION:

It is recommended that the County of Monterey Planning Commission continue the hearing to a date uncertain.

PROJECT INFORMATION:

Owner: The Ranch Club, Inc.

Agent: Maureen Wruck Planning Consultant, LLC

Project Location: 14 Arroyo Sequoia, Carmel

APN: 239-091-023-000

Parcel Size: 6.11 acres

Zoning: Resource Conservation, Design Control, Site Plan Review RC 40/D-S

Plan Area: Greater Monterey Peninsula Area Plan

Flagged and Staked: No

Project Planner: McKenna Bowling, Associate Planner

BowlingMR@countyofmonterey.gov, 831-755-5298

SUMMARY

The subject property is located at 14 Arroyo Sequoia, within the Santa Lucia Preserve. The property is subject to the policies and regulations of the 2010 Monterey County General Plan, Greater Monterey Peninsula Area Plan, Santa Lucia Preserve Comprehensive Plan, and the Monterey County Zoning Ordinance Title 21. The project involves the installation of a driveway to allow community access to a redwood grove on an adjacent site, where organized events, celebrations, and activities would be held. Staff met with the applicant on October 17, 2025, and requested that additional information be provided to clarify the project scope. Accordingly, staff recommends that the Planning Commission continue this hearing to a date uncertain. Staff will return with a draft resolution reflecting the clarified project.

Prepared by: McKenna Bowling, Associate Planner, 831-755-5298

Reviewed by: Fionna Jensen, Principal Planner

Approved by: Melanie Beretti, AICP, Chief of Planning

cc: Front Counter Copy; Planning Commission; Fionna Jensen, Principal Planner, McKenna Bowling, Project Planner, Melanie Beretti, AICP, Chief of Planning, Maureen Wruck Planning Consultant, LLC, Agent; The Ranch Club, Inc., Owner; Interested Party; The Open Monterey Project; LandWatch (Executive Director); Lozeau Drury LLP; Christina McGinnis, Keep Big Sur Wild; Project File PLN220088.



County of Monterey

Item No.2

Board Report

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

Legistar File Number: PC 25-083

October 29, 2025

Introduced: 10/21/2025

Current Status: Agenda Ready

Version: 1

Matter Type: Planning Item

PLN200047-AMD1 - KNOOP MICHAEL & MICHELLE

Public hearing to consider an Amendment to a previously approved Combined Development Permit (PLN200047) that allowed a lot line adjustment between two legal lots of record, construction of a single-family dwelling, a detached accessory structure, guesthouse, and associated site improvements including ridgeline development and development on slopes in excess of 25 percent. This Amendment proposes the removal of six Coast live oak trees.

Project Location: The properties are located at 120 Country Club Heights Road, Carmel Valley, Carmel Valley Master Plan

Proposed CEQA Action: Find the project qualifies for a Class 4 Categorical Exemption pursuant to CEQA Guidelines section 15304 and that none of the exceptions apply pursuant to section 15300.2.

RECOMMENDATIONS

It is recommended that the Planning Commission:

1. Find the project qualifies for a Class 4 Categorical Exemption pursuant to CEQA Guidelines section 15304 and that none of the exceptions apply pursuant to section 15300.2.
2. Approve an Amendment to a previously approved Combined Development Permit (PLN200047) that allowed a lot line adjustment between two legal lots of record, construction of a single-family dwelling, a detached accessory structure, guesthouse, and associated site improvements, including ridgeline development and development on slopes in excess of 25 percent. This Amendment proposes the removal of six Coast live oak trees.

The attached draft resolution includes findings and evidence for consideration (**Exhibit A**). Staff recommends approval of the Amendment subject to 7 conditions of approval.

PROJECT INFORMATION

Property Owners: Michael and Michele Knoop

Agent: Tai Tang c/o Studio Schicketanz

APNs: 187-021-042-000

Zoning: Rural Density Residential, 10 acres per unit, with Design Control, Site Plan Review, and Residential Allocation Zoning overlays [RDR/10-D-S-RAZ] and Permanent Grazing, with a minimum building site of 40 acres and a Visual Sensitivity Zoning overlay [PG/40-VS]

Existing Parcel Sizes: 121.31 acres

Plan Area: Carmel Valley Master Plan

Project Planner: Kayla Nelson, Associate Planner

nelsonk@countyofmonterey.gov, (831) 796-6408

SUMMARY

The proposed project includes an Amendment to a previously approved Combined Development Permit (HCD-Planning File No. PLN200047; Planning Commission Resolution No. 21-014) that allowed a lot line adjustment between two legal lots of record, construction of a single-family dwelling, a detached accessory structure, guesthouse, and associated site improvements. Associated site improvements included widening the dirt access road to 12 feet and installing turnouts as required by the Monterey County Regional Fire District, as well as a new road base and gate. PLN200047 allowed approximately 1.85 acres of the existing dirt road to be improved by paving and slightly widening the dirt access road to provide better access to the site and planned residence. The previously planned permit also authorized ridgeline development and development on slopes in excess of 25 percent. During review of PLN200047, five trees were recommended for removal due to the roadway work; however, the project engineers were confident that they could be retained and protected during construction. Therefore, no tree removal was approved under PLN200047. After starting initial roadwork improvements, the Applicant/Owner was informed by their contractor and project arborist that five trees would be impacted by the necessary access improvements. Three of these five trees were deemed hazardous (hazardous rating of 10) and thus were authorized for removal without a Use Permit or Tree Removal Permit. The hazardous tree removal was documented in Tree Removal Permit No. TRM250278. The remaining two trees identified for removal were authorized for removal with a Tree Removal Permit (TRM250309), pursuant to Title 21 section 21.64.260.D.2, which allows for the removal of three healthy native trees in a one-year period. After the removal of these trees and the completion of additional roadway work, six more trees were identified as being impacted. Given that two healthy trees have already been removed in a one-year period, one more tree would be allowed, but any additional tree removal after that requires the granting of a Use Permit pursuant to Title 21 section 21.64.260.D.3. Accordingly, this Amendment proposes the removal of six Coast live oak trees to accommodate the remaining access road improvements (Country Club Heights Road), which are needed to provide access to the single-family dwelling (currently under construction).

DISCUSSION

The project includes an application for the removal of six Coast live oak trees. In accordance with the applicable policies of the Carmel Valley Master Plan (Policy CV-3.11) and the Monterey County Zoning Ordinance (Title 21 section 21.64.260.D.3), a Use Permit is required for the removal of more than three protected trees in a one-year period. Furthermore, a Forest Management Plan is required for such tree removal pursuant to this section. Pursuant to the Carmel Valley Master Area Plan Policy CV-3.11, "A permit shall be required for the removal of any healthy, native oak, redwood, or madrone trees with a trunk diameter breast height (DBH) in excess of six inches, measured two feet above ground level." Additionally, landmark oak trees are those trees that are 24 inches or more in diameter when measured two feet above the ground, or trees that are visually significant, historically significant, or exemplary of their species. The County requires a 1:1 replacement ratio for the removal of native trees and a 2:1 replacement ratio for landmark trees.

A Forest Management Plan was prepared by Denise Duffy and Associates (County of Monterey Library No. LIB250250) and recommended the removal of six Coast live oak trees, three of which are landmark trees. One of the proposed tree removals is in poor condition and is showing signs of decay with the presence of fungal conks, while the remaining five trees are in fair condition, but will be

impacted by the road improvements. The necessary cut and fill of the road to install soil-stabilizing retaining walls would significantly impact tree root systems, potentially leading to a hazardous condition. Without the necessary cut for roadway improvements, the road will not meet fire code standards (**Exhibit C**).

The project is an Amendment to a previously approved project that did not anticipate any tree removal for site improvements. The applicant is proposing the removal of six oak trees with a trunk diameter of 14, 16, 24, 29, 32 and 40 inches (see **Attachment 2** of **Exhibit A**). The purpose of the tree removal is to accommodate the driveway improvements that were previously approved under HCD-Planning File No PLN200047. As recommended by Desnise Duffy and Associates, nine trees are proposed to be replanted on-site following completion of the main residence and roadway work (**Exhibit C**).

The Forest Management Plan recommends replacement plantings be 15 five-gallon Coast live oaks sourced from a local nursery in locations with the greatest openings to minimize competition and maximize sunlight. The spacing between trees is recommended to be at least eight feet. Watering for establishment within the first two months shall be at least once per week, then every two weeks during the late spring, summer, and fall for two years. Furthermore, the replacement trees whose critical root zone was within the areas impacted by construction will be monitored annually by a qualified arborist for a period of no less than five years. If any noticeable decline in the health of any trees is observed, additional trees shall be planted onsite at a 1:1 ratio in a suitable location as determined by a qualified arborist or forester (**Exhibit A**). The project has been designed and sited to minimize the removal of protected trees to the greatest extent feasible. The location of the trees to be removed is adjacent to an existing dirt road. The project planner requested that the driveway be redesigned to avoid tree removal. However, given the existing site constraints and necessary road widening to accommodate fire truck access to the primary residence, the six trees to be removed are the minimum amount necessary to achieve development standards.

OTHER AGENCY INVOLVEMENT

The following County agencies have reviewed this project, have comments, and/or have recommended conditions:

- HCD-Environmental Services
- Environmental Health Bureau

ENVIRONMENTAL REVIEW

The project is categorically exempt from environmental review pursuant to CEQA Guidelines section 15304, which allows minor public or private alterations in the condition of land. The project consists of the removal of six Coast live oak trees to accommodate private road access to a single-family dwelling on a legal lot of record. Therefore, the project has been found to meet this exemption. None of the exceptions under CEQA Guidelines section 15300.2 apply to this project. The project does not involve a designated historical resource. The project is also not located near a hazardous waste site or within view of a scenic highway corridor. 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 moderate archaeological sensitivity. Subject to CEQA Guidelines section 15300.2(c), a field reconnaissance survey (County of Monterey Library No.

LIB210067) was required to be performed for the proposed project. The result of that survey was negative. Therefore, a standard condition of approval was incorporated into the previously approved project to ensure construction work is halted if archaeological resources are accidentally uncovered. Although tree removal is proposed, the subject trees are not within a scenic highway and will not damage a scenic corridor. Thus, there is no feature or condition of the project that distinguishes the project from the exempt class (**Exhibit A**).

Prepared by: Kayla Nelson, Associate Planner, ext. 6408
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

Exhibit B - Vicinity Map

Exhibit C - Forest Management Plan

Exhibit D - Planning Commission Resolution No. 21-014, dated May 26, 2021

cc: Front Counter Copy; Planning Commission; Monterey County Regional Fire Protection District; Environmental Health Bureau; HCD-Development; HCD-Environmental Services; Fionna Jensen, Principal Planner; Kayla Nelson, Project Planner; Tai Tang c/o Studio Schicketanz, Agent; Michael and Michelle Knoop, Owner; The Open Monterey Project (Molly Erickson); LandWatch (Executive Director); Lozeau Drury LLP; Christina McGinnis, Keep Big Sur Wild; Planning File PLN200047-AMD1.



County of Monterey Planning Commission

Item No.2

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

Agenda Item No.2

Legistar File Number: PC 25-083

October 29, 2025

Introduced: 10/21/2025

Current Status: Agenda Ready

Version: 1

Matter Type: Planning Item

PLN200047-AMD1 - KNOOP MICHAEL & MICHELLE

Public hearing to consider an Amendment to a previously approved Combined Development Permit (PLN200047) that allowed a lot line adjustment between two legal lots of record, construction of a single-family dwelling, a detached accessory structure, guesthouse, and associated site improvements including ridgeline development and development on slopes in excess of 25 percent. This Amendment proposes the removal of six Coast live oak trees.

Project Location: The properties are located at 120 Country Club Heights Road, Carmel Valley, Carmel Valley Master Plan

Proposed CEQA Action: Find the project qualifies for a Class 4 Categorical Exemption pursuant to CEQA Guidelines section 15304 and that none of the exceptions apply pursuant to section 15300.2.

RECOMMENDATIONS

It is recommended that the Planning Commission:

1. Find the project qualifies for a Class 4 Categorical Exemption pursuant to CEQA Guidelines section 15304 and that none of the exceptions apply pursuant to section 15300.2.
2. Approve an Amendment to a previously approved Combined Development Permit (PLN200047) that allowed a lot line adjustment between two legal lots of record, construction of a single-family dwelling, a detached accessory structure, guesthouse, and associated site improvements, including ridgeline development and development on slopes in excess of 25 percent. This Amendment proposes the removal of six Coast live oak trees.

The attached draft resolution includes findings and evidence for consideration (**Exhibit A**). Staff recommends approval of the Amendment subject to 7 conditions of approval.

PROJECT INFORMATION

Property Owners: Michael and Michele Knoop

Agent: Tai Tang c/o Studio Schicketanz

APNs: 187-021-042-000

Zoning: Rural Density Residential, 10 acres per unit, with Design Control, Site Plan Review, and Residential Allocation Zoning overlays [RDR/10-D-S-RAZ] and Permanent Grazing, with a minimum building site of 40 acres and a Visual Sensitivity Zoning overlay [PG/40-VS]

Existing Parcel Sizes: 121.31 acres

Plan Area: Carmel Valley Master Plan

Project Planner: Kayla Nelson, Associate Planner

nelsonk@countyofmonterey.gov, (831) 796-6408

SUMMARY

The proposed project includes an Amendment to a previously approved Combined Development Permit (HCD-Planning File No. PLN200047; Planning Commission Resolution No. 21-014) that allowed a lot line adjustment between two legal lots of record, construction of a single-family dwelling, a detached accessory structure, guesthouse, and associated site improvements. Associated site improvements included widening the dirt access road to 12 feet and installing turnouts as required by the Monterey County Regional Fire District, as well as a new road base and gate. PLN200047 allowed approximately 1.85 acres of the existing dirt road to be improved by paving and slightly widening the dirt access road to provide better access to the site and planned residence. The previously planned permit also authorized ridgeline development and development on slopes in excess of 25 percent. During review of PLN200047, five trees were recommended for removal due to the roadway work; however, the project engineers were confident that they could be retained and protected during construction. Therefore, no tree removal was approved under PLN200047. After starting initial roadwork improvements, the Applicant/Owner was informed by their contractor and project arborist that five trees would be impacted by the necessary access improvements. Three of these five trees were deemed hazardous (hazardous rating of 10) and thus were authorized for removal without a Use Permit or Tree Removal Permit. The hazardous tree removal was documented in Tree Removal Permit No. TRM250278. The remaining two trees identified for removal were authorized for removal with a Tree Removal Permit (TRM250309), pursuant to Title 21 section 21.64.260.D.2, which allows for the removal of three healthy native trees in a one-year period. After the removal of these trees and the completion of additional roadway work, six more trees were identified as being impacted. Given that two healthy trees have already been removed in a one-year period, one more tree would be allowed, but any additional tree removal after that requires the granting of a Use Permit pursuant to Title 21 section 21.64.260.D.3. Accordingly, this Amendment proposes the removal of six Coast live oak trees to accommodate the remaining access road improvements (Country Club Heights Road), which are needed to provide access to the single-family dwelling (currently under construction).

DISCUSSION

The project includes an application for the removal of six Coast live oak trees. In accordance with the applicable policies of the Carmel Valley Master Plan (Policy CV-3.11) and the Monterey County Zoning Ordinance (Title 21 section 21.64.260.D.3), a Use Permit is required for the removal of more than three protected trees in a one-year period. Furthermore, a Forest Management Plan is required for such tree removal pursuant to this section. Pursuant to the Carmel Valley Master Area Plan Policy CV-3.11, "A permit shall be required for the removal of any healthy, native oak, redwood, or madrone trees with a trunk diameter breast height (DBH) in excess of six inches, measured two feet above ground level." Additionally, landmark oak trees are those trees that are 24 inches or more in diameter when measured two feet above the ground, or trees that are visually significant, historically significant, or exemplary of their species. The County requires a 1:1 replacement ratio for the removal of native trees and a 2:1 replacement ratio for landmark trees.

A Forest Management Plan was prepared by Denise Duffy and Associates (County of Monterey Library No. LIB250250) and recommended the removal of six Coast live oak trees, three of which are landmark trees. One of the proposed tree removals is in poor condition and is showing signs of decay with the presence of fungal conks, while the remaining five trees are in fair condition, but will be

impacted by the road improvements. The necessary cut and fill of the road to install soil-stabilizing retaining walls would significantly impact tree root systems, potentially leading to a hazardous condition. Without the necessary cut for roadway improvements, the road will not meet fire code standards (**Exhibit C**).

The project is an Amendment to a previously approved project that did not anticipate any tree removal for site improvements. The applicant is proposing the removal of six oak trees with a trunk diameter of 14, 16, 24, 29, 32 and 40 inches (see **Attachment 2** of **Exhibit A**). The purpose of the tree removal is to accommodate the driveway improvements that were previously approved under HCD-Planning File No PLN200047. As recommended by Desnise Duffy and Associates, nine trees are proposed to be replanted on-site following completion of the main residence and roadway work (**Exhibit C**).

The Forest Management Plan recommends replacement plantings be 15 five-gallon Coast live oaks sourced from a local nursery in locations with the greatest openings to minimize competition and maximize sunlight. The spacing between trees is recommended to be at least eight feet. Watering for establishment within the first two months shall be at least once per week, then every two weeks during the late spring, summer, and fall for two years. Furthermore, the replacement trees whose critical root zone was within the areas impacted by construction will be monitored annually by a qualified arborist for a period of no less than five years. If any noticeable decline in the health of any trees is observed, additional trees shall be planted onsite at a 1:1 ratio in a suitable location as determined by a qualified arborist or forester (**Exhibit A**). The project has been designed and sited to minimize the removal of protected trees to the greatest extent feasible. The location of the trees to be removed is adjacent to an existing dirt road. The project planner requested that the driveway be redesigned to avoid tree removal. However, given the existing site constraints and necessary road widening to accommodate fire truck access to the primary residence, the six trees to be removed are the minimum amount necessary to achieve development standards.

OTHER AGENCY INVOLVEMENT

The following County agencies have reviewed this project, have comments, and/or have recommended conditions:

- HCD-Environmental Services
- Environmental Health Bureau

ENVIRONMENTAL REVIEW

The project is categorically exempt from environmental review pursuant to CEQA Guidelines section 15304, which allows minor public or private alterations in the condition of land. The project consists of the removal of six Coast live oak trees to accommodate private road access to a single-family dwelling on a legal lot of record. Therefore, the project has been found to meet this exemption. None of the exceptions under CEQA Guidelines section 15300.2 apply to this project. The project does not involve a designated historical resource. The project is also not located near a hazardous waste site or within view of a scenic highway corridor. 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 moderate archaeological sensitivity. Subject to CEQA Guidelines section 15300.2(c), a field reconnaissance survey (County of Monterey Library No.

LIB210067) was required to be performed for the proposed project. The result of that survey was negative. Therefore, a standard condition of approval was incorporated into the previously approved project to ensure construction work is halted if archaeological resources are accidentally uncovered. Although tree removal is proposed, the subject trees are not within a scenic highway and will not damage a scenic corridor. Thus, there is no feature or condition of the project that distinguishes the project from the exempt class (**Exhibit A**).

Prepared by: Kayla Nelson, Associate Planner, ext. 6408
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

Exhibit B - Vicinity Map

Exhibit C - Forest Management Plan

Exhibit D - Planning Commission Resolution No. 21-014, dated May 26, 2021

cc: Front Counter Copy; Planning Commission; Monterey County Regional Fire Protection District; Environmental Health Bureau; HCD-Development; HCD-Environmental Services; Fionna Jensen, Principal Planner; Kayla Nelson, Project Planner; Tai Tang c/o Studio Schicketanz, Agent; Michael and Michelle Knoop, Owner; The Open Monterey Project (Molly Erickson); LandWatch (Executive Director); Lozeau Drury LLP; Christina McGinnis, Keep Big Sur Wild; Planning File PLN200047-AMD1.

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:

KNOOP MICHAEL & MICHELLE (PLN200047-AMD1)

RESOLUTION NO. 25 -

Resolution by the County of Monterey Planning Commission:

- 1) Finding the project qualifies for a Class 4 Categorical Exemption pursuant to CEQA Guidelines section 15304 and that none of the exceptions apply pursuant to section 15300.2; and
- 2) Approving an Amendment to a previously approved Combined Development Permit (PLN200047) that allowed a lot line adjustment between two legal lots of record, construction of a single-family dwelling, a detached accessory structure, guesthouse, and associated site improvements, including ridgeline development and development on slopes in excess of 25 percent. This Amendment proposes the removal of six Coast live oak trees.

PLN200047-AMD1, Michael and Michelle Knoop, 120 Country Club Heights Road, Carmel Valley, Carmel Valley Master Plan, (Assessor's Parcel Number 187-021-042-000).

The KNOOP MICHAEL & MICHELLE application (PLN200047-AMD1) came on for public hearing before the County of Monterey Planning Commission on October 29, 2025. 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 AND EVIDENCE

1. **FINDING:** **PROCESS REQUIREMENTS** – The County has received and processed an amendment (PLN200047-AMD1) to a previously approved Combined Development Permit (HCD-Planning File No. PLN200047; Planning Commission Resolution No. 21-014) in compliance with all applicable procedural requirements.
EVIDENCE:
 - a) On July 3, 2025, an application for an Amendment (PLN200047-AMD1) was submitted to HCD-Planning to modify a portion of the project approved under Combined Development Permit HCD-Planning File No. PLN200047.
 - b) On May 26, 2021, the Monterey County Planning Commission approved a Combined Development Permit (PLN200047, Planning Commission Resolution No. 21-014) consisting of:
 - 1) Lot line adjustment between two legal lots of record consisting of Lot 1 containing 185.06 acres (APN: 187-021-040-

000) and Lot 2 containing 77.6 acres (APN: 187-021-041-000), resulting in Adjusted Lot 1 (141.35 acres) and Adjusted Lot 2 (121.31 acres);

- 2) Use permit to allow ridgeline development;
 - 3) Administrative permit and design Approval to allow the construction of an approximately 4,000 square foot single family dwelling and 1,490 square foot detached accessory structure consisting of a garage and guesthouse, associated grading consists of 9,520 cubic yards of cut and 3,020 cubic yards of fill, with 5,330 cubic yards of cut to be balanced on site and 1,170 cubic yards to cut to be exported; and
 - 4) Use permit for development on slopes 25 percent or greater; and
 - 5) Adopting a condition compliance and mitigation monitoring and reporting plan.
- c) Conditions of Approval. No Conditions of Approval from PLN200047 are being carried forward to this Amendment (PLN200047-AMD1). Due to the minor project scope of this project, all previously approved 28 conditions of approval shall remain as is and be cleared under PLN200047. Conditions applied to this Amendment shall be cleared unit this permit.
- d) The findings and evidence from PLN200047 (Planning Resolution No. 21-014) are incorporated by reference. The proposed Amendment (PLN200047-AMD1) will not become the operating entitlement for the subject property.
- e) The application, plans, and supporting materials submitted by the project applicant to the County of Monterey HCD-Planning for the proposed amendment can be found in Project File Nos. PLN200047 and PLN200047-AMD1.

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

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

- 2010 Monterey County General Plan (General Plan);
- Carmel Valley Master Plan (CVMP); and
- Monterey County Zoning Ordinance (Title 21)

No conflicts were found to exist. Communications received during review of the project have been considered.

b) The property is located at 120 Country Club Heights Road, Carmel Valley (Assessor’s Parcel Number 187-021-042-000), Carmel Valley Master Plan. The parcel is zoned Rural Density Residential, 10 acres per unit, with Design Control, Site Plan Review and Residential Allocation Zoning overlays [RDR/10-D-S-RAZ]. The first single-family dwelling is an allowed use in the RDR zone, respectively. Therefore, as proposed, the project involves a permitted use for this site.

c) Lot Legality. The subject parcel (121.31 acres) is identified as a legal lot of record as described in Certificate of Compliance Document No. 2022017867. Therefore, the County recognizes the subject properties as two separate legal lots of record.

- d) The proposed Amendment includes the removal of six protected Coast live oak trees to accommodate approved improvements to an existing private dirt driveway (Country Club Heights Road), providing access to the single-family dwelling approved under PLN200047. These improvements are currently underway through issuance of a grading permit (21CP03747), which includes widening the road to 12 feet as necessary and installing turnouts as required by the Monterey County Regional Fire District, and new road base and gate. A total of 1.85 acres of the existing dirt road will be improved. During review of the previously approved permit, PLN200047, five trees were recommended for removal due to the roadway work; however, the project engineers were confident that they could be retained and protected during construction. Therefore, no tree removal was approved under PLN200047. After starting initial roadwork improvements, the Applicant/Owner was informed by their contractor and project arborist that five trees would be impacted by the necessary access improvements. Three of these five trees were deemed hazardous and thus authorized for removal without a Use Permit or Tree Removal Permit. The hazardous tree removal was documented in Tree Removal Permit No. TRM250278. The remaining three trees identified for removal were authorized for removal with a Tree Removal Permit (TRM250309), pursuant to Title 21 section 21.64.260.D.2, which allows for the removal of three healthy native trees in a one year period. After the removal of these trees and the completion of additional roadway work, six more trees were identified as being impacted. Given that three healthy trees have already been removed in a one-year period, additional tree removal requires the granting of a Use Permit pursuant to Title 21 section 21.64.260.D.3. Accordingly, this Amendment proposes to modify PLN200047 by including a Use Permit to allow the removal of six Coast live oak trees.
- e) Tree Removal. The proposed project includes the removal of six Coast live oak trees. Pursuant to Title 21 section 21.64.260.D.3, the removal of native trees requires a discretionary permit. Therefore, the removal of six oak trees is subject to the granting of a Use Permit. The project meets the required findings to allow the removal of trees as demonstrated in Finding No. 5 and supporting evidence.
- f) Carmel Valley Land Use Advisory Committee (LUAC) Review. The project was not referred to the Carmel Valley LUAC as it does not meet the criteria for referral outlined in Board of Supervisors Resolution No. 15-103.
- g) Staff conducted a site inspection on October 17, 2025, to verify that the proposed project would be consistent with the plans and confirm the site is suitable for the proposed project.
- h) 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 Nos. PLN200047 and PLN200047-AMD1.

3. **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, HCD-Environmental Services, and the Environmental Health Bureau. County staff reviewed the application materials and plans, as well as the County’s GIS database, to verify that the project conforms to the applicable plans, and that the subject property is suitable for the proposed development. There has been no indication from these departments/agencies that the site is not suitable for the proposed development. Recommended conditions have been incorporated.
 - b) The following technical reports have been prepared:
 - Arborist Report and Tree Assessment (County of Monterey Library No. LIB250250) prepared by Denise Duffy and Associates, Monterey, California, September 1, 2025.
 County staff has independently reviewed this report and concurs with their conclusions.
 - c) Staff’s review of the submitted plans and technical report indicates that the property would be suitable for the use proposed.
 - d) The application, project plans, and related support materials submitted by the project applicant to Monterey County HCD-Planning for the proposed development are found in Project File Nos. PLN200047 and PLN200047-AMD1.

4. **FINDINGS:** **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-Environmental Services, and the Environmental Health Bureau. 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.
 - b) The project site is served by a septic system and leach field to service the single-family dwelling and detached guesthouse. An existing well supplies the single-family dwelling and detached guesthouse with potable water.
 - c) Staff review of the submitted plans and site visit conducted on October 17, 2025, to verify that the project, as proposed and conditioned, would not be detrimental to public health and safety.
 - d) The application, project plans, and related support materials submitted by the project applicant to the Monterey County HCD - Planning for the proposed development are found in Project File Nos. PLN200047 and PLN200047-AMD1.

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

- EVIDENCE:**
- a) The project includes an application for the removal of six Coast live oak trees. In accordance with the applicable policies of the

- Carmel Valley Master Plan (Policy CV-3.11) and the Monterey County Zoning Ordinance (Title 21 section 21.64.260.D.3), a Use Permit is required for the removal of more than three protected trees in a one-year period. Furthermore, a Forest Management Plan is required for such tree removal pursuant to this section.
- b) Pursuant to the Carmel Valley Master Area Plan Policy CV-3.11, “A permit shall be required for the removal of any healthy, native oak, redwood, or madrone trees with a trunk diameter breast height (DBH) in excess of six inches, measured two feet above ground level.” Additionally, landmark oak trees are those trees that are 24 inches or more in diameter when measured two feet above the ground, or trees that are visually significant, historically significant, or exemplary of their species. The County requires a 1:1 replacement ratio for the removal of native trees, unless otherwise specified by a qualified arborist.
 - c) A Forest Management Plan was prepared by Denise Duffy and Associates (County of Monterey Library No. LIB250250) and recommended the removal of six Coast live oak trees, which includes three landmark trees. One of the proposed trees is in poor condition and is showing signs of decay with the presence of fungal conks, while the remaining five trees are in fair condition, but will be impacted by the road improvements. The necessary cut and fill of the road to install soil-stabilizing retaining walls would significantly impact tree root systems, potentially leading to a hazardous condition. Without the necessary cut for roadway improvements, the road will not meet fire code standards.
 - d) The project is an Amendment to a previously approved project that did not anticipate any tree removal for site improvements. This Amendment allows the removal of six Oak trees with a trunk diameter of 14, 16, 24, 29, and 40 inches. The purpose of the tree removal is to accommodate the driveway improvements that were previously approved under HCD-Planning File No PLN200047. As recommended by the project arborist, nine trees are required to be replanted on-site following construction (Condition No. 6). This complies with the replacement ratio of Title 21 section 21.64.260.D.4. The proposed tree replacement is separate from the tree replacement requirements of TRM250309 and TRM250278, see Finding No. 1, Evidence “c”.
 - e) The project planner and Applicant/Owner discussed alternatives that may reduce or avoid additional tree removal. The applicant informed the project planner that a redesign would not be possible given the steep topography of the project site. The planner then met with the arborist onsite to examine the trees proposed for removal and to verify site constraints. The planner's observation of the driveway confirmed how narrow the existing access road is and that a redesign in this case is not feasible. The first tree examined was the 40-inch landmark Oak, as this tree was of greatest concern. The tree was found to be impacted by extensive tree trimming over the years to provide fire clearance to the overhead PG&E powerline, and its root system would be compromised by further grading activities. The remaining five

oaks are right on the edge of the road and would also not survive the road cuts needed for the construction of the previously approved retaining walls (widening and resurfacing).

- f) The Forest Management Plan recommends replacement plantings be 15 five-gallon Coast live oaks sourced from a local nursery in locations with the greatest openings to minimize competition and maximize sunlight. The spacing between trees is recommended to be at least eight feet. Watering for establishment within the first two months shall be at least once per week, then every two weeks during the late spring, summer, and fall for two years. Furthermore, the replacement trees whose critical root zone was within the areas impacted by construction will be monitored annually by a qualified arborist for a period of no less than five years. If any noticeable decline in the health of any trees is observed, additional trees shall be planted onsite at a 1:1 ratio in a suitable location as determined by a qualified arborist or forester.
- g) Measures for tree protection during construction have been incorporated as conditions of approval and include tree root protection (Condition No. 5) and a raptor and migratory bird nest survey if tree removal were to take place during February 1 through September 15 (Condition No. 7).
- h) The project has been designed and sited to minimize the removal of protected trees to the greatest extent feasible. The location of the trees to be removed is adjacent to an existing dirt road. However, given the existing site constraints and necessary road widening to accommodate fire truck access to the primary residence, the six trees to be removed are the minimum amount necessary to achieve development standards.
- i) Staff conducted a site inspection on October 17, 2025, to verify that the tree removal is the minimum necessary for the project and to identify any potential adverse environmental impacts related to the proposed tree removal.
- j) 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 Nos. PLN200047 and PLN200047-AMD1.

6. **FINDING:** **NO VIOLATIONS** - The subject properties are 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 properties.
- EVIDENCE:**
- a) County staff review of Monterey County HCD-Planning and HCD-Building Services records, showing no violations existing on the subject properties.
 - b) Staff site inspection on October 17, 2025, confirming no violations exist on the subject properties.
 - c) 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 Nos. PLN200047 and PLN200047-AMD1.

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) The project is categorically exempt from environmental review pursuant to CEQA Guidelines section 15304, which allows minor public or private alterations in the condition of land. The project consists of the removal of six Coast live oak trees to accommodate private road access to a single-family dwelling on a legal lot of record. Therefore, the project has been found to meet this exemption.
 - b) None of the exceptions under CEQA Guidelines section 15300.2 apply to this project. The project does not involve a designated historical resource. The project is also not located near a hazardous waste site or within view of a scenic highway corridor. 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 moderate archaeological sensitivity. Subject to CEQA Guidelines section 15300.2(c), a field reconnaissance survey (LIB210067) was required to be performed for the proposed project. The result of that survey was negative. Therefore, a standard condition of approval (Condition No. 3) was incorporated into the previously approved project to ensure construction work is halted if archaeological resources are accidentally uncovered. Although tree removal is proposed, the subject trees are not within a scenic highway and will not damage a scenic corridor. Thus, there is no feature or condition of the project that distinguishes the project from the exempt class.
 - c) The application, project plans, and related support materials submitted by the project applicant to Monterey County HCD-Planning for the proposed development are found in Project File Nos. PLN200047 and PLN200047-AMD1.
8. **FINDING:** **APPEALABILITY** - The decision on this project may be appealed to the Board of Supervisors.
- EVIDENCE:**
- a) Board of Supervisors. Section 21.80.040 of the Monterey County Zoning Ordinance (Title 21) allow an appeal to be made to the Board of Supervisors by any public agency or person aggrieved by a decision of an Appropriate Authority other than the Board of Supervisors.

DECISION

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

1. Find the project qualifies for a Class 4 Categorical Exemption pursuant to CEQA Guidelines section 15304 and that none of the exceptions apply pursuant to section 15300.2; and
2. Approve an Amendment to a previously approved Combined Development Permit (PLN200047) that allowed a lot line adjustment between two legal lots of record, construction of a single-family dwelling, a detached accessory structure, guesthouse, and associated site improvements, including ridgeline development and development on slopes in excess of 25 percent. This Amendment proposes the removal of six Coast live oak trees.

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

PASSED AND ADOPTED this 29th day of October 2025, upon motion of _____, seconded by _____, by the following vote:

- AYES:
- NOES:
- ABSENT:
- ABSTAIN:

Melanie Beretti, AICP, Planning Commission Secretary

COPY OF THIS DECISION MAILED TO 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

PLN200047-AMD1

1. PD001 - SPECIFIC USES ONLY

Responsible Department: Planning

Condition/Mitigation Monitoring Measure: This Amendment to a previously approved Combined Development Permit (PLN200047-AMD1) that allowed a lot line adjustment between two legal lots of record, construction of a single-family dwelling, a detached accessory structure, guesthouse, and associated site improvements including ridgeline development and development on slopes in excess of 25 percent. This Amendment proposes the removal of six Coast live oak trees. The property is located at 120 Country Club Heights Road, Carmel Valley (Assessor's Parcel Number 187-021-042-000), Carmel Valley Master Plan. This permit was approved in accordance with County ordinances and land use regulations subject to the terms and conditions described in the project file. Neither the uses nor the construction allowed by this permit shall commence unless and until all of the conditions of this permit are met to the satisfaction of the Director of HCD - Planning. Any use or construction not in substantial conformance with the terms and conditions of this permit is a violation of County regulations and may result in modification or revocation of this permit and subsequent legal action. No use or construction other than that specified by this permit is allowed unless additional permits are approved by the appropriate authorities. To the extent that the County has delegated any condition compliance or mitigation monitoring to the Monterey County Water Resources Agency, the Water Resources Agency shall provide all information requested by the County and the County shall bear ultimate responsibility to ensure that conditions and mitigation measures are properly fulfilled. (HCD - Planning)

Compliance or Monitoring Action to be Performed: The Owner/Applicant shall adhere to conditions and uses specified in the permit on an on-going basis unless otherwise stated.

2. PD002 - NOTICE PERMIT APPROVAL

Responsible Department: Planning

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

Monitoring Measure: "An Amendment to a previously approved Combined Development Permit (PLN200047) (Resolution Number _____) was approved by the Planning Commission for Assessor's Parcel Number 187-021-042-000 on October 29, 2025. The permit was granted subject to 7 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 Prior to the issuance of grading and building permits, certificates of compliance, or
Monitoring commencement of use, whichever occurs first and as applicable, the Owner/Applicant
Action to be shall provide proof of recordation of this notice to the HCD - Planning.
Performed:

3. CC01 INDEMNIFICATION

Responsible Department: County Counsel-Risk Management

Condition/Mitigation Owner/Applicant agrees as a condition and in consideration of approval of this
Monitoring Measure: 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 This Indemnification Obligation binds Owner/Applicant from the date of approval of this
Monitoring discretionary development permit forward. Regardless, on written demand of the
Action to be County Counsel's Office, Owner/Applicant shall also execute and cause to be
Performed: 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.

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. 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.

6. 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 and 2:1 replacement ratio for Coast live oak trees greater than 24" in diameter breast height.
- Replacement ratio recommended by arborist: 9 Coast live oak trees
- Other: The Forest Management Plan recommends replacement plantings be 15 five-gallon Coast live oaks sourced from a local nursery in locations with the greatest openings to minimize competition and maximize sunlight. The spacing between trees is recommended to be at least eight feet. Watering for establishment within the first two months shall be at least once per week, then every two weeks during the late spring, summer, and fall for two years. Furthermore, the replacement trees whose critical root zone was within the areas impacted by construction will be monitored annually by a qualified arborist for a period of no less than five years. If any noticeable decline in the health of any trees is observed, additional trees shall be planted onsite at a 1:1 ratio in a suitable location as determined by a qualified arborist or forester.

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.

7. 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 prepared by a County qualified biologist to determine if any active raptor or migratory bird nests occur within the project site or immediate vicinity.

This page intentionally left blank

□ Driveway Project Area

Proposed Tree Removal

⊗ Coast live oak

Tree Inventory

- Coast live oak
- California bay
- California buckeye
- Western sycamore

Residence Construction Site
24" DBH Coast live oak (Hazard)
48" DBH Coast live oak (Removal Permit)

APPROVED

24" DBH Coast live oak (Hazard)

16" DBH Coast live oak (Removal Permit)

APPROVED

NOT YET APPROVED

30" DBH Coast live oak (Hazard)

NOT YET APPROVED

APPROVED

32" DBH Coast live oak (Amendment)

14" DBH Coast live oak (Amendment)

16" DBH Coast live oak (Amendment)

24" DBH Coast live oak (Amendment)

29" DBH Coast live oak (Amendment)

NOTE:

SIX (6) COAST LIVE OAKS PROPOSED FOR REMOVAL UNDER AMENDMENT TO PLN200047

THREE (3) COAST LIVE OAKS PROPOSED FOR REMOVAL UNDER PRIOR HAZARD ASSESSMENT

TWO (2) COAST LIVE OAKS PROPOSED FOR REMOVAL UNDER PRIOR TREE REMOVAL PERMIT APPLICATION

NOT YET APPROVED

40" DBH Coast live oak (Amendment)

Knop Driveway Improvements Tree Removals

0 175 350 Feet



Denise Duffy and Associates, Inc.

Planning and Environmental Consulting

Date
6-2025

Scale
1 in = 350 ft

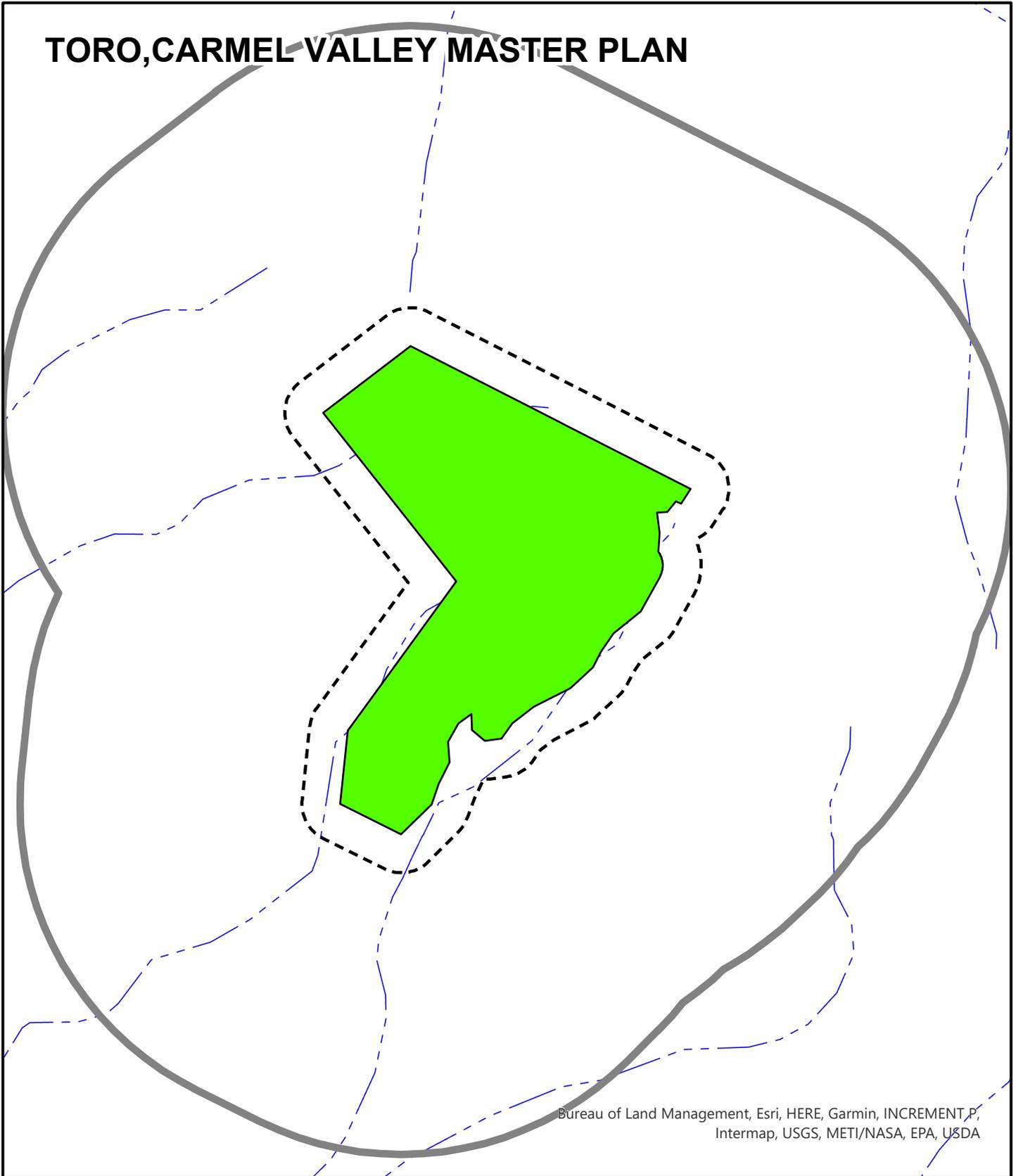
Figure

1
39

Exhibit B

This page intentionally left blank.

TORO, CARMEL VALLEY MASTER PLAN



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

APPLICANT: KNOOP MICHAEL & MICHELLE

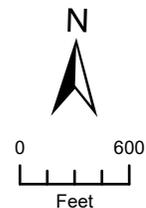
APN: 187021042000

FILE # PLN200047-AMD1

 Project Site

 300 FT Buffer

 2500 FT Buffer



This page intentionally left blank

Exhibit C

This page intentionally left blank.

Forest Management Plan
for the
Jack Rabbit Ranch (Knoop) Property
Project – Driveway Phase

July 2025

Prepared for

Mike and Michelle Knoop
C/O Studio Schicketanz
PO Box 2704
Carmel, CA 93921

Prepared by

Denise Duffy and Associates, Inc
Patric Krabacher, ISA Certified Arborist 11759
TRAQ Certified / Registered Consulting Arborist #887
947 Cass Street, Suite 5
Monterey, California 93940

TABLE OF CONTENTS

1. Summary 1

2. Methods 1

 2.1 Limitations 1

 2.2 Regulatory Setting..... 1

 2.2.1 County of Monterey Code of Ordinances 1

 2.2.2 Carmel Valley Master Plan 1

 2.2.3 California Fish and Game Code..... 2

 2.3 Survey Methods 2

3. Results 3

 3.1 Site Conditions..... 3

4. Discussion And Forest Management Plan..... 3

 4.1 Short Term Effects 4

 4.2 Long Terms Effects..... 4

5. Recommendations 4

6. References 5

ATTACHMENTS

- ATTACHMENT A. Tree Survey Results/Tree Table
- ATTACHMENT B. 2020 Tree Resource Assessment
- ATTACHMENT C. Arborist Report and Tree Assessment for the Jack Rabbit Ranch (Knoop) Property
Project – Driveway Phase June 2025
- ATTACHMENT D. Project Plans
- ATTACHMENT E. Best Management Practices while Working Near Trees

1. SUMMARY

Denise Duffy & Associates, Inc. (DD&A) is contracted by the landowners (Mike and Michelle Knoop) and Studio Schicketanz, to provide arboricultural consulting services for the Jack Rabbit Ranch (Knoop) Property Project – Driveway Phase (project or proposed project), located at 120 Country Club Heights in the Carmel Valley area of unincorporated Monterey County (County), California. The project is located on County Assessor Parcel Numbers (APN) 187-021-042-000, 187-021-028-000, and 187-021-013-000.

Tree removal within the project site is subject to the jurisdiction of Monterey County Code of Ordinances (County Code) and the Carmel Valley Master Plan (CVMP). To determine potential project impacts to trees, DD&A conducted a tree assessment within the project site on February 22, 2023, May 16, 2025, and most recently on June 26, 2025 (**Attachment A**). This Forest Management Plan (FMP) documents the results of the tree inventories and recommends measures to avoid, minimize, or mitigate potential adverse impacts of tree removal. This report is consistent with the 2020 Tree Resource Assessment completed for the project (Ono, 2020; **Attachment B**).

2. METHODS

2.1 Limitations

It is not the intent of this report to provide a monetary valuation of the trees or provide risk assessment for any tree on this parcel, as any tree can fail at any time. The inspection of these trees consisted solely of a visual inspection from the ground. While more thorough techniques are available for inspection and evaluation, they were neither requested nor considered necessary or appropriate at this time. No clinical diagnosis was performed on any pest or pathogen that may or may not be present within the site. In addition to an inspection of the property, DD&A relied on information provided by Studio Schicketanz (e.g., survey boundaries, property boundaries, project description) to prepare this report, and must reasonably rely on the accuracy of the information provided. Trees can be managed but not controlled. To live near trees, regardless of their condition, is to accept some degree of risk. The only way to eliminate all risks associated with trees is to eliminate all trees. DD&A shall not be responsible for another's means, methods, techniques, schedules, or procedures, or for contractor safety or any other related programs, or for another's failure to complete work in accordance with approved plans and specifications.

2.2 Regulatory Setting

2.2.1 County of Monterey Code of Ordinances

Monterey County Code Section 16.60 (Preservation of Oaks and Other Protected Trees) requires a tree removal permit from the County to remove, cut down, or trim more than one-third of the green foliage of any protected tree within County limits. Removal of more than three protected trees on a lot in a one-year period requires an FMP and approval of a Use Permit by the County. In accordance with the County Code Section 16.60.030, protected trees within the Carmel Valley Master Plan Area include oaks, madrones, and redwoods six inches or more in diameter two feet above ground level. Landmark trees are defined as oak trees which are twenty-four [24] inches or more in diameter when measured two feet above the ground, or trees which are visually significant, historically significant, or exemplary of their species.

2.2.2 Carmel Valley Master Plan

CV-3.11. The County shall discourage the removal of healthy native oak and madrone and redwood trees in the Carmel Valley Master Plan Area. A permit shall be required for the removal of any of these trees 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.

A minimum fine, equivalent to the retail value of the wood removed, shall be imposed for each violation. In the case of emergency caused by the hazardous or dangerous condition of a tree and requiring immediate action for the safety of life or property, a tree may be removed without the above permit, provided the County is notified of the action within ten working days. Exemptions to the above permit requirement shall include tree removal by public utilities, as specified in the California Public Utility Commission’s General Order 95, and by governmental agencies.

2.2.3 California Fish and Game Code

Section 3503 of the California Fish and Game Code states that it is “unlawful to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by this code or any regulation adopted pursuant thereto.” Section 3503.5 prohibits the killing, possession, or destruction of any birds in the orders Falconiformes or Strigiformes (birds of prey). Section 3511 prohibits take or possession of fully protected birds. Section 3513 prohibits the take or possession of any migratory nongame birds designated under the federal Migratory Bird Treaty Act. Section 3800 prohibits take of nongame birds.

2.3 Survey Methods

DD&A ISA Certified/Tree Risk Assessment Qualified (TRAQ) Arborist Patric Krabacher conducted an inventory of all trees in and within 15 feet of the project’s development envelope on February 22, 2023, May 16, 2025, and most recently on June 26, 2025. Trees were inventoried in accordance with the following protocol:

- All trees 6” in diameter at breast height (DBH) or greater were documented.
- DBH was recorded two feet above ground or, for multi-stemmed trees, at the most representable location.
- Multi-stemmed trees were recorded as one tree if the root crown (the point where the trunk meets natural grade) was contiguous. Multi-stemmed tree DBH was calculated by taking the square root of the squared sum of all stems measured ($\sqrt{\text{Stem 1 DBH}^2 + \text{Stem 2 DBH}^2 + \text{Stem 3 DBH}^2 \dots}$). This equation returns the diameter at the base of the tree (Chojnacky, 1999).
- Tree dripline (tree protection zone or TPZ) was determined by six (6) times the DBH in young or semi mature trees, eight (8) times the DBH in mature trees, and twelve times the DBH in over mature trees in accordance with American National Standards Institute (ANSI) A300 Part 8 & Part 5 (ANSI, 2023).
- Critical root zone (CRZ) was determined by three (3) times the DBH in accordance with ANSI A300 Part 8 & Part 5 (ANSI, 2023).
- Species, size, hazard conditions, and photographs were recorded for each tree.

Tree health data gathered was based on the following definitions:

- *Good.* Tree is healthy and vigorous as indicated by color of foliage and density, has no apparent signs of insect, disease, structural defects or mechanical injury. Tree has good form and structure.
- *Fair.* Tree is in average condition and vigor for the area, but may show minor insect, disease, or physiological problems. Trees rated as Fair may be improved with correctional pruning.
- *Poor.* Tree is in a general state of decline and may show severe structural or mechanical defects which may lead to failure, and may have insect or disease damage, but is not dead.
- *Dead/Snags.* Dead standing trees.

3. RESULTS

DD&A inventoried 34 trees¹ within the survey area (**Attachment A**). Trees observed and documented include 31 coast live oaks (*Quercus agrifolia*), one (1) western sycamore (*Platanus racemosa*), one (1) bay laurel (*Umbellularia californica*), and one (1) California buckeye (*Aesculus californica*). These results include additional trees not inventoried in the 2020 Tree Resource Assessment (**Attachment B**) and five (5) trees that were previously included in a tree removal permit that is currently under review (**Attachment C**); these include tree tag #2, #13, #15, #34, and #36.

Most of the trees within the survey are in fair condition (**Attachment A**). However, tree #5 is in poor condition and is showing signs of decay with the presence of fungal conks, and tree #14 failed from a storm last winter (winter 2024/2025). Trees in fair condition are in average vigor for the area but are showing signs of California oakworm, Phytophthora root and crown rot, or poor trimming techniques (topping) to clear overhead powerlines. No symptoms of sudden oak death were observed.

3.1 Site Conditions

The project site is located in a low density rural residential area on an undeveloped parcel. The existing gravel driveway consists of ruderal habitat with little to no vegetation. The driveway is surrounded by scrub, coast live oak woodland, and non-native grassland habitats. Dominant plant species in adjacent areas include black sage (*Salvia mellifera*), coyote brush (*Baccharis pilularis*), coast live oak, and non-native annual grass species such as slender wild oat (*Avena barbata*) and ripgut brome (*Bromus diandrus*). A small ephemeral drainage is located parallel to a portion of the driveway and contains surface water only immediately following rain events.

The Monterey County Soil Survey (USDA, 1978) identifies three map units within the evaluation area. All three soil types exhibit moderately rapid permeability, rapid or very rapid runoff, and high or very high erosion hazard. Vista Course Sandy Loam is a steep to very steep well drained soil occurring on ridges. Roots can penetrate to a depth of 20 to 36 inches and the available water capacity is about two to five inches. Cieneba fine gravelly sandy loam consist of excessively drained soils on mountains. Roots penetrate to a depth of 7 to 18 inches and the available water capacity is one to two inches. Sheridan coarse sandy loam is a well-drained soil that occupies steep and very steep hills and mountains. Roots penetrate to a depth of 20 to 40 inches and the available water capacity is three to six inches.

4. DISCUSSION AND FOREST MANAGEMENT PLAN

Six (6) coast live oak trees, including four (4) landmark oak trees, were documented within or immediately adjacent to the project's grading limits and would require removal to facilitate construction of the project (**Attachment A** and **Attachment D**). One (1) of the proposed tree removals (#5) is in poor condition and is showing signs of decay with the presence of fungal conks, while the remaining five (5) trees (#1, #3, #4, #6, and #8) are in fair condition. All other trees should be protected in place throughout construction with the implementation of Best Management Practices (BMPs) provided in **Attachment E**.

In accordance with Monterey County Code Section 16.60, a tree removal permit is required for removal of the six (6) coast live oak trees. In addition, because the project would result in the removal of more than three (3) protected trees in one calendar year, an FMP is required prior to the removal of the protected oak trees. All requirements of an FMP are outlined in this report. Lastly, tree #14 (24" landmark oak tree) failed from a winter 2024/2025 storm between the previous site visits in 2023 and the most recent site visits in 2025. This tree is recommended for retroactive replacement outlined below.

¹ Five (5) trees were previously included in a tree removal permit that was submitted to the County, these trees are presented in **Attachment A** and included in **Attachment C** for reference/consistency.

4.1 Short Term Effects

Short-term site effects are confined to the construction envelope plus an approximately 15 foot buffer. Trees to be protected in place should be trimmed out of construction impacts to improve health of trees and avoid collisions with equipment. The pruning of trees may have a short term effects, including a reduction of growth and potential limb dieback.

4.2 Long Terms Effects

No significant long-term effects on the oak woodland are anticipated because the project proposes to enhance an existing fire road. Wildlife impacts could occur if tree removal initiates during the nesting bird season (approximately February 1 through September 15). The greatest attempt has been made to identify for removal those trees likely to experience decline. Evaluation of the potential for adverse environmental impacts due to tree removals can be found in **Attachment B**.

5. RECOMMENDATIONS

It is recommended that trees which are not proposed for removal are protected prior to and during all construction related activities in accordance with the recommended BMPs identified in **Attachment E**. Tree removal must conform to any requirements identified in the tree removal permit. The following additional mitigation measures are recommended to satisfy the County's tree replacement requirements to avoid or minimize potential impacts to birds protected under the California Fish and Game Code:

1. Tree removal shall be timed to avoid the breeding and nesting season for raptors and other protected avian species to the extent feasible. If tree removal must occur during the avian breeding and nesting season (approximately February 1 through September 15), a survey for nesting birds shall be conducted no more than 15 days prior to removal of trees. If nesting birds are identified during the survey, an appropriate buffer shall be imposed by a qualified biologist which no work or disturbance will take place. A qualified biologist shall be on-site during work re-initiation in the vicinity of the nest offset to ensure that the buffer is adequate and that the nest is not stressed and/or abandoned. No work shall proceed in the vicinity of an active nest until such time as all young are fledged, or until after September 16, when young are assumed fledged.
2. If additional removals are determined necessary, the applicant shall immediately contact County RMA-Planning to determine whether additional permits or modifications of the project are required.
3. The County requires a 2:1 replacement ratio for removal of protected trees measuring 24" or larger DBH and a 1:1 ratio replacement ratio for removal of protected trees measuring less than 24" DBH, unless replacement at these ratios would overcrowd the forest. Four (4) protected oak trees proposed for removal are greater than 24" DBH and therefore require a 2:1 replacement ratio. The remaining tree (1) would require a 1:1 replacement ratio. Therefore, nine (9) trees would need to be planted on-site following construction to achieve the County's replacement requirements.

Replacement plantings shall be 15 five-gallon coast live oaks sourced from a local nursery in locations with the greatest openings to minimize competition and maximum sunlight. (If 15-gallon oaks are unavailable, smaller sizes may be substituted.) The spacing between trees shall be at least eight (8) feet. Watering for establishment within the first two (2) months shall be at least once (1) per week, then every two (2) weeks during the late spring, summer, and fall for two (2) years.

4. Following construction and installation of replacement plantings, replacement plantings and trees whose CRZ was within the areas impacted by construction shall be monitored annually by a qualified arborist for a period of no less than five (5) years. If any noticeable decline in the health of any tree is observed, additional trees shall be planted onsite at a 1:1 ratio in a suitable location as determined by a qualified arborist or forester.

If you have any comments or questions about this report, please contact Patric Krabacher at pkrabacher@ddaplanning.com or (831) 373-4341 ext. 29.

6. REFERENCES

American National Standards Institute (ANSI). 2023. American National Standard for Tree Care Operations Part 8 & Part 5.

Chojnacky, D., C. 1999. Converting Tree Diameter Measured at Root Collar to Diameter at Breast Height.

Ono, F. 2020. Tree Resource Assessment for 120 Country Club Heights. Prepared for Mike Knoop & Michelle Wright c/o Studio Schicketanz. September 29, 2020

ATTACHMENT A

Tree Survey Results/Tree Table

Tree ID Number	Species	Common	Individual Stem DBH (in)	Total DBH (in)	Tree Protection Zone (ft)	Critical Root Zone (ft)	Health	Status	Landmark	Comments
1	Quercus agrifolia	Coast Live Oak	40	40	20	10	Fair	Remove	Yes	Greater than 50% of tree's root zone is within the grading limits. Tree is recommended for removal due to proposed impacts and age.
3	Quercus agrifolia	Coast Live Oak	29	29	15	7	Fair	Remove	Yes	Greater than 50% of tree's root zone is within the grading limits. Tree is recommended for removal due to proposed impacts and age.
4	Quercus agrifolia	Coast Live Oak	24	24	12	6	Fair	Remove	Yes	Greater than 50% of tree's root zone is within the grading limits. Tree is recommended for removal due to proposed impacts and age.
5	Quercus agrifolia	Coast Live Oak	14	14	7	4	Poor	Remove	No	Greater than 50% of tree's root zone is within the grading limits. Tree is recommended for removal due to proposed impacts and age.
6	Quercus agrifolia	Coast Live Oak	16	16	8	4	Fair	Remove	No	Greater than 50% of tree's root zone is within the grading limits. Tree is recommended for removal due to proposed impacts and age.
7	Quercus agrifolia	Coast Live Oak	26	26	13	7	Fair	Protect in Place	Yes	BMPs shall be implemented per Attachment E
8	Quercus agrifolia	Coast Live Oak	32	32	16	8	Fair	Remove	Yes	Greater than 50% of tree's root zone is within the grading limits. Tree is recommended for removal due to proposed impacts and age.
9	Platanus racemosa	Sycamore	43	43	22	11	Fair	Protect in Place	Yes	BMPs shall be implemented per Attachment E
10	Quercus agrifolia	Coast Live Oak	14	14	7	4	Fair	Protect in Place	No	BMPs shall be implemented per Attachment E
11	Quercus agrifolia	Coast Live Oak	8	8	4	2	Fair	Protect in Place	No	BMPs shall be implemented per Attachment E

Tree ID Number	Species	Common	Individual Stem DBH (in)				Total DBH (in)	Tree Protection Zone (ft)	Critical Root Zone (ft)	Health	Status	Landmark	Comments	
14	Quercus agrifolia	Coast Live Oak	12	10			16	8	4	Fair	Removed	No	Tree failed in winter 2024/2025 storm	
16	Quercus agrifolia	Coast Live Oak	7	12	12	36	17	44	22	11	Fair	Protect in Place	Yes	BMPs shall be implemented per Attachment E
17	Quercus agrifolia	Coast Live Oak	22				22	11	6	Fair	Protect in Place	No	BMPs shall be implemented per Attachment E	
18	Quercus agrifolia	Coast Live Oak	12				12	6	3	Fair	Protect in Place	No	BMPs shall be implemented per Attachment E	
19	Quercus agrifolia	Coast Live Oak	10				10	5	3	Fair	Protect in Place	No	BMPs shall be implemented per Attachment E	
20	Quercus agrifolia	Coast Live Oak	12				12	6	3	Fair	Protect in Place	No	BMPs shall be implemented per Attachment E	
21	Quercus agrifolia	Coast Live Oak	8				8	4	2	Fair	Protect in Place	No	BMPs shall be implemented per Attachment E	
22	Quercus agrifolia	Coast Live Oak	14				14	7	4	Fair	Protect in Place	No	BMPs shall be implemented per Attachment E	
25	Quercus agrifolia	Coast Live Oak	12	14	16	10	26	13	7	Fair	Protect in Place	Yes	BMPs shall be implemented per Attachment E	
26	Umbellularia californica	Bay Laurel	9				9	5	2	Fair	Protect in Place	No	BMPs shall be implemented per Attachment E	

Tree ID Number	Species	Common	Individual Stem DBH (in)		Total DBH (in)	Tree Protection Zone (ft)	Critical Root Zone (ft)	Health	Status	Landmark	Comments
27	Aesculus californica	California buckeye	14		14	7	4	Fair	Protect in Place	No	BMPs shall be implemented per Attachment E
28	Quercus agrifolia	Coast Live Oak	16		16	8	4	Fair	Protect in Place	No	BMPs shall be implemented per Attachment E
29	Quercus agrifolia	Coast Live Oak	15		15	8	4	Fair	Protect in Place	No	BMPs shall be implemented per Attachment E
30	Quercus agrifolia	Coast Live Oak	14		14	7	4	Fair	Protect in Place	No	BMPs shall be implemented per Attachment E
31	Quercus agrifolia	Coast Live Oak	18		18	9	5	Fair	Protect in Place	No	BMPs shall be implemented per Attachment E
32	Quercus agrifolia	Coast Live Oak	30	19	36	18	9	Fair	Protect in Place	Yes	BMPs shall be implemented per Attachment E
33	Quercus agrifolia	Coast Live Oak	17		17	9	4	Fair	Protect in Place	No	BMPs shall be implemented per Attachment E
35	Quercus agrifolia	Coast Live Oak	14		14	7	4	Fair	Protect in Place	No	BMPs shall be implemented per Attachment E

This page intentionally left blank

ATTACHMENT B

2020 Tree Resource Assessment

Tree Resource Assessment
120 Country Club Heights
September 29, 2020

Prepared for:

Mike Knoop & Michelle Wright c/o Studio Schicketanz

Prepared by:

Frank Ono
Urban Forester
Member Society of American Foresters #48004
ISA Certified Arborist #536
1213 Miles Avenue
Pacific Grove, CA 93950

September 29, 2020

Owner:

Mike Knoop & Michelle Wright c/o Studio Schicketanz

Architect:

Studio Schicketanz
P.O. Box 2704
Carmel, CA 93921

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 improvements to an existing road. The development includes widening the road to 12' where necessary, turnouts per fire department where required, installation of new road base, and installation of road gate. There are existing native trees, mostly coast live oak as well as some naturalized Eucalyptus and black acacia. Existing trees range from poor to fair health and condition, both structurally and in health. Construction cut and fill practices will be performed near several oak trees; at this time, it appears the project requires the removal of five Oak trees. A tree assessment/arborist report has been prepared that identifies and addresses the trees affected by the project and what effect the project may have on the existing tree resources, as well as a list of recommendations regarding adjacent trees on the project.

INTRODUCTION

This tree assessment/arborist report is prepared for Mike Knoop & Michelle Wright, the owners of the property located at 120 Country Club Heights, Carmel Valley CA 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 Carmel Valley 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 the protection of the tree resources on-site, the property owner, Mike Knoop & Michelle Wright, have requested an assessment of the trees in proximity to the proposed development driveway areas. The findings of the report are to be documented in an arborist report to work in conjunction with other conditions for approval of 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 or equal to six diameter inches at 24 inches above grade.
- Review proposed building site plans as provided to me by Studio Schicketanz.
- Create preservation specifications, as it relates 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; as well as mitigation requirements for those to be affected.
- Document findings in the form of a report as required by the County of Monterey Planning Department.

LIMITATIONS

This assignment is limited to the review of plans submitted to me by Studio Schicketanz dated August 3, 2020, by Whitson Engineers to assess effects from potential construction to trees within or adjacent to construction activities for the driveway improvements. Only the grading and erosion details discussed in this report relate to tree health. It is not the intent of this report to be a monetary valuation of the trees or 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, or for contractor safety or any other related programs; or another's failure to complete the work following the plans and specifications.

PURPOSE AND GOAL

This Tree Resource Assessment/Arborist report is prepared for this parcel due to proposed construction activities located at 120 Country Club Heights, Carmel Valley. The purpose of the assessment is to determine what trees will be affected by the proposed project. Oak trees are considered protected trees as defined by the County of Monterey, Title 21 Monterey County Zoning Ordinance unless otherwise proven to be an introduced or planted species.

The goal of this report is to protect and maintain the Carmel Valley forested resources through the adherence of 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 any 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: 187-021-040 & 187-021-041.
- 2) Location: 120 Country Club Heights.
- 3) Parcel size: 262.7 ACRES.
- 4) Existing Land Use: The parcel is zoned RDR/10-D-S-RAZ & PG-40-VS.
- 5) Slope: The parcel ranges from mild to steep-sloped. Slopes range from 5% to over 25%.
- 6) Soils: The parcel is dissected by several draws in the hillside and is located on soils classified by the Natural Resource Conservation Service as "Cineba fine gravely loam", "Vista coarse sandy loam", and "Sheridan coarse sandy loam" soils. Cineba is a somewhat excessively drained soil about 14 inches deep. Paralithic bedrock can be generally found at a depth of 11-inches. Runoff is medium and the erosion hazard is low. Vista is a well-drained soil about 25-inches deep. Paralithic bedrock can be generally found at a depth of 25-inches. Runoff is medium and the erosion hazard is low. Sheridan is a well-drained soil about 40-inches deep. Paralithic bedrock can be generally found at a depth of 39-inches. Runoff is medium and the erosion hazard is low.
- 7) Vegetation: The vegetation on site is composed primarily of a few native Coast live oaks and related understory, the top of the hill where the proposed home will be constructed is comprised of grassland with scattered red gum trees (*Eucalyptus spp.*) in the higher elevations, then with oak woodland in the lower more protected ravines along the roadway. Typical plants observed consist of coastal scrub to include Ceanothus, Toyon, Chemise, and Artemisia. Several large Sycamores were also observed.
- 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. It is an open oak savanna type of forest. The site has been previously developed in the form of a road leading to a cellular site with overhead electrical conductors following the road as well. The existing trees range in poor to fair condition with a high number of trees exhibiting exposed roots and trees topped for electrical clearance. The major disease observed was Oak wilt (*Diplodia quercina*) and Oak anthracnose (*Discula umbrinella*). The diseases are widespread but a natural occurrence that should not be fatal to the trees.

BACKGROUND

The assessment focuses on the incorporation of the preliminary location of site improvements coupled with consideration for the general goals of the site improvement desired of the landowner. Proposed improvements assessed included preserving trees to the greatest extent feasible, maintaining the viewshed, and general aesthetic quality of the area while complying with Monterey County Codes. The study of individual trees determined treatments necessary to complete the project and meet the goals of the landowner. Trees within and immediately adjacent proposed development areas 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 short and long-term health of the tree. All meetings and field reviews were focused on the area immediately 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 developed in the sense there is an existing dirt road leading to a cellular site. Tree count is estimated to be over 200+ trees of varying diameters on the site.
- Thirteen trees along the roadway prism were studied that could be impacted by the required grading. Out of the thirteen trees, five (5) trees are identified and proposed for removal with the current road design.
 - Tree #1 is a 40” diameter Coast live oak in poor condition. The tree has been topped for utility clearance and has fungal
 - Tree #2 is a 16” diameter Coast live Oak in poor condition. This tree has decay within its stem and is located within the road prism where there is a tight turn to be improved.
 - Tree #4 is a 24” diameter coast live oak that along the roadway prism that will be potentially affected because of grading and damage to its roots. It is adjacent to tree #3 which is further downslope that will not be affected.
 - Tree #5 is a 16” diameter tree in poor condition that has been continually topped for line clearance and has a significant amount of soil mounded at its base.
 - Tree #13 is a 24” diameter Tree also in poor condition. It will be impacted by the inclusion of a retaining wall for the roadway. This tree is seriously decaying as evidenced with fungal conks emerging on its trunk.
- Tree #8 is also along the roadway prism; however, it is my understanding the road could be narrowed to accommodate the tree, therefore at this time is to be retained.
- The remaining trees are mostly in fair or better condition along the roadway and will not be affected by the proposed construction. They may need some minor incidental pruning for clearance

CONCLUSION/PROJECT ASSESSMENT

This proposal to build improve the existing access driveway is planned to maintain the existing forested environment, allowing the oak woodland to continue to exist and regenerate over time. Between the two properties, over 25% of the site is covered with over two hundred oaks. Five trees (which is 2.5% or less) are proposed for removal to safely construct the roadway improvements. All remaining trees are expected to survive when properly protected and monitored. The remainder of the property contains tree cover, which will remain undisturbed.

Short Term Effects

Site disturbance will occur during construction. Short-term site effects are confined to the construction envelope and immediate surroundings some trees may be trimmed and root systems are reduced. The pruning of tree crowns above 30% and the reduction of root area may have a short term effect on those trees treated, including a reduction of growth and potential limb dieback.

Long Term Effects

No significant long-term effects on the forest ecosystem are anticipated as this is already a developed graded road. The project as proposed is not likely to significantly reduce the availability of wildlife habitat over the long term. Whenever construction activities take place near trees, there is the potential for those trees to experience a decline in the long term as well. The greatest attempt has been made to identify for removal those trees likely to experience decline.

Evaluation of the potential for adverse environmental impacts due to tree removals are in the following subject areas:

Soil Erosion: The potential is moderate. Slopes, where construction and grading are to occur, is on previously graded terrain, appropriate erosion control measures will apply to address potential impacts.

Water Quality: Tree removal at this site is unlikely to generate harmful substances that could be detrimental to the plant, animal, or human environment.

Ecological Impacts: Negligible potential. No significant change in land use is proposed in this already semi-developed rural/residential area. Outside of the developed area, the remaining native trees on the property will be retained.

Noise Pollution: Not a significant factor. The roadway traverses on an existing path nestled out of sight and earshot from main roadways.

Air Movement: Removal of trees will have little or no effect on the movement of air in this vicinity. The trees that will be removed are a fragmented portion of a stand and not part of the larger contiguous stand of Oaks.

Wildlife Habitat: Negligible impact as the site is on an existing developed access roadway, which has conditioned wildlife use in the area.

RECOMMENDATIONS

Tree Removal

The following chart is of impacted trees to be removed

ID#	Diameter	Species	Health	Structure	Remove	Comments
1	40	Coast Live Oak	Poor	Poor	x	Headed, Topped, fungus
2	16	Coast Live Oak	Fair	Poor	x	Decayed stem, in road prism
4	24	Coast Live Oak	Fair	Fair	x	Exposed roots
5	16	Coast Live Oak	Fair	Poor	x	Topped, Headed
13	24	Coast Live Oak	Poor	Poor	x	Decay in the stem, fungal conks

Tree Pruning

It is to be understood that the pruning of retained trees may be expected for this site, especially near roadway construction areas. Pruning will include trees with deadwood, minor structural defects or disease that must be compensated, and possibly vehicle or pedestrian clearance. 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. Following construction, a qualified arborist should monitor trees adjacent to the area of the improvements and if any decline in health that is attributable to the construction is noted, additional trees should be planted on the site.

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.
- 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 of a 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 the 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 diameter should be bridged or pruned appropriately.

- Any roots that must be cut should 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 at any time potentially significant roots are discovered:

- 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 affects 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..

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. Native, locally adapted, drought-resistant species are the most compatible with this goal.
- E) Root cutting should occur outside of the springtime. Late June and July would likely be the best. Pruning of the live crown should not occur February through May.
- F) Tree material greater than 3 inches in diameter remaining on-site 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 along 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

September 29, 2020

Date

PHOTOGRAPHS

Tree #1





Tree #2

Trees #'s 3 with #4 behind



Tree #5

Tree #13



Fungal conks on stem

ATTACHMENT C

Arborist Report and Tree Assessment
for the
Jack Rabbit Ranch (Knoop) Property
Project – Driveway Phase
June 2025

Arborist Report and Tree Assessment
for the
Jack Rabbit Ranch (Knoop) Property
Project – Driveway Phase

June 2025

Prepared for

Mike and Michelle Knoop
C/O Studio Schicketanz
PO Box 2704
Carmel, CA 93921

Prepared by

Denise Duffy and Associates, Inc
Patric Krabacher, ISA Certified Arborist 11759
TRAQ Certified / Registered Consulting Arborist #887
947 Cass Street, Suite 5
Monterey, California 93940

TABLE OF CONTENTS

1. Summary 1

2. Methods 1

 2.1 Limitations 1

 2.2 Regulatory Setting..... 1

 2.2.1 County of Monterey Code of Ordinances 1

 2.2.2 Carmel Valley Master Plan 1

 2.2.3 California Fish and Game Code..... 2

 2.3 Survey Methods 2

3. Results 2

 3.1 Hazard Trees 3

4. Discussion 3

5. Recommendations 4

6. References 4

ATTACHMENTS

ATTACHMENT A. Project Plans

ATTACHMENT B. ISA Hazard Evaluation Forms and Tree Locations

ATTACHMENT C. Best Management Practices while Working Near Trees

1. SUMMARY

Denise Duffy & Associates, Inc. (DD&A) is contracted by the landowners (Mike and Michelle Knoop) and Studio Schicketanz, to provide arboricultural consulting services for the Jack Rabbit Ranch (Knoop) Property Project – Driveway Phase (project or proposed project), located at 120 Country Club Heights in the Carmel Valley area of unincorporated Monterey County (County), California. The project is located on County Assessor Parcel Numbers (APN) 187-021-040, 187-021-041, 187-021-028, and 187-021-013.

Tree removal within the project site is subject to the jurisdiction of Monterey County Code of Ordinances (County Code) and the Carmel Valley Master Plan (CVMP). To evaluate concern for trees that are potentially hazardous and determine potential project impacts to trees, DD&A conducted a tree assessment within the project site on February 22, 2023, May 16, 2025, and most recently on June 26, 2025. This Tree Assessment and Arborist Report (Assessment) documents the results of the site visits and recommends measures to avoid, minimize, or mitigate potential adverse impacts of tree removal.

2. METHODS

2.1 Limitations

It is not the intent of this report to provide a monetary valuation of the trees or provide risk assessment for any tree on this parcel, as any tree can fail at any time. The inspection of these trees consisted solely of a visual inspection from the ground. While more thorough techniques are available for inspection and evaluation, they were neither requested nor considered necessary or appropriate at this time. No clinical diagnosis was performed on any pest or pathogen that may or may not be present within the site. In addition to an inspection of the property, DD&A relied on information provided by Studio Schicketanz (e.g., survey boundaries, property boundaries, project description) to prepare this report, and must reasonably rely on the accuracy of the information provided. Trees can be managed but not controlled. To live near trees, regardless of their condition, is to accept some degree of risk. The only way to eliminate all risks associated with trees is to eliminate all trees. DD&A shall not be responsible for another's means, methods, techniques, schedules, or procedures, or for contractor safety or any other related programs, or for another's failure to complete work in accordance with approved plans and specifications.

2.2 Regulatory Setting

2.2.1 County of Monterey Code of Ordinances

Monterey County Code Section 16.60 (Preservation of Oaks and Other Protected Trees) requires a tree removal permit from the County to remove, cut down, or trim more than one-third of the green foliage of any protected tree within County limits. Removal of more than three protected trees on a lot in a one-year period requires an FMP and approval of a Use Permit by the County. In accordance with the County Code Section 16.60.030, protected trees within the Carmel Valley Master Plan Area include oaks, madrones, and redwoods six inches or more in diameter two feet above ground level. Landmark trees are defined as oak trees which are twenty-four [24] inches or more in diameter when measured two feet above the ground, or trees which are visually significant, historically significant, or exemplary of their species.

2.2.2 Carmel Valley Master Plan

CV-3.11. The County shall discourage the removal of healthy native oak and madrone and redwood trees in the Carmel Valley Master Plan Area. A permit shall be required for the removal of any of these trees 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. A minimum fine, equivalent to the retail value of the wood removed, shall be imposed for each violation. In the case of emergency caused by the hazardous or dangerous condition of a tree and requiring immediate

action for the safety of life or property, a tree may be removed without the above permit, provided the County is notified of the action within ten working days. Exemptions to the above permit requirement shall include tree removal by public utilities, as specified in the California Public Utility Commission’s General Order 95, and by governmental agencies.

2.2.3 California Fish and Game Code

Section 3503 of the California Fish and Game Code states that it is “unlawful to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by this code or any regulation adopted pursuant thereto.” Section 3503.5 prohibits the killing, possession, or destruction of any birds in the orders Falconiformes or Strigiformes (birds of prey). Section 3511 prohibits take or possession of fully protected birds. Section 3513 prohibits the take or possession of any migratory nongame birds designated under the federal Migratory Bird Treaty Act. Section 3800 prohibits take of nongame birds.

2.3 Survey Methods

DD&A ISA Certified/Tree Risk Assessment Qualified (TRAQ) Arborist Patric Krabacher conducted a tree assessment of all trees within 15 feet of the project’s development envelope on February 22, 2023, May 16, 2025, and most recently on June 26, 2025, with a focus on which trees are required to come out immediately due to project design or hazard rating. Trees were inventoried in accordance with the following protocol:

- All trees 6” diameter at breast height (DBH) or greater were documented.
- DBH was recorded two feet above ground or, for multi-stemmed trees, at the most representable location.
- Multi-stemmed trees were recorded as one tree if the root crown (the point where the trunk meets natural grade) was contiguous. Multi-stemmed tree DBH was calculated by taking the square root of the squared sum of all stems measured ($\sqrt{\text{Stem 1 DBH}^2 + \text{Stem 2 DBH}^2 + \text{Stem 3 DBH}^2 \dots}$). This equation returns the diameter at the base of the tree (Chojnacky, 1999).
- Tree dripline (tree protection zone or TPZ) was determined by six (6) times the DBH in young or semi mature trees, eight (8) times the DBH in mature trees, and twelve times the DBH in over mature trees in accordance with American National Standards Institute (ANSI) A300 Part 8 & Part 5 (ANSI, 2023).
- Critical root zone (CRZ) was determined by three (3) times the DBH in accordance with American National Standards Institute (ANSI) A300 Part 8 & Part 5 (ANSI, 2023).
- Species, size, hazard conditions, and photographs were recorded for each tree.
- ISA Tree Hazard Evaluation Form was also prepared for each tree.

Tree health data gathered was based on the following definitions:

- *Good*. Tree is healthy and vigorous as indicated by color of foliage and density, has no apparent signs of insect, disease, structural defects or mechanical injury. Tree has good form and structure.
- *Fair*. Tree is in average condition and vigor for the area, but may show minor insect, disease, or physiological problems. Trees rated as Fair may be improved with correctional pruning.
- *Poor*. Tree is in a general state of decline and may show severe structural or mechanical defects which may lead to failure, and may have insect or disease damage, but is not dead.
- *Dead/Snags*. Dead standing trees.

3. RESULTS

DD&A inventoried five (5) trees within the survey area (**Attachment B**) that are recommended for removal to construct retaining walls associated with the driveway phase of the project. Trees observed and documented included five (5) coast live oaks (*Quercus agrifolia*). Three (3) of the five (5) were determined

to be hazardous (rating of 9 or more per County code), these include trees #13, #15, and #34. The remaining two (2) trees are located within the grading limits to construct retaining walls for the driveway. Results from the tree survey can be found below in **Table 1**.

Table 1. Tree Survey Results

TREE ID	SPECIES	COMMON	DBH (IN)	TREE PROTECTION ZONE (FT)	CRITICAL ROOT ZONE (FT)	HEALTH	STATUS	LANDMARK	HAZARD
2	Quercus Agrifolia	Coast Live Oak	16	8	4	Poor	Remove	No	No
13	Quercus Agrifolia	Coast Live Oak	24	12	6	Poor	Remove	Yes	Yes
15	Quercus Agrifolia	Coast Live Oak	30	15	8	Poor	Remove	Yes	Yes
34	Quercus Agrifolia	Coast Live Oak	24	12	6	Poor	Remove	Yes	Yes
36	Quercus Agrifolia	Coast Live Oak	48	16	8	Poor	Remove	Yes	No

All of the trees surveyed are in poor condition (**Attachment B**) and are showing signs of decay with the presence of fungal conks, signs of California oakworm, Phytophthora root and crown rot, poor trimming techniques (topping) to clear overhead powerlines, or have been determined as hazardous (**Attachment B**) to the existing road. No symptoms of sudden oak death were observed.

3.1 Hazard Trees

Trees #13, #15, and #34 were determined to be hazardous with a rating of 10 on all three (3) trees¹. This conclusion was mainly determined due to the uphill road cut currently eroding and undermining the tree’s root systems (**Attachment B**), causing the roots to be exposed. In time, these three (3) trees will fail due to erosion alone. In addition to the erosion factor, these trees are in a state of decline with the presence of decay and conks and are leaning towards the existing driveway. If just one of the three trees was to fail, it will prevent access to the residence as this is the only access to the residence. ISA Tree Hazard Evaluation Forms for each of these trees are included in **Appendix B**. Photographs are also included in **Appendix B**.

4. DISCUSSION

Aside from the three (3) trees determined to be hazardous, two (2) trees were documented within or immediately adjacent to the project’s grading limits and would require removal to facilitate construction of the project (specifically the retaining walls, **Attachment A**). All five (5) trees are in poor condition and are showing signs of decay with the presence of fungal conks. All other trees would be protected in place at this point until the Forest Management Plan is approved with the implementation of Best Management Practices (BMPs) provided in **Attachment C**.

In accordance with Monterey County Code Section 16.60, a tree removal permit is required for removal of the three (3) coast live oak trees.

¹ Please note all three (3) trees have similar forms and hazard ratings because they all fall within the same category of having exposed roots that are being eroded.

5. RECOMMENDATIONS

It is recommended that all five (5) trees be removed and replaced. All other trees adjacent to the project that are not proposed for removal should be protected prior to and during all construction related activities in accordance with the recommended BMPs identified in **Attachment C**. Tree removal must conform to any requirements identified in the tree removal permit. The following additional mitigation measures are recommended to satisfy the County's tree replacement requirements to avoid or minimize potential impacts to birds protected under the California Fish and Game Code:

1. Tree removal shall be timed to avoid the breeding and nesting season for raptors and other protected avian species to the extent feasible. If tree removal must occur during the avian breeding and nesting season (approximately February 1 through September 15), a survey for nesting birds shall be conducted no more than 15 days prior to removal of trees. If nesting birds are identified during the survey, an appropriate buffer shall be imposed by a qualified biologist which no work or disturbance will take place. A qualified biologist shall be on-site during work re-initiation in the vicinity of the nest offset to ensure that the buffer is adequate and that the nest is not stressed and/or abandoned. No work shall proceed in the vicinity of an active nest until such time as all young are fledged, or until after September 16, when young are assumed fledged.
2. If additional removals are determined necessary, the applicant shall immediately contact County RMA-Planning to determine whether additional permits or modifications of the project are required.
3. The County requires a 2:1 replacement ratio for removal of protected trees measuring 24" or larger DBH and a 1:1 ratio replacement ratio for removal of protected trees measuring less than 24" DBH, unless replacement at these ratios would overcrowd the forest. Four (4) protected oak trees proposed for removal are greater than 24" DBH and therefore require a 2:1 replacement ratio. The remaining tree would require a 1:1 replacement ratio. Therefore, nine (9) trees would need to be planted on-site following construction to achieve the County's replacement requirements.

The replacement plantings should be 15 five-gallon coast live oaks sourced from a local nursery in locations with the greatest openings to minimize competition and maximum sunlight. (If 15-gallon oaks are unavailable, smaller sizes may be substituted.) The spacing between trees shall be at least eight (8) feet. Watering for establishment within the first two (2) months shall be at least once (1) per week, then every two (2) weeks during the late spring, summer, and fall for two (2) years.

4. Following construction and installation of replacement plantings, replacement plantings and trees whose CRZ was within the areas impacted by construction shall be monitored annually by a qualified arborist for a period of no less than five (5) years. If any noticeable decline in the health of any tree is observed, additional trees shall be planted onsite at a 1:1 ratio in a suitable location as determined by a qualified arborist or forester.

If you have any comments or questions about this report, please contact Patric Krabacher at pkrabacher@ddaplanning.com or (831) 373-4341 ext. 29.

6. REFERENCES

ANSI. 2023. American National Standard for Tree Care Operations Part 8 & Part 5.

Chojnacky, D., C. 1999. Converting Tree Diameter Measured at Root Collar to Diameter at Breast Height.

ATTACHMENT A

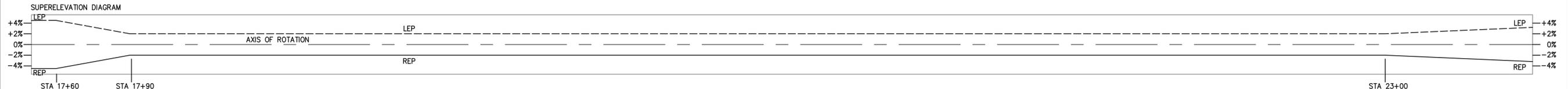
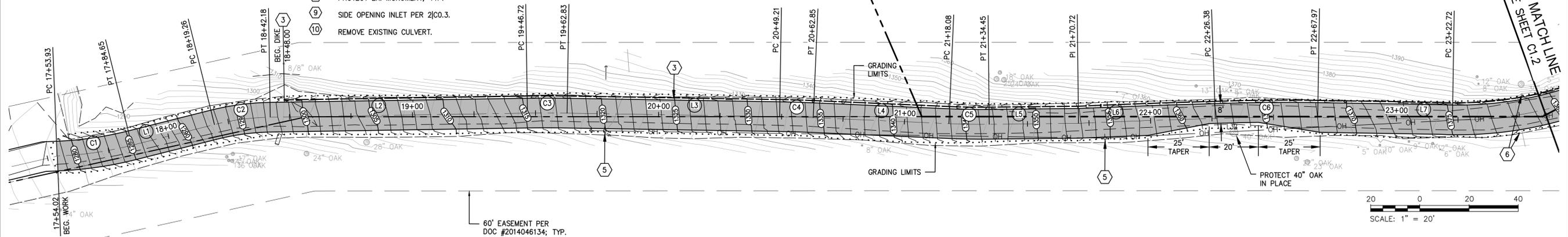
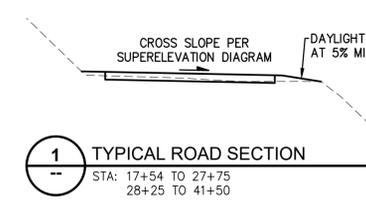
Project Plans

KEY NOTES

- 1 FIRE DEPARTMENT TURNOUT PER DETAIL 7(C)0.2.
- 2 ROCK SLOPE PROTECTION PER DETAIL 9(C)0.2.
- 3 AC DIKE PER DETAIL 2(C)0.2.
- 4 RETAINING WALL PER 10(S)3.3.
- 5 EX. UTILITY POLE TO REMAIN; PROTECT IN PLACE.
- 6 EX. WOOD POST.
- 7 SWALE BEHIND WALL PER 6(C)0.2.
- 8 PROTECT EX. MONUMENT; TYP.
- 9 SIDE OPENING INLET PER 2(C)0.3.
- 10 REMOVE EXISTING CULVERT.

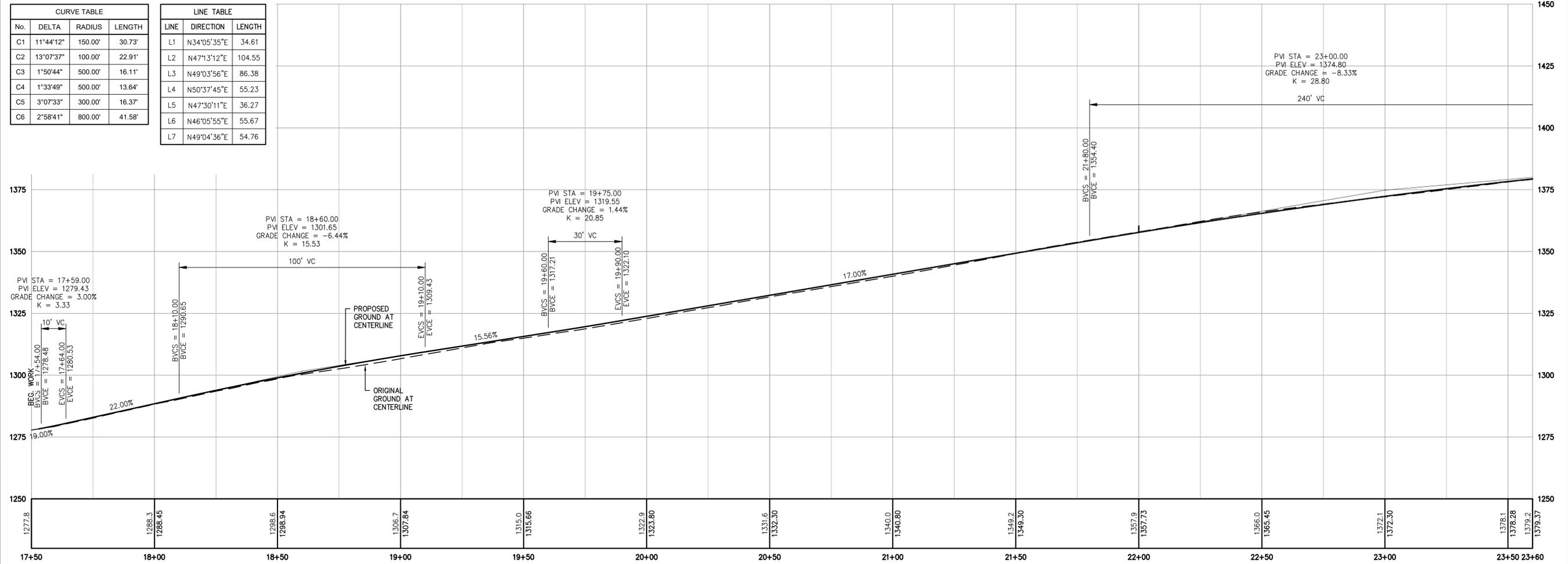
NOTE:

IN THE EVENT A PREVIOUSLY UNKNOWN FOSSIL IS UNCOVERED DURING PROJECT-RELATED GROUND DISTURBANCE, ALL WORK SHALL CEASE UNTIL A CERTIFIED PROFESSIONAL PALEONTOLOGIST CAN INVESTIGATE THE FINDS AND MAKE APPROPRIATE RECOMMENDATIONS. RECOMMENDATIONS SHALL INCLUDE FOSSIL SALVAGE, CURATION, AND REPORTING REQUIREMENTS. OWNER/APPLICANT SHALL INCLUDE A NOTE ON THE CONSTRUCTION PLANS (EACH OF THE DEMOLITION AND GRADING ENCOMPASSING THE LANGUAGE CONTAINED IN THIS MITIGATION MEASURE, INCLUDING ALL COMPLIANCE ACTIONS.

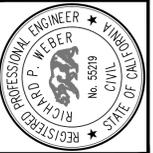


No.	DELTA	RADIUS	LENGTH
C1	11°44'12"	150.00'	30.73'
C2	13°07'37"	100.00'	22.91'
C3	1°50'44"	500.00'	16.11'
C4	1°33'49"	500.00'	13.64'
C5	3°07'33"	300.00'	16.37'
C6	2°58'41"	800.00'	41.58'

LINE	DIRECTION	LENGTH
L1	N34°05'35"E	34.61'
L2	N47°13'12"E	104.55'
L3	N49°03'56"E	86.38'
L4	N50°37'45"E	55.23'
L5	N47°30'11"E	36.27'
L6	N46°05'55"E	55.67'
L7	N49°04'36"E	54.76'



DRIVEWAY CENTERLINE PROFILE
SCALE: 1" = 20'



NO.	DATE	DESCRIPTION
1	09/01/2021	BUILDING PERMIT SUBMITTAL
RS	02/09/2022	DRIVEWAY WIDENING
RAA		

KNOOP RESIDENCE - DRIVEWAY PLANS
120 COUNTRY CLUB HEIGHTS
Carmel Valley, California
DRIVEWAY PLAN AND PROFILE - STA: 17+50.00 - 23+60.00
APN 187-021-040 & 187-021-041

SCALE:	
DRAWN:	RA
JOB No.:	2602.04
SHEET	C1.1 OF 20



KEY NOTES

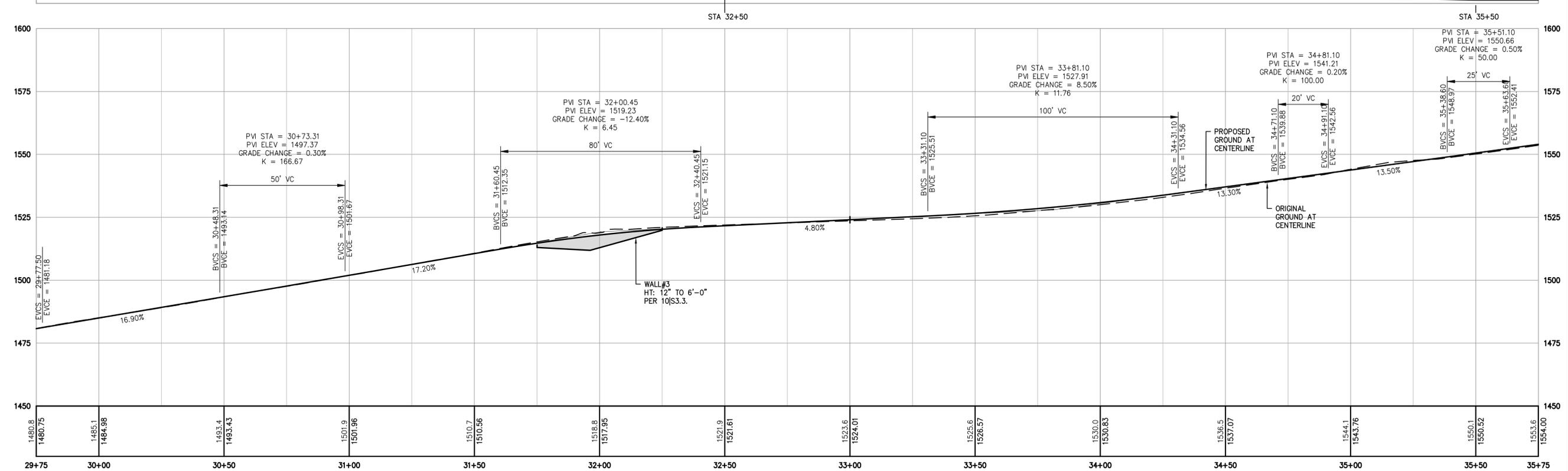
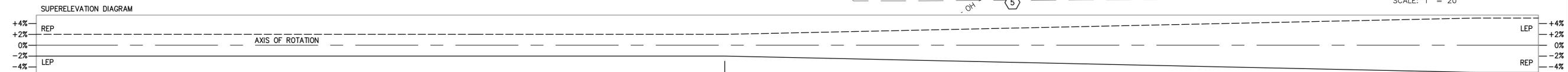
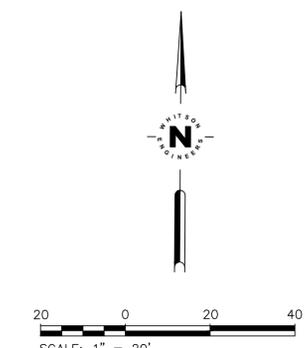
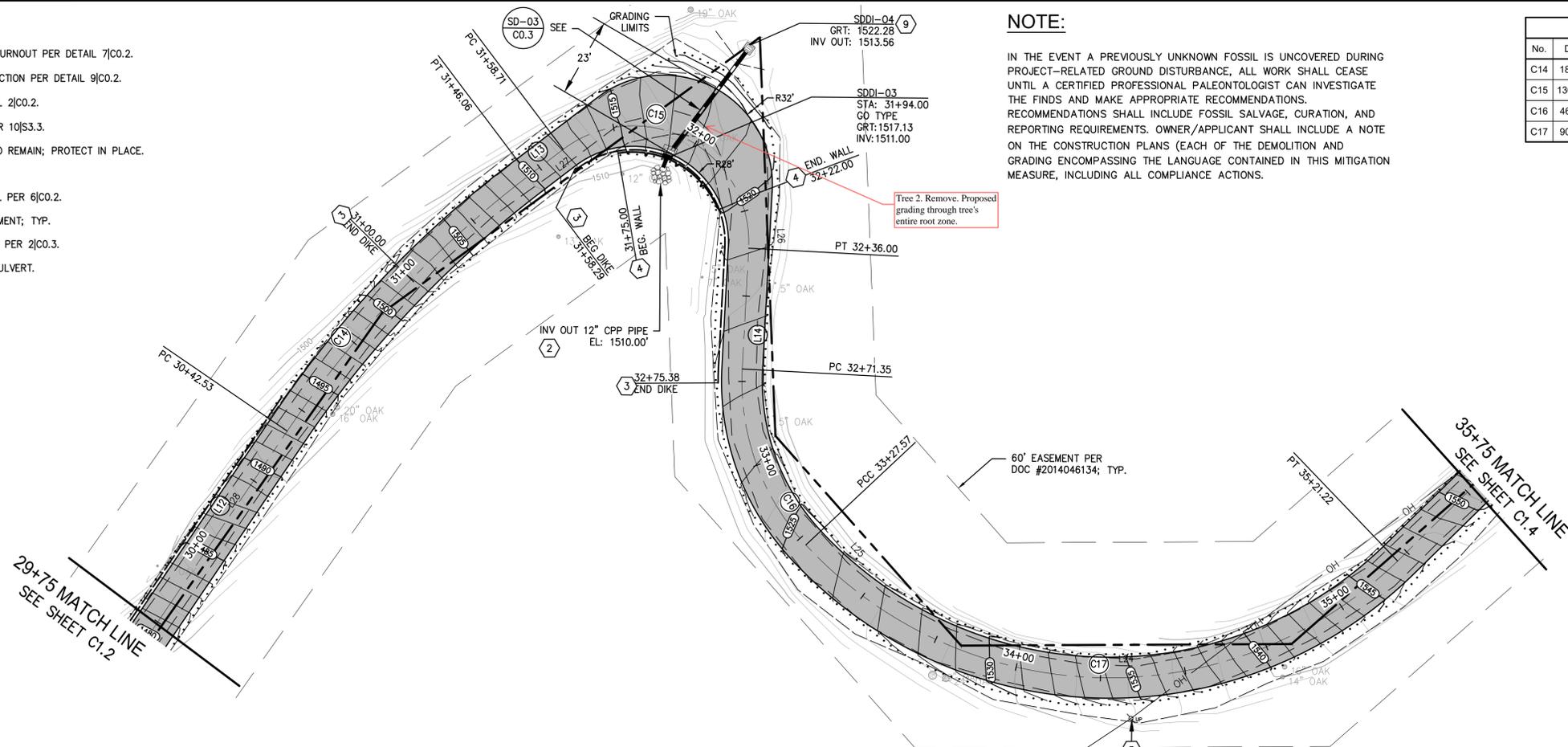
- 1 FIRE DEPARTMENT TURNOUT PER DETAIL 7(C)0.2.
- 2 ROCK SLOPE PROTECTION PER DETAIL 9(C)0.2.
- 3 AC DIKE PER DETAIL 2(C)0.2.
- 4 RETAINING WALL PER 10(S)3.3.
- 5 EX. UTILITY POLE TO REMAIN; PROTECT IN PLACE.
- 6 EX. WOOD POST.
- 7 SWALE BEHIND WALL PER 6(C)0.2.
- 8 PROTECT EX. MONUMENT; TYP.
- 9 SIDE OPENING INLET PER 2(C)0.3.
- 10 REMOVE EXISTING CULVERT.

NOTE:

IN THE EVENT A PREVIOUSLY UNKNOWN FOSSIL IS UNCOVERED DURING PROJECT-RELATED GROUND DISTURBANCE, ALL WORK SHALL CEASE UNTIL A CERTIFIED PROFESSIONAL PALEONTOLOGIST CAN INVESTIGATE THE FINDS AND MAKE APPROPRIATE RECOMMENDATIONS. RECOMMENDATIONS SHALL INCLUDE FOSSIL SALVAGE, CURATION, AND REPORTING REQUIREMENTS. OWNER/APPLICANT SHALL INCLUDE A NOTE ON THE CONSTRUCTION PLANS (EACH OF THE DEMOLITION AND GRADING ENCOMPASSING THE LANGUAGE CONTAINED IN THIS MITIGATION MEASURE, INCLUDING ALL COMPLIANCE ACTIONS.

CURVE TABLE			
No.	DELTA	RADIUS	LENGTH
C14	18°32'12"	320.00'	103.53'
C15	130°13'56"	34.00'	77.28'
C16	46°01'16"	70.00'	56.23'
C17	90°56'35"	122.00'	193.65'

LINE TABLE		
LINE	DIRECTION	LENGTH
L12	N33°42'01"E	76.11
L13	N52°14'13"E	12.66
L14	S2°28'08"W	35.35



DRIVEWAY CENTERLINE PROFILE
SCALE: 1" = 20'

Civil Engineering
Land Surveying
6 Hester Court
Menlo Park, California
831.449.9225
whitsonengineers.com



SUBMITTAL / REVISION	
1	09/01/2021 BUILDING PERMIT SUBMITTAL
RS	02/09/2022 DRIVEWAY WIDENING
RAA	RAA

KNOOP RESIDENCE - DRIVEWAY PLANS
120 COUNTRY CLUB HEIGHTS
Carmel Valley, California
DRIVEWAY PLAN AND PROFILE - STA: 29+75.00 - 35+75.00
APN 187-021-040 & 187-021-041

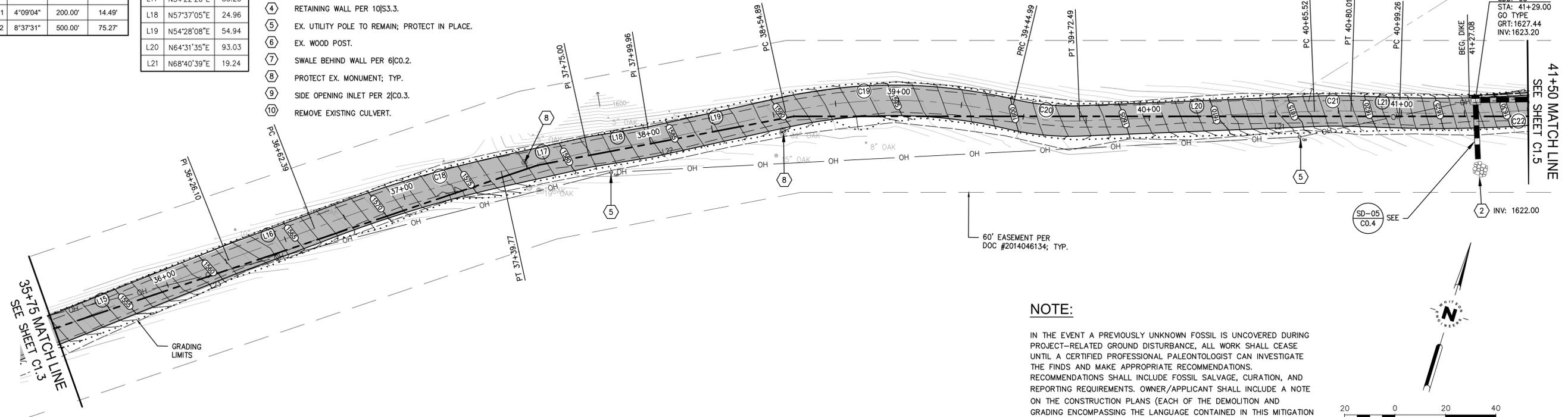
SCALE:	
DRAWN:	RA
JOB No.:	2602.04
SHEET	C1.3 OF 20

CURVE TABLE			
No.	DELTA	RADIUS	LENGTH
C18	8°52'03"	500.00'	77.38'
C19	25°48'39"	200.00'	90.10'
C20	15°45'12"	100.00'	27.49'
C21	4°09'04"	200.00'	14.49'
C22	8°37'31"	500.00'	75.27'

LINE TABLE		
LINE	DIRECTION	LENGTH
L15	N45°08'26"E	104.88
L16	N46°33'27"E	36.29
L17	N54°22'20"E	35.23
L18	N57°37'05"E	24.96
L19	N54°28'08"E	54.94
L20	N64°31'35"E	93.03
L21	N68°40'39"E	19.24

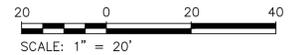
KEY NOTES

- ① FIRE DEPARTMENT TURNOUT PER DETAIL 7(CO.2.
- ② ROCK SLOPE PROTECTION PER DETAIL 9(CO.2.
- ③ AC DIKE PER DETAIL 2(CO.2.
- ④ RETAINING WALL PER 10(S.3.3.
- ⑤ EX. UTILITY POLE TO REMAIN; PROTECT IN PLACE.
- ⑥ EX. WOOD POST.
- ⑦ SWALE BEHIND WALL PER 6(CO.2.
- ⑧ PROTECT EX. MONUMENT; TYP.
- ⑨ SIDE OPENING INLET PER 2(CO.3.
- ⑩ REMOVE EXISTING CULVERT.

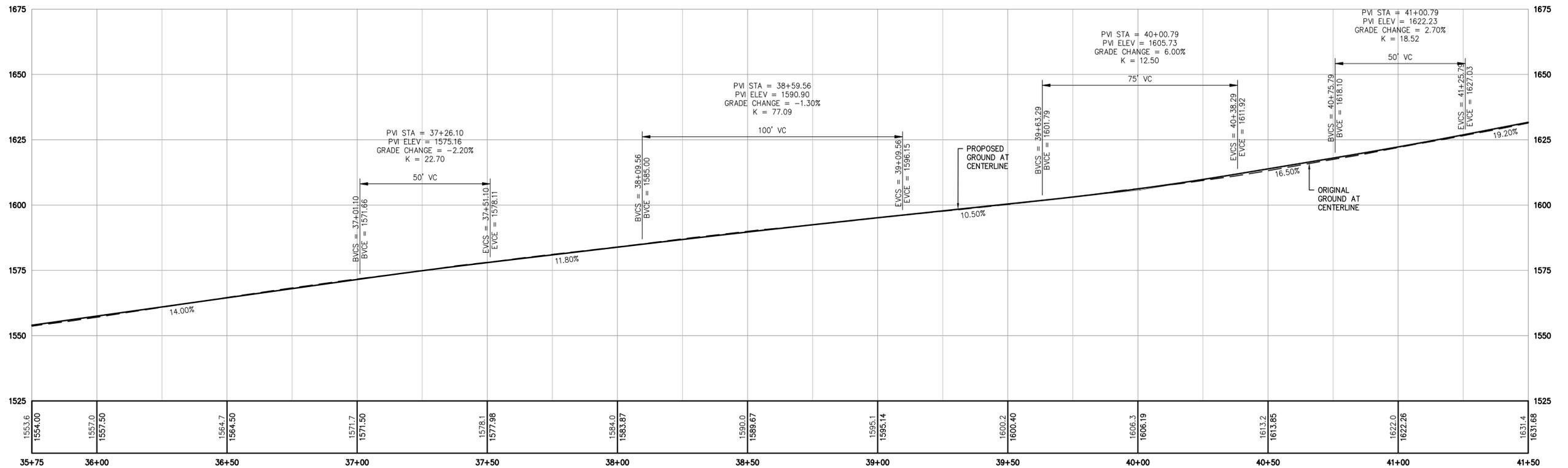


NOTE:

IN THE EVENT A PREVIOUSLY UNKNOWN FOSSIL IS UNCOVERED DURING PROJECT-RELATED GROUND DISTURBANCE, ALL WORK SHALL CEASE UNTIL A CERTIFIED PROFESSIONAL PALEONTOLOGIST CAN INVESTIGATE THE FINDS AND MAKE APPROPRIATE RECOMMENDATIONS. RECOMMENDATIONS SHALL INCLUDE FOSSIL SALVAGE, CURATION, AND REPORTING REQUIREMENTS. OWNER/APPLICANT SHALL INCLUDE A NOTE ON THE CONSTRUCTION PLANS (EACH OF THE DEMOLITION AND GRADING ENCOMPASSING THE LANGUAGE CONTAINED IN THIS MITIGATION MEASURE, INCLUDING ALL COMPLIANCE ACTIONS.



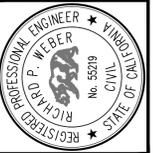
SUPERELEVATION DIAGRAM



DRIVEWAY CENTERLINE PROFILE
SCALE: 1" = 20'



Civil Engineering
Land Surveying
6 Harte Court
Menlo Park, California
831.449.5225
whitsonengineers.com



SUBMITTAL / REVISION	DATE	BY	REVISION
1	09/07/2021	RS	BUILDING PERMIT SUBMITTAL
	02/09/2022	RAA	DRIVEWAY WIDENING

KNOOP RESIDENCE - DRIVEWAY PLANS
120 COUNTRY CLUB HEIGHTS
DRIVEWAY PLAN AND PROFILE - STA: 35+75.00 - 41+50.00
Carmel Valley, California
APN 187-021-040 & 187-021-041

SCALE:	
DRAWN:	RA
JOB No.:	2602.04
SHEET	C1.4
	OF 20



SUBMITTAL / REVISION	BUILDING PERMIT SUBMITTAL
RS	DRIVEWAY WIDENING
RAA	
1	09/01/2021
	02/09/2022

KNOOP RESIDENCE - DRIVEWAY PLANS
120 COUNTRY CLUB HEIGHTS
 DRIVEWAY PLAN AND PROFILE - STA: 47+50.00 - 53+25.00
 Carmel Valley, California
 APN 187-021-040 & 187-021-041

BUILDING PERMIT SUBMITTAL

NOTE:

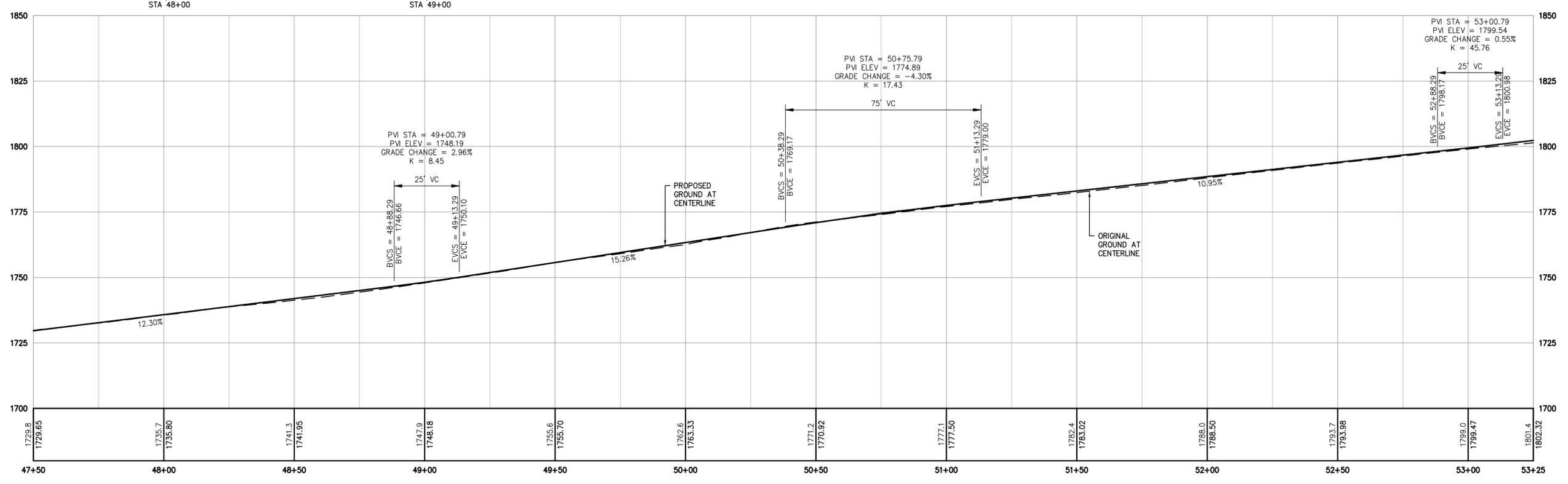
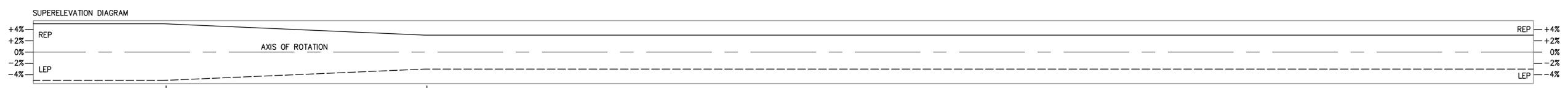
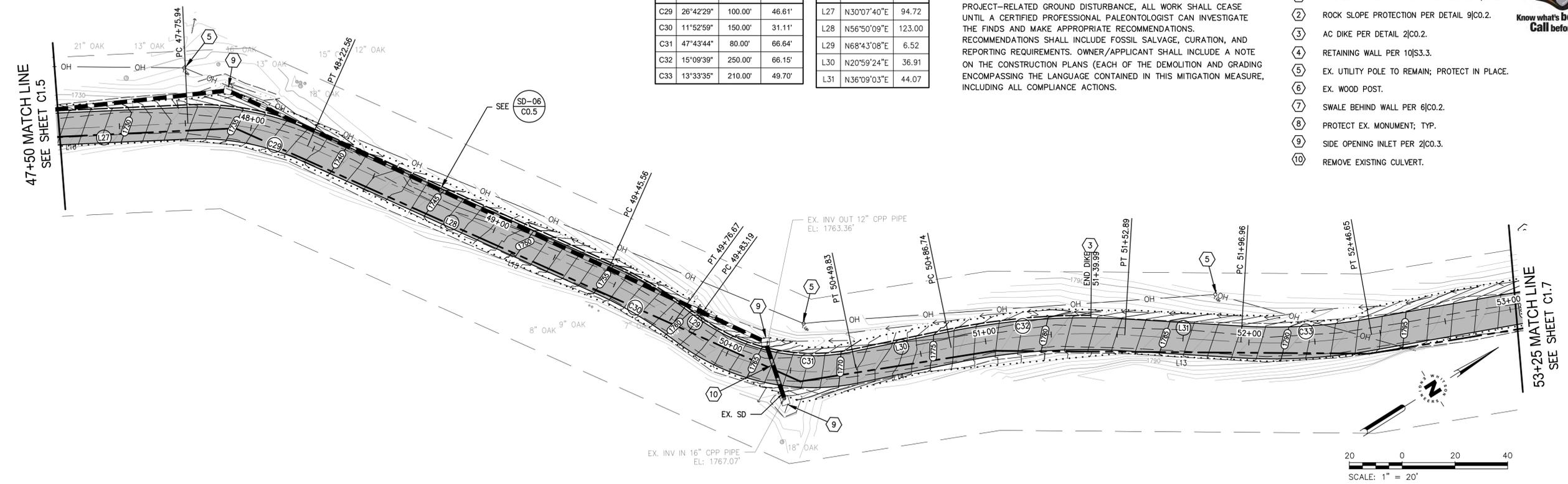
IN THE EVENT A PREVIOUSLY UNKNOWN FOSSIL IS UNCOVERED DURING PROJECT-RELATED GROUND DISTURBANCE, ALL WORK SHALL CEASE UNTIL A CERTIFIED PROFESSIONAL PALEONTOLOGIST CAN INVESTIGATE THE FINDS AND MAKE APPROPRIATE RECOMMENDATIONS. RECOMMENDATIONS SHALL INCLUDE FOSSIL SALVAGE, CURATION, AND REPORTING REQUIREMENTS. OWNER/APPLICANT SHALL INCLUDE A NOTE ON THE CONSTRUCTION PLANS (EACH OF THE DEMOLITION AND GRADING ENCOMPASSING THE LANGUAGE CONTAINED IN THIS MITIGATION MEASURE, INCLUDING ALL COMPLIANCE ACTIONS.

KEY NOTES

- ① FIRE DEPARTMENT TURNOUT PER DETAIL 7(C)0.2.
- ② ROCK SLOPE PROTECTION PER DETAIL 9(C)0.2.
- ③ AC DIKE PER DETAIL 2(C)0.2.
- ④ RETAINING WALL PER 10(S)3.3.
- ⑤ EX. UTILITY POLE TO REMAIN; PROTECT IN PLACE.
- ⑥ EX. WOOD POST.
- ⑦ SWALE BEHIND WALL PER 6(C)0.2.
- ⑧ PROTECT EX. MONUMENT; TYP.
- ⑨ SIDE OPENING INLET PER 2(C)0.3.
- ⑩ REMOVE EXISTING CULVERT.

CURVE TABLE			
No.	DELTA	RADIUS	LENGTH
C29	26°42'29"	100.00'	46.61'
C30	11°52'59"	150.00'	31.11'
C31	47°43'44"	80.00'	66.64'
C32	15°09'39"	250.00'	66.15'
C33	13°33'35"	210.00'	49.70'

LINE TABLE		
LINE	DIRECTION	LENGTH
L27	N30°07'40"E	94.72
L28	N56°50'09"E	123.00
L29	N68°43'08"E	6.52
L30	N20°59'24"E	36.91
L31	N36°09'03"E	44.07



DRIVEWAY CENTERLINE PROFILE
 SCALE: 1" = 20'

3:\Marketing\Projects\187-021-040 & 187-021-041\187-021-041-001-001.dwg - 09/15/2022 - 4:23pm
 8/15/2022 4:23 PM

This page intentionally left blank

ATTACHMENT B

ISA Tree Hazard Evaluation Forms and Tree Locations



A Photographic Guide to the Evaluation of Hazard Trees in Urban Areas

TREE HAZARD EVALUATION FORM 2nd Edition

Site/Address: 120 Country Club Heights, Carmel Valley
 Map/Location: 36.499774° lat -121.729060° long
 Owner: public _____ private unknown _____ other _____
 Date: 6/26/25 Inspector: Patric Kmbaehner
 Date of last inspection: 6/26/25

HAZARD RATING:						
<u>3</u>	+	<u>4</u>	+	<u>3</u>	=	<u>10</u>
Failure Potential		Size of part		Target Rating	=	Hazard Rating
<input checked="" type="checkbox"/>						Immediate action needed
						Needs further inspection
						Dead tree

TREE CHARACTERISTICS

Tree #: 13 Species: Quercus agrifolia (Coast live oak)
 DBH: 24" # of trunks: 1 Height: 15' Spread: 12'
 Form: generally symmetric minor asymmetry major asymmetry stump sprout stag-headed
 Crown class: dominant co-dominant intermediate suppressed
 Live crown ratio: 30 % Age class: young semi-mature mature over-mature/senescent
 Pruning history: crown cleaned excessively thinned topped crown raised pollarded crown reduced flush cuts cabled/braced
 none multiple pruning events Approx. dates: unk
 Special Value: specimen heritage/historic wildlife unusual street tree screen shade indigenous protected by gov. agency

TREE HEALTH

Foliage color: normal chlorotic necrotic Epicormics? N
 Foliage density: normal sparse Leaf size: normal small Growth obstructions: stakes wire/ties signs cables
 Annual shoot growth: excellent average poor Twig Dieback? Y N curb/pavement guards
 Woundwood development: excellent average poor none other road cut
 Vigor class: excellent average fair poor
 Major pests/diseases: oak wilt (Diplodia quercina), Oak anthracnose, Decay, fungal conks

SITE CONDITIONS

Site Character: residence commercial industrial park open space natural woodland/forest
 Landscape type: parkway raised bed container mound lawn shrub border wind break
 Irrigation: none adequate inadequate excessive trunk wetted
 Recent site disturbance? N construction soil disturbance grade change line clearing site clearing
 % dripline paved: 10-25% 25-50% 50-75% 75-100% Pavement lifted? Y N
 % dripline w/ fill soil: 10-25% 25-50% 50-75% 75-100%
 % dripline grade lowered: 0% 10-25% 25-50% 50-75% 75-100%
 Soil problems: drainage shallow compacted droughty saline alkaline acidic small volume disease center history of fall
 clay expansive slope 20° aspect: East
 Obstructions: lights signage line-of-sight view overhead lines underground utilities traffic adjacent veg.
 Exposure to wind: single tree below canopy above canopy recently exposed windward, canopy edge area prone to windthrow
 Prevailing wind direction: NW Occurrence of snow/ice storms never seldom regularly

TARGET

Use Under Tree: building parking traffic pedestrian recreation landscape hardscape small features utility lines
 Can target be moved? Y N Can use be restricted? Y N
 Occupancy: occasional use intermittent use frequent use constant use

TREE DEFECTS

ROOT DEFECTS:

Suspect root rot: Y N Mushroom/conk/bracket present: Y N ID: UNK

Exposed roots: severe moderate low Undermined: severe moderate low

Root pruned: ND distance from trunk Root area affected: >50 % Buttress wounded: Y N When: _____

Restricted root area: severe moderate low Potential for root failure: severe moderate low

LEAN: 15 deg. from vertical natural unnatural self-corrected Soil heaving: Y N

Decay in plane of lean: Y N Roots broken: Y N Soil cracking: Y N

Compounding factors: Erosion from Road cut Causing failure Lean severity: severe moderate low

CROWN DEFECTS: Indicate presence of individual defects and rate their severity (s = severe, m = moderate, l = low)

DEFECT	ROOT CROWN	TRUNK	SCAFFOLDS	BRANCHES
Poor taper				
Bow, sweep				
Codominants/forks				
Multiple attachments				
Included bark				
Excessive end weight				
Cracks/splits	S			
Hangers	S			M
Girdling				
Wounds/seam				
Decay		S		
Cavity				
Conks/mushrooms/bracket		S		
Bleeding/sap flow				
Loose/cracked bark		M		
Nesting hole/bee hive				
Deadwood/stubs		M		
Borers/termites/ants		M		
Cankers/galls/burls		M		
Previous failure		M	M	

HAZARD RATING

Tree part most likely to fail: Entire Tree failure

Inspection period: _____ annual _____ biannual _____ other Remove

Failure Potential + Size of Part + Target Rating = Hazard Rating

$$3 + 4 + 3 = 10$$

Failure potential: 1 - low; 2 - medium; 3 - high; 4 - severe

Size of part: 1 - <8" (15 cm); 2 - 6-18" (15-45 cm);

3 - 18-30" (45-75 cm); 4 - >30" (75 cm)

Target rating: 1 - occasional use; 2 intermittent use;

3 - frequent use; 4 - constant use

HAZARD ABATEMENT

Prune: remove defective part reduce end weight crown clean thin raise canopy crown reduce restructure shape

Cable/Brace: N/A Inspect further: root crown decay aerial monitor

Remove tree: Y N Replace? Y N Move target: Y N Other: _____

Effect on adjacent trees: none evaluate

Notification: owner manager governing agency Date: _____

COMMENTS



A Photographic Guide to the Evaluation of Hazard Trees in Urban Areas
TREE HAZARD EVALUATION FORM 2nd Edition

Site/Address: 120 Country Club Heights, Carmel Valley
 Map/Location: 36.499774° lat -121.729060° long
 Owner: public _____ private unknown _____ other _____
 Date: 6/26/25 Inspector: Patric Krabaker
 Date of last inspection: 6/26/25

HAZARD RATING:						
<u>3</u>	+	<u>4</u>	+	<u>3</u>	=	<u>10</u>
Failure Potential		Size of part		Target Rating	=	Hazard Rating
<input checked="" type="checkbox"/>						Immediate action needed
<input type="checkbox"/>						Needs further inspection
<input type="checkbox"/>						Dead tree

TREE CHARACTERISTICS

Tree #: 15 Species: Quercus agrifolia (Coast live oak)
 DBH: 30" # of trunks: 1 Height: 15' Spread: 10'
 Form: generally symmetric minor asymmetry major asymmetry stump sprout stag-headed
 Crown class: dominant co-dominant intermediate suppressed
 Live crown ratio: 20 % Age class: young semi-mature mature over-mature/senescent
 Pruning history: crown cleaned excessively thinned topped crown raised pollarded crown reduced flush cuts cabled/braced
 none multiple pruning events Approx. dates: unk
 Special Value: specimen heritage/historic wildlife unusual street tree screen shade indigenous protected by gov. agency

TREE HEALTH

Foliage color: normal chlorotic necrotic Epicormics? Y N
 Foliage density: normal sparse Leaf size: normal small
 Annual shoot growth: excellent average poor Twig Dieback? Y N
 Woundwood development: excellent average poor none
 Vigor class: excellent average fair poor
 Major pests/diseases: oak wilt (Diplodia quercina), Oak anthracnose, Decay, fungal conks

SITE CONDITIONS

Site Character: residence commercial industrial park open space natural woodland/forest
 Landscape type: parkway raised bed container mound lawn shrub border wind break
 Irrigation: none adequate inadequate excessive trunk wetted
 Recent site disturbance? Y N construction soil disturbance grade change line clearing site clearing
 % dripline paved: 0% 10-25% 25-50% 50-75% 75-100% Pavement lifted? Y N
 % dripline w/ fill soil: 0% 10-25% 25-50% 50-75% 75-100%
 % dripline grade lowered: 0% 10-25% 25-50% 50-75% 75-100%
 Soil problems: drainage shallow compacted droughty saline alkaline acidic small volume disease center history of fail
 clay expansive slope 20 ° aspect: East
 Obstructions: lights signage line-of-sight view overhead lines underground utilities traffic adjacent veg. _____
 Exposure to wind: single tree below canopy above canopy recently exposed windward, canopy edge area prone to windthrow
 Prevailing wind direction: NW Occurrence of snow/ice storms never seldom regularly

TARGET

Use Under Tree: building parking traffic pedestrian recreation landscape hardscape small features utility lines
 Can target be moved? Y N Can use be restricted? Y N
 Occupancy: occasional use intermittent use frequent use constant use

The International Society of Arboriculture assumes no responsibility for conclusions or recommendations derived from use of this form.

TREE DEFECTS

ROOT DEFECTS:

Suspect root rot: N Mushroom/conk/bracket present: N ID: UNK
 Exposed roots: severe moderate low Undermined: severe moderate low
 Root pruned: NO distance from trunk Root area affected: >50 % Buttress wounded: Y When: _____
 Restricted root area: severe moderate low Potential for root failure: severe moderate low
 LEAN: 10 deg. from vertical natural unnatural self-corrected Soil heaving: Y
 Decay in plane of lean: Y Roots broken N Soil cracking: N
 Compounding factors: Erosion from Road cut causing failure Lean severity: severe moderate low

CROWN DEFECTS: Indicate presence of individual defects and rate their severity (s = severe, m = moderate, l = low)

DEFECT	ROOT CROWN	TRUNK	SCAFFOLDS	BRANCHES
Poor taper				
Bow, sweep				
Codominants/forks				
Multiple attachments				
Included bark				
Excessive end weight				
Cracks/splits	S			
Hangers	S			M
Girdling				
Wounds/seam				
Decay		S		
Cavity				
Conks/mushrooms/bracket		S		
Bleeding/sap flow				
Loose/cracked bark		M		
Nesting hole/bee hive				
Deadwood/stubs		M		
Borers/termites/ants		M		
Cankers/galls/burls		M		
Previous failure		M	M	

HAZARD RATING

Tree part most likely to fail: Entire Tree failure
 Inspection period: _____ annual _____ biannual _____ other REMOVE
 Failure Potential + Size of Part + Target Rating = Hazard Rating
3 + 4 + 3 = 10

Failure potential: 1 - low; 2 - medium; 3 - high; 4 - severe
 Size of part: 1 - <6" (15 cm); 2 - 6-18" (15-45 cm);
 3 - 18-30" (45-75 cm); 4 - >30" (75 cm)
 Target rating: 1 - occasional use; 2 intermittent use;
 3 - frequent use; 4 - constant use

HAZARD ABATEMENT

Prune: remove defective part reduce end weight crown clean thin raise canopy crown reduce restructure shape
 Cable/Brace: N/A Inspect further: root crown decay aerial monitor
 Remove tree: N Replace? N Move target: Y Other: _____
 Effect on adjacent trees: none evaluate
 Notification: owner manager governing agency Date: _____

COMMENTS



A Photographic Guide to the Evaluation of Hazard Trees in Urban Areas
TREE HAZARD EVALUATION FORM 2nd Edition

Site/Address: 120 Country Club Heights, Carmel Valley
 Map/Location: 36.499774° lat -121.729060° long
 Owner: public _____ private unknown _____ other _____
 Date: 6/26/25 Inspector: Patric Krabaker
 Date of last inspection: 6/26/25

HAZARD RATING:						
<u>3</u>	+	<u>4</u>	+	<u>3</u>	=	<u>10</u>
Failure Potential		Size of part		Target Rating	=	Hazard Rating
<input checked="" type="checkbox"/>						Immediate action needed
<input type="checkbox"/>						Needs further inspection
<input type="checkbox"/>						Dead tree

TREE CHARACTERISTICS

Tree #: 34 Species: Quercus agrifolia (Coast live oak)
 DBH: 29" # of trunks: 3 Height: 15' Spread: 10'
 Form: generally symmetric minor asymmetry major asymmetry stump sprout stag-headed
 Crown class: dominant co-dominant intermediate suppressed
 Live crown ratio: 25 % Age class: young semi-mature mature over-mature/senescent
 Pruning history: crown cleaned excessively thinned topped crown raised pollarded crown reduced flush cuts cabled/braced
 none multiple pruning events Approx. dates: unk
 Special Value: specimen heritage/historic wildlife unusual street tree screen shade indigenous protected by gov. agency

TREE HEALTH

Foliage color: normal chlorotic necrotic Epicormics? Y N
 Foliage density: normal sparse Leaf size: normal small
 Annual shoot growth: excellent average poor Twig Dieback? Y N
 Woundwood development: excellent average poor none
 Vigor class: excellent average fair poor
 Major pests/diseases: oak wilt (Diplodia quercina), Oak anthracnose, Decay, fungal conks

SITE CONDITIONS

Site Character: residence commercial industrial park open space natural woodland/forest
 Landscape type: parkway raised bed container mound lawn shrub border wind break
 Irrigation: none adequate inadequate excessive trunk wetted
 Recent site disturbance? Y N construction soil disturbance grade change line clearing site clearing
 % dripline paved: 0% 10-25% 25-50% 50-75% 75-100% Pavement lifted? Y N
 % dripline w/ fill soil: 0% 10-25% 25-50% 50-75% 75-100%
 % dripline grade lowered: 0% 10-25% 25-50% 50-75% 75-100%
 Soil problems: drainage shallow compacted droughty saline alkaline acidic small volume disease center history of fail
 clay expansive slope 20 ° aspect: East
 Obstructions: lights signage line-of-sight view overhead lines underground utilities traffic adjacent veg. _____
 Exposure to wind: single tree below canopy above canopy recently exposed windward, canopy edge area prone to windthrow
 Prevailing wind direction: NW Occurrence of snow/ice storms never seldom regularly

TARGET

Use Under Tree: building parking traffic pedestrian recreation landscape hardscape small features utility lines
 Can target be moved? Y N Can use be restricted? Y N
 Occupancy: occasional use intermittent use frequent use constant use

The International Society of Arboriculture assumes no responsibility for conclusions or recommendations derived from use of this form.

TREE DEFECTS

ROOT DEFECTS:

Suspect root rot: N Mushroom/conk/bracket present: N ID: UNK
 Exposed roots: severe moderate low Undermined: severe moderate low
 Root pruned: NO distance from trunk Root area affected: >50 % Buttress wounded: Y When: _____
 Restricted root area: severe moderate low Potential for root failure: severe moderate low
 LEAN: 10 deg. from vertical natural unnatural self-corrected Soil heaving: Y
 Decay in plane of lean: Y Roots broken N Soil cracking: N
 Compounding factors: Erosion from Road cut causing failure Lean severity: severe moderate low

CROWN DEFECTS: Indicate presence of individual defects and rate their severity (s = severe, m = moderate, l = low)

DEFECT	ROOT CROWN	TRUNK	SCAFFOLDS	BRANCHES
Poor taper				
Bow, sweep				
Codominants/forks				
Multiple attachments				
Included bark				
Excessive end weight				
Cracks/splits	S			
Hangers	S			M
Girdling				
Wounds/seam				
Decay		S		
Cavity				
Conks/mushrooms/bracket		S		
Bleeding/sap flow				
Loose/cracked bark		M		
Nesting hole/bee hive				
Deadwood/stubs		M		
Borers/termites/ants		M		
Cankers/galls/burls		M		
Previous failure		M	M	

HAZARD RATING

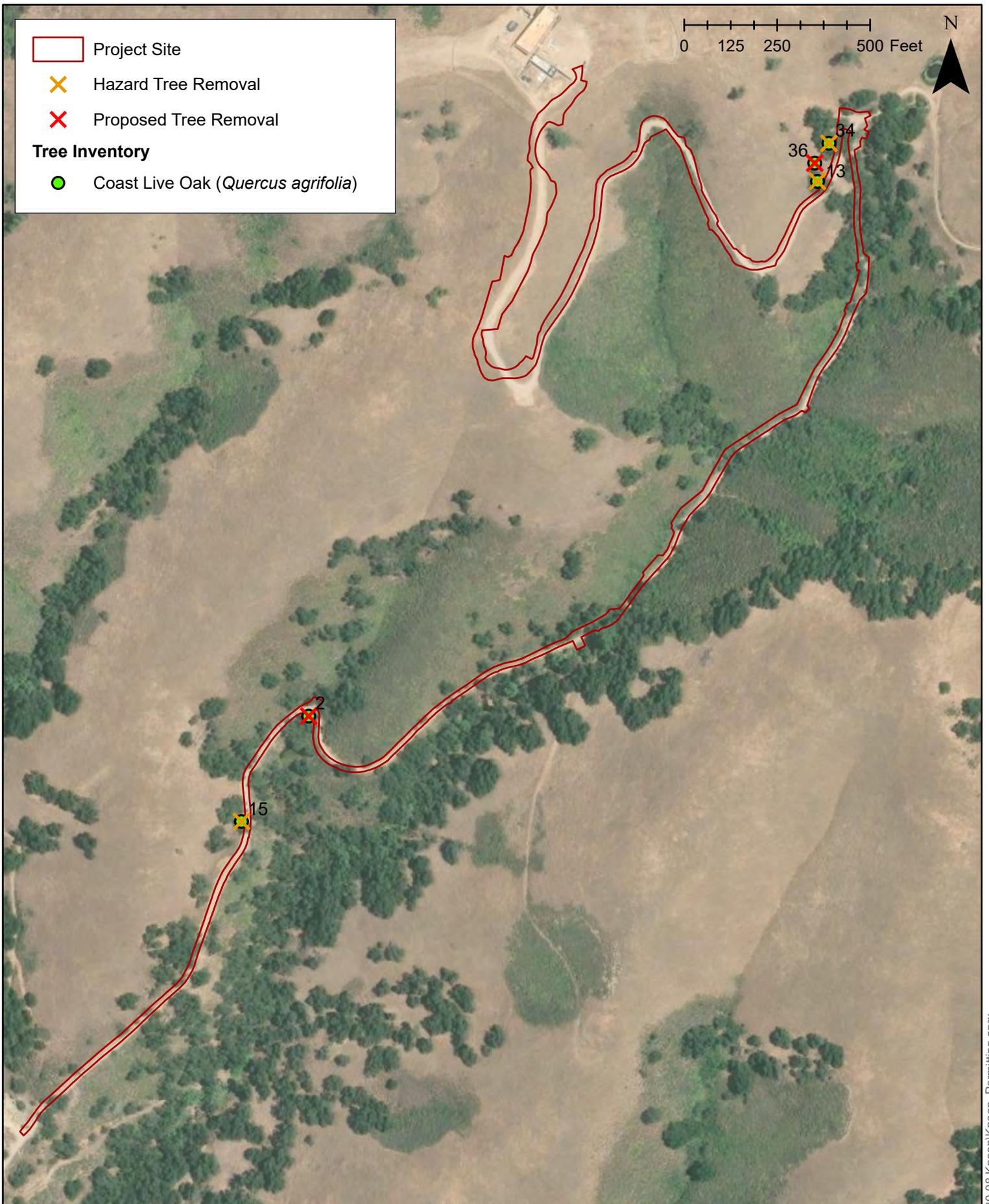
Tree part most likely to fail: Entire Tree failure
 Inspection period: _____ annual _____ biannual _____ other REMOVE
 Failure Potential + Size of Part + Target Rating = Hazard Rating
3 + 4 + 3 = 10

Failure potential: 1 - low; 2 - medium; 3 - high; 4 - severe
 Size of part: 1 - <6" (15 cm); 2 - 6-18" (15-45 cm);
 3 - 18-30" (45-75 cm); 4 - >30" (75 cm)
 Target rating: 1 - occasional use; 2 intermittent use;
 3 - frequent use; 4 - constant use

HAZARD ABATEMENT

Prune: remove defective part reduce end weight crown clean thin raise canopy crown reduce restructure shape
 Cable/Brace: N/A Inspect further: root crown decay aerial monitor
 Remove tree: N Replace? N Move target: Y Other: _____
 Effect on adjacent trees: none evaluate
 Notification: owner manager governing agency Date: _____

COMMENTS



Tree Survey Results

Date
6/26/2025

Scale
1:4,000



Denise Duffy & Associates, Inc.
Planning and Environmental Consulting

Attachment

B



Tree #2; Within grading limits, recommended for removal.



Tree #15; Recommended for removal, soil eroding under tree.



Tree #13 (left); Recommended for removal, soil eroding under tree.
Tree #36 (right); Within grading limits for retaining wall footprint.



Tree #34; Recommended for removal, soil eroding under tree.

ATTACHMENT C

Best Management Practices While Working Near Trees

Tree Protection and Best Management Practices (BMPs)

Prior to the commencement of project related activities, the following tree BMPs shall be implemented and approved by a qualified arborist or forester:

- Trees located adjacent to the construction area shall be protected from damage by construction through the use of temporary fencing and wrapping of trunks with protective materials.
- Fencing shall consist of chain link, supported snowdrift or plastic mesh, hay bales, or field fence. Fencing shall have cross bracing (typically 2x4 material) on both the top and lower edges of the fencing material to prevent sagging and provide lateral support. Fencing shall stand a minimum height of four feet above grade and be placed to the farthest extent possible from the base of the trees, protecting the trees drip line area (typically 10-12 feet away from the base of a tree).
- In the cases where access or space is limited it is permissible to protect trees within the 10-12-foot distance after determination and approval are made by a qualified forester or arborist.
- Soil compaction, parking of vehicles or heavy equipment, stockpiling of construction materials, and/or dumping of materials is not permitted adjacent to trees on the property, especially within fenced areas.
- Fenced areas and the trunk protection materials shall remain in place during the entire construction period. Torn or damaged roots shall be cleanly cut to sound wood wherever possible to minimize decay entry points. Any roots found that must be cut should 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. No tree seals shall be used as the seal material only promotes decay.
- A mulch layer up to approximately 4 inches deep should be applied to the ground under-protected 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.
- Irrigation should be that of normal for exterior planting. Normal watering means that soil should be kept evenly moist and watered regularly, as conditions require. Most plants prefer one (1) inch of water a week during the growing season, but care needs to be taken not to over water. It is better to water once (1) a week and water deeply (over 24 inches), than to water frequently for a few minutes.

Tree Pruning

It is to be understood that the pruning of retained trees is expected for this site. Pruning shall conform to the following standards:

- Clear the crown of diseased, crossing, weak, and dead wood to a general 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 end weight on heavy, horizontal branches by selectively removing small- diameter branches, no greater than three (3) inches, near the ends of the scaffolds. In some cases, larger diameters may be removed depending on the situation (where critical for safety).
- Pruning cuts larger than four (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.
- Pruning shall not be performed during periods of flight of adult boring insects because fresh wounds attract pests (generally spring). Pruning shall be performed only when the danger of infestation has passed.
- 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 following 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 within the trees.
- Brush shall be chipped, and chips shall be spread underneath trees within the tree protection zone to a maximum depth of 6 inches, leaving the trunk clear of mulch.

Following construction, a qualified arborist should monitor trees adjacent to the area of the improvements and if any decline in health that is attributable to the construction is noted, additional trees should be planted on the site.

Root Barriers

Severe pruning of tree roots may lead to a major decline or tree death. The best solution is to select trees that are less likely to become a problem or to plant further away from foundations, curbs, gutters, parking lots, sidewalks, and driveways to reduce tree growth or to allow them to grow in another direction. Place barriers in the soil to a depth of 18 to 24 inches (see landscape details) by trenching along the area to be protected at a distance of five (5) times the trunk diameter. In the cases where access or space is limited, it is permissible to reduce the distance after determination and approval are made by a qualified forester or arborist.

ATTACHMENT D

Project Plans

This page intentionally left blank

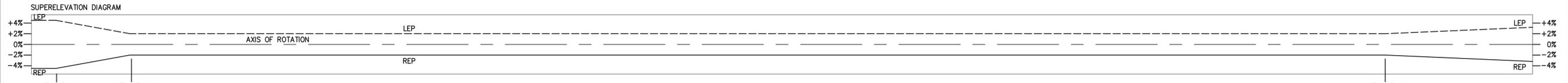
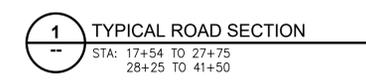
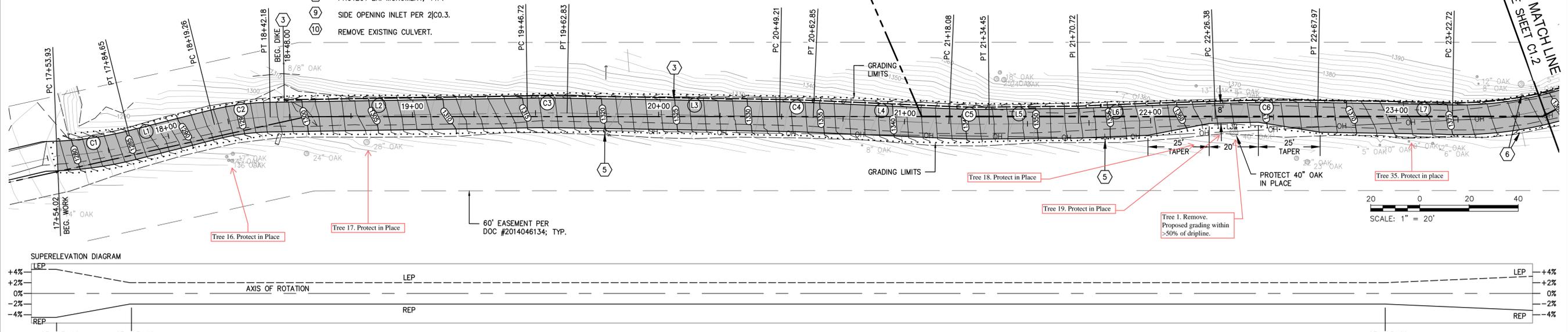


KEY NOTES

- 1 FIRE DEPARTMENT TURNOUT PER DETAIL 7(C)0.2.
- 2 ROCK SLOPE PROTECTION PER DETAIL 9(C)0.2.
- 3 AC DIKE PER DETAIL 2(C)0.2.
- 4 RETAINING WALL PER 10(S)3.3.
- 5 EX. UTILITY POLE TO REMAIN; PROTECT IN PLACE.
- 6 EX. WOOD POST.
- 7 SWALE BEHIND WALL PER 6(C)0.2.
- 8 PROTECT EX. MONUMENT; TYP.
- 9 SIDE OPENING INLET PER 2(C)0.3.
- 10 REMOVE EXISTING CULVERT.

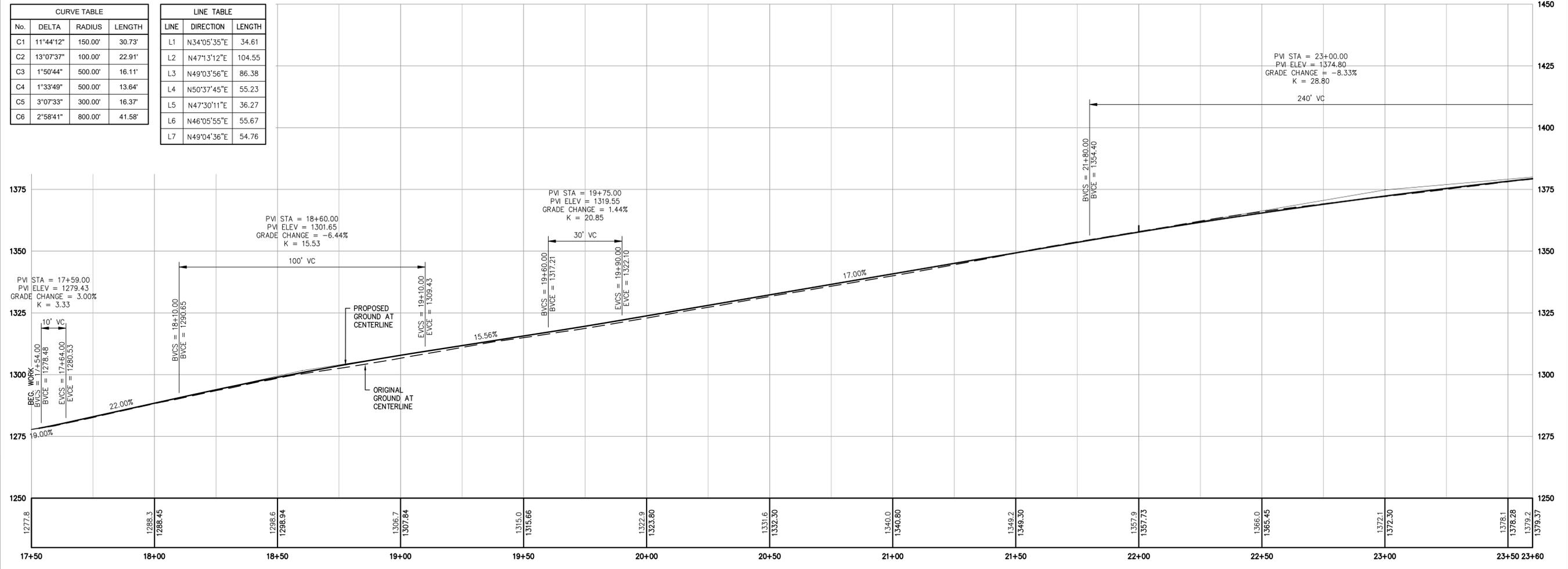
NOTE:

IN THE EVENT A PREVIOUSLY UNKNOWN FOSSIL IS UNCOVERED DURING PROJECT-RELATED GROUND DISTURBANCE, ALL WORK SHALL CEASE UNTIL A CERTIFIED PROFESSIONAL PALEONTOLOGIST CAN INVESTIGATE THE FINDS AND MAKE APPROPRIATE RECOMMENDATIONS. RECOMMENDATIONS SHALL INCLUDE FOSSIL SALVAGE, CURATION, AND REPORTING REQUIREMENTS. OWNER/APPLICANT SHALL INCLUDE A NOTE ON THE CONSTRUCTION PLANS (EACH OF THE DEMOLITION AND GRADING ENCOMPASSING THE LANGUAGE CONTAINED IN THIS MITIGATION MEASURE, INCLUDING ALL COMPLIANCE ACTIONS.



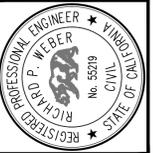
No.	DELTA	RADIUS	LENGTH
C1	11°44'12"	150.00'	30.73'
C2	13°07'37"	100.00'	22.91'
C3	1°50'44"	500.00'	16.11'
C4	1°33'49"	500.00'	13.64'
C5	3°07'33"	300.00'	16.37'
C6	2°58'41"	800.00'	41.58'

LINE	DIRECTION	LENGTH
L1	N34°05'35"E	34.61'
L2	N47°13'12"E	104.55'
L3	N49°03'56"E	86.38'
L4	N50°37'45"E	55.23'
L5	N47°30'11"E	36.27'
L6	N46°05'55"E	55.67'
L7	N49°04'36"E	54.76'



DRIVEWAY CENTERLINE PROFILE
SCALE: 1" = 20'

Civil Engineering
Land Surveying
4 Harte Court
Menlo Park, California
831.449.5225
whitsonengineers.com



NO.	DATE	DESCRIPTION
1	09/01/2021	BUILDING PERMIT SUBMITTAL
2	02/08/2022	DRIVEWAY WIDENING

KNOOP RESIDENCE - DRIVEWAY PLANS
120 COUNTRY CLUB HEIGHTS
Carmel Valley, California
DRIVEWAY PLAN AND PROFILE - STA: 17+50.00 - 23+60.00
APN 187-021-040 & 187-021-041

SCALE:
DRAWN: RA
JOB No.: 2602.04
SHEET
C1.1
OF 20

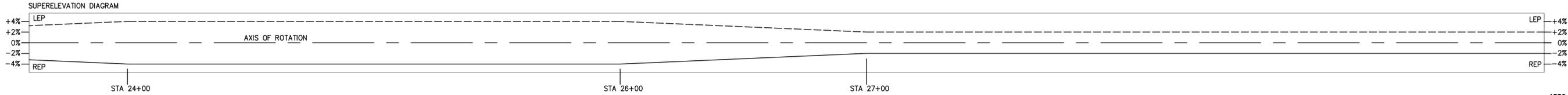
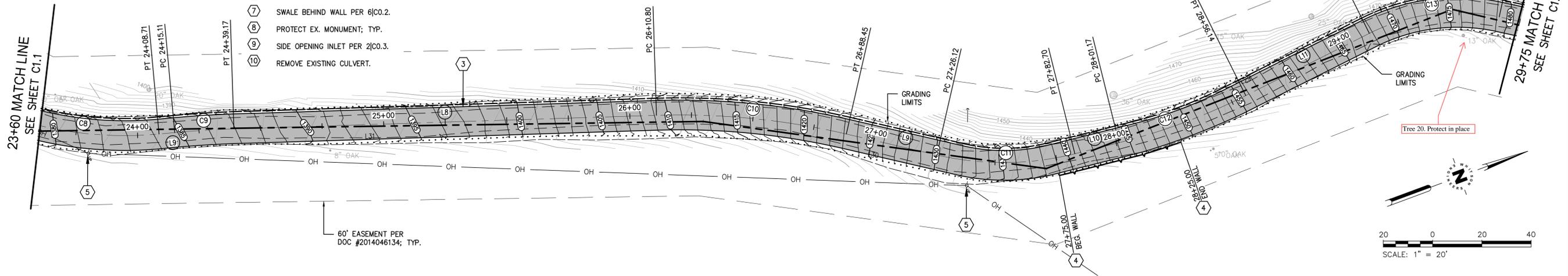


KEY NOTES

- 1 FIRE DEPARTMENT TURNOUT PER DETAIL 7(CO.2.
- 2 ROCK SLOPE PROTECTION PER DETAIL 9(CO.2.
- 3 AC DIKE PER DETAIL 2(CO.2.
- 4 RETAINING WALL PER 10(S)3.3.
- 5 EX. UTILITY POLE TO REMAIN; PROTECT IN PLACE.
- 6 EX. WOOD POST.
- 7 SWALE BEHIND WALL PER 6(CO.2.
- 8 PROTECT EX. MONUMENT; TYP.
- 9 SIDE OPENING INLET PER 2(CO.3.
- 10 REMOVE EXISTING CULVERT.

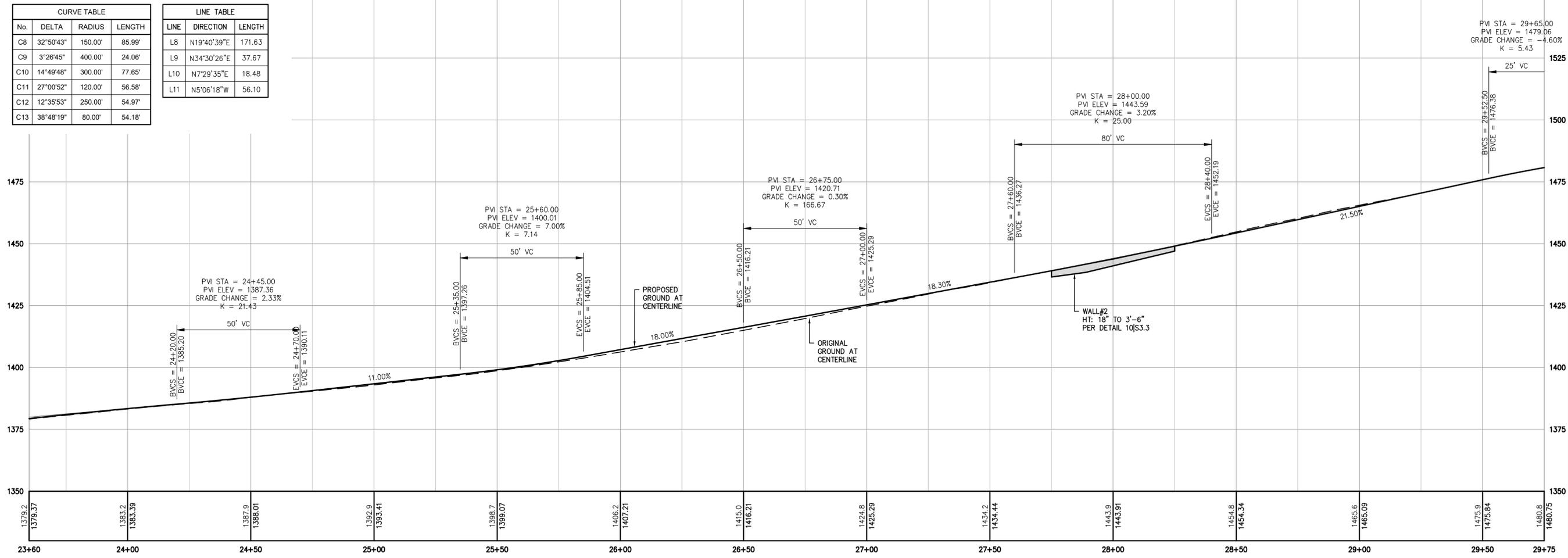
NOTE:

IN THE EVENT A PREVIOUSLY UNKNOWN FOSSIL IS UNCOVERED DURING PROJECT-RELATED GROUND DISTURBANCE, ALL WORK SHALL CEASE UNTIL A CERTIFIED PROFESSIONAL PALEONTOLOGIST CAN INVESTIGATE THE FINDS AND MAKE APPROPRIATE RECOMMENDATIONS. RECOMMENDATIONS SHALL INCLUDE FOSSIL SALVAGE, CURATION, AND REPORTING REQUIREMENTS. OWNER/APPLICANT SHALL INCLUDE A NOTE ON THE CONSTRUCTION PLANS (EACH OF THE DEMOLITION AND GRADING ENCOMPASSING THE LANGUAGE CONTAINED IN THIS MITIGATION MEASURE, INCLUDING ALL COMPLIANCE ACTIONS.



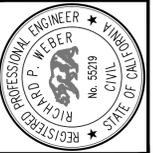
CURVE TABLE			
No.	DELTA	RADIUS	LENGTH
C8	32°50'43"	150.00'	85.99'
C9	3°26'45"	400.00'	24.06'
C10	14°49'48"	300.00'	77.65'
C11	27°00'52"	120.00'	56.58'
C12	12°35'53"	250.00'	54.97'
C13	38°48'19"	80.00'	54.18'

LINE TABLE		
LINE	DIRECTION	LENGTH
L8	N19°40'39"E	171.63
L9	N34°30'26"E	37.67
L10	N7°29'35"E	18.48
L11	N5°06'18"W	56.10



DRIVEWAY CENTERLINE PROFILE
SCALE: 1" = 20'

Civil Engineering
Land Surveying
4 Harte Court
Menlo Park, California
831.449.9253
whitsonengineers.com



SUBMITTAL / REVISION	
1	09/01/2021 BUILDING PERMIT SUBMITTAL
RS	02/08/2022 DRIVEWAY WIDENING
RAA	

KNOOP RESIDENCE - DRIVEWAY PLANS
120 COUNTRY CLUB HEIGHTS
Carmel Valley, California
DRIVEWAY PLAN AND PROFILE - STA: 23+60.00 - 29+75.00
APN 187-021-040 & 187-021-041

SCALE:	
DRAWN:	RA
JOB No.:	2602.04
SHEET	C1.2
	OF 20



Know what's below.
Call before you dig.

KEY NOTES

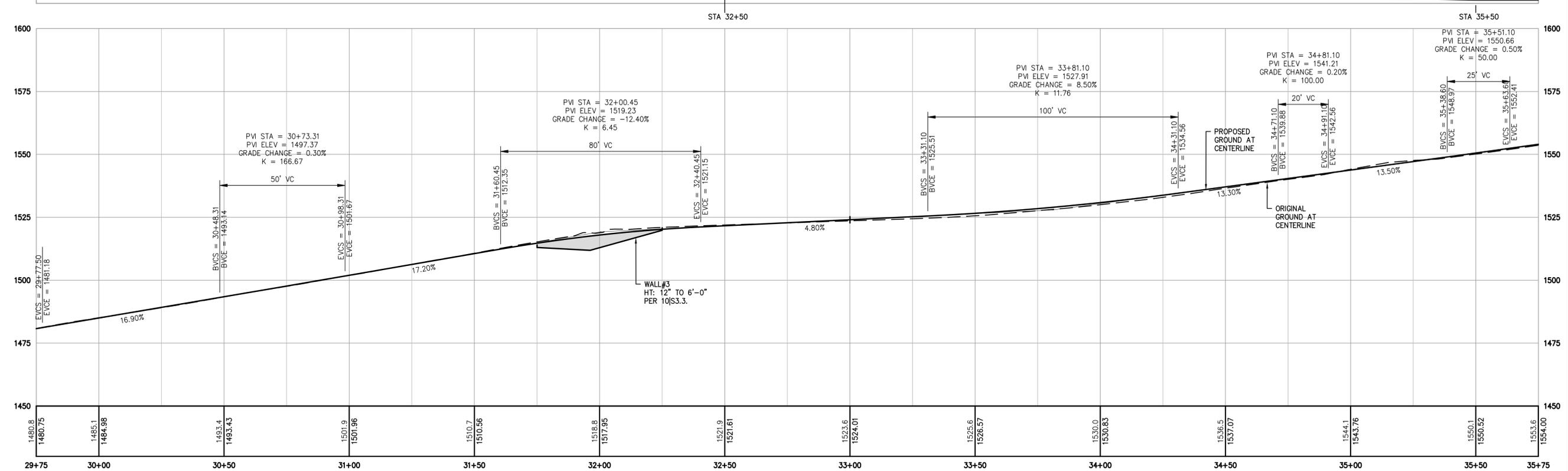
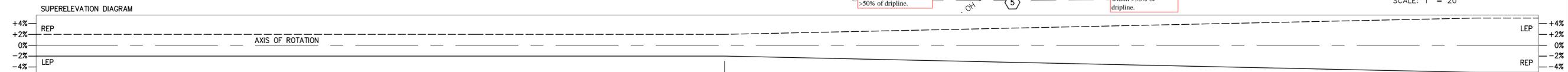
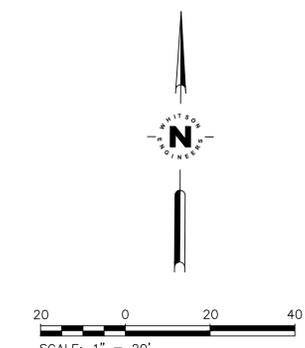
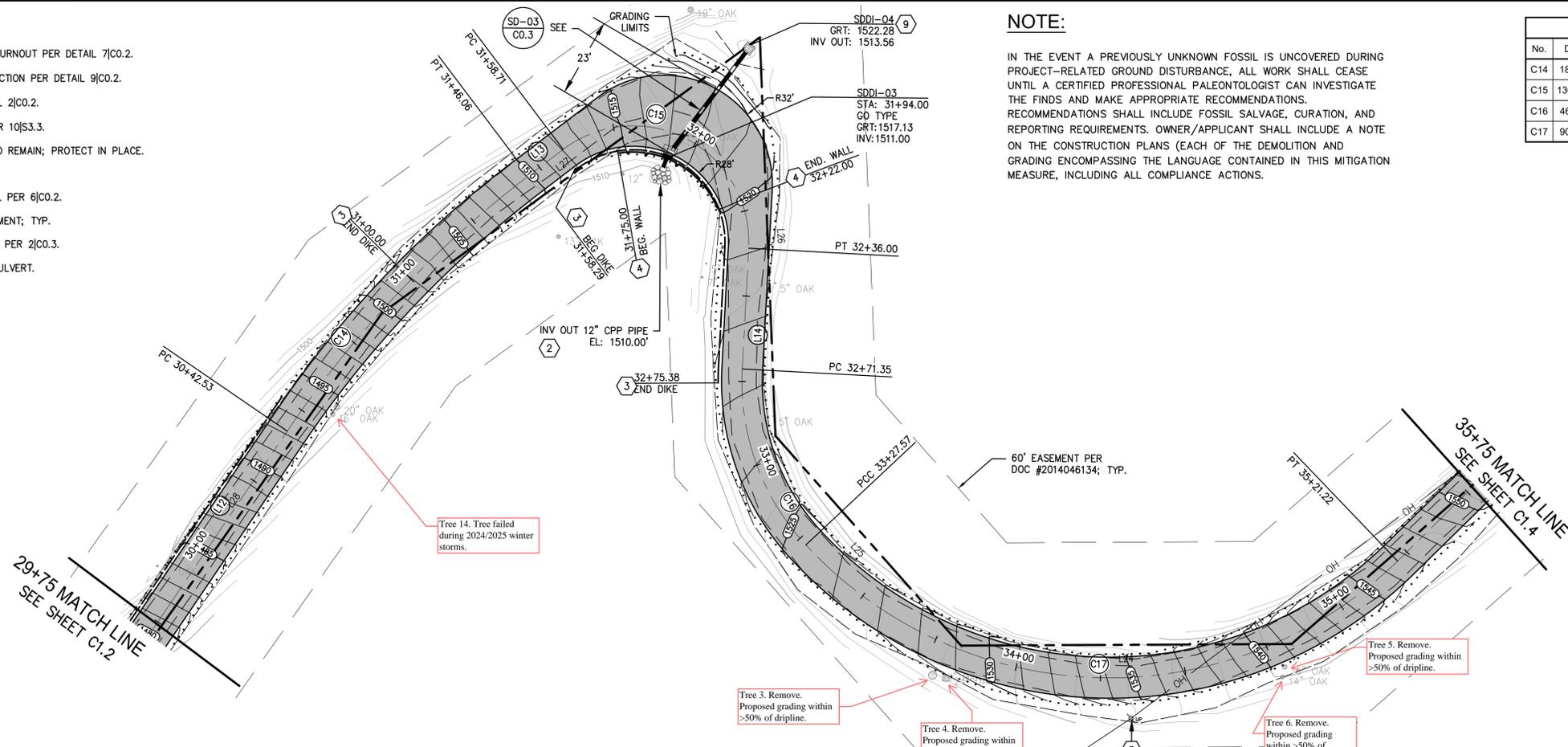
- 1 FIRE DEPARTMENT TURNOUT PER DETAIL 7(C)0.2.
- 2 ROCK SLOPE PROTECTION PER DETAIL 9(C)0.2.
- 3 AC DIKE PER DETAIL 2(C)0.2.
- 4 RETAINING WALL PER 10(S)3.3.
- 5 EX. UTILITY POLE TO REMAIN; PROTECT IN PLACE.
- 6 EX. WOOD POST.
- 7 SWALE BEHIND WALL PER 6(C)0.2.
- 8 PROTECT EX. MONUMENT; TYP.
- 9 SIDE OPENING INLET PER 2(C)0.3.
- 10 REMOVE EXISTING CULVERT.

NOTE:

IN THE EVENT A PREVIOUSLY UNKNOWN FOSSIL IS UNCOVERED DURING PROJECT-RELATED GROUND DISTURBANCE, ALL WORK SHALL CEASE UNTIL A CERTIFIED PROFESSIONAL PALEONTOLOGIST CAN INVESTIGATE THE FINDS AND MAKE APPROPRIATE RECOMMENDATIONS. RECOMMENDATIONS SHALL INCLUDE FOSSIL SALVAGE, CURATION, AND REPORTING REQUIREMENTS. OWNER/APPLICANT SHALL INCLUDE A NOTE ON THE CONSTRUCTION PLANS (EACH OF THE DEMOLITION AND GRADING ENCOMPASSING THE LANGUAGE CONTAINED IN THIS MITIGATION MEASURE, INCLUDING ALL COMPLIANCE ACTIONS.

CURVE TABLE			
No.	DELTA	RADIUS	LENGTH
C14	18°32'12"	320.00'	103.53'
C15	130°13'56"	34.00'	77.28'
C16	46°01'16"	70.00'	56.23'
C17	90°56'35"	122.00'	193.65'

LINE TABLE		
LINE	DIRECTION	LENGTH
L12	N33°42'01"E	76.11
L13	N52°14'13"E	12.66
L14	S2°28'08"W	35.35



DRIVEWAY CENTERLINE PROFILE
SCALE: 1" = 20'

Civil Engineering
Land Surveying
4 Harte Court
Menlo Park, California
831.449.9225
whitsonengineers.com



SUBMITTAL / REVISION	BUILDING PERMIT SUBMITTAL
RS	DRIVEWAY WIDENING
09/07/2021	RAA
02/09/2022	RAA

KNOOP RESIDENCE - DRIVEWAY PLANS
120 COUNTRY CLUB HEIGHTS
Carmel Valley, California
DRIVEWAY PLAN AND PROFILE - STA: 29+75.00 - 35+75.00
APN 187-021-040 & 187-021-041

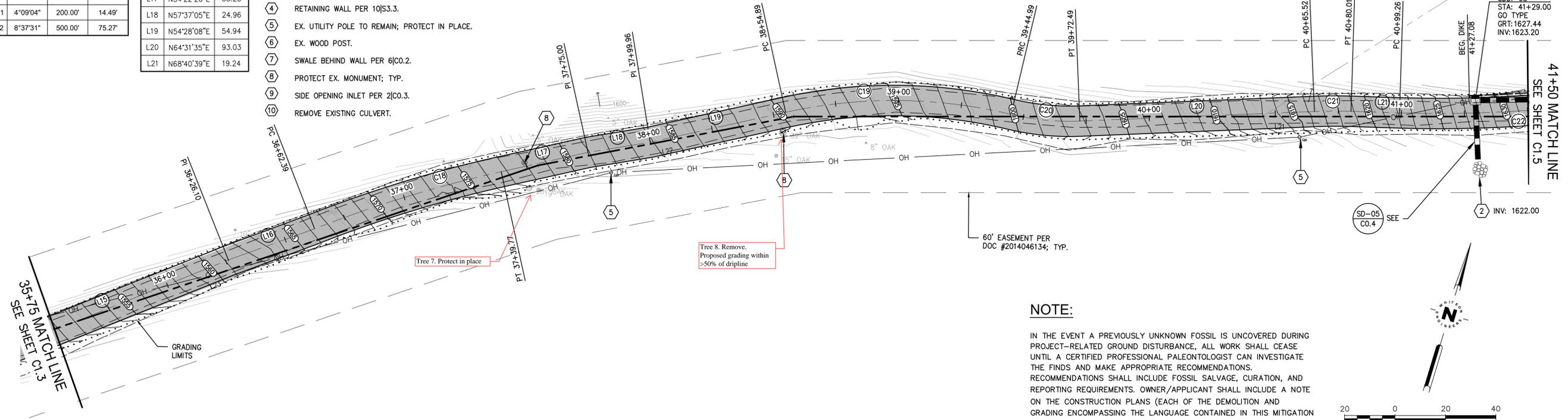
SCALE:	
DRAWN:	RA
JOB No.:	2602.04
SHEET	C1.3 OF 20

CURVE TABLE			
No.	DELTA	RADIUS	LENGTH
C18	8°52'03"	500.00'	77.38'
C19	25°48'39"	200.00'	90.10'
C20	15°45'12"	100.00'	27.49'
C21	4°09'04"	200.00'	14.49'
C22	8°37'31"	500.00'	75.27'

LINE TABLE		
LINE	DIRECTION	LENGTH
L15	N45°08'26"E	104.88
L16	N46°33'27"E	36.29
L17	N54°22'20"E	35.23
L18	N57°37'05"E	24.96
L19	N54°28'08"E	54.94
L20	N64°31'35"E	93.03
L21	N68°40'39"E	19.24

KEY NOTES

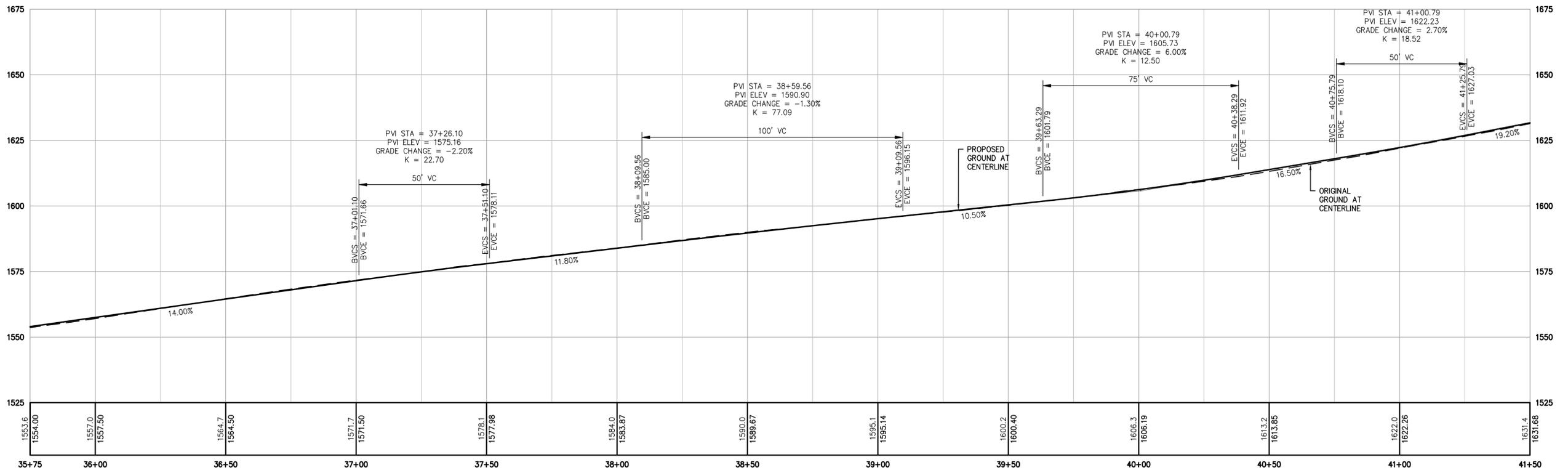
- ① FIRE DEPARTMENT TURNOUT PER DETAIL 7(CO.2.
- ② ROCK SLOPE PROTECTION PER DETAIL 9(CO.2.
- ③ AC DIKE PER DETAIL 2(CO.2.
- ④ RETAINING WALL PER 10(S.3.
- ⑤ EX. UTILITY POLE TO REMAIN; PROTECT IN PLACE.
- ⑥ EX. WOOD POST.
- ⑦ SWALE BEHIND WALL PER 6(CO.2.
- ⑧ PROTECT EX. MONUMENT; TYP.
- ⑨ SIDE OPENING INLET PER 2(CO.3.
- ⑩ REMOVE EXISTING CULVERT.



NOTE:

IN THE EVENT A PREVIOUSLY UNKNOWN FOSSIL IS UNCOVERED DURING PROJECT-RELATED GROUND DISTURBANCE, ALL WORK SHALL CEASE UNTIL A CERTIFIED PROFESSIONAL PALEONTOLOGIST CAN INVESTIGATE THE FINDS AND MAKE APPROPRIATE RECOMMENDATIONS. RECOMMENDATIONS SHALL INCLUDE FOSSIL SALVAGE, CURATION, AND REPORTING REQUIREMENTS. OWNER/APPLICANT SHALL INCLUDE A NOTE ON THE CONSTRUCTION PLANS (EACH OF THE DEMOLITION AND GRADING ENCOMPASSING THE LANGUAGE CONTAINED IN THIS MITIGATION MEASURE, INCLUDING ALL COMPLIANCE ACTIONS.

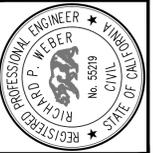
SUPERELEVATION DIAGRAM



DRIVEWAY CENTERLINE PROFILE
SCALE: 1" = 20'



Whitson ENGINEERS
Civil Engineering
Land Surveying
6 Harte Court
Menlo Park, California
831.449.9225
whitsonengineers.com



SUBMITTAL / REVISION	
1	09/01/2021 BUILDING PERMIT SUBMITTAL
RS	02/08/2022 DRIVEWAY WIDENING
RAA	RAA

KNOOP RESIDENCE - DRIVEWAY PLANS
120 COUNTRY CLUB HEIGHTS
Carmel Valley, California
DRIVEWAY PLAN AND PROFILE - STA: 35+75.00 - 41+50.00
APN 187-021-040 & 187-021-041

SCALE:
DRAWN: RA
JOB No.: 2602.04
SHEET
C1.4
OF 20



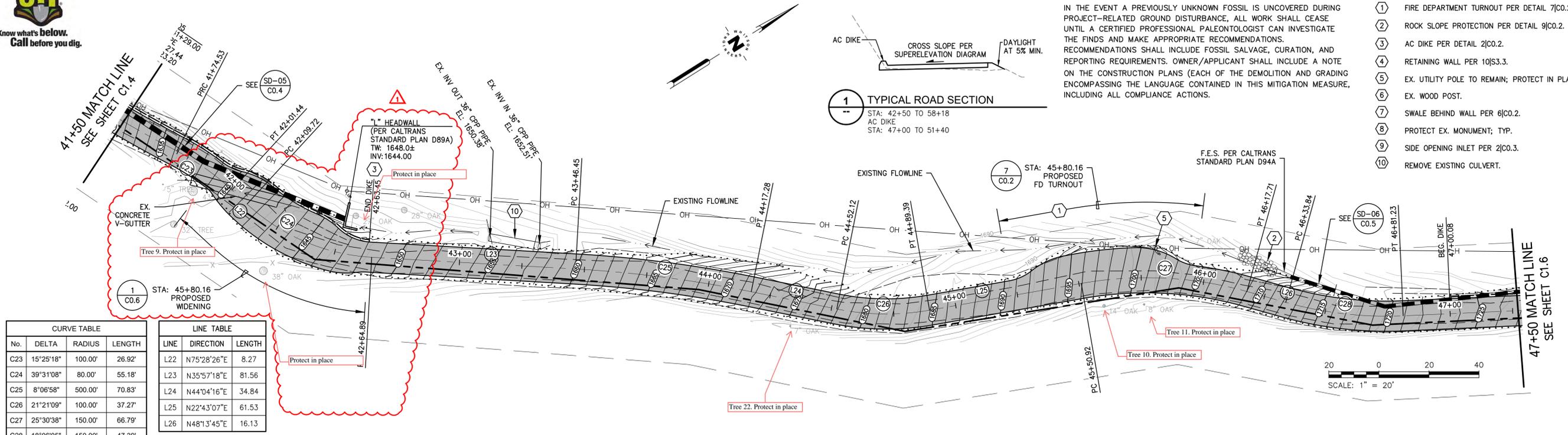
Know what's below.
Call before you dig.

NOTE:

IN THE EVENT A PREVIOUSLY UNKNOWN FOSSIL IS UNCOVERED DURING PROJECT-RELATED GROUND DISTURBANCE, ALL WORK SHALL CEASE UNTIL A CERTIFIED PROFESSIONAL PALEONTOLOGIST CAN INVESTIGATE THE FINDS AND MAKE APPROPRIATE RECOMMENDATIONS. RECOMMENDATIONS SHALL INCLUDE FOSSIL SALVAGE, CURATION, AND REPORTING REQUIREMENTS. OWNER/APPLICANT SHALL INCLUDE A NOTE ON THE CONSTRUCTION PLANS (EACH OF THE DEMOLITION AND GRADING ENCOMPASSING THE LANGUAGE CONTAINED IN THIS MITIGATION MEASURE, INCLUDING ALL COMPLIANCE ACTIONS.

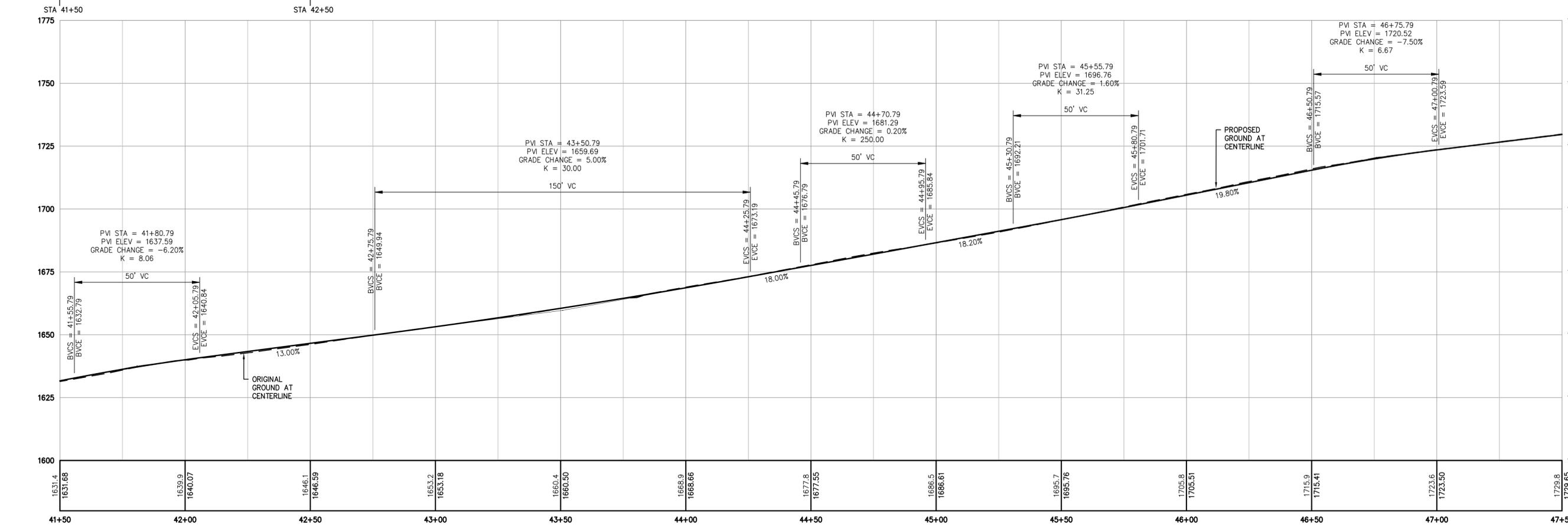
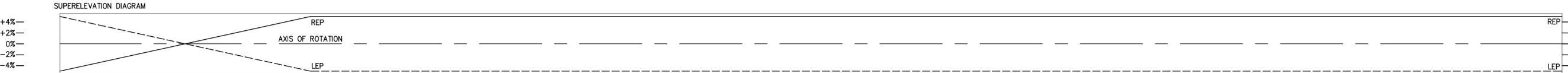
KEY NOTES

- ① FIRE DEPARTMENT TURNOUT PER DETAIL 7(CO.2.
- ② ROCK SLOPE PROTECTION PER DETAIL 9(CO.2.
- ③ AC DIKE PER DETAIL 2(CO.2.
- ④ RETAINING WALL PER 10(S3.3.
- ⑤ EX. UTILITY POLE TO REMAIN; PROTECT IN PLACE.
- ⑥ EX. WOOD POST.
- ⑦ SWALE BEHIND WALL PER 6(CO.2.
- ⑧ PROTECT EX. MONUMENT; TYP.
- ⑨ SIDE OPENING INLET PER 2(CO.3.
- ⑩ REMOVE EXISTING CULVERT.



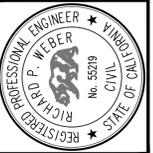
No.	DELTA	RADIUS	LENGTH
C23	15°25'18"	100.00'	26.92'
C24	39°31'08"	80.00'	55.18'
C25	8°06'58"	500.00'	70.83'
C26	21°21'09"	100.00'	37.27'
C27	25°30'38"	150.00'	66.79'
C28	18°06'05"	150.00'	47.39'

LINE	DIRECTION	LENGTH
L22	N75°28'26"E	8.27
L23	N35°57'18"E	81.56
L24	N44°04'16"E	34.84
L25	N22°43'07"E	61.53
L26	N48°13'45"E	16.13



DRIVEWAY CENTERLINE PROFILE
SCALE: 1" = 20'

Civil Engineering
Land Surveying
4 Harte Court
Menlo Park, California
831.449.9253
whitsonengineers.com



SUBMITTAL / REVISION	BUILDING PERMIT SUBMITTAL
RS	DRIVEWAY WIDENING
RAA	
1	09/01/2021
	02/08/2022

KNOOP RESIDENCE - DRIVEWAY PLANS
120 COUNTRY CLUB HEIGHTS
 DRIVEWAY PLAN AND PROFILE - STA: 41+50.00 - 47+50.00
 Carmel Valley, California
 APN 187-021-040 & 187-021-041

SCALE:
 DRAWN: RA
 JOB No.: 2602.04
 SHEET
C1.5
 OF 20



SUBMITTAL / REVISION	BUILDING PERMIT SUBMITTAL
1	07/01/2021
RS	02/09/2022
RAA	RAA
	DRIVEWAY WIDENING

KNOOP RESIDENCE - DRIVEWAY PLANS
120 COUNTRY CLUB HEIGHTS
Carmel Valley, California
DRIVEWAY PLAN AND PROFILE - STA: 47+50.00 - 53+25.00
APN 187-021-040 & 187-021-041

SCALE:
DRAWN: RA
JOB No.: 2602.04
SHEET
C1.6
OF 20

BUILDING PERMIT SUBMITTAL

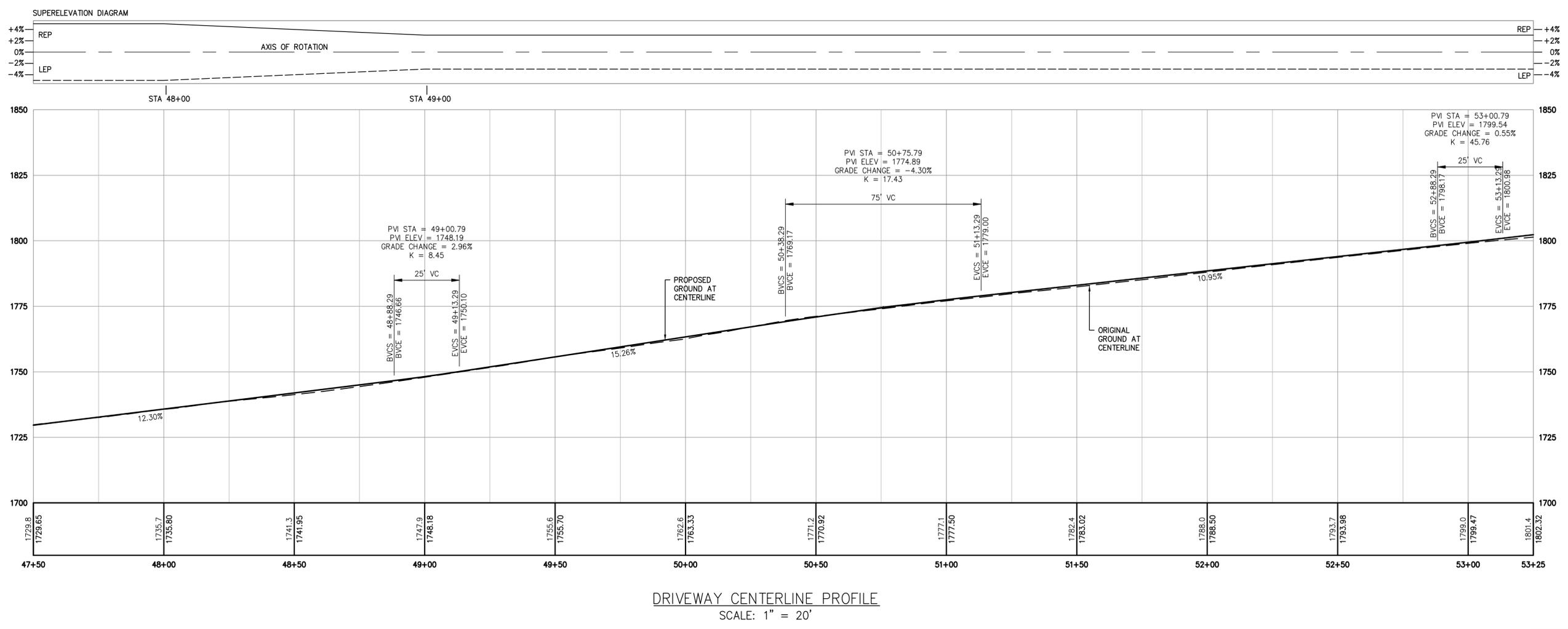
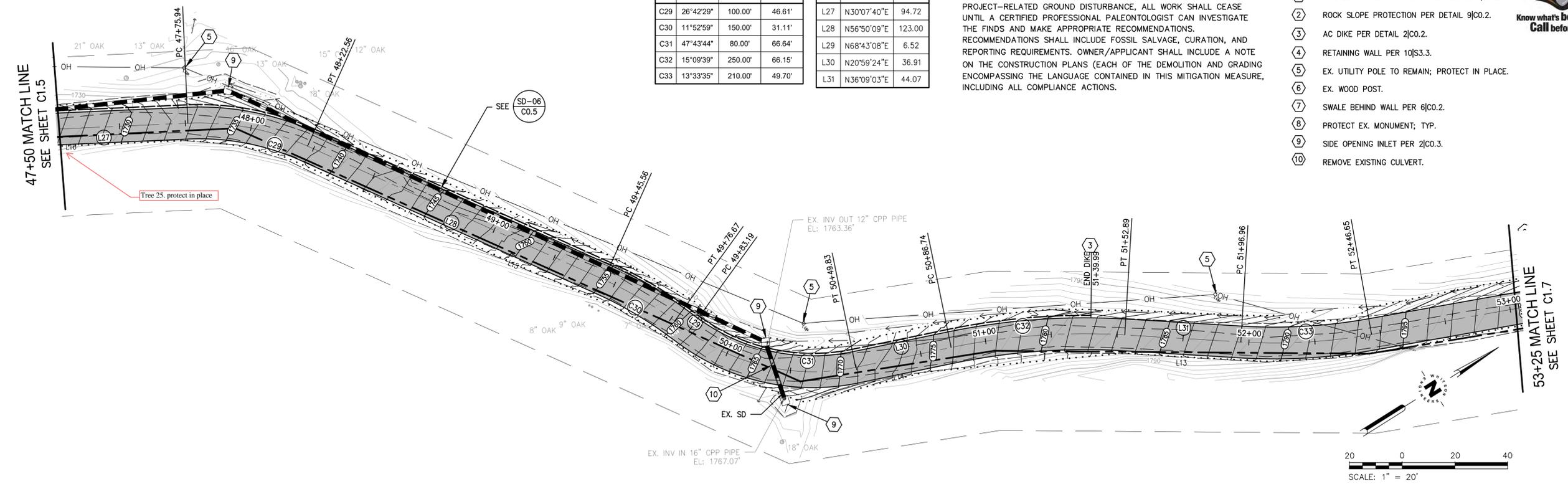
NOTE:

IN THE EVENT A PREVIOUSLY UNKNOWN FOSSIL IS UNCOVERED DURING PROJECT-RELATED GROUND DISTURBANCE, ALL WORK SHALL CEASE UNTIL A CERTIFIED PROFESSIONAL PALEONTOLOGIST CAN INVESTIGATE THE FINDS AND MAKE APPROPRIATE RECOMMENDATIONS. RECOMMENDATIONS SHALL INCLUDE FOSSIL SALVAGE, CURATION, AND REPORTING REQUIREMENTS. OWNER/APPLICANT SHALL INCLUDE A NOTE ON THE CONSTRUCTION PLANS (EACH OF THE DEMOLITION AND GRADING ENCOMPASSING THE LANGUAGE CONTAINED IN THIS MITIGATION MEASURE, INCLUDING ALL COMPLIANCE ACTIONS.

KEY NOTES

- ① FIRE DEPARTMENT TURNOUT PER DETAIL 7(C)0.2.
- ② ROCK SLOPE PROTECTION PER DETAIL 9(C)0.2.
- ③ AC DIKE PER DETAIL 2(C)0.2.
- ④ RETAINING WALL PER 10(S)3.3.
- ⑤ EX. UTILITY POLE TO REMAIN; PROTECT IN PLACE.
- ⑥ EX. WOOD POST.
- ⑦ SWALE BEHIND WALL PER 6(C)0.2.
- ⑧ PROTECT EX. MONUMENT; TYP.
- ⑨ SIDE OPENING INLET PER 2(C)0.3.
- ⑩ REMOVE EXISTING CULVERT.

CURVE TABLE			LINE TABLE			
No.	DELTA	RADIUS	LENGTH	LINE	DIRECTION	LENGTH
C29	26°42'29"	100.00'	46.61'	L27	N30°07'40"E	94.72
C30	11°52'59"	150.00'	31.11'	L28	N56°50'09"E	123.00
C31	47°43'44"	80.00'	66.64'	L29	N68°43'08"E	6.52
C32	15°09'39"	250.00'	66.15'	L30	N20°59'24"E	36.91
C33	13°33'35"	210.00'	49.70'	L31	N36°09'03"E	44.07



D:\Working\Projects\2602.04 - Oak Hills\120 Country Club Heights\2602.04 - CIVIL\DWG\4.dwg 08/15/2022 10:42:20 AM

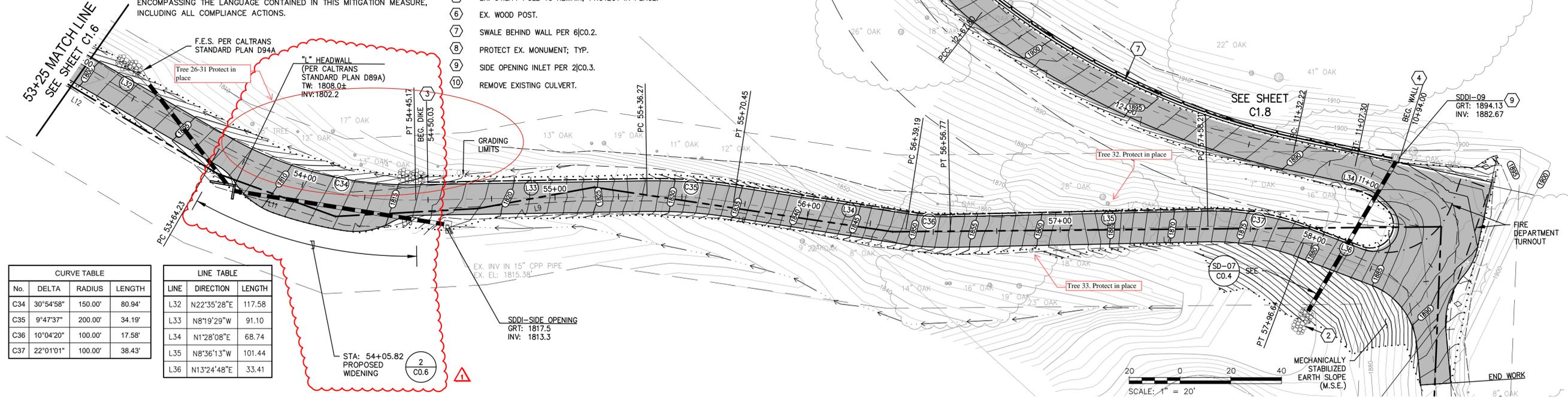


NOTE:

IN THE EVENT A PREVIOUSLY UNKNOWN FOSSIL IS UNCOVERED DURING PROJECT-RELATED GROUND DISTURBANCE, ALL WORK SHALL CEASE UNTIL A CERTIFIED PROFESSIONAL PALEONTOLOGIST CAN INVESTIGATE THE FINDS AND MAKE APPROPRIATE RECOMMENDATIONS. RECOMMENDATIONS SHALL INCLUDE FOSSIL SALVAGE, CURATION, AND REPORTING REQUIREMENTS. OWNER/APPLICANT SHALL INCLUDE A NOTE ON THE CONSTRUCTION PLANS (EACH OF THE DEMOLITION AND GRADING ENCOMPASSING THE LANGUAGE CONTAINED IN THIS MITIGATION MEASURE, INCLUDING ALL COMPLIANCE ACTIONS.

KEY NOTES

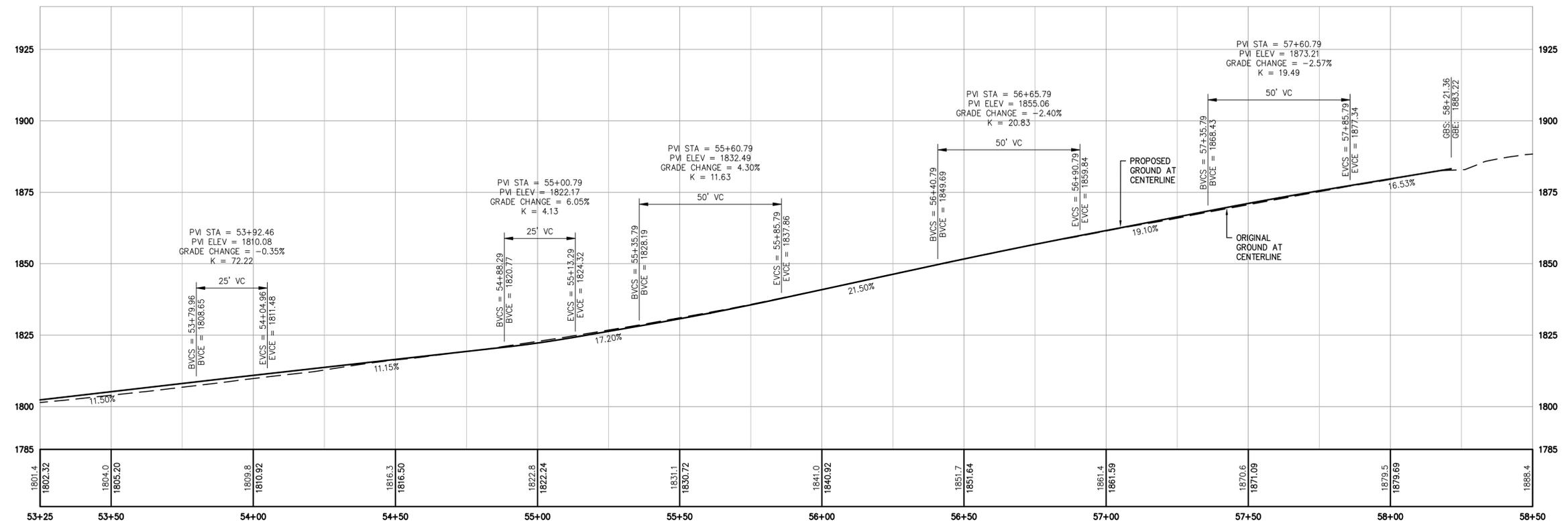
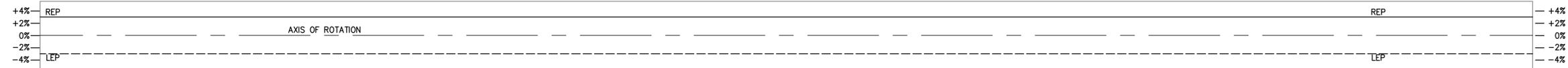
- ① FIRE DEPARTMENT TURNOUT PER DETAIL 7(CO.2.
- ② ROCK SLOPE PROTECTION PER DETAIL 9(CO.2.
- ③ AC DIKE PER DETAIL 2(CO.2.
- ④ RETAINING WALL PER 10(S3.3.
- ⑤ EX. UTILITY POLE TO REMAIN; PROTECT IN PLACE.
- ⑥ EX. WOOD POST.
- ⑦ SWALE BEHIND WALL PER 6(CO.2.
- ⑧ PROTECT EX. MONUMENT; TYP.
- ⑨ SIDE OPENING INLET PER 2(CO.3.
- ⑩ REMOVE EXISTING CULVERT.



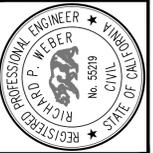
CURVE TABLE			
No.	DELTA	RADIUS	LENGTH
C34	30°54'58"	150.00'	80.94'
C35	9°47'37"	200.00'	34.19'
C36	10°04'20"	100.00'	17.58'
C37	22°01'01"	100.00'	38.43'

LINE TABLE		
LINE	DIRECTION	LENGTH
L32	N22°35'28"E	117.58
L33	N8°19'29"W	91.10
L34	N1°28'08"E	68.74
L35	N8°36'13"W	101.44
L36	N13°24'48"E	33.41

SUPERELEVATION DIAGRAM



DRIVEWAY CENTERLINE PROFILE
SCALE: 1" = 20'



SUBMITTAL / REVISION	
1	09/01/2021 BUILDING PERMIT SUBMITTAL
RS	02/08/2022 DRIVEWAY WIDENING
RAA	RAA

KNOOP RESIDENCE - DRIVEWAY PLANS
120 COUNTRY CLUB HEIGHTS
Carmel Valley, California
DRIVEWAY PLAN AND PROFILE - STA: 53+25.00 - 59+20.00
APN 187-021-040 & 187-021-041

SCALE:	
DRAWN:	RA
JOB No.:	2602.04
SHEET	C1.7
	OF 20

This page intentionally left blank

ATTACHMENT E

Best Management Practices While Working Near Trees

Tree Protection and Best Management Practices (BMPs)

Prior to the commencement of project related activities, the following tree BMPs shall be implemented and approved by a qualified arborist or forester:

- Trees located adjacent to the construction area shall be protected from damage by construction through the use of temporary fencing and wrapping of trunks with protective materials.
- Fencing shall consist of chain link, supported snowdrift or plastic mesh, hay bales, or field fence. Fencing shall have cross bracing (typically 2x4 material) on both the top and lower edges of the fencing material to prevent sagging and provide lateral support. Fencing shall stand a minimum height of four feet above grade and be placed to the farthest extent possible from the base of the trees, protecting the trees drip line area (typically 10-12 feet away from the base of a tree).
- In the cases where access or space is limited it is permissible to protect trees within the 10-12-foot distance after determination and approval are made by a qualified forester or arborist.
- Soil compaction, parking of vehicles or heavy equipment, stockpiling of construction materials, and/or dumping of materials is not permitted adjacent to trees on the property, especially within fenced areas.
- Fenced areas and the trunk protection materials shall remain in place during the entire construction period. Torn or damaged roots shall be cleanly cut to sound wood wherever possible to minimize decay entry points. Any roots found that must be cut should 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. No tree seals shall be used as the seal material only promotes decay.
- A mulch layer up to approximately 4 inches deep should be applied to the ground under-protected 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.
- Irrigation should be that of normal for exterior planting. Normal watering means that soil should be kept evenly moist and watered regularly, as conditions require. Most plants prefer one (1) inch of water a week during the growing season, but care needs to be taken not to over water. It is better to water once (1) a week and water deeply (over 24 inches), than to water frequently for a few minutes.

Tree Pruning

It is to be understood that the pruning of retained trees is expected for this site. Pruning shall conform to the following standards:

- Clear the crown of diseased, crossing, weak, and dead wood to a general 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 end weight on heavy, horizontal branches by selectively removing small- diameter branches, no greater than three (3) inches, near the ends of the scaffolds. In some cases, larger diameters may be removed depending on the situation (where critical for safety).
- Pruning cuts larger than four (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.
- Pruning shall not be performed during periods of flight of adult boring insects because fresh wounds attract pests (generally spring). Pruning shall be performed only when the danger of infestation has passed.
- 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 following 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 within the trees.
- Brush shall be chipped, and chips shall be spread underneath trees within the tree protection zone to a maximum depth of 6 inches, leaving the trunk clear of mulch.

Following construction, a qualified arborist should monitor trees adjacent to the area of the improvements and if any decline in health that is attributable to the construction is noted, additional trees should be planted on the site.

Root Barriers

Severe pruning of tree roots may lead to a major decline or tree death. The best solution is to select trees that are less likely to become a problem or to plant further away from foundations, curbs, gutters, parking lots, sidewalks, and driveways to reduce tree growth or to allow them to grow in another direction. Place barriers in the soil to a depth of 18 to 24 inches (see landscape details) by trenching along the area to be protected at a distance of five (5) times the trunk diameter. In the cases where access or space is limited, it is permissible to reduce the distance after determination and approval are made by a qualified forester or arborist.

This page intentionally left blank

Exhibit D

This page intentionally left blank.

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

In the matter of the application of:

KNOOP MICHAEL & MICHELLE (PLN200047)

RESOLUTION NO. 21 - 014

Resolution by the Monterey County 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. Lot line adjustment between two legal lots of record consisting of Lot 1 containing 185.06 acres (APN: 187-021-040-000) and Lot 2 containing 77.6 acres (APN: 187-021-041-000), resulting in Adjusted Lot 1 (141.35 acres) and Adjusted Lot 2 (121.31 acres);
 - b. Use permit to allow ridgeline development;
 - c. Administrative permit and design Approval to allow the construction of an approximately 4,000 square foot single family dwelling and 1,490 square foot detached accessory structure consisting of a garage and guesthouse, associated grading consists of 9,520 cubic yards of cut and 3,020 cubic yards of fill, with 5,330 cubic yards of cut to be balanced on site and 1,170 cubic yards to cut to be exported; and
 - d. Use permit for development on slopes 25 percent or greater; and
- 3) Adopting a condition compliance and mitigation monitoring and reporting plan.

100 and 120 Country Club Heights Road, Carmel Valley, Carmel Valley Master Plan, (APNs 187-021-041-000 and 187-021-040-000).

The Knoop application (PLN200047) came on for public hearing before the Monterey County Planning Commission on May 12 and May 26, 2021. 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 AND EVIDENCE

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;
 - Carmel Valley Master Plan;
 - Toro Area Plan;
 - Monterey County Zoning Ordinance (Title 21); and
 - Monterey County Subdivision Ordinance (Title 19).No conflicts were found to exist. Communications received during review of the project have been considered.

- b) The project involves a lot line adjustment between two legal lots of record: Lot 1 containing 185.06 acres (Assessor's Parcel Number 187-021-040-000) and Lot 2 containing 77.60 acres (Assessor's Parcel Number 187-021-041-000). After a transfer of 43.71 acres, the two lots result in Adjusted Lot 1 (141.35 acres) and Adjusted Lot 2 (121.31 acres). The project also involves construction of an approximately 4,000 square foot two-story single-family dwelling with a 1,490 square foot detached garage (930 square feet) and guesthouse (560 square feet), and road improvements such as re-surfacing and widening the private access Country Club Heights Road. The associated grading consists of 9,520 cubic yards of cut and 3,020 cubic yards of fill, with 5,330 cubic yards of cut to be balanced on site and 1,170 cubic yards to cut to be exported.

The intent of the LLA is to provide Lot 2 with suitable land to develop a two-story single-family dwelling because most of the existing lot contains steep slopes that are unsuitable for development. The LLA would transfer the northern portion of Lot 1 (100 Country Club Heights Rd, Carmel Valley) to Lot 2 (120 Country Club Heights Rd, Carmel Valley). This will move Lot 1's northeastern property line to the northwest, towards the western boundary. Lot 2 would receive approximately 43.71 acres, and each parcel would remain in conformance with all development standards.

The project is proposed for implementation in two phases due to the small construction window of April through October. This seasonal construction window is a result of preferable weather conditions and biological factors. Phase 1 includes construction of the single-family dwelling and detached accessory structure. All construction related vehicles and machinery would use the existing private road, Country Club Heights, to access the project site. Phase 2 includes improvements to Country Club Heights Road during the next construction window in 2022 or 2023, depending on completion of the single-family dwelling.

- c) The subject parcels (a total of 262.66 acres) are identified as portions of Parcel 3 in the 2013 Parcel Map (Page 63, Volume 21), as described in Document No. 2013044639. Therefore, the County recognizes the subject properties as two separate legal lots of record.
- d) The properties are located at 100 Country Club Heights Road (Lot 1: Assessor's Parcel Number 187-021-040-000) and 120 Country Club Heights Road, Carmel Valley (Lot 2: Assessor's Parcel Number 187-021-041-000), Carmel Valley Master Plan. Both Lot 1 and Lot 2 are split zoned: Rural Density Residential, 10 acres per unit, with Design Control, Site Plan Review and Residential Allocation Zoning overlays [RDR/10-D-S-RAZ] and Permanent Grazing, with a minimum building site of 40 acres and a Visual Sensitivity Zoning overlay [PG/40-VS]. None of the subject parcels are under Williamson Act contract or used for agricultural purposes. The proposed development, as well as the majority of each parcel, is located within the RDR/10-D-S-RAZ zoning district. The first single-family dwelling and guesthouse are allowed uses in the RDR zone., respectively. Therefore, as proposed, the project involves an allowed use for this site.

- e) The development proposal is subject to the Design Control Zoning District (“D” overlay), which regulates the location, size, configuration, materials, and colors of structures and fences to assure the protection of neighborhood character (Section 21.44 of Title 21). The proposed project is a contemporary style single-family dwelling. The primary colors and materials of the proposed project include a clerestory roof for the main residence, a living roof for the garage and guesthouse, concrete exterior for the garage, guesthouse and lower level of the main residence, blackened steel courtyard walls, weathered steel (Corten) entry paneling, and wood with anodized aluminum exterior doors and windows, which makes up most of the western façade that faces the public viewing areas at Garland Ranch Regional Park and Mid Valley, Carmel. The proposed exterior finishes blend with the surrounding environment. Condition No. 9 has been applied to ensure that all lighting is 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. A non-standard condition (Condition No. 27) has been applied to control visibility of the interior lighting from the exterior and reduce all potential glare. Therefore, as proposed, the project will not result in adverse visual impacts, and the project is consistent with the applicable scenic resource policies of the 2010 General Plan and the Carmel Valley Master Plan.
- f) An Administrative Permit is required for development within a Site Plan Review District (“S” overlay) where natural resources or site constraints could be affected or have an effect on development, dependent upon location on a site (Section 21.45 of Title 21). Development of residential structures on the Adjusted Lot 2 is constrained because the property comprises primarily slopes of greater than 25%, and the portion of the parcel with 25% or less slope that is suitable for development is both interspersed with several environmentally sensitive habitats (ESHA) and occupies a ridgetop. Altering steep hillsides for residential development would introduce impervious surfaces that contribute to accelerated runoff and erosion, increasing problems for downslope habitats and existing watercourses, and potentially imposing suboptimal drainage and landslide conditions requiring engineered mitigation measures, along with disturbance of ESHA. As to development on a ridge top, development could be allowed with the exceptions considered at a publicly noticed hearing pursuant to GP Policy OS-1.3 subject to a use permit in each case (See Finding 2). Policy OS-3.5 prohibits development on slopes 25% and greater unless there is no feasible alternative that would allow development to occur on slopes less than 25%. The lot line adjustment provides Adjusted Lot 2 an area that is less than 25% slope which creates a feasible alternative to development on slopes 25% and greater. Staff supports that avoidance of development on slopes 25% or greater is more compatible with the intent of the both the General Plan policies than avoidance of development on the ridgetop that would have a relatively mild effect on the public viewshed.
- g) The project proposal includes a restoration plan to offset approximately 2.6 acres of temporarily impacted California Tiger Salamander and California Reg Legged Frog upland habitats, and to revegetate areas of fill balanced onsite. Condition Nos. 24 and 25 are applied to the

project requiring the applicant/owner contract with a qualified professional biologist as the “project biologist” (Condition No. 24) who would ensure the Re-Vegetation Plan is implemented in accordance with recommendations for replanting, monitoring, and reporting (Condition No. 25). The project biologist shall ensure that Mitigation Measure No(s).1, 2, 3, 4, 5, 6, 7, and 8 and their respective actions are implemented on the subject parcel (Condition No. 24)

- h) There is no tree removal proposed in this project. A Tree Assessment (LIB210065) was submitted to staff for review because the original project scope included removal of 5 native Oak trees (all along Country Club Heights Road). The arborist determined that these trees needed to be removed due to the scope of the road improvement work. This tree assessment was amended on February 24, 2021. After consulting with the project engineers, the arborist indicated that all five trees may be retained through protection and avoidance. Therefore, the County has applied Condition No. 7, Tree and Root Protection, to ensure that all trees located near the project site (including the private road) are protected from development related activities.
- i) Pursuant to Section 66412(d) of the Subdivision Map Act (SMA), the SMA is inapplicable to the lot line adjustment due to the fact that the final outcome of the LLA is not more than four adjoining parcels, and a greater number of parcels than previously existed is not being created. The proposed lot line adjustment is between two contiguous separate legal parcels of record that will be adjusted, resulting in two contiguous separate legal parcels of record. Therefore, no new parcel would be created. The proposed lot line adjustment does not interfere with existing access and/or utility easements, which will remain unchanged. As an exclusion to the Subdivision Map Act, no map is recorded for a Lot Line Adjustment. To appropriately document the boundary changes, a Certificate of Compliance for each adjusted lot is required per a standard condition of approval (Condition No. 4).
- j) Review of Development Standards – Minimum Lot Size. The development standard for minimum lot size in the RDR zoning district is identified in MCC Section 21.16.060.A, which identifies a minimum building site of 5 acres. The two existing legal lots of record have a total combined area of 262.66 acres. As proposed, the lot line adjustment will transfer 43.71 acres from Lot 1 (Assessor’s Parcel 187-021-040-000) to Lot 2 (Assessor’s Parcel Number 187-021-041), resulting in two parcels containing 141.35 acres [Adjusted Lot 1] and 121.31 acres [Adjusted Lot 2]. Therefore, the resulting parcels exceed the minimum lot size requirement.
- k) Review of Development Standards – Density. Pursuant to MCC Section 21.16.060.B, the maximum development density shall not exceed the units/acre as shown for the specific “RDR” district as shown on the zoning map. The subject parcels are zoned RDR/10, which has a maximum gross density of 10 acres per unit. Both parcels have the ability to develop multiple units. A potential of 4 units will be transferred from Lot 1 (Assessor’s Parcel Number 187-021040-000) to Lot 2 (187-021-041-000). This project analyzes development of one single-family dwelling with a detached garage and guesthouse; no other

development is proposed or analyzed. Any future permitting of a second main dwelling unit on Lot 2 or a first main dwelling unit on Lot 1 would depend on other factors in addition to zoning (e.g., potable water credits and wastewater capacity) and would require separate discretionary review.

- l) Review of Development Standards – Setbacks and Height. The development standards for the RDR zoning district are identified in MCC Section 21.16.060. Required setbacks in the RDR district for main dwelling units are 30 feet (front), 20 feet (rear), and 20 feet (sides). As proposed, the single-family dwelling is setback approximately 700 feet from the front (east), 1,500 feet from the rear (west), and 400 and 950 feet from side setbacks, north and south respectively. Per MCC Section 21.64.020 and 21.16.060.D, guesthouses shall be located within close proximity of the principal residence and all accessory structures, such as the proposed garage, shall have a minimum distance of 10 feet from the principal residence. The proposed garage and guesthouse are located approximately 18 feet east of the proposed main residence.

Pursuant to MCC Section 21.16.060.C.1.b, the maximum main structure height is 30 feet. The proposed height for the single-family dwelling is approximately 12 feet 9 inches above the average natural grade. The proposed single-family dwelling's main level has a height of 16 feet while the lower level has a height of 10 feet, which totals approximately 26 feet. The maximum height for an accessory structure in RDR and a guesthouse is 15 feet, pursuant to MCC Section 21.16.060.C and MCC Section 21.64.020. The proposed garage and guesthouse are approximately 8 feet above average natural grade, with 3 feet 2 inches below average natural grade. The garage and guesthouse will have a total height of approximately 11 feet 2 inches. Based on the project site's existing grade, 18 inches will be above ground and will use a living roof and on-site fill to create a mound similar to the existing curvature of the knoll. After adjustment, Lot 2 will be 121.31. The proposed single-family dwelling, inclusive of the detached garage and guesthouse, and covered patios, results in site coverage of 6,705 square feet (0.12 percent). Therefore, as proposed, the proposed project would conform to height and setback standards.

- m) Review of Development Standards – Structural Coverage. Pursuant to MCC Section 21.16.060.E, the maximum allowed site coverage in the RDR district is 25 percent. Currently, Lot 1 (185.06 acres) has an allowed lot coverage of approximately 46 acres, and Lot 2 (77.6 acres) has an allowed lot coverage of approximately 19.4 acres. After the lot line adjustment, Lot 1 and Lot 2 will allow lot coverage of approximately 35.34 acres and 30.3 acres, respectively. Based on adjusted Lot 2's lot size (121.31 acres, or 5,284,262 square feet), site structural coverage of 30.3 acres, or 1,321,066 square feet would be allowed. The proposed single-family dwelling, inclusive of the detached garage and guesthouse, and covered patios, results in site coverage of 6,705 square feet (0.12 percent). Therefore, as proposed, the project conforms to the maximum allowed site or structural coverage.
- n) MCC Section 21.64.020 establishes the standards and regulations for

guesthouses. The detached guesthouse is a proposed 560 square foot floor area and total height of 11 feet 2 inches (approximately 8 feet above average natural grade). The guesthouse is designed in a way to reduce all potential viewshed impacts while still remaining compatible to the main residence. The County has applied Condition No. 12, Deed Restriction for Guesthouses, to ensure the unit will not be separately rented, let, or leased from the main residence. In accordance with the attached plans, the Environmental Health Bureau found no indication that the guesthouse contained a kitchen or cooking facilities or did not share the utilities with the main residence. Therefore, the detached guesthouse meets all standards established in MCC Section 21.64.020 and applicable MCC.

- o) The proposed project includes improvements to the existing private road (Country Club Heights Road). These improvements include widening the road to 12 feet as necessary and installing turnouts as required by the Monterey County Regional Fire District, and new road base and gate. A total of 1.85 acres of the existing dirt road will be improved. Pursuant to MCC Section 16.08.350, all private road construction involving grading, such as the proposed project, shall obtain a grading permit and shall meet specific requirements including having a slope less than 25 percent. Two sections of the proposed driveway/improved existing road are located on slopes exceeding 25 percent (a total of 3,976 square feet). Therefore, pursuant to MCC Section 21.64.230.C, a Use permit is required to allow such development on slopes exceeding 25 percent. A majority of the subject parcel has slopes exceeding 25 percent. Due to this constraint and the location of existing protected trees (Coast live oaks), two portions of the proposed driveway will be located on slopes exceeding 25 percent. There is no feasible alternative which would allow the driveway development to occur on slopes of less than 25 percent while still maintaining all other County Fire standards and protecting native trees. All other sections of the road meet the County Fire standard of 15 percent or less. The proposed road improvements will meet all other County Fire standards, including surface material, width, and turnouts. The proposed single-family dwelling exempts the private road from requiring a Private Road Agreement, Private Road Maintenance Condition, and Proof of Access Condition. The proposed road improvements meet all development standards required in applicable MCC.
- p) The Carmel Valley Land Use Advisory Committee (LUAC) reviewed the project at a duly noticed public meeting on November 16, 2020, and voted six (6) to zero (0) to deny the project as proposed because it is located on a ridgeline. Two neighbors of the subject parcel (Lot 2) commented at this LUAC: one neighbor stated disapproval of the project's proposed solar array location, lot line adjustment, and road improvements; and the other neighbor expressed support of the project. Two of the LUAC members raised concerns relating to the project's potential to have a visual impact from public viewing areas and recommended that landscape screening and window screening be incorporated. As a result, a motion was made to support the project with four recommendations: landscape screening, screening on windows and skylights, minimize solar array visual impact, and mitigate road visual

impact with landscaping; this motion failed. A subsequent motion to deny the project as proposed was successful with voted six (6) – zero (0), with no members absent. Staff analysis of the particular facts and circumstances of this project proposal indicates there would be no substantial adverse visual impact when viewed with the naked eye from a common public viewing area, nor would the project significantly block views of the scenic hills as seen from key public viewing areas identified along Carmel Valley. See Finding 2 and Finding 7, Evidence a).

- q) Staff conducted a site inspection on March 19, 2021 to verify that the proposed project would be consistent with the plans and confirm the site is suitable for the proposed project.
- r) 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 PLN200047.

2. **FINDING:** **RIDGELINE DEVELOPMENT** – The proposed development would not create a substantially adverse visual impact when viewed from a common public viewing area; and the intent of General Plan (GP) Policy OS-3.5 to protect steep slopes from development could best be achieved by construction of the residential structures at the proposed location, while at the same time, producing a nearly imperceptible effect on the public viewing experience from key public viewing areas. Therefore, the proposed development, as proposed, conditioned, and mitigated, meets the provisions of GP Policy OS-1.3 as to exceptions to allow ridgeline development.

EVIDENCE:

- a) Pursuant to Section 21.64.230 of the Monterey County Code (MCC), ridgeline development may be allowed with issuance of a Use Permit in each case. Therefore, this application includes a request for a Use Permit to allow ridgeline development.
- b) General Plan (GP) Policy OS-1.3 provides that ridgeline development could be allowed with exceptions considered at a publicly noticed hearing. The GP policy prohibits ridgeline development unless the first following finding, and either the second or third following findings, can be made:

- 1. The ridgeline development will not create a substantially adverse visual impact when viewed from a common public viewing area; and either;

Carmel Valley Master Plan (Policy CV-3.3) states “*Development (including buildings, fences, signs, and landscaping) shall not be allowed to significantly 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.*” Staff has visited the site at multiple points along Laureles Grade Road, Carmel Valley Road, and Garland Park. There are brief instances where the hilltop on which the single-family dwelling is proposed, can be seen from these locations; however, the staking was not visible with unaided vision. The project is designed to be integrated with the hillside and would be built to maintain a low profile. A living roof would also help the garage/guesthouse structure blend into the site and surroundings. For these reasons, staff believes the ridgeline

development would not create a substantial adverse visual impact when viewed from common public viewing areas.

2. The proposed development better achieves the goals, policies and objectives of the Monterey County General Plan and applicable area plan than other development alternatives; or, Siting of the structure balances the goals, policies, and objectives of the General Plan by avoiding sensitive habitat and development on slopes. Policy OS-3.5 prohibits development on slopes 25% and greater unless there is no feasible alternative that would allow development to occur on slopes less than 25%. The lot line adjustment provides Adjusted Lot 2 an area that is less than 25% slope which creates a feasible alternative to development on slopes 25% and greater. Therefore, a second exception is applicable; the policy objective of Policy OS-3.5 to prohibit development on slopes 25% would best be achieved with the proposed plan. Alternative locations would impact the hillsides on the property. Development of residential structures on the Adjusted Lot 2 is constrained because the property comprises primarily slopes of greater than 25%, and the portion of the parcel with less than 25% slope that is suitable for development is both interspersed with several environmentally sensitive habitats (ESHA) and occupies a ridgetop. Altering steep hillsides for residential development would introduce impervious surfaces that contribute to accelerated runoff and erosion, increasing problems for downslope habitats and existing watercourses, and potentially imposing suboptimal drainage and landslide conditions requiring engineered mitigation measures, along with disturbance of ESHA.

3. There is no feasible alternative to the ridgeline development. As noted above, the alternative to ridgeline development would be development on 25% slopes due to the subject parcel comprising primarily slopes exceeding 25% and open hillsides. Construction of the residence on the steep hillsides would require engineered earthworks beyond that which is necessary to attenuate the visual effect of ridgeline development.

- c) Staff review of the submitted plans and site visit on March 19, 2021, to verify the project site is suitable for the proposed use
- d) The application, project plans, and related support materials submitted by the project applicant to the Monterey County HCD-Planning for the proposed development found in Project File PLN200047.

3. **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, HCD-Environmental Services, HCD-Engineering Services, Monterey County Regional Fire Protection District, and Environmental Health Bureau. County staff reviewed the application materials and plans, as well as the County’s GIS database, to verify that the project conforms to the applicable plans, and that the subject property is suitable for the proposed development. There has been no indication from these departments/agencies that the site is not suitable for the proposed development. Recommended conditions have been incorporated.

- b) The following technical reports have been prepared:
 - Geotechnical and Percolation Investigation (LIB200145) prepared by Belinda Taluban, Salinas, California, May 27, 2020;
 - Biological Resources Report (LIB200157) prepared by Josh Harwayne, Monterey, California, June 2020, and amended on April 29, 2021;
 - Tree Resource Assessment & Forest Management Plan (LIB210065) prepared by Frank Ono, Pacific Grove, California, September 21, 2020, Amended on February 24, 2021;
 - Phase 1 Archaeological Assessment (LIB210067) prepared by Stella D'Oro, Santa Cruz California, April 2020; and
 - Re-vegetation Plan (LIB210068) prepared by Josh Harwayne, Monterey, California, April 2021

County staff has independently reviewed these reports and concurs with their conclusions.

- c) Carmel Valley Master Plan Policy CV-4.1(c) requires that native vegetation cover be maintained on areas of Cineba fine gravelly sandy loam and Sheridan coarse sandy loam with slopes of 30-75%, both of which make up a majority of the soil within the property. A Re-vegetation Plan has been prepared for the project that includes planting and/or seeding of temporarily impacted areas with locally occurring native grassland species collected from the project vicinity and acquired from local suppliers. Implementation of the Re-vegetation Plan (LIB210068) would reduce likelihood of potential erosion issues following construction. Condition of Approval No. 25 has been applied to PLN200047 to ensure that the project biologist oversees implementation of the Re-vegetation Plan in accordance with recommendations for replanting, monitoring, and reporting.
- d) The access dirt road to the subject parcel Adjusted Lot 2 begins just past the nearest residence along County Club Heights Lane, approximately 6,800 linear feet of which is proposed for improvements, including widening the road to 12 feet where necessary, paving the road, installing turnouts where required by the MCRFD, installing retaining walls and drainage improvements where necessary, installing a new road base, and installing a road gate.
- e) Staff review of submitted plans and the technical reports that the property would be suitable for the use proposed.
- f) 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 PLN200047.

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

EVIDENCE: a) The project was reviewed by HCD-Planning, HCD-Engineering Services, HCD-Environmental Services, Monterey County Regional Fire Protection District, and Environmental Health Bureau. 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.

- b) This project proposes a septic system and leach field to service the proposed single-family dwelling and detached guesthouse. An existing well will supply the proposed single-family dwelling and detached guesthouse with potable water. The existing well will not be affected by this project. In addition to receiving electricity from PG&E, this project includes the installation of approximately 1,270 square feet of ground mounted photovoltaic solar array. Lot 1 (APN: 187-021-040-000) is a vacant lot and does not have any sewer or water connections, nor are any proposed in this project. The Environmental Health Bureau reviewed the project application, found no issues with proposed septic system, existing well, or the 43.71-acre transfer from Lot 1 (APN: 187-021-040-000) to Lot 2 (APN: 187-021-041-000), and did not require any conditions of approval.
- c) Any future development on Lot 2 (APN: 187-021-041-000) will be required to show evidence of adequate areas for on-site wastewater treatment, and evidence of an adequate potable water supply for the proposed development.
- d) Staff review of the submitted plans and site visit conducted on March 19, 2021, to verify that the project, as proposed and conditioned, would not be detrimental to public health and safety.
- e) The application, project plans, and related support materials submitted by the project applicant to the Monterey County HCD - Planning for the proposed development found in Project File PLN200047.

5. **FINDING:** **NO VIOLATIONS** - The subject properties are 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 properties.

- EVIDENCE:**
- a) County staff review of Monterey County HCD-Planning and HCD-Building Services records, showing no violations existing on the subject properties.
 - b) Staff site inspection on March 19, 2021, confirming no violations exist on the subject properties.
 - c) The application, plans and supporting materials submitted by the project applicant to Monterey County HCD-Planning for the proposed development found in Project File PLN200047.

6. **FINDING:** **CEQA (Mitigated Negative Declaration)** – The Planning Commission finds that, on the basis of the whole record before it, there is no substantial evidence the project will have a significant effect on the environment, and the Mitigated Negative Declaration reflects the County's independent judgement and analysis.

- EVIDENCE:**
- a) Pursuant to California Environmental Quality Act (CEQA) Guidelines Section 15063(a), an Initial Study (IS) may be conducted to determine if a proposed project would have a significant impact on the environment. Staff has prepared a Mitigated Negative Declaration for the proposed project.

- b) Pursuant to Section 15070(b) of CEQA Guidelines, a mitigated negative declaration may be prepared for a project when the Initial Study identifies potential environmental impacts. The Initial Study identified potential impacts to Biological Resources, Geology/Soils, and Tribal Cultural Resources.
- c) Proposed mitigations that would reduce potential impacts to less than significant for reasonably foreseeable future development that could have incremental contribution toward cumulative potentially significant effects, have been agreed upon by the applicant.
- d) The Initial Study for application PLN200047 was circulated for public review April 9 through May 10, 2021. On May 5, 2021, the circulated initial study was revised to reflect more accurate grading amounts required for the proposed project.
- e) The circulated Initial Study indicated that cut and fill for the residence and road improvements would be approximately 15,920 cubic yards and 9,120 cubic yards, respectively, which would result in 6,800 cubic yards of cut to be exported. The initial study is revised to reflect 9,520 cubic yards of cut and 3,020 cubic yards of fill, with 5,330 cubic yards of cut to be balanced on site and 1,170 cubic yards to cut to be exported. The proposed re-vegetation plan incorporates the area temporarily impacted by the onsite fill into the 2.6 acres proposed for native grassland replanting. Table 3 of the Initial Study was also updated to accurately state the acreage proposed for temporary disturbance as a result of the onsite balancing area and construction related activities. The revisions are in response to receiving updated grading amounts
- f) which do not create a new significant environmental impact and serve as clarification to the document. Therefore, pursuant to Section 15073.5 of the CEQA Guidelines, recirculation of the revised initial study is not required.
- g) The custodian of documents and materials which constitute the record of proceedings upon which the decision is based: Monterey County Housing and Community Development, 1441 Schilling Place South, 2nd floor, Salinas, California.
- h) 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 PLN200047.

7. **FINDING:** **INITIAL STUDY: LESS THAN SIGNIFICANT IMPACTS** – The Initial Study identifies less than significant impacts for the following resources: aesthetics, cultural resources, hydrology and water quality, and wildfire. Implementation of the project would incorporate compliance with existing regulations and standards or apply Conditions of Approval to assure compliance with County requirements, thereby reducing identified potential impacts by design. Therefore, mitigations would not be necessary for the project to have less than significant impact on these resources.

EVIDENCE: a) Aesthetics. The ridgeline of which the proposed development is located is visible from two locations along Carmel Valley Road (Location 1: Mid Valley (visual distance of approximately 4.7 miles east) and Location 2: just before Quail Lodge & Golf Club (visual distance of approximately 7.8 miles east). From these locations, the proposed

development is not visible due to the distance. The parcel is also visible from Garland Ranch Regional Park, with the closest visual distance of approximately 2.5 miles. On April 10, 2021, staff determined that the proposed development is not visible from Garland Ranch Regional Park as the staking and flagging could not be identified from Sniveley's Ridge, the highest point of the park. Laureles Grade Road, also a scenic road, lies approximately two miles west of the site, however, due to the intervening topography, the site is not visible from Laureles Grade.

The main residence is a low-profile design due to a portion of the main level being located partially below the existing grade and the lower floor entirely below the existing grade. The garage and guesthouse are located almost entirely below grade. The 18 inches that are above the existing grade (not average natural grade) will use on-site fill and a living roof to create a mound similar to the existing curvature of the knoll. The Carmel Valley River is located directly 1.82 miles south of the project site. The proposed development is not visible from the River due to distance, topography, siting, and natural screening from the existing trees and vegetation that surround the river. As proposed and with adherence to design considerations for reducing potential visibility, the project would have less than significant impact due to aesthetics.

- b) Cultural Resources. According to Monterey County GIS and pursuant to MCC Section 21.66.050.C, because the subject parcel is located in a moderate archaeologically sensitive zone and the development requires an environmental assessment in accordance with CEQA, a Phase I Inventory of Archaeological Resources was requested. The Phase I Archaeological Assessment prepared for the project found no evidence of archaeological resources within or immediately surrounding the proposed development area, and there are no known human burial sites within the project area. Therefore, no further analysis was requested. The project would have less than significant impact on cultural resources.
- c) Hydrology/Water Quality. The project would be required to comply with relevant sections of the Monterey County Code (MCC) that pertain to grading, erosion control, urban stormwater management, and percolation of septic system effluent (MCC Chapters 16.08, 16.12, 16.14, 15.20.060). The project is a single-family residence and detached guest suite/garage that will be served domestic water by an existing on-site well, which was drilled under a EHB well permit in October 2019. The proposed development would occupy approximately 2.4 acres (including the driveway), leaving approximately 260 acres of the parcel (approximately 99%) undeveloped, which would retain significant areas on the property for groundwater recharge and would not substantially increase the rate or amount of surface runoff in a manner that could result in flooding on- or off-site. MCC Chapter 16.12. requires, preparation of erosion control plans, runoff control, land clearing, and winter operations; and establishes procedures for administering these provisions. Improvements to the access road would include installation or improvements of culverts associated with an unnamed ephemeral drainage. However, work within the drainage would be limited to the dry season, the drainage will continue to convey water

following construction, and the project is required to comply with GP Policy OS-5.18, meeting all applicable federal and state permitting requirements prior to disturbing any federal or state jurisdictional areas. Upon adherence to existing federal, state, and local regulations, and to recommendations of the Geotechnical and Percolation Investigation for the septic drain field system, the project would have less than significant impact to hydrology/water quality.

- d) Wildfire. The project area is located in a State Responsibility Area and is designated as High Fire Hazard Severity Zone. As a result, there is a potential for increased wildfire risk whenever placing residential uses in a wildland area. Construction of the proposed project area would involve the temporary use of flammable materials, tools, and equipment capable of generating a spark and igniting a wildfire. Operationally, increased vehicle traffic and human presence in the project area could increase the potential for wildfire ignitions. However, in accordance with California Public Resources Code Sections 4427, 4428, 4431, and 4442, maintenance activities associated with the proposed project, including defensible space areas, would be conducted using firesafe practices to minimize the potential for wildfire ignitions resulting from equipment use. In accordance with GP Policy S-4.32, the landowner is responsible for creating defensible space for their homes through the implementation of a Fuel Modification Zone Plan. Defensible space would be required within 100 feet of the project's structures to reduce fire hazard onsite, consistent with state and county requirements. Defensible space zones are passive measures and would not impede site access or otherwise hinder evacuation of emergency response efforts. The project would be required to comply with the current building code for use of appropriate fire-rated materials and electrical wiring. With adherence to existing state and local regulations for fire safety during implementation and operation of the project, and compliance with requirements for defensible space, the project would have less than significant effect on the environment due to wildfire risk.

9. **FINDING:** **INITIAL STUDY: LESS THAN SIGNIFICANT IMPACTS WITH MITIGATIONS INCORPORATED** – Reasonably foreseeable future development could cause this project to contribute incrementally toward potentially significant effects on biological resources, geology/soils, and tribal cultural resources that would be reduced to less than significant with applied mitigations. Therefore, adoption of the Mitigated Negative Declaration is required prior to implementation of the project.

- EVIDENCE:**
- a) 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.
- b) Biological Resources. The biologist surveyed the approximately 12 acres where the project site is located and most disturbance would occur. The existing 6,800 linear foot dirt road was also surveyed due to the proposed improvements. The parcel includes non-native grassland, ruderal, native grassland, scrub, and Oak woodland habitats. The report confirms that although much of the project site is covered in non-native

grassland, there is occurrence of one sensitive habitat: native grassland. The Northern curly-leaved Monardella, a California Native Plant Society (CNPS) California Rare Plant Rank 1B species, was observed along the hillside adjacent to the access road within scrub and ruderal areas habitat.

As part of the biological report, an aquatic survey (April 2020) was included that identifies California Tiger Salamander (CTS), California Red-Legged Frog (CRLF), and Coast Range Newt, all of which could find suitable habitat in the pond approximately 165 feet northeast from the project development. The biological report also confirms six protected wildlife species that have a moderate to high potential of occurring within or adjacent to the project site: Monterey Dusky-Footed Woodrat, American Badger, Burrowing Owl, Western Pond Turtle, Coast Horned Lizard, and Raptors and other protected avian species.

A suite of Mitigation Measures recommended in the biological report have been incorporated as Conditions of Approval to reduce potential impacts to a less than significant level. These mitigation measures include a Biological Education Program for Employees, preconstruction surveys and installation of protective fencing to identify and mark sensitive species, and weekly monitoring of the protective fencing for the duration of the construction. Since the proposed project could result in the potential to impact (take) individual state listed threatened species (CTS) and federally listed threatened species (CRLF and CTS), take permits are required, from the California Department of Fish and Wildlife (CDFW) and U. S. Fish and Wildlife Service (USFWS), respectively. If avoidance of Northern Curly-leaved Monardella is not feasible, the applicant shall submit to CDFW for review and approval, a Rare Plant Restoration Plan. Additionally, the applicant shall submit water quality certifications and Lake and Streambed Alteration agreements to mitigate the impacts to waters of the U.S. and the State. These mitigation measures would reduce potentially significant impacts to less than significant, and therefore, have been applied as conditions to the project (Mitigation Measure Nos. 1 through 8). To ensure grading and construction activities are conducted in accordance with the recommendations contained in the Biological Assessment (LIB200157) and as amended on April 29, 2021, the applicant/owner shall submit to HCD-Planning for review and approval a copy of a contract with a qualified biologist (the Project Biologist), as noted in Condition No. 25. The contract shall ensure that Mitigation Measure Nos. 1, 2, 3, 4, 5, 6, 7, and 8 and their respective actions are implemented on the subject parcel (APN:187-021-041-000).

The proposed project would result in the temporary loss of CTS and CRLF habitat, and therefore, at the recommendation of the biologist, a re-vegetation plan shall be implemented. To meet this requirement, the applicant submitted a Re-vegetation Plan that includes the goals of the re-vegetation, engineering and planting specifications, success criteria, monitoring requirements to determine whether success criteria have been met, and finding assurances. The Re-vegetation Plan would

mitigate the temporary loss of 2.6 acres of CTS upland habitat and CRLF dispersal habitat at a 1:1 ratio by replanting all disturbed areas with native grassland vegetation. Much of the disturbed areas consist of non-native grassland and scrub habitats. Implementation of the Re-vegetation Plan will increase the acreage of high-quality CTS and CRLF habitat within the project site by approximately 80% at the fifth year. Monitoring of the re-vegetation areas shall be conducted by a qualified biologist subsequent to the installation (within 30 days) and annually in the late spring for the next five years. A monitoring report shall be submitted to the Service and CDFW subsequent to each monitoring visit (within 30 days). The total duration of monitoring shall be a minimum of five years from initial re-vegetation implementation monitoring but may be extended if the success criteria are not met. The Re-vegetation Plan is included in the initial study and attached to this report as Exhibit G. The Re-vegetation Plan is also in accordance with Carmel Valley Master Plan Policy 3.4 which state that revegetation shall occur on disturbed hillsides, such as the subject project site. In order to ensure the replanting installation is conducted in accordance with the recommendations contained in the Re-vegetation Plan (LIB210068), the applicant/owner shall submit to HCD-Planning for review and approval a copy of a contract with a qualified biologist (the Project Biologist), as noted in Condition No. 24. In support of Condition No. 13, Notice of Report, the contract shall ensure that all the recommendations of the Re-vegetation Plan are implemented on the subject parcel (APN:187-021-041-000).

In addition to the temporary loss of 2.6 acres of CTS and CRLF habitat, 2.39 acres of CTS and CRLF habitat will be permanently impacted. To satisfy the take permits that must be obtained for the potential take of CTS and CRFL individuals (Mitigation No. 6), a mitigation strategy plan shall be implemented to alleviate for the permanent loss of habitat due to construction related activities. The applicant has submitted to staff a Habitat Conservation Plan (HCP) (LIB210073) that proposes to mitigate the 2.39 acres of permanent habitat loss by purchasing conservation bank credits at a 4:1 ratio. The applicant will purchase a total of 9.56 acres of conservation credits from a Conservation Bank that protects and manages more high-quality CTS and CRLF habitat and breeding ponds. The HCP also specifies that an approximately 8.39-acre fuel management area will be regularly maintained to create a 250-foot fuel break around the proposed residence and detached accessory structure. Of the 8.39-acres, 1.82 acres consist of native grassland and scrub habitat. As stated in the HCP, this fuel management area will not be impacted or disturbed during construction. The 8.39-acre fuel break will be maintained with use of mowing to reduce the presence of competing non-native grasslands and favor the persistence of native grassland habitat and species. This maintenance will have a beneficial impact on the project site by creating and maintaining viable upland habitat for CTS. Adhering to Condition No. 24, Project Biologist (Mitigation Measures), Condition No. 25, Project Biologist (Re-Vegetation Plan) and Condition No. 19 (Mitigation Measure No. 6, CTS and CRLF take permits), would ensure the implementation of the HCP.

- Condition No. 13 also requires that the HCP be noticed and incorporated into the development.
- c) Geology and Soils. The project site is primarily grassland with areas of scrub and oak woodland that do not contain unique geologic features, and therefore, it is unlikely that any previously unknown paleontological resources would be encountered during construction activities. However, ground-disturbing activities always involve the possibility of such a discovery. Therefore, to reduce potential impacts to paleontological resources to less than significant, Mitigation Measure (MM) No. 9 requires construction to stop and a paleontologist to investigate and make appropriate recommendations if previously unknown fossils are discovered during ground disturbance.
 - d) Tribal Cultural Resources. Pursuant to Public Resources Code section 21083.2 et seq., Monterey County HCD-Planning staff initiated a consultation with local Native American tribes. On December 11, 2020, the County met with the Ohlone/Costanoan-Esselen Nation (OCEN). OCEN requested to have a tribal monitor onsite during construction and that language about the procedures to be followed if resources are found onsite be included as mitigation. However, OCEN did not provide any evidence that the site is particularly significant to the tribe, the Phase I Archaeological Assessment prepared for the project found no evidence of archaeological resources within or immediately surrounding the proposed development area, and there are no known human burial sites within the project area. Therefore, the County determined the need for a tribal monitor would be unwarranted. To ensure that inadvertently discovered artifacts or human remains are treated appropriately, Mitigation Measure No. 10 is applied to the project to include a note on the construction set of plans the procedures to be followed if resources are uncovered during construction.
 - e) No comments from the public were received during the public review period.
 - f) Monterey County HCD-Planning, located at 1441 Schilling Place, 2nd Floor, Salinas, California, 93901, 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.

10. **FINDING:** **APPEALABILITY** - The decision on this project may be appealed to the Board of Supervisors.
- EVIDENCE:** Board of Supervisors. Section 19.01.050.A of the Monterey County Subdivision Ordinance (Title 19 – Coastal Zone) and Section 21.80.040 of the Monterey County Zoning Ordinance (Title 21) allow an appeal to be made to the Board of Supervisors by any public agency or person aggrieved by a decision of an Appropriate Authority other than the Board of Supervisors.

DECISION

NOW, THEREFORE, based on the above findings and evidence, the 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. Lot Line Adjustment between two legal lots of record consisting of Lot 1 containing 185.06 acres (APN: 187-021-040-000) and Lot 2 containing 77.6 acres (APN: 187-021-041-000), resulting in Adjusted Lot 1 (141.35 acres) and Adjusted Lot 2 (121.31 acres);
 - b. Use Permit to allow Ridgeline Development;
 - c. Administrative Permit and Design Approval to allow the construction of an approximately 4,000 square foot single family dwelling and 1,490 square foot detached accessory structure consisting of a garage and guesthouse, associated grading consists of 9,520 cubic yards of cut and 3,020 cubic yards of fill, with 5,330 cubic yards of cut to be balanced on site and 1,170 cubic yards of cut to be exported; and
 - d. Use permit to allow development on slopes in excess of 25 percent; and
3. Adopt a Condition Compliance and Mitigation Monitoring and Reporting Plan, in general conformance with the attached map and plan set, and subject to mitigation measures and conditions of approval, all being attached hereto, and incorporated herein, by reference.

PASSED AND ADOPTED this 26th day of May 2021, upon motion of Commissioner Diehl, seconded by Daniels, by the following vote:

AYES: Coffelt, Getzelman, Duflock, Mendoza, Roberts, Daniels, Monsalve, Diehl
 NOES: None
 ABSENT: Gonzales, Ambriz
 ABSTAIN: None

DocuSigned by:

 75F48C591F65425...
 Erik Lundquist, AICP, Planning Commission Secretary

COPY OF THIS DECISION MAILED TO THE APPLICANT ON JUN 08 2021

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 JUN 18 2021

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.

Monterey County RMA Planning

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

PLN200047

1. PD001 - SPECIFIC USES ONLY

Responsible Department: RMA-Planning

Condition/Mitigation Monitoring Measure: Combined Development Permit consisting of: 1) Lot Line Adjustment between Assessor's Parcel Numbers 187-021-040-000 & 187-021-041-000; and 2) Administrative Permit and Design Approval to allow the construction of an approximately square foot single family dwelling and 1,490 square foot detached accessory structure consisting of a garage and guesthouse, and other improvements, 3) Use permit to allow development on slopes in excess of 25 percent, and 4) Use permit to allow ridgeline development. The properties are located at 100 & 120 Country Club Heights, Carmel Valley (Assessor's Parcel Numbers 187-021-040-000 & 187-021-041-000), Carmel Valley Master Plan. This permit was approved in accordance with County ordinances and land use regulations subject to the terms and conditions described in the project file. Neither the uses nor the construction allowed by this permit shall commence unless and until all of the conditions of this permit are met to the satisfaction of the Director of RMA - 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. (RMA - 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: RMA-Planning

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

Monitoring Measure: "A Combined Development Permit (Resolution Number 21-014) was approved by the Planning Commission for Assessor's Parcel Number(s) 187-021-040-000 and 187-021-041-000 on May 26, 2021. The permit was granted subject to 18 conditions of approval and 10 mitigation measures 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 Chief of 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 Prior to the issuance of grading and building permits, certificates of compliance, or
Monitoring commencement of use, whichever occurs first and as applicable, the Owner/Applicant
Action to be Performed: shall provide proof of recordation of this notice to the HCD- Planning.

3. LOT LINE ADJUSTMENT - RECORD DEEDS - CA GOVT CODE 66412(d)

Responsible Department: RMA-Planning

Condition/Mitigation Monitoring Measure: Owner(s)/Applicant(s) shall prepare, execute and record deeds that reflect the lot line adjustment as required by California Government Code §66412(d) and request an unconditional Certificate of Compliance for each of the adjusted parcels. (RMA-Planning)

Compliance or Monitoring Action to be Performed: Prior to the expiration of the entitlement, the Owner(s)/Applicant(s) shall do the following:

1. Have a professional land surveyor prepare a legal description and plat with closure calculations. The legal description shall be entitled "Exhibit A" and shall have the planning permit no. (PLN) in the heading. The plat may be incorporated by reference into Exhibit "A," or be entitled Exhibit "B." The legal description and plat shall comply with the Monterey County Recorder's guidelines as to form and content. Submit the draft legal descriptions, plats and closure calculations to the project planner and the County Surveyor for both of the following:

a. Each newly adjusted parcel of the lot line adjustment for which a Certificate of Compliance will be issued.

b. For the adjustment parcels, being all areas being conveyed by Owner(s) in conformance to the approved lot line adjustment.

i. The Owner(s)/Applicant(s) shall be responsible for ensuring the accuracy and completeness of all parties listed as Grantor and Grantee on the deeds.

ii. The purpose of the deed shall be stated on the first page of the deed, as follows:

"The purpose of this deed is to adjust the parcel boundaries in conformance to the lot line adjustment approved by the County of Monterey, PLN200074. This deed is being recorded pursuant to §66412(d) of the California Government Code and shall be deemed to reconfigure the subject parcels in conformance to said approved lot line adjustment. Any configuration of said subject parcels that existed prior to recordation of this deed shall no longer be valid and shall not be used for the purpose of sale, lease or financing, whether immediate or future."

PLEASE NOTE: Owner(s) is/are responsible for securing any reconveyance, partial reconveyance and/or subordination in connection with any loan, mortgage, lien or other financial obligation on all property being transferred between parties.

Following review and any corrections of the legal descriptions and plats:

1. Record the fully executed and acknowledged deed(s) to the adjustment parcels with the County Recorder.

2. Deliver a copy of the recorded deed(s) to the project planner.

3. Deliver the legal description and plat of each Certificate of Compliance to RMA-Planning for final processing, together with a check, payable to the "Monterey County Recorder," for the appropriate fees to record the Certificate(s) of Compliance.

4. PD045 - COC (LOT LINE ADJUSTMENTS)

Responsible Department: RMA-Planning

Condition/Mitigation Monitoring Measure: The applicant shall request unconditional Certificates of Compliance for the newly configured parcels. (HCD - Planning)

Compliance or Monitoring Action to be Performed: Prior to the expiration of the entitlement, the Owner/Applicant/Surveyor shall prepare legal descriptions for each newly configured parcel and submit them to HCD-Planning for review and approval. The legal descriptions shall be entitled "Exhibit A." The legal description shall comply with the Monterey County Recorder's guidelines as to form and content. The Applicant shall submit the legal descriptions with a check, payable to the Monterey County Recorder, for the appropriate fees to record the Certificates of Compliance.

Prior to the expiration of the entitlement and after the Certificates are recorded, the Owner/Applicant shall file a request and pay the fees for separate assessments with the Assessor's Office.

5. PW0006 - CARMEL VALLEY

Responsible Department: RMA-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 Building Permits Issuance Owner/Applicant shall pay to PBI the required traffic mitigation fee.

6. PW0043 - REGIONAL DEVELOPMENT IMPACT FEE

Responsible Department: RMA-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 DPW.

7. PD049 - TREE AND ROOT PROTECTION

Responsible Department: RMA-Planning

Condition/Mitigation Monitoring Measure: Prior to beginning any tree removal, trees which are located close to trees approved for removal shall be protected from inadvertent damage from equipment or tree removal activity by fencing off the canopy drip-lines and/or critical root zones (whichever is greater) with protective materials. Any tree protection measures recommended by a County-approved tree consultant, in addition to the standard condition, shall be implemented. (RMA - Planning)

Compliance or Monitoring Action to be Performed: Prior to construction or tree removal, the Owner/Applicant/Tree Removal Contractor submit evidence of tree protection to RMA-Planning for review and approval.

After construction or tree removal, the Owner/Applicant/Tree Removal Contractor shall submit photos of the trees on the property to RMA-Planning to document that the tree protection has been successful or if follow-up remediation measures or additional permits are required.

8. PD012(F) - LANDSCAPE PLAN & MAINTENANCE (SFD ONLY)

Responsible Department: RMA-Planning

Condition/Mitigation Monitoring Measure: The site shall be landscaped. Prior to the issuance of building permits, three (3) copies of a landscaping plan shall be submitted to the Director of RMA - Planning. A landscape plan review fee is required for this project. Fees shall be paid at the time of landscape plan submittal. The landscaping plan shall be in sufficient detail to identify the location, species, and size of the proposed landscaping materials and shall include an irrigation plan. The plan shall be accompanied by a nursery or contractor's estimate of the cost of installation of the plan. Before occupancy, landscaping shall be either installed or a certificate of deposit or other form of surety made payable to Monterey County for that cost estimate shall be submitted to the Monterey County RMA - Planning. All landscaped areas and fences shall be continuously maintained by the applicant; all plant material shall be continuously maintained in a litter-free, weed-free, healthy, growing condition. (RMA - Planning)

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

Prior to occupancy, the Owner/Applicant/Licensed Landscape Contractor/Licensed Landscape Architect shall ensure that the landscaping shall be either installed or a certificate of deposit or other form of surety made payable to Monterey County for that cost estimate shall be submitted to the Monterey County RMA - Planning.

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

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

Responsible Department: RMA-Planning

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

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

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

10. STORMWATER CONTROL PLAN (PR1)

Responsible Department: Environmental Services

Condition/Mitigation Monitoring Measure: The applicant shall submit a stormwater control plan addressing the Post-Construction Requirements (PCRs) for Development Projects in the Central Coast Region. The stormwater control plan shall incorporate the measures identified on the completed Site Design and Runoff Reduction Checklist. (RMA-Environmental Services)

Compliance or Monitoring Action to be Performed: Prior to issuance of any grading or building permits, the applicant shall submit a stormwater control plan to RMA-Environmental Services for review and approval.

11. CALIFORNIA CONSTRUCTION GENERAL PERMIT

Responsible Department: Environmental Services

Condition/Mitigation Monitoring Measure: The applicant shall submit a Stormwater Pollution Prevention Plan (SWPPP) including the Waste Discharger Identification (WDID) number, to RMA-Environmental Services. In lieu of a SWPPP, a letter of exemption or erosivity waiver from the Central Coast Regional Water Quality Control Board may be provided. (RMA-Environmental Services)

Compliance or Monitoring Action to be Performed: Prior to issuance of any grading or building 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.

12. PD019(A) - DEED RESTRICTION-GUESTHOUSE (INLAND)

Responsible Department: RMA-Planning

Condition/Mitigation Monitoring Measure: The applicant shall record a deed restriction stating the regulations applicable to a GUESTHOUSE (Inland) as follows:

- Only 1 guesthouse shall be allowed per lot.
- Detached guesthouses shall be located in close proximity to the principal residence.
 - Guesthouses shall share the same utilities with the main residence, unless prohibited by public health requirements.
 - The guesthouse shall not have cooking or kitchen facilities, including but not limited to microwave ovens, hot plates and toaster ovens.
 - The guesthouse shall have a maximum of 6 linear feet of counter space, excluding counter space in a bathroom. There shall be a maximum of 8 square feet of cabinet space, excluding clothes closets.
 - The guesthouse shall not exceed 600 square feet of livable floor area.
 - The guesthouse shall not be separately rented, let or leased from the main residence whether compensation be direct or indirect.
 - Subsequent subdivisions which divide a main residence from a guesthouse shall be prohibited.
 - The guesthouse shall be designed in such a manner as to be visually consistent and compatible with the main residence on site and other residences in the area.
 - The guesthouse height shall not exceed 15 feet nor be more than one story.

(RMA - Planning)

Compliance or Monitoring Action to be Performed: Prior to the issuance of grading or building permits, the Owner/Applicant shall submit the signed and notarized document to the Director of RMA-Planning for review and signature by the County.

Prior to occupancy or commencement of use, the Owner/Applicant shall submit proof of recordation of the document to the RMA-Planning.

13. PD016 - NOTICE OF REPORT

Responsible Department: RMA-Planning

Condition/Mitigation Monitoring Measure: Prior to issuance of building or grading permits, a notice shall be recorded with the Monterey County Recorder which states:

"A Revegetation Plan (Library No. LIB210068), was prepared by Josh Harwayne in April 2021 and is on file in Monterey County HCD- Planning. All development shall be in accordance with this report."
(HCD- Planning)

"The Final Draft of the Habitat Conservation Plan (Library No. LIB210073), was prepared by Josh Harwayne in April 2021 and is on file in Monterey HCD-Planning. All development shall be in accordance with this report."

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

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

14. PDMM001 - BIOLOGICAL EDUCATION PROGRAM FOR EMPLOYEES (BEPE)

Responsible Department: RMA-Planning

Condition/Mitigation Monitoring Measure: A qualified biologist shall prepare a Biological Education Program for Employees (BEPE). This worker training session shall be conducted with all project staff and construction personnel. The training shall instruct attendees on habitat sensitivity, identification of special-status species, required practices prior to start of construction, general measures that are being implemented to conserve these species as they relate to the project, guidelines to avoid impacts to these species during the construction period, and penalties for non-compliance.

The qualified biologist will meet with the all project staff and construction personnel at the onset of construction at the project site to provide BEPE instruction as follows: 1) identify appropriate access route(s) in and out of the construction area and project boundaries; 2) explain how a biological monitor will examine the area and agree upon a method that will ensure the safety of the monitor during such activities, 3) identify special status species that may be present; 4) explain specific mitigation measures that will be incorporated into the construction effort; 5) explain the general provisions and protections afforded; and 6) provide the proper procedures if a special status species is encountered within the project site to avoid impacts.

The crew foreman shall be responsible for ensuring that all staff and construction personnel comply with the guidelines. Upon completion of training, each attendee shall sign a form as evidence of training attendance and understanding of all conservation and protection measures that were presented by the Biologist.

(HCD-Planning)

Compliance or Monitoring Action to be Performed: Mitigation Measure Action (MMA) 1a: Prior to issuance of permits from Building Services, the applicant/owner shall submit to HCD-Planning for review and approval a copy of a contract with a qualified biologist to prepare the BEPE and to provide the required training.

Mitigation Measure Action (MMA) No. 1b: Prior to issuance of permits from Building Services, applicant/owner shall submit to HCD-Planning for review and approval a fact sheet and/or other supporting materials prepared by the project biologist for distribution to all onsite employees.

Mitigation Measure Action (MMA) No. 1c: Prior to project-related ground disturbance, the project biologist shall conduct a worker training session for all project staff and upon completion of the training session, applicant/owner shall provide to HCD-Planning a copy of the form signed by all training attendees.

Mitigation Measure Action (MMA) No. 1d: Prior to final inspection from Building Services, applicant/owner shall submit to HCD-Planning a brief report prepared by the project biologist as to incidents regarding species covered during the training session.

15. PDMM002 - MONTEREY DUSKY-FOOTED WOODRAT (MDFW)

Responsible Department: RMA-Planning

Condition/Mitigation Monitoring Measure: The project biologist shall conduct pre-construction surveys in suitable habitat for the MDFW where project-related construction is proposed. Surveys for MDFW nests shall be conducted within three days prior to construction within the project site. All MDFW nests identified shall be flagged for avoidance. Nests that cannot be avoided are to be manually deconstructed prior to land clearing activities to allow animals to escape harm. If a litter of young is found or suspected, nest material is to be replaced, and the nest left alone for two to three weeks before a re-check to verify that young are capable of independent survival before proceeding with nest dismantling.

(HCD-Planning)

Compliance or Monitoring Action to be Performed: Mitigation Measure Action (MMA) 2a: Prior to the issuance of permits from Building Services, the applicant/owner shall submit to HCD-Planning for review and approval a copy of a contract with a qualified biologist to conduct the required pre-construction surveys for MDFW.

Mitigation Measure Action (MMA) 2b: Prior to final inspection from Building Services, applicant/owner shall submit to HCD-Planning a brief report prepared by the project biologist as to incidents regarding MDFW.

16. PDMM003 - AMERICAN BADGER

Responsible Department: RMA-Planning

Condition/Mitigation Monitoring Measure: The project biologist shall conduct focused pre-construction surveys for badger dens no more than two weeks prior to construction in all suitable habitat proposed for construction, ground disturbance, or staging. If no potential badger dens are present, no further mitigation is required. If potential dens are observed, the following measures are required to avoid potential significant impacts to the American badger:

- If the qualified biologist determines that potential dens are inactive, the biologist shall excavate these dens by hand with a shovel to prevent badgers from re-using them during construction.
- If the qualified biologist determines that potential dens may be active, the entrances of the dens shall be blocked with soil, sticks, and debris for three to five days to discourage the use of these dens prior to project disturbance. The den entrances shall be blocked to an incrementally greater degree over the three- to five-day period. After the qualified biologist determines that badgers have stopped using active dens within the project boundary, the dens shall be hand-excavated with a shovel to prevent re-use during construction.

(HCD-Planning)

Compliance or Monitoring Action to be Performed: Mitigation Measure Action (MMA) 3a: Prior to the issuance of permits from Building Services, the applicant/owner shall submit to HCD-Planning for review and approval a copy of a contract with a qualified biologist to conduct the required pre-construction surveys for MDFW.

Mitigation Measure Action (MMA) 3b: Prior to final inspection from Building Services, applicant/owner shall submit to HCD-Planning a brief report prepared by the project biologist as to incidents regarding American badger.

17. PDMM004 - BURROWING OWL

Responsible Department: RMA-Planning

Condition/Mitigation Monitoring Measure: The project biologist shall conduct pre-construction surveys in suitable habitat within the construction footprint and within 250 feet of the footprint no more than 14 days prior to the start of construction. If ground disturbing activities are delayed or suspended for more than 14 days after the pre-construction survey, the site shall be resurveyed again within 14 days of the initiation of construction. If no burrowing owls are found, no further mitigation is required.

If it is determined that burrowing owls occupy the site during the non-breeding season (September 1 through January 31), then a passive relocation effort (e.g., blocking burrows with one-way doors and leaving them in place for a minimum of three days) may be necessary to ensure that the owls are not harmed or injured during construction. Once it has been determined that the owls have vacated the site, the burrows can be collapsed, and ground disturbance can proceed. If burrowing owls are detected within the construction footprint or immediately adjacent lands (i.e., within 250 feet of the footprint) during the breeding season (February 1 to August 31), a construction-free buffer of 250 feet shall be established around all active owl nests. The buffer area shall be enclosed with temporary fencing, and construction equipment and no staff or personnel shall enter the enclosed setback areas. Buffers are to remain in place for the duration of the breeding season or until it has been confirmed by a qualified biologist that all chicks have fledged and are independent of their parents. After the breeding season, passive relocation of any remaining owls may take place as described above.

(HCD-Planning)

Compliance or Monitoring Action to be Performed: Mitigation Measure Action (MMA) 4a: Prior to the issuance of permits from Building Services, the applicant/owner shall submit to HCD-Planning for review and approval a copy of a contract with a qualified biologist to conduct the required pre-construction surveys for burrowing owls.

Mitigation Measure Action (MMA) 4b: Prior to final inspection from Building Services, applicant/owner shall submit to HCD-Planning a brief report prepared by the project biologist as to incidents regarding burrowing owls.

18. PDMM005 - WESTERN POND TURTLE

Responsible Department: RMA-Planning

Condition/Mitigation Monitoring Measure: The project biologist shall conduct presence/absence trapping surveys within the Insite Pond prior to ground-disturbing activities within the project site. The survey shall be conducted between April and October, but preferably in June or July when western pond turtles are most active. Survey methods shall be based on protocols established by the 2006 USGS in the Western Pond Turtle Trapping Survey Protocol for the Southcoast Ecoregion. If western pond turtles are not detected during the trapping survey, this species can be assumed no present within the pond or project site and no additional mitigation is required.

If western pond turtles are detected during the survey, the project biologist shall conduct a pre-construction survey for western pond turtle and their nests within the project site no more than three days prior to construction. Any western pond turtles discovered within the project site immediately prior to or during project activities shall be allowed to move out of the area of their own volition. If this is not feasible, they shall be captured by a qualified biologist and relocated out of harm's way to the nearest suitable habitat at least 100 feet upstream or downstream from where the individual was found in the project site. If a western pond turtle nest is found, it shall be monitored and avoided until the eggs hatch.

(HCD-Planning)

Compliance or Monitoring Action to be Performed: Mitigation Measure Action (MMA) 5a: Prior to the issuance of permits from Building Services, the applicant/owner shall submit to HCD-Planning for review and approval a copy of a contract with a qualified biologist to conduct the required pre-construction surveys for Western pond turtle.

Mitigation Measure Action (MMA) 5b: Prior to final inspection from Building Services, applicant/owner shall submit to HCD-Planning a brief report prepared by the project biologist as to incidents regarding Western pond turtle.

19. PDMM006 - CALIFORNIA TIGER SALAMANDER (CTS) AND CALIFORNIA RED-LEGGED FROG (CRLF)

Responsible Department: RMA-Planning

Condition/Mitigation Monitoring Measure: The applicant/owner shall comply with the Endangered Species Act (ESA) or the California Endangered Species Act (CESA) and consult with the US Fish and Wildlife Service (USFWS) and (for CTS only) CDFW to obtain incidental take permits for CTS and CRLF prior to the issuance of a grading permit. The project applicant will be required to retain a qualified biologist to prepare a mitigation plan, which will include, but is not limited to, identifying avoidance and minimization measures, a mitigation strategy, compensatory mitigation, success criteria, success monitoring, and funding assurances. The project applicant will be required to implement the approved plan and any additional permit requirements.

(HCD-Planning)

Compliance or Monitoring Action to be Performed: Mitigation Measure Action (MMA) 6a: Prior to initiation of any ground disturbance, the applicant/owner shall submit to HCD-Planning a copy of the approved CTS and CRLF incidental take permits from the USFWS.

Mitigation Measure Action (MMA) 6b: Prior to initiation of any ground disturbance, applicant/owner shall submit to HCD-Planning a copy of the approved CTS incidental take permit from the CDFW.

20. PDMM007 - NORTHERN CURLY-LEAVED MONARDELLA

Responsible Department: RMA-Planning

Condition/Mitigation Monitoring Measure: Approximately 176 northern curly-leaved monardella individuals were observed within scrub and ruderal areas habitat. Individuals that are not in the construction footprint shall be fenced or flagged for avoidance. The project biologist shall supervise the installation of protective fencing and monitor the site at least once per week until construction is complete to ensure that the protective fencing remains intact. If avoidance of all northern curly-leaved monardella is not possible, a Rare Plant Restoration Plan shall be prepared by a qualified biologist and submitted to HCD-Planning for review and approval. The plan shall include, though is not limited to, a detailed description of restoration areas, plant source material, planting specifications, and a monitoring program that describes annual monitoring efforts which incorporate success criteria and contingency plans if success criteria are not met.

(HCD-Planning)

Compliance or Monitoring Action to be Performed: Mitigation Measure Action (MMA) 7a: Prior to issuance of permits from Building Services, the applicant/owner shall submit to HCD-Planning a copy of a contract with a qualified biologist to supervise installation of protective fencing and monitor the site at least once per week until construction is complete to ensure that the protective fencing remains intact.

Mitigation Measure Action (MMA) 7b: If avoidance of Northern curly-leaved monardella is not feasible, then prior to issuance of permits from Building Services, applicant/owner shall submit to HCD-Planning for review and approval a Rare Plant Restoration Plan. Following construction, the applicant/owner shall submit to HCD-Planning a copy of a contract with a qualified restoration practitioner to implement the approved Rare Plant Restoration Plan and a copy of a contract with a qualified biologist to implement any monitoring required by the Plan. All monitoring reports required by the Plan shall be submitted to HCD-Planning. Prior to final inspection from Building Services, applicant/owner shall submit to HCD-Planning a final report prepared by the project biologist with recommendations for continued success of the restored Northern curly-leaved monardella.

21. PDMM008 - WATERS OF THE U.S. AND STATE

Responsible Department: RMA-Planning

Condition/Mitigation Monitoring Measure: Applicant/owner shall comply with the Clean Water Act and Fish and Game Code and coordinate with the Army Corps of Engineers (USACE) to obtain a Section 404 Water Quality Certification Permit, the Regional Water Quality Control Board (RWQCB) to obtain a Section 401 Water Quality Certification, and California Department of Fish and Wildlife (CDFW) to obtain a Section 1602 Lake and Streambed Alteration Agreement. All measures included in the permits to avoid, reduce, or mitigate impacts to waters of the U.S. and state shall be implemented. These measures may include, but not be limited to, construction timing restrictions, revegetation of disturbed areas, monitoring, and reporting.

(HCD-Planning)

Compliance or Monitoring Action to be Performed: Mitigation Measure Action (MMA) 8a: Prior to initiation of any ground disturbance, applicant/owner shall submit to HCD-Planning a copy of the approved Section 404 Water Quality Certification from the USACE.

Mitigation Measure Action (MMA) 8b: Prior to initiation of any ground disturbance, applicant/owner shall submit to HCD-Planning a copy of the approved Section 401 Water Quality Certification from the RWQCB.

Mitigation Measure Action (MMA) 8c: Prior to initiation of any ground disturbance, applicant/owner shall submit to HCD-Planning a copy of the approved Lake and Streambed Alteration Agreement from CDFW.

22. PDMM009 - PALEONTOLOGICAL RESOURCES

Responsible Department: RMA-Planning

Condition/Mitigation Monitoring Measure: In the event a previously unknown fossil is uncovered during project-related ground disturbance, all work shall cease until a certified professional paleontologist can investigate the finds and make appropriate recommendations. Recommendations shall include fossil salvage, curation, and reporting requirements. Owner/applicant shall include a note on the construction plans (each of the demolition and grading sheets) encompassing the language contained in this mitigation measure, including all compliance actions.

(HCD-Planning)

Compliance or Monitoring Action to be Performed: Mitigation Measure Action (MMA) No. 9
Prior to the issuance of permits from HCD-Building Services, owner/applicant shall submit to HCD-Planning for review and approval construction plans containing the language of this mitigation measure.

23. PDMM010 - TRIBAL CULTURAL RESOURCES

Responsible Department: RMA-Planning

Condition/Mitigation Monitoring Measure: A note shall be included on the construction set of plans as follows:

"If archaeological resources or human remains are accidentally discovered during construction, the following steps will be taken:

- Halt all excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until:

The coroner of the county in which the remains are discovered must be contacted to determine that no investigation of the cause of death is required; and

If the coroner determines the remains to be Native American:

1. The coroner shall contact the Native American Heritage Commission and HCD – Planning within 24 hours.

2. The Native American Heritage Commission shall identify the person or persons from a recognized local tribe of the Esselen, Salinan, Costonoans/ Ohlone and Chumash tribal groups, as appropriate, to be the most likely descendent.

3. The most likely descendent may make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code Section 5097.9 and 5097.993, or

4. Where the following conditions occur, the landowner or his authorized representatives shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance:

a. The Native American Heritage Commission is unable to identify a most likely descendent or the most likely descendent failed to make a recommendation within 24 hours after being notified by the commission.

b. The descendent identified fails to make a recommendation; or

c. The landowner or his authorized representative rejects the recommendation of the descendent, and the mediation by the Native American Heritage Commission fails to provide measures acceptable to the landowner."

(HCD-Planning)

Compliance or Monitoring Action to be Performed: Mitigation Measure Action (MMA) No. 10
Prior to the issuance of permits from HCD-Building Services, owner/applicant shall submit to HCD-Planning for review and approval location of the note on the construction set of plans.

24. PSDP001 – PROJECT BIOLOGIST (MITIGATION MEASURES)

Responsible Department: RMA-Planning

Condition/Mitigation Monitoring Measure: In order to ensure grading and construction activities are conducted in accordance with the recommendations contained in the Biological Assessment (LIB2000157), the applicant/owner shall submit to HCD-Planning for review and approval a copy of a contract with a qualified biologist (the Project Biologist). The contract shall ensure that Mitigation Measure No(s).1, 2, 3, 4, 5, 6, 7, and 8 and their respective actions are implemented on the subject parcel (APN:187-021-041-000). The contract shall include:

- Preparation of prepare a Biological Education Program for Employees (BEPE) in accordance with Mitigation Measure No. 1
- Pre-construction surveys in suitable habitat for the MDFW where project-related construction is proposed in according of Mitigation Measure 2.
- Pre-construction surveys for badger dens no more than two weeks prior to construction in all suitable habitat proposed for construction, ground disturbance, or staging in accordance with Mitigation Measure No. 3
- Pre-construction surveys in suitable habitat within the construction footprint and within 250 feet of the footprint no more than 14 days prior to the start of construction in accordance with Mitigation Measure No. 4
- Presence/absence trapping surveys within the Insite Pond prior to ground-disturbing activities within the project site in accordance with Mitigation Measure No. 5. The survey shall be conducted between April and October, but preferably in June or July when western pond turtles are most active.
- Preparation and acquisition of incidental take permits for CTS and CRLF in accordance with Mitigation Measure No. 6.
- Review and installation of protective fencing, and monitoring of the site at least once per week until construction is complete to ensure that the protective fencing remains intact in accordance with Mitigation Measure No. 7.
- Preparation and acquisition of a Section 404 Water Quality Certification Permit, Section 401 Water Quality Certification, and Section 1602 Lake and Streambed Alteration Agreement in accordance with Mitigation Measure No. 8
- Final report submitted to HCD-Planning for review and approval that is sufficient in detail to explain how protection objectives have been met and any impacts incurred outside those previously analyzed including, though not limited to deviation from measures, modifications required in the field, occurrences of halting construction and/or any other issues identified.

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

Prior to issuance of permits from Building Services, owner/applicant shall submit to HCD-Planning for review and approval the contract with the Project Biologist. Should HCD-Planning find the contract incomplete or unacceptable, the contract will be returned to the owner/applicant and a revised contract shall be re-submitted for review and approval.

Prior to initiation of any ground disturbance, applicant/owner shall submit to HCD-Planning approved CTS and CRLF incidental take permits from the USFWS, in accordance with Mitigation Measure No. 6.

Prior to initiation of any ground disturbance for construction of culverts, applicant/owner shall submit to HCD-Planning evidence of approved Section 404 and Section 401 permits, and Section 1602 agreement, as indicated in Mitigation Measure No. 8

Prior to final permits from Building Services, applicant/owner shall submit to HCD-Planning a brief report prepared by the Project Biologist as to incidents regarding the species indicated in Mitigation Measure No(s). 1, 2, 3, 4, 5, and 7: Species covered during the BEPE training session, Monterey dusky-foot woodrat, American badger, burrowing owl, western pond turtle and the Northern curly-leaved monardella.

Prior to final inspection from Building Services, owner/applicant shall submit to HCD-Planning for review and approval final reports prepared by the project biologist.

25. PSDP002 – PROJECT BIOLOGIST (REVEGETATION PLAN)

Responsible Department: RMA-Planning

Condition/Mitigation Monitoring Measure: To ensure replanting installation is conducted in accordance with the recommendations contained in the Re-vegetation Plan (LIB210068) the applicant/owner shall submit to HCD-Planning for review and approval the contract with a qualified biologist (the Project Biologist). In accordance with Condition No. 14, Notice of Report, the contract shall ensure that all the recommendations of the Re-vegetation Plan are implemented on the subject parcel (APN:187-021-041-000). These recommendations include, although not limited to:

1. Re-vegetation Plan implementation occurs immediately following construction, either immediately before or at, the beginning of the rainy season;
2. Areas temporarily disturbed by the project (2.6 acres) replanted with native grassland vegetation collected from the project vicinity or acquired from local suppliers;
3. Re-vegetated areas limited to 10% relative cover of any scrub species or other non-grassland species;
4. Supplemental irrigation during the normal wet season (October 15 to April 15) to potentially increase survival and promote germination;
5. Scrub species, other non-grassland species, and invasive plant species removed from the re-vegetation areas annually for five (5) years after initial installation. All removed species disposed at an appropriate off-site facility;
6. Herbicide treatment, if implemented, applied according to the Re-vegetation Plan's best management practices;
7. Monitoring of the re-vegetation areas conducted by a qualified biologist subsequent to the installation (within 30 days) and annually in the late spring for the next five (5) years, at a minimum
8. Each monitoring report submitted to the Service and CDFW subsequent to each monitoring visit;
9. Final report, submitted at the end of the monitoring period, that includes a cumulative analysis, summary of the data collected throughout the duration of the monitoring period, and a definitive statement as to the success of the revegetation based on the success criteria provided in this document; and
10. Adaptive management that consists of evaluating the monitoring data and modifying the revegetation approach or Planting Plan to increase the potential to achieve the stated success criteria. All adaptive management changes are subject to Service and CDFW notification and approval.

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

Prior to the issuance of construction permits for grading or building, the owner/applicant shall submit to HCD-Planning a copy of the contract between the owner/applicant and a qualified biologist (referred to as the project biologist). The contract shall be submitted to the HCD-Planning for review and approval. Should HCD-Planning find the contract incomplete or unacceptable, the contract will be returned to the owner/applicant and a revised contract shall be re-submitted for review and approval. The contract shall include the revegetation requirements, goals and success criteria, planting plan, maintenance, implementation schedule, monitoring and reporting, and contingency and adaptive management, as indicated in the Re-vegetation Plan.

Prior to the issuance of construction permits for grading or building, the owner/applicant shall submit to HCD-Planning a letter prepared by the Project Biologist indicating that the native grassland seeds were acquired from a local nursery or collected from populations of naïve grass plants within the project site and other areas of the property.

Prior to the end of the monitoring period, applicant/owner shall submit to HCD-Planning a final monitoring report prepared by the Project Biologist. The monitoring report shall include, but is not limited to, the following information: indicating the results of the data collection, dates and description of all maintenance activities conducted during the reporting period, photographic documentation, description of the general health and vigor of the vegetation, description of any pests or circumstances substantially affecting the vegetation, description of any changes in the physical environment since the end of the previous reporting period and since the beginning of the monitoring period, the number and species of plants that are unhealthy or have died during the reporting period and since the beginning of the monitoring period, and recommendations for further maintenance and management that a be necessary for maintaining the success criteria in the Re-Vegetation Plan.

26. PDSP003 - CONCEPT CONSTRUCTION MANAGEMENT PLAN (CMP)

Responsible Department: RMA-Planning

**Condition/Mitigation
Monitoring Measure:** Applicant/owner shall submit a Concept Construction Management Plan (CMP) to HCD-Planning for review and approval. The Concept CMP shall include the following, at minimum:

- Duration of construction,
- Days and hours of operation,
- Truck routes,
- Estimated number of truck trips that will be generated,
- Number of employees onsite per day,
- Parking areas for equipment, vehicles, and portable toilets
- Staging areas, and
- Stockpile areas.

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

Prior to issuance of permits from Building Services, applicant/owner shall submit to HCD-Planning a Concept CMP for review and approval.

27. PDSP0004 - ALTERNATIVE WINDOW TREATMENT (NON-STANDARD)

Responsible Department: RMA-Planning

Condition/Mitigation Monitoring Measure: Glass windows on the West-facing elevation of the approximately 4,000 square foot single-family dwelling residence have the potential for glare in the dusk/sunset portion of the day. Therefore, the applicant/owner shall use non-reflective, non-glare glass, along with shading treatment, in order to control visibility of the interior lighting from the exterior.

Compliance or Monitoring Action to be Performed: Prior to issuance of building/grading permits, the applicant/owner shall submit schematic plans and elevations of the West elevation that implement the non-reflective, non-glare glass and the shading treatment.

Applicant/owner shall submit product information sheets and a narrative describing the product characteristics that make it suitable for the purpose of controlling visibility of interior lighting from the exterior.

Prior to occupancy, owner/applicant shall provide suitable evidence of a nighttime study showing operational visibility of the interior lighting through the installed windows from the exterior.

On an on-going basis, the Owner/Applicant shall ensure the non-reflective, non-glare glass and shading treatment are operated and maintained in accordance with the approved plan.

28. CC01 INDEMNIFICATION AGREEMENT

Responsible Department: County Counsel-Risk Management

Condition/Mitigation Monitoring Measure: The property owner 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 or its agents, officers and employees from any claim, action or proceeding against the County or its agents, officers or employees to attack, set aside, void or annul this approval, which action is brought within the time period provided for under law, including but not limited to, Government Code Section 66499.37, as applicable. The property owner will reimburse the County for any court costs and attorney's fees which the County may be required by a court to pay as a result of such action. The County may, at its sole discretion, participate in the defense of such action; but such participation shall not relieve applicant of his/her/its obligations under this condition. An agreement to this effect shall be recorded upon demand of County Counsel or concurrent with the issuance of building permits, use of property, filing of the final map, recordation of the certificates of compliance whichever occurs first and as applicable. The County shall promptly notify the property owner of any such claim, action or proceeding and the County shall cooperate fully in the defense thereof. If the County fails to promptly notify the property owner of any such claim, action or proceeding or fails to cooperate fully in the defense thereof, the property owner shall not thereafter be responsible to defend, indemnify or hold the County harmless. (County Counsel-Risk Management)

Compliance or Monitoring Action to be Performed: Upon demand of County Counsel or concurrent with the issuance of building permits, use of the property, recording of the final/parcel map, or recordation of Certificates of Compliance, whichever occurs first and as applicable, the Owner/Applicant shall submit a signed and notarized Indemnification Agreement to the Office of County Counsel-Risk Management for review and signature by the County.

Proof of recordation of the Indemnification Agreement, as outlined, shall be submitted to the Office of County Counsel-Risk Management

This page intentionally left blank

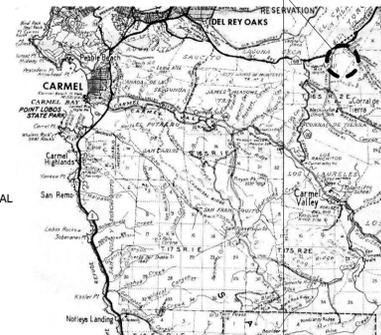


SITE IMAGES

LEGEND

- PROPOSED RESIDENCE
- PROPOSED DRIVEWAY
- 25% OR GREATER SLOPE
- PROPERTY LINE
- SETBACK LINE
- EXCLUSION AREAS
- 100' APPROVED FUEL REDUCTION LINE
- 250' PROPOSED FUEL REDUCTION LINE
- LIMIT OF CONSTRUCTION ACTIVITIES

PROJECT LOCATION



VICINITY MAP

PROJECT DATA

CLIENT NAME: MIKE KNOOP & MICHELLE WRIGHT c/o Studio Schicketanz
ARCHITECT: Studio Schicketanz
 P.O. Box 2704
 Carmel, CA 93921
 Phone: 831.622.9000 Ext. 13 Fax: 831.309.9932
 Contact: Jay Auburn
 E-Mail: jay@studioschicketanz.com
SURVEYOR: WHITSON ENGINEERS
 6 Harris Court, Monterey, California 93940
 Phone: 831.649.5225
 E-mail: rweber@whitsonengineers.com
 Richard Weber

PROPERTY ADDRESS: 120 Country Club Heights, Carmel Valley, CA 93924
APN/ LOT SIZE: 187-021-040 & 187-021-041 / 262.7 ACRES (11,443,212 SF)
PROJECT LOT APN/SIZE: 187-021-041 / 121.31 ACRES (5,284,264 SF)
ZONING: RDR/10-D-S-RAZ & PG-40-VS

UTILITIES:
WATER SOURCE: (E) WELL
SEWER: SEPTIC & LEACH FIELD
ELECTRICITY PROVIDER: PG&E / PHOTOVOLTAIC ARRAY

BUILDING CODE DATA:
OCCUPANCY GROUP: R-3
TYPE OF CONSTRUCTION: V-B
SPRINKLERS: YES

ZONING REGULATIONS

SETBACKS:

MAIN STRUCTURE	Front	30'
	Side	20'
	Rear	20'
ACCESSORY STRUCTURES (HABITABLE)	Front	50'
	Side	6'
	Rear	6'
ACCESSORY STRUCTURES (NON-HABITABLE)	Front	50'
	Side	6'
	Rear	1'

BUILDING HEIGHT:

MAX. ALLOWED HEIGHTS:	
Main Structure	30'
Accessory Str. (Habitable)	15'
Accessory Str. (Non-Habitable)	15'
NEW RESIDENCE / EXPANSION:	
Average Natural Grade:	2103' - 3 1/2"
Proposed Height:	12' - 10"

FLOOR AREA CALCULATIONS:

	PROPOSED
MAIN LEVEL	2,786 SF
LOWER LEVEL	1,210 SF
TOTAL W/O GARAGE	3,996 SF
GUEST SUITE	560 SF
GARAGE & UTILITY	930 SF
TOTAL W/ GARAGE	5,486 SF
AVERAGE NATURAL GRADE:	2103' - 3 1/2"
ROOF HEIGHT:	2116' - 0"
FLOOR AREA RATIO:	0.08%

SITE COVERAGE CALCULATIONS: (ALLOWABLE 25% = 1,321,066 SF)

RESIDENCE	4,540 SF
COVERED PATIO & OVERHANGS OVER 30"	2,185 SF
COURTYARD LANDSCAPE	1,184 SF
TOTAL	6,705 SF
	(0.12 %)

GRADING:

CUT:	6,170 CY
FILL:	6,170 CY
DISTURBANCE AREA FOR RESIDENCE	42,600 SF (0.98 AC)

TREE REMOVAL:

NO TREES TO BE REMOVED	
ACCESS ROAD IN 25% SLOPE (TOTAL)	3,946 SF

SCOPE OF WORK

LOT LINE ADJUSTMENT (LLA) OF PARCELS 187-021-040 & 187-021-041
 CONSTRUCTION OF A 3,996 SF SINGLE FAMILY RESIDENCE W/ 560 SF DETACHED GUEST SUITE & 930 SF GARAGE & UTILITY ROOM, SITE RETAINING WALLS AND PATIOS
 GROUND MOUNTED PHOTOVOLTAIC PANEL ARRAY OF 1,270 SF (COMBINATION PANELS)
 IMPROVEMENTS TO EXISTING ROAD:
 WIDENING ROAD TO 12' WHERE NECESSARY, TURNOUTS PER FIRE DEPARTMENT WHERE REQUIRED, INSTALLATION OF NEW ROAD BASE, INSTALLATION OF ROAD GATE
 UNDERGROUND POWER & WATER UTILITIES EXTENSIONS & SEPTIC SYSTEM.

SHEET INDEX

1	PROJECT DATA, PROPOSED DEVELOPMENT & VICINITY MAP
2	LOT LINE ADJUSTMENT PLAN & VISUAL IMPACT ANALYSIS
3	CDP&W BIOLOGICAL MITIGATION AREA
4	PARTIAL SITE PLAN SHOWING PROPOSED DEVELOPMENT
5	FLOOR PLANS
6	EXTERIOR ELEVATIONS
7	EXTERIOR ELEVATIONS
8	SECTIONS
9	EROSION CONTROL & CONSTRUCTION MANAGEMENT PLAN
10	DRAINAGE CONTROL PLAN
11	FUEL MANAGEMENT PLAN
SW.1	SEPTIC SYSTEM PLAN

TITLE PROJECT DATA, PROPOSED DEVELOPMENT & VICINITY MAP

KNOOP RESIDENCE

MIKE KNOOP & MICHELLE WRIGHT 120 Country Club Heights, Carmel Valley, CA 93924 APN 187-021-040 & 187-021-041

STUDIO SCHICKETANZ
 P.O. Box 2704, Carmel, CA, 93921 831.622.9000

DATE	21/04/08	SHEET
SCALE	As indicated	
DRAWN BY	LA	1
JOB NUMBER	1919	

21/04/08

4/29/2021 2:49:16 PM
 These plans and specifications shall be restricted to the original site for which they were prepared and publication thereof is expressly limited to such use. Reproduction or publication by any method, in whole or in part, is prohibited. Title to the plans and specifications remains with the architect without prejudice. Visual contact with these plans and specifications shall constitute prima facie evidence of the acceptance of these restrictions.

SUMMARY

LOT LINE ADJUSTMENT BETWEEN:

- LOT 1: APN 187-021-040
- LOT 2: APN 187-021-041

LOT 1

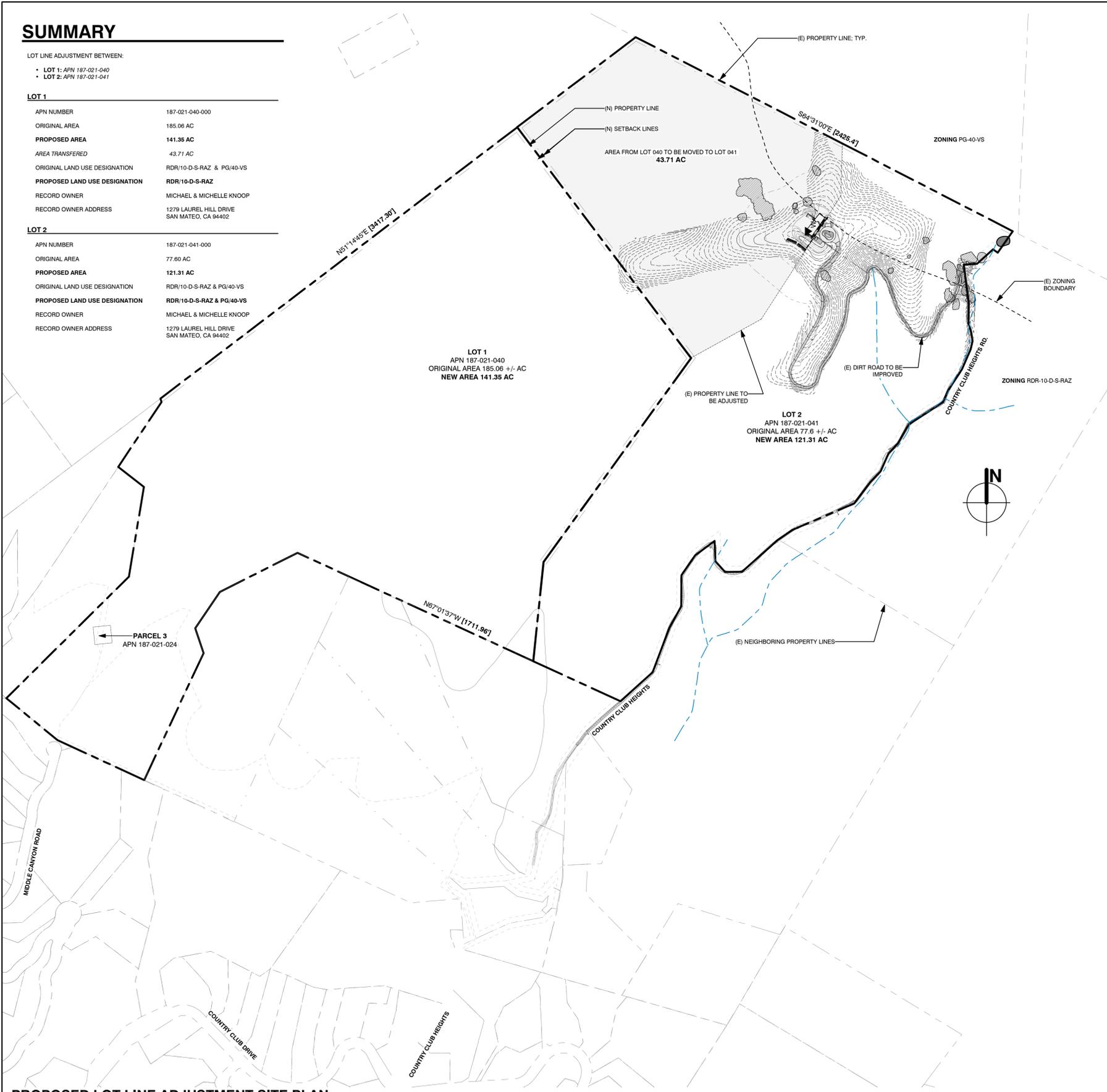
APN NUMBER	187-021-040-000
ORIGINAL AREA	185.06 AC
PROPOSED AREA	141.35 AC
AREA TRANSFERRED	43.71 AC
ORIGINAL LAND USE DESIGNATION	RDR/10-D-S-RAZ & PG/40-VS
PROPOSED LAND USE DESIGNATION	RDR/10-D-S-RAZ
RECORD OWNER	MICHAEL & MICHELLE KNOOP
RECORD OWNER ADDRESS	1279 LAUREL HILL DRIVE SAN MATEO, CA 94402

LOT 2

APN NUMBER	187-021-041-000
ORIGINAL AREA	77.60 AC
PROPOSED AREA	121.31 AC
ORIGINAL LAND USE DESIGNATION	RDR/10-D-S-RAZ & PG/40-VS
PROPOSED LAND USE DESIGNATION	RDR/10-D-S-RAZ & PG/40-VS
RECORD OWNER	MICHAEL & MICHELLE KNOOP
RECORD OWNER ADDRESS	1279 LAUREL HILL DRIVE SAN MATEO, CA 94402

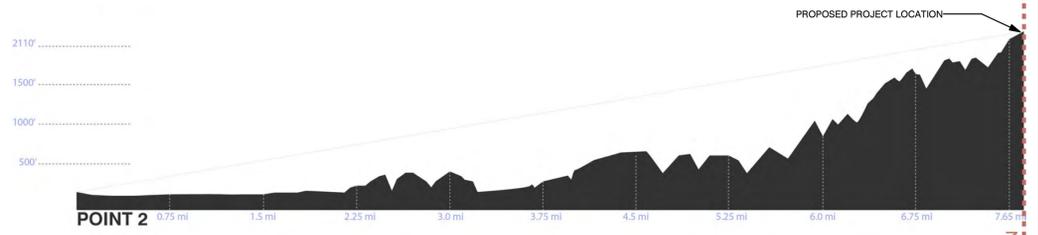
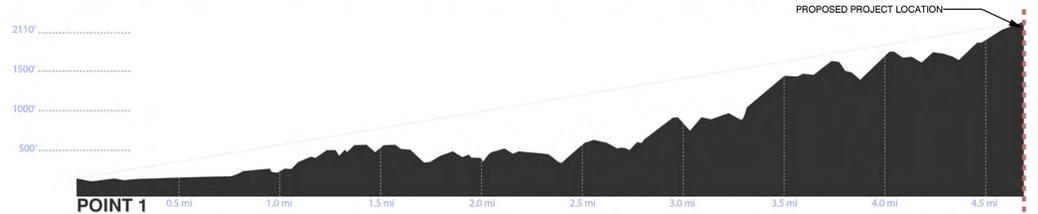
LOT 1
APN 187-021-040
ORIGINAL AREA 185.06 +/- AC
NEW AREA 141.35 AC

LOT 2
APN 187-021-041
ORIGINAL AREA 77.6 +/- AC
NEW AREA 121.31 AC



PROPOSED LOT LINE ADJUSTMENT SITE PLAN
1" = 300'-0"

VISUAL IMPACT ANALYSIS



POINT 1



POINT 2

TITLE LOT LINE ADJUSTMENT PLAN & VISUAL IMPACT ANALYSIS

KNOOP RESIDENCE

MIKE KNOOP & MICHELLE WRIGHT 120 Country Club Heights, Carmel Valley, CA 93924 APN 187-021-040 & 187-021-041

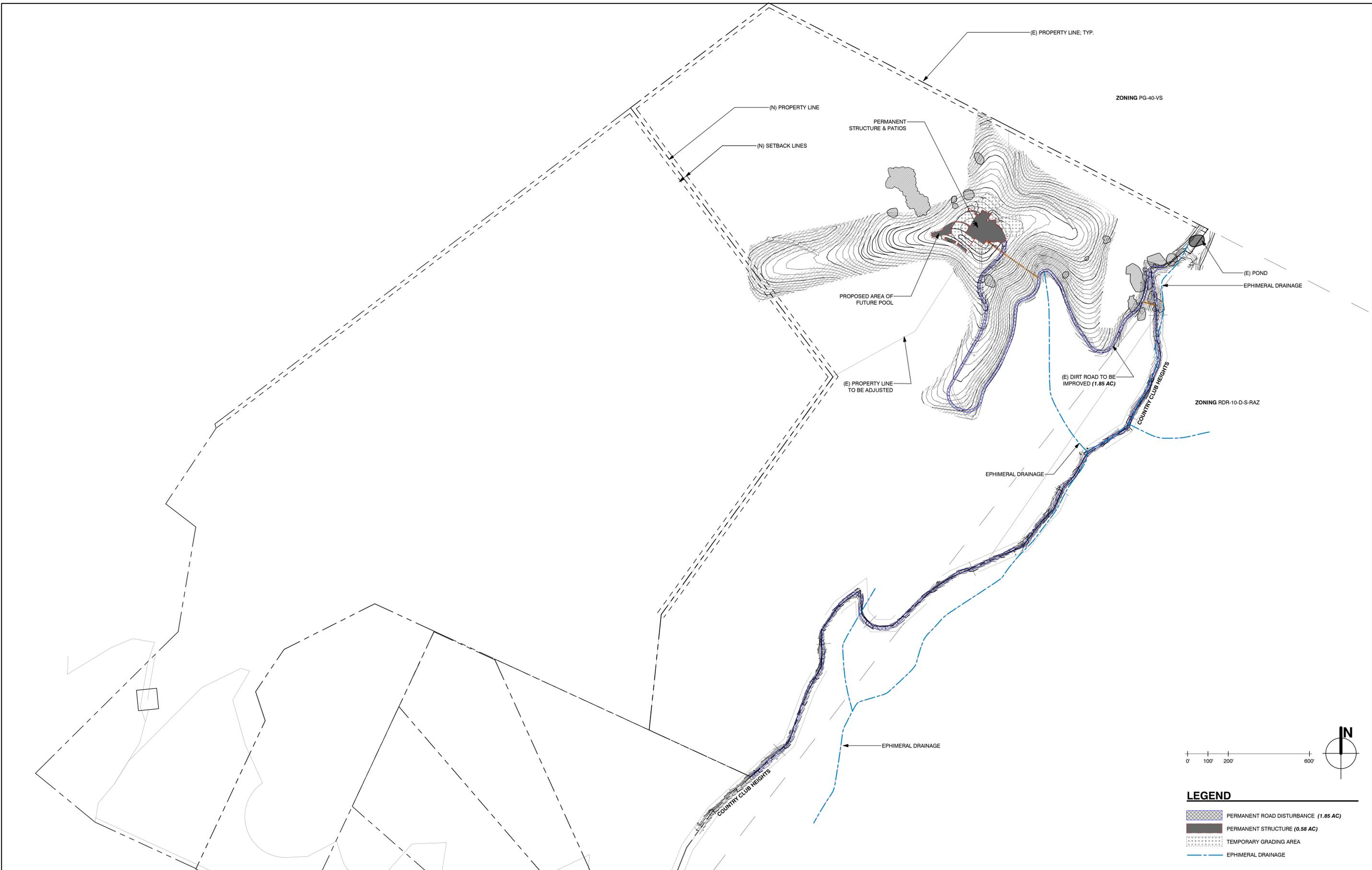
DATE	21/04/08	SHEET	2
SCALE	As indicated		
DRAWN BY	LA		
JOB NUMBER	1919		

STUDIO SCHICKETANZ
P.O. Box 2704, Carmel, CA, 93921 831.622.9000

4/29/2021 2:49:23 PM
These plans and specifications shall be restricted to the original site for which they were prepared and publication thereof is expressly limited to such use. Reproduction or publication by any method, in whole or in part, is prohibited. Title to the plans and specifications remains with the architect without prejudice. Visual contact with these plans and specifications shall constitute prima facie evidence of the acceptance of these restrictions.

PROJECT LOCATION

4/29/2021 2:51:10 PM
Title to the plans and specifications shall be restricted to the original site for which they were prepared and publication thereof is expressly limited to such use. Reproduction or publication by any method, in whole or in part, is prohibited. Title to the plans and specifications remains with the architect without prejudice. Visual contact with these plans and specifications shall constitute prima facie evidence of the acceptance of these restrictions.



TITLE CDF&W BIOLOGICAL MITIGATION AREA

KNOOP RESIDENCE

MIKE KNOOP & MICHELLE WRIGHT 120 Country Club Heights, Carmel Valley, CA 93924 APN 187-021-040 & 187-021-041

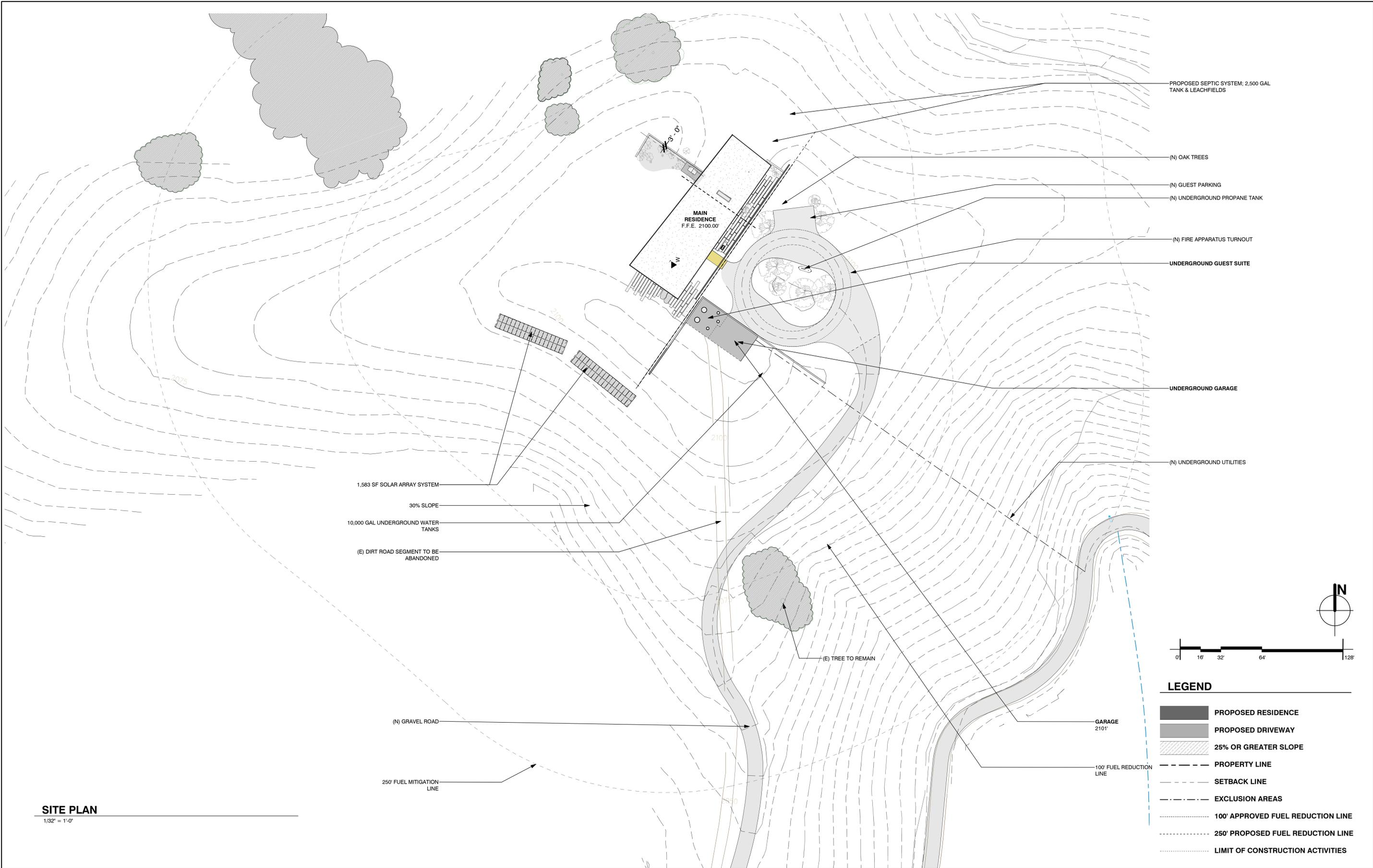
DATE	21/04/08	SHEET
SCALE	1" = 200'-0"	3
DRAWN BY	LA	
JOB NUMBER	1919	
		21/04/08

STUDIO SCHICKETANZ
P.O. Box 2704, Carmel, CA, 93921 831.622.9000

LEGEND

	PERMANENT ROAD DISTURBANCE (1.85 AC)
	PERMANENT STRUCTURE (0.58 AC)
	TEMPORARY GRADING AREA
	EPHIMERAL DRAINAGE

4/29/2021 2:51:15 PM
 These plans and specifications shall be restricted to the original site for which they were prepared and publication thereof is expressly limited to such use. Reproduction or publication by any method, in whole or in part, is prohibited. Title to the plans and specifications remains with the architect without prejudice. Visual contact with these plans and specifications shall constitute prima facie evidence of the acceptance of these restrictions.



SITE PLAN
 1/32" = 1'-0"

TITLE PARTIAL SITE PLAN SHOWING PROPOSED DEVELOPMENT

KNOOP RESIDENCE

MIKE KNOOP & MICHELLE WRIGHT 120 Country Club Heights, Carmel Valley, CA 93924 APN 187-021-040 & 187-021-041

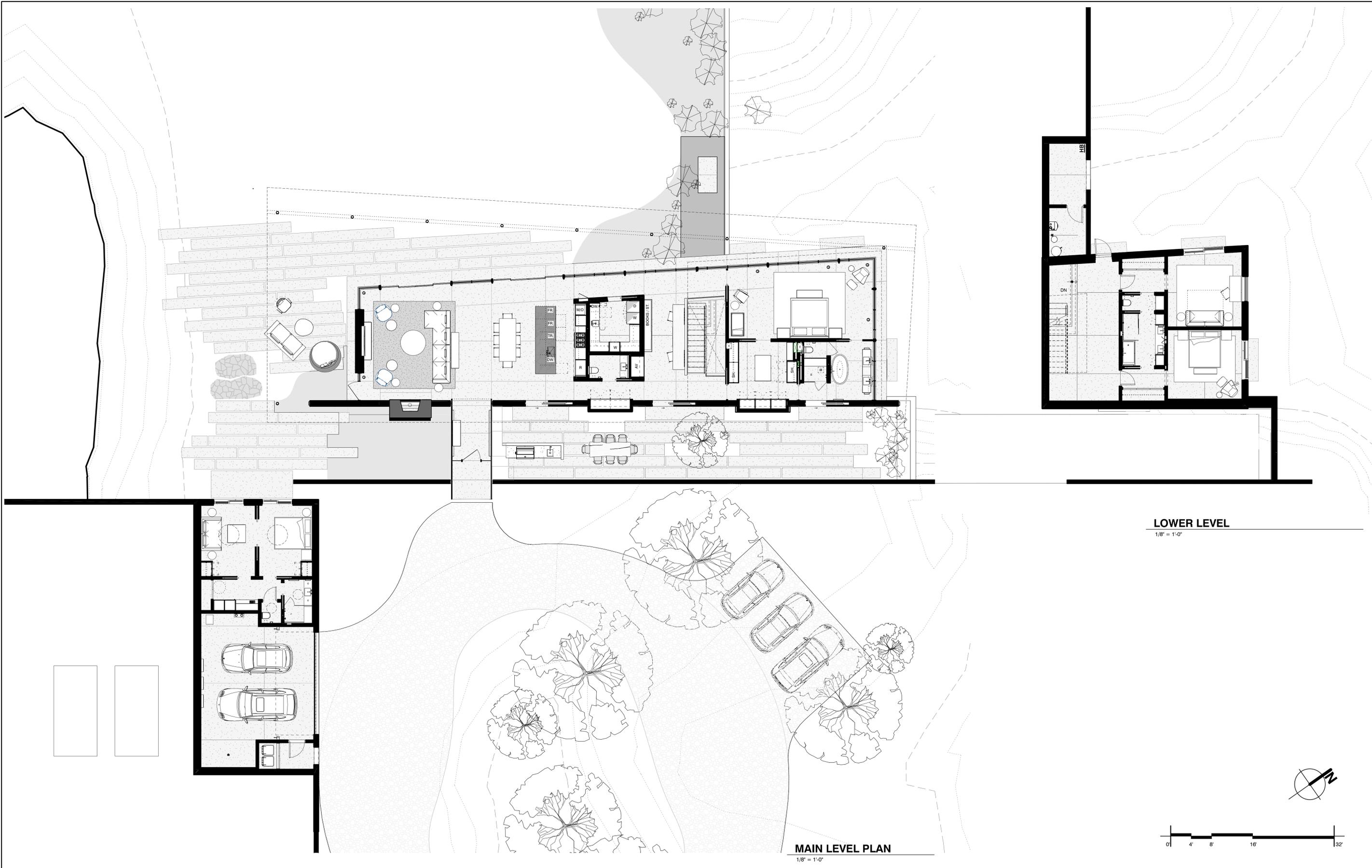
- PROPOSED SEPTIC SYSTEM; 2,500 GAL TANK & LEACHFIELDS
 - (N) OAK TREES
 - (N) GUEST PARKING
 - (N) UNDERGROUND PROPANE TANK
 - (N) FIRE APPARATUS TURNOUT
 - UNDERGROUND GUEST SUITE
 - UNDERGROUND GARAGE
 - (N) UNDERGROUND UTILITIES
 - 1,583 SF SOLAR ARRAY SYSTEM
 - 30% SLOPE
 - 10,000 GAL UNDERGROUND WATER TANKS
 - (E) DIRT ROAD SEGMENT TO BE ABANDONED
 - (E) TREE TO REMAIN
 - (N) GRAVEL ROAD
 - 250' FUEL MITIGATION LINE
 - GARAGE 2101'
 - 100' FUEL REDUCTION LINE
- LEGEND**
- PROPOSED RESIDENCE
 - PROPOSED DRIVEWAY
 - 25% OR GREATER SLOPE
 - PROPERTY LINE
 - SETBACK LINE
 - EXCLUSION AREAS
 - 100' APPROVED FUEL REDUCTION LINE
 - 250' PROPOSED FUEL REDUCTION LINE
 - LIMIT OF CONSTRUCTION ACTIVITIES

DATE	21/04/08	SHEET	4
SCALE	As indicated		
DRAWN BY	LA		
JOB NUMBER	1919		

21/04/08

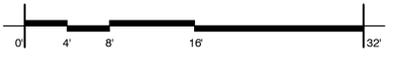
STUDIO SCHICKETANZ
 P.O. Box 2704, Carmel, CA, 93921 831.622.9000

4/29/2021 2:51:34 PM
These plans and specifications shall be restricted to the original site for which they were prepared and publication thereof is expressly limited to such use. Reproduction or publication by any method, in whole or in part, is prohibited. Title to the plans and specifications remains with the architect without prejudice. Visual contact with these plans and specifications shall constitute prima facie evidence of the acceptance of these restrictions.



LOWER LEVEL
1/8" = 1'-0"

MAIN LEVEL PLAN
1/8" = 1'-0"



TITLE FLOOR PLANS

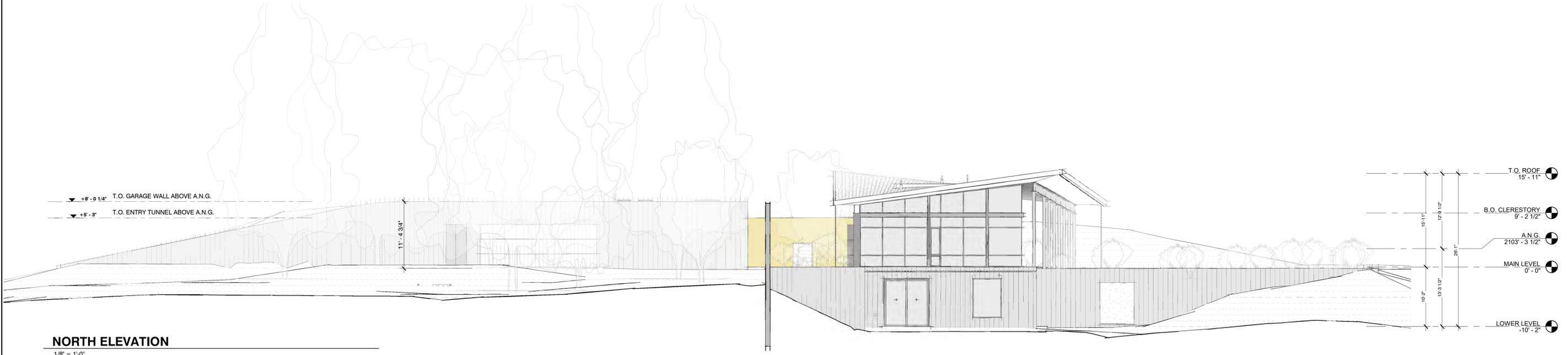
KNOOP RESIDENCE

MIKE KNOOP & MICHELLE WRIGHT 120 Country Club Heights, Carmel Valley, CA 93924 APN 187-021-040 & 187-021-041

DATE	21/04/08	SHEET
SCALE	1/8" = 1'-0"	5
DRAWN BY	LA	
JOB NUMBER	1919	21/04/08

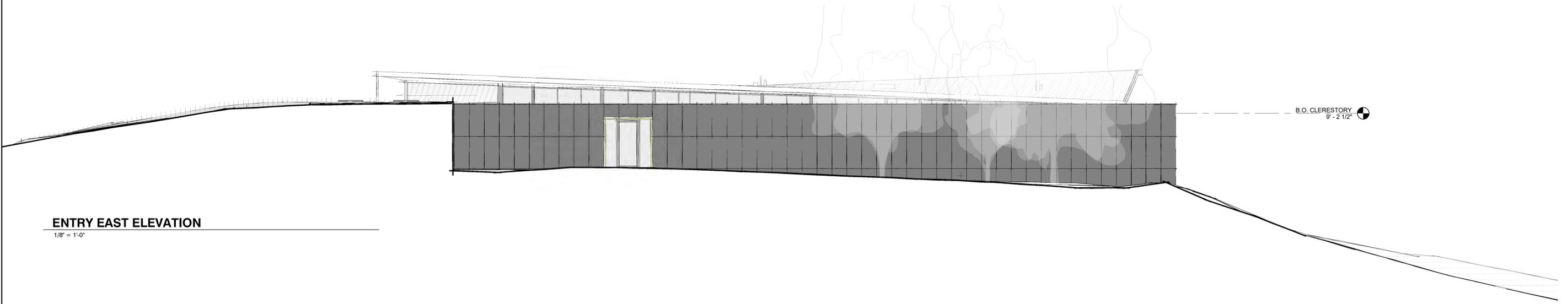
STUDIO SCHICKETANZ
P.O. Box 2704, Carmel, CA, 93921 831.622.9000

4/29/2021 2:51:57 PM
 These plans and specifications shall be restricted to the original site for which they were prepared and publication thereof is expressly limited to such use. Reproduction or publication by any method, in whole or in part, is prohibited. Title to the plans and specifications remains with the architect without prejudice. Visual contact with these plans and specifications shall constitute prima facie evidence of the acceptance of these restrictions.



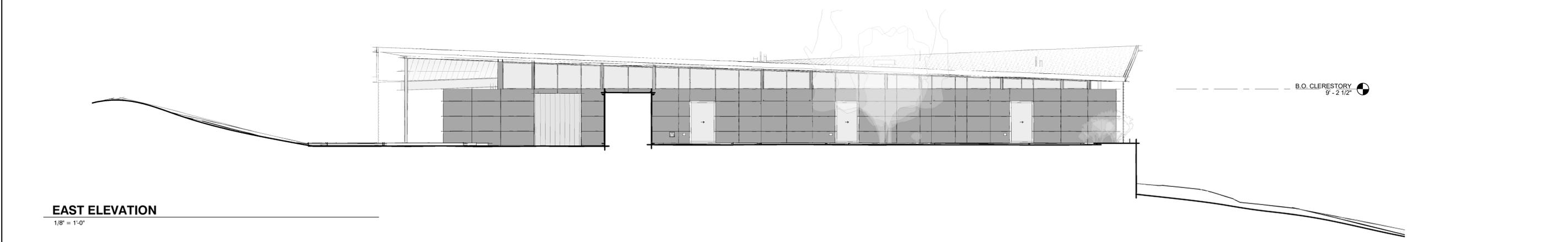
NORTH ELEVATION

1/8" = 1'-0"



ENTRY EAST ELEVATION

1/8" = 1'-0"



EAST ELEVATION

1/8" = 1'-0"

TITLE EXTERIOR ELEVATIONS

KNOOP RESIDENCE

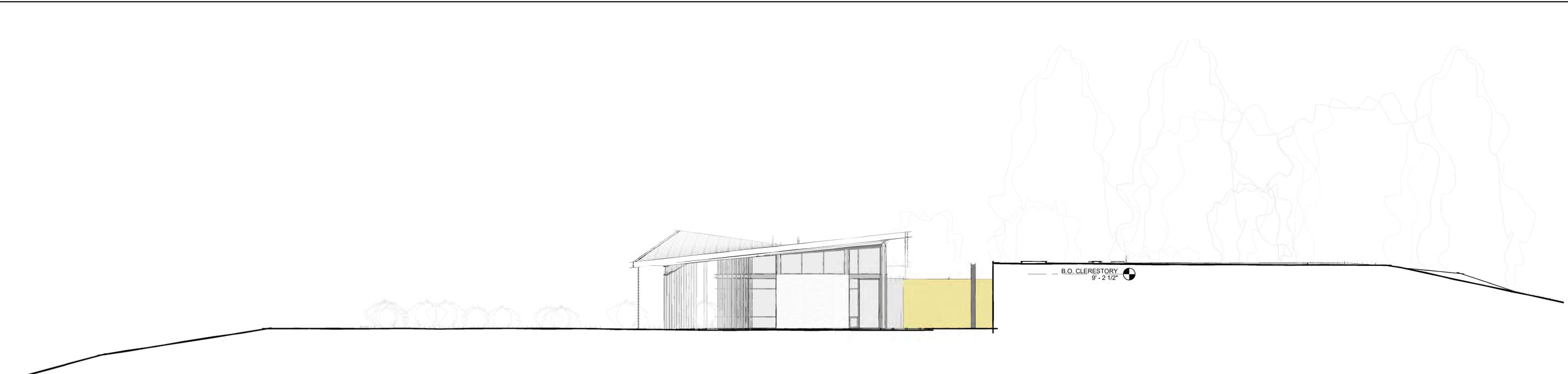
MIKE KNOOP & MICHELLE WRIGHT 120 Country Club Heights, Carmel Valley, CA 93924 APN 187-021-040 & 187-021-041

STUDIO SCHICKETANZ
 P.O. Box 2704, Carmel, CA, 93921 831.622.9000

DATE	21/04/08	SHEET
SCALE	1/8" = 1'-0"	6
DRAWN BY	LA	
JOB NUMBER	1919	

21/04/08

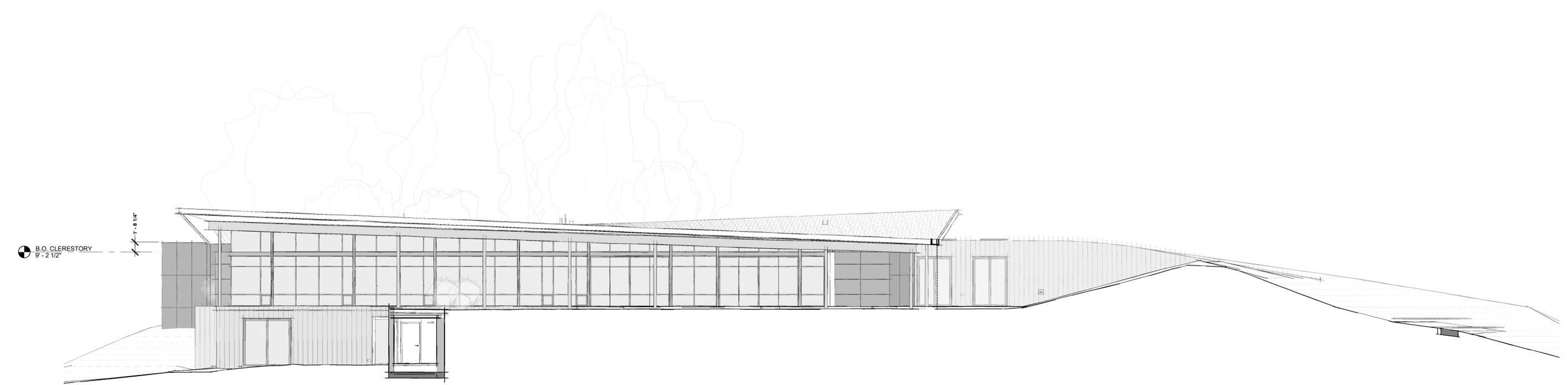
4/29/2021 2:52:15 PM
These plans and specifications shall be restricted to the original site for which they were prepared and publication thereof is expressly limited to such use. Reproduction or publication by any method, in whole or in part, is prohibited. Title to the plans and specifications remains with the architect without prejudice. Visual contact with these plans and specifications shall constitute prima facie evidence of the acceptance of these restrictions.



SOUTH ELEVATION

1/8" = 1'-0"

B.O. CLERESTORY
9' - 2 1/2"



WEST ELEVATION

1/8" = 1'-0"

TITLE EXTERIOR ELEVATIONS

KNOOP RESIDENCE

MIKE KNOOP & MICHELLE WRIGHT 120 Country Club Heights, Carmel Valley, CA 93924 APN 187-021-040 & 187-021-041

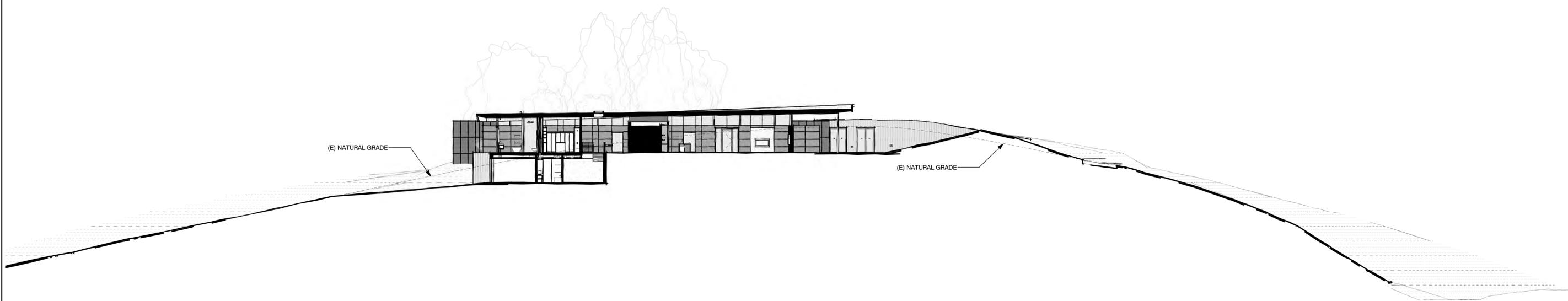
STUDIO SCHICKETANZ
P.O. Box 2704, Carmel, CA, 93921 831.622.9000

DATE	21/04/08	SHEET
SCALE	1/8" = 1'-0"	7
DRAWN BY	LA	
JOB NUMBER	1919	21/04/08

7

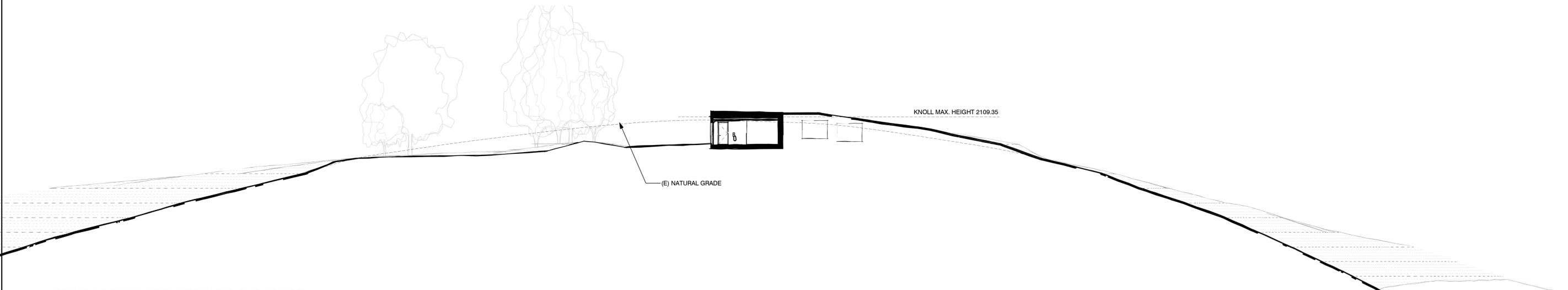
21/04/08

4/29/2021 2:52:30 PM
 these plans and specifications shall be restricted to the original site for which they were prepared and publication thereof is expressly limited to such use. Reproduction or publication by any method, in whole or in part, is prohibited. Title to the plans and specifications remains with the architect without prejudice. Visual contact with these plans and specifications shall constitute prima facie evidence of the acceptance of these restrictions.



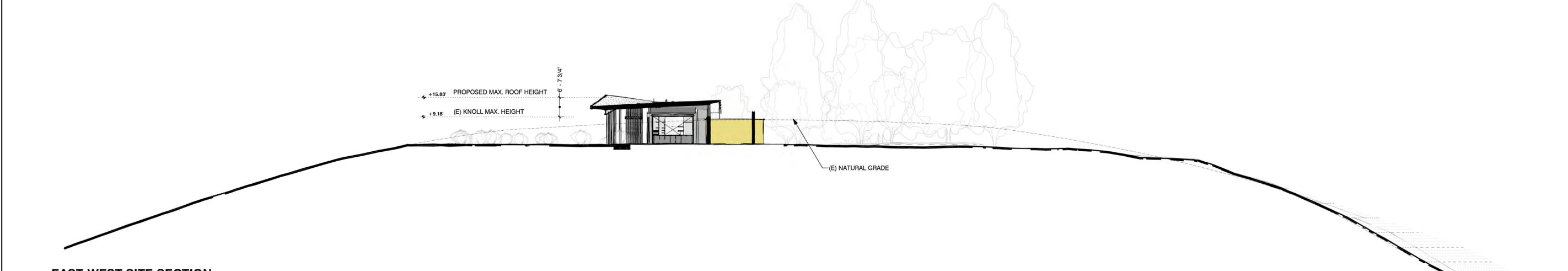
NORTH - SOUTH SECTION

1/16" = 1'-0"



NORTH-SOUTH SITE SECTION @ GARAGE

1/16" = 1'-0"



EAST-WEST SITE SECTION

1/16" = 1'-0"

TITLE SECTIONS

KNOOP RESIDENCE

MIKE KNOOP & MICHELLE WRIGHT 120 Country Club Heights, Carmel Valley, CA 93924 APN 187-021-040 & 187-021-041

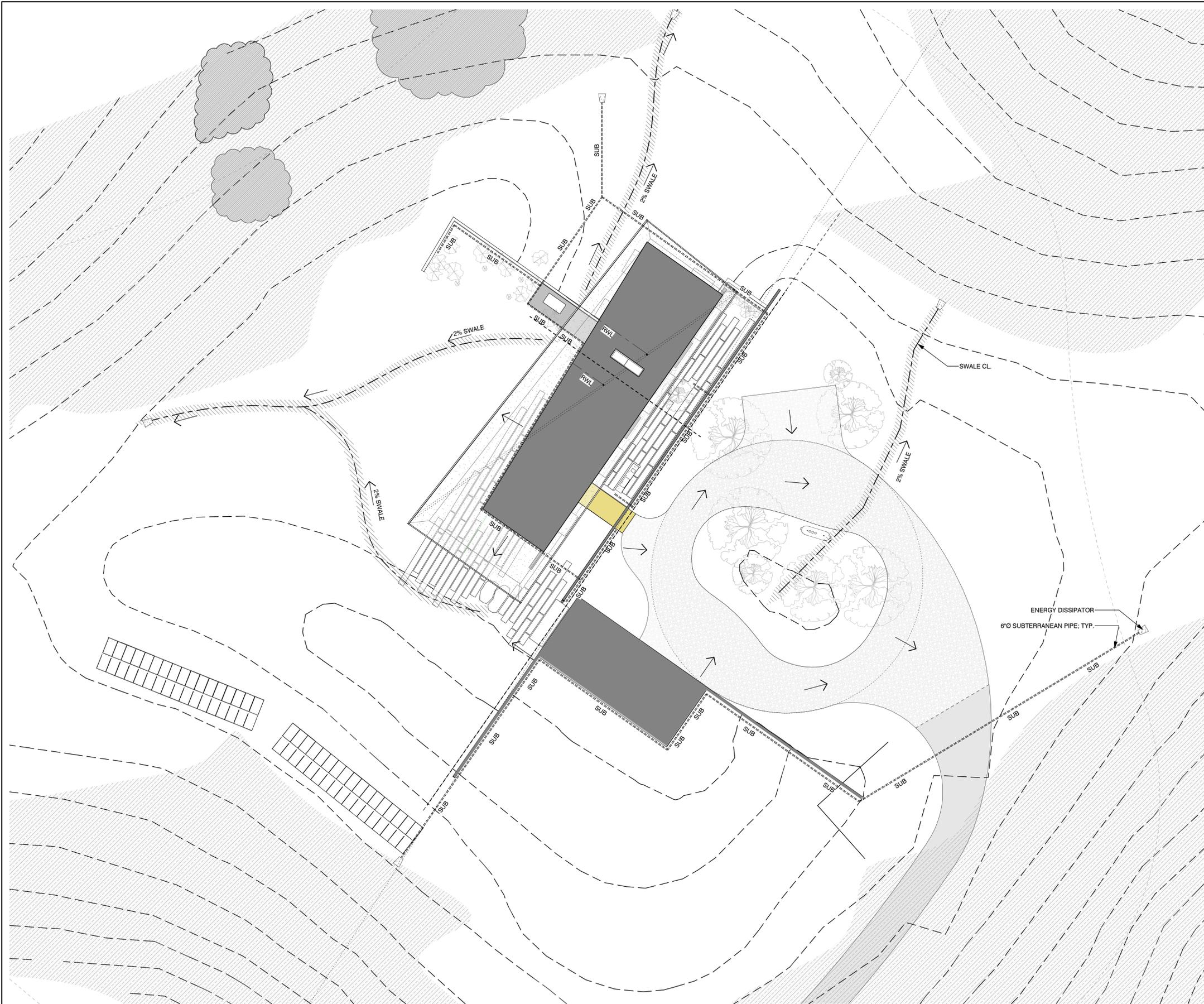
DATE	21/04/08	SHEET
SCALE	1/16" = 1'-0"	8
DRAWN BY	LA	
JOB NUMBER	1919	

STUDIO SCHICKETANZ
 P.O. Box 2704, Carmel, CA, 93921 831.622.9000

21/04/08

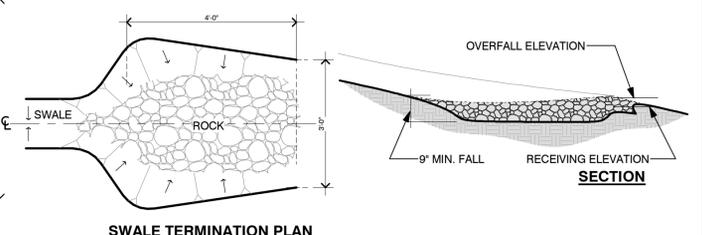
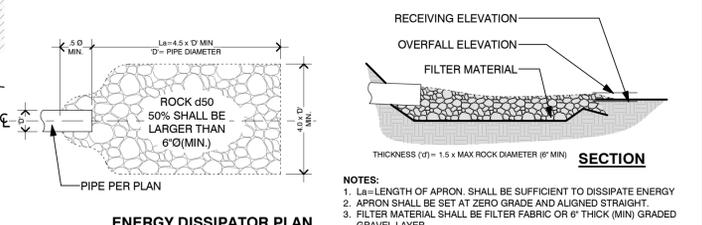
183

4/29/2021 2:52:50 PM
 These plans and specifications shall be restricted to the original site for which they were prepared and publication thereof is expressly limited to such use. Reproduction or publication in whole or in part, is prohibited, in whole or in part, is prohibited. Visual contact with these plans and specifications shall constitute prima facie evidence of the acceptance of these restrictions.



STORM WATER CONTROL & DRAINAGE

- DUST FROM GRADING OPERATIONS MUST BE CONTROLLED. CONTRACTOR SHALL PROVIDE ADEQUATE WATER TO CONTROL DUST DURING AND FOR GRADING OPERATIONS.
- THE GROUND IMMEDIATELY ADJACENT TO FOUNDATIONS SHALL BE SLOPED AWAY FROM THE BUILDING AT 5% FOR A MINIMUM DISTANCE OF 10 FEET. IF PHYSICAL OBSTRUCTIONS OR LOT LINES PROHIBIT 10 FOOT OF HORIZONTAL DISTANCE, A 5% SLOPE SHALL BE PROVIDED TO AN APPROVED ALTERNATIVE METHOD OF DIVERTING WATER AWAY FROM THE FOUNDATIONS. SWALES USED FOR THIS PURPOSE SHALL BE SLOPED AT A MINIMUM 1% WHERE LOCATED WITHIN 5 FEET OF THE BUILDING FOUNDATION. IMPERVIOUS SURFACES WITHIN 10 FEET OF THE BUILDING FOUNDATION SHALL BE SLOPED AT A MINIMUM OF 2% AWAY FROM THE BUILDING.
- ROOF DRAINAGE SHALL BE CONTROLLED BY GUTTER AND DOWNSPOUTS WITH DIRECT CONNECTION TO STORM SYSTEM.
- STORM WATER (SURFACE RUNOFF) SHALL BE COLLECTED BY DRAINAGE SWALES OUTLETTING ONTO DISSIPATORS AS SHOWN ON THE SITE DRAINAGE PLAN.
- SUBSURFACE DRAINAGE FOR RETAINING WALLS IS REQUIRED AND WILL BE COLLECTED AND PIPED TO DAYLIGHT IN A NON-EROSIVE MANNER.
- UTILITY TRENCHES WITHIN THE BUILDING PAD OR ANY NEW PAVED AREAS SHALL BE BACKFILLED WITH CLEAN, IMPORTED SAND AND THE TRENCH BACKFILL SHALL BE COMPACTED TO 95% MIN. RE. COMPACTION. THE TOP 8" OF TRENCH SHALL BE CAPPED WITH NATIVE SOIL. IN NON-PAVED AREAS NATIVE BACKFILL SHALL BE USED AND COMPACTED TO 90% MIN. RE. COMPACTION.
- ALL WORK IS SUBJECT TO APPROVAL BY THE PUBLIC WORKS SUPERINTENDENT INSPECTION AND ACCEPTANCE.
- SPECIAL INSPECTIONS BY A SPECIAL INSPECTOR ARE REQUIRED DURING FILL PLACEMENT AND THAT PROPER MATERIALS AND PROCEDURES ARE USED IN ACCORDANCE WITH THE PROVISION OF THE APPROVED GEOTECHNICAL REPORT.
- THE LOCATION, HEIGHT AND PLATE HEIGHTS OF THE NEW STRUCTURE MUST BE CERTIFIED BY A SURVEYOR TO BE IN CONFORMANCE WITH THE APPROVED PLANS.
- REFER TO GEOTECHNICAL REPORT FOR ADDITIONAL INFO ON EROSION CONTROL PLANNING, GRADING SPECIFICATIONS, SITE PREPARATION, EXCAVATIONS, BACKFILL AND OTHER SPECIAL RECOMMENDATIONS.



CONSTRUCTION SPECIFICATIONS

ENSURE THAT THE SUBGRADE FOR THE FILTER AND RIPRAP FOLLOWS THE REQUIRED LINES AND GRADES SHOWN IN THE PLAN. COMPACT ANY FILL REQUIRED IN THE SUBGRADE TO THE DENSITY OF THE SURROUNDING UNDISTURBED SOIL. MAY ALSO BE FILLED BY INCREASING THE RIPRAP THICKNESS.

THE RIPRAP AND GRAVEL FILTER MUST CONFORM TO THE SPECIFIED GRADING LIMITS SHOWN ON THE PLANS.

FILTER CLOTH WHEN USED, MUST MEET DESIGN REQUIREMENTS AND BE PROPERLY PROTECTED FROM PUNCHING OR TEARING DURING INSTALLATION. REPAIR ANY DAMAGED FABRIC BY REMOVING THE RIPRAP AND PLACING ANOTHER PIECE OF FILTER CLOTH OVER THE DAMAGED AREA. ALL CONNECTING JOINTS SHOULD OVERLAP 12" MIN. IF THE DAMAGE IS EXTENSIVE, REPLACE ENTIRE FILTER CLOTH.

RIPRAP MAY BE PLACED BY EQUIPMENT, BUT AVOID DAMAGING FILTER.

MINIMUM THICKNESS OF RIPRAP SHOULD BE 1.5 TIMES THE MAX. STONE DIAMETER.

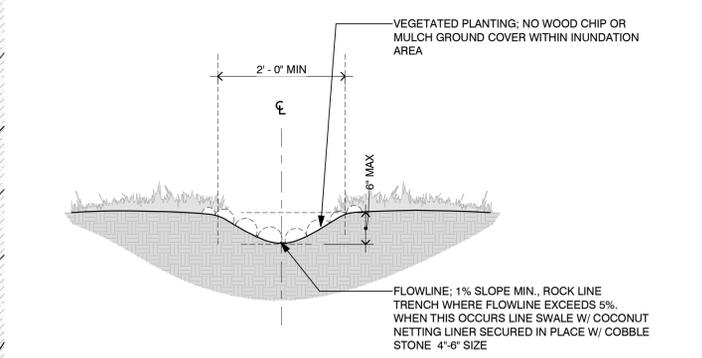
RIPRAP MAY BE FIELD STONE OR ROUGH QUARRY STONE. IT SHOULD BE HARD, ANGULAR, HIGHLY WEATHER RESISTANT AND WELL GRADED.

CONSTRUCT THE APRON ON ZERO GRADE WITH NO OVERFALL AT THE END. MAKE THE TOP OF THE RIPRAP AT DOWNSTREAM END LEVEL WITH THE RECEIVING AREA OR SLIGHTLY BELOW.

ENSURE APRON IS PROPERLY ALIGNED WITH RECEIVING STREAM AND STRAIGHT THROUGHOUT LENGTH. INSPECTION AND MAINTENANCE.

INSPECT RIPRAP OUTLET STRUCTURES AFTER HEAVY RAINS TO SEE IF ANY EROSION AROUND OR BELOW THE RIPRAP HAS TAKEN PLACE OF IF STONES HAVE BEEN DISLOGGED, IMMEDIATELY MAKE REPAIRS TO PREVENT FURTHER DAMAGE.

ENERGY DISSIPATOR/SWALE TERMINATION DET.



SWALE DETAIL

TITLE **DRAINAGE CONTROL PLAN**

KNOOP RESIDENCE

MIKE KNOOP & MICHELLE WRIGHT 120 Country Club Heights, Carmel Valley, CA 93924 APN 187-021-040 & 187-021-041

DATE 21/04/08 SHEET

SCALE As indicated

DRAWN BY LA

JOB NUMBER 1919

10

21/04/08

STUDIO SCHICKETANZ
 P.O. Box 2704, Carmel, CA, 93921 831.622.9000

FUEL MANAGEMENT NOTES

FUELS THAT PRODUCE A TWO-FOOT FLAME LENGTH AND PREVENT EMBER PRODUCTION ARE THE RESULT OF FUEL MITIGATION TREATMENTS IN FIVE ZONES OF VARYING ACTIONS AND DISTANCES FROM THE STRUCTURE, BASED ON EXISTING VEGETATION AND TERRAIN IN AROUND LOT ANIMUS1. IN EACH ZONE, THE DISTANCE IS CONSTRAINED BY THE DISTANCE TO THE PROPERTY BOUNDARY. IN NO CASE DOES THIS FUEL MANAGEMENT PLAN AUTHORIZE THE LANDOWNER TO TAKE FUEL MANAGEMENT ACTIONS BEYOND THE PROPERTY BOUNDARY. EACH ZONE HAS A UNIQUE SET OF STANDARDS BY WHICH COMPLIANCE WILL BE GAUGED. TREATMENTS IN EACH ZONE ARE FULLY DESCRIBED IN THE FUEL MANAGEMENT STANDARDS AND REPEATED HERE. UNLESS SPECIFIED HERE, TREATMENTS MUST BE CONSISTENT WITH THE STANDARDS. **EXCEPTIONS AND ADDITIONAL ACTIONS ARE NOTED IN BOLD, UNDERLINED ITALICS.** THE FUEL MANAGEMENT ZONES ARE:

- NON-COMBUSTIBLE ZONE, FOR A WIDTH OF 5 FEET FROM STRUCTURE
- LANDSCAPING ZONE, PER LANDSCAPING PLANS
- DRIVEWAY ZONE, FOR A WIDTH OF 15 FEET FROM EDGE OF PAVEMENT
- GRASSLAND ZONE, FOR A WIDTH OF **70 FEET** FROM STRUCTURE

NON-COMBUSTIBLE ZONE - TO A DISTANCE OF 5 FEET
A NON-COMBUSTIBLE ZONE SHOULD BE MAINTAINED WITHIN A 5-FOOT BUFFER AROUND STRUCTURES.

HARDSCAPE SURFACES (SUCH AS PATIOS, GRAVEL, AND BARE SOIL), AND LANDSCAPE MATERIALS (SUCH AS LAWN, SUCCELTANT HERBACEOUS PLANTS, OR CLOSELY MOWED GRASS) ARE EXAMPLES OF NON-COMBUSTIBLE SURFACES. LANDSCAPE ARCHITECTS ARE ENCOURAGED TO MAKE LIBERAL USE OF HARDSCAPING WITHIN 5 FEET OF STRUCTURES AND ARE DISCOURAGED FROM INSTALLING SHRUBS WITHIN 5 FEET OF STRUCTURES. CARE SHOULD BE TAKEN IN THE DESIGN PHASE TO ENSURE THERE IS ADEQUATE ROOM WITHIN THE HOMLAND FOR SUCH TREATMENTS.

LANDSCAPING ZONE - WITHIN ENTIRE LANDSCAPED AREA

APPROVED LANDSCAPING SHALL BE DESIGNED AND MAINTAINED TO MINIMIZE FLAMMABILITY.

ORNAMENTAL LANDSCAPING OFTEN RESULTS IN LARGE AMOUNTS OF SHRUBBY VEGETATION BEING PLANTED NEAR STRUCTURES. ALL PLANT MATERIAL THAT IS REMOVED FROM THE LANDSCAPING SHALL BE COMPOSTED WITHIN THE HOMLAND OR DISPOSED OFF OF THE PROPERTY. IN NO CASE CAN MATERIAL FROM THE LANDSCAPING ZONE BE LEFT IN THE OPENLAND, AND SHALL BE PROCESSED IF IT WILL REMAIN IN THE HOMLAND.

LANDSCAPE AREAS SHOULD BE MAINTAINED ACCORDING TO THE RECOMMENDATIONS IN THE NON-NATIVE AND NATIVE GRASSLAND ZONES (SEE BELOW). LANDSCAPING MAY NOT EXTEND INTO THE OPENLANDS.

DRIVEWAY ZONE - 15 (TO 30) FEET FROM EDGE OF DRIVEWAY PAVEMENT

SAFE INGRESS AND EGRESS SHALL BE MAINTAINED ALONG THE DRIVEWAY. THE DRIVEWAY ZONE IS IMPORTANT TO ALLOW FOR SAFE PASSAGE AND TO PROVIDE A LOCATION WHERE FIREFIGHTER RESOURCES CAN BE DEPLOYED. THE TREATMENTS REQUIRED CORRESPOND TO VEGETATION TYPE.

- GRASSLAND VEGETATION SHALL BE MOWED OR GRAZED WITHIN 15 FEET FROM THE PAVEMENT EDGES.
- THE GRASS IN ALL VEGETATION TYPES SHALL BE MOWED WITHIN 15 FEET FROM THE PAVEMENT EDGES, ACCORDING TO THE RECOMMENDATIONS IN THE GRASSLAND ZONE. UNDERSTORY SHRUBS SHALL BE TRIMMED ACCORDING TO RECOMMENDATIONS IN THE OAK WOODLAND ZONES.
- ALL CHAPARRAL, COASTAL SCRUB, AND OAK/SHRUB WOODLAND VEGETATION SHOULD BE TREATED TO 30 FEET FROM THE PAVEMENT EDGE, ACCORDING TO THEIR RESPECTIVE RECOMMENDATIONS.
- ALL TREE BRANCHES EXTENDING OVER DRIVEWAY SURFACES SHOULD BE PRUNED TO ENSURE AT LEAST 13.5 FEET OF VERTICAL CLEARANCE.

GRASSLAND ZONE - 70 FEET FROM STRUCTURES

GRASSLAND ZONES SHALL BE MOWED AT LEAST ONCE ANNUALLY AT THE BEGINNING OF EVERY SUMMER.

BECAUSE GRASSLANDS DRY AND BECOME FLAMMABLE AT THE START OF EVERY SUMMER, GRASSLAND AREAS WILL NEED ANNUAL ATTENTION, TYPICALLY BY MOWING AT THE BEGINNING OF EACH SUMMER. BY MOWING IN LATE SPRING, AFTER SEEDS HAVE SET, NATIVE GRASSES AND WILDFLOWERS WILL THRIVE IN A LOW-HAZARD CONDITION.

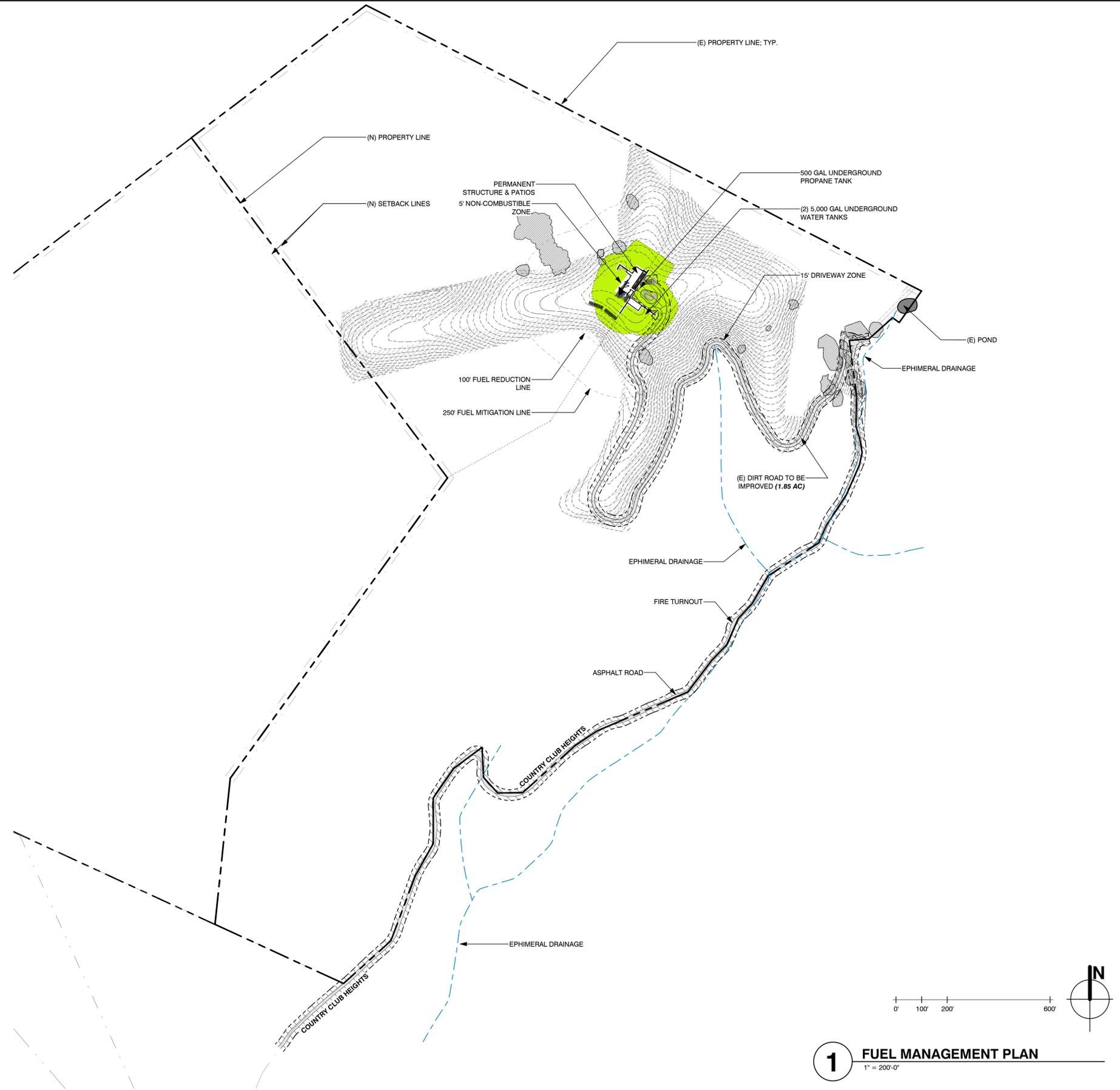
- WITHIN **70 FEET FROM STRUCTURES**, ALL ANNUAL GRASSLAND AREAS SHALL BE MOWED OR GRAZED IN EARLY SUMMER TO MAINTAIN A MAXIMUM HEIGHT OF 4 INCHES DURING THE SUMMER. THE MOWING (OR GRAZING) DISTANCE ON THIS PROPERTY EXCEEDS WHAT IS TYPICALLY REQUIRED BY THE 2013 FUEL MANAGEMENT STANDARDS DUE TO THE LONG EMERGENCY RESPONSE TIMES.
- NATIVE PERENNIAL GRASSES SHOULD BE MOWED SHORTLY AFTER THEY HAVE SET SEED IN EARLY SUMMER TO MAINTAIN THEIR DENSITY. NATIVE PERENNIAL GRASSES SHOULD NOT BE MOWED MORE THAN ONCE A YEAR. CONSULT WITH THE CONSERVANCY STAFF AS NEEDED.
- TREES GROWING WITHIN THE GRASSLAND ZONE SHALL BE TREATED ACCORDING TO THE RECOMMENDATIONS MADE IN THE OAK SAVANNA ZONE.
- COYOTE BUSH, AND A NUMBER OF OTHER SHRUB SPECIES, GROWING WITHIN THE GRASSLAND ZONE, MAY BE REMOVED TO MAINTAIN OPEN HERBACEOUS GRASSLANDS. OTHERWISE, TREAT SHRUBS AS PER THE STANDARDS SET FORTH IN THE COASTAL SCRUB FUEL MANAGEMENT ZONE.

NOTES:

- GOAL OF THE FUEL MANAGEMENT PLAN IS TO CREATE DEFENSIBLE SPACE AROUND THE RESIDENTIAL STRUCTURE THROUGH THE REMOVAL AND THINNING OF VEGETATION ON THE PARCEL AND DEVELOPING NEW PLANTING CONCEPTS USING FIRE-WISE LANDSCAPING AND HABITAT RESTORATION.
- FUEL MODIFICATION IS TO BE ACCOMPLISHED THROUGH THE REMOVAL OF HIGHLY FLAMMABLE AND DEAD VEGETATION AROUND EXISTING AND PROPOSED STRUCTURES, THINNING OF ADDITIONAL VEGETATION AND FIRE-WISE LANDSCAPING WITH LOW-FUEL NATIVE PLANT MATERIALS.
- THE FUEL MANAGEMENT ZONES ARE SPECIFIC TO THE AREAS WHERE VEGETATION HAS BEEN REMOVED OR MODIFIED IN A MANNER THAT INCREASES THE LIKELIHOOD THAT STRUCTURES WILL SURVIVE WILD FIRES. IMPROVE THE DEFENSIBLE SPACE AROUND THE STRUCTURE NEEDED FOR FIREFIGHTING ACTIVITIES, AND PREVENTS DIRECT FLAME CONTACT WITH THE STRUCTURES. FUEL MANAGEMENT ZONES ARE CREATED TO PROTECT STRUCTURES FROM WILDFIRE BY REDUCING THE AMOUNT OF FUEL AVAILABLE FOR A WILDFIRE. THE REDUCTION IN AVAILABLE FUEL AFFECTS THE FLAME LENGTHS AND AMOUNT OF HEAT PRODUCED BY THE FIRE, AS WELL AS ELIMINATING THOSE AREAS IN LANDSCAPE WHERE EMBERS CAN IGNITE VEGETATION.
- VEGETATION IN THE KNOOP PARCEL SHALL BE MAINTAINED PRIMARILY THROUGH ANNUAL MOWING OF THE COASTAL PRAIRIE GRASSLAND SURROUNDING THE STRUCTURES. IN ADDITION, REDUCTION OF FUEL LADDERS, THE USE OF NEW FIRE-WISE LANDSCAPING USING NATIVE GRASSLAND RESTORATION SPECIES, AND REMOVAL OF DEAD LIMBS AND OTHER GROUND LAYING FLAMMABLE DEBRIS WILL BE INCORPORATED INTO THE MAINTENANCE PLAN. TO RETAIN SOIL STRUCTURE AND REDUCE EROSION POTENTIAL, COMPLETE VEGETATION CLEARANCE AND REMOVAL SHOULD BE AVOIDED. THE RETENTION OF ROOT STRUCTURES AND GROUND COVER OR MULCHING IS CRITICAL TO SOIL STABILIZATION. EFFORTS SHOULD BE MADE TO MAINTAIN AS MUCH OF THE EXISTING NATIVE UNDERSTORY HERBACEOUS VEGETATION AS POSSIBLE. NATIVE PLANTS ARE BETTER ADAPTED TO THE SITE AND PROVIDE IMPORTANT WILDLIFE HABITAT AND PROTECTION FROM EROSION. THE PROJECT BIOLOGIST SHOULD BE CONSULTED TO IDENTIFY SPECIAL STATUS BIOLOGICAL ELEMENTS NEAR THE DEVELOPMENT SHALL BE RETAINED AND NOT IMPACTED FROM FIRE CLEARANCE ACTIVITIES.
- THE LANDSCAPE SURROUNDING THE EXISTING RESIDENCE IS LOCATED WITHIN THE SETBACK ZONE (THE AREA WITHIN 30' OF A STRUCTURE). THIS ZONE SURROUNDING THE PROPOSED RESIDENCE SHOULD REMAIN FREE OF HIGH FUEL PLANT MATERIALS. ANY FUTURE PLANTING IN THIS ZONE SHOULD BE IN HIGH IN FUEL MOISTURE AND LOW IN AVAILABLE FUEL; THESE PLANT TYPES WILL BE MORE RESISTANT TO FIRE THAN THOSE THAT CONTAIN DEAD MATERIAL, VOLATILE OILS OR RESINS, AND LOW FUEL MOISTURE.
- ANY FUTURE NATIVE LANDSCAPE PLANTINGS SHOULD BE INSTALLED BY CAREFULLY SPACING SITE-SPECIFIC SHRUBS AND UTILIZING LOW GROUNDCOVERS OR MULCH AND REDUCING MASS PLANTINGS. PLANTS MUST BE SPACED SO THAT FIRE CANNOT SPREAD HORIZONTALLY OR VERTICALLY (BY WAY OF A FUEL LADDER) FROM PLANT TO PLANT. FUTURE TREATMENTS AROUND STRUCTURES SHOULD OFFER PROTECTION FROM INTENSE FLAMES THROUGH THE USE OF PROPERLY MAINTAINED IRRIGATED PLANTS WITH HIGH MOISTURE CONTENT, THROUGH WALKWAYS, GRAVEL/STONE, OR PAVED SURFACES. VINES OR OTHER CLIMBING PLANTS ATTACHED TO STRUCTURES SHOULD NOT BE ALLOWED AS VINES CAN PROVIDE A RECEPTIVE FUEL DIRECTLY ON TO THE STRUCTURE.
- EXISTING EUCALYPTUS TREES WITHIN THE SETBACK ZONES AND THINNING ZONE (THE AREA FROM 30' TO 100' OF A STRUCTURE) SHOULD BE TREATED BY REMOVING DEAD GROUND MATERIAL AND DEADWOOD TREE LIMBS SHOULD BE REMOVED TO REDUCE FUEL LOADS. LIVE TREE LIMBS SHOULD BE PRUNED UP TO AT LEAST 6' ABOVE THE BARE SOILS AND A MAXIMUM 3X THE HEIGHT OF UNDERLYING PLANTS.
- LARGE SHRUBS AND GROUPS OF SHRUBS SHOULD HAVE AT LEAST 10 TO 15 FEET OF OPEN SPACE BETWEEN THE EDGES OF ADJOINING CANOPIES IF THE SHRUBS AREA ALIGNED HORIZONTALLY WITHIN THE PIPE UNDERSTORY.
- LOW-FUEL GROUND COVER HERBACEOUS NATIVE PLANT MATERIALS WITHIN THE THINNING ZONE SHOULD BE ENCOURAGED BY REMOVING DEAD TREE LIMB DEBRIS ON THE GROUND, THINNING ANY LARGE SHRUBS, AND SYSTEMATIC REMOVAL OF ANY INVASIVE EXOTIC SPECIES THAT MAY ENCROACH THE SITE.
- THE FUEL MODIFICATION PLAN DOES NOT EXTEND TO AREAS OUTSIDE THE SUBJECT PARCEL, HOWEVER THE OWNER IS ENCOURAGED TO COLLABORATE WITH ADJACENT PRIVATE LANDOWNERS AND AGENCIES TO EXTEND FUEL MODIFICATIONS IN WAYS THAT BENEFIT EVERYONE IN THE COMMUNITY.
- FUEL MANAGEMENT PLANS ARE NOT STATIC AS THE LANDSCAPE AND NATURAL VEGETATION WILL CONTINUE TO CHANGE OVER TIME. LONG-TERM MAINTENANCE IS REQUIRED TO ENSURE THAT DEFENSIBLE SPACE IS MAINTAINED AND SHOULD INCLUDE VEGETATION AND STRUCTURAL MANAGEMENT. IN ADDITION TO THE PRESCRIPTIONS DESCRIBED ABOVE THE ROOF GUTTERS SHOULD BE MAINTAINED TO BE FREE OF LEAVES, PINE NEEDLES, DUFF AND OTHER VEGETATIVE DEBRIS. DEADWOOD AND PRUNING SHOULD CONTINUE YEARLY ESPECIALLY WITH ANY TREE ADJACENT TO THE RESIDENCE THAT OVERHANGS THE ROOF, MAINTAIN ANY CHIMNEY OR STOVE PIPE FLUE-SCREENING FOR OPTIMUM PERFORMANCE AND TRIM ALL TREE CLIMBS WITH 10 FEET OF THE OUTLET, AND ENSURE HOUSE NUMBERS ARE POSTED PER FIRE DEPARTMENT REQUIREMENTS.

LEGEND

- NON-COMBUSTIBLE ZONE
- DRIVEWAY ZONE
- GRASSLAND ZONE
- 100' FUEL REDUCTION LINE
- 250' FIRE MITIGATION



1 FUEL MANAGEMENT PLAN
1" = 200'-0"

4/29/2021 2:53:22 PM these plans and specifications shall constitute prima facie evidence of the acceptance of these restrictions.

This page intentionally left blank



County of Monterey

Item No.3

Board Report

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

Legistar File Number: PC 25-084

October 29, 2025

Introduced: 10/21/2025

Current Status: Agenda Ready

Version: 1

Matter Type: Planning Item

PLN220348 - OMNI RESOURCES LLC

Public hearing to consider construction of a 12-pump fueling station, a 3,077 square foot convenience store, and associated on-site and off-site improvements, including a trash enclosure, fuel price sign, parking, three underground diesel and gasoline storage tanks, and restriping of turn lanes on Highway 68 and Corral de Tierra Road. The project involves a Variance to reduce the side and rear setbacks to 1 foot 4 inches (east) and 1 foot 11 inches (south), and 2,170 cubic yards of cut and 1,005 cubic yards of fill.

Project Location: 3 Corral de Tierra Road, Salinas.

Proposed CEQA Action: Find that the project qualifies for a Statutory Exemption pursuant to CEQA Guidelines section 15183, is consistent with the development density established by the general plan, and there are no project-specific significant effects which are peculiar to the project or project site.

RECOMMENDATION

It is recommended that the County of Monterey Planning Commission adopt a resolution:

1. Finding that the project qualifies for a Statutory Exemption pursuant to CEQA Guidelines section 15183, is consistent with the development density established by the general plan, and there are no project-specific significant effects which are peculiar to the project or project site; and
2. Approving a Combined Development Permit consisting of:
 - a. Use Permit, Administrative Permit, and Design Approval to allow construction of a 12-pump gas service station, a 3,077 square-foot convenience store, and associated on- and off-site improvements; and
 - b. Variance to reduce the side and rear setbacks to 1 foot 4 inches (north) and 1 foot 11 inches (east).

A draft resolution, including findings and evidence, is attached for consideration (**Exhibit A**). Staff recommends approval subject to 20 conditions.

PROJECT INFORMATION

Property Owner: Omni Resources LLC

Agent: Eric Phelps

APN: 161-571-002-000

Zoning: Light Commercial, Design Control, B-8 Overlay

Parcel Size: 0.68 acres

Flagged and Staked: Yes

Project Planner: Fiona Jensen, Principal Planner

JensenF1@countyofmonterey.gov, 831-796-6407

SUMMARY

The project site, approximately 0.68 acres, is located at the corner of Highway 68 and Corral de Tierra, within the Toro Area Plan. The subject property is designated and zoned Light Commercial. Surrounding land uses include a fueling station and market to the west, Highway 68 and Public Quasi Public uses (Church) to the north, and an undeveloped Light Commercial property to the east and south. The vacant Light Commercial property that surrounds the subject property to the east and south (APNs: 161-571-003-000 & 161-581-007-000) is under common ownership (Omni Resources LLC). This adjacent vacant property is planned for development with a 99,970 square foot retail shopping center, known as the Corral de Tierra Retail Village (PLN020344 and PLN110077; see *Site Access and Circulation* discussion in **Exhibit A**); however, construction has yet to commence.

Site History

The subject property is currently vacant but was developed with a fueling station and convenience store in 1966, pursuant to a Use Permit granted by the County of Monterey Zoning Administrator (File No. ZA-74). In 1994, the Zoning Administrator granted a Combined Development Permit to allow for a real estate office and convenience market on the Property. (File No. ZA94005). Photos of the prior gas station (circa 2001) are attached as **Exhibit K**. In 2002, the fueling station operator was notified of the need to remediate the site's contaminated soils and replace the service station's underground storage tanks. Subsequently, operation of the gas station ceased, and the site's fuel pumps, and underground storage tanks were removed. Contaminated soil remediation was undertaken with the regulatory oversight of the Central Coast Regional Water Quality Control Board (RWQCB). The Central Coast RWQCB issued a case closure on March 24, 2020, indicating remediation and corrective action have been completed to the satisfaction of the Central Coast RWQCB and no further action is required (**Exhibit J**). In May 2002, the Property Owner informed the HCD-Planning that they intended to reconstruct the gas station, subject to approval of necessary permits from the County of Monterey. The Property Owner submitted application request forms in 2002 and 2018 for a proposed replacement fueling station and convenience store; however, these applications were never formally submitted and have since been voided.

Proposed Project

The Property Owner is requesting approval of a Combined Development Permit consisting of: 1) a Use Permit, Administrative Permit, and Design Approval to allow construction of a 4,860 square foot canopy covering a 12-pump fueling station, a 3,077 square-foot convenience store, and associated site improvements; and 2) a Variance to reduce the side and rear setbacks to 1 foot 4 inches (east) and 1 foot 11 inches (south). The proposed fueling station and convenience store would be open 24 hours a day, seven days a week, with up to three employees working at the project site at any given time (see Attachment 3 [Draft Operations Plan] of **Exhibit B**). The interior layout of the convenience store would be determined once a tenant has been assigned to the space.

Associated site improvements of the proposed project (service station & convenience store) include a 265 square foot trash enclosure, trellis, 12 parking stalls, landscaping, fuel price sign, temporary

stormwater retention pods (ranging from 1,200 square feet to 4,000 square feet), parking lot light poles, and three underground diesel and gasoline storage tanks [20,000 gallons (regular unleaded), 10,000 gallons (premium unleaded), and 10,000 gallons (diesel); totaling 40,000 gallons]. The trash enclosure and temporary retention ponds will be sited on the adjacent parcel (APN:161-571-003-000). Additionally, the project proposes State Route 68 and Corral de Tierra Road improvements, limited to restriping of turn lanes and repaving impacted asphalt and sidewalks, which would occur within State and County rights-of-way, respectively. Besides the fuel price sign, no additional signage is proposed. Future signage is anticipated and is subject to separate discretionary permitting. A visual simulation of the proposed project is attached as **Exhibit M**.

The project would involve 2,170 cubic yards of cut and 1,005 cubic yards of fill, and 0.7 acres of on-site disturbance for the gas station and convenience store. The project site is currently served by an individual water well (Exxon Station Water System, a transient-non-community water system), which would be used for the proposed project's water supply. Water for fire suppression would be provided by California-American Water (Can and Will Serve letter dated July 12, 2023). Wastewater service would be provided by California Utilities Services (Can and Will Serve letter dated March 24, 2023).

Goods and Services

General Plan Policy LU-4.2 policy encourages that commercial activities support and serve the County's projected population while minimizing conflicts between commercial and other uses. Policy LU-4.8 requires that commercial areas be designated in locations that offer convenient access. Currently, there is no operational fueling station between the Del Rey Oaks Junction Center (intersection of Highway 68 and Canyon Del Rey Boulevard) and Serra Village (Toro). Consistent with this policy, the proposed gas station will serve the existing population of the County and especially nearby communities along Highway 68-including Corral de Tierra, San Benancio, Ambler Park, Pasadera, and Baronet Estates-by providing a convenient and reliable fueling option in an area that currently lacks one. It will improve access to fuel and convenience store goods (food, drink, basic groceries, personal care, etc.) for residents, commuters, and local businesses, reducing the need to travel longer distances for basic services.

Public Comment

Comment letters have been received in support of the proposed project, citing its design compatibility with the neighborhood and the introduction of a "much-needed amenity" for local residents and the traveling public. See Exhibit

DISCUSSION

Staff reviewed the application and found the project, as proposed and conditioned, to be consistent with the 2010 General Plan, Toro Area Plan and Zoning Ordinance. **Exhibit A, Discussion**, details the project's compliance with these documents and analyzes the project's potential impacts relative to visual resources, groundwater supply, transportation, planned Highway 68 improvements, hazardous materials, and cultural resources. **Exhibit A** also discusses the project's compliance with site development standards, as modified by the proposed reduction in setbacks, and the property's B-8 zoning overlay, which restricts development that is found to be detrimental to the health, safety, and welfare of the residents of the area [Toro Area Plan].

OTHER AGENCY INVOLVEMENT

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

- Environmental Health Bureau
- HCD-Engineering Services
- HCD-Environmental Services
- Monterey County Regional Fire Protection District

LAND USE ADVISORY COMMITTEE

The project was referred to the Toro Land Use Advisory Committee (LUAC) for review. The LUAC, at a duly noticed public meeting on May 28, 2024, voted 5 - 1 to support the project with changes (**Exhibit D**). The LUAC recommended that the Applicant/Owner reduce the scope and scale and use earth-tone exterior colors rather than white. In response to these recommended changes, the Applicant/Owner reduced the height of the convenience store from 26 feet to 25 feet, and changed the front façade's exterior colors and materials from white board and batten with light tan stone to a green-brown board and batten with natural vertical wood siding. The side façade still includes an off-white board and batten, but that side is not the primary view of the proposed development from Highway 68 or Corral de Tierra Road. Members of the public commented on the size of the building, the number of gas pumps, and the height of the fueling station canopy versus the original gas station, and inquired as to whether there will be any public restrooms or the on-site sale of alcohol. Members of the LUAC raised concerns regarding the hours of operation, down-lit lighting for the canopy, and the use of earth-toned materials. The 18-foot high canopy is needed to allow for larger recreational vehicles and standard vehicles to use the fuel pumps. The site is not constrained to being developed to the same size, bulk, or mass as the original gas station, which was demolished in 2002. As designed, all exterior lighting will be downlit, and canopy lighting will be recessed and dimmed from dusk to dawn to ensure that the proposed development does not introduce a substantial new source of lighting to the area. The interior layout of the convenience store has yet to be finalized; however, at a minimum, a restroom will be provided to employees. The sale of alcohol is an allowed use in the underlying zoning district and would be subject to obtaining necessary licenses from the California Department of Alcoholic Beverage Control.

CALIFORNIA ENVIRONMENTAL QUALITY ACT

CEQA Guidelines section 15183 provides a streamlined environmental review process for projects consistent with the development density established in a previously certified General Plan or community plan EIR. To meet the requirements of Section 15183 of the CEQA Guidelines, a public agency shall limit its examination of environmental effects to those the agency determines, in an Initial Study or other analysis:

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

To determine the proposed project's eligibility for this streamlined environmental review project, HCD-Planning prepared a CEQA Guidelines section 15183 Consistency Checklist (**Exhibit C**). The purpose of this checklist was to assess consistency between the proposed project and the 2010 General Plan and to compare the project with the effects above to determine if additional environmental review is required under CEQA in accordance with CEQA Guidelines Section 15183. This checklist concluded that the project is consistent with the development density of the Light Commercial Zoning District and B-8 Overlay, and the project would not result in any significant effects on the environment that either have not already been analyzed in 2010 General Plan EIR or are more significant than previously analyzed, or that uniformly applicable development policies would not substantially mitigate. Examples of uniformly applicable development policies that the proposed project must comply with include Condition No. 3 (cultural resources), Condition No. 11 (raptor and bird nesting survey), County Code Chapters 16.08 (Grading Ordinance), 16.12 (Erosion Control Ordinance), and 10.60 (Noise Ordinance), and 2010 General Plan and Toro Area Plan policies. Also, there are no previously identified significant effects which, as a result of substantial new information that was not known at the time of the previous environmental review, are determined to have a more severe adverse impact than discussed in the 2010 General Plan EIR. Accordingly, no additional environmental review is required. Therefore, the project qualifies for an exemption through CEQA Guidelines section 15183.

Prepared by: Fionna Jensen, Principal Planner x6407

Reviewed and Approved by: Jackie Nickerson, Principal Planner

The following attachments are on file with HCD:

Exhibit A - Discussion

Exhibit B - Draft Resolution, including:

- Conditions of Approval
- Project Plans
- Operations Plan

Exhibit C - CEQA Guidelines Consistency Checklist

Exhibit D - Toro LUAC Meeting Minutes

Exhibit E - Draft Construction Management Plan

Exhibit F - Proposed and Planned Roadway Improvements

Exhibit G - Applicant's Justification Letter

Exhibit H - Historical and Proposed Water Demand

Exhibit I - Traffic Assessment

Exhibit J - Soil Remediation Closure Letter

Exhibit K - 2001 Site Photos

Exhibit L - Public Comment

Exhibit M - Visual Simulations

Exhibit N - Vicinity Map

cc: Front Counter Copy; Fionna Jensen, Principal Planner; HCD-Engineering Services; Environmental Health Bureau; HCD-Environmental Services; Monterey County Regional Fire Protection District;

Eric Phelps, Owner; The Open Monterey Project (Molly Erickson); LandWatch; Laborers International Union of North America (Lozeau Drury LLP), Christina McGinnis, Keep Big Sur Wild; Project File PLN220348.



County of Monterey Planning Commission

Item No.3

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

Agenda Item No.3

Legistar File Number: PC 25-084

October 29, 2025

Introduced: 10/21/2025

Current Status: Agenda Ready

Version: 1

Matter Type: Planning Item

PLN220348 - OMNI RESOURCES LLC

Public hearing to consider construction of a 12-pump fueling station, a 3,077 square foot convenience store, and associated on-site and off-site improvements, including a trash enclosure, fuel price sign, parking, three underground diesel and gasoline storage tanks, and restriping of turn lanes on Highway 68 and Corral de Tierra Road. The project involves a Variance to reduce the side and rear setbacks to 1 foot 4 inches (east) and 1 foot 11 inches (south), and 2,170 cubic yards of cut and 1,005 cubic yards of fill.

Project Location: 3 Corral de Tierra Road, Salinas.

Proposed CEQA Action: Find that the project qualifies for a Statutory Exemption pursuant to CEQA Guidelines section 15183, is consistent with the development density established by the general plan, and there are no project-specific significant effects which are peculiar to the project or project site.

RECOMMENDATION

It is recommended that the County of Monterey Planning Commission adopt a resolution:

1. Finding that the project qualifies for a Statutory Exemption pursuant to CEQA Guidelines section 15183, is consistent with the development density established by the general plan, and there are no project-specific significant effects which are peculiar to the project or project site; and
2. Approving a Combined Development Permit consisting of:
 - a. Use Permit, Administrative Permit, and Design Approval to allow construction of a 12-pump gas service station, a 3,077 square-foot convenience store, and associated on- and off-site improvements; and
 - b. Variance to reduce the side and rear setbacks to 1 foot 4 inches (north) and 1 foot 11 inches (east).

A draft resolution, including findings and evidence, is attached for consideration (**Exhibit A**). Staff recommends approval subject to 20 conditions.

PROJECT INFORMATION

Property Owner: Omni Resources LLC

Agent: Eric Phelps

APN: 161-571-002-000

Zoning: Light Commercial, Design Control, B-8 Overlay

Parcel Size: 0.68 acres

Flagged and Staked: Yes

Project Planner: Fionna Jensen, Principal Planner

JensenF1@countyofmonterey.gov, 831-796-6407

SUMMARY

The project site, approximately 0.68 acres, is located at the corner of Highway 68 and Corral de Tierra, within the Toro Area Plan. The subject property is designated and zoned Light Commercial. Surrounding land uses include a fueling station and market to the west, Highway 68 and Public Quasi Public uses (Church) to the north, and an undeveloped Light Commercial property to the east and south. The vacant Light Commercial property that surrounds the subject property to the east and south (APNs: 161-571-003-000 & 161-581-007-000) is under common ownership (Omni Resources LLC). This adjacent vacant property is planned for development with a 99,970 square foot retail shopping center, known as the Corral de Tierra Retail Village (PLN020344 and PLN110077; see *Site Access and Circulation* discussion in **Exhibit A**); however, construction has yet to commence.

Site History

The subject property is currently vacant but was developed with a fueling station and convenience store in 1966, pursuant to a Use Permit granted by the County of Monterey Zoning Administrator (File No. ZA-74). In 1994, the Zoning Administrator granted a Combined Development Permit to allow for a real estate office and convenience market on the Property. (File No. ZA94005). Photos of the prior gas station (circa 2001) are attached as **Exhibit K**. In 2002, the fueling station operator was notified of the need to remediate the site's contaminated soils and replace the service station's underground storage tanks. Subsequently, operation of the gas station ceased, and the site's fuel pumps, and underground storage tanks were removed. Contaminated soil remediation was undertaken with the regulatory oversight of the Central Coast Regional Water Quality Control Board (RWQCB). The Central Coast RWQCB issued a case closure on March 24, 2020, indicating remediation and corrective action have been completed to the satisfaction of the Central Coast RWQCB and no further action is required (**Exhibit J**). In May 2002, the Property Owner informed the HCD-Planning that they intended to reconstruct the gas station, subject to approval of necessary permits from the County of Monterey. The Property Owner submitted application request forms in 2002 and 2018 for a proposed replacement fueling station and convenience store; however, these applications were never formally submitted and have since been voided.

Proposed Project

The Property Owner is requesting approval of a Combined Development Permit consisting of: 1) a Use Permit, Administrative Permit, and Design Approval to allow construction of a 4,860 square foot canopy covering a 12-pump fueling station, a 3,077 square-foot convenience store, and associated site improvements; and 2) a Variance to reduce the side and rear setbacks to 1 foot 4 inches (east) and 1 foot 11 inches (south). The proposed fueling station and convenience store would be open 24 hours a day, seven days a week, with up to three employees working at the project site at any given time (see Attachment 3 [Draft Operations Plan] of **Exhibit B**). The interior layout of the convenience store would be determined once a tenant has been assigned to the space.

Associated site improvements of the proposed project (service station & convenience store) include a 265 square foot trash enclosure, trellis, 12 parking stalls, landscaping, fuel price sign, temporary

stormwater retention pods (ranging from 1,200 square feet to 4,000 square feet), parking lot light poles, and three underground diesel and gasoline storage tanks [20,000 gallons (regular unleaded), 10,000 gallons (premium unleaded), and 10,000 gallons (diesel); totaling 40,000 gallons]. The trash enclosure and temporary retention ponds will be sited on the adjacent parcel (APN:161-571-003-000). Additionally, the project proposes State Route 68 and Corral de Tierra Road improvements, limited to restriping of turn lanes and repaving impacted asphalt and sidewalks, which would occur within State and County rights-of-way, respectively. Besides the fuel price sign, no additional signage is proposed. Future signage is anticipated and is subject to separate discretionary permitting. A visual simulation of the proposed project is attached as **Exhibit M**.

The project would involve 2,170 cubic yards of cut and 1,005 cubic yards of fill, and 0.7 acres of on-site disturbance for the gas station and convenience store. The project site is currently served by an individual water well (Exxon Station Water System, a transient-non-community water system), which would be used for the proposed project's water supply. Water for fire suppression would be provided by California-American Water (Can and Will Serve letter dated July 12, 2023). Wastewater service would be provided by California Utilities Services (Can and Will Serve letter dated March 24, 2023).

Goods and Services

General Plan Policy LU-4.2 policy encourages that commercial activities support and serve the County's projected population while minimizing conflicts between commercial and other uses. Policy LU-4.8 requires that commercial areas be designated in locations that offer convenient access. Currently, there is no operational fueling station between the Del Rey Oaks Junction Center (intersection of Highway 68 and Canyon Del Rey Boulevard) and Serra Village (Toro). Consistent with this policy, the proposed gas station will serve the existing population of the County and especially nearby communities along Highway 68-including Corral de Tierra, San Benancio, Ambler Park, Pasadera, and Baronet Estates-by providing a convenient and reliable fueling option in an area that currently lacks one. It will improve access to fuel and convenience store goods (food, drink, basic groceries, personal care, etc.) for residents, commuters, and local businesses, reducing the need to travel longer distances for basic services.

Public Comment

Comment letters have been received in support of the proposed project, citing its design compatibility with the neighborhood and the introduction of a "much-needed amenity" for local residents and the traveling public. See Exhibit

DISCUSSION

Staff reviewed the application and found the project, as proposed and conditioned, to be consistent with the 2010 General Plan, Toro Area Plan and Zoning Ordinance. **Exhibit A, Discussion**, details the project's compliance with these documents and analyzes the project's potential impacts relative to visual resources, groundwater supply, transportation, planned Highway 68 improvements, hazardous materials, and cultural resources. **Exhibit A** also discusses the project's compliance with site development standards, as modified by the proposed reduction in setbacks, and the property's B-8 zoning overlay, which restricts development that is found to be detrimental to the health, safety, and welfare of the residents of the area [Toro Area Plan].

OTHER AGENCY INVOLVEMENT

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

- Environmental Health Bureau
- HCD-Engineering Services
- HCD-Environmental Services
- Monterey County Regional Fire Protection District

LAND USE ADVISORY COMMITTEE

The project was referred to the Toro Land Use Advisory Committee (LUAC) for review. The LUAC, at a duly noticed public meeting on May 28, 2024, voted 5 - 1 to support the project with changes (**Exhibit D**). The LUAC recommended that the Applicant/Owner reduce the scope and scale and use earth-tone exterior colors rather than white. In response to these recommended changes, the Applicant/Owner reduced the height of the convenience store from 26 feet to 25 feet, and changed the front façade's exterior colors and materials from white board and batten with light tan stone to a green-brown board and batten with natural vertical wood siding. The side façade still includes an off-white board and batten, but that side is not the primary view of the proposed development from Highway 68 or Corral de Tierra Road. Members of the public commented on the size of the building, the number of gas pumps, and the height of the fueling station canopy versus the original gas station, and inquired as to whether there will be any public restrooms or the on-site sale of alcohol. Members of the LUAC raised concerns regarding the hours of operation, down-lit lighting for the canopy, and the use of earth-toned materials. The 18-foot high canopy is needed to allow for larger recreational vehicles and standard vehicles to use the fuel pumps. The site is not constrained to being developed to the same size, bulk, or mass as the original gas station, which was demolished in 2002. As designed, all exterior lighting will be downlit, and canopy lighting will be recessed and dimmed from dusk to dawn to ensure that the proposed development does not introduce a substantial new source of lighting to the area. The interior layout of the convenience store has yet to be finalized; however, at a minimum, a restroom will be provided to employees. The sale of alcohol is an allowed use in the underlying zoning district and would be subject to obtaining necessary licenses from the California Department of Alcoholic Beverage Control.

CALIFORNIA ENVIRONMENTAL QUALITY ACT

CEQA Guidelines section 15183 provides a streamlined environmental review process for projects consistent with the development density established in a previously certified General Plan or community plan EIR. To meet the requirements of Section 15183 of the CEQA Guidelines, a public agency shall limit its examination of environmental effects to those the agency determines, in an Initial Study or other analysis:

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

To determine the proposed project's eligibility for this streamlined environmental review project, HCD-Planning prepared a CEQA Guidelines section 15183 Consistency Checklist (**Exhibit C**). The purpose of this checklist was to assess consistency between the proposed project and the 2010 General Plan and to compare the project with the effects above to determine if additional environmental review is required under CEQA in accordance with CEQA Guidelines Section 15183. This checklist concluded that the project is consistent with the development density of the Light Commercial Zoning District and B-8 Overlay, and the project would not result in any significant effects on the environment that either have not already been analyzed in 2010 General Plan EIR or are more significant than previously analyzed, or that uniformly applicable development policies would not substantially mitigate. Examples of uniformly applicable development policies that the proposed project must comply with include Condition No. 3 (cultural resources), Condition No. 11 (raptor and bird nesting survey), County Code Chapters 16.08 (Grading Ordinance), 16.12 (Erosion Control Ordinance), and 10.60 (Noise Ordinance), and 2010 General Plan and Toro Area Plan policies. Also, there are no previously identified significant effects which, as a result of substantial new information that was not known at the time of the previous environmental review, are determined to have a more severe adverse impact than discussed in the 2010 General Plan EIR. Accordingly, no additional environmental review is required. Therefore, the project qualifies for an exemption through CEQA Guidelines section 15183.

Prepared by: Fionna Jensen, Principal Planner x6407

Reviewed and Approved by: Jackie Nickerson, Principal Planner

The following attachments are on file with HCD:

Exhibit A - Discussion

Exhibit B - Draft Resolution, including:

- Conditions of Approval
- Project Plans
- Operations Plan

Exhibit C - CEQA Guidelines Consistency Checklist

Exhibit D - Toro LUAC Meeting Minutes

Exhibit E - Draft Construction Management Plan

Exhibit F - Proposed and Planned Roadway Improvements

Exhibit G - Applicant's Justification Letter

Exhibit H - Historical and Proposed Water Demand

Exhibit I - Traffic Assessment

Exhibit J - Soil Remediation Closure Letter

Exhibit K - 2001 Site Photos

Exhibit L - Public Comment

Exhibit M - Visual Simulations

Exhibit N - Vicinity Map

cc: Front Counter Copy; Fionna Jensen, Principal Planner; HCD-Engineering Services; Environmental Health Bureau; HCD-Environmental Services; Monterey County Regional Fire Protection District;

Eric Phelps, Owner; The Open Monterey Project (Molly Erickson); LandWatch; Laborers International Union of North America (Lozeau Drury LLP), Christina McGinnis, Keep Big Sur Wild; Project File PLN220348.

Exhibit A

This page intentionally left blank.

Figure 16 of the Toro Area Plan designates certain areas and roads as visually sensitive and County-designated scenic highways and roads, including the intersecting roads adjacent to this parcel: Highway 68 and Corral de Tierra Road. The subject property is entirely visible from these roadways, although Figure 16 only designates the southwestern corner of the project site as being “Sensitive”. From the project site, there are long-range views of hillsides vegetated with grass and sparse trees to the east; densely clustered trees and distant hillsides to the south; a convenience store and rental residential units with stone facades and wood-shingled roofs to the west; and gentle, sloping hillsides and grassland to the north. The project area is rural, and the only other development visible from the project site is the adjacent existing convenience store to the east and a church in the hills to the north. Although development immediately proximate to the project site is limited, the project site is located along the Highway 68 corridor between the cities of Monterey and Salinas; along this corridor, other rural development, including fences, driveways, residences, and agricultural support buildings associated with private properties along Highway 68.

Toro Area Plan Policy T-3.1 requires that new development in visually sensitive areas be located and designed (i.e., building design, exterior lighting, and siting) in such a manner that enhances the scenic value of the area, and architectural design is consistent with the rural nature of the Toro Area. As proposed, the primary façade of the convenience store includes green-brown board and batten with vertical natural wood facades, dark bronze aluminum roofs and awnings, and dark metal window trim (**Figure 3**). The side façade consists of an off-white board and batten exterior. However, this is not the main view of the proposed development. The building materials and facades of the proposed project would be visually consistent with other commercial and residential developments along Highway 68, which often incorporate stone facades and aluminum roofs. The proposed convenience store would be of similar height and massing as nearby residences and agricultural buildings. Finally, the varying height between the convenience store (25 feet) and the canopy (18.5 feet) would break up the perceived bulk and mass of the property’s structure, specifically when travelling along Highway 68. Pursuant to General Plan Policy OS-1.2, the project’s siting, massing, and design would be visually consistent with the Toro Area and the development would be subordinate to the natural features of the area. **Figure 2** (also **Exhibit M**) is a visual rendering of the proposed project.



Figure 2. 3D Rendering of the proposed project. Note that the planned Corral de Tierra Retail Village is shown in the distance.

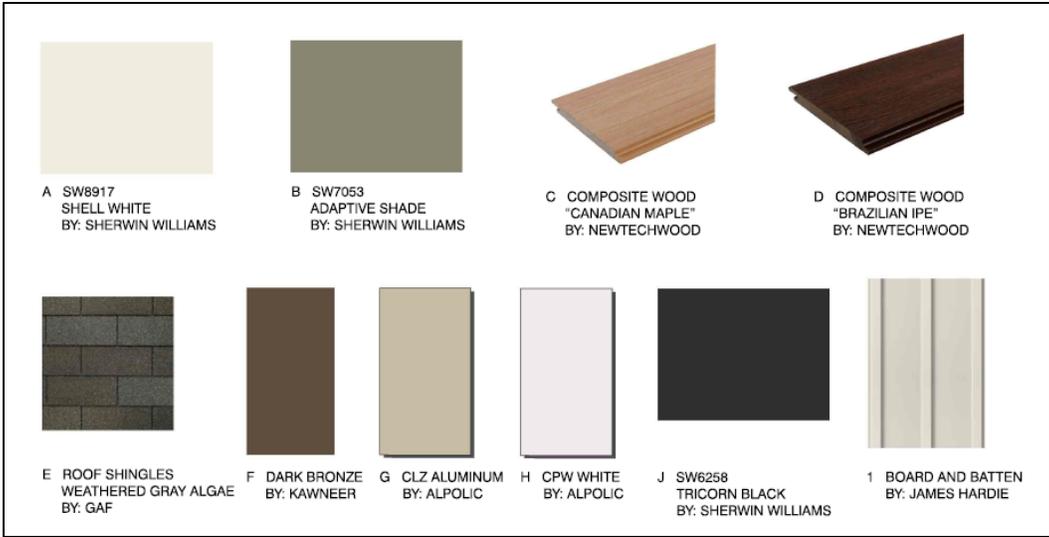


Figure 3. Proposed colors and materials.

The project would include the construction of several light poles (three adjacent to the parking spaces and four along the property boundary with Highway 68 and Corral de Tierra Road). Additionally, the proposed canopy over the fueling station would also include lighting to illuminate the pumps and provide customer access to the convenience store. As designed and conditioned, the canopy lighting would have reduced lumens from dawn to dusk, with motion-activated sensors to increase lumens when vehicles enter the canopy area. The canopy lighting would also be recessed (full cut-off fixtures) to ensure minimal off-site glare. The full cutoff fixtures would emit no light above a horizontal plane, directing all illumination downward to prevent light pollution and glare. These design features are consistent with Toro Area Plan Policy T-3.5, which requires that exterior/outdoor lighting shall be located, designed, and enforced to minimize light sources and preserve the quality of darkness, and street lighting shall be as unobtrusive as practicable and shall be consistent in intensity throughout the Toro area. Therefore, staff believe the project is consistent with neighborhood character and would not detract from the surrounding environment.

Site Access and Circulation

The project site has four driveways: two on the northern side of the project site with access from Highway 68, and two on the western side of the project site with access from Corral de Tierra Road. These four on-site driveways would be permanently closed as part of the project. All access to the project site would be provided by off-site driveways and internal access roads that were approved with HCD Planning File Nos. PLN020344 and PLN110077 (Board of Supervisors Resolution No. 12-040), which allowed construction of the Corral de Tierra Retail Village (approximately 99,970 retail shopping center and associated site improvements on the adjacent parcels, APNs: 161-571-003-000 and 161-581-007-000). The Corral de Tierra Retail Village, driveways, and access improvements have yet to be constructed, but underwent prior environmental review (Final Environmental Impact Report SCH#20007091137) and approval (HCD Planning File Nos. PLN020344 and PLN110077). Accordingly, the proposed project does not propose these access improvements but does plan to utilize three of the four previously approved driveways; see **Figure 4**.

The previously approved (Board of Supervisors Resolution No. 12-040) internal access roads and driveways associated with the Corral de Tierra Retail Village consist of:

- a 28-foot-wide driveway on APN: 161-571-003-000 (“first Corral de Tierra Road driveway”) would provide ingress to the project site for vehicles traveling north on Corral de Tierra Road. Access would be limited to right-in, right-out vehicles (vehicles traveling north and turning right from Corral de Tierra Road into the property, and vehicles exiting right from the property onto Corral de Tierra Road, heading towards Highway 68).
- A second 39-foot-wide driveway straddling APN: 161-571-003-000 and APN: 161-581-007-000 will be constructed along Corral de Tierra Road, approximately 150 feet south of the first Corral de Tierra Road driveway. This second driveway would provide ingress to northbound and southbound vehicles on Corral de Tierra Road and would have left and right turn lanes to provide northbound and southbound access to Corral de Tierra Road. An access road would connect the two driveways and would encircle the proposed convenience store. This access road would have a minimum width of 25-28 feet and would provide a minimum curb-to-curb turning radius of approximately 35 feet.

- A third 28-foot-wide driveway on APN: 161-571-003-000 will be constructed along Highway 68, approximately 195 feet east of the project site. This driveway will provide right-in, right-out access from Highway 68 (vehicles traveling east and turning right from Highway 68 into the property, and vehicles exiting right from the property onto Highway 68, heading east). An access road will connect this driveway to the proposed convenience store and service station. This access road will have a minimum width of 25-28 feet.
- A fourth driveway along Corral de Tierra Road, on APN: 161-571-007-000. This driveway will not be constructed prior to the operation of the proposed project and is not needed for operation of the proposed project. This driveway will be constructed with the remainder of the Corral de Teirra Retail Village.

The Applicant/Owner is in the process of complying with the applicable conditions of approval and mitigation measures of Board of Supervisors Resolution No. 12-040 to obtain necessary ministerial permits from HCD-Building Services to install the above mentioned driveways and access improvements. Condition No. 14 requires that these construction permits be issued concurrently or prior to the issuance of construction permits for the proposed project, and that the driveway improvements be constructed prior to operation of the gas station. This condition will ensure that these off-site access improvements are installed regardless of the construction of the Corral de Tierra Retail Village. A Reciprocal Parking and Access Easement has been granted over these driveways and internal drive aisles to the project site to ensure continued access to these improvements (Clerk Recorders Document No. 2019012434).

Delivery trucks and fuel trucks would only enter the project site via the second Corral de Tierra Road driveway (**Figure 4**). Thus, entrance by these larger vehicles from the first Corral de Tierra Road driveway or the Highway 68 driveway would not occur. Delivery trucks and fuel trucks will exit the project via any of the three driveways (two on Corral de Tierra Road and one on Highway 68). Passenger vehicles can utilize all three of the driveways, as each driveway permits (right-in, right-out for the first Corral de Tierra Road driveway and Highway 68 driveway, and all-turning movement for the second Corral de Tierra Road driveway).

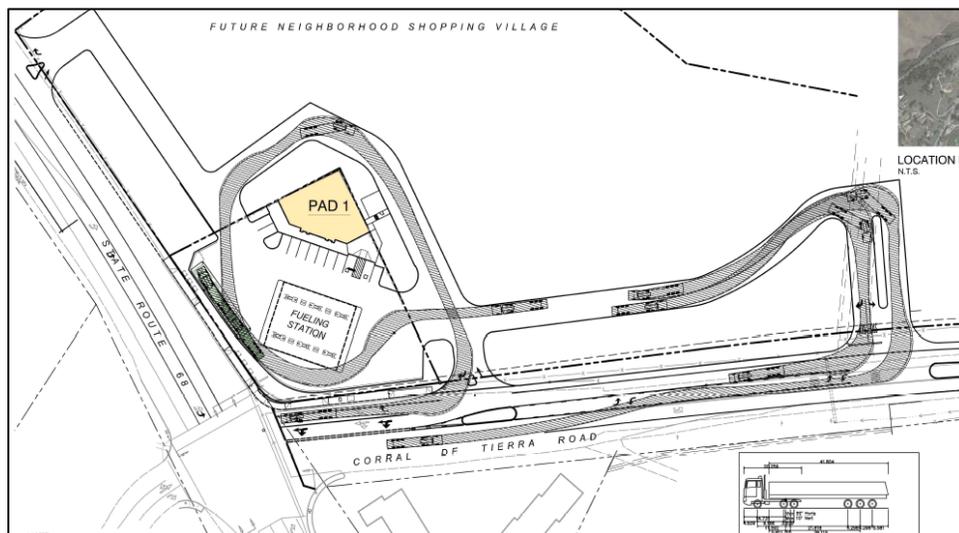


Figure 4. Access plan illustrating no on-site driveways, and utilization of three driveways approved under Board of Supervisors Resolution No. 12-040.

Proposed and Planned Roadway Improvements

As proposed and designed, the project involves reconfiguring the vehicle travel lanes on Corral de Tierra Road west of the project site. A median would be constructed on Corral de Tierra Road in front of the first Corral de Tierra driveway and within the driveway along Highway 68 to prevent vehicles from making left turns to enter or exit the project site at these driveways. South of the median along Corral de Tierra Road, a dual-turn lane would be added to the center of Corral de Tierra Road, to provide a turn lane for southbound vehicles on Corral de Tierra Road to turn into the project site. The project would not require the widening of Corral de Tierra Road. See **Figure 5**.

Proposed Highway 68 modifications involve elongating the west-bound left turn lane (left turn lane from Highway 68 onto Corral de Tierra Road) by approximately 100-130 linear feet and reciprocally shortening the east-bound left turn lane (left turn from Highway 68 onto a private driveway serving five residences, adjacent to Cypress Church Drive) (see **Figure 5**). These improvements are proposed due to the known queuing issue within this turn pocket (undersized for current traffic volumes during peak hours) and will accommodate the project's two to four additional vehicles in the AM and PM peak hours. Caltrans reviewed these improvements and "concur with the conclusions of the traffic analysis completed for Cypress Church Drive" and recommended that the applicant continue to work with Caltrans to determine the appropriate length of each turn lane. With implementation of the proposed project, the queuing issues would not worsen within the Highway 68/Corral de Tierra left turn lane.



Figure 5. Project-related Highway 68 and Corral de Tierra Road improvements shown in Yellow. Proposing to extend the west-bound left turn lane on Highway 68 by 100-130 feet.

Reconfiguring these back-to-back left turn pockets would involve re-striping and re-paving, where necessary. No other changes to Highway 68 will occur. This work is subject to the granting of an encroachment permit from the California Department of Transportation, which has informed HCD-Planning that it is agreeable to these improvements and has no concerns or conflicts with the project. These improvements are proposed with the project and are not associated with the construction of the Corral de Tierra Retail Village.

Caltrans has proposed the Highway 68 Corridor Improvement Project, which would modify the design of nine intersections along Highway 68. The modified intersections, including the intersection of Highway 68 and Corral de Tierra Road adjacent to the project site, would be converted into two-lane roundabouts or expanded signalized intersections with adaptive signal control technology. The County of Monterey has consulted with Caltrans for the past two years. As a result of these discussions and modifications to the proposed project, the preliminary footprint of the Highway 68/Corral de Tierra Road intersection is not anticipated to interfere with the proposed project designs. In March 2025, Caltrans commented on the project, stating, “Caltrans confirms that the proposed fueling station project on Corral de Tierra is not expected to be impacted by future roundabout improvements on Highway 68. However, it’s possible that elements of the project may change until we achieve the final design”. Sidewalk and perimeter improvements along the subject property may need to be modified or obtained by Caltrans to accommodate the final Highway 68 improvements, but no element of the proposed project would be impacted. An encroachment permit from Caltrans is needed to allow improvements within the Highway 68 Right-of-Way. At such time, Caltrans would review the final construction plans for conformance with the roundabout improvement project.

Exhibit F has been prepared to demonstrate that the proposed project and future Corral de Tierra Retail Village will be compatible with planned Highway 68 improvements at the subject intersection (also see **Figure 6**). As of July 2025, TAMC and Caltrans are also exploring implementing Artificial Intelligence technology to monitor real-time traffic data and rapidly adjust signal operations to best serve traffic. This technology would not interfere with the proposed project.

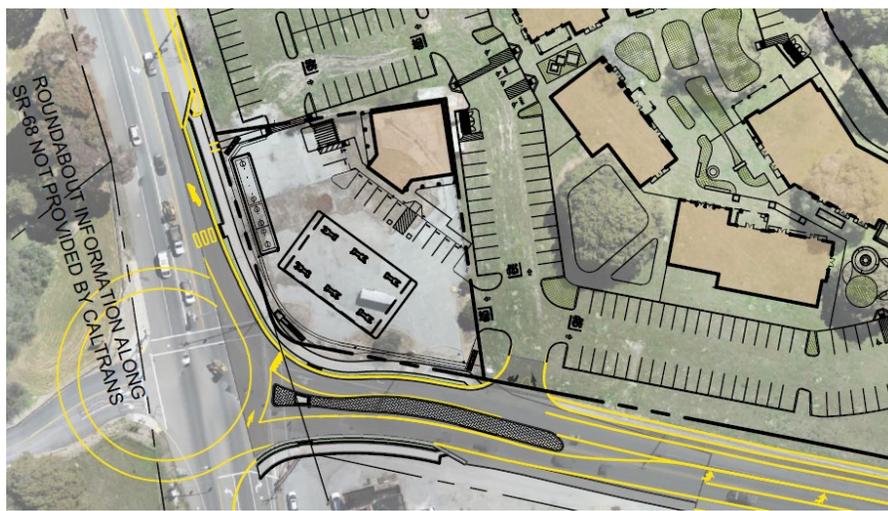


Figure 6. Planned Highway 68 Roundabout compatibility with the proposed fueling station and previously approved Corral de Tierra Retail Village.

Site Development Standards

The project meets all required development standards for the Light Commercial zoning district as identified in Title 21 section 21.18.060, as modified by the B-8 overlay (Chapter 21.42) and subject to the granting of the proposed variance of the required side and rear setbacks. The maximum allowed height for all structures in the LC district is 35 feet. As proposed, the convenience store would have a height of 25 feet, the fueling station canopy would have a height of 18 feet 6 inches, and the trash enclosure (located on an adjacent parcel) would have a height of 10 feet. The property is subject to a 50% site coverage limitation. As proposed, the project will result in a site coverage of 26.7% (7,937 square feet).

Toro Area Plan Policy T-3.3 requires a 100-foot front building setback on lots adjacent to County- and State-designated scenic routes, such as Highway 68 and Corral de Tierra Road. Highway 68 and Corral de Tierra Road abut the property to the north and west; therefore, the property is subject to two 100-foot front setbacks. Technically, the County Code considers the fuel canopy to be a building. Pursuant to Policy T-3.3, this 100-foot setback may be reduced for existing lots of record that have no developable area outside the setback; no variance is required to reduce this setback. The proposed convenience store will be located outside of this 100-foot front setback from Highway 68 and Corral de Tierra Road; however, the proposed fueling stations and canopy will be entirely within this setback. Siting the proposed convenience store, a fully enclosed building, towards the rear of the property allows it to meet the 100-foot setback and will allow it to better integrate and have functional and visual unity with the adjacent planned (but not built) Corral de Tierra Retail Village (see subsequent evidence “h”). The fuel canopy is an open structure that will meet the intent of the policy to ensure views of open space and landscaping areas. The site also proposes substantive landscaping along the two road frontages except driveway access locations. Based on the site’s constraints, the setbacks to the convenience store, the openness of the fuel canopy area, and functional unity with the planned Corral de Tierra Shopping Village on the adjacent property, a reduction to the required 100-foot setbacks is allowed from Highway 68 and Corral de Tierra Road to 25 feet 5 inches (north) and 23 feet (west).

Toro Area Plan Policy T-3.3 requires a 100-foot front setback on lots adjacent to County- and State-designated scenic routes, such as Highway 68 and Corral de Tierra Road. Accordingly, the property is subject to two 100-foot front setbacks. Pursuant to Policy T-3.3, this 100-foot setback may be reduced for existing lots of record that have no developable area outside the setback; no variance is required to reduce this setback. The fuel canopy is considered a structure and is thus subject to site development standards, including setbacks. The proposed convenience store would be located outside of this 100-foot front setback from Highway 68 and Corral de Tierra Road; however, the proposed fueling stations and canopy would be entirely within this setback (setback 25 feet 5 inches [north; Highway 68] and 23 feet [west; Corral de Tierra Road]). Siting the proposed convenience store, a fully enclosed building, towards the rear of the property allows it to meet the 100-foot setback and will allow it to better integrate and have functional and visual unity with the adjacent planned (but not built) Corral de Tierra Retail Village. The fuel canopy is an open structure that will meet the intent of the policy to ensure views of open space and landscaping areas. The site also proposes substantive landscaping along the two road frontages. Based on the site’s constraints, the setbacks to the convenience store, the openness of the fuel canopy area, and functional unity with the planned Corral de Tierra Shopping Village on the

adjacent property, staff concurs that there is no developable area that would accommodate a reasonably sized light commercial use, and a reduction of the required 100-foot setbacks is appropriate in this case.

Pursuant to Title 21 Chapter 21.68, a variance is required to modify and reduce the required side and rear setbacks. In this case, the criteria to grant the Variance and reduce the required side and rear setbacks to 1 foot 4 inches (east) and 1 foot 11 inches (south) can be satisfied (see *Variance* discussion below). Therefore, with the granting of a Variance and the reduction/exception allowed under Policy T-3.3, the project meets all required development standards.

Variance

The Property Owner seeks approval of a Variance to reduce the required side and rear setbacks. To grant a Variance, the Appropriate Authority must find that:

1. That because of special circumstances applicable to subject property, including size, shape, topography, location or surroundings, the strict application of this Title is found to deprive subject property of privileges enjoyed by other properties in the vicinity and under identical zone classification; and
2. That the variance not constitute a grant of special privileges inconsistent with the limitations upon other property in the vicinity and zone in which such property is situated; and
3. A variance shall not be granted for a use or activity which is not otherwise expressly authorized by the zone regularly governing the parcel of property.

The Light Commercial zoning district requires that setbacks be established through the project review process when no General Development Plan is required (Monterey County Code section 21.18.070.A.3. Considerations for setbacks in that instance are a) surrounding land use, b) provision of adequate parking and landscaping, and c) other site design features. No minimum setbacks are required for this zoning district. However, the B-8 overlay district enforces B-4 setback requirements, or 30 feet (front), 10% of average width (side; 21.4 feet in this case), and 20 feet (rear) (Monterey County Code section 21.42.030.H).

As described above, the property is subject to two 100-foot front setbacks and the side and rear setbacks established by the B-8 overlay. The proposed convenience store building would be located entirely outside of the 100-foot setbacks from Highway 68 and Corral de Tierra Road. However, such placement necessitates reduced side and rear setbacks for the convenience store. Due to the double front setbacks, it would be impossible to locate the gas station fueling area (canopy and fuel pumps) outside the 100-foot front setbacks required by the Toro Area Plan and also comply with the side and rear yard setbacks imposed by the B-8 zoning district.

Without the granting of a Variance, the site would have no economically viable developable area. The Property is 29,646 square feet, and the LC zoning district allows approximately 14,823 square feet of building site coverage on the site. However, application of the planning setbacks alone would only leave a building site area of 4,025 square feet. As such, the combined planning and zoning setbacks encumber more than 86 percent of the Property and do not leave enough developable land for a commercially viable development.

Strict application of the B-8 setbacks would deprive the property of privileges enjoyed by other properties in the vicinity and under identical zone classification. The subject property, as well as the adjacent (rear) lot, which is under common ownership, are the only Light Commercial zoned properties subject to a B-Overlay District within the Toro Area Plan. Accordingly, these two lots are the only commercially zoned properties within the Toro Area Plan that must comply with setbacks of the underlying B-8 zoning district. Setbacks for all other commercially zoned properties within the Toro Area Plan must be established through a General Development Plan and be based on the surrounding land use, provisions of adequate parking, and other site design features. If deemed appropriate, these other commercial lots may be developed with minimal or no setbacks. Consequently, the subject property—due to the restrictions imposed by the B-Overlay and the resulting significantly smaller buildable area—is deprived of a reasonable opportunity to support an economically viable commercial use. Accordingly, staff believes that granting of the proposed Variance would not be a special privilege, given the size, site constraints, and more flexible setback requirements of all other LC-zoned properties in the Toro Area Plan.

Additionally, the proposed project would introduce a fueling station and convenience market into a community that currently does not have one. Improving access to fuel for residents, commuters, and local businesses, reducing the need to travel longer distances for basic services, does not constitute a special privilege in this case. The Applicant’s variance justification letter is attached as **Exhibit G**.

Intensification Limitations of B-8 Overlay

The property’s commercial land use designation dates back nearly 50 years and is reflected in both the 1982 County General Plan and the 2010 County General Plan. The property’s prior fueling station was authorized pursuant to a Use Permit granted by the County Zoning Administrator on November 25, 1966 (HCD-Planning File No. ZA-74). The property was then purchased by the Property Owner’s family in 1974. At that time, the property still had an operational fueling station and was leased to a third-party operator.

The B-8 District was enacted in November 1992 (and amended in September 1993) due to concerns associated with groundwater supply in the Toro Area (Ordinance No. 03647, November 24, 1992; Ordinance No. 3704, September 7, 1993). The B-8 District was adopted primarily to prevent new parcels from being created in the Toro Area (Board of Supervisors Resolution No. 12-040). The stated purpose of the B-8 District is to “restrict development and/or intensification of land use in areas where, due to water supply, water quality, sewage disposal capabilities, traffic impacts or similar measurable public-facility type constraints, additional development and/or intensification of land use [is] found to be detrimental to the health, safety, and welfare of the residents of the area, or the County as a whole” (Title 21 section 21.42.030.H).

“Intensification” is defined in Chapter 21.42 as “the change in the use of a building site which increases the demand on the constraint(s) which caused the ‘B-8’ District to be applied over that use existing at that time the ‘B-8’ District is applied to the property.” The B-8 District expressly allows “[c]onstruction or expansion of commercial uses where such construction or expansion can be found to not adversely affect the constraints which caused the ‘B-8’ District to be applied to the property” (Title 21 section 21.42.030.H.2).

As described above, groundwater supply is the sole constraint that caused the B-8 zoning overlay to be applied over the subject portion of the Toro planning area. Accordingly, the determination of whether the project will intensify or adversely impact the groundwater supply of 1992 is the only limiting factor to determine whether the proposed project is consistent with the B-8 overlay's purpose. The property has historically been used as a fueling station since the 1960s and was in operation until 2002. Accordingly, the prior gas station's water demand would have been accounted for in baseline 1992 groundwater conditions that established the B-8 overlay. In 1974, the prior fueling station and convenience store demanded approximately 1.2-acre feet of water per year. No changes of use or interior changes occurred between 1974 and 1992, and thus the site's water demand estimate of 1974 is presumed to have been the same in 1992. As proposed, the project would demand approximately 0.37 acre-feet of water per year. Accordingly, the proposed project would not exceed the subject property's water demand at the time the B-8 District was applied to the Property (1992) and would instead reduce historical water demand by 0.37-acre feet. Additionally, the proposed project would not change the historical use of the property and will be located on an existing lot of record. Although this prior fueling station was demolished in 2002, the proposed project involves rebuilding a fueling station and a convenience market. Given the continued commercial use of the property and reduced water demand, when compared to the water demanded by the site in 1974 when the B-8 overlay was enacted, the project complies with the B-8 overlay.

Long Term Water Supply

The project would demand approximately 0.84 acre-feet per year of water for convenience store operation and landscaping, which would be provided by an existing on-site well (transient-non-community water system). The proposed water demand is less than the project site's historical water demand (1.215 AFY).

General Plan Policy PS-3.1 requires that new development be served by a long-term sustainable water supply, in both quantity and quality. The project site is within the Corral de Tierra Subbasin in the greater El Toro Planning Area, which also includes the El Toro Primary Aquifer System ("Primary Aquifer System"). This Corral de Tierra subbasin is a part of the Monterey Subbasin of the Salinas Valley Basin Groundwater Sustainability Agency (SVBGSA). The Primary Aquifer System is considered to be in overdraft; however, a 2007 report prepared for the County of Monterey found that current and increasing rates of pumping could be sustained for decades in areas with suitable saturated thickness in the Primary Aquifer System. The Project site has a sufficient saturated thickness (401-600 feet deep [note: thicker saturated zones generally lead to greater groundwater storage capacity and higher potential for water extraction]) to support the proposed development and is in an area known to have a "good" potential for groundwater production. Furthermore, the project site's historical water demand (1.215 AYP) is included in the historic groundwater overdraft conditions of the Corral de Tierra and Monterey Subbasin. The project would have a reduced water demand when compared to the historical use of the Project site (reduction by 0.37-acre feet per year) and thus reduce the demand placed on the Primary Aquifer and Monterey Subbasin.

Pursuant to the Sustainable Groundwater Management Act (SGMA), the SVBGSA was formed to manage existing and supplemental water supplies and adopted a Groundwater Sustainability Plan (GSP) for the Monterey Subbasin in January 2022. The GSP outlines historical and current

groundwater conditions of the Monterey Subbasin and establishes a water budget and sustainability goals for the basin. The Monterey Subbasin has been affected by historic overdraft conditions. Groundwater budgets and modeling presented in the GSP indicate the subbasin is recovering from overdraft, including consideration of the effects of climate change. Overdraft recovery is being achieved through coordinated management of the Monterey Subbasin and hydrologically connected basins, including the critically over drafted 180/400-Foot Aquifer Subbasin and the adjudicated Seaside Subbasin. Furthermore, the Monterey Subbasin GSP estimates historical annual well pumping in the Corral de Tierra Area at 1,296 AFY. The groundwater extraction proposed by the project (0.84 AFY) will account for less than 0.064% of all pumping in the area and thus amounts to a negligible impact on surrounding groundwater users and the operation of the subbasin as a whole. Therefore, the proposed project would not substantially decrease groundwater supplies, and evidence has been submitted demonstrating a long-term sustainable water supply, as required by General Plan Policy PS-3.2.

Trip Generation

According to the project-specific traffic assessment, **Exhibit I**, the project is estimated to generate approximately 3,181 vehicle trips per day, with 193 of these trips in the morning peak hour and 221 trips in the evening peak hour. Most vehicles traveling to and from the project site will be “pass-by” trips, or trips from motorists already traveling along Highway 68 or Corral de Tierra Road who choose to make a stop at the project site on their trip. Therefore, a pass-by trip reduction of 62% to the AM peak hour trips and 56% to the PM Peak hour trips was applied to account for existing trips that make a stop at the project site. Pass-by reductions are based on the average rates for Gasoline / Service Station with Convenience Market (Land Use Code 945) published by the ITE Trip Generation Handbook, 3rd Edition. With the pass-by trip reduction applied, the project is estimated to generate 73 new vehicle trips during the morning peak hour and 97 new vehicle trips in the evening peak hour. In addition, these new trips generated by the project are assumed to be local-serving (nearby residential communities) and less than three miles in length, due to the proximity of other existing gas stations and convenience stores on Highway 68 (Stone Creek 7-11 and Toro 7-11).

At the Corral de Tierra Road and Highway 68 intersection, the existing LOS in the AM and PM peak hours is C and D, respectively. At the San Benancio Road/Highway 68 intersection, the existing LOS in the AM peak is failing (LOS F). The Transportation Analysis Report determined that the project would not significantly affect LOS operations at Highway 68 intersections near the project site, and the project will not cause Highway 68 intersections to degrade below acceptable LOS. With the implementation of the project, the LOS levels will remain the same at all nearby intersections and would reduce a County road below an acceptable LOS standard (D or better).

Cultural Resources

Monterey County GIS identifies the subject property as being within a high archaeological sensitivity area. In accordance with Title 21 section 21.66.050, a Phase I Archaeological Report was prepared (County of Monterey Library No. 230303). Per this report, the project site has been highly disturbed as a result of the development of the previous gas station and its underground tanks. The underground storage tanks and pump infrastructure were removed in 2002. The remaining aboveground structures were demolished in 2018. Therefore, impacts on

archaeological resources are limited and will be further controlled with application of Condition No. 3, which requires that work be stopped if previously unknown resources are discovered during ground disturbance.

Hazard Prevention

Operation of the gas station will include the use, transport, and handling of hazardous materials. Specifically, the operation will include the regular transportation of gasoline, refilling underground storage tanks, pumping gasoline to fuel dispensers, and the use of the fuel dispensers by motorists. To ensure that the project does not result in hazardous materials being accidentally released into the environment, the project is required to operate in compliance with all applicable federal, state, and local requirements. These include State Water Resources Control Board Health and Safety Code, Section 25280; Efficacy requirements established by the United States Environmental Protection Agency; Section 2540.7, Gasoline Dispensing and Service Stations, of the California Division of Occupational Safety and Health Administration Regulations; Chapter 38, Liquefied Petroleum Gases, of the California Fire Code, the Resource Conservation and Recovery Act; and Phase I and Phase II enhanced vapor recovery (EVR) systems requirements of the California Air Resources Board. The fuel dispensers, underground storage tanks, and associated fuel delivery infrastructure would be subject to routine inspection by federal, state, and local regulatory agencies with jurisdiction over service station facilities.

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:

OMNI RESOURCES LLC (PLN220348)

RESOLUTION NO. 25-

Resolution by the County of Monterey Planning
Commission:

- 1) Finding that the project qualifies for a Statutory Exemption pursuant to CEQA Guidelines section 15183, is consistent with the development density established by the general plan, and there are no project-specific significant effects which are peculiar to the project or project site; and
- 2) Approving a Combined Development Permit consisting of:
 - a. Use Permit, Administrative Permit, and Design Approval to allow construction of a 12-pump fueling station, a 3,077 square-foot convenience store, and associated on- and off-site improvements; and
 - b. Variance to reduce the side and rear setbacks to 1 foot 4 inches (east) and 1 foot 11 inches (south);

[PLN220348, OMNI RESOURCES LLC, 3 Corral de Tierra Road, Toro, Toro Area Plan, Assessors Parcel Number: 161-571-002-000]

The OMNI RESOURCES LLC application (PLN220348) came on for public hearing before the County of Monterey Planning Commission on October 29, 2025. Having considered all the written and documentary evidence, the administrative record, the staff report, oral testimony, and other evidence presented, the County of Monterey 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;
 - 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/or regulations of the applicable Monterey County Code (MCC).

- b) The proposed project includes a Combined Development Permit consisting of: 1) a Use Permit, Administrative Permit, and Design Approval to allow construction of a 4,860 square foot canopy covering a 12-pump fueling station, a 3,077 square-foot convenience store, and associated site improvements; and 2) a Variance to reduce the side and rear setbacks to 1 foot 4 inches (east) and 1 foot 11 inches (south). Associated site improvements of the proposed project (service station & convenience store) include a 265 square foot trash enclosure, trellis, parking, landscaping, fuel price sign, temporary stormwater retention ponds (ranging from 1,200 square feet to 4,000 square feet), parking lot light poles, and three underground diesel and gasoline storage tanks [20,000 gallons (regular unleaded), 10,000 gallons (premium unleaded), and 10,000 gallons (diesel); totaling 40,000 gallons]. Observation wells will be installed at the end of the tanks to allow for maintenance and monitoring efforts. The trash enclosure and temporary retention ponds will be sited on an adjacent parcel (APN:161-571-003-000), which is under common ownership with the project site (APN: 161-571-002-000). The interior layout of the convenience store will be determined once a tenant has been assigned to the space. The project also includes State Route 68 and Corral de Tierra Road improvements, limited to restriping of turn lanes and repaving impacted asphalt and sidewalks, which will occur within State and County Right of Ways, respectively. No native trees are proposed for removal. The project involves 2,170 cubic yards of cut and 1,005 cubic yards of fill, and 0.7 acres of on-site disturbance for the gas station and convenience store.
- c) Allowed Use. The property is located at 3 Corral de Tierra Road (Assessor's Parcel Number [APN]: 161-571-002-000), Toro Area Plan. The subject property is zoned Light Commercial, with a B-8 and Design Control overlay (LC/B-8-D), which allows for the establishment of a convenience store and gas station, subject to the granting of an Administrative Permit and Use Permit, respectively. A Variance is required to reduce the side and rear setbacks to 1 foot 4 inches (east) and 1 foot 11 inches (south). Pursuant to Title 21 Chapter 21.44, all development located in the Design Control zoning overlay is subject to a Design Approval. Therefore, as proposed, the project involves an allowed land use for this site, subject to the granting of a Use Permit, Administrative Permit, and Design Approval.
- d) Lot Legality. The subject lot (0.68 acres in size) is illustrated as Parcel 1 on a Parcel Map recorded in January 1974, Volume 6 of Parcel Maps, Page 22. Therefore, this property is recognized by the County as a legal lot of record.
- e) Tree Removal. The project involves the removal of three existing trees, including two olive trees and one walnut tree. No native trees are proposed for removal.

- f) Review of Development Standards. The project was found to meet all required development standards for the Light Commercial zoning district as identified in Title 21 section 21.18.060, as modified by the B-8 overlay (Chapter 21.42), except for the required side and rear setbacks. The maximum allowed height for all structures in the LC district is 35 feet. As proposed, the convenience store will have a height of 25 feet, the fueling station canopy will have a height of 18 feet 6 inches, and the trash enclosure (located on an adjacent parcel) will have a height of 10 feet. The property is subject to a 50% site coverage limitation. As proposed, the project will result in a site coverage of 26.7% (7,937 square feet), which is comprised of the convenience store and fueling station canopy. The trash enclosure (265 square feet) is located on an adjacent parcel and will not conflict or exceed that parcel's required site coverage. As proposed and designed, at least 10% of the lot will be landscaped with the implementation of the project.

The Light Commercial zoning district requires that setbacks be established through the project review process when no General Development Plan is required (Monterey County Code section 21.18.070.A.3. Considerations for setbacks in that instance are a) surrounding land use, b) provision of adequate parking and landscaping, and c) other site design features. No minimum setbacks are required for this zoning district. However, the B-8 overlay district enforces B-4 setback requirements, or 30 feet (front), 10% of average width (side; 21.4 feet in this case), and 20 feet (rear) (Monterey County Code section 21.42.030.H). The proposed project requests a variance to these setback requirements.

Toro Area Plan Policy T-3.3 requires a 100-foot front building setback on lots adjacent to County- and State-designated scenic routes, such as Highway 68 and Corral de Tierra Road. Highway 68 and Corral de Tierra abut the property to the north and west; therefore, the property is subject to two 100-foot front setbacks. Technically, the County Code considers the fuel canopy to be a building. Pursuant to Policy T-3.3, this 100-foot setback may be reduced for existing lots of record that have no developable area outside the setback; no variance is required to reduce this setback. The proposed convenience store will be located outside of this 100-foot front setback from Highway 68 and Corral de Tierra Road; however, the proposed fueling stations and canopy will be entirely within this setback. Siting the proposed convenience store, a fully enclosed building, towards the rear of the property allows it to meet the 100-foot setback and will allow it to better integrate and have functional and visual unity with the adjacent planned (but not built) Corral de Tierra Retail Village (see subsequent evidence "h"). The fuel canopy is an open structure that will meet the intent of the policy to ensure views of open space and landscaping areas. The site also proposes substantive landscaping along the two road frontages except driveway access locations. Based on the site's

constraints, the setbacks to the convenience store, the openness of the fuel canopy area, and functional unity with the planned Corral de Tierra Shopping Village on the adjacent property, a reduction to the required 100-foot setbacks is allowed from Highway 68 and Corral de Tierra Road to 25 feet 5 inches (north) and 23 feet (west).

Pursuant to Title 21 Chapter 21.68, a variance is required to modify and reduce the required side and rear setbacks. In this case, the criteria to grant the Variance and reduce the required side and rear setbacks to 1 foot 4 inches (east) and 1 foot 11 inches (south) have been met (see Finding No. 5 and supporting evidence). Therefore, with the granting of a Variance and the reduction allowed under Policy T-3.3, the project meets all required development standards.

- g) B-8 Overlay. The property's commercial land use designation dates back nearly 50 years and is reflected in both the 1982 County General Plan and the 2010 County General Plan. The property was purchased by the current owner's family in 1974. At that time, the property had an operational fueling station and was leased to a third-party operator. The fueling station was authorized pursuant to a Use Permit granted by the County Zoning Administrator on November 25, 1966 (HCD-Planning File No. ZA-74). The B-8 District was enacted in November 1992 (and amended in September 1993) due to concerns associated with groundwater supply in the Toro Area (Ordinance No. 03647, November 24, 1992; Ordinance No. 3704, September 7, 1993). The prior fueling station was demolished in 2002. The B-8 District was adopted primarily to prevent new parcels from being created in the Toro Area (Board of Supervisors Resolution No. 12-040). The stated purpose of the B-8 District is to "restrict development and/or intensification of land use in areas where, due to water supply, water quality, sewage disposal capabilities, traffic impacts or similar measurable public-facility type constraints, additional development and/or intensification of land use [is] found to be detrimental to the health, safety, and welfare of the residents of the area, or the County as a whole" (Title 21 section 21.42.030.H). "Intensification" is defined in Chapter 21.42 as "the change in the use of a building site which increases the demand on the constraint(s) which caused the 'B-8' District to be applied over that use existing at that time the 'B-8' District is applied to the property." The B-8 District expressly allows "[c]onstruction or expansion of commercial uses where such construction or expansion can be found to not adversely affect the constraints which caused the 'B-8' District to be applied to the property" (Title 21 section 21.42.030.H.2). As described above, the constraint which caused the B-8 zoning overlay to be applied to a portion of the Toro planning area, inclusive of the project site, was groundwater supply. The proposed project is consistent with the B-8 overlay district's limitations for two main reasons:

1. The proposed project will not change the historical use of the property and will be located on an existing lot of record. The property has historically been used as a fueling station since the 1960s. Although this prior fueling station was demolished in 2002, the proposed project involves rebuilding a fueling station and a convenience market.
2. The property has historically been used as a fueling station since the 1960s. This fueling station was in operation from 1966 to 2002. Accordingly, the prior gas station's water demand was accounted for in baseline 1992 groundwater conditions that established the B-8 overlay. The proposed project will not exceed the subject property's water demand at the time the B-8 District was applied to the Property (1992). Instead, the proposed project will reduce water demand from 1.2-acre feet per year (1974 fueling station and convenience store's water demand estimates, which is presumed to be the same in 1992) to 0.84 acre feet per year (proposed project demands), a reduction of 0.37 acre feet. See Finding No. 1, evidence "m".

h) Site Access. The project site currently has four driveways: two on the northern side of the project site with access from Highway 68, and two on the western side of the project site with access from Corral de Tierra Road. The four driveways providing access from Highway 68 and Corral de Tierra Road will be permanently closed as part of the project, and vehicular access will be blocked with landscaping and a rock/boulder barricade. An interior parking lot serving the convenience store and fueling station will be constructed and connected to the off-site, previously approved driveways and access roads on APN: 161-571-003-000.

All access to the project site will be provided by off-site driveways and internal access roads that were approved with HCD Planning File Nos. PLN020344 and PLN110077 (Board of Supervisors Resolution No. 12-040), which allowed construction of an approximately 99,970 square foot retail shopping center (known as the "Corral de Tierra Retail Village") and associated site improvements on the adjacent parcels, APN: 161-571-003-000 and APN: 161-581-007-000. Four driveways were approved under Resolution No. 12-040; three along Corral de Tierra Road and one along Highway 68. The proposed project will utilize three of the four previously approved driveways: the Highway 68 driveway and the first two driveways along Corral de Tierra Road (see October 29, 2025 Planning Commission staff report for more details). The retail shopping center, driveways, and access improvements have yet to be constructed, but underwent prior environmental review as part of HCD Planning File Nos. PLN020344 and PLN110077. The Final Environmental Impact Report (EIR; SCH#20007091137) adopted through Board of Supervisors Resolution No. 12-039 contemplated and analyzed these driveway and access improvements, as well as the

construction and operation of a 99,970 square foot retail shopping center. Accordingly, the proposed project scope (convenience store, gas station, and on-site improvements) does not propose or include these access improvements. The scope of work analyzed in the Final EIR SCH#20007091137 has not changed, no substantial changes in circumstances have occurred, and no new information has become available; therefore, the analysis contained in the Final EIR remains valid for construction of the off-site driveway and access road improvements (Public Resources Code section 21166). The Applicant/Owner is in the process of complying with the applicable conditions of approval and mitigation measures of Board of Supervisors Resolution No. 12-040 to obtain necessary ministerial permits from HCD-Building Services to install these driveways and access improvements. Condition No. 14 requires that these construction permits be issued concurrently or prior to the issuance of construction permits for the proposed project. This condition will ensure that access improvements are installed regardless of the construction of the Corral de Tierra Retail Village. A Reciprocal Parking and Access Easement has been granted over these driveways and internal drive aisles to the project site to ensure continued access to these improvements (Clerk Recorders Document No. 2019012434).

- i) Highway 68 / Corral de Tierra Road Improvements. As proposed and designed, the project involves reconfiguring the vehicle travel lanes on Corral de Tierra Road west of the project site. A median will be constructed on Corral de Tierra Road in front of the first driveway and within the driveway along Highway 68 to prevent vehicles from making left turns to enter or exit the project site at these driveways. South of the median along Corral de Tierra Road, a dual-turn lane will be added to the center of Corral de Tierra Road, which will provide a turn lane for southbound vehicles on Corral de Tierra Road to turn into the project site. The project will not require the widening of Corral de Tierra Road. Proposed Highway 68 modifications involve elongating the west-bound left turn lane (left turn lane from Highway 68 onto Corral de Tierra Road) by approximately 100-130 linear feet and reciprocally shortening the east-bound left turn lane (left turn from Highway 68 onto a private driveway serving five residences, adjacent to Cypress Church Drive). These improvements are proposed due to the known queuing issue within this turn pocket (undersized for current traffic volumes during peak hours) and will accommodate the project's two to four additional vehicles in the AM and PM peak hours. Caltrans reviewed these improvements and "concur with the conclusions of the traffic analysis completed for Cypress Church Drive" and recommended that the applicant continue to work with Caltrans to determine the appropriate length of each turn lane. With implementation of the proposed project, the queuing issues will not worsen within the Highway 68/Corral de Tierra left turn lane.

Reconfiguring these back-to-back left turn pockets will involve re-striping and re-paving, where necessary. No other changes to Highway 68 will occur. This work is subject to the granting of an encroachment permit from the California Department of Transportation, which has informed HCD-Planning that it is agreeable to these improvements and has no major concerns or conflicts with the project. These improvements are proposed with the project and are not associated with construction of the Corral de Tierra Retail Village.

- j) Trip Generation. The project is estimated to generate approximately 3,181 vehicle trips per day, with 193 of these trips in the morning peak hour and 221 trips in the evening peak hour. Most vehicles traveling to and from the project site will be “pass-by” trips, or trips from motorists already traveling along Highway 68 or Corral de Tierra Road who choose to make a stop at the project site on their trip. Therefore, a pass-by trip reduction of 62% to the AM peak hour trips and 56% to the PM Peak hour trips was applied to account for existing trips that make a stop at the project site. Pass-by reductions are based on the average rates for Gasoline / Service Station with Convenience Market (Land Use Code 945) published by the ITE Trip Generation Handbook, 3rd Edition. With the pass-by trip reduction applied, the project is estimated to generate 73 new vehicle trips during the morning peak hour and 97 new vehicle trips in the evening peak hour. In addition, these new trips generated by the project are assumed to be local-serving (nearby residential communities) and less than three miles in length, due to the proximity of other existing gas stations and convenience stores on Highway 68 (Stone Creek 7-11 and Toro 7-11).
- k) Level of Service. Caltrans intends to maintain traffic conditions at LOS C or LOS D on state Highway facilities; or, if a state Highway facility is operating at less than the appropriate target LOS, the existing LOS should be maintained. The Circulation Element of the General Plan requires that projects not reduce a roadway's level of service below acceptable, unless mitigation is required. The Transportation Analysis Report determined that the project will not significantly affect LOS operations at Highway 68 intersections near the project site, and the project will not cause Highway 68 intersections to degrade below acceptable LOS. The results of the intersection level of service analysis under existing plus project conditions show that the San Benancio Road/Highway 68 intersection will continue to operate at LOS F during the AM peak hour with the project. All other intersections will operate at LOS D or better during both AM and PM peak hours with the implementation of the proposed project. At the Corral de Tierra Road and Highway 68 intersection, the existing LOS in the AM and PM peak hours is C and D, respectively. The proposed project will not further reduce the LOS of San Benancio and Highway 68. With the implementation of the project, the LOS levels will remain the same at all nearby intersections. Accordingly, the project will not conflict with programs or plans addressing Highway 68 (see

Finding No. 2, Evidence “d”) and will not require mitigation per General Plan Policy C-1.3, which requires projects that are found to result in reducing a County road below the acceptable LOS standard (D or better) to not proceed unless mitigating circulation improvements are constructed concurrently with the new development.

- l) Parking. Monterey County Code does not establish the number of parking stalls required for convenience markets or fueling stations. Pursuant to Title 21 Chapter 21.58, 1 parking stall per 500 square feet of an automotive service station. However, the proposed project does not provide multiple automotive services (eg, repair, fueling, and maintenance). Given that on-site parking will be primarily used by customers of the convenience market and the fueling pumps do not require additional parking stalls (each fueling pump will have adequate space for a vehicle or recreational vehicle), utilizing the parking stall requirement for a small general retail store is the most appropriate in this case. Small general retail stores require 12 parking stalls per 250 square feet of net floor area. Title 21 section 21.58.050 dictates that the square footage associated with utilities or restrooms is not considered “net floor area” when calculating the number of required parking stalls. The proposed 3,077 square foot convenience market includes an area for at least one restroom and an 80 square foot utility room (net floor area of less than 3,000). Therefore, 12 parking stalls are appropriate for the proposed project ($12 \times 250 = 3,000$).
- m) Operation. A General Development Plan is not required pursuant to Monterey County Code section 21.18.030.E as there is no potential adverse impact, and it will not further the purposes of Chapter 21.18. The fueling station and convenience store are proposed to be open 24 hours a day, seven days a week, with up to three employees working at the project site at any given time. Delivery trucks and fuel trucks will only enter the project site via the second and third Corral de Tierra Road driveways, and will not utilize the Highway 68 or first Corral de Tierra Road driveway (Condition No. 18). Thus, entrance by these larger vehicles from the first Corral de Tierra Road driveway or the Highway 68 driveway will not occur. Delivery trucks and fuel trucks will exit the project via any of the three driveways (two on Corral de Tierra Road and one on Highway 68). Passenger vehicles will utilize all three of the driveways, as each driveway permits (right-in, right-out for the first Corral de Tierra Road driveway and Highway 68 driveway, and all-turning movements for the second Corral de Tierra Road driveway). It is estimated that the convenience store and gas station will require approximately 247,646 gallons, or 0.76 acre-feet, of water per year. In combination with the estimated water demand of landscaping, the proposed project is anticipated to use approximately 273,714 gallons or 0.84 acre-feet of water per year.
- n) Design Review/Neighborhood Compatibility. 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. Pursuant to Toro Area Plan Policy T-3.1, new development in visually sensitive areas, as designated for this property, may be permitted if the development is located and designed (i.e., building design, exterior lighting, and siting) in such a manner that enhances the scenic value of the area, and architectural design is consistent with the rural nature of the Toro Area. The primary façade of the convenience store includes green-brown board and batten with vertical natural wood facades, dark bronze aluminum roofs and awnings, and dark metal window trim. The side façade consists of an off-white board and batten exterior. The building materials and facades of the proposed project will be visually consistent with other developments along Highway 68 (see subsequent evidence “k”). The existing convenience store west of the project site also incorporates beige stone, wooden awnings and facades, and metal window trim; accordingly, the proposed convenience store will be visually similar to the nearest existing building. Other existing developments along Highway 68, including residences, agricultural support buildings, and commercial restaurants and businesses, also incorporate stone facades and aluminum roofs. The proposed convenience store will be of similar height and massing as nearby residences and agricultural buildings, and will include similar facades and exterior features of other structures visible from Highway 68. Finally, the varying height between the convenience store (25 feet) and the canopy (18.5 feet) will break up the perceived bulk and mass of the property’s structures, specifically when travelling along Highway 68. The project’s design will be visually consistent with the Toro Area and the development will be subordinate to the natural features of the area (General Plan Policy OS-1.2), which include long-range views of hillsides (see subsequent Evidence “k”). The three trees removed as part of the project will be replaced with six trees, including two Coast live oak trees, which will increase tree cover on the site and thus contribute to the rural nature of the project area populated with native trees.

The project will include the construction of several light poles, including three located adjacent to the parking spaces in front of the convenience store and four along the property boundary with Highway 68 and Corral de Tierra Road. The proposed light poles will not exceed 25 feet in height. Additionally, the proposed canopy over the fueling station will also include lighting to illuminate the pumps and provide customer access to the convenience store. As designed and conditioned, the canopy lighting will have reduced lumens from dawn to dusk, with motion-activated sensors to increase lumens when vehicles enter the canopy area. To ensure that the canopy lighting does not glare onto nearby roadways, Condition No. 13 requires that the lighting fixtures be “full cutoff” and recessed into the canopy. The full cutoff fixtures will emit no light above a horizontal plane, directing

all illumination downward to prevent light pollution and glare. These design features are consistent with Toro Area Plan Policy T-3.5, which requires that exterior/outdoor lighting shall be located, designed, and enforced to minimize light sources and preserve the quality of darkness, and street lighting shall be as unobtrusive as practicable and shall be consistent in intensity throughout the Toro area. The project is consistent with neighborhood character and will not detract from the surrounding environment.

- o) Visual Resources. Figure 16 of the Toro Area Plan designates certain areas and roads as visually sensitive and establishes County-designated scenic Highways and roads. Areas designated as visually sensitive, ranging from “Sensitive” to “Critical”, are generally those public views of lands, hillsides, and ridges visible from designated scenic Highways and corridors, including Highway 68, Corral de Tierra, San Benancio, Laureles Grade, and River Roads. Highway 68 is also a state scenic Highway. The subject property is located at the intersection of Highway 68 and Corral de Tierra Road, and therefore entirely visible; however, only the southwestern corner of the project site is identified as being “Sensitive” per Toro Area Plan Figure 16. Toro Area Plan Policy T-3.2b identifies a scenic vista located approximately 3.3 miles south of the project site along Laureles Grade, which overlooks the Toro area. The project site is not visible from this scenic vista due to intervening topography. From the project site, there are long-range views of hillsides vegetated with grass and sparse trees to the east; densely clustered trees and distant hillsides to the south; a convenience store and single-story, attached residences with stone facades and wood-shingled roofs to the west; and gentle, sloping hillsides and grassland to the north. The project area is rural, and the only other development visible from the project site is the adjacent existing convenience store to the east and a church in the hills to the north. Although development immediately proximate to the project site is limited, the project site is located along the Highway 68 corridor between the cities of Monterey and Salinas. Along this corridor, other rural development is seen, including fences, driveways, residences, and agricultural support buildings associated with private properties along Highway 68; paved roadways, parking lots, and small buildings at the entrance to Fort Ord National Monument; and single-story roadside shops and restaurants. As designed and proposed (see preceding Evidence “i”), the convenience store will be visually consistent with the rural nature of the Toro Area, and the fueling station will not conflict with the Highway corridor setting of the project site. The project’s proposed landscaping includes shrubs, groundcover, and native trees, which will introduce vegetation similar to the surrounding area to the project site. With these design features and its proposed design and massing, the project complies with Toro Area Policy T-3.2, which requires that land use, architectural, and landscaping controls be applied to preserve Toro's visually sensitive areas and scenic corridors. As proposed, the project will not substantially degrade the existing visual

- character or quality of public views of the site and its surroundings.
- p) Long-Term Sustainable Water Supply. General Plan Policy PS-3.1 requires that new development be served by a long-term sustainable water supply, in both quantity and quality. The project site is within the Corral de Tierra Subbasin in the greater El Toro Planning Area, which also includes the El Toro Primary Aquifer System (“Primary Aquifer System”). This Corral de Tierra subbasin has been combined with part of the Seaside Basin to create the Monterey Subbasin of the Salinas Valley Basin Groundwater Sustainability Agency (SVBGSA). The Primary Aquifer System is considered to be in overdraft; however, previous technical studies prepared in the area have shown that current and increasing rates of pumping could be sustained for decades in areas with suitable saturated thickness in the Primary Aquifer System. Pursuant to the Sustainable Groundwater Management Act (SGMA), the SVBGSA was formed to manage existing and supplemental water supplies and adopted a Groundwater Sustainability Plan (GSP) for the Monterey Subbasin in January 2022. The GSP outlines historical and current groundwater conditions of the Monterey Subbasin and establishes a water budget and sustainability goals for the basin. The Monterey Subbasin has been affected by historic overdraft conditions.

The project will demand approximately 0.84 acre-feet per year of water for convenience store operation and landscaping, which will be provided by an existing on-site well (transient-non-community water system) that draws water from the Corral de Tierra and Monterey Subbasin. This well is located in the southwestern corner of the project site and will be protected in place during construction. The proposed water demand (0.84 acre feet per year [AFY]) is less than the project site’s historical water demand (1.215 AFY). Consequently, the Project site’s historical water use (1.215 AFY) is included in the historic groundwater overdraft conditions of the Corral de Tierra and Monterey Subbasin.

Groundwater budgets and modeling presented in the GSP indicate the subbasin is recovering from overdraft, including consideration of the effects of climate change. Overdraft recovery is being achieved through coordinated management of the Monterey Subbasin and hydrologically connected basins, including the critically overdrafted 180/400-Foot Aquifer Subbasin and the adjudicated Seaside Subbasin. The Project site has a sufficient saturated thickness (401-600 feet deep [note: thicker saturated zones generally lead to greater groundwater storage capacity and higher potential for water extraction]) to support the proposed development, and is in an area known to have a “good” potential for groundwater production. Based on a previous El Toro Groundwater Study prepared by Geosyntec for the County of Monterey Water Resources Agency (“MCWRA”) groundwater levels beneath the Project site have not changed significantly in almost 50 years (1960-2006). Further, groundwater elevation data

provided by MCWRA for the closest monitoring wells (Station ID Nos. 16S/02E-03A01 and 16S/02E-02D01) to the subject Project site indicate that historical groundwater elevations have a slight negative trend (0 to 1 feet) in groundwater elevations from 1990 to 2006, with some oscillation in the groundwater elevation that somewhat correlates with drought periods.

In comparison to historical water demand, the Hydrogeological Report concluded that the project will result in a net decrease in historical water usage (reduction of 0.375 AFY). Accordingly, the project will reduce the historical water demand placed on the Monterey Subbasin. When compared to baseline conditions (current conditions), there will be an increase in water demand by 0.84 AFY. However, the Hydrogeological Report concluded the project will be a “de minimis extractor” as defined by California Water Code Section 10721(e), as it involves extracting less than two acre-feet of water per year. The Project is considered consistent with the GSP goal of long-term sustainability within the subbasin. As a result, the Proposed Project will have a less-than-significant impact to groundwater supplies and will not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin. Furthermore, the Monterey Subbasin GSP estimates historical annual well pumping in the Corral de Tierra Area at 1,296 AFY. The additional net groundwater extraction proposed by the project will account for less than 0.064% of all pumping in the area and thus amounts to a negligible impact on surrounding groundwater users and operation of the subbasin as a whole. Therefore, the proposed project will not substantially decrease groundwater supplies and evidence has been submitted demonstrating a long-term sustainable water supply, as required by General Plan Policy PS-3.2.

- q) Land Use Advisory Committee. The project was referred to the Toro Land Use Advisory Committee (LUAC) for review. The LUAC, at a duly noticed public meeting on May 28, 2024, voted 5 – 1 to support the project with changes. The LUAC recommended that the Applicant/Owner reduce the scope and scale and use earth-tone exterior colors rather than white. In response to these recommended changes, the Applicant/Owner reduced the height of the convenience store from 26 feet to 25 feet, and changed the front façade’s exterior colors and materials from white board and batten with light tan stone to a green-brown board and batten with natural vertical wood siding. The side façade still includes an off-white board and batten, but that side is not the primary view of the proposed development from Highway 68 or Corral de Tierra Road. Members of the public commented on the size of the building, the number of gas pumps, and the height of the fueling station canopy versus the original gas station, and inquired as to whether there will be any public restrooms or the on-site sale of alcohol. Members of the LUAC raised concerns regarding the hours of

operation, down-lit lighting for the canopy, and the use of earth-toned materials. The 18-foot high canopy is needed to allow for larger recreational vehicles and standard vehicles to use the fuel pumps. The site is not constrained to being developed to the same size, bulk, or mass as the original gas station, which was demolished in 2002. As designed, all exterior lighting will be downlit, and canopy lighting will be recessed and dimmed from dusk to dawn to ensure that the proposed development does not introduce a substantial new source of lighting to the area. The interior layout of the convenience store has yet to be finalized; however, at a minimum, a restroom will be provided to employees. The sale of alcohol is an allowed use in the underlying zoning district and will be subject to obtaining necessary licenses from the California Department of Alcoholic Beverage Control.

- r) Archaeological Resources. In accordance with Title 21 section 21.66.050, a Phase I Inventory of Archaeological Resources (County of Monterey Library No. LIB230303) was prepared for the proposed project. According to the results of the Phase I Archaeological Assessment, no archaeological resources or archaeological deposits were identified within the project site. The project site has been heavily disturbed as a result of the development of the previous gas station and its underground tanks. The underground storage tanks were removed, and the gas pump infrastructure was demolished in 2002. The remaining aboveground structure was demolished in 2018. However, the project site is identified as within an area of High Archaeological sensitivity according to Monterey County GIS. The potential for inadvertent impacts to cultural resources is limited and will be controlled by application of the County's standard project condition (Condition No. 3), which requires the contractor to stop work if previously unidentified resources are discovered during construction.
- s) Greenhouse Gas Emissions. The 2010 General Plan includes policies associated with commercial development, including Policy LU-4.2, where the County is required to designate sufficient land for commercial activities to support and serve the projected population while minimizing conflicts between commercial and other uses. The placement of the gas station and convenience store at the project site is also consistent with nearby land uses – with a corner market located across the street – as well as consistent with General Plan Goal LU-4 & Policy LU-4.2, which encourages commercial development near major residential areas and transportation routes (see subsequent Evidence “t”). The project is located approximately 1,000 feet from the nearest residence, located to the southwest of the site. Additionally, the project is located directly adjacent to Highway 68, as well as Corral Del Tierra Road, a major arterial roadway. The project is consistent with Policy OS-10.10 in the Conservation and Open Space Element of the 2010 General Plan, which states that future development shall be designed to maximize energy efficiency to the extent feasible and accommodate energy infrastructure (i.e.,

transmission lines, power plants and pipelines, and fueling stations). Since the project is a fueling station, it supports the development of energy infrastructure. Policy OS-10.7 encourages the use of the best available technology for reducing air pollution and thus GHG emissions. Accordingly, the project will comply with California Building Energy Efficiency Standards, which require green building features such as energy-efficient lighting to be installed on-site. Therefore, the proposed project will not conflict with the policy direction contained in the General Plan.

- t) Toro Area Plan Policy T-2.4. This policy encourages the improvement of Highway 68 intersections, the construction of alternate passing lanes, public transit roadway improvements, and improved bicycle safety measures to be undertaken at the earliest time that funding becomes available. Accordingly, as designed, implementation of the project involves extending the west-bound left turn lane at the Highway 68 and Corral de Tierra Road intersection, addressing known and project-related queuing delays. The California Department of Transportation and the Transportation Agency of Monterey County have confirmed that the proposed project is consistent with future improvements and does not conflict with known and planned Highway 68 and Corral de Tierra Road intersection improvements.
- u) General Plan Policy LU-4.2 & LU-4.8. Policy LU-4.2 policy encourages that commercial activities support and serve the County's projected population while minimizing conflicts between commercial and other uses. Policy LU-4.8 requires that commercial areas be designated in locations that offer convenient access. Currently, there is no operational fueling station between the Del Rey Oaks Junction Center (intersection of Highway 68 and Canyon Del Rey Boulevard) and Serra Village (Toro). Consistent with this policy, the proposed gas station will serve the existing population of the County and especially nearby communities along Highway 68—including Corral de Tierra, San Benancio, Ambler Park, Pasadera, and Baronet Estates—by providing a convenient and reliable fueling option in an area that currently lacks one. It will improve access to fuel and convenience store goods (food, drink, basic groceries, personal care, etc) for residents, commuters, and local businesses, reducing the need to travel longer distances for basic services.
- v) The project planner reviewed the application materials, plans, and County GIS records to verify that the proposed project on the subject parcel conforms to the applicable plans and Monterey County Code.
- w) The project planner conducted site inspections on May 29, 2025, October 30, 2024, July 2, 2024, and May 28, 2024 to verify that the project on the subject parcel conforms to the plans listed above.
- x) The application, project plans, and related support materials submitted by the project applicant to Monterey County HCD-Planning for the proposed development are found in Project File PLN220348.

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, Monterey County Regional Fire Protection District, HCD-Engineering Services, HCD-Environmental Services and the Environmental Health Bureau. County staff reviewed the application materials and plans, as well as the County’s GIS database, to verify that the project conforms to the applicable plans, and that the subject property is suitable for the proposed development. There has been no indication from these departments/agencies that the site is not suitable for the proposed development. Recommended conditions have been incorporated.

b) Potential impacts to biological, archaeological, soils/geology, transportation, and groundwater were identified. The following reports have been prepared:

- “Biological Resources Report” prepared by Denise Duffy and Associates, Inc. dated October 2023, amended December 2024 (County of Monterey Library No. LIB230295);
- “Phase I Archaeological Assessment” prepared for the project by Achasta Archaeological Services, dated September 2024 (County of Monterey Library No. LIB230303);
- “Geotechnical Report” prepared for the project by Grice Engineering Inc. dated April 2023 (County of Monterey Library No. LIB230292) ;
- “Hydrogeological Report” prepared by Luhdorff & Scalmanini Consulting Engineers dated August 2024 (County of Monterey Library No. LIB250095) ;
- “Preliminary Stormwater Control Plan” prepared by Whitson Engineers dated September 2023 (County of Monterey Library No. LIB230294)
- “Transportation Analysis Report” prepared by Hexagon Transportation Consultants, Inc. February 2024 (County of Monterey Library No. LIB230293)

County staff has independently reviewed these reports and concurs with their conclusions.

c) Staff conducted site inspections on May 29, 2025, October 30, 2024, July 2, 2024, and May 28, 2024 to verify that the site is suitable for this use.

d) Planned Highway 68 Improvements. Caltrans has proposed the Highway 68 Corridor Improvement Project, which would modify the design of nine intersections along Highway 68. The modified intersections, including the intersection of Highway 68 and Corral de Tierra Road adjacent to the project site, would be converted into two-lane roundabouts or expanded signalized intersections with adaptive signal control technology. The County of Monterey has consulted with Caltrans, and proposed project is not anticipated to interfere with the preliminary footprint of the Highway 68/Corral de Tierra Road intersection improvements design. In March 2025,

Caltrans commented on the project, stating, “Caltrans confirms that the proposed fueling station project on Corral de Tierra is not expected to be impacted by future roundabout improvements on Highway 68. However, it’s possible that elements of the project may change until we achieve the final design”. Although the proposed driveways, underground storage tanks, fueling station with overhead canopy, and convenience store will not be within the footprint of the proposed roundabout, sidewalk and perimeter improvements may need to be modified or obtained by Caltrans to accommodate the final Highway 68 improvements. An encroachment permit from Caltrans is needed to allow improvements within Highway 68 Right-of-Way. At such time, Caltrans will review the final construction plans for conformance with the roundabout improvement project. Accordingly, the proposed project will not conflict with this program for Highway 68.

- e) See Finding No. 1, and supporting evidence.
- f) The application, project plans, and related support materials submitted by the project applicant to the Monterey County HCD - Planning for the proposed development found in Project File PLN220348.

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, Monterey County Regional Fire Protection District, and the Environmental Health Bureau. 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.
- b) Water, Wastewater, Electricity. The project site is currently served by an individual water well (Exxon Station Water System, a transient-non-community water system, County of Monterey Environmental Health Bureau [EHB] Record ID No. WA000185), which will be used for the proposed project’s water supply. Water for fire suppression will be provided by California-American Water (Can and Will Serve letter dated July 12, 2023). Wastewater service will be provided by California Utilities Services (Can and Will Serve letter dated March 24, 2023). Condition No. 9 ensures waste fixture unit verification. Electricity will be provided by Central Coast Community Energy (3CE), the regional community choice energy provider, via existing Pacific Gas and Electric Company (PG&E) infrastructure.
- c) Hazardous Materials. Operation of the gas station will include the use, transport, and handling of hazardous materials. Specifically,

operation will include the regular transportation of gasoline, refilling underground storage tanks, pumping gasoline to fuel dispensers, and the use of the fuel dispensers by motorists. To ensure that the project does not result in hazardous materials being accidentally released into the environment, the project is required to operate in compliance with all applicable federal, state, and local requirements. These include State Water Resources Control Board Health and Safety Code, Section 25280; Efficacy requirements established by the United States Environmental Protection Agency; Section 2540.7, Gasoline Dispensing and Service Stations, of the California Division of Occupational Safety and Health Administration Regulations; Chapter 38, Liquefied Petroleum Gases, of the California Fire Code, the Resource Conservation and Recovery Act; and Phase I and Phase II enhanced vapor recovery (EVR) systems requirements of the California Air Resources Board. The fuel dispensers, underground storage tanks, and associated fuel delivery infrastructure will be subject to routine inspection by federal, state, and local regulatory agencies with jurisdiction over service station facilities. Condition No. 10 requires

- d) Geology and Soils. Although no known faults cross the site, there are active faults nearby, which could produce an earthquake that could impact the project site. The Geotechnical Report notes that strong seismic shaking typical of the region and California is possible within the area. However, structural design for the residential development must comply with the seismic design criteria included in Section 1613 of the 2022 California Building Code (CBC), which will reduce impacts related to seismic activity to a less than significant level. Section 18.02.010 of Monterey County Code adopts the CBC as the building code of Monterey County. The Geotechnical Report includes recommendations for material storage during project construction and roof and area drainage for project operation to control erosion. All recommendations of the Geotechnical Report shall be incorporated into the final construction plans pursuant to Title 16 section 16.08.110. In addition, applicants and/or developers are required to prepare erosion control plans that detail appropriate methods to prevent and/or minimize erosion during all phases of a new project in accordance with Monterey County Code Chapter 16.12 (Condition No. 15). Erosion control plans are also subject to review and approval by the Housing & Community Development Environmental Services prior to the issuance of building permits.
- e) Prior Site Remediation. The project site was previously developed as a gas station, which ceased operation in 2002. The previous gas station's fuel pumps and underground storage tanks were removed, and contaminated soil remediation was undertaken with the regulatory oversight of the Central Coast Regional Water Quality Control Board (RWQCB). The Central Coast RWQCB issued a case closure on March 24, 2020, indicating remediation and corrective action have been completed to the satisfaction of the Central Coast RWQCB and no further action is required. Pursuant

to the Central Coast RWQCB’s case closure, the project applicant is required to notify the Central Coast RWQCB and the Monterey County Environmental Health Bureau prior to grading, excavation, or dewatering activities at the project site and obtain applicable hazardous materials permits from the Monterey County Environmental Health Bureau. Although not anticipated, if excavated soils contain hazardous materials, they must be stored, transported, and disposed of in accordance with regulations established in California Health and Safety Code Division 20 Chapter 6.5.

- f) Air Quality. MBARD sets a screening threshold of 2.2 acres of construction earthmoving per day. If a project results in less than 2.2 acres of earthmoving, the project is assumed to be below the 82 pounds of PM10 per day threshold of significance. The proposed project will disturb approximately 1.8 acres of land in total. Per the draft Construction Management Plan, grading and excavation-related activities will occur over several weeks and will not exceed MBARD’s daily ground disturbing thresholds for excavation (2.2 acres per day) or grading (8.1 acres per day). Therefore, construction activities will not result in PM10 emissions that exceed MBARD thresholds. Operational emissions will not be substantial, as emissions will only involve vehicle trips and energy usage associated with the gas station and convenience store. Vapor recovery is controlled as described above in Finding No. 3, Evidence “c.” Project operation will attract 3,181 vehicle trips daily, including 193 vehicle trips (97 in and 96 out) in the AM peak hour and 221 vehicle trips (111 in and 110 out) in the PM peak hour, with the majority being pass-by trips, as described above in Finding No. 1, Evidence “j.” Additionally, emissions estimates from the CalEEMod model demonstrated that project operation will not release air pollutants above currently established significance thresholds. The project is also required to comply with CARB Executive Orders that aim to control vapor emissions of retail service stations. Therefore, the project will not contribute substantially to an existing or projected air quality violation.
- g) The application, project plans, and related support materials submitted by the project applicant to the Monterey County HCD - Planning for the proposed development are found in Project File PLN220348.

- 4. **FINDING:** **NO VIOLATIONS** - The subject property is in compliance with all rules and regulations pertaining to zoning uses, subdivision and other provisions of the applicable zoning ordinance (Title 21).
- EVIDENCE:**
 - a) Staff reviewed Monterey County HCD - Planning and Building Services Department records and is not aware of any violations existing on the subject property.
 - b) Staff conducted site inspections on May 29, 2025, October 30, 2024, July 2, 2024, and May 28, 2024 to verify that the property is in conformance with all applicable regulations of Title 21.

- c) 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 PLN220348.

5. FINDING: CEQA (STATUTORILY EXEMPT): The project is statutorily exempt from environmental review, is consistent with the development density established by the general plan, and there are no project-specific significant effects that are peculiar to the project or project site.

- EVIDENCE:**
- a) California Environmental Quality Act (CEQA) Guidelines section 15183 states that a project shall qualify for an exemption if the following findings can be made: a) the project is consistent with the development density established by existing zoning or the general plan for which the EIR was certified; b) there are no project specific effects which are peculiar to the project or its site and which the EIR failed to analyze as significant effects; c) there are no project specific impacts which the EIR failed to analyze as significant effects; d) there are no potentially significant offsite and/or cumulative impacts that the EIR failed to analyze; and e) there is no substantially new information that results in more severe impacts than anticipated by the EIR.
 - b) As described in subsequent Evidence “c”, the project is consistent with the development density of the zoning district or General Plan. As described in subsequent Evidence “e” through “y”, the project will not involve development in areas not analyzed previously in the 2010 General Plan EIR. The project will not have new significant or substantially more severe or peculiar site-specific impacts with regulatory requirements and mitigation measures in place, nor will there be potentially significant off-site impacts, cumulative impacts, or previously identified significant effects, which were not discussed in the prior environmental document. Also, there are no previously identified significant effects which, as a result of substantial new information that was not known at the time of the previous environmental review, are determined to have a more severe adverse impact than discussed in the 2010 General Plan EIR. Accordingly, no additional environmental review is required. Therefore, the project qualifies for an exemption through CEQA Guidelines section 15183.
 - c) The project, as proposed and conditioned, involves the development of a 0.68-acre site. The property is zoned Light Commercial, with a land use designation of Commercial. Construction of the site with a fueling station, convenience store, and related site improvements is subject to the goals, text, and policies of the 2010 General Plan, Toro Area Plan (a part of the 2010 General Plan), and Zoning Ordinance (Title 21). The 2010 General Plan and Light Commercial Zoning District do not establish densities for the underlying zoning district or land use designation. Therefore, the project is not subject to a density restriction and thus does not conflict with the requirement of CEQA Guidelines section 15183 that the project be consistent with the development density of the zoning district or General Plan. Furthermore, the subject property’s B-8 overlay district requires that development be constructed at a density that does not intensify or adversely impact the surrounding area’s constraints (groundwater in the Toro Area Plan). As demonstrated in Finding No. 1, Evidence “g”, the project is consistent with the density and intensity of the B-8 overlay district.

- d) The project site is currently vacant and is surrounded by other compatible commercial and public quasi-public uses. The site was previously developed with a fueling station and convenience market.
- e) Aesthetics. Impacts to aesthetics/visual resources were analyzed on pages 4.14-1 through 4.14-46 of the 2010 General Plan EIR. Impacts to scenic vistas and views from scenic Highways from implementation of the 2010 General Plan were found to be less than significant. Impacts to existing visual character and new sources of light and glare were found to be significant and unavoidable. Adherence with the applicable General Plan policies and zoning ordinance will ensure that the project will result in less-than-significant aesthetic impacts. General Plan Policy LU-1.13 and Toro Area Plan Policy T-3.5 were implemented to minimize new sources of light and glare by requiring down-lit, unobtrusive exterior lighting sources. These policies are implemented through a standard County condition of approval, which has been applied to this project to ensure there are no new or substantially more severe impacts concerning lighting and glare beyond those previously identified in the 2010 General Plan EIR. (see Finding No. 1, Evidence “n”). As described in Finding No. 1, Evidence “f”, “n”, “o”, the proposed project is consistent with the type of development envisioned in the 2010 General Plan for the site, is consistent with the surrounding land uses in type and intensity, and is consistent with the rural character of the Toro Area Plan. Therefore, the project will not result in new significant or substantially more severe or peculiar site-specific impacts on aesthetics, and no additional environmental review is required.
- f) Agriculture and Forest Resources. Impacts to agricultural resources were analyzed on pages 4.2-1 through 4.2-28 of the 2010 General Plan EIR. Impacts related to the conversion of Important Farmland and farmland to non-agricultural uses were determined to be significant and unavoidable. Impacts related to conflicts with existing zoning for agricultural use and Williamson Act contracts as a result of implementation of the 2010 General Plan EIR were found to be less than significant. The project site is within the land defined and assessed by the General Plan as Urban and Built-Up Land, and the project will have no effect on agricultural or forest lands. Therefore, the project will not result in new significant or substantially more severe or peculiar site-specific impacts to agriculture or forest resources, and no additional environmental review is required.
- g) Air Quality. The 2010 General Plan EIR discusses air quality impacts on pages 4.7-1 through 4.7-42 and finds that impacts related to conflicts with air quality management plans and standards, increased carbon monoxide levels along County roadways, and objectionable odors will be less than significant. Impacts related to the generation of construction emissions were found to be less than significant with the incorporation of seven mitigation measures. Mitigation Measures presented in the 2010 General Plan EIR are not be applicable to the project as they are either programmatic, are not applicable to the proposed project, or are applicable to the County as an agency. Based on the air quality policies in the General Plan EIR along with the project-specific comparison to MBARD thresholds included above, there will be no significant impacts or peculiar circumstances associated with the project that will require additional review. The project will be required to comply with all applicable County

and MBARD standards. Neither construction or operational emissions will exceed MBARD thresholds. See Finding No. 3, Evidence “f”. The project will not result in new significant or substantially more severe or peculiar site-specific impacts to air quality, and no additional environmental review is required.

- h) Biological Resources. The General Plan EIR discusses biological resource impacts on pages 4.9-1 through 4.9-104. Both documents find that biological resource impacts related to the potential loss of protected trees and potential inconsistencies with adopted conservation plans would be less than significant. Impacts related to the potential to impact special-status species were found to be less than significant with the incorporation of mitigation measures. General Plan EIR Mitigation Measure BIO-1.3 has already been implemented by the project through the preparation of a project-specific biological resources analysis, which includes site-specific recommendations, including consistency with Mitigation Measure BIO-3.2. All other Mitigation Measures presented in the 2010 General Plan EIR are not applicable to the project, as they are either programmatic or are applicable to the County as an agency. No special-status plants were determined to have the potential to occur within the project site. No special-status wildlife species were determined to have the potential to occur within the project site. Raptors, their nests, and other nesting birds are protected under California Fish and Game Code. Denise Duffy & Associates, Inc. conducted a pedestrian survey on April 6, 2023 and determined that there are no nesting opportunities for raptors within the project site; however large coast live oak and eucalyptus trees adjacent to the project site could be utilized as nest sites. The “Biological Resources Report” prepared by Denise Duffy and Associates, Inc. dated October 2023, amended December 2024 (County of Monterey Library No. LIB230295) conducted a pedestrian survey on April 6, 2023 and determined that there are no nesting opportunities for raptors within the project site; however large coast live oak and eucalyptus trees adjacent to the project site could be utilized as nest sites. The County’s standard condition of approval has been applied to the project, requiring that a raptor and bird nesting survey be obtained if construction is scheduled to occur between February and August (Condition No. 11). No sensitive natural communities are present within or adjacent to the project site, nor are any riparian habitats or critical habitats. As no riparian habitat is present on the site, the 2010 General Plan EIR Mitigation Measures BIO-2.1, BIO-2.2, and BIO-2.3 do not apply to the project. The 2010 General Plan EIR Mitigation Measures BIO-1.4 and BIO-1.5 do not apply to the project, as they are County level mitigation. No wetlands or waters are present within or adjacent to the project site. As no wetlands are present on the site, the 2010 General Plan EIR Mitigation Measures BIO-2.1, BIO-2.2, and BIO-2.3 would not apply to the project. The project site is located within a corridor for wildlife movement; however, the project vicinity is largely surrounded by residential development south of HIGHWAY 68 which itself serves as a partial barrier to wildlife movement. As such, the 2010 General Plan EIR Mitigation Measure BIO-3.1 does not apply to the project. Development of the proposed project will not alter the existing barriers for wildlife movement. With the incorporation of the required condition of approval to address raptor birds (Condition No. 11), the

project will have no new significant or substantially more severe or peculiar site-specific impacts to biological resources, nor will there be potentially significant off-site impacts, cumulative impacts, or previously identified significant effects, which were not discussed in the prior environmental document. Potential biological impacts associated with construction of the off-site access improvements (driveways and internal drive aisles) will be addressed through compliance with applicable mitigation measures of Resolution No. 12-040. These potential impacts are not associated with the implementation of the proposed project. No additional environmental review required.

- i) Cultural Resources. The General Plan EIR analyzes cultural resources on pages 4.10-1 through 4.10-27 and finds that impacts to paleontological resources and burial sites would be less than significant. Impacts to historic resources and previously undiscovered archaeological resources would be less than significant with implementation of mitigation. There are no existing buildings or structures within the project site and no demolition would be required. The project will have no impact to historical resources and the 2010 General Plan EIR Mitigation Measure CUL-1 does not apply. The project site has been heavily disturbed as a result of the development of the previous gas station that was operated in that location from 1968 to 1996, which included underground tanks. However, the project site is identified as within an area of High Archaeological sensitivity. If previously unidentified archaeological resources are exposed during ground disturbance, the County's standard conditions of approval outline steps to take, including halting work within 50 meters of the radius of the find(s) until a qualified archaeologist evaluates it. This standard condition of approval will protect unanticipated archaeological resources uncovered at the project site (see Finding No. 1, Evidence "r"). Accordingly, the project will not result in new significant or substantially more severe or peculiar site-specific impacts on cultural resources, and no additional environmental review is required.
- j) Energy. The 2010 General Plan EIR discusses energy impacts on page 6-1 through 6-2 and finds that impacts would be significant and unavoidable. Operation of the project will result in energy demand from electricity consumption for lighting, convenience store operation, fuel dispenser operation, and energy demand from gasoline consumption attributed to the daily trips to the fuel facility. The project will be consistent with applicable Monterey County General Plan policies regarding energy consumption and efficiency. See Finding No. 1, Evidence "s". The project will not involve development in areas not analyzed previously in the 2010 General Plan EIR, nor does it propose to have peculiar or substantial impacts not covered in the 2010 General Plan EIR. Compliance with applicable General Plan policies will reduce project impacts such that it will have no new significant or substantially more severe or peculiar site-specific impacts to energy resources, nor will there be potentially significant off-site impacts, cumulative impacts, or previously identified significant effects, which were not discussed in the prior environmental documents.
- k) Geology and Soils. The 2010 General Plan EIR discusses geology and soils impacts on pages 4.4-1 through 4.4-51 and concludes that impacts related to fault rupture, ground shaking, liquefaction, slope instability, landslides, expansive soils and unstable geologic units, septic systems,

tsunami, seiche, and mudflow hazards would be less than significant. Impacts related to soil erosion hazards would be less than significant with implementation of General Plan EIR Mitigation Measure BIO-2.1. The nearest known potentially active fault line to the project site is the Chupines Fault, located approximately 1.6 mile to the southwest. According to the Geotechnical Report, no known faults cross the site. Therefore, there is no risk of fault rupture onsite. The Geotechnical Report includes recommendations for material storage during project construction and roof and area drainage for project operation to control erosion. All recommendations of the Geotechnical report shall be incorporated into the final construction plans pursuant to Title 16 section 16.08.110. In addition, applicants and/or developers are required to prepare erosion control plans that detail appropriate methods to prevent and/or minimize erosion during all phases of a new project in accordance with Monterey County Code Chapter 16.12 (see Finding No. 3, Evidence “d”) . With adherence to the Monterey County Code, California Building Code, and inclusion of the recommendations made in the Geotechnical Report, impacts related to erosion and expansive soils would be less than significant. The project will not involve development in areas not analyzed previously in the 2010 General Plan EIR, nor does it propose to have peculiar or substantial impacts not covered in the 2010 General Plan EIR. The project will not result in new significant or substantially more severe or peculiar site-specific impacts to geology and soils, and no additional environmental review is required.

- l) Greenhouse Gas Emissions. The 2010 General Plan EIR analyzes greenhouse gas (GHG) emissions on pages 4.16-1 through 4.16-44 and concludes that impacts would be less than significant with the incorporation of mitigation measures. Monterey County does not currently have an adopted GHG reduction plan with numerical reduction targets for individual uses and developments. The County of Monterey is in the process of developing a Community Climate Action and Adaptation Plan (CCAAP) to reduce GHG emissions within the unincorporated county area. General Plan policies contain direction for the preparation of such a plan, with guidance on what goals or measures should be accomplished in the development of a plan. The 2010 General Plan includes policies associated with commercial development, including Policy LU-4.2, where the County is required to designate sufficient land for commercial activities to support and serve the projected population while minimizing conflicts between commercial and other uses. The project is consistent with this Policy (See Finding No. 1, Evidence “s”). The project will be consistent with Policy OS-10.10 in the Conservation and Open Space Element of the 2010 General Plan, which states that future development shall be designed to maximize energy efficiency to the extent feasible and accommodate energy infrastructure (i.e., transmission lines, power plants and pipelines, and fueling stations). See Finding No. 1, Evidence “s”. The project will comply with applicable state and County standards for green building and GHG emissions reductions. The project will not result in new significant or substantially more severe or peculiar site-specific impacts to greenhouse gases, and no additional environmental review is required.
- m) Hazards and Hazardous Materials. The General Plan EIR discusses hazardous materials impacts on pages 4.13-1 through 4.13-31, and finds

that impacts related to hazards and hazardous materials use in the County would be less than significant. Compliance with applicable state and federal laws and regulations would reduce potential impacts associated with the routine transport, use, or disposal of hazardous materials or the release of hazardous materials into the environment. Additionally, no known oil or gas wells exist within the project site per California Department of Conservation, Division of Geologic Energy Management records. The proposed project is not within 0.25 mile of a school. the project site is located on a former hazardous materials site. However, it has since been remediated (see Finding No. 3, Evidence “e”). Construction and operation of the project will not create a significant hazard to the public or the environment associated with a hazardous materials site. The project site is not near an airport or within an airport land use plan. Therefore, the project will not result in a safety hazard or excessive noise for people in the project area. Construction of the proposed project will not result in lane closures on Highway 68 and will not create new obstructions to the County’s identified evacuation routes within the Emergency Operations Plan. In addition, the proposed project will not result in inadequate emergency access as project plans are subject to review and approval by Monterey County Regional Fire Protection District during the permit process. The project site is located within a Moderate FHSZ in an area designated as a State Responsibility Area. The project will not expose people or structures to a significant risk involving wildland fires. Furthermore, the proposed project does not include residences, and will be required to comply with the applicable fire safety provisions of the CBC, thereby reducing the risk of damage from fire to the maximum extent practicable. The project will not result in new significant or substantially more severe or peculiar site-specific impacts to hazards or hazardous materials, and no additional environmental review is required.

- n) Hydrology and Water Quality. The General Plan EIR discusses hydrology and water quality impacts on pages 4.3-1 through 4.3-196, and concludes that impacts related to degraded water quality, wastewater disposal, well interference, alteration of drainage patterns, increased flood risk, development within flood hazard areas, and failure of levees or dams would be less than significant. The General Plan EIR found that impacts related to potable water supply, water supply infrastructure, groundwater supplies, groundwater recharge be significant and unavoidable after implementation of the mitigation measures. Ground-disturbing activities have the potential to increase erosion and subsequent sediment transport downstream either overland or within watercourses. Project implementation could lead to disturbed sediment entering nearby watercourses, such as El Toro Creek, and increase turbidity and altering channel characteristics, which could contribute to water quality impairments and reduce beneficial uses. However, the Project is required to prepare an erosion control plans that detail appropriate methods to prevent and/or minimize erosion during all phases of a new project in accordance with Monterey County Code Chapter 16.12. Monterey County Code Sections 16.12.080 and 16.12.090 outline construction erosion control measures, including but not limited to temporary planting to stabilize stockpiled soils and drainage filtration and protection. Section 16.12.090 also prohibits land clearing operations between October 15th and

April 15th unless specific authorization is given, and requires runoff from sites to be detained or filtered by berms, vegetation filter strips, or catch basins to prevent the escape of sediment from the site. Monterey County Code Section 16.12.070 outlines required erosion control measures for project operation, which include but is not limited to, retaining runoff at pre-development levels or controlling runoff over non-erodible surfaces such that the rate of runoff does not exceed pre-development levels. Condition No. 15 requires adherence to Chapters 16.12 and 16.08, and implementation of standard erosion control and dust control best management practices. This standard condition of approval will prevent and minimize potential erosion, sedimentation, and spills which could impact water quality on the project site. The project will not conflict with or obstruct implementation of a water quality control plan. As described in Finding No. 1, Evidence “p”, the proposed project will not interfere with overdraft recovery projected in the GSP, or with sustainable management of the Monterey Subbasin through implementation of the GSP. Therefore, the project will not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project will impede sustainable groundwater management of the basin or conflict with a sustainable groundwater management plan. The project will not interfere with flooding patterns because the project site is not located with a floodplain or flood hazard area. Additionally, according to the Federal Emergency Management Agency flood insurance maps, the project site is not located within an identified 100-year flood hazard area, and thus will not expose people or structures to a significant risk of loss, injury or death involving flooding. The project will not result in new significant or substantially more severe or peculiar site-specific impacts to hydrology or water quality, and no additional environmental review is required.

- o) Land Use and Planning. The General Plan EIR addresses land use and planning impacts on pages 4.1-1 through 4.1-30. The analysis therein states that General Plan implementation would not create impacts on land use due to the division of an established community or potential conflicts with a land use plan. The project site is situated on a previously developed site, surrounded by open space, low density residential land uses, and commercial properties. Construction of the proposed fueling station and convenience store will be consistent with the site’s previous and adjacent land uses, and will not cut off connected neighborhoods or land uses from each other. The property’s commercial land use designation dates back nearly 50 years and is reflected in both the 1982 County General Plan and the 2010 County General Plan. The project site is zoned as Light Commercial/Building Site. The project site is also within the B-8 Zoning District, and subject to the Design Control Zoning District. As described in Finding No. 1, and supporting evidence, the proposed project is consistent with land use policies outlined in the 2010 General Plan and Toro Area Plan. The project will not result in new significant or substantially more severe or peculiar site-specific impacts relative to land use and planning, and no additional environmental review is required.
- p) Mineral Resources. The General Plan EIR analyzes mineral resources on pages 4.5-1 through 4.5-19 and finds that impacts would be less than significant. The project site is not currently used for mineral extraction, and construction of the project will 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. Therefore, the project will not result in the loss of availability of a known mineral resource that will be of value to the region, nor result in the loss of availability of a locally important mineral resource recovery site delineated on an applicable land use plan. The project will not result in new significant or substantially more severe or peculiar site-specific impacts on mineral resources, and no additional environmental review is required.

- q) Noise. The General Plan EIR analyzes noise on pages 4.8-1 through 4.8-33 and finds all impacts to be less than significant. Monterey County Code Chapter 10.60 enforces construction and operational noise regulations. Monterey County Code Section 10.60.030 prohibits the operation of machinery that exceeds 70 dBA at 50 feet at any time of day. The 2010 General Plan EIR concluded that implementation of the plan could result in temporary, short-term noise impacts during construction activities. Construction noise will reach up to 69 dBA L_{eq} at the nearest residences, which will not exceed the County noise threshold of 70 dBA during the daytime hours of 7:00 a.m. to 9:00 p.m. In addition, construction will not occur during the nighttime hours when noise restrictions are stricter. Therefore, construction noise impacts will be less than significant. On-site noise sources associated with the proposed project will primarily include mechanical equipment, specifically heating, ventilation, and air conditioning (HVAC) units. Six HVACs are assumed needed for the 3,077 square foot convenience store. Operational noise levels will reach up to approximately 29 dBA at the nearest residence, which will not exceed the County's nighttime threshold of 45 dBA L_{eq} . Therefore, the project will not result in a substantial permanent increase in noise and impacts will be less than significant. The project will attract new vehicle trips that will increase noise levels on nearby roadways. According to the project-specific Transportation Analysis Report, Corral de Tierra Road and Highway 68 intersection contains 24,040 daily trips. The project's addition of 3,181 trips to 24,040 trips will result in a relative noise increase of 0.5 dBA. The project's traffic noise increase will not exceed 3 dBA or more, which is considered a barely perceptible increase in noise and typically used as a threshold for a substantial traffic noise increase. Therefore, traffic noise impacts will be less than significant. The 2010 General Plan EIR concluded that implementation of the General Plan would result in adverse groundborne vibration impacts. However, compliance with Safety Element Policy S-7.8 would avoid and minimize adverse groundborne vibration impacts from new development to acceptable levels. Construction activities known to generate excessive ground-borne vibration, such as pile driving, will not be used to construct the proposed fueling station and convenience store. The greatest anticipated source of vibration during general project construction activities will be from a vibratory roller that may be used as close as 100 feet during construction from the nearest buildings to the west. A vibratory roller will create a vibration level of approximately 0.21 PPV in/sec at a distance of 25 feet. This will equal a vibration level of approximately 0.0457 PPV in/sec at a distance of 100

feet. This vibration level will be well below the FTA's non-engineered timber and masonry building damage potential threshold of 0.2 PPV in/sec. Therefore, temporary impacts associated with the dozer (and other construction equipment with the potential to generate groundborne vibration) will be less than significant. Operation of the proposed gas station is not associated with ground-borne vibration. The project will not result in new significant or substantially more severe or peculiar site-specific impacts relative to noise, and no additional environmental review is required.

- r) Population and Housing. The 2010 General Plan EIR discusses population and housing on page 4.15-1 through 4.15-23. Impacts related to substantial population growth were determined to be significant and unavoidable and there was no mitigation that would avoid growth. Impacts related to displacement were determined to be less than significant. The proposed project will involve the construction and operation of a fueling station and convenience store, and does not propose any habitable structures. The proposed project would not include the extension of roads or other infrastructure, which will result in substantial unplanned growth. Therefore, the project will not induce substantial unplanned growth, directly or indirectly. The site is vacant and does not contain any housing units. The project will not result in a new significant or substantially more severe or peculiar site-specific impact on population or housing, and no additional environmental review is required.
- s) Public Services. The General Plan EIR analyzes public services on pages 4.11-1 through 4.11-39 and concludes that impacts regarding fire protection facilities, Sheriff's facilities, library facilities, and public health facilities would be less than significant. The 2010 General Plan EIR concludes that impacts to school facilities due to new or expanded facilities would be significant and unavoidable. The project site is served by the Monterey County Regional Fire District. The nearest station is Laureles Station (Station 3), located approximately 1.7 miles southwest of the site. Police protection services are provided to the site by the Monterey County Sheriff's Office. The nearest station is the Monterey County Sheriff Monterey Substation, approximately 8.5 miles west of the site. The project will have little to no measurable effect on public services. The project will not result in a population increase, and is located within the service area of existing public services, and will not require new or physically altered police, fire, school, park, or other public facilities. Therefore, the proposed project will have no impact to public services. The project will not result in a new significant or substantially more severe or peculiar site-specific impact on public services, and no additional environmental review is required.
- t) Recreation. The 2010 General Plan EIR analyzes recreation on pages 4.12-1 through 4.12-36 and identifies a less-than-significant impact to recreation with incorporation of one mitigation measure. The proposed project will not result in an increase in use of existing recreational facilities that will cause substantial physical deterioration or require the construction or expansion of recreation facilities in the vicinity of the project. No parks, trail easements, or other recreational facilities will be permanently impacted by the proposed project. The project will not result in a new

significant or substantially more severe or peculiar site-specific impact on recreation, and no additional environmental review is required.

- u) Transportation. The 2010 General Plan EIR evaluates transportation impacts on pages 4.6-1 through 4.6-120. Impacts were determined to be less than significant related to LOS standards, roadway hazards, and conflicts with applicable plans and policies. Impacts were determined to be significant and unavoidable related to LOS impacts on County roads and regional roads regardless of implementation of feasible mitigation measures. Impacts were also determined to be significant and unavoidable related to inadequate emergency access. Environmental documents prior to July 1, 2020 analyzed transportation impacts using level of service (LOS) thresholds. Senate Bill 743, passed in 2013, mandated a shift from LOS to Vehicle Miles Traveled (VMT) as the primary metric for evaluating transportation impacts under CEQA. As of July 1, 2020, all California public agencies must use VMT instead of LOS for CEQA transportation impact analysis. As such, the 2010 General Plan EIR did not include an analysis of VMT impacts within the County. The County has not adopted VMT thresholds at this time; therefore, thresholds provided in the California Office of Planning and Research's (OPR; now the Office of Land Use and Climate Innovation [LCI]) Technical Advisory published December 2018 are appropriate. One screening criterion is local-serving retail projects, which are defined as retail projects less than 50,000 square feet in size. Since the project will be a local-serving retail use with a size of less than 50,000 square feet, its VMT impact is considered less than significant according to State guidelines. As such, the project will result in a less than significant transportation impact pursuant to CEQA Guidelines Section 15064.3(b). The nearest bus stop is located at the intersection of Highway 68 and Foster Road, approximately 5.2 miles northeast of the project site. The project site has sidewalks along its frontages with Highway 68 and Corral de Tierra Road. There are no designated bicycle lanes near the project site. The County of Monterey consulted with Caltrans, and the preliminary footprint of the Highway 68/Corral de Tierra Road intersection is not anticipated to interfere with the project design (see Finding No. 2, Evidence "d"). An encroachment permit from Caltrans is needed to allow improvements within Highway 68 Right-of-Way. At such time, Caltrans will review the final construction plans for conformance with the roundabout improvement project. Accordingly, the proposed project will not conflict with this program for Highway 68. As described in Finding No. 1, Evidence "k", the proposed project will not degrade the local roadway's LOS below existing conditions. Overall, the project will not conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities. The proposed project includes improvements within the Highway 68 and Corral de Tierra Road ROW. All Highway 68 and Corral de Tierra Roadway improvements, as well as on-site vehicular turning movements, have been reviewed by Caltrans and HCD-Engineering Services to confirm that the project will not result in increased hazards due to geometric design features or incompatible uses. The proposed project will be reviewed by the Monterey County Regional Fire Protection District to ensure that sufficient emergency access is provided during operation. The proposed access road to the convenience store and fueling station will have a

minimum width of 24 feet and will provide a minimum curb-to-curb turning radius of approximately 35 feet, which will accommodate large emergency equipment (e.g., fire trucks and fire engines) access to the project site. This turning radius will comply with the requirements of Monterey County Code Section 18.09.030, which establishes required turning radii in accordance with the CBC, and Section 18.56.060, which establishes required emergency access requirements for properties within California Department of Forestry and Fire Protection State Responsibility areas. The project will not result in a new significant or substantially more severe or peculiar site-specific impact on transportation, and no additional environmental review is required.

- v) Tribal Cultural Resources. At the time of the General Plan and 2010 General Plan EIR adoption, Tribal Cultural Resource discussion was captured under the Cultural Resources section. The General Plan EIR analyzes Cultural Resource impacts on page 4.10-1 through 4.10-27 which included discussion relevant to Tribal Cultural Resources regarding potentially significant cultural resources and procedural compliance if human remains of Native American origin are found. The 2010 General Plan EIR finds that compliance with existing national, state, and local laws as well as policies in the General Plan will reduce potential impacts to less-than-significant levels. On October 18, 2024, the three Native American tribal groups were formally notified that the County initiated environmental review of the proposed project and were invited to participate in AB 52 consultation. As on October 2025, the County has not received requests for consultation. The 30-day consultation period closed on November 18, 2024. As described in Finding No. 1, Evidence “r”, the Phase I Archaeological Assessment did not identify cultural resources of Native American origin within the project site, and it concluded the project site has a low degree of sensitivity for buried archaeological resources. With the implementation of the County’s condition of approval for cultural resources (PD003A; Condition No. 3), the potential impact on Tribal Cultural Resources will be less than significant. Per this condition, any inadvertent discovery of artifacts or remains shall be treated in accordance with state law and with dignity and respect. The project will not result in a new significant or substantially more severe or peculiar site-specific impact on tribal cultural resources, and no additional environmental review is required.
- w) Utilities and Services Systems. The 2010 General Plan EIR analyzes impacts on utilities and service systems on pages 4.11-5 through 4.11-39. Water supply impacts were analyzed on pages 4.3-1 through 4.3-196, and impacts were determined to be significant and unavoidable. The 2010 General Plan EIR identifies impacts to wastewater treatment, stormwater drainage, electricity, and natural gas as less than significant. Impacts related to solid waste were found be significant and unavoidable even after implementation of the General Plan EIR mitigation measure PS-2. As described in Finding No. 3, Evidence “b”, the proposed project proposed project will not require additional water supply infrastructure and will be adequately served by the existing water well infrastructure, and the wastewater treatment provider that serves the project has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments. Further, as described in Finding No. 1, Evidence

“p”, the the proposed project will not interfere with overdraft recovery projected in the GSP, or with sustainable management of the Monterey Subbasin through implementation of the GSP. Accordingly, the project and reasonably foreseeable future development in the Corral de Tierra Area will have sufficient water supplies available during normal, dry, and multiple dry years, and impacts will be less than significant. The project will not result in a new significant or substantially more severe or peculiar site-specific impact on utilities and service systems, and no additional environmental review is required.

- x) Wildfire. At the time of the General Plan and 2010 General Plan EIR adoption, Wildfire discussion was captured under the Hazards and Hazardous Materials section. The General Plan EIR discusses wildfire hazards on pages 4.13-3 through 4.13-31. Impacts were determined to be less than significant with compliance with General Plan policies and implementation of development impact fees. The project site is located within a Very High FHSZ in an area designated as a State Responsibility Area. The Monterey County Emergency Operations Plan identifies Highway 68 as the nearest major evacuation route. The project will not require lane closures along Highway 68 and will not inhibit use of the roadway during construction. In operation, the project will not interfere with access to Highway 68 and will not substantially impair the County’s and/or the Monterey County Regional Fire Protection District’s ability to implement the Emergency Operations Plan. The project will include design features such as an emergency vehicle turnaround incorporated into the driveway design to allow adequate emergency access on the project site. During construction, the project will involve the use of construction equipment which may produce sparks that could ignite on-site vegetation. The project will be required to comply with regulations related to construction equipment and fire suppressants, including but not limited to California Public Resources Code Section 4442, which requires spark arrestors on potentially-spark inducing equipment. During operation, the project could expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire due to the fire-prone landscape in which the project site is located. The project will be required to comply with the CBC to ensure all building materials and standards related to wildfire safety are met, and with applicable hazardous materials regulations. Compliance with these regulations will ensure that the project will not substantially exacerbate existing wildfire risk and will not substantially increase the risk of exposing project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. The project site is nearly level and is not subject to landslides. Additionally, the project will not result in substantial changes to stormwater runoff and drainage patterns. Furthermore, the project will be required to comply with existing regulations such as Monterey County Code Chapters 16.08 and 16.12, which set requirements for grading and erosion control. Therefore, the project will not 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. The project will not result in a new significant or substantially more severe or peculiar site-specific impact on wildfires, and no additional environmental review is required.

- y) Cumulative Impacts. With respect to all environmental issues, the proposed project will not result in significant and unmitigable impacts to the environment. All anticipated impacts associated with project construction and operation will be either no impact or less than significant. This is largely due to the fact that project construction activities will be temporary, and project operation will involve the operation of a fueling station and convenience store on a previously developed site, zoned for commercial uses.
- z) The County of Monterey prepared a consistency checklist analyzing all 20 environmental issue areas suggested by Appendix G of the CEQA Guidelines. This CEQA Guidelines Section 15183 Consistency Checklist was prepared pursuant to Public Resources Code Section 21000 et seq. and the CEQA Guidelines, California Code of Regulations Section 15000 et seq. This checklist concluded that the project will not have any significant effects on the environment that either have not already been analyzed in 2010 General Plan EIR or are more significant than previously analyzed, or that uniformly applicable development policies would not substantially mitigate. See Exhibit C of the October 29, 2025 Planning Commission staff report. Therefore, the project is statutorily exempt under CEQA Guidelines section 15183.
- aa) The application, project plans, and related support materials submitted by the project applicant to Monterey County HCD-Planning for the proposed development are found in Project File PLN220348.

6. FINDING: VARIANCE (SPECIAL CIRCUMSTANCES) – Special circumstances apply to the subject property, including the size, shape, topography, location or surroundings. Therefore, the strict application of development standards in the Monterey County Codes is found to deprive the subject property of privileges enjoyed by other properties in the vicinity under an identical zoning classification.

- EVIDENCE:**
- a) There are unique circumstances applicable to this site. Strict application of the B-8 setbacks will deprive the Property of privileges enjoyed by other properties in the vicinity and under identical zone classification. Portions of Corral de Tierra Road and Highway 68 along the Property are designated critical viewshed (Toro Area Plan Figure 16.) Toro Area Plan Policy T-3.3 requires that structures in the critical viewshed be setback 100 feet from adjacent scenic corridors/roadways, like Corral de Tierra and Highway. The proposed convenience store building will be located entirely outside of the 100-foot setbacks from Highway 68 and Corral de Tierra Road. However, such placement necessitates reduced side and rear setbacks for the convenience store. Due to the double front setbacks, it will be impossible to locate the gas station fueling area outside the 100-foot front setbacks required by the Toro Area Plan and also comply with the side and rear yard setbacks imposed by the B-8 zoning district. The project proposes that the convenience store is setback to meet the 100-foot setbacks, but proposes the fueling area within the 100-foot setback area.
 - b) The subject property, as well as the adjacent (rear) lot, which is under common ownership, are the only Light Commercial zoned properties subject to a B-Overlay District within the Toro Area Plan. All other commercially zoned properties within the Toro Area Plan must be established through a General Development Plan and be based on the

surrounding land use, provisions of adequate parking, and other site design features. If deemed appropriate, these other commercial lots may be developed with minimal or no setbacks. Consequently, the subject property—due to the restrictions imposed by the B-Overlay and the resulting significantly smaller buildable area—is deprived of a reasonable opportunity to support an economically viable commercial use.

- c) Without the granting of a Variance, the site would have no economically viable developable area. The Property is 29,646 square feet, and the LC zoning district allows approximately 14,823 square feet of building site coverage on the site. However, application of the planning setbacks alone would only leave a building site area of 4,025 square feet. As such, the combined planning and zoning setbacks encumber more than 86 percent of the Property and do not leave enough developable land for a commercially viable development.
- d) Of the seven commercially zoned APNs at the intersection of Corral de Tierra Road and Highway 68, the property is the third smallest lot (0.68 acres). The LC zoned property directly east and south of the subject property is 5.6 acres in size. The LC zoned property directly west of the project site is developed with a market and fueling station (currently not operational) and is approximately 0.8 acres in size.
- e) Staff conducted site inspections on May 29, 2025, October 30, 2024, July 2, 2024, and May 28, 2024 to verify circumstances related to this property.
- f) 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 PLN220348.

7. FINDING:

VARIANCE (SPECIAL PRIVILEGES) – Granting of this Variance does not constitute a grant of privileges inconsistent with the limitations upon other properties in the vicinity and zone in which such property is situated.

- a) For the previously granted Variance for the site’s former real estate office/convenience market building, the Zoning Administrator found that special circumstances existed on the site, citing the 100-foot viewshed setbacks on two sides (File No. ZA-94005). Further, the Zoning Administrator also found that the previously approved setback variance would not constitute the granting of special privileges because “similar variances have been approved on similarly constrained lots.”
- b) While a few other properties have similar size and double setback limitations to the subject property, the subject property, as well as the adjacent lot (east and south; under common ownership), are the only two Light Commercial zoned properties subject to a B Overlay District in the Toro Area Plan. The B-8 Overlay District enforces the setbacks required under the B-4 Overlay District, or 30 feet (front), 10% of average width (side; 21.4 feet in this case), and 20 feet (rear). Setbacks for all other commercially zoned properties within the Toro Area Plan must be established through a General Development Plan and be based on the surrounding land use, provisions of adequate parking, and other site design features. Essentially, if appropriate for the specific site, a one, two, or even zero-foot rear and side setbacks could be authorized on other LC-zoned properties without the granting of a Variance. Therefore, other LC-zoned properties are afforded the privilege of constructing development with

reduced setbacks without a variance. The granting of this Variance will not be a special privilege, given the size, site constraints, and more flexible setback requirements of all other LC-zoned properties in the Toro Area Plan.

- c) As demonstrated in Finding 1, Evidence “t,” the proposed project will introduce a fueling station and convenience market into a community that currently does not have one. Improving access to fuel for residents, commuters, and local businesses, reducing the need to travel longer distances for basic services, does not constitute a special privilege in this case.
- 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 PLN220348.

8. FINDING: VARIANCE (AUTHORIZED USE) – The Variance does not grant a use or activity that is not otherwise expressly authorized by the zone regulation governing the parcel of property.

- EVIDENCE:**
- a) As detailed in Finding 1, Evidence “c,” the LC zoning district allows for the establishment of convenience stores and fueling stations, subject to the granting of a Use Permit. Therefore, the project is an allowed use for the subject zoning district.
 - b) 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 PLN220348.

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

- EVIDENCE:**
- a) Board of Supervisors. Pursuant to Section 21.80.040.D of the Monterey County Code, the project is subject to appeal by/to the Board of Supervisors because it requires the Planning Commission to make a discretionary decision.

DECISION

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

- 1) Find that the project qualifies for a Statutory Exemption pursuant to CEQA Guidelines section 15183, is consistent with the development density established by the general plan, and there are no project-specific significant effects which are peculiar to the project or project site; and
- 2) Approve a Combined Development Permit consisting of:
 - a. Use Permit, Administrative Permit, and Design Approval to allow construction of a 12-pump gas service station, a 3,077 square-foot convenience store, and associated on- and off-site improvements; and
 - b. Variance to reduce the side and rear setbacks to 1 foot 4 inches (south) and 1 foot 11 inches (east).

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

PASSED AND ADOPTED this 29th day of October, 2025.

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 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

PLN220348

1. PD001 - SPECIFIC USES ONLY

Responsible Department: Planning

Condition/Mitigation Monitoring Measure: Combined Development Permit consisting of 1) Use Permit and Design Approval to allow construction of a service station (12 pumps) and a 3,077 square foot convenience store; 2) Variance to reduce the side and rear setbacks. The property is located at 3 Corral De Tierra, Salinas (Assessor's Parcel Number 161-571-002-000), 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 ongoing 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 (Resolution Number _____) was approved by County of Monterey Planning Commission for Assessor's Parcel Number 161-571-002-000 on October 29, 2025. The permit was granted subject to 20 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. PW0002a – ROAD IMPROVEMENTS (e.g., TURN LANES)

Responsible Department: Public Works

Condition/Mitigation Monitoring Measure: Construct/restripe/lengthen the existing westbound left turn lanes at the Corral de Tierra/SR 68/Cypress Church Driveway to address project's addition to queuing storage length. The design and construction is subject to the approval of the Public Works Facilities and Parks (PFWP) and Caltrans, and shall be prepared by a qualified traffic engineer. 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 PFWP and Caltrans, obtain an encroachment permit from the HCD-Engineering Services and Caltrans 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 necessary permits and environmental clearances.

5. PW0007 - PARKING STANDARDS

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 HCD-Engineering Services

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.

6. 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 the 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.

Compliance with County Noise Ordinance.

- 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.

- 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.

7. PWSP0001 – DRIVEWAY AND FRONTAGE IMPROVEMENTS

Responsible Department: Public Works

Condition/Mitigation Monitoring Measure: Construct curb, gutter, driveway connections, sidewalk, and paveout, together with required drainage facilities, along the frontage for Corral De Tierra and HWY 68 (requires Caltrans encroachment permit) for the length of the subject parcel. Driveways and associated connections proposed on APNs 161-571-003-000 and 161-581-007-000 shall be constructed. The design and construction is subject to the approval of Public Works Facilities and Parks (PWFP) and Caltrans. 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-Engineering Services and Caltrans, 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 necessary permits and environmental clearances.

8. TR-3: DEVELOP AND IMPLEMENT A TRAFFIC CONTROL PLAN

Responsible Department: Public Works

Condition/Mitigation Monitoring Measure: A traffic control plan, including a comprehensive set of traffic control measures, will be prepared by the Applicant or the contractor and submitted to the County of Monterey HCD-Engineering Services on behalf of Public Works for review and approval, before issuance of grading or building permits. The plan will be implemented throughout the course of Project construction and may include, but will not be limited to, the following elements:

Require traffic controls on Corral de Tierra Road, including flag persons wearing bright orange or red vests and using a "Stop/Slow" paddle to control oncoming traffic during restriping.

Lane closure procedures, including signs, cones, and other warning devices for drivers, will be identified as appropriate.

Use of steel plates to maintain through-traffic on roads will be considered, and construction access routes will be identified.

Provide adequate on-site parking for all construction workers to minimize the impact on area roads. When on-site parking cannot be provided, alternative parking and shuttle systems will be developed and verified by the County.

Compliance or Monitoring Action to be Performed: Prior to issuance of any grading and/or building permit, the Applicant or the contractor shall develop a Construction Traffic Control Plan for review and approval by HCD Engineering Services on behalf of Public Works.

9. EHSP01 – Waste Fixture Unit Verification (Non-Standard)

Responsible Department: Health Department

Condition/Mitigation Monitoring Measure: California Utilities Services, Inc. (CUS) issued a conditional will serve letter for wastewater service for the project, dated March 24, 2023, that specifies a maximum discharge of residential type wastewater of 420 gallons per day. Plumbing plan and waste fixture units shall be designed to be consistent with CUS wastewater discharge limit.

Compliance or Monitoring Action to be Performed: Prior to issuance of construction permit, the applicant shall submit to the Environmental Health Bureau evidence that plumbing plan and waste fixture units are consistent with the wastewater discharge limit specified in the CUS will serve letter. If the plumbing plan exceeds the specified limit, the applicant shall provide documentation to the EHB that sufficient, additional capacity has been obtained from CUS or the plumbing plan shall be revised to be consistent with the wastewater discharge limit.

10. EHSP02 - HAZARDOUS MATERIALS: UNDERGROUND STORAGE TANKS

Responsible Department: Health Department

Condition/Mitigation Monitoring Measure: The facility shall obtain and maintain the Underground Storage Tank and Operating Permit in compliance with the standards found in the California Code of Regulations, Title 23, Division 3, Chapter 16, the California Health and Safety Code Division 20, Chapter 6.7 and the Monterey County Code Chapter 10.65.

Compliance or Monitoring Action to be Performed: Prior to issuance of grading or construction permits apply for or amend an Underground Storage Tank Operating Permit from Hazardous Materials Management Services of the Environmental Health Bureau.

11. PD050 - RAPTOR/MIGRATORY BIRD NESTING

Responsible Department: Planning

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

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

12. PD012(G) - LANDSCAPE PLAN & MAINTENANCE (OTHER)

Responsible Department: Planning

Condition/Mitigation Monitoring Measure: The site shall be landscaped. Prior to the issuance of building permits, three (3) copies of a landscaping plan shall be submitted to the Director of HCD - Planning. A landscape plan review fee is required for this project. Fees shall be paid at the time of landscape plan submittal. The landscaping plan shall be in sufficient detail to identify the location, species, and size of the proposed landscaping and shall include an irrigation plan. The landscaping shall be installed and inspected prior to occupancy. All landscaped areas and/or fences shall be continuously maintained by the applicant and all plant material shall be continuously maintained in a litter-free, weed-free, healthy, growing condition. Landscape plans shall be reviewed by HCD-Engineering Services to ensure proper line of sight at the corner of Corral de Tierra Road and Highway 68. (HCD - Planning)

Compliance or Monitoring Action to be Performed: Prior to issuance of building permits, the Owner/Applicant/Licensed Landscape Contractor/Licensed Landscape Architect shall submit landscape plans and contractor's estimate to HCD - Planning for review and approval. Landscaping plans shall include the recommendations from the Forest Management Plan or Biological Survey as applicable. All landscape plans shall be signed and stamped by licensed professional under the following statement, "I certify that this landscaping and irrigation plan complies with all Monterey County landscaping requirements including use of native, drought-tolerant, non-invasive species; limited turf; and low-flow, water conserving irrigation fixtures." Landscape plans shall be reviewed and approved by HCD-Engineering Services to ensure proper line of sight at the corner of Corral de Tierra Road and Highway 68.

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

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

13. 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. For the convenience store, the lighting source shall be shielded and recessed into the fixture. The canopy lighting shall have reduced lumens from dawn to dusk, with motion-activated sensors to increase lumens when vehicles enter the canopy area. To ensure that the canopy lighting does not glare onto nearby roadways, canopy lighting fixtures be "full cutoff" and fully recessed into the canopy. The full cutoff fixtures shall emit no light above a horizontal plane, directing all illumination downward to prevent light pollution and glare. 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.

14. PDSP001 - ACCESS IMPROVEMENTS

Responsible Department: Planning

Condition/Mitigation Monitoring Measure: Operation of the proposed project relies on access improvements (three driveways on APN: 161-571-003-000 and APN: 161-581-007-000) approved under Board of Supervisors Resolution No. 12-040. To ensure installation of these necessary improvements, the Applicant/Owner shall obtain necessary ministerial permits from HCD-Building Services to install these driveways and access improvements. This will require compliance with applicable condition of approval of Resolution No. 12-040. The access improvements shall be installed prior to operation of the proposed project.

Compliance or Monitoring Action to be Performed: Prior to issuance or concurrent to issuance of construction/grading permits for the proposed project, grading/construction permits for access improvements on APN: 161-571-003-000 and APN: 161-581-007-000 shall be issued.

Prior to final/occupancy of the proposed project, access improvements on APN: 161-571-003-000 and APN: 161-581-007-000 shall be constructed and final.

15. PDSP003- DUST AND EROSION CONTROL

Responsible Department: Planning

Condition/Mitigation Monitoring Measure: The Applicant shall implement erosion control measures in accordance with the County's Grading and Erosion Control Ordinances, Chapters 16.08 and 16.12. Monterey County Code section 16.08.340 specifically requires that dust from grading activities be controlled. In addition, all grading activities associated with construction of the Proposed Project shall comply with Monterey County Code section 16.12.80, Land Clearing. HCD-Environmental Services shall review and approve grading plans for the Proposed Project to ensure compliance with these requirements. Per the draft Construction Management Plan, the following BMPs would be incorporated into the construction operations to reduce dust and comply with the requirements of Chapter 16.08 and 16.12:

- Water all active construction sites 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).
- Apply chemical soil stabilizers on inactive construction areas (disturbed lands within construction projects that are unused for at least four consecutive days).
- Apply non-toxic binders (e.g., latex acrylic copolymer) to exposed areas after cut and fill operations and hydro seed area.
- Haul trucks shall maintain at least 2'0" of freeboard.
- Cover all trucks hauling dirt, sand, or loose materials.
- Plant vegetative ground cover in disturbed areas as soon as possible.
- Cover inactive storage piles.
- Install wheel washers at the entrance to construction sites for all existing trucks
- Sweep streets if visible soil material is carried out from the construction site.
- Post a publicly visible sign with the telephone number and person to contact regarding dust complaints. This person shall respond and take corrective action within 48 hours. The phone number of the Monterey Bay Unified Air Pollution Control District shall also be visible to ensure compliance with Rule 402.

Compliance or Monitoring Action to be Performed: Prior to issuance of construction/grading permit, HCD-Planning and Environmental Service shall review the final construction/grading plans to ensure that the above BMPs are incorporated.

16. 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.

17. PD005(A) - NOTICE OF EXEMPTION

Responsible Department: Planning

Condition/Mitigation Monitoring Measure: Pursuant to CEQA Guidelines § 15062, a Notice of Exemption shall be filed for this project. The filing fee shall be submitted prior to filing the Notice of Exemption. (HCD-Planning)

Compliance or Monitoring Action to be Performed: After project approval, the Owner/Applicant shall submit a check, payable to the County of Monterey, to the Director of HCD - Planning.

18. PDSP004 - DELIVERY AND FUELING TRUCK ENTRANCE

Responsible Department: Planning

Condition/Mitigation Monitoring Measure: On an on-going basis, fueling trucks and delivery trucks shall not utilize the Highway 68 or first Corral de Tierra driveways to enter the project site. All driveways may be utilized for egress.

Compliance or Monitoring Action to be Performed: On an on-going basis, fueling trucks and delivery trucks shall not utilize the Highway 68 or first Corral de Tierra driveways to access the project site. All driveways may be utilized for egress.

19. EHSP03 – HAZARDOUS MATERIALS: RISK MANAGEMENT PLAN

Responsible Department: Health Department

Condition/Mitigation Monitoring Measure: Storage of acutely hazardous materials requires a Risk Management Plan that complies with the standards found in the California Code of Regulations Title 19, Chapter 4.5, and the California Health & Safety Code, Division 20, Chapter 6.95, Article 2.

Compliance or Monitoring Action to be Performed: Prior to issuance of construction permits, it may be necessary to prepare a Risk Management Plan (RMP). Upon receipt of the construction permit application, the Hazardous Materials Management Service of Environmental Health Bureau (EHB) will determine if an RMP will be required.

If it is determined that the plan is required prior to issuance of construction permits, the applicant shall submit an RMP to EHB for review and approval.

If it is determined that an RMP is not required, no further action is necessary.

20. 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

CORRAL DE TIERRA FUELING STATION

1 CORRAL DE TIERRA ROAD, CORRAL DE TIERRA CA, 93908

EXHIBIT LIST

08-26-2025



Architectural

- A-1.0 - EXISTING SITE PHOTOS
- A-2.0 - EXISTING SITE PLAN
- A-2.1 - PROPOSED SITE PLAN - SP-08
- A-2.2 - FIRE ACCESS PLAN
- A-2.3 - FUEL DELIVERY TRUCK ACCESS PLAN
- A-3.0 - PROPOSED FLOOR PLAN
- A-4.0 - PROPOSED STORE ELEVATIONS
- A-5.0 - PROPOSED CANOPY ELEVATIONS
- A-6.0 - PROPOSED TRASH ENCLOSURE
- A-7.0 - MATERIAL BOARD

LANDSCAPE

- L-1 - CONCEPTUAL LANDSCAPE PLAN
- L-2 - FUEL MODIFICATION PLAN

PHOTOMETRICS

- EP-1.0 - ELECTRICAL PHOTOMETRIC PLAN
- EP-1.1 - POLE BASE DETAIL AND LIGHT CUT SHEET

Phelps Family - Omni Resources, LLC

19045 Portola Drive, Suite F-2
Corral De Tierra, CA 93908
831.214.5362
eric@cdtrealty.com
Contact: Eric Phelps



mogarchitecture.com
15635 Alton Parkway, Suite 100
Irvine, CA 92618
949.553.1117
www.mogarchitecture.com
Contact: Olga Ruiz



Whitson
ENGINEERS
6 Harris Court
Monterey, CA
831.649.5225
Contact:



Conceptual Design & Planning Company
landscape architecture & planning

3195-C Airport Loop Dr. Studio One
Costa Mesa, CA 92626
T 949.399.0870
Contact: Janet Mountaincastle, Sr. Project Manager



KEY PLAN
N.T.S.



CORRAL DE TIERRA FUELING STATION

1 CORRAL DE TIERRA ROAD, CORRAL DE TIERRA, CA 93908

EXISTING SITE PHOTOS

A-1.0

DATE: 07.31.2025
MCG JOB #: 20.086.01

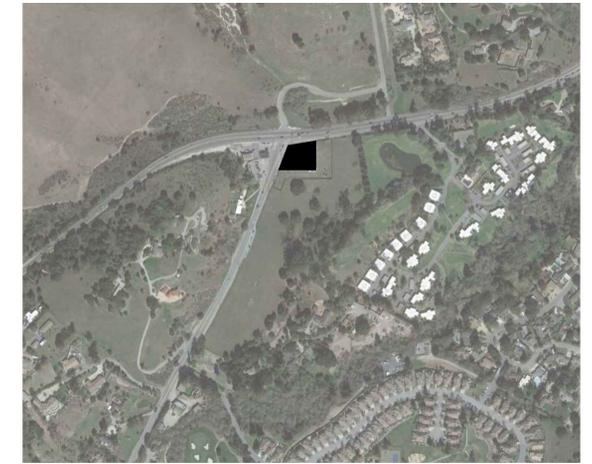
DATE	REVISIONS

© MCG ARCHITECTURE 2022. ALL RIGHTS RESERVED.
NOTE: This information is conceptual in nature and is subject to adjustments pending further verification and Client, Tenant, and Governmental Agency approvals. No warranties or guarantees of any kind are given or implied by the Architect.

PHELPS FAMILY - OMNI RESOURCES, LLC
19045 PORTOLA DRIVE, SUITE F-2
CORRAL DE TIERRA, CA 93908
831 214 5362
eric@cdtrealty.com
Contact: Eric Phelps

CLEVELAND
DENVER
GLENORA
IRVINE
ORLANDO
PHOENIX
SAN FRANCISCO



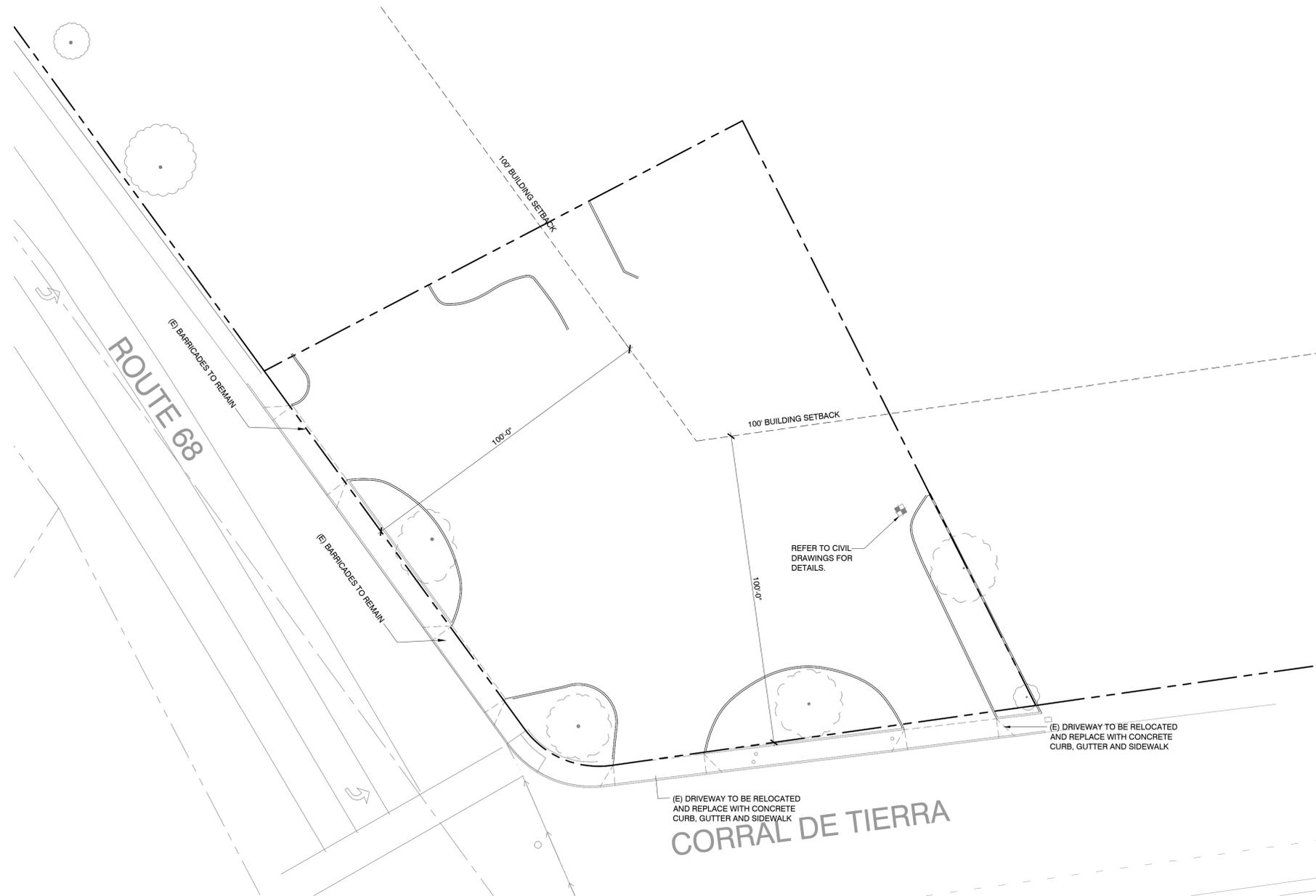


LOCATION MAP
N.T.S.



Existing Site Summary

TOTAL SITE AREA		
EASMENT AREA:	0.68 Ac	29,646 Sf
TOTAL SITE AREA		
WITHOUT EASMENT AREA:	0.09 Ac	4,025 Sf



GENERAL NOTE: Any work within the public (state) right-of-way will require authorization from the appropriate agency (Public Works, Caltrans)

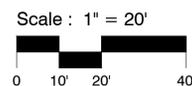
CORRAL DE TIERRA FUELING STATION
1 CORRAL DE TIERRA ROAD, CORRAL DE TIERRA, CA 93908

A-2.0

DATE: 07.31.2025
MCG JOB #: 20.086.01

DATE	REVISIONS

EXISTING SITE PLAN



PHELPS FAMILY - OMNI RESOURCES, LLC

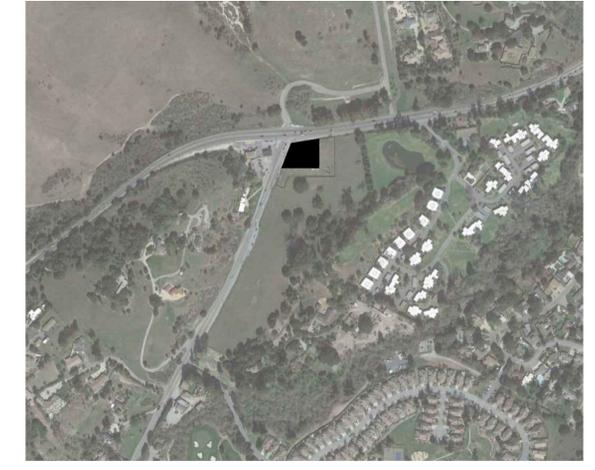
19045 PORTOLA DRIVE, SUITE F-2
CORRAL DE TIERRA, CA 93908
831 214 5362
eric@cdtrealty.com
Contact: Eric Phelps

CLEVELAND
DENVER
GLENDORA
IRVINE
ORLANDO
PHOENIX
SAN FRANCISCO

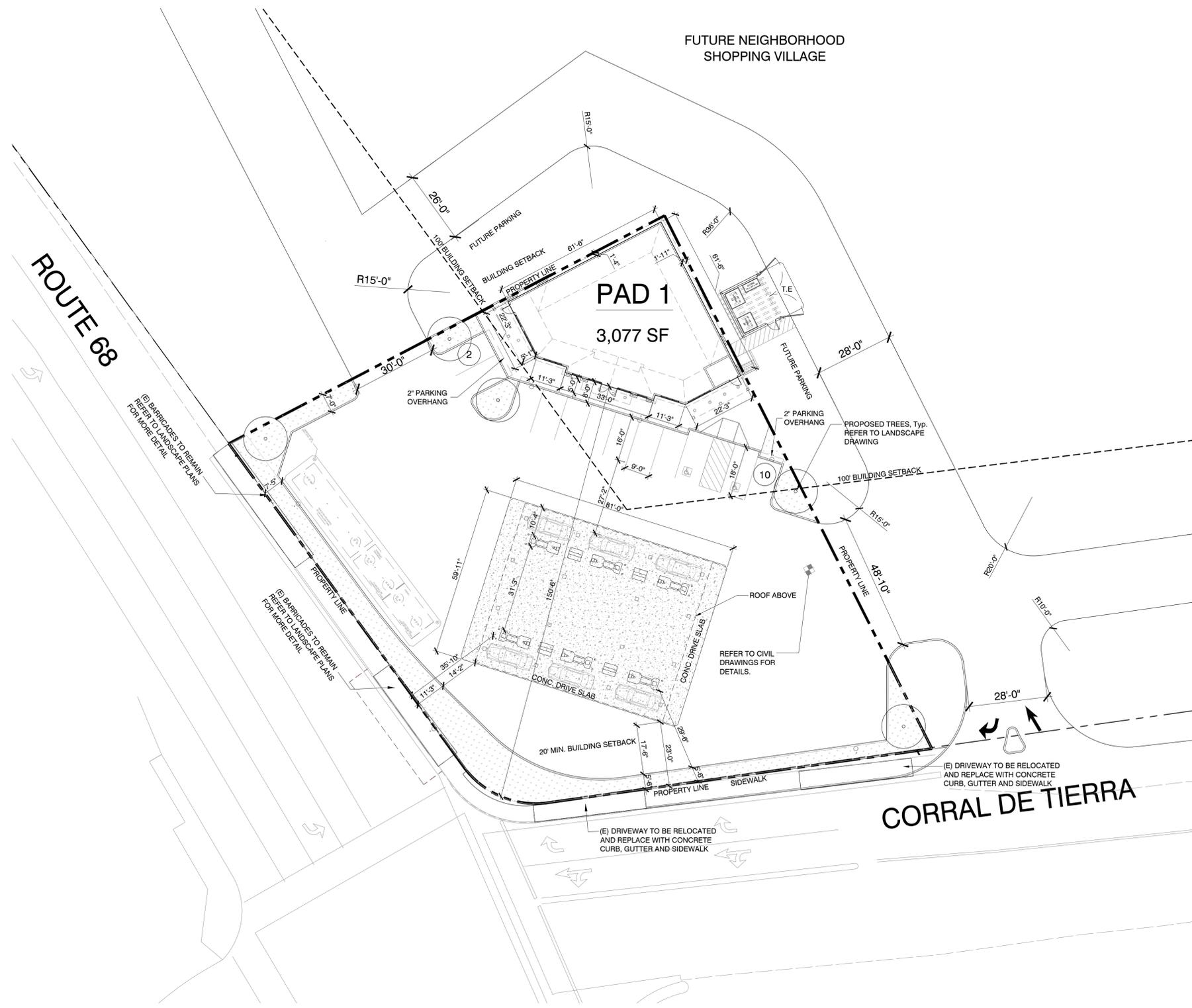


mcgarchitecture.com

©MCG ARCHITECTURE 2022 ALL RIGHTS RESERVED
NOTE: This information is conceptual in nature and is subject to adjustments pending further verification and Client, Tenant, and Governmental Agency approvals. No warranties or guaranties of any kind are given or implied by the Architect.



LOCATION MAP
N.T.S.



Site Summary

APN: 161571002000
 ZONING: LC B-8-D
 OCCUPANCY: M
 TYPE OF CONSTRUCTION: V-B
 USE: CONVENIENCE MARKET
 REQUIRED SETBACKS:
 FRONT: 100'
 REAR: 20'
 SIDE: 10%
 HEIGHT: 35'

LANDSCAPE REQUIRED: 10 % OF LOT AREA
 LANDSCAPE PROVIDED: 12 %

EXISTING SITE AREA	0.68 Ac	29,645 Sf
PROPOSED SITE AREA NEW R/W		28,472 Sf
TOTAL BUILDING AREA		3,077 Sf
LAND TO BUILDING RATIO		8.25 /1
BUILDING COVERAGE		10.81 %
IMPERVIOUS COVERAGE	25,675 Sf	90.18%
PERVIOUS COVERAGE	3,970 Sf	13.94%
OVERALL PROPOSED PARKING STALLS:		12 Stalls
PROPOSED PARKING RATIO:		3.90 /1,000SF

PARKING REQUIRED			
USE	REQ.	AREA (SF)	STALLS
Automobile service Station	1/250 SF	3,077	12
TOTAL:		3,077	12

GENERAL NOTE: Any work within the public (state) right-of-way will require authorization from the appropriate agency (Public Works, Caltrans)

PROPOSED SITE PLAN - EX. STREETS
SP-09

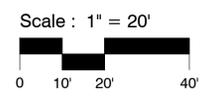
CORRAL DE TIERRA FUELING STATION

1 CORRAL DE TIERRA ROAD, CORRAL DE TIERRA, CA 93908

A-2.1

DATE: 07.31.2025
MCG JOB #: 20.086.01

DATE	REVISIONS



PHELPS FAMILY - OMNI RESOURCES, LLC

19045 PORTOLA DRIVE, SUITE F-2
CORRAL DE TIERRA, CA 93908
831 214 5362
eric@cdtrealty.com
Contact: Eric Phelps

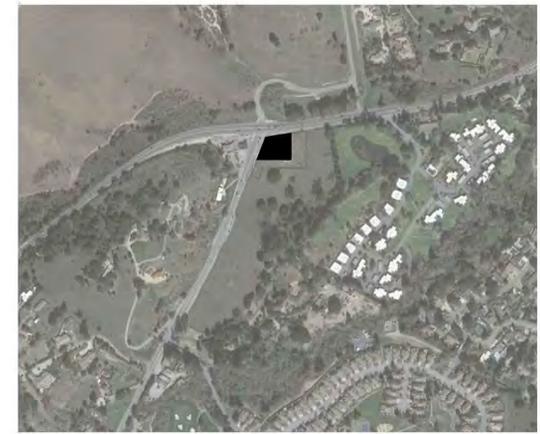
CLEVELAND
DENVER
GLENORA
IRVINE
ORLANDO
PHOENIX
SAN FRANCISCO



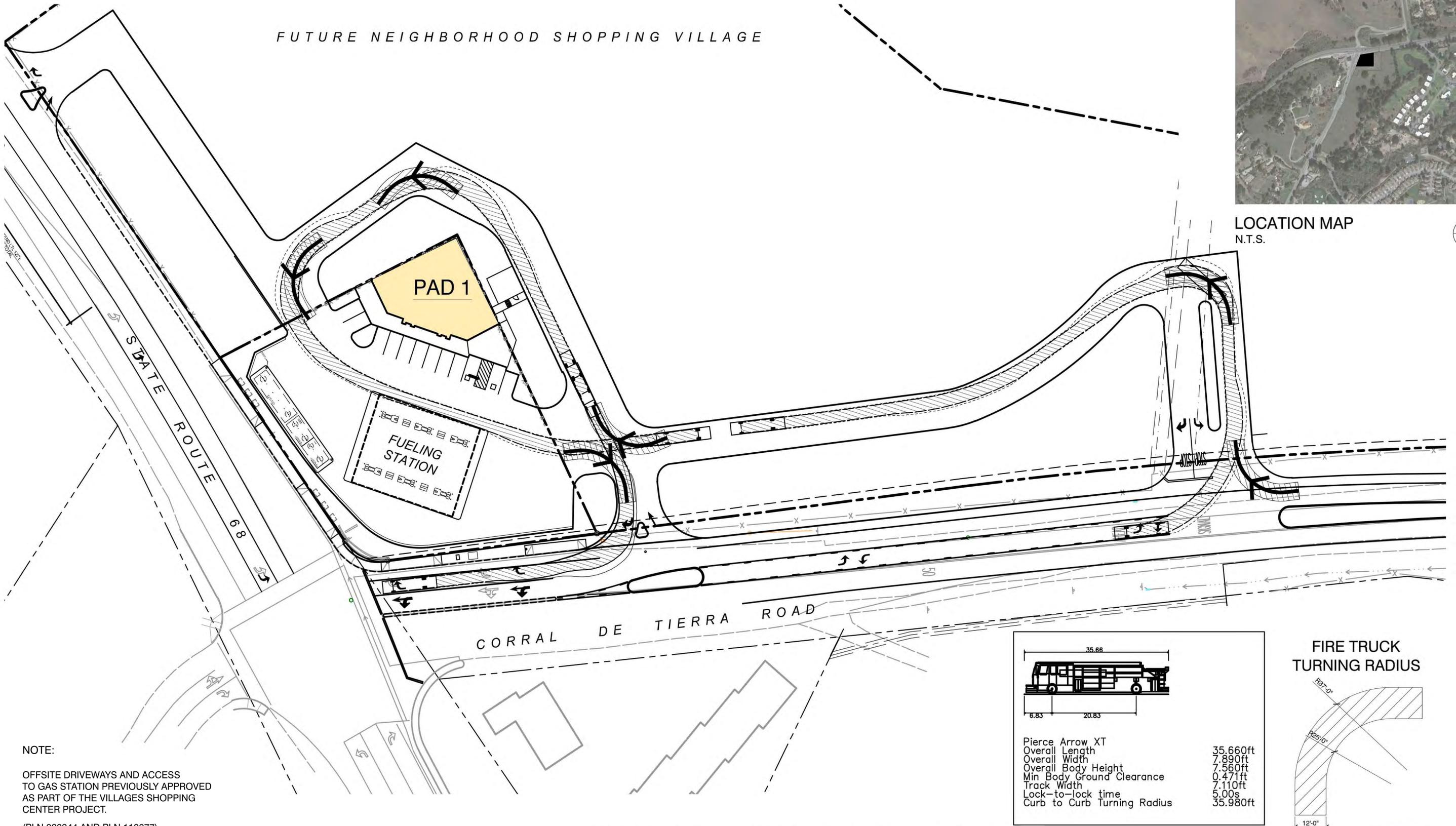
mcgarchitecture.com

©MCG ARCHITECTURE 2022 ALL RIGHTS RESERVED
NOTE: This information is conceptual in nature and is subject to adjustments pending further verification and Client, Tenant, and Governmental Agency approvals. No warranties or guarantees of any kind are given or implied by the Architect.

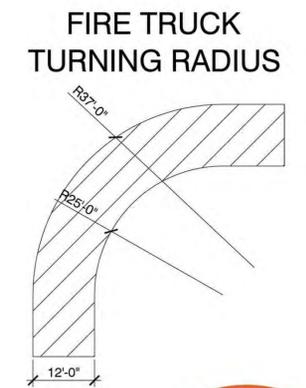
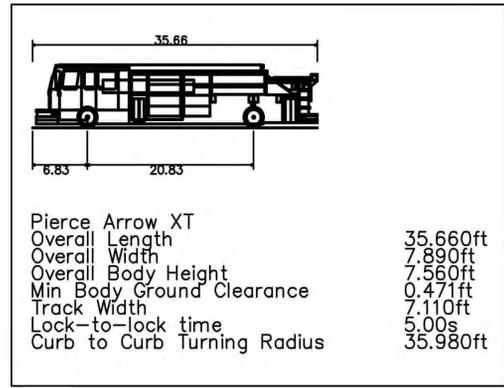
FUTURE NEIGHBORHOOD SHOPPING VILLAGE



LOCATION MAP
N.T.S.



NOTE:
OFFSITE DRIVEWAYS AND ACCESS TO GAS STATION PREVIOUSLY APPROVED AS PART OF THE VILLAGES SHOPPING CENTER PROJECT.
(PLN 020344 AND PLN 110077)



DATE: 07.31.2025
MCG JOB #: 20.086.01

DATE	REVISIONS

© MCG ARCHITECTURE 2022. ALL RIGHTS RESERVED.
NOTE: This information is conceptual in nature and is subject to adjustments pending further verification and Client, Tenant, and Governmental Agency approvals. No warranties or guarantees of any kind are given or implied by the Architect.

FIRE ACCESS PLAN

CORRAL DE TIERRA FUELING STATION
1 CORRAL DE TIERRA ROAD, CORRAL DE TIERRA, CA 93908

A-2.2

PHELPS FAMILY - OMNI RESOURCES, LLC
19045 PORTOLA DRIVE, SUITE F-2
CORRAL DE TIERRA, CA 93908
831 214 5362
eric@cdtrealty.com
Contact: Eric Phelps

- CLEVELAND
- DENVER
- GLENDORA
- IRVINE
- ORLANDO
- PHOENIX
- SAN FRANCISCO

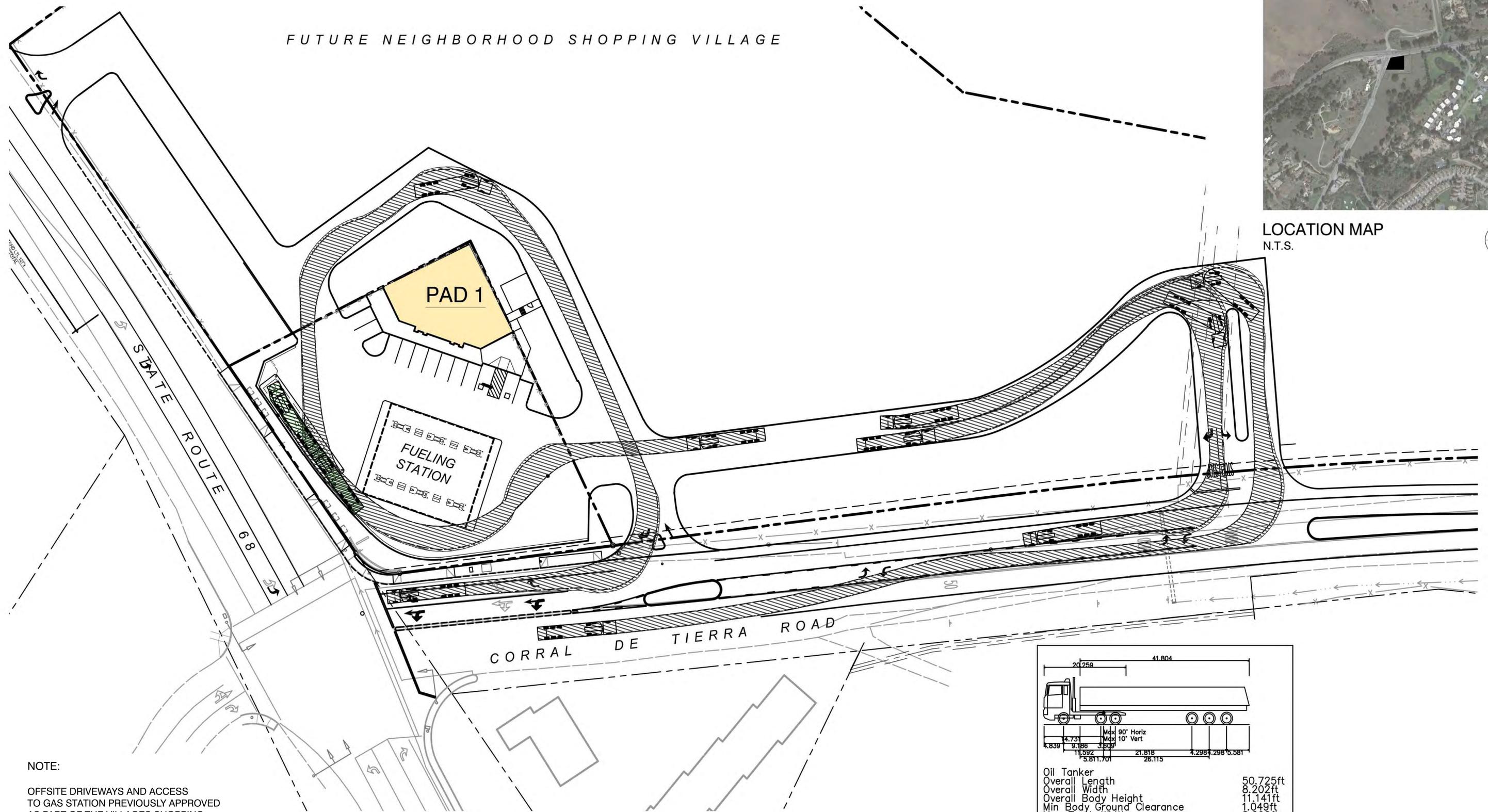


mcgarchitecture.com

FUTURE NEIGHBORHOOD SHOPPING VILLAGE



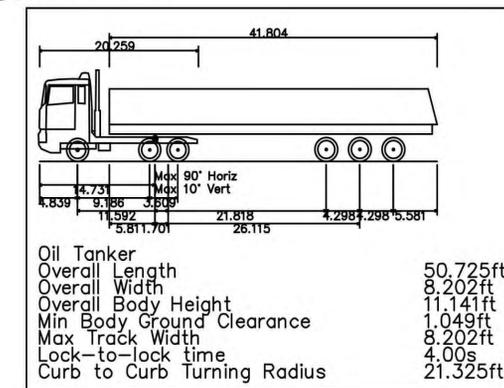
LOCATION MAP
N.T.S.



NOTE:

OFFSITE DRIVEWAYS AND ACCESS TO GAS STATION PREVIOUSLY APPROVED AS PART OF THE VILLAGES SHOPPING CENTER PROJECT.

(PLN 020344 AND PLN 110077)



DATE: 07.31.2025
MCG JOB #: 20.086.01

DATE	REVISIONS

© MCG ARCHITECTURE 2022. ALL RIGHTS RESERVED.
NOTE: This information is conceptual in nature and is subject to adjustments pending further verification and Client, Tenant, and Governmental Agency approvals. No warranties or guarantees of any kind are given or implied by the Architect.

FUEL DELIVERY
TRUCK ACCESS PLAN

CORRAL DE TIERRA FUELING STATION
1 CORRAL DE TIERRA ROAD, CORRAL DE TIERRA, CA 93908

A-2.3

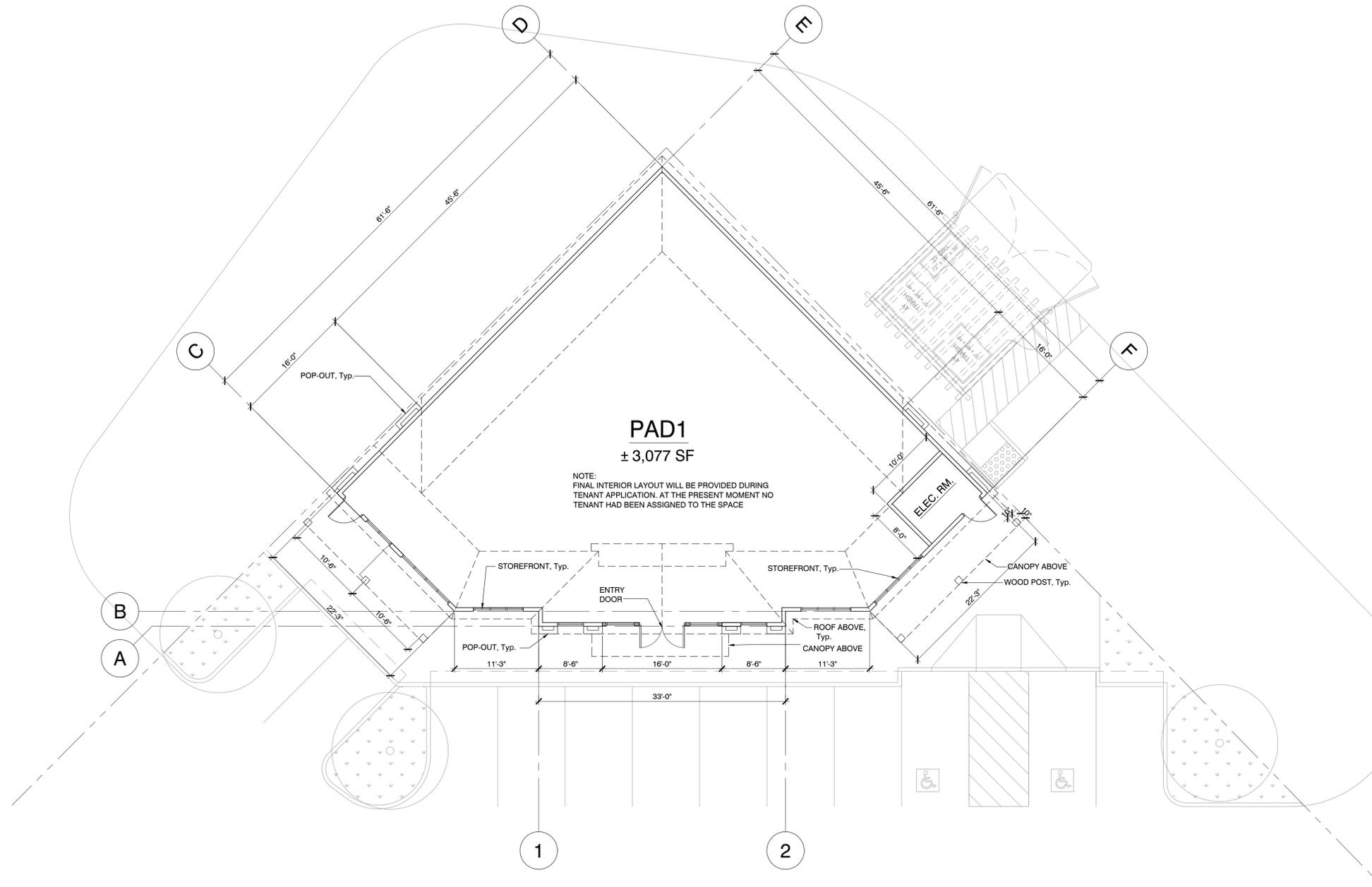
PHELPS FAMILY - OMNI RESOURCES, LLC

19045 PORTOLA DRIVE, SUITE F-2
CORRAL DE TIERRA, CA 93908
831 214 5362
eric@cdtrealty.com
Contact: Eric Phelps

CLEVELAND
DENVER
GLENDDORA
IRVINE
ORLANDO
PHOENIX
SAN FRANCISCO



mcgarchitecture.com

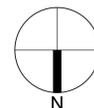


DATE: 07.31.2025
MCG JOB #: 20.086.01

DATE	REVISIONS

© MCG ARCHITECTURE 2022. ALL RIGHTS RESERVED.
NOTE: This information is conceptual in nature and is subject to adjustments pending further verification and Client, Tenant, and Governmental Agency approvals. No warranties or guarantees of any kind are given or implied by the Architect.

PROPOSED FLOOR PLAN
(3,077 SF)



CORRAL DE TIERRA FUELING STATION
1 CORRAL DE TIERRA ROAD, CORRAL DE TIERRA, CA 93908

A-3.0

PHELPS FAMILY - OMNI RESOURCES, LLC

19045 PORTOLA DRIVE, SUITE F-2
CORRAL DE TIERRA, CA 93908
831 214 5362
eric@cdtrealty.com
Contact: Eric Phelps

CLEVELAND
DENVER
GLENDORA
IRVINE
ORLANDO
PHOENIX
SAN FRANCISCO



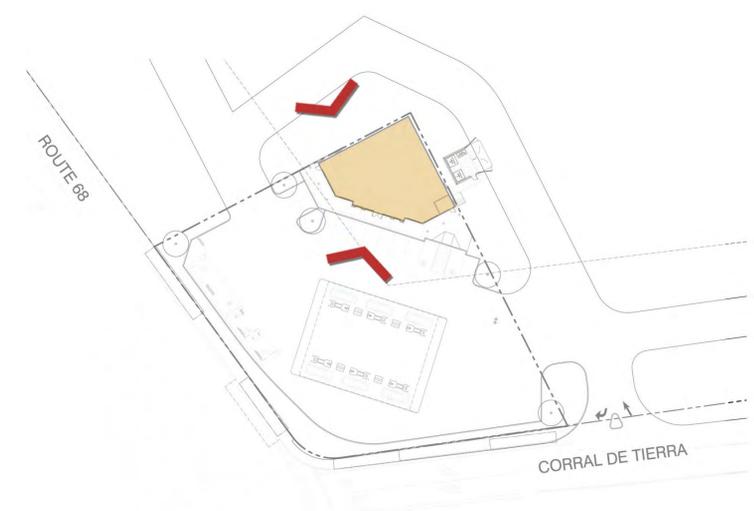
mcgarchitecture.com



TYPICAL SIDE ELEVATION



FRONT ELEVATION



KEY PLAN
N.T.S.



FINISHES:

- 1 BOARD & BATTEN
- 2 ASPHALT SHINGLE ROOF
- 3 ALUMINUM STOREFRONT
- 4 CANOPY/TRELIS
- 5 COMPOSITE WOOD SIDING
- 6 FASCIA & WOOD RAFTER
- 7 WALL SCONES
- 8 RTU
- 9 ACM PANELS

COLORS:

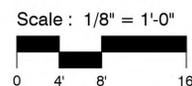
- A "SHELL WHITE"
- B "ADAPTIVE SHADE"
- C "CANADIAN MAPLE"
- D "BRAZILIAN IPE"
- E "WEATHERED GRAY ALGAE"
- F "DARK BRONZE"
- G "CLZ ALUMINUM"
- H "CPW WHITE"

DATE: 08.22.2025
MCG JOB #: 20.086.01

DATE	REVISIONS

© MCG ARCHITECTURE 2022. ALL RIGHTS RESERVED.
NOTE: This information is conceptual in nature and is subject to adjustments pending further verification and Client, Tenant, and Governmental Agency approvals. No warranties or guarantees of any kind are given or implied by the Architect.

PROPOSED
CONVENIENCE STORE



CORRAL DE TIERRA FUELING STATION

1 CORRAL DE TIERRA ROAD, CORRAL DE TIERRA, CA 93908

A-4.0

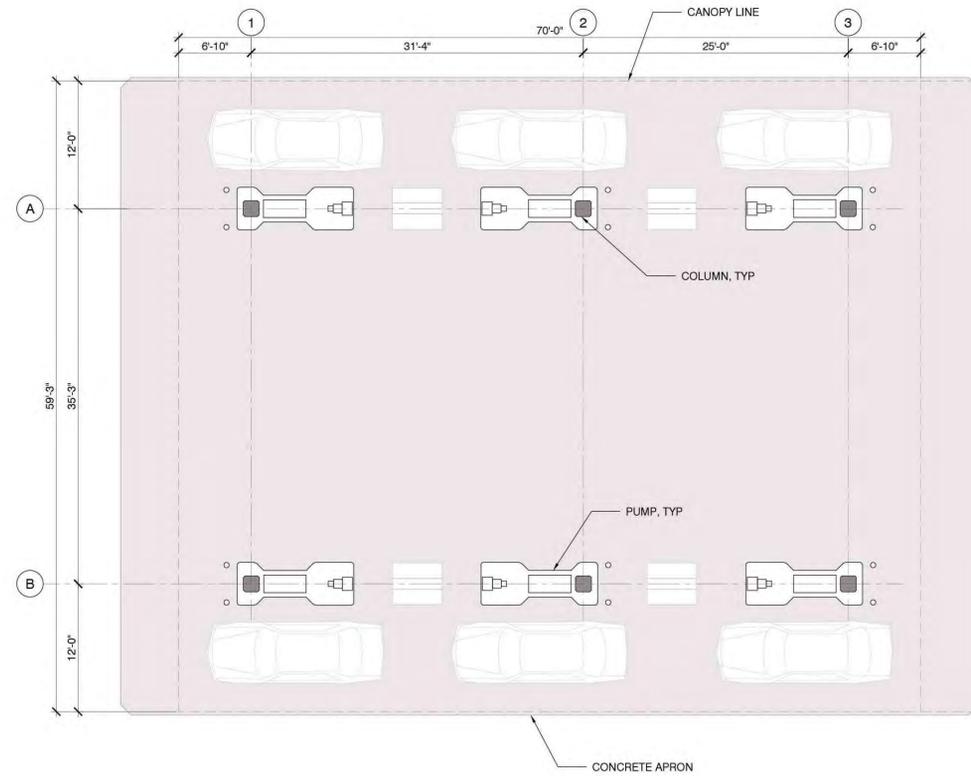
PHELPS FAMILY - OMNI RESOURCES, LLC

19045 PORTOLA DRIVE, SUITE F-2
CORRAL DE TIERRA, CA 93908
831 214 5362
eric@cdtrealty.com
Contact: Eric Phelps

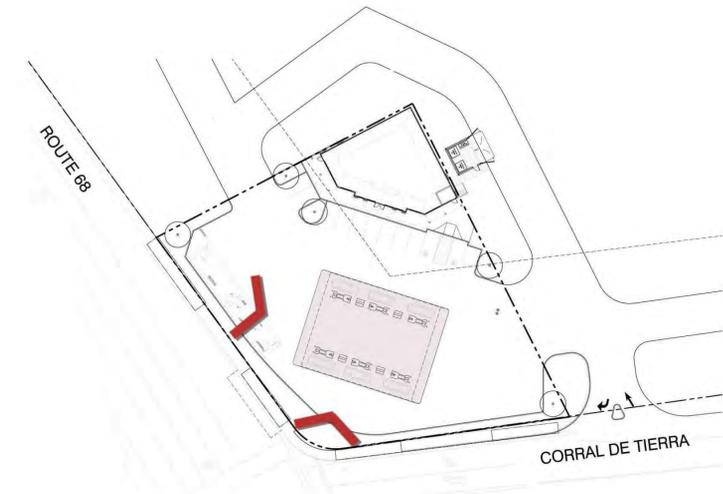
CLEVELAND
DENVER
GLENDORA
IRVINE
ORLANDO
PHOENIX
SAN FRANCISCO



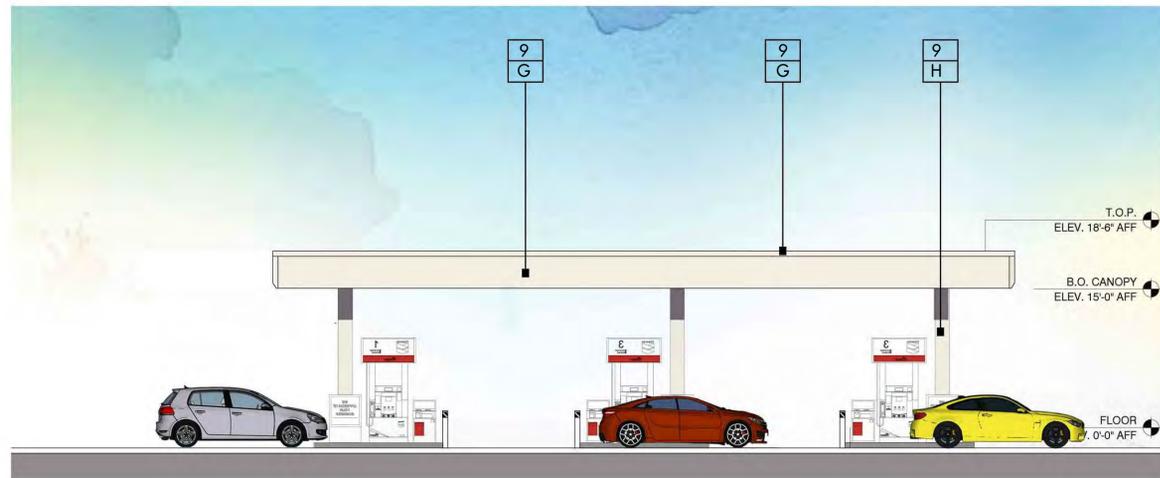
megarchitecture.com



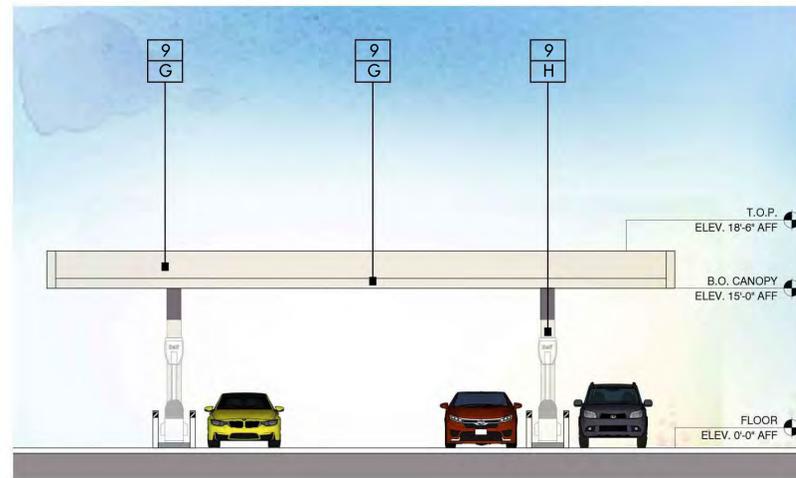
FLOOR PLAN



KEY PLAN
N.T.S.



NORTH & SOUTH ELEVATIONS (TYP.)



EAST & WEST ELEVATION (TYP.)

FINISHES:

- 1 BOARD & BATTEN
- 2 ASPHALT SHINGLE ROOF
- 3 ALUMINUM STOREFRONT
- 4 CANOPY/TRELIS
- 5 COMPOSITE WOOD SIDING
- 6 FASCIA & WOOD RAFTER
- 7 WALL SCONES
- 8 RTU
- 9 ACM PANELS

COLORS:

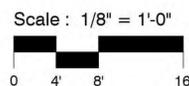
- A "SHELL WHITE"
- B "ADAPTIVE SHADE"
- C "CANADIAN MAPLE"
- D "BRAZILIAN IPE"
- E "WEATHERED GRAY ALGAE"
- F "DARK BRONZE"
- G "CLZ ALUMINUM"
- H "CPW WHITE"

DATE: 07.31.2025
MCG JOB #: 20.086.01

DATE	REVISIONS

© MCG ARCHITECTURE 2022. ALL RIGHTS RESERVED.
NOTE: This information is conceptual in nature and is subject to adjustments pending further verification and Client, Tenant, and Governmental Agency approvals. No warranties or guarantees of any kind are given or implied by the Architect.

PROPOSED
CANOPY ELEVATIONS



CORRAL DE TIERRA FUELING STATION
1 CORRAL DE TIERRA ROAD, CORRAL DE TIERRA, CA 93908

A-5.0

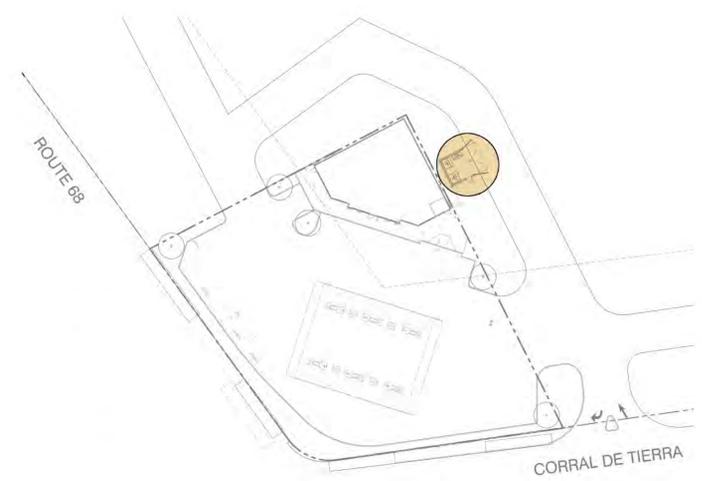
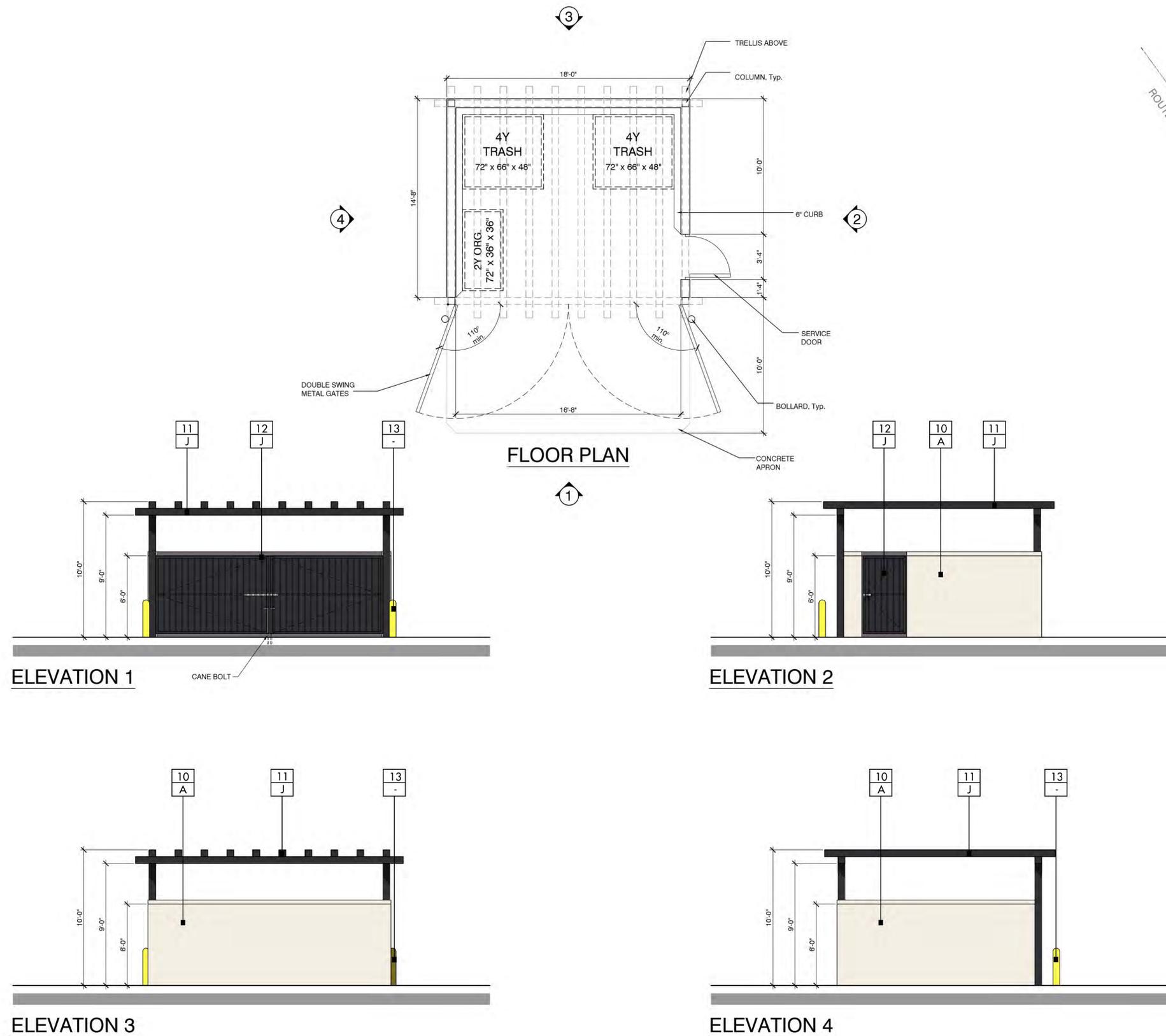
PHELPS FAMILY - OMNI RESOURCES, LLC

19045 PORTOLA DRIVE, SUITE F-2
CORRAL DE TIERRA, CA 93908
831 214 5362
eric@cdtrealty.com
Contact: Eric Phelps

CLEVELAND
DENVER
GLENORA
IRVINE
ORLANDO
PHOENIX
SAN FRANCISCO



mcgarchitecture.com



KEY PLAN
N.T.S.

FINISHES:

- 10** PLASTER OVER CMU
- 11** METAL TRELLIS
- 12** METAL GATES
- 13** BOLLARD

COLORS:

- A** "SHELL WHITE"
- J** "TRICORN BLACK"

ELEVATION 1

ELEVATION 2

ELEVATION 3

ELEVATION 4

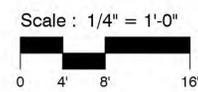
PROPOSED
TRASH ENCLOSURE

CORRAL DE TIERRA FUELING STATION
1 CORRAL DE TIERRA ROAD, CORRAL DE TIERRA, CA 93908

A-6.0

DATE: 07.31.2025
MCG JOB #: 20.086.01

DATE	REVISIONS



PHELPS FAMILY - OMNI RESOURCES, LLC

19045 PORTOLA DRIVE, SUITE F-2
CORRAL DE TIERRA, CA 93908
831 214 5362
eric@cdtrealty.com
Contact: Eric Phelps

CLEVELAND
DENVER
GLENORA
IRVINE
ORLANDO
PHOENIX
SAN FRANCISCO



mcgarchitecture.com

©MCG ARCHITECTURE 2022. ALL RIGHTS RESERVED.
NOTE: This information is conceptual in nature and is subject to adjustments pending further verification and Client, Tenant, and Governmental Agency approvals. No warranties or guarantees of any kind are given or implied by the Architect.



A SW8917
SHELL WHITE
BY: SHERWIN WILLIAMS



B SW7053
ADAPTIVE SHADE
BY: SHERWIN WILLIAMS



C COMPOSITE WOOD
"CANADIAN MAPLE"
BY: NEWTECHWOOD



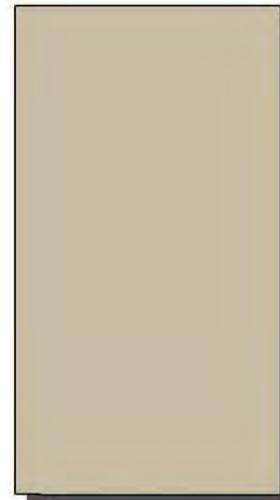
D COMPOSITE WOOD
"BRAZILIAN IPE"
BY: NEWTECHWOOD



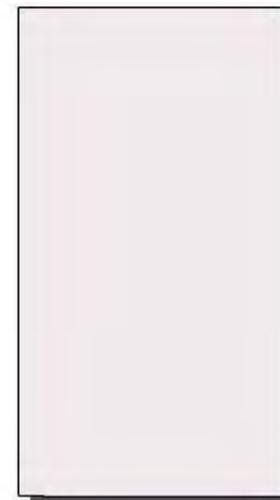
E ROOF SHINGLES
WEATHERED GRAY ALGAE
BY: GAF



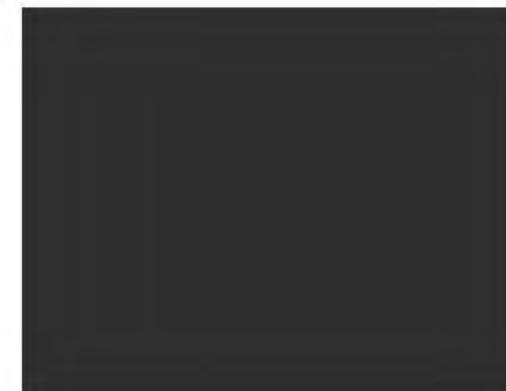
F DARK BRONZE
BY: KAWNEER



G CLZ ALUMINUM
BY: ALPOLIC



H CPW WHITE
BY: ALPOLIC



J SW6258
TRICORN BLACK
BY: SHERWIN WILLIAMS



I BOARD AND BATTEN
BY: JAMES HARDIE

MATERIAL BOARD

1 CORRAL DE TIERRA ROAD
CORRAL DE TIERRA, CA 93908

A-7.0

DATE: 07.31.2025
MCG JOB #: 20.086.01

DATE	REVISIONS

©MCG ARCHITECTURE 2024 ALL RIGHTS RESERVED
NOTE: This information is conceptual in nature and is subject to adjustments pending further verification and Client, Tenant, and Governmental Agency approvals. No warranties or guaranties of any kind are given or implied by the Architect.

PHELPS FAMILY - OMNI RESOURCES, LLC
19045 PORTOLA DRIVE, SUITE F-2
CORRAL DE TIERRA, CA 93908
831 214 5362
eric@cdtrealty.com
Contact: Eric Phelps

CLEVELAND
DENVER
GLENORA
IRVINE
ORLANDO
PHOENIX
SAN FRANCISCO



mcgarchitecture.com

LANDSCAPE CALCULATIONS:

- TOTAL LOT AREA = ±29,645 SF (0.68 AC)
- TOTAL LANDSCAPE AREA = ±3,970 SF (13.4%)

LANDSCAPE IRRIGATION CALCULATIONS:

- MAXIMUM ANNUAL WATER ALLOWANCE (MAWA) - 42,807 GALLONS PER YEAR.
- ESTIMATED TOTAL WATER USE (ETWU) - 25,744 GALLONS PER YEAR

IRRIGATION BASIS OF DESIGN STATEMENT

WATER CONSERVATION WILL BE ACHIEVED FOR THIS PROJECT AS DESCRIBED BELOW:

- PLANT SELECTION ARE SELECTED FOR SUITABILITY TO LOCAL CLIMATE, REFERENCING TO WUCOLS IV. LOW AND VERY LOW WATER USE PLANTS ARE USED, AND SOME MODERATE WATER USE PLANTS MAY BE ADDED. HIGH WATER USE PLANTS ARE EXCLUDED FROM SELECTION.
- TURF GRASS WILL NOT BE USED
- PLANTS WITH SIMILAR WATER USE REQUIREMENTS WILL BE GROUPED TOGETHER TO BE IRRIGATED TOGETHER TO MINIMIZE WATER WASTE.
- ALL SHRUB PLANTING AREAS WILL RECEIVE 3" LAYER, GROUND COVERS FROM FLATS WITH 1-1/2" LAYER OF ORGANIC MULCH FOR MOISTURE RETENTION AND TO DISCOURAGE WEEDS.
- AGRONOMIC SOILS TEST WILL BE UTILIZE TO IMPROVE SOIL PROPERTY
- PERMANENT IRRIGATION SYSTEM WILL UTILIZE EQUIPMENT FOR WATER EFFICIENCY BY USE OF THE FOLLOWING:
 - DEDICATED IRRIGATION WATER METER OR SUB-METER TO MONITOR WATER USE
 - FLOW SENSOR AND MASTER VALVE FOR SHUTTING SYSTEM OFF IN EVEN OF FLOW ABOVE NORMAL
 - ON-SITE WEATHER SENSOR OR ET₀ BASED AUTOMATIC IRRIGATION CONTROLLER WITH NON-VOLATILE MEMORY, MULTIPLE START TIME AND CYCLE+SOAK FUNCTION AND RAIN SHUT-OFF TO MINIMIZE WATER WASTE
 - REMOTE CONTROL VALVES SEPARATING IRRIGATED AREAS ACCORDING TO HYDRO ZONES
 - HYDRO ZONES TO BE SEPARATED BY PLANT WATER USE, SUN EXPOSURE AND IRRIGATION EMITTER TYPE
 - LOW VOLUME NOZZLES AND EMITTERS PERMITTED BY MWEL0
 - CHECK VALVE TO PREVENT HEAD DRAINAGE
 - PRESSURE REGULATED SPRAY HEADS TO PREVENT MISTING
 - PRESSURE REGULATOR AT POINT OF CONNECTION IN EVENT OF HIGH STATIC PRESSURE SITUATION
 - DOUBLE AND SWINGS JOINT TO PREVENT HEAD DAMAGES
 - SEPARATE TREE BUBBLER IRRIGATION
 - SYSTEM DESIGN TO ELIMINATE WATER OVER-SPRAY AND RUN-OFF ONTO IMPERMEABLE SURFACES
 - SYSTEM DESIGN TO UTILIZE WATER WITHIN MAWA (MAXIMUM ANNUAL WATER ALLOWANCE)



PLANT PALETTE

Sunset Zone: 16

Symbol	Botanical Name	Common Name	WUCOLS Region 1
--------	----------------	-------------	-----------------

TREES			
	<i>Cercis occidentalis</i>	Western Redbud	Low
	<i>Quercus agrifolia</i>	Coast Live Oak	Low

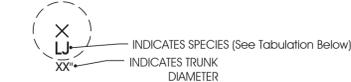
Symbol	Botanical Name	Common Name	Height	Width (Spacing)	WUCOLS Region 1
LOW SHRUBS/ GROUNDCOVERS (Zone 1 & 2)					
	<i>Achillea 'Moonshine'</i>	Moonshine Yarrow	1'-2'	1'-2' (18")	Low
	<i>Cistus salvifolius</i>	Prostrate Rockrose	1'-2'	3'-5' (4')	Low
	<i>Delosperma cooperi</i>	Trailing Ice Plant	6"	1'-2' (18")	Low
	<i>Oenothera bielandieri</i>	Mexican Evening Primrose	1'-2'	3'-5' (4')	Low
	<i>Sedum nussbaumerianum</i>	Coppertone Stonecrop	6"	2'-3' (1')	Low
	<i>Senecio mandraliscae</i>	Blue Pickle	1'-2'	2'-3' (1')	Low

ACCENT SHRUBS (Zone 3)					
	<i>Lavandula 'Meerlo'</i>	Meerlo Lavender	2'-3'	2'-3' (3')	Low
	<i>Diets vegeta</i>	Fortnight Lily	2'-3'	3-4' (3')	Low
	<i>Salvia greggii</i>	Furman's Red Autumn Sage	2'-4'	2'-3' (2.5')	Low

SCREEN SHRUBS (Zone 3)					
	<i>Callistemon 'Little John'</i>	Little John Bottlebrush	3'	3' (3')	Low
	<i>Rhamnus californica</i>	'Eve Case' Coffeeberry	4-5'	4-5'	Low

FSCMC COMPLIANCE:
PLANT MATERIAL HAS BEEN SELECTED FROM TABLE 1 OF THE FIRE SAFE COUNCIL FOR MONTEREY PLANT LIST HAVING A FAVORABLE PERFORMANCE RATING AND EXCLUDES ANY SPECIES LISTED ON TABLE 2 HAVING A UNFAVORABLE FIRE PERFORMANCE RATING. SEE FUEL MODIFICATION PLAN SHEET L-2 FOR FIRE HAZARD ZONES.

EXISTING TREES REMOVED



KEY	BOTANICAL NAME	COMMON NAME	QTY.	SIZE
LJ	<i>Ligustrum japonicum</i>	Waxleaf Privet	1	4"
LJ	<i>Ligustrum japonicum</i>	Waxleaf Privet	1	12"
MA	<i>Morus alba</i>	White Mulberry	1	12"
OE	<i>Olea europaea</i>	European Olive	1	6"
OE	<i>Olea europaea</i>	European Olive	1	12"

NOTES:

- PLANT MATERIAL NOT LISTED THAT COMPLY WITH FSCMC STANDARDS MAY BE USED, SUBJECT TO APPROVAL BY THE COUNTY AND CITY.
- ALL LANDSCAPE PLANS AND INSTALLATIONS SHALL ADHERE TO COUNTY DESIGN GUIDELINES, CODES AND REGULATIONS.
- ALL LANDSCAPE AREAS SHALL RECEIVE AUTOMATIC IRRIGATION SYSTEM.
- ALL PLANT MATERIAL WILL BE DROUGHT TOLERANT WITH SOME NATIVES AND NON-INVASIVE.

TREES



Cercis occidentalis
Western Redbud

Quercus agrifolia
Coastal Live Oak

SHRUBS AND GROUNDCOVER



Achillea 'Moonshine' Moonshine Yarrow

Callistemon viminalis 'Little John' Dwarf Bottlebrush

Cistus salvifolius Prostrate Rockrose

Delosperma cooperi Trailing Ice Plant

Diets vegeta Fortnight Lily

Lavandula allardii 'Meerlo' Meerlo Lavender

Oenothera bielandieri Mexican Evening Primrose

Salvia greggii 'Furman's Red' Furman's Red Autumn Sage

Sedum nussbaumerianum Coppertone Stonecrop

Senecio mandraliscae Blue Pickle

Rhamnus californica 'Eve Case' Dwarf Coffeeberry



VICINITY MAP N.T.S.



CONCEPTUAL LANDSCAPE PLAN

1 CORRAL DE TIERRA ROAD, CALIFORNIA
CORRAL DE TIERRA, CALIFORNIA

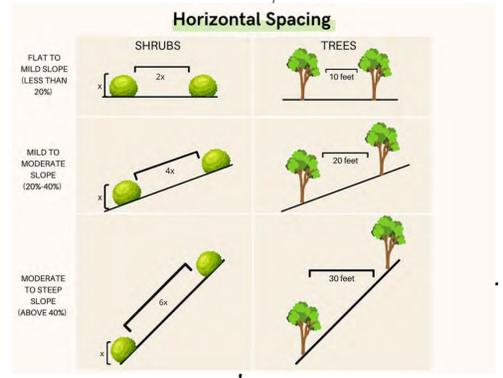
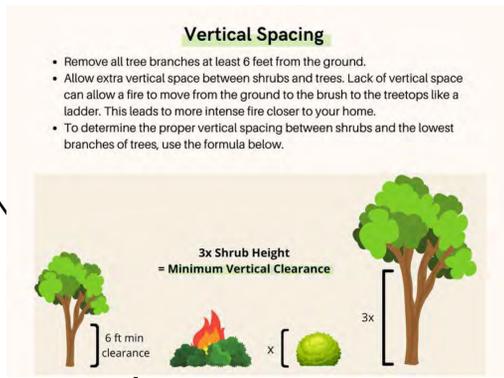
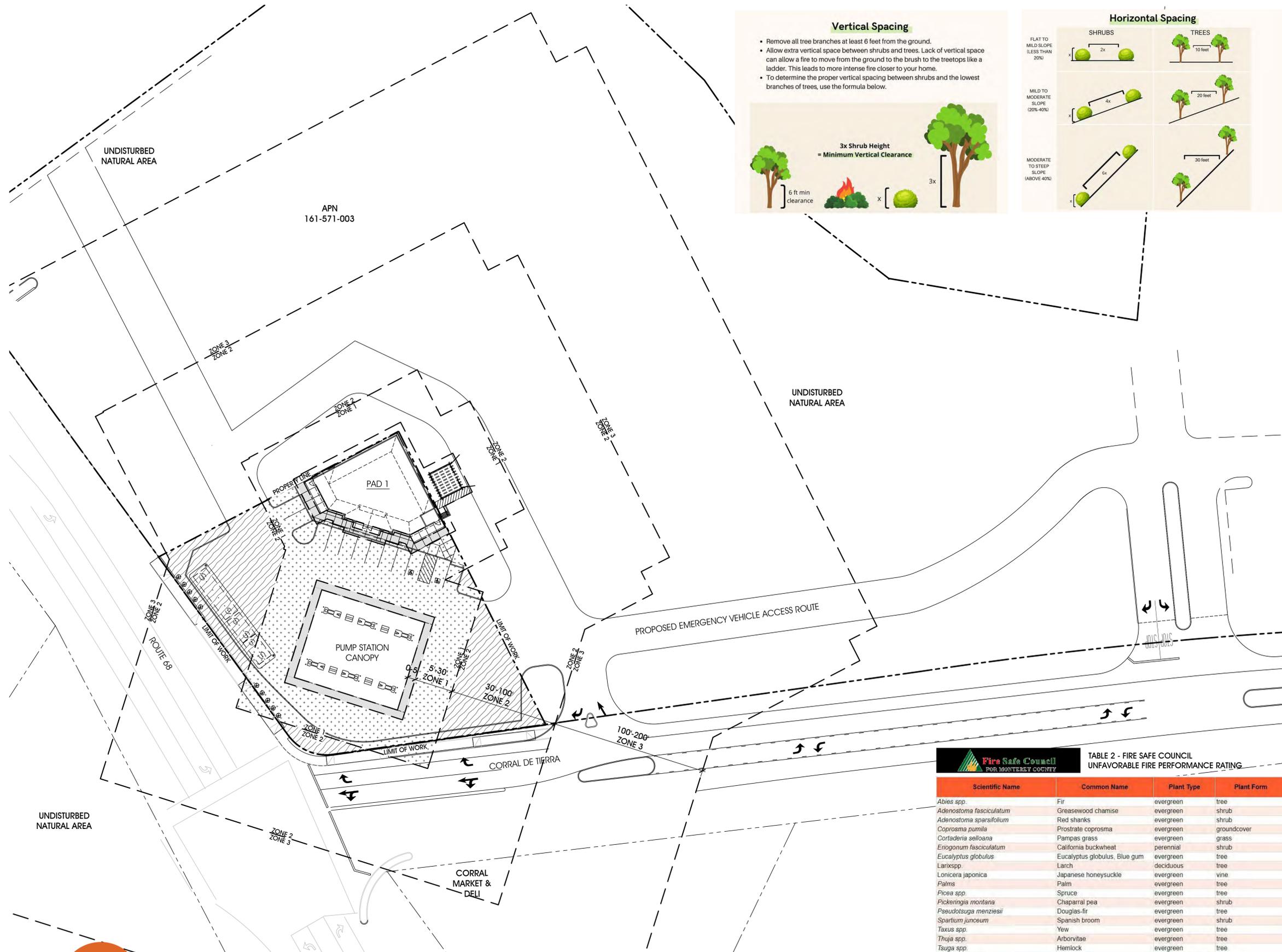
CORRAL DE TIERRA FUELING STATION

PHELPS FAMILY - OMNI RESOURCES, LLC
19045 PORTOLA DRIVE, SUITE F-2
831-214-5362, eric@cdcrealty.com
Contact Eric Phelps



conceptual design + planning company
1675 Scenic Drive, Suite 200
Costa Mesa, CA 92626
T: 949.399.0870
www.cdpcinc.com
COSTA MESA • CENTRAL COAST • LAS VEGAS





- ### ZONE DESCRIPTION
- #### ZONE 1 - IRRIGATED STRUCTURE SET BACK ZONE
- MINIMUM OF 30 FEET OF LEVEL GRADE BEYOND THE EDGE OF COMBUSTIBLE STRUCTURES, ATTACHED ACCESSORY STRUCTURES, OR APPENDAGES AND PROJECTIONS.
 - NO SHRUBS OVER 18 INCHES ARE ALLOWED WITHIN 30 FEET OF A STRUCTURE.
 - IRRIGATION BY AUTOMATIC OR MANUAL SPRINKLER SYSTEMS TO MAINTAIN HEALTHY VEGETATION WITH HIGH MOISTURE CONTENT.
 - TREE SPECIES ARE NOT ALLOWED WITHIN 10 FEET OF COMBUSTIBLE STRUCTURES (MEASURED FROM THE EDGE OF A FULL GROWTH CROWN).
 - THE HORIZONTAL DISTANCE BETWEEN TREE CROWNS AT FULL GROWTH SHALL NOT BE LESS THAN 10 FEET.
 - VEGETATION TO BE ADEQUATELY SPACED PLANT MATERIAL FROM THE HORIZONTAL SPACING AND VERTICAL SEPARATION REQUIREMENTS DOCUMENT. (SEE ATTACHMENT 1)
- #### ZONE 2 - IRRIGATED REDUCED FUEL ZONE
- MINIMUM OF 70 FEET OF PERMANENTLY AND REGULARLY IRRIGATED LANDSCAPING IN THIS ZONE.
 - NATIVE VEGETATION NOT ON THE UNDESIRABLE LIST IS ALLOWED TO REMAIN PROVIDING THE COVERAGE OF VEGETATION DOES NOT EXCEED 50 PERCENT.
 - SHRUBS SHALL NOT EXCEED 6 FEET IN HEIGHT. GROUPINGS OF SHRUBS ARE LIMITED TO A MAXIMUM AGGREGATE DIAMETER OF 10 FEET AND SHRUB GROUPINGS SHALL BE SEPARATED FROM OTHER GROUPINGS BY A MINIMUM OF 15 FEET.
- #### ZONE 3 - IRRIGATED REDUCED FUEL ZONE
- MINIMUM OF 100 FEET OF PERMANENTLY AND REGULARLY IRRIGATED LANDSCAPING IN THIS ZONE.
 - NATIVE VEGETATION NOT ON THE UNDESIRABLE LIST IS ALLOWED TO REMAIN PROVIDING THE COVERAGE OF VEGETATION DOES NOT EXCEED 70 PERCENT.
 - REMOVE ALL DEAD OR DYING GROWTH.

GENERAL NOTES

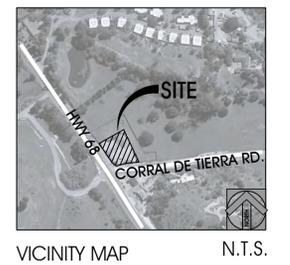
FUEL MODIFICATION ZONES WILL BE LANDSCAPED WITH PLANT SPECIES SELECTED FROM THE MONTEREY COUNTY APPROVED PLANT LIST. ALL STRUCTURES TO BE BUILT TO MEET CALIFORNIA BUILDING CODE CHAPTER 7A OR RESIDENTIAL CODE R327 STANDARDS. PROPERTY OWNER SHALL BE RESPONSIBLE FOR MAINTAINING THE FUEL MODIFICATION IN THE CONDITION AS APPROVED.

- ### EMBER RESISTANT ZONE
- ZONE 0 (0-5')**
FROM EDGE OF COMBUSTIBLE STRUCTURE, APPENDAGE, OR PROJECTION EXTENDING 5' OUT
- ### LEAN, CLEAN AND GREEN ZONE
- ZONE 1 (5'-30')**
FROM EDGE OF COMBUSTIBLE STRUCTURE, APPENDAGE, OR PROJECTION EXTENDING 30' OUT
- ### REDUCE FUEL ZONE
- ZONE 2 (30' - 100')**
FROM OUTER EDGE OF ZONE 1 TO 100 FEET TOTAL FROM STRUCTURE (70')
- ### OUTER FRINGE (OUTSIDE OF PROPERTY BOUNDARY)
- ZONE 3 (100'-200')**
FROM OUTER EDGE OF ZONE 2 TO 200 FEET TOTAL FROM STRUCTURE (100')

NOTE: SEE SHEET L-1 FOR PROPOSED MODIFIED CONCEPTUAL PLANTING PER FSCMC TABLE 1 RECOMMENDED FOR USE IN FIRE PRONE ENVIRONMENTS

TABLE 2 - FIRE SAFE COUNCIL UNFAVORABLE FIRE PERFORMANCE RATING

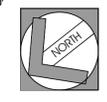
Scientific Name	Common Name	Plant Type	Plant Form
<i>Abies spp.</i>	Fir	evergreen	tree
<i>Adenostoma fasciculatum</i>	Greasewood chamise	evergreen	shrub
<i>Adenostoma sparsifolium</i>	Red shanks	evergreen	shrub
<i>Coprosma pumila</i>	Prostrate coprosma	evergreen	groundcover
<i>Cortaderia selloana</i>	Pampas grass	evergreen	grass
<i>Eriogonum fasciculatum</i>	California buckwheat	perennial	shrub
<i>Eucalyptus globulus</i>	Eucalyptus globulus, Blue gum	evergreen	tree
<i>Larix spp.</i>	Larch	deciduous	tree
<i>Lonicera japonica</i>	Japanese honeysuckle	evergreen	vine
<i>Palms</i>	Palm	evergreen	tree
<i>Picea spp.</i>	Spruce	evergreen	tree
<i>Pickenia montana</i>	Chaparral pea	evergreen	shrub
<i>Pseudotsuga menziesii</i>	Douglas-fir	evergreen	tree
<i>Spartium junceum</i>	Spanish broom	evergreen	shrub
<i>Taxus spp.</i>	Yew	evergreen	tree
<i>Thuja spp.</i>	Arborvitae	evergreen	tree
<i>Tsuga spp.</i>	Hemlock	evergreen	tree



FUEL MODIFICATION PLAN
1 CORRAL DE TIERRA ROAD, CALIFORNIA
CORRAL DE TIERRA, CALIFORNIA

CORRAL DE TIERRA FUELING STATION
PHELPS FAMILY - OMNI RESOURCES, LLC
19045 PORTOLA DRIVE, SUITE F-2
831-214-5362, eric@cdcrealty.com
Contact Eric Phelps

SCALE: 1"=30'
CDPC PROJECT NO. 22012
APRIL 17, 2025



conceptual design + planning company
1675 Scenic Drive, Suite 200
Costa Mesa, CA 92626
T: 949.399.0870
www.cdpcinc.com
COSTA MESA • CENTRAL COAST • LAS VEGAS



L-2
2 OF 2



ALL LIGHT FIXTURES SHALL HAVE 3000K COLOR TEMPERATURE

Schedule	Symbol	Level	Quantity	Manufacturer	Catalog Number	Description	Number Lamps	Lumens Per Lamp	Light Factor	Foot Candles
	□	B	16	LSI INDUSTRIES	INDSV-LEP-10-15C-30		1	10315	0.95	6.7
	○	D	12	Lithonia Lighting	DL07H 15 099	GENERAL PURPOSE LED CAST FLIGHT HOUSING WITH DARK BRONZE FINISH	1	1042	0.95	16.6
	♀	C	7	Lithonia Lighting	DL02 H 15 075 099	GENERAL PURPOSE LED CAST FLIGHT HOUSING WITH DARK BRONZE FINISH	1	8001	1	111.4

Statistics

Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
Calc Zone #1	+	6.9	30.2	0.5	60.4	120.8

ALL POLE LIGHTS ARE MOUNTED AT +25'-0" AFG.
 * CONTROLS FOR TYPE B CANOPY LIGHT:
 Manufacturer: LSI INDUSTRIES, INC.
 Description: INTEGRAL BLUETOOTH MOTION AND PHOTOCCELL SENSOR (IMSBT1L, IMSBT2L)

EP1.0 - ELECTRICAL PHOTOMETRIC PLAN
 SCALE: N.T.S.

DATE: 07.31.2025
 MCG JOB #: 20.086.01

DATE	REVISIONS

©MCG ARCHITECTURE 2022 ALL RIGHTS RESERVED
 NOTE: This information is conceptual in nature and is subject to adjustments pending further verification and Client, Tenant, and Governmental Agency approvals. No warranties or guarantees of any kind are given or implied by the Architect.

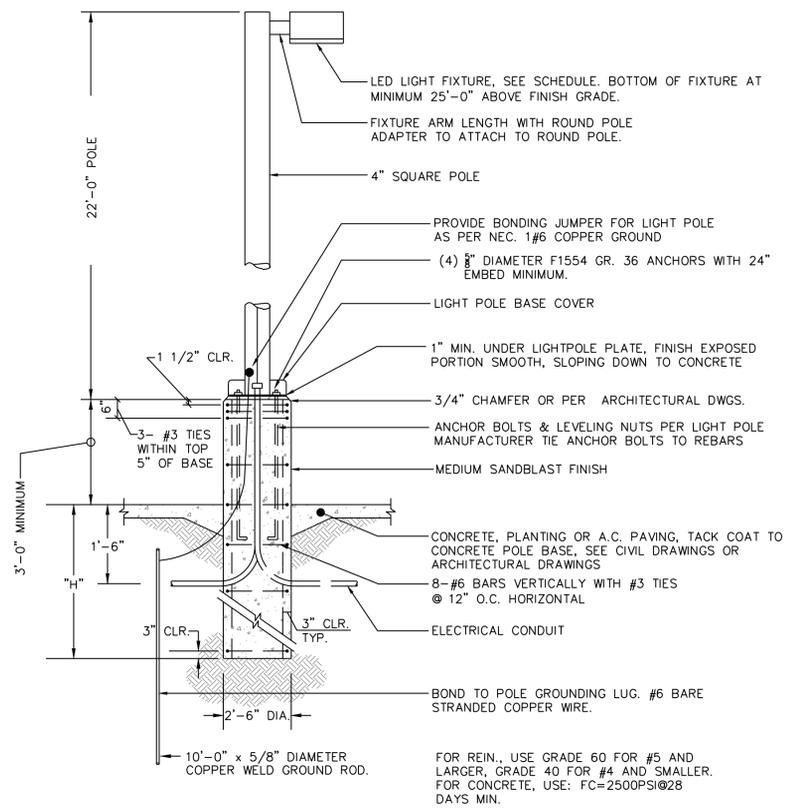
ACIES
 ENGINEERING
 400 N. McCarthy Blvd, Ste 250
 Milpitas, CA 95035
 ph: (408) 522-5255
 fx: (408) 522-5260
 info@acies.net
 Copyright © 2025

SEC CORRAL DE TIERRA & ROUTE 68 CORRAL DE TIERRA, CA

PHELPS FAMILY - OMNI RESOURCES, LLC
 19045 PORTOLA DRIVE, SUITE F-2
 CORRAL DE TIERRA, CA 93908
 831 214 5362
 eric@cdtrealty.com
 Contact: Eric Phelps

CLEVELAND
 DENVER
 GLENORA
 IRVINE
 ORLANDO
 PHOENIX
 SAN FRANCISCO

mgc
 mcgarchitecture.com



TYPE C LIGHT FIXTURE.



EML25
Munich Pendant
Eurotique Family

Specifications
EPA: 1.2ft²
Height: 25"
Diameter: 25"
Weight: 60 lbs

Introduction
The Munich is a European-styled pendant luminaire suitable for use with a variety of Eurotique decorative arms and poles.
Intended for use in pedestrian areas such as retail environments, public parks, city centers and commercial areas or other spaces with decorative requirements and a contemporary theme.

Ordering Information **EXAMPLE: EML25 ST 63LED 350MA 4K R3 GCF 120 DDBXD**

EML25		Performance Package	Color Temperature	Distribution	Lens Option	Voltage	Mounting	Finish
Series	Base							
EML25	ST Smooth RT Ringed FT Fluted	49LED 350MA 5,000 lumens 49LED 525MA 6,700 lumens 63LED 350MA 6,000 lumens 63LED 525MA 8,200 lumens	3K 3000K 4K 4000K 5K 5000K	R2 Type 2 R3 Type 3 R4 Type 4 R5 Type 5	GCF Glass clear flat GCSG Glass clear sag	120 208 240 277 480	QSMQ Quick Stem Mount	DDBXD Super durable dark bronze DDBXD Super durable black DDBXD Super durable natural aluminum DDBXD Super durable white ANDB Antique black ANDB Antique dark bronze ANDBG Antique dark green ANVG Antique verde green

LITHONIA LIGHTING COMMERCIAL OUTDOOR EML25 Rev. 08/24/23 Page 1 of 3

One Lithonia Way • Conyers, Georgia 30012 • Phone: 1-800-705-SERV (7378) • www.acuitybrands.com
© 2013-2023 Acuity Brands Lighting, Inc. All rights reserved.

EP1.1 - POLE BASE DETAIL AND LIGHT CUT SHEET
SCALE: N.T.S.

SEC CORRAL DE TIERRA & ROUTE 68 CORRAL DE TIERRA, CA

DATE: 07.31.2025
MCG JOB #: 20.086.01

DATE	REVISIONS

©MCG ARCHITECTURE 2022 ALL RIGHTS RESERVED
NOTE: This information is conceptual in nature and is subject to adjustments pending further verification and Client, Tenant, and Governmental Agency approvals. No warranties or guarantees of any kind are given or implied by the Architect.

ACIES
ENGINEERING
400 N. McCarthy Blvd, Ste 250
Milpitas, CA 95035
ph: (408) 522-5255
fx: (408) 522-5260
info@acies.net
Copyright © 2025

PHELPS FAMILY - OMNI RESOURCES, LLC
19045 PORTOLA DRIVE, SUITE F-2
CORRAL DE TIERRA, CA 93908
831 214 5362
eric@cdtrealty.com
Contact: Eric Phelps

CLEVELAND
DENVER
GLENORA
IRVINE
ORLANDO
PHOENIX
SAN FRANCISCO



mcgarchitecture.com

This page intentionally left blank

Preliminary Operations Plan

Days & Hours of Operation:	7 days a week; 24 hours a day
Number of Employees:	3 employees on-shift maximum
Bathroom facilities:	Men's restroom to include one lavatory, two urinals, and one latrine. Women's restroom to include one lavatory and two latrines.
Types of fuel sales:	Petroleum
Other automobile services:	Air & Water outside for automobile and bicycle use
Items for Sale:	Including but not limited to the following items: coffee, groceries, fruits, vegetables, snacks, confectionery, soft drinks, ice creams, tobacco products, lottery tickets, over-the-counter drugs, toiletries, newspapers and magazines.
Other Services:	ATM
Alcohol sales:	Beer, wine, & liquor. Subject to securing appropriate licensing from the Department of Alcoholic Beverage Control.
Delivery Trucks:	Delivery trucks for petroleum refueling and convenience store restocking will utilize the truck delivery route attached, as required per Condition No. 36. A Reciprocal Parking and Access Agreement has been fully executed allowing the lawful use of the shopping center driveways as ingress and egress for the Gas Station. There will be no delivery trucks accessing the property from HWY 68 directly.
Parking:	Onsite parking will consist of 12 parking spaces, two of which will designate Handicap parking spaces. The parking plan complies with the County's parking requirements
Changes in Tenants:	The property is intended to be used for fuel sales and a convenience market. Any changes in tenants will be negotiated by private agreement between the owner and prospective tenant. Any tenant change will be consistent with valid permits for the property.

Hazardous Materials & Chemicals: The storage of Hazardous Materials and Chemical will comply with applicable County and State regulations. Detailed information regarding the use and storage of Hazardous Materials & Chemical will be submitted and approved by the Department of Environmental Health as required County Code.

Signage: A detailed signage plan meeting County Code will be submitted under separate cover for review and approval.

Exhibit C

This page intentionally left blank.



Omni Resources LLC Project

General Plan Consistency Checklist Pursuant to CEQA Guidelines Section 15183

prepared by

County of Monterey
Housing and Community Development
1441 Schilling Place, 2nd Floor
Salinas, California 93901
Contact: Fionna Jensen, Principal Planner

prepared with the assistance of

Rincon Consultants, Inc.
80 Garden Court, Suite 240
Monterey, California 93940

October 2025

Table of Contents

General Plan Consistency Checklist.....	1
1. Project Title	1
2. Lead Agency Name and Address	1
3. Contact Person and Phone Number.....	1
4. Project Location.....	1
5. Project Sponsor’s Name and Address	1
6. General Plan Designation	1
7. Zoning.....	4
8. Surrounding Land Uses and Setting	4
9. Project Description.....	4
10. Other Public Agencies Whose Approval is Required.....	11
11. County Approvals Required	12
Environmental Factors Potentially Affected.....	13
Determination	13
Environmental Checklist.....	15
Relationship of the Project to Previous EIR Analysis	16
1 Aesthetics	20
2 Agriculture and Forestry Resources	26
3 Air Quality.....	30
4 Biological Resources.....	39
5 Cultural Resources.....	48
6 Energy.....	52
7 Geology and Soils	56
8 Greenhouse Gas Emissions	61
9 Hazards and Hazardous Materials.....	68
10 Hydrology and Water Quality.....	75
11 Land Use and Planning	84
12 Mineral Resources.....	88
13 Noise.....	90
14 Population and Housing	96
15 Public Services	100
16 Recreation	103
17 Transportation.....	105
18 Tribal Cultural Resources	112
19 Utilities and Service Systems.....	116
20 Wildfire.....	122

21 Mandatory Findings of Significance127
References132
Bibliography132

Tables

Table 1 Project Components Summary6
Table 2 Estimated Maximum Daily Operational Emissions (pounds per day).....34
Table 3 Estimated Maximum Daily Operational Emissions (tons per year).....66
Table 4 Project Consistency with Monterey County 2010 General Plan Policies85
Table 5 Project Consistency with Toro Area Plan Policies86
Table 3 Estimated Construction Noise Levels91
Table 4 Estimated Operational Noise Levels92

County Figures

Figure 1 Regional Location2
Figure 2 Project Site Location3
Figure 3 Proposed Preliminary Development Plan.....8
Figure 4 Proposed Elevations9
Figure 5 Off-site Access and Circulation10

General Plan Consistency Checklist

1. Project Title

Omni Resources LLC Project

2. Lead Agency Name and Address

County of Monterey
Housing and Community Development
1441 Schilling Place, 2nd Floor
Salinas, California 93901

3. Contact Person and Phone Number

Fionna Jensen, Principal Planner
County of Monterey, Housing and Community Development Department
(831) 796-6407

4. Project Location

The 0.7-acre project site is located immediately south of State Route (SR) 68 and east of Corral de Tierra Road at 3 Corral de Tierra Road in the County of Monterey (Assessor Parcel Numbers 161-571-002-000 and 161-571-003-000). The project site has frontage on SR 68 and along Corral De Tierra Road. The project site can be regionally accessed via SR 68. Figure 1 shows the location of the site in the region and Figure 2 depicts the project site boundaries and the site’s immediate context.

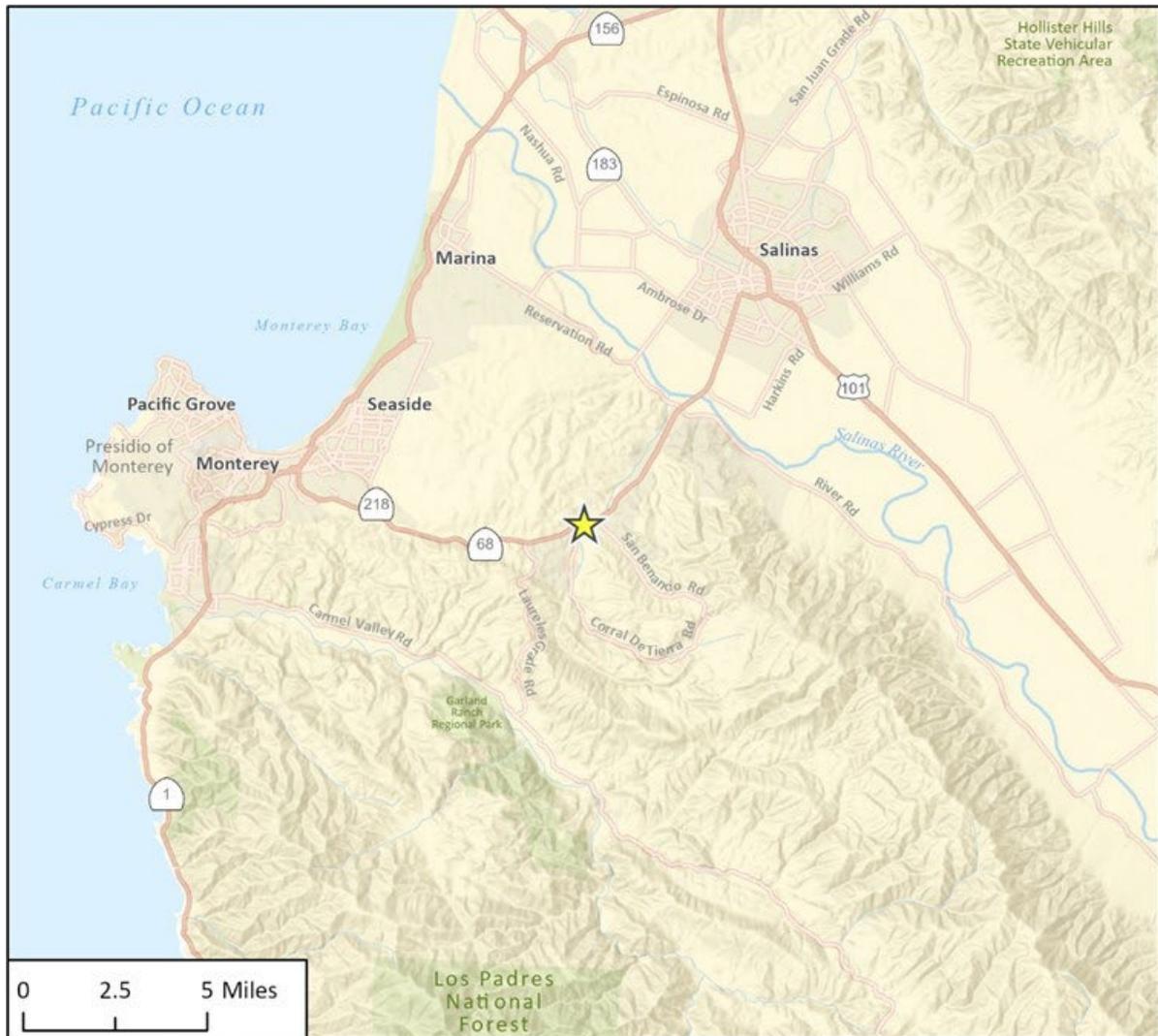
5. Project Sponsor’s Name and Address

Omni Resources LLC
19545 Portola Drive, Suite F2
Salinas, California 93908

6. General Plan Designation

The project site is designated Commercial within the Toro Area Land Use Plan of the County of Monterey’s 2010 General Plan (County of Monterey 2010).

Figure 1 Regional Location



Imagery provided by Esri and its licensors © 2024.

24-16499 EPS
Fig 1 Regional Location

★ Project Location



Figure 2 Project Site Location



7. Zoning

The project site is zoned Light Commercial. The project site is also within the B-8 (Building Site) Zoning District. Pursuant to Section 21.42.030 of Monterey County Code, the purpose of the B-8 District is to restrict development and/or intensification of land use in areas where, due to water supply, water quality, sewage disposal capabilities, traffic impacts or similar measurable public-facility type constraints, additional development and/or intensification of land use is found to be detrimental to the health, safety, and welfare of the residents of the area, or the County as a whole. The project site is also within a Design Control Zoning District, where design approval is required to assure protection of a public viewshed. Surrounding zoning districts include Public/Quasi-Public and Low Density Residential to the north; Medium Density Residential and Low Density Residential to the east and south; and Light Commercial and Low Density Residential to the west.

8. Surrounding Land Uses and Setting

The project site is in unincorporated Monterey County, immediately south of SR 68 and east of Corral de Tierra Road. Access to the project site is currently provided by a driveway along Corral de Tierra Road; existing driveways along SR 68 are currently blocked, and the other driveway along Corral de Tierra is also currently blocked. The project site was previously developed as a gas station, which ceased operation in 2002. The previous gas station's fuel pumps and underground storage tanks were removed, and contaminated soil remediation was undertaken with the regulatory oversight of the Central Coast Regional Water Quality Control Board (RWQCB). The Central Coast RWQCB issued a case closure on March 24, 2020, indicating remediation and corrective action have been completed (Central Coast RWQCB 2020). The project site is relatively flat. The northernmost portion of the project site is mostly paved and has some ornamental landscaping and trees, and the southernmost portion of the project site is vegetated with grass. El Toro Creek is located 100 feet north of the project site across SR 68.

Land uses surrounding the project site include undeveloped areas, single-family residences, and a church to the north; single-family residential neighborhoods to the west and south; and a convenience store and multi-family residences to the west. The nearest residences to the project site are the residences to the west, across Corral de Tierra Road, approximately 225 feet west of the site's western boundary. Surrounding land use designations include Public/Quasi-Public and Residential – Low Density to the north; Residential – Medium Density and Low Density to the east and south; and Commercial to the west (County of Monterey 2011).

9. Project Description

The proposed project includes a request for a Combined Development Permit consisting of: 1) a Use Permit and Design Approval to allow construction of a 12-pump gas service station, a 3,077 square-foot convenience store, and associated site improvements; 2) a Variance to reduce the side and rear setbacks to 1 foot 4 inches (east) and 1 foot 11 inches (south). The approximately 0.7-acre project site is located at 3 Corral de Tierra Road in unincorporated Monterey County, California. Associated site improvements of the proposed project (service station & convenience store) include a trash enclosure, parking, landscaping, fuel price sign, temporary stormwater retention pods, and three underground diesel and gasoline storage tanks [totaling 40,000 gallons of storage]. The trash enclosure and temporary retention ponds would be sited on the adjacent parcel (APN:161-571-003-

000), which is under common ownership with the project site (APN: 161-571-002-000). Finally, State Route 68 and Corral de Tierra Road improvements, limited to restriping of turn lanes, adding necessary medians, and repaving impacted asphalt and sidewalks, would occur within State and County Right of Ways, respectively. The proposed site plan is shown in Figure 3. Project components are described in greater detail below.

Service Station and Convenience Store

The proposed project would involve the construction and operation of a gas fueling station and convenience store. As shown in Figure 3, the fueling station would be located in the northwest portion of the project site at the intersection of State Route 68 and Corral de Tierra Road. A canopy, approximately 18.5 feet in height with a vehicle clearance of 15 feet, would be constructed over the fueling stations. The proposed 3,077 square-foot convenience store would be located in the southeastern portion of the project site (APN: 161-571-002-000). The convenience store would include a retail space, an electrical room, a trash enclosure, parking, and landscaping. The interior layout of the convenience store would be determined once a tenant has been assigned to the space. Interior tenant improvements and changes in tenants are assumed as part of the operation of the proposed project. The exterior of the convenience store would include white and beige stone and board and batten facades, aluminum roofs and awnings, and dark metal window trim. The convenience store would have a maximum height of 26 feet. A metal awning would be constructed on the exterior of the building with a height of approximately nine feet; windows and an aluminum roof would be constructed above the awning at a height of approximately 22 feet. The front and side elevations of the proposed convenience store are shown in Figure 4. The entrance to the convenience store would be located on the south side of the building. Twelve parking spaces, including two accessible spaces, and landscaping would abut the proposed convenience store to the south and west.

Three underground gasoline and diesel storage tanks would be installed in the northeastern corner of the project site. These tanks would have a capacity of 20,000 (regular unleaded), 10,000 (premium unleaded), and 10,000 (diesel) gallons. Observation wells would be installed on the other end of the tanks to allow for maintenance and monitoring efforts.

The electrical room would be located at the west side of the convenience store. The trash enclosure, approximately 265 square feet in area, would be located to the north of the convenience store. The trash enclosure would include two metal swing gates and would be housed within a trellis approximately 10 feet in height.

The proposed project would include a gas price sign. No other signage is proposed. Exterior lighting would be located along the north and west sides of the convenience store. Downlight, cut off, motion-activated from dusk to dawn, lighting would be installed in the canopy over the fueling station. The project would include construction of several light poles, including three located adjacent to the parking spaces in front of the convenience store and four along the property boundary with SR 68 and Corral de Tierra Road. Light poles would not exceed 25 feet in height.

Table 1 summarizes the proposed project components.

Table 1 Project Components Summary

Project Component	
Convenience Store	
Area	3,077 square feet
Height	26 feet maximum
Parking	12 spaces
Fueling Station	
Pumps	12
Canopy Height	18.5 feet
Canopy Vehicle Clearance	15 feet
Landscaping	
Trees removed	3
Trees planted	6
Total landscaped area	Approximately 3,970 square feet

Site Access and Parking

The project site currently has four driveways: two on the northern side of the project site with access from SR 68, and two on the western side of the project site with access from Corral de Tierra Road. Three of the four driveways are currently blocked off with barricades. The southernmost driveway on the western side (Corral del Tierra Road) remains functional; however, the site is vacant and thus has limited use. The four driveways providing access from SR 68 and Corral de Tierra Road would be permanently closed as part of the project, and vehicular access would be blocked with landscaping and a rock/boulder barricade.

All access to the project site would be provided by off-site driveways and internal access roads that were approved with HCD Planning File Nos. PLN020344 and PLN110077 (Board of Supervisors Resolution No. 12-040), which allowed construction of an approximately 99,970 retail shopping center and associated site improvements on the adjacent parcels, APN: 161-571-003-000 and APN: 161-581-007-000. The retail shopping center, driveways, and access improvements have yet to be constructed, but underwent prior environmental review as part of HCD Planning File Nos. PLN020344 and PLN110077. The Final Environmental Impact Report (EIR; SCH#20007091137) adopted through Board of Supervisors Resolution No. 12-039 contemplated and analyzed these driveway and access improvements, as well as the construction and operation of a 99,970 square foot retail shopping center, known as the Corral de Tierra Retail Village. Accordingly, the proposed project scope (convenience store, gas station, and on-site improvements) does not include these improvements. The scope of work analyzed in the Final EIR SCH#20007091137 has not changed, no substantial changes in circumstances have occurred, and no new information has become available; therefore, the analysis contained in the prior Final EIR remains stable and valid for construction of the off-site driveway and access road improvements (Public Resources Code Section 21166).

Accordingly, this environmental document does not re-analyze these improvements. The Applicant/Owner would comply with the applicant conditions of approval and mitigation measures of Board of Supervisors Resolution No. 12-040 and obtain necessary ministerial permits from HCD-Building Services to install these driveways and access improvements prior to the construction and operation of the proposed project.

For informational purposes, a 28-foot-wide driveway on APN: 161-571-003-000 (“first Corral de Tierra Road driveway”) would provide ingress to the project site for vehicles traveling north on Corral de Tierra Road. Access would be limited to right-in, right-out vehicles (vehicles traveling north and turning right from Corral de Tierra Road into the property, and vehicles exiting right from the property onto Corral de Tierra Road, heading towards SR 68). A second 39-foot-wide driveway straddling APN: 161-571-003-000 and APN: 161-581-007-000 would be constructed along Corral de Tierra Road, approximately 150 feet south of the first Corral de Tierra Road driveway. This second driveway would provide ingress to northbound and southbound vehicles on Corral de Tierra Road and would have left and right turn lanes to provide northbound and southbound access to Corral de Tierra Road. An access road would connect the two driveways and would encircle the proposed convenience store (see Figure 5). This access road would have a minimum width of 25-28 feet and would provide a minimum curb-to-curb turning radius of approximately 35 feet. As described above, both Corral de Tierra Road driveway locations were previously approved with Board of Supervisors Resolution No. 12-040.

A third 28-foot-wide driveway on APN: 161-571-003-000 would be constructed along SR 68, approximately 195 feet east of the project site, APN: 161-571-002-000. This driveway would provide right-in, right-out access from SR 68 (vehicles traveling east and turning right from SR into the property, and vehicles exiting right from the property onto SR 68, heading east). An access road would connect this driveway to the proposed convenience store and service station (see Figure 5). This access road would have a minimum width of 25-28 feet. As described above, this SR 68 driveway location was previously approved with Board of Supervisors Resolution No. 12-040.

The project site would include 12 parking spaces, two of which would be accessible, adjacent to the proposed convenience store and south of the fueling station.

The vehicle travel lanes on Corral de Tierra Road west of the project site would be reconfigured as part of the proposed project. A median would be constructed on Corral de Tierra Road in front of the first driveway and within the driveway along SR 68 to prevent vehicles from making left turns to enter or exit the project site at these driveways (see Figure 5). South of the median along Corral de Tierra, a dual-turn lane would be added to the center of Corral de Tierra Road, which would provide a turn lane for southbound vehicles on Corral de Tierra Road to turn left into the project site (see Figure 5). The project would not require widening of Corral de Tierra Road. SR 68 modifications would involve elongating the west-bound left turn lane (left turn from SR 68 onto Corral de Tierra Road) by approximately 100-130 linear feet and reciprocally shortening the east-bound left turn lane (left turn from SR 68 onto a private driveway serving five residences north of SR 68, adjacent to Cypress Church Drive). Reconfiguring these back-to-back left turn pockets would involve re-striping and re-paving, where necessary. No other changes to SR 68 would occur.

Figure 3 Proposed Preliminary Development Plan

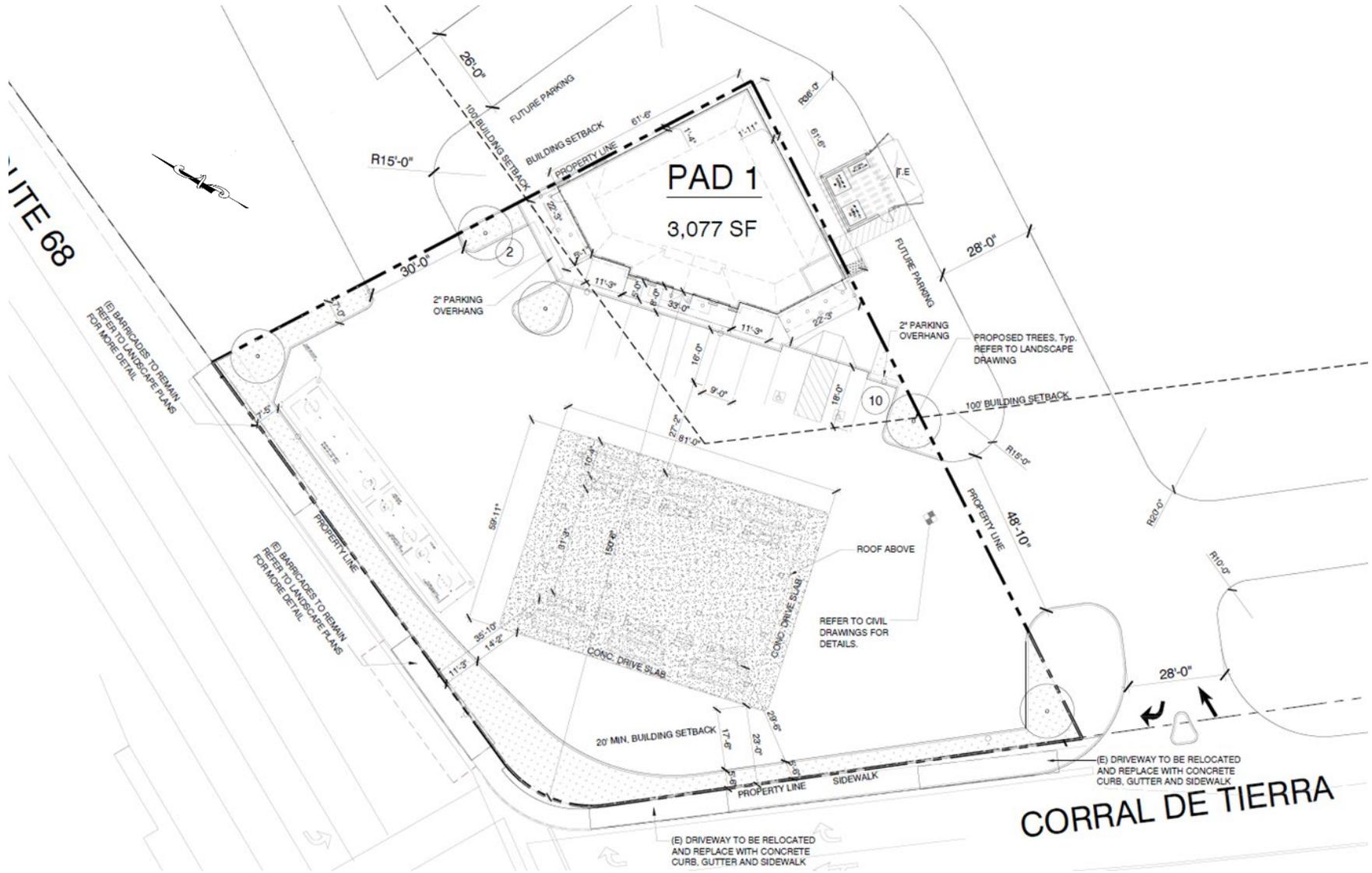


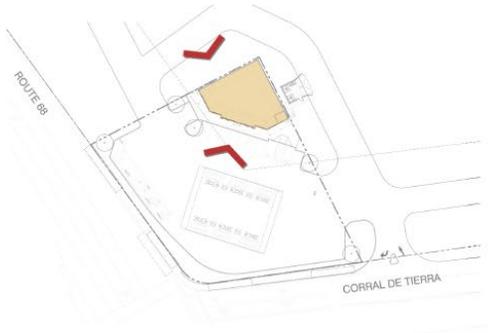
Figure 4 Proposed Elevations



TYPICAL SIDE ELEVATION



FRONT ELEVATION



KEY PLAN
N.T.S.

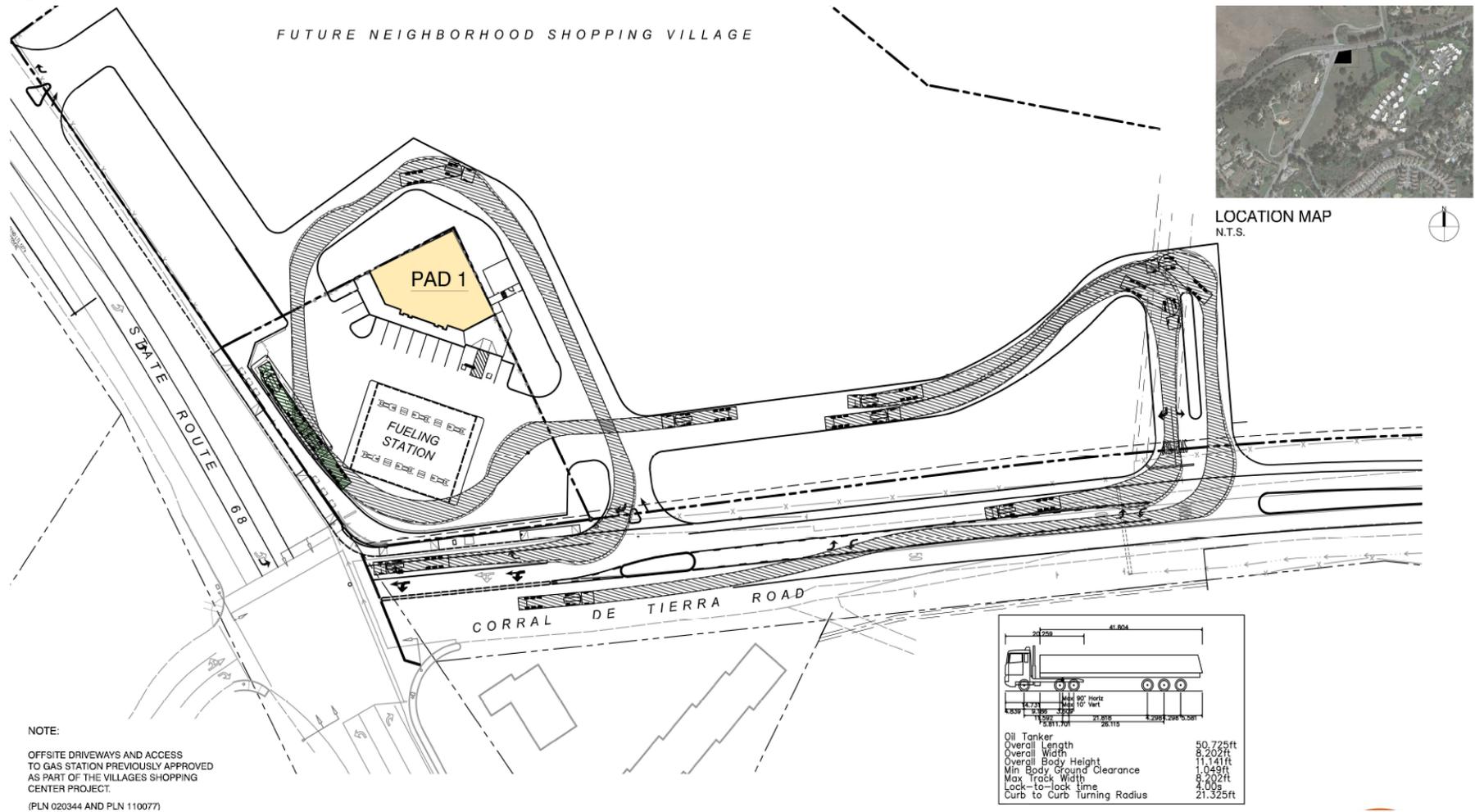
FINISHES:

- 1 BOARD & BATTEN
- 2 ASPHALT SHINGLE ROOF
- 3 ALUMINUM STOREFRONT
- 4 CANOPY/TRELIS
- 5 COMPOSITE WOOD SIDING
- 6 FASCIA & WOOD RAFTER
- 7 WALL SCONES
- 8 RTU
- 9 ACM PANELS

COLORS:

- A "SHELL WHITE"
- B "ADAPTIVE SHADE"
- C "CANADIAN MAPLE"
- D "BRAZILIAN IPE"
- E "WEATHERED GRAY ALGAE"
- F "DARK BRONZE"
- G "CLZ ALUMINUM"
- H "CPW WHITE"

Figure 5 Off-site Access and Circulation



Landscaping

The project would involve the removal of two olive trees and one walnut tree. Proposed landscaping would include planting trees: two Coast live oaks at the northeast and southwest corners of the project site, two marina strawberry trees on the north and west sides of the convenience store, and two hybrid crape myrtle trees adjacent to the proposed on-site parking spaces. Actual trees planted would be determined by the construction contractor and would be subject to the approval of the County. Groundcover, grasses, and ornamental landscaping would be planted adjacent to the convenience store to the north and west, and along the northern and western boundary of the project site. The project site would include a total landscaped area of approximately 3,970 square feet (approximately 13.4 percent of the project site) and landscaping is estimated to require approximately 25,744 gallons, or 0.079 acre-feet, of water per year.

Drainage

Three retention ponds, ranging from 1,200 square feet to 4,000 square feet, would be installed on the adjacent property (APN: 161-571-003-000) to capture stormwater runoff generated from the proposed project. These retention ponds would be utilized and maintained until such time as the adjacent retail shopping center development is constructed. At such time, the three retention ponds would be replaced with permanent retention ponds that are adequately sized to address the stormwater runoff generated from both the proposed project and the adjacent retail shopping center project.

Utilities

The project site is currently served by an individual water well (Exxon Station Water System, a transient-non-community water system, County of Monterey Environmental Health Bureau [EHB] Record ID No. WA000185), which would be used for the proposed project's water supply. Water for fire suppression would be provided by California-American Water. Wastewater service would be provided by California Utilities Services. Electricity would be provided by Central Coast Community Energy (3CE), the regional community choice energy provider, via existing Pacific Gas and Electric Company (PG&E) infrastructure.

Project Construction

Project construction would occur over approximately 12-18 months. Construction phases would include grubbing/land clearing, underground fuel tank installation, grading and excavation, building construction, and paving. Construction equipment staging and worker vehicle parking would occur on the project site. Construction would occur Monday through Friday between 7:00 a.m. and 7:00 p.m. and Saturdays between 8:00 a.m. and 6:00 p.m. The project would involve 2,170 cubic yards of cut and 1,005 cubic yards of fill, and 1.8 acres of ground disturbance (0.7 acres on-site for gas station and convenience store, and 1.1 acres off-site for drainage and other temporary work areas¹). Per the project's draft Construction Management Plan, there would be no hauling between peak hours of 7:00 am to 9:00 am and 3:00 pm to 5:00 pm (Source: .44), and ground disturbing activities would be limited to no more than 2.2 acres per day.

¹ The proposed project does not include the construction of off-site access improvements. Therefore, the proposed ground disturbance and grading calculations do not include construction of these off-site improvements on APN: 161-571-003-000, which were approved under Board of Supervisors Resolution No. 12-040.

Project Operation

The fueling station and convenience store are proposed to be open 24 hours a day, seven days a week, with up to three employees working at the project site at any given time. Delivery trucks and fuel trucks would only enter the project site via the second Corral de Tierra Road driveway; entrance by these larger vehicles from the first Corral de Tierra Road driveway or SR 68 driveway would not occur. Delivery trucks and fuel trucks would exit the project via any of the three driveways (two on Corral de Tierra Road and one on SR 68). Passenger vehicles would utilize all three of the driveways, as each driveway permits (right-in, right-out for the first Corral de Tierra Road driveway and SR 68 driveway, and all-turning movement for the second Corral de Tierra Road driveway). It is estimated that the convenience store and gas station would require approximately 247,646 gallons, or 0.76 acre-feet, of water per year. In combination with the estimated water demand of landscaping, the proposed project is anticipated to use approximately 273,714 gallons or 0.84 acre-feet of water per year.

10. Other Public Agencies Whose Approval is Required

The proposed project would require a Combined Development Permit consisting of:

1. A Use Permit and Design Approval to allow construction of a 12-pump gas service station and a 3,077 square-foot convenience store;
2. A Variance to reduce the side and rear setbacks.

Prior to issuance of construction permits, the project applicant would be required to 1) submit a Hazardous Materials Questionnaire and an application for a Food Facility Plan Check to the Monterey County Environmental Health Bureau, 2) obtain encroachment permits from Caltrans; and 3) obtain Authority to Construct and a Permit to Operate from the Monterey Bay Air Resources District.

Environmental Factors Potentially Affected

The project would potentially affect the environmental factors checked below with an impact that is “Potentially Significant” or “Less than Significant with Mitigation Incorporated” that was not studied in the prior EIR as indicated by the checklist on the following pages.

- | | | |
|--|---|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture and Forestry Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Energy |
| <input type="checkbox"/> Geology and Soils | <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards and Hazardous Materials |
| <input type="checkbox"/> Hydrology and Water Quality | <input type="checkbox"/> Land Use and Planning | <input type="checkbox"/> Mineral Resources |
| <input type="checkbox"/> Noise | <input type="checkbox"/> Population and Housing | <input type="checkbox"/> Public Services |
| <input type="checkbox"/> Recreation | <input type="checkbox"/> Transportation | <input type="checkbox"/> Tribal Cultural Resources |
| <input type="checkbox"/> Utilities and Service Systems | <input type="checkbox"/> Wildfire | <input type="checkbox"/> Mandatory Findings of Significance |

Determination

Based on this initial evaluation:

- I find that the project **WOULD NOT** result in: 1) a peculiar impact that was not identified as a significant impact under the prior EIR; 2) a significant impact that was not analyzed as significant in the prior EIR; 3) a potentially significant offsite impact or cumulative impact not discussed in the prior EIR; or 4) a more severe impact due to substantial new information that was not known at the time of the prior EIR. Pursuant to CEQA Guidelines section 15183, the project is consistent with a Community Plan or Zoning. New effects would be substantially mitigated under uniformly applicable development policies or standards. **NO FURTHER REVIEW** is required.
- I find that the project **WOULD** result in: 1) a peculiar impact that was not identified as a significant impact under the prior EIR; 2) a significant impact that was not analyzed as significant in the prior EIR; 3) a potentially significant offsite impact or cumulative impact not discussed in the prior EIR; or 4) a more severe impact due to substantial new information that was not known at the time of the prior EIR. I find that **FURTHER ENVIRONMENTAL REVIEW** is necessary to analyze those effects that are subject to CEQA, and therefore, this project is not consistent with a Community Plan or Zoning pursuant to CEQA Guidelines Section 15183.

Signature

Date

Printed Name

Title

This report follows a checklist format that outlines performance standards for projects eligible for streamlined review under the California Environmental Quality Act (CEQA). A consistency checklist is prepared by a lead agency to streamline the environmental review process for eligible projects by limiting the topics subject to review at the project level where the effects of development have been addressed in a previous community plan. Pursuant to *CEQA Guidelines* Section 15183, if the project would result in new specific effects or more significant effects, and uniformly applicable development policies or standards would not substantially mitigate such effects, those effects are subject to CEQA. With respect to the effects that are subject to CEQA, the lead agency is to prepare an EIR if the written checklist shows that the effects of the project would be potentially significant.

To provide a thorough and conservative analysis of potential impacts associated with the modified project, this consistency checklist addresses all 20 environmental issue areas suggested by Appendix G of the *CEQA Guidelines*. This includes tribal cultural resources, an issue area added to the *CEQA Guidelines* in September 2016 pursuant to Assembly Bill 52, after certification of the County of Monterey's 2010 General Plan EIR. This also includes energy and wildfire, which were added to the *CEQA Guidelines* in December 2018.

The checklist concludes that the project would not have any significant effects on the environment that either have not already been analyzed in a prior EIR or are more significant than previously analyzed, or that uniformly applicable development policies would not substantially mitigate. Pursuant to Public Resources Code Section 21094.5, such effects are exempt from CEQA regulations.

California Public Resources Code Section 21083.3 also limits the application of CEQA to effects on the environment which are peculiar to the parcel or to the project and which were not addressed as significant effects in the prior environmental impact report, or which substantial new information shows will be more significant than described in the prior EIR when projects are consistent with the development density established by existing zoning, community plan or general plan policies for which an EIR was certified (*CEQA Guidelines*, Section 15183[a], also Public Resources Code, Section 21083.3[b]: Exemption applies to "a development project [that] is consistent with the general plan of a local agency [if] an environmental impact report was certified with respect to that general plan.")

This *CEQA Guidelines* Section 15183 Consistency Checklist has been prepared pursuant to Public Resources Code Section 21000 et seq. and the *CEQA Guidelines*, California Code of Regulations Section 15000 et seq.

Environmental Checklist

Pursuant to *CEQA Guidelines* Section 15183, CEQA mandates that projects that are consistent with the development density established by existing zoning, community plan, or general plan policies for which an EIR was certified may not require additional review unless there may be project-specific effects that are peculiar to the project or site that were not adequately addressed in the EIR for the 2010 General Plan. In approving a project meeting the requirements of Section 15183 of the *CEQA Guidelines*, a public agency shall limit its examination of environmental effects to those the agency determines, in an Initial Study or other analysis:

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

The purpose of this checklist is to assess consistency between the project and 2010 General Plan and to compare the project with the effects above to determine if additional environmental review is required under CEQA in accordance with *CEQA Guidelines* Section 15183.

Section 15183 Format

The table columns at the beginning of each resource section in the following analysis are used to document and categorize the environmental impacts of a proposed project in relation to prior environmental review and existing mitigation frameworks. The “Significant Impact” column identifies areas where the project may cause substantial adverse effects on the environment, potentially requiring additional analysis or mitigation. The “Less than Significant or Less than Significant with Mitigation Incorporated” column is used when impacts are either minor or can be reduced to a less than significant level through mitigation measures already identified and incorporated into the project design. The “No Impact” column confirms that the project would not affect the environmental resource in question.

The remaining columns support streamlined review pursuant to *CEQA Guidelines* Section 15183. The “Analyzed in the Prior EIR” column indicates that the impact was previously evaluated in a certified Environmental Impact Report, and no further analysis is needed unless new information or changed circumstances arise. The “Substantially Mitigated by Uniformly Applicable Development Policies” column is used when existing local policies or regulations, such as grading ordinances, California Building Code, or fire safety codes, are sufficient to reduce the impact to a less than significant level. These columns demonstrate that the project’s impacts would be consistent with previous environmental review.

Relationship of the Project to Previous EIR Analysis

The County of Monterey adopted the 2010 General Plan on October 26, 2010. The 2010 General Plan includes goals and policies that address the existing and future land use for the large rural areas that are used predominantly for agricultural purposes as well as for the diversity of unincorporated communities. The 2010 General Plan also includes geographically smaller plans to provide more specific policies unique to particular geographical areas, including the Toro Area Plan which the project is located within. The 2010 General Plan EIR was certified in 2010 and assessed impacts from implementation of the 2010 General Plan.

Consistency of the Project with Adopted County Plans and Ordinances

County of Monterey 2010 General Plan

The project would be located entirely in the County of Monterey. The 2010 General Plan is the fundamental document governing land use development and includes goals and policies relating to land use, circulation, conservation and open space, safety, public services, agriculture, and economic development. The project would be required to abide by all applicable goals and policies in the adopted 2010 General Plan. The 2010 General Plan land use designation for the project site is Commercial. This designation is intended for a broad range of light commercial uses such as stores, shops, restaurants, theaters, service stations and general office uses suitable for the convenience of nearby residential areas. The extent of use of land for this designation is limited to building coverage of 50 percent of the subject property. The project would be consistent with the Commercial designation as it would result in the development of a gas fueling station and associated convenience store. The project would be consistent with applicable land use policies, such as LU-4.6, which encourages commercially designated areas to include neighborhood-serving uses, and LU-4.8, which encourages commercial areas to be sited with convenient access. The proposed project includes a fueling station and convenience store, which would serve the surrounding neighborhood and would be conveniently located to travelers on SR 68.

Toro Area Plan

The Toro Area Plan is a component of the County of Monterey General Plan, specifically designed to guide land use and development within the Toro Planning Area, which spans approximately 74 square miles between Salinas and the Monterey Peninsula. The Toro Area Plan aims to protect natural resources like native trees, ridgelines, and open spaces, manage residential growth to maintain rural character, and address infrastructure and safety concerns such as erosion and fire hazards. The Toro Area Plan also designates Special Treatment Areas to allow for customized land use policies that balance development with conservation and community needs.

The project site is located within the Toro Area Plan, and its use is subject to conformity with the 2010 General Plan and the Toro Area Plan. The Toro Area Plan designates the property as visually sensitive (Source: IX.2). For areas with this designation, new development may be permitted if the development is located and designed (i.e., building design, exterior lighting, and siting) in a manner that will enhance the scenic value of the area, and architectural design consistent with the rural nature of the Toro Area shall be encouraged. The project consists of a fueling station and convenience store; the design of the convenience store includes white and beige stone and board and batten facades, aluminum roofs and awnings, and dark metal window trim to be consistent with the rural architecture in the project area. As discussed further in Section 1, *Aesthetics*, threshold (c),

the project would not substantially degrade the existing visual character of the site and would not conflict with the site's visual sensitivity designation. The Toro Area Plan also includes Policy T-1.7, which requires that the County conduct a review of infrastructure constraints such as wastewater capacity and water supply for development in the Toro Area. As discussed further in Section 10, *Hydrology and Water Quality*, and Section 19, *Utilities and Service Systems*, the project would not adversely affect the Toro's groundwater constraints, and the project would have adequate wastewater service and water supply. Therefore, the project would not conflict with Toro Area Plan Policy T-1.7.

County of Monterey Ordinance Code

The project site is zoned as Light Commercial. The project site is also within the B-8 Zoning District. Pursuant to Section 21.42.030 of Monterey County Code, the purpose of the B-8 District is to restrict development and/or intensification of land use in areas where, due to water supply, water quality, sewage disposal capabilities, traffic impacts or similar measurable public-facility type constraints, additional development and/or intensification of land use is found to be detrimental to the health, safety, and welfare of the residents of the area, or the County as a whole. The project site is also within a Design Control Zoning District, where design approval is required to assure protection of a public viewshed.

With approval of the project's Use Permit, Design Approval, and Variances, the project would be consistent with zoning requirements for height, setbacks, and site coverage established for the Light Commercial zoning districts. Pursuant to Section 21.72.040 of the County Code, to approve a Variance, the County must find that special circumstances applicable to subject property that would deprive the applicant of privileges enjoyed by other, similar properties, and that the proposed project is otherwise consistent with the uses allowed in the zone district, among other required findings.

The property's commercial land use designation dates back nearly 50 years and is reflected in both the 1982 County General Plan and the 2010 County General Plan. The property was purchased by the current owner's family in 1974. At that time, the property had an operational fueling station and was leased to a third-party operator. The fueling station was authorized pursuant to a Use Permit granted by the County Zoning Administrator on November 25, 1966 (HCD-Planning File No. ZA-74). The B-8 District was enacted in November 1992 (and amended in September 1993) due to concerns associated with groundwater supply in the Toro Area (Ordinance No. 03647, November 24, 1992; Ordinance No. 3704, September 7, 1993). The underground storage tanks and gas pump infrastructure were demolished in 2002 and the prior aboveground fueling station structure was demolished in 2018.

The B-8 District was adopted primarily to prevent new parcels from being created in the Toro Area (Board of Supervisors Resolution No. 12-040). The stated purpose of the B-8 District is to "restrict development and/or intensification of land use in areas where, due to water supply, water quality, sewage disposal capabilities, traffic impacts or similar measurable public-facility type constraints, additional development and/or intensification of land use if (sic) found to be detrimental to the health, safety, and welfare of the residents of the area, or the County as a whole" (Title 21 section 21.42.030.H). "Intensification" is defined in Chapter 21.42 as "the change in the use of a building site which increases the demand on the constraint(s) which caused the 'B-8' District to be applied over that use existing at that time the 'B-8' District is applied to the property." The B-8 District expressly allows "[c]onstruction or expansion of commercial uses where such construction or expansion can be found to not adversely affect the constraints which caused the 'B-8' District to be

applied to the property” (Title 21 section 21.42.030.H.2). As described above, the constraint which caused the B-8 zoning overlay to be applied to a portion of the Toro planning area, inclusive of the project site, was groundwater supply. The proposed project would be consistent with the B-8 overlay’s limitations for two main reasons:

1. The proposed project would not change the historical use of the property and would be located on an existing lot of record. The property has historically been used as a fueling station since the 1960s to 1996. Although this prior fueling station was demolished in 2018, the proposed project would rebuild a fueling station and a convenience market.
2. As discussed in Section VI.10, the proposed project would not exceed the subject property’s water demand at the time the B-8 District was applied to the Property (1992). Instead, the proposed project would reduce water demand from 1.2-acre feet per year (1974 fueling station and convenience store’s water demand estimates) to 0.84 acre feet per year (proposed project demands), a reduction of 0.37 acre feet.

This page intentionally left blank.

1 Aesthetics

	Significant Impact	Less than Significant or Less than Significant with Mitigation Incorporated	No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies
--	--------------------	---	-----------	---------------------------	--

Except as provided in Public Resources Code Section 21099, would the project:

a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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 a 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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Analysis in Previous Environmental Documents

Impacts to aesthetics/visual resources were analyzed on pages 4.14-1 through 4.14-46 of the 2010 General Plan EIR. Impacts to scenic vistas and views from scenic highways from implementation of the 2010 General Plan were found to be less than significant. Impacts to existing visual character and new sources of light and glare were found to be significant and unavoidable. There were no feasible mitigation measures available beyond implementation of 2010 General Plan policies.

The following discussion provides a review to determine if project-specific impacts would occur that are 1) peculiar to the project or the parcel on which the project is located, 2) were not previously analyzed in a previous environmental documents as significant effects, 3) are potentially significant off-site impacts and cumulative impacts that were not previously discussed in the previous environmental documents, and 4) are now determined to have a more severe impact than discussed in the previous environmental documents due to substantial new information.

Project-specific Impacts

a. Would the project have a substantial adverse effect on a scenic vista?

The Monterey County 2010 General Plan identifies scenic resources within Monterey County. Scenic vistas in the County include the Santa Lucia and Gabilan mountain ranges, the Salinas Valley and Carmel Valley, Big Sur, and the County's coastline. These mountain ranges, valleys, and the coastline are not visible from the project site. Toro Area Plan Policy T-3.2b identifies a scenic vista located approximately 3.3 miles south of the project site along Laureles Grade, which overlooks the Toro area (Source 2). The project site is not visible from this scenic vista due to intervening topography. Therefore, the proposed project would not result in a substantial adverse effect on a scenic vista. The 2010 General Plan EIR finds that the impacts to scenic vistas from development would be minimal with the implementation of 2010 General Plan policies that include protecting scenic vistas from inappropriate development and preserving the viewsheds mentioned in the 2010 General Plan EIR.

No impact would occur. The project would not result in substantially more severe adverse impacts than discussed in the 2010 General Plan EIR.

b. Would the project substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

Figure 16 of the Toro Area Plan designates certain areas and roads as visually sensitive and County-designated scenic highways and roads (Source 2). Areas designated as visually sensitive, ranging from "Sensitive" to "Critical", are generally those public views of lands, hillsides, and ridges visible from County designates scenic highways and corridors, including SR 68, Corral de Tierra, San Benancio, Laureles Grade, and River Road. SR 68 is also a state scenic highway (Source 1). The subject property is located at the intersection of SR 68 Corral de Tierra, and therefore entirely visible; however, only the southwestern corner of the project site (APN: 161-571-002-000) is identified as being "Sensitive" per Toro Area Plan Figure 16. The western portion of APN: 161-571-003-000, where the two driveways and internal access road are proposed, is designated as "Sensitive" and "Critical Viewshed" (Source 2).

The portion of SR 68 immediately north of the project site is designated as a Caltrans State scenic highway (Source 1). Pursuant to Toro Area Plan Policy T-3.3, a 100-foot setback is required on lots adjacent to County- and State-designated scenic routes, such SR 68 and Corral de Tierra Road.

Pursuant to this policy, this 100-foot setback may be reduced for existing lots of record that have no developable area outside the setback. The proposed convenience store would be located outside of this setback; however, the proposed fueling stations and canopy would be entirely within this setback. The project site (APN: 161-571-002-000) is 29,646 square feet, and the zoning allows approximately 14,823 square feet of building site coverage pursuant to Title 21 section 21.81.070. However, application of the required setbacks (front, sides, and rear) would only leave a building site area of 4,025 square feet. As such, the combined planning and zoning setbacks encumber more than 86 percent of the Property and do not leave enough developable land for a commercially viable development. The project would involve removal of three existing trees, including two olive trees and one walnut tree. The project site does not contain rock outcroppings, historic buildings, or other scenic resources.

As described further under threshold (c), the proposed convenience store would include off-board and batten exterior with natural beige stone, dark bronze aluminum roofs and awnings, and dark metal window trim. The proposed colors and materials would be consistent with the rural architecture in the project area. These materials and building facades would be visually similar to the convenience store west of the project site and other buildings in the project area. The three trees removed as part of the project would be replaced with six trees, including two Coast live oak trees, which would increase tree cover on the site and thus contribute to the rural nature of the project area populated with native trees. The project would also include a variance to reduce the side and rear setbacks of the project site; approval of the variance would not result in impacts to rock outcroppings and historic buildings within the viewshed of SR 68. While the project would involve removal of three trees, the project landscaping would include planting six trees. Accordingly, the project would not substantially damage scenic resources within a state scenic highway. Impacts would be less than significant.

Therefore, though the 2010 General Plan EIR concludes that new development could potentially result in adverse impacts to scenic highways, there would be no damage to scenic resources as a result of implementation of the project within view of a state scenic highway. The project would not result in substantially more severe adverse impacts than discussed in the 2010 General Plan EIR.

- c. *Would the project, 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 a 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?*

Public Resources Code 21071 defines urbanized and non-urbanized areas. An unincorporated area is considered urbanized if it completely surrounded by one or more incorporated cities, if it is located within an urban growth boundary, or if the area has an existing residential population of at least 5,000 people per square mile. The project site is not within an area that meets these criteria and is therefore considered non-urbanized.

The project site is located within the Toro Area Plan, which designates the site as visually sensitive (Source: .2). Pursuant to Toro Area Plan Policy T-3.1, new development in visually sensitive areas may be permitted if the development is located and designed (i.e., building design, exterior lighting, and siting) in such a manner that enhances the scenic value of the area, and architectural design is consistent with the rural nature of the Toro Area (Source: .12).

The project site is situated at the intersection of SR 68, a two-lane highway, and Corral de Tierra Road, a two to three-lane local roadway. From the project site, there are long-range views of

hillsides vegetated with grass and sparse trees to the east; densely clustered trees and distant hillsides to the south; a convenience store and single-story, attached residences with stone facades and wood-shingled roofs to the west; and gentle, sloping hillsides and grassland to the north. The project area is rural, and the only other development visible from the project site is the adjacent existing convenience store to the east and a church in the hills to the north. Although development immediately proximate to the project site is limited, the project site is located along the SR 68 corridor between the cities of Monterey and Salinas; along this corridor, other rural development including fences, driveways, residences, and agricultural support buildings associated with private properties along SR 68; paved roadways, parking lots, and small buildings at the entrance to Fort Ord National Monument; and single-story roadside shops and restaurants.

The project consists of a fueling station and a convenience store. The design of the convenience store would include off-white and beige stone and board and batten facades, dark bronze aluminum roofs and awnings, and dark metal window trim. The building materials and facades of the proposed project would be visually consistent with other development along SR 68. The existing convenience store west of the project site also incorporates beige stone, wooden awnings and facades, and metal window trim; accordingly, the proposed convenience store would be visually similar to the nearest existing building. Other existing development along SR 68, including residences, agricultural support buildings, and commercial restaurants and businesses, also incorporate stone facades and aluminum roofs. The proposed convenience store would be of similar height and massing as nearby residences and agricultural buildings, and would include similar facades and exterior features of other structures visible from SR 68. Finally, the varying height between the convenience store (26 feet) and the canopy (18 feet) would break up the perceived bulk and mass of the structures. The project's design would be visually consistent with the Toro Area.

The project would include exterior lighting along the north and west sides of the convenience store. The project would include the construction of several light poles, including three located adjacent to the parking spaces in front of the convenience store and four along the property boundary with SR 68 and Corral de Tierra Road. The proposed light poles would not exceed 25 feet in height. Additionally, the proposed canopy over the fueling station would also include lighting to illuminate the pumps and for customer access to the convenience store. The proposed lighting would be similar to the lighting at the nearby existing convenience store, which includes wall-mounted exterior lights, and the light poles attached to the traffic signals at the intersection of SR 68 and Corral de Tierra Road. As designed, and conditioned to ensure installation, the canopy lighting would have reduced lumens from dawn to dusk, with motion-activated sensors to increase lumens when vehicles enter the canopy area. As discussed further under threshold (d), the project would not introduce a substantial new source of light, and accordingly, lighting associated with the project would be visually consistent with the Toro Area. In terms of the project's siting, the proposed fueling station and convenience store would be generally located in the footprint of a former fueling station. By locating the proposed project within this footprint, the project avoids vegetation removal and paving in other undisturbed areas in the Toro Area. Therefore, the project's siting and design would be visually consistent with the Toro Area and would enhance the scenic value of the area.

Accordingly, the convenience store would be visually consistent with the rural nature of the Toro Area, and the fueling station would not conflict with the highway corridor setting of the project site. The project's proposed landscaping includes shrubs, groundcover, and native trees, which would introduce vegetation similar to the surrounding area to the project site. With these design features and its proposed design and massing, the project would not substantially degrade the existing visual character or quality of public views of the site and its surroundings.

This impact would be less than significant. The project would not result in substantially more severe adverse impacts than discussed in the 2010 General Plan EIR.

d. Would the project create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?

The project site is in an area that is primarily undeveloped open space, with intermittent commercial uses and residential areas adjacent to SR 68. Therefore, the surrounding area has low levels of existing lighting. Existing sources of light in the project area include lighting from nearby residences and the convenience store west of the project site, streetlights and light poles at the intersection of Corral de Tierra Road and SR 68, headlights of vehicles entering and existing the residences and convenience store, and the headlights of vehicles traveling on Corral de Tierra Road and SR 68. The primary sources of glare in the project area are the sun's reflection off light colored and reflective building materials and finishes of the nearby residences and convenience store, and metallic and glass surfaces of vehicles parked at the convenience store or traveling on Laureles Grade and SR 68.

The project would introduce new sources of light and glare to the project site, including interior lighting, light poles, reflective surfaces associated with the proposed convenience store and fueling station, and headlights and glare from vehicles that would be parked at the project site. These sources of light and glare would be consistent with existing sources of light and glare from the nearby residences, existing convenience store, and vehicles traveling on Laureles Grade and SR 68, and the project would not introduce a substantial amount of new light and glare to the project area. Additionally, the project would be required to comply with Monterey County Code Section 21.63.020, which establishes design guidelines for exterior lighting. The design guidelines require exterior lighting to be unobtrusive, reduce off-site glare, and light only the intended area. As conditioned, the project would also be required to comply with Toro Area Plan Policy T-3.1, which requires exterior lighting to be located and designed in a manner that enhances the scenic value of the area, and Policy T-3.5, which requires exterior lighting to be located, designed, and enforced to minimize light sources and preserve the quality of darkness (Source: 12). Accordingly, the project would not create a substantial source of light or glare that would adversely affect day or nighttime views in the area.

Since the project would be consistent with surrounding land uses in type and intensity of light and glare, and consistent with the type of development envisioned in the 2010 General Plan for the site, impacts would be less than significant and the project would result in no new or substantially more severe impacts concerning lighting and glare beyond those previously identified in the 2010 General Plan EIR.

Conclusion

The project is consistent with the 2010 General Plan land use designation and zoning district associated with the project site. Adherence with the applicable General Plan policies and zoning ordinance would ensure that the project would result in less-than-significant aesthetic impacts. The project would have no new significant or substantially more severe or peculiar site-specific impacts to aesthetics and visual resources, nor would there be potentially significant off-site impacts, cumulative impacts, or previously identified significant effects, which were not discussed in the prior environmental document. Also, there are no previously identified significant effects which, as a result of substantial new information that was not known at the time of the previous environmental

review, are determined to have a more severe adverse impact than discussed in the 2010 General Plan EIR. Accordingly, no additional review is required.

2 Agriculture and Forestry Resources

	Significant Impact	Less than Significant or Less than Significant with Mitigation Incorporated	No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies
--	--------------------	---	-----------	---------------------------	--

Would the project:

a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with existing zoning for agricultural use or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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))?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Analysis in Previous Environmental Documents

Impacts to agricultural resources were analyzed on pages 4.2-1 through 4.2-28 of the 2010 General Plan EIR. Impacts related to the conversion of Important Farmland and farmland to non-agricultural uses were determined to be significant and unavoidable. Impacts related to conflicts with existing zoning for agricultural use and Williamson Act contracts as a result of implementation of the 2010 General Plan EIR were found to be less than significant.

The following describes the analysis included in the previous environmental documents (the 2010 General Plan EIR) and also provides a streamlined review to determine whether there would be project-specific impacts that are either 1) peculiar to the project or the parcel on which the project is located, 2) were not previously analyzed in a previous environmental documents as significant effects, 3) are potentially significant off-site impacts and cumulative impacts that were not previously discussed in the previous environmental documents, and 4) are now determined to have a more severe impact than discussed in the previous environmental documents due to substantial new information.

Project-specific Impacts

- a. *Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?*
- b. *Would the project conflict with existing zoning for agricultural use or a Williamson Act contract?*
- c. *Would the project 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))?*
- d. *Would the project result in the loss of forest land or conversion of forest land to non-forest use?*
- e. *Would the project 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?*

The project site has a land use designation of Commercial within the 2010 General Plan. The project site was previously developed as a gas station that was demolished in 2018. The project site is currently a paved lot. Its zoning district is Light Commercial. Therefore, the project would not convert farmland or change agricultural resources to a non-agricultural use. The site is not under a Williamson Act Contract or on land zoned or used for timberland nor is it located adjacent to agriculturally designated lands (.8). The project site is not currently used for forest land or timberland production and is not located on or near land that is considered forest or timberland, and the project would not conflict with any existing zoning for forest land, timberland, or timberland production.

There would be no impact, and the project would not result in substantially more severe adverse impacts than discussed in the 2010 General Plan EIR.

Conclusion

The project site is within the land defined and assessed by the General Plan as Urban and Built-Up Land and the project would have no effect on agricultural or forest lands. The project would have no new significant or substantially more severe or peculiar site-specific impacts to agricultural or forest resources, nor would there be potentially significant off-site impacts, cumulative impacts, or previously identified significant effects, which were not discussed in the prior environmental documents. Also, there are no previously identified significant effects which, as a result of substantial new information that was not known at the time of the previous environmental review, are determined to have a more severe adverse impact than discussed in the 2010 General Plan EIR. Accordingly, no additional review is required.

This page intentionally left blank.

3 Air Quality

	Significant Impact	Less than Significant or Less than Significant with Mitigation Incorporated	No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies
--	--------------------	---	-----------	---------------------------	--

Would the project:

a. Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
c. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Analysis in Previous Environmental Documents

The 2010 General Plan EIR discusses air quality impacts on pages 4.7-1 through 4.7-42 and finds that impacts related to conflicts with air quality management plans and standards, increased carbon monoxide levels along County roadways, and objectionable odors would be less than significant. Impacts related to the generation of construction emissions were found to be less than significant with the incorporation of the following mitigation measures:

Mitigation Measure AQ-1

The County of Monterey will update General Plan policy OS-10.5 as follows: OS-10.5 The County of Monterey will require that future construction in accordance with the 2007 implement MBARD PM₁₀ control measures.

Mitigation Measure AQ-2

Implement MBARD Mitigation Measures for Off-Road Mobile Source and Heavy Duty Equipment Emissions. General Plan Policy OS-10.6 will be revised as follows:

The County shall implement MBARD measures to address off-road mobile source and heavy duty equipment emissions as conditions of approval for future development.

Impacts related to criteria pollutants and volatile organic compounds would be significant and unavoidable even with the incorporation of the following mitigation measures:

Mitigation Measure AQ-3

The following measures will be added to General Plan Policy OS-10.10:

- Provide preferential carpool/vanpool parking spaces
- Implement a parking surcharge for single occupant vehicles
- Provide for shuttle/mini bus service
- Provide bicycle storage/parking facilities and shower/locker facilities
- Provide onsite child care centers
- Provide transit design features within the development
- Develop park-and-ride lots
- Employ a transportation/rideshare coordinator
- Implement a rideshare program
- Provide incentives to employees to rideshare or take public transportation
- Implement compressed work schedules
- Implement telecommuting program

Mitigation Measure AQ-4

General Plan Policy OS-10.10 will be revised to include the following measures to address residential land use:

- Provide bicycle paths within major subdivisions that link to an external network
- Provide pedestrian facilities within major subdivisions

Mitigation Measure AQ-5

The following measures will be added to General Plan Policy OS-10.2 to address alternative fuels:

- Utilize electric fleet vehicles
- Utilize Ultra Low-Emission fleet vehicles
- Utilize methanol fleet vehicles
- Utilize liquid propane gas fleet vehicles
- Utilize compressed natural gas fleet vehicles

Impacts related to sensitive receptor exposure to increased diesel exhaust would be less than significant with the incorporation of the following mitigation measures:

Mitigation Measure AQ-6

The County of Monterey shall require that construction contracts be given to those contractors who show evidence of the use of soot traps, ultra-low sulfur fuels, and other diesel engine emissions upgrades that reduce PM10 emissions to less than 50% of the statewide PM10 emissions average for comparable equipment.

Mitigation Measure AQ-7

Development of new sensitive land uses (schools, hospitals, facilities for the elderly) should not be located any closer than 500 feet of a freeway carrying more than 100,000 vehicles per day.

Mitigation Measures presented in the 2010 General Plan EIR would not be applicable to the project as they are either programmatic, are not applicable to the proposed project, or are applicable to the County as an agency.

The following describes the analysis included in the previous environmental document (the 2010 General Plan EIR) and also provides a streamlined review to determine whether there would be project-specific impacts that are either 1) peculiar to the project or the parcel on which the project is located, 2) were not previously analyzed in a previous environmental documents as significant effects, 3) are potentially significant off-site impacts and cumulative impacts that were not previously discussed in the previous environmental documents, and 4) are now determined to have a more severe impact than discussed in the previous environmental documents due to substantial new information.

Project-specific Impacts

a. Would the project conflict with or obstruct implementation of the applicable air quality plan?

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 the Monterey Bay Air Resources District (MBARD). The NCCAB is currently designated as nonattainment for the State particulate matter that is 10 microns or less in diameter (PM₁₀) 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 (Source: .13). MBARD is responsible for enforcing the state and federal air quality standards and regulating stationary sources through the 2012-2015 Air Quality Management Plan (AQMP) for the Monterey Bay Region, adopted on March 15, 2017.

A project would conflict with or obstruct implementation of the 2015 AQMP if either it induced population such that the population of unincorporated Monterey County exceeds the population forecast for the appropriate five-year increment utilized in the 2015 AQMP or if construction and operational emissions of ozone precursors would exceed MBARD significance thresholds (Source: .14). As discussed in the 2010 General Plan EIR, buildout of the General Plan would be consistent with the MBARD AQMP (County of Monterey 2010). Development of the project would be consistent with the assumptions for buildout under the General Plan as analyzed in the 2010 General Plan EIR. Accordingly, impacts of the project would be similar to those identified in the 2010 General Plan EIR; therefore, no additional review is required.

The proposed project is not anticipated to induce substantial population growth, as the project entails construction of a 12-pump gas service station, access roads and driveways, and a 3,077 square-foot convenience store. Furthermore, construction workers would be primarily local rather than sourced from an area outside of the existing local or regional workforce. Additionally, as discussed below under thresholds (b-c), the project would not result in emissions that would exceed MBARD significance thresholds. Accordingly, the project would be consistent with the 2012-2015 AQMP because it would not cause an exceedance of the growth projections that underlie its air pollutant emission forecasts. Impacts would be less than significant.

Therefore, the project would not conflict with or obstruct the implementation of an applicable air quality plan. Additionally, the project would be within the type of use and density assumed for the site in the 2010 General Plan EIR. This impact would be less than significant. The project would not result in more severe adverse impacts than discussed in the 2010 General Plan EIR.

b. Would the project 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?

c. Would the project expose sensitive receptors to substantial pollutant concentrations?

The 2010 General Plan EIR assesses air quality impacts on a programmatic level and recognize that site-specific impacts would be assessed during project review. To determine if further review under CEQA is necessary, the project was compared to the MBARD CEQA Guidelines screening criteria. As discussed under threshold (a), the NCCAB is currently designated as nonattainment for the state PM₁₀ standard and nonattainment-transitional for the state one-hour and eight-hour ozone standards.

The MBARD CEQA Guidelines set a screening threshold of 2.2 acres of construction earthmoving per day. If a project results in less than 2.2 acres of earthmoving, the project is assumed to be below the 82 pounds of PM₁₀ per day threshold of significance. The proposed project would disturb approximately 3.3 acres of land. However, per the draft Construction Management Plan, grading and excavation-related activities would occur over several weeks and would not exceed MBARD’s daily ground disturbing thresholds for excavation (2.2 acres per day) or grading (8.1 acres per day). Therefore, construction activities would not result in PM₁₀ emissions that exceed MBARD thresholds (Source: .14).

Operational emissions would not be substantial, as emissions would only involve vehicle trips and energy usage associated with the gas station and convenience store. Project operation would attract 3,181 vehicle trips daily, including 193 vehicle trips (97 in and 96 out) in the AM peak hour and 221 vehicle trips (111 in and 110 out) in the PM peak hour. Additionally, emissions estimates from the CalEEMod model demonstrate that project operation would not release air pollutants above currently established significance thresholds (Source: .15). As shown within Table 2, emissions generated by project operation would not exceed MBARD regional thresholds for criteria pollutants. The project would also be required to comply with CARB Executive Orders that aim to control vapor emissions of retail service stations (see threshold (d)). Therefore, the project would not contribute substantially to an existing or projected air quality violation. In addition, because criteria air pollutant emissions and regional thresholds are cumulative, the project would not result in a cumulatively considerable net increase of criteria pollutants.

Table 2 Estimated Maximum Daily Operational Emissions (pounds per day)

Source	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Total	13	9	69	<1	11	3
MBARD Threshold	137	137	550	N/A	82	55
Threshold Exceeded?	No	No	No	N/A	No	No

ROG = reactive organic gases, NO_x = nitrogen oxides, CO = carbon monoxide, SO₂ = sulfur dioxide, PM₁₀ = particulate matter 10 microns in diameter or less, PM_{2.5} = particulate matter 2.5 microns or less in diameter, N/A = not applicable

Notes: All numbers have been rounded to the nearest whole number. Emissions presented are the highest of the winter and summer modeled emissions. Emissions data is pulled from mitigated results. Numbers may not add up due to rounding.

Source: See Source 15 for CalEEMod calculations and assumptions.

Vehicle trips and energy usage of the proposed gas station and convenience store would negligibly increase potential pollutant emissions in the NCCAB. Project emissions would also be below MBARD significance thresholds for both construction and operation. Therefore, the proposed project would result in less than significant impacts relating to a cumulatively considerable net increase of any criteria pollutant or expose sensitive receptors to substantial pollutant concentrations.

Consistent with the 2010 General Plan EIR, the proposed project would comply with Policies OS-10.5 and OS-10.6 as listed as Mitigation Measures AQ-1 and AQ-2 requiring compliance with MBARD construction emissions regulations and measures for off-road mobile sources and heavy equipment. The Applicant would be required to implement erosion control measures in accordance with the County's Grading and Erosion Control Ordinances, Chapters 16.08 and 16.12. Monterey County Code section 16.08.340 specifically requires that dust from grading activities be controlled. In addition, all grading activities associated with construction of the proposed project must comply with Monterey County Code section 16.12.80, Land Clearing. The County of Monterey HCD-Environmental Services would review and approve grading plans for the proposed project to ensure compliance with these requirements. Per the draft Construction Management Plan (Source: .44), the following BMPs would be incorporated into the construction operations to reduce dust and comply with the requirements of Chapter 16.08 and 16.12:

- Water all active construction sites 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).
- Apply chemical soil stabilizers on inactive construction areas (disturbed lands within construction projects that are unused for at least four consecutive days).
- Apply non-toxic binders (e.g., latex acrylic copolymer) to exposed areas after cut and fill operations and hydro seed area.
- Haul trucks shall maintain at least 2'0" of freeboard.
- Cover all trucks hauling dirt, sand, or loose materials.
- Plant vegetative ground cover in disturbed areas as soon as possible.
- Cover inactive storage piles.
- Install wheel washers at the entrance to construction sites for all existing trucks
- Sweep streets if visible soil material is carried out from the construction site.
- Post a publicly visible sign with the telephone number and person to contact regarding dust complaints. This person shall respond and take corrective action within 48 hours. The phone number of the Monterey Bay Unified Air Pollution Control District shall also be visible to ensure compliance with Rule 402.

A condition of approval would require that the above-mentioned standard BMPs be incorporated into the final construction management plan prior to issuance of construction or grading permits. Compliance with the final construction management plan would ensure the proposed project does not expose sensitive receptors to substantial pollutant concentrations.

Construction and operational emissions would not exceed MBARD thresholds for any criteria pollutant. The project would not result in individually or cumulatively significant impacts to air quality. This impact would be less than significant. Overall, impacts would be less than significant. The project would not result in more severe adverse impacts than discussed in the 2010 General Plan EIR.

d. *Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?*

The 2010 General Plan EIR identifies uses such as landfills, agriculture, and grape waste storage that would result in objectionable odors and would require implementation of Mitigation Measure AQ-9 requiring proper storage and disposal of grape waste. The proposed project would not include the storage or disposal of grape waste and Mitigation Measure AQ-9 would not be applicable.

Construction of the proposed project would generate temporary odors from gasoline vapors, vehicle exhaust, and construction equipment exhaust. However, construction-related odors would disperse and dissipate and would not cause substantial odors at the closest sensitive receptors (nearby residences). 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.

Pursuant to the project's draft Construction Management Plan (Source: .44), the following measures would be implemented to reduce diesel emissions during construction operations: (1) All diesel equipment shall comply with applicable State (Air Resources Board) regulations; and (2) All equipment shall comply with Title 13, California Code of Regulations, Section 2485(c)(l) regarding idling of commercial vehicles, as outlined below: California Code of Regulations Title 13. § 2485.

Airborne Toxic Control Measure to Limit Diesel Fueled Commercial Motor Vehicle Idling

- **Purpose.** The purpose of this airborne toxic control measure is to reduce public exposure to diesel particulate matter and other air contaminants by limiting the idling of diesel-fueled commercial motor vehicles.
- **Applicability.** This section applies to diesel-fueled commercial motor vehicles that operate in the State of California with gross vehicular weight ratings of greater than 10,000 pounds that are or must be licensed for operation on highways. This specifically includes: (1) California-based vehicles; and (2) non-California-based vehicles.
- **Requirements.** On or after February 1, 2005, the driver of any vehicle subject to this section:
 - shall not idle the vehicle's primary diesel engine for greater than 5.0 minutes at any location, except as noted in Subsection (d); and
 - shall not operate a diesel-fueled auxiliary power system (APS) to power a heater, air conditioner, or any ancillary equipment on that vehicle during sleeping or resting in a sleeper berth for greater than 5.0 minutes at any location when within 100 feet of a restricted area, except as noted in Subsection (d).

Compliance with State (Air Resources Board) regulations and California Code of Regulations would ensure emissions generated during construction operations are less than significant. In addition, construction-related odors would be temporary and would cease upon completion of construction. During operation, the proposed project would not be expected to produce other emissions, including odors, to the point that it would adversely impact a substantial number of people.

Per AB 1807, once a Toxic Air Contaminant (TAC) is identified, CARB adopts an airborne toxics control measure for sources that emit designated TACs. If there is a safe threshold for a substance at which there is no toxic effect, the control measure must reduce exposure to below that threshold. Gasoline vapor consists of the TACs, benzene, ethylbenzene, n-hexane, naphthalene, propylene (or propene), xylenes, and toluene. However, of all the TACs in gasoline, benzene is the most toxic component of gas station emissions. Operation of the proposed project would result in the

development of sources of air toxins. Specifically, the proposed project would be a source of gasoline vapors, such as benzene. MBARD determined that a Health Risk Assessment was not required for the proposed project as it is required to meet CARB Executive Orders and ATMCs that aim to control vapor and benzene emissions (Source 42). The project would be required to meet - CARB Executive Orders for vapor control for Phase I (transfer of gasoline from delivery trucks to underground storage tanks) and Phase II (transfer of gasoline from the gas pump to vehicles) systems. CARB also establishes Airborne Toxic Control Measures for benzene from retail service stations. Compliance with CARB Executive Orders, such as VR-201-AE and VR-501-E, CARB Rule 1002 (Airborne Toxic Control Measure for Emissions of Benzene), would ensure that the systems are certified and effective in minimizing vapor emissions and benzene emissions during gasoline handling operations.

Therefore, the impacts of the project resulting in other emissions which would adversely affect a substantial number of people would be less than significant. The project would not result in more severe adverse impacts than discussed in the 2010 General Plan EIR.

Conclusion

Based on the air quality policies in the General Plan EIR along with the project-specific comparison to MBARD thresholds included above, there would be no significant impacts or peculiar circumstances associated with the project that would require additional review. The project would be required to comply with all applicable County and MBARD standards. Neither construction or operational emissions would exceed MBARD thresholds and as such, Mitigation Measure AQ-3 would not be applicable. The proposed project would not introduce a new residential use or sensitive receptor and as such, Mitigation Measures AQ-4, AQ-5, and AQ-7 would not be applicable to the project. Construction activities would not result in PM₁₀ emissions that exceed MBARD thresholds and as such, Mitigation Measure AQ-6 would not be applicable. The project would not result in new significant or substantially more severe or peculiar site-specific impacts to air quality, nor would there be potentially significant off-site impacts, cumulative impacts, or previously identified significant effects, which were not discussed in the prior environmental documents. Also, there are no previously identified significant effects which, as a result of substantial new information that was not known at the time of the previous environmental review, are determined to have a more severe adverse impact than discussed in the 2010 General Plan EIR. Accordingly, no additional review is required.

This page intentionally left blank.

4 Biological Resources

	Significant Impact	Less than Significant or Less than Significant with Mitigation Incorporated	No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies
--	--------------------	---	-----------	---------------------------	--

Would the project:

- | | | | | | |
|---|--------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| <p>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 Wildlife or U.S. Fish and Wildlife Service?</p> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| <p>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 Wildlife or U.S. Fish and Wildlife Service?</p> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <p>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?</p> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <p>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?</p> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

	Significant Impact	Less than Significant or Less than Significant with Mitigation Incorporated	No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Analysis in Previous Environmental Documents

The General Plan EIR discusses biological resource impacts on pages 4.9-1 through 4.9-104. Both documents find that biological resource impacts related to the potential loss of protected trees and potential inconsistencies with adopted conservation plans would be less than significant. Impacts related to the potential to impact special-status species were found to be less than significant with the incorporation of the following mitigation measures:

Mitigation Measure BIO-1.1

The County shall expand the inventory of listed species suitable and critical habitat required by Policy OS 5.1 and OS-5.2 to include an updated vegetation land cover map, identification of suitable habitat for CEQA-defined special status species (as defined in this document), sensitive natural communities, and riparian habitat in Monterey County. The inventory shall include wetlands inventory as feasible based on existing data sources and aerial interpretation. This inventory should be updated at a minimum of ten-year intervals. The inventory can exclude areas that are not under the control of Monterey County (e.g., cities, state and federal lands).

Mitigation Measure BIO-1.2

The County shall, in concert with the USFWS, CDFG, cities in the Salinas Valley, and stakeholders develop a conservation plan for the Salinas Valley to provide for the preservation of adequate habitat to sustain the San Joaquin kit fox population. The general focus area of the plan shall be the Salinas Valley south of the community of Chualar. The Conservation Plan, at a minimum, shall be adopted by Monterey County and shall be applied to all discretionary approvals (and their associated CEQA documents) with potential to affect the San Joaquin kit fox within the conservation plan area. The County shall complete the conservation plan within 4 years of General Plan adoption. The conservation plan funding program shall be developed and shall include a mitigation fee program for which development projects will be assessed a fee based on a proportional basis of impact to the San Joaquin kit fox. The compensation plan shall be

developed and implemented in coordination with the appropriate state or federal agency and may provide mechanisms to mitigate impacts of an individual project through one or more of the following means: identifying an agency-approved mitigation bank or other compensation site (on- or off-site); and/or preserving habitat; monitoring the compensation site; and funding the management of the compensation site.

Mitigation Measure BIO-1.3

The County shall require that any development project that could potentially impact a CEQA-defined special status species or sensitive natural community shall be required to conduct a biological survey of the site. If CEQA-defined special-status species or sensitive natural communities are found on the site, the project biologist shall recommend measures necessary to avoid, minimize, and/or compensate for identified impacts to CEQA-defined special-status species and sensitive natural communities. An ordinance establishing minimum standards for a biological report shall be enacted. This policy shall only apply to the following:

- Development in Focused Growth Areas (Community Areas, Rural Centers and Housing Overlays
- Development requiring a discretionary permit
- Large scale wineries in the AWCP.

Mitigation Measure BIO-1.4

The County shall update the County General Plan by no later than January 1, 2030 and shall consider the potential to expand focused growth areas established by the 2007 General Plan and/or the designation of new focused growth areas. The purpose of such expanded/new focused growth areas would be to reduce the loss of CEQA-defined special status species and their habitat due to continued urban growth after 2030. The new/expanded growth areas shall be designed to accommodate at least 80% of the projected residential and commercial growth in the unincorporated County from 2030 to buildout. This update will also address expansion of agricultural operations and potential impacts to CEQA-defined special-status species.

Mitigation Measure BIO-1.5

The County shall complete the preparation of a NCCP for all incorporated areas in Monterey County by no later than January 1, 2030 to address all state and federal listed species and all CEQA-defined special-status species with potential to be listed up to buildout of the County. The County shall invite the participation of the incorporated cities, the federal land agencies, Caltrans and other stakeholders. The NCCP shall also cover preservation of sensitive natural communities, riparian habitat, and wetlands, and wildlife movement corridors and include mechanisms including on and off-site mitigation ratios and fee programs for mitigating impacts.

Impacts to natural communities including riparian habitats and wetlands were determined to be less than significant with mitigation:

Mitigation Measure BIO-2.1

The county shall develop and adopt a county-wide Stream Setback Ordinance to establish minimum standards for the avoidance and setbacks for new development relative to streams. The ordinance shall identify standardized inventory methodologies and mapping requirements. A stream classification system shall be identified to distinguish between different stream types

(based on hydrology, vegetation, and slope, etc.) and thus allow application of standard setbacks to different stream types. The ordinance shall identify specific setbacks relative to the following rivers and creeks so they can be implemented in the Area Plans: Salinas, Carmel River, Arroyo Seco, Pajaro River, Nacimiento, San Antonio, Gabilan Creek, and Toro Creek. The ordinance may identify specific setbacks for other creeks or may apply generic setbacks based on the stream classification developed for the ordinance. The purpose of the ordinance will be to preserve riparian habitat and reduce sediment and other water quality impacts of new development. The Stream Setback Ordinance shall apply to all discretionary development within the County and to conversion of previously uncultivated agricultural land (as defined in the General Policy Glossary) on normal soil slopes over 15% or on highly erodible soils on slopes over 10%.

Mitigation Measure BIO-2.2

The County shall prepare, adopt and implement a program that allows project to mitigate the loss of oak woodlands. The program would include ratios for replacement, payment of fees to mitigate the loss or direct replacement for the loss of oak woodlands and monitoring for compliance. The program would identify criteria for suitable donor sites. Mitigation for the loss of oak tree woodlands may be either on-site or off-site. The program would allow payment to either a local fund established by the County. Until such time as the County program is implemented, payment of a fee may be made to the State Oak Woodlands Conservation Program. Replacement of oak woodlands shall be on a minimum 1:1 ratio.

Mitigation Measure BIO-2.3

Public Services Policies PS-3.3 and PS-3.4 establish the criteria for proof of a long-term water supply and for evaluation and approval of new wells. The following criteria shall be added to these policies:

- Policy PS-3.3.i—Effects on instream flows necessary to support riparian vegetation, wetlands, fish, and other aquatic life including migration potential for steelhead.
- Policy PS-3.4.g—Effects on instream flows necessary to support riparian vegetation, wetlands, fish, and other aquatic life including migration potential for steelhead.

Impacts related to wildlife movement and wildlife nursery sites were determined to be less than significant with mitigation:

Mitigation Measure BIO-3.1

The County shall require discretionary projects to retain movement corridors of adequate size and habitat quality to allow for continued wildlife use based on the needs of the species occupying the habitat. The County shall consider the need for wildlife movement in designing and expanding major roadways and public infrastructure projects to provide movement opportunities for terrestrial wildlife and to ensure that existing stream channels and riparian corridors continue to provide for wildlife movement and access.

Impacts related to potential loss or disturbance of nesting migratory birds and raptors would be less than significant with mitigation:

Mitigation Measure BIO-3.2

Vegetation removed in the course of development will be removed only during the nonbreeding season (generally September 16 to January 31). Occupied nests of migratory birds, including raptors, will be avoided during this period. The county shall consult, or require the developer to consult, with a qualified biologist prior to any site preparation or construction work in order to (1) determine whether work is proposed during nesting season for migratory birds, (2) determine whether site vegetation is suitable to nesting migratory birds, (3) identify any regulatory requirements for setbacks or other avoidance measures for migratory birds which could nest on the site, and (4) establish project specific requirements for setbacks, lock-out periods, or other methods of avoidance of nesting birds. The county shall require the development to follow the recommendations of the biologist.

Mitigation Measure BIO-1.3 has already been implemented by the project through the preparation of a project-specific biological resources analysis which includes site-specific recommendations including consistency with Mitigation Measure BIO-3.2. All other Mitigation Measures presented in the 2010 General Plan EIR would not be applicable to the project as they are either programmatic or are applicable to the County as an agency.

The following describes the analysis included in the previous environmental documents (the 2010 General Plan EIR) and also provides a streamlined review to determine whether there would be project-specific impacts that are either 1) peculiar to the project or the parcel on which the project is located, 2) were not previously analyzed in a previous environmental documents as significant effects, 3) are potentially significant off-site impacts and cumulative impacts that were not previously discussed in the previous environmental documents, and/or 4) are now determined to have a more severe impact than discussed in the previous environmental documents due to substantial new information.

Project-specific Impacts

This discussion incorporates information from the Biological Resources Report prepared by Denise Duffy and Associates, Inc. dated October 2023, amended December 2024 (County of Monterey Library No. LIB230295) (Source: .16).

The site is situated within the Spreckels U.S. Geological Survey quadrangle and the Toro Area Plan. The site of the proposed fueling station and convenience store consists entirely of ruderal areas, which are areas that have been subject to historic and ongoing disturbance from human activities. Ruderal areas within the project site include existing asphalt pavement and areas of fill or barren areas along roadsides, and these areas are almost entirely devoid of vegetation. The footprint of the proposed access roads and driveways is dominated by grasses and non-native or invasive weed species (Source: .16). As discussed in Section 8, Surrounding Land Uses and Setting, there are three trees within the project site, including two olive trees and one walnut tree. No native trees exist within the proposed development footprint.

- a. *Would the project 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 Wildlife or U.S. Fish and Wildlife Service?*

Special-status species are those plants and animals listed, proposed for listing, or candidates for listing as threatened or endangered by the United States Fish and Wildlife Service (USFWS) or

National Marine Fisheries Service under the federal Endangered Species Act; those listed or proposed for listing as rare, threatened, or endangered by the California Department of Wildlife (CDFW) under the California Endangered Species Act or Native Plant Protection Act; animals designated as “Species of Special Concern,” “Fully Protected,” or “Watch List” by the CDFW; and plants with a California Rare Plant Rank of 1 or 2, which are defined as:

- List 1A = Plants presumed extinct in California
- List 1B.1 = Rare or endangered in California and elsewhere; seriously endangered in California (over 80 percent of occurrences threatened/high degree and immediacy of threat)
- List 1B.2 = Rare or endangered in California and elsewhere; fairly endangered in California (20-80 percent occurrences threatened)
- List 1B.3 = Rare or endangered in California and elsewhere, not very endangered in California (<20 percent of occurrences are threatened or no current threats known)
- List 2 = Rare, threatened or endangered in California, but more common elsewhere

Special Status Plants

No special-status plants were determined to have the potential to occur within the project site (Source: .16).

Special Status Wildlife and Habitats

No special-status wildlife species were determined to have the potential to occur within the project site (Source: .16). Four special-status wildlife species have the potential to occur in habitat adjacent to the project site (Source: .16).

Raptors, their nests, and other nesting birds are protected under California Fish and Game Code. While the life histories of these species vary, overlapping nesting (approximately February through August) and foraging similarities allow for their concurrent discussion. Most raptors are breeding residents throughout most of the wooded portions of the state. Stands of live oak, riparian deciduous, or other forest habitats, as well as open grasslands, are used most frequently for nesting. Breeding occurs February through August, with peak activity May through July. Prey for these species includes small birds, small mammals, and some reptiles and amphibians. Many raptor species hunt in open woodland and habitat edges.

Denise Duffy & Associates, Inc. conducted a pedestrian survey on April 6, 2023 and determined that there are no nesting opportunities for raptors within the project site; however large coast live oak and eucalyptus trees adjacent to the project site could be utilized as nest sites (Source: 16). Other birds could potentially nest in the same coast live oaks. At the time of the biological survey, no active raptor or other bird nests were observed within 500 feet of the project site, although red-tailed hawks (*Buteo jamaicensis*) were observed soaring above the project site and abundant passerine bird activity was noted. The County’s standard condition of approval would be applied to the project, requiring that a raptor and bird nesting survey be obtained if construction is scheduled to occur between February and August. If raptors or other protected avian species nests are

identified during the pre-construction surveys, the qualified biologist shall notify the project applicant, and an appropriate no-disturbance buffer shall be imposed within which no construction activities or disturbance should take place as determined by the qualified biologist to ensure avoidance of impacts to the individuals. The buffer shall remain in place until the young of the year have fledged and are no longer reliant upon the nest or parental care for survival, as determined by a qualified biologist. This standard condition of approval would ensure compliance with the Migratory Bird Treaty Act.

As this is a project-level environmental analysis, Mitigation Measures BIO-1.1 and BIO-1.2, which require changes to policies within the General Plan, would be implemented at a programmatic level and would not be applicable to the proposed project. Therefore, the proposed project would not have a substantial adverse effect on any species identified as a candidate, sensitive, or special-status. The project would not result in more severe adverse impacts than discussed in the 2010 General Plan EIR.

- b. Would the project 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 Wildlife or U.S. Fish and Wildlife Service?*

No sensitive natural communities are present within or adjacent to the project site, nor are any riparian habitats or critical habitats (Source: .16). As no riparian habitat is present on the site, the 2010 General Plan EIR Mitigation Measures BIO-2.1, BIO-2.2, and BIO-2.3 would not apply to the project. The 2010 General Plan EIR Mitigation Measures BIO-1.4 and BIO-1.5 would not apply to the project as they are County level mitigation.

Therefore, the project would have no impact on riparian habitat or other sensitive natural communities. The project would not result in substantially more severe adverse impacts than discussed in the 2010 General Plan EIR.

- c. Would the project 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?*

No wetlands or waters are present within or adjacent to the project site (Source: .16). As no wetlands are present on the site, the 2010 General Plan EIR Mitigation Measures BIO-2.1, BIO-2.2, and BIO-2.3 would not apply to the project.

Therefore, the project would have no impact on state or federally protected wetlands. The project would not result in substantially more severe adverse impacts than discussed in the 2010 General Plan EIR.

- d. Would the project 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?*

Wildlife movement corridors are generally linear and consist of coastlines, riverways, contiguous undeveloped and natural habitats, and riparian zones. Additionally, some wildlife species may move through certain corridors in response to topography, such as a canyon through rugged mountains, or in response to its prey. The project site is located within a corridor for wildlife movement; however, the project vicinity is largely surrounded by residential development south of SR 68 which itself serves as a partial barrier to wildlife movement (Source: .16). As such, the 2010 General Plan

EIR Mitigation Measure BIO-3.1 would not apply to the project. Development of the proposed project would not alter the existing barriers for wildlife movement.

Impacts to wildlife movement corridors would be less than significant. The project would not result in more severe adverse impacts than discussed in the 2010 General Plan EIR.

e. Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

The project would not significantly impact listed species or their habitat. The project would involve removal of three trees; however, these trees are not protected trees² and therefore, the project would not conflict with the Monterey County General Plan, Toro Land Use Plan, or the Monterey County Code, including the tree preservation ordinance (Title 21 section 21.64.260 – Preservation of Oak and Other Protected Trees).

There would be no impact, and the project would not result in substantially more severe adverse impacts than discussed in the 2010 General Plan EIR.

f. Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

The project site is not located within a Habitat Conservation Plan or Natural Community Conservation Plan area. Therefore, the proposed project would not conflict with any adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan.

The project would not result in substantially more severe adverse impacts than discussed in the 2010 General Plan EIR.

Conclusion

The project site was determined to have limited biological resources of concern. With incorporation of the required condition of approval listed in this section, the project would have no new significant or substantially more severe or peculiar site-specific impacts to biological resources, nor would there be potentially significant off-site impacts, cumulative impacts, or previously identified significant effects, which were not discussed in the prior environmental document. Additionally, there are no previously identified significant effects which, as a result of substantial new information that was not known at the time of the previous environmental review, are determined to have a more severe adverse impact than discussed in the 2010 General Plan EIR. Accordingly, no additional review is required.

² Monterey County Code Section 21.64.260 defines “protected trees” as oak, madrone, redwood, or “native” trees. “Native” trees include Santa Lucia fir, black cottonwood, Fremont cottonwood, box elder, willows, California laurel, sycamores, oaks, and madrones.

This page intentionally left blank.

5 Cultural Resources

	Significant Impact	Less than Significant or Less than Significant with Mitigation Incorporated	No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies
--	--------------------	---	-----------	---------------------------	--

Would the project:

a. Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
c. Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

Analysis in Previous Environmental Documents

The General Plan EIR analyzes cultural resources on pages 4.10-1 through 4.10-27 and finds that impacts to paleontological resources, and burial sites would be less than significant. Impacts to historic resources and previously undiscovered archaeological resources would be less than significant with implementation of mitigation:

Mitigation Measure Cul-1

CSV-1.1 Special Treatment Area: Paraiso Hot Springs - The Paraiso Hot Springs properties shall be designated a Special Treatment Area. Recreation and visitor serving land uses for the Paraiso Hot Springs Special Treatment Area may be permitted in accordance with a general development plan and other discretionary approvals such as subdivision maps, use permits, and design approvals. The Special Treatment Area may include such uses as a lodge, individual cottages, a visitor center, recreational vehicle accommodations, restaurant, shops, stables, tennis courts, aquaculture, mineral water bottling, hiking trails, vineyards, and orchards. The plan shall address cultural resources protection, fire safety, access, sewage treatment, water quality, water quantity, drainage, and soil stability issues (APN: 418-361-004, 418-361-009, 418-361-021, 418-361-022).

The following describes the analysis included in the previous environmental document (the 2010 General Plan EIR) and also provides a streamlined review to determine whether there would be project-specific impacts that are either 1) peculiar to the project or the parcel on which the project is located, 2) were not previously analyzed in a previous environmental documents as significant

effects, 3) are potentially significant off-site impacts and cumulative impacts that were not previously discussed in the previous environmental documents, and 4) are now determined to have a more severe impact than discussed in the previous environmental documents due to substantial new information.

Project-specific Impacts

This analysis incorporates the results provided in the Phase I Archaeological Assessment prepared for the project by Achasta Archaeological Services dated September 2024 (County of Monterey Library No. LIB230303) (Source: .17). The Archaeological Assessment consisted of a cultural resources records search through the California Historic Resources Inventory System's Northwest Information Center, a Sacred Lands File Search through the Native American Heritage Commission, additional archival research, and a pedestrian field survey of the project site (conducted on August 16, 2024).

- a. *Would the project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?*

There are no existing buildings or structures within the project site and no demolition would be required. No known built environment historical resources were identified within the project site as a result of the Archaeological Assessment conducted in support of the project. Therefore, the project would not cause a substantial adverse change in the significance of a historical resource.

The project would have no impact to historical resources and the 2010 General Plan EIR Mitigation Measure CUL-1 would not apply. The project would not result in substantially more severe adverse impacts than discussed in the 2010 General Plan EIR.

- b. *Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?*

According to the results of the Phase I Archaeological Assessment, no archaeological resources or archaeological deposits were identified within the project site (Source: .17). The project site has been heavily disturbed as a result of the development of the previous gas station that was operated in that location from 1968 to 1996, which included underground tanks. The underground storage tanks and gas pump infrastructure were demolished in 2002, and the remaining aboveground structure was demolished in 2018. However, the project site is identified as within an area of High Archaeological sensitivity (Source: .18). If previously unidentified archaeological resources are exposed during ground disturbance, the County's standard conditions of approval outline steps to take, including halting work within 50 meters of the radius of the find(s) until a qualified archaeologist evaluates it. These standard conditions of approval would protect unanticipated archaeological resources uncovered at the project site.

Implementation of the County standard conditions of approval would reduce potential impacts to previously unidentified archaeological resources to a less than significant level and implementation of Mitigation Measure CUL-1 would not apply. The project would not result in more severe adverse impacts than discussed in the 2010 General Plan EIR.

- c. *Would the project disturb any human remains, including those interred outside of formal cemeteries?*

No human remains are known to exist within the project site. Because the project site was heavily disturbed as a result of the development and demolition of the previous gas station infrastructure, construction of the project is unlikely to uncover and impact human remains. However, if unanticipated human remains are discovered during project construction, the State of California requires that ground disturbing activities cease until the County Coroner has made the necessary findings as to the origin and disposition pursuant to State Health and Safety Code Section 7050.5 and 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, which would determine and notify a most likely descendant. The most likely descendant shall complete the inspection of the site and make recommendations to the landowner within 48 hours of being granted access. The find shall be treated in accordance with Public Resources Code Sections 5097.9 and 5097.933.

Compliance with the State requirements for the treatment of human remains would reduce impacts to human remains to a less than significant level. Compliance with existing regulations would ensure that no impacts would occur beyond those analyzed previously in the 2010 General Plan EIR.

Conclusion

Cultural and historic resource assessments of the project area were conducted, and their findings incorporated into the analysis above. In addition, the standard condition of approval mentioned above would be implemented to reduce impacts to archaeological resources and compliance with State requirements for human remains would reduce impacts to less-than-significant levels. Accordingly, the project would have no new significant or substantially more severe or peculiar site-specific impacts to cultural resources, nor would there be potentially significant off-site impacts, cumulative impacts, or previously identified significant effects, which were not discussed in the prior environmental document. Also, there are no previously identified significant effects which, as a result of substantial new information that was not known at the time of the previous environmental review, are determined to have a more severe adverse impact that discussed in the 2010 General Plan EIR. Accordingly, no additional review is required.

This page intentionally left blank.

6 Energy

	Significant Impact	Less than Significant or Less than Significant with Mitigation Incorporated	No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies
--	--------------------	---	-----------	---------------------------	--

Would the project:

a. Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

CEQA Guidelines Append F (Energy Conservation) and the updated Append G guidelines published in December of 2018 require that environmental analysis include a discussion of the potential energy impacts of proposed projects, with particular emphasis on avoiding or reducing inefficient, wasteful, and unnecessary consumption of energy.

Energy consumption accounts for energy consumed during construction and operation of the project, such as fuel consumed by vehicles, natural gas consumed for heating and/or power, and electricity consumed for power.

Analysis in Previous Environmental Documents

At the time of the 2010 General Plan EIR adoption, the Energy Resource discussion was captured under the Other CEQA section. However, this section was subsequently added as a standalone section to the *CEQA Guidelines* checklist.

The 2010 General Plan EIR discusses energy impacts on page 6-1 through 6-2 and finds that impacts would be significant and unavoidable.

The following describes the analysis included in the previous environmental documents (the 2010 General Plan EIR) and also provides a streamlined review to determine whether there would be project-specific impacts that are either 1) peculiar to the project or the parcel on which the project is located, 2) were not previously analyzed in a previous environmental documents as significant effects, 3) are potentially significant off-site impacts and cumulative impacts that were not previously discussed in the previous environmental documents, and 4) are now determined to have a more severe impact than discussed in the previous environmental documents due to substantial new information.

Project-specific Impacts

Pacific Gas & Electric (PG&E) is the primary electric and natural gas service provider in Monterey County. In 2018, all PG&E customers within Monterey County were enrolled in Central Coast Community Energy (3CE), formerly known as Monterey Bay Community Power. 3CE is a locally controlled public agency providing carbon-free electricity to residents and businesses. 3CE works through PG&E, which provides billing, power transmission and distribution, grid maintenance service, and natural gas to customers.

- a. *Would the project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?*
- b. *Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?*

The General Plan EIR found that development could potentially increase demand for natural gas and electrical services and impacts would be significant and unavoidable.

The proposed project would not result in a potentially significant environmental effect due to the wasteful, inefficient, or unnecessary consumption of energy, or the wasteful use of energy resources, during construction. Project construction would require energy for the procurement and transportation of materials, and preparation of the site (e.g., minor grading, underground storage tank installation, materials hauling, access road paving, and building construction). Petroleum-based fuels such as diesel fuel and gasoline would be the primary sources of energy for these activities. Project construction energy use has not been quantified; however, construction would not cause inefficient, wasteful, or unnecessary consumption of energy because 1) the construction schedule and process are designed to be efficient to avoid excess monetary costs, and 2) energy use required to complete construction would be temporary in nature.

Operation of the project would result in energy demand from electricity consumption for lighting, convenience store operation, fuel dispenser operation, and energy demand from gasoline consumption attributed to the daily trips to the fuel facility. As described further in Section VI.17, Transportation, the project is a local-serving retail project, which are typically assumed to shorten existing vehicle trips by diverting existing trips to farther retail businesses to the new retail project. The project is assumed to attract a few vehicle trips greater than three miles in length, due to the proximity of existing gas stations and convenience stores on SR 68. In addition, the project is estimated to serve mostly “pass-by” trips, or vehicles already traveling on SR 68 that make a stop at the project site, and would attract 46 new vehicle trips during the morning peak hour and 55 new vehicle trips in the evening peak hour. Accordingly, the project would not result in the wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.

The project would be consistent with applicable Monterey County General Plan policies regarding energy consumption and efficiency. The project would be consistent with Policy OS-10.10 of the Conservation and Open Space Element, which states that future development shall be designed to maximize energy efficiency to the extent feasible and accommodate energy infrastructure (i.e., transmission lines, powerplants and pipelines, and fueling stations). The project would also be consistent with Policy OS-10.7, which encourages the use of the best available technology for

reducing air pollution emissions. Furthermore, the project would be required to comply with California Building Energy Efficiency Standards, which require green building features such as energy-efficient lighting. Therefore, the proposed project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

Overall, the project would not result in wasteful, inefficient, or unnecessary energy consumption and this impact would be less than significant. The project would not result in more severe adverse impacts than discussed in the 2010 General Plan EIR.

Conclusion

The project would not involve development in areas not analyzed previously in the 2010 General Plan EIR, nor does it propose to have peculiar or substantial impacts not covered in the 2010 General Plan EIR. Compliance with applicable General Plan policies would reduce project impacts such that it would have no new significant or substantially more severe or peculiar site-specific impacts to energy resources, nor would there be potentially significant off-site impacts, cumulative impacts, or previously identified significant effects, which were not discussed in the prior environmental documents. Also, there are no previously identified significant effects which, as a result of substantial new information that was not known at the time of the previous environmental review, are determined to have a more severe adverse impact than discussed in the 2010 General Plan EIR. Accordingly, no additional review is required.

This page intentionally left blank.

7 Geology and Soils

	Significant Impact	Less than Significant or Less than Significant with Mitigation Incorporated	No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies
--	--------------------	---	-----------	---------------------------	--

Would the project:

a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:					
1. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
2. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
3. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
4. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Significant Impact	Less than Significant or Less than Significant with Mitigation Incorporated	No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies
d. Be located on expansive soil, as defined in Table 1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

Analysis in Previous Environmental Documents

The 2010 General Plan EIR discusses geology and soils impacts on pages 4.4-1 through 4.4-51 and concludes that impacts related to fault rupture, ground shaking, liquefaction, slope instability, landslides, expansive soils and unstable geologic units, septic systems, tsunami, seiche, and mudflow hazards would be less than significant.

Impacts related to soil erosion hazards would be less than significant with implementation of Mitigation Measure BIO-2.1.

The 2010 General Plan EIR discusses paleontological impacts within the Cultural Resources section on pages 4.10-21 through 4.10-24 and finds that impacts would be less than significant.

The following describes the analysis included in the previous environmental document (the 2010 General Plan EIR) and also provides a streamlined review to determine whether there would be project-specific impacts that are either 1) peculiar to the project or the parcel on which the project is located, 2) were not previously analyzed in a previous environmental documents as significant effects, 3) are potentially significant off-site impacts and cumulative impacts that were not previously discussed in the previous environmental documents, and 4) are now determined to have a more severe impact than discussed in the previous environmental documents due to substantial new information.

Project-specific Impacts

The nearest known potentially active fault line to the project site is the Chupines Fault, located approximately 1.6 mile to the southwest (Source: .19). This fault is a Type B fault and is not expected to produce earthquakes and ground shaking at the intensity that the Type A San Andreas Fault is capable of. The San Andreas Fault is the nearest Type A fault and is approximately 25 miles east of the project site (Source: .19). This analysis incorporates the results provided in the Geotechnical Report prepared for the project by Grice Engineering Inc. dated April 2023 (County of Monterey Library No. LIB230292) (Source: .20).

a.1. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving 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?

According to the Geotechnical Report, no known faults cross the site. Therefore, there is no risk of fault rupture onsite (Source: .20).

There would be no impact related to fault rupture. The project would not result in more severe adverse impacts than discussed in the 2010 General Plan EIR.

a.2. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?

The 2010 General Plan EIR evaluated the potential for fault rupture and strong seismic ground shaking from seismic events. As noted in the 2010 General Plan EIR, ground shaking within the Monterey area could cause substantial damage, but with implementation of General Plan Policies and compliance with current California Building Code requirements, impacts would be less than significant. Although no known faults cross the site, there are active faults nearby, which could produce an earthquake that could impact the project site. The Geotechnical Report notes that strong seismic shaking typical of the region and California is possible within the area (Source: .20). However, Section 18.02.010 of Monterey County Code adopts the CBC as the building code of Monterey County.

Impacts related to strong fault rupture and seismic ground shaking would be less than significant. The project would not result in more severe adverse impacts than discussed in the 2010 General Plan EIR.

a.3. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?

a.4. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?

c. Would the project 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?

The 2010 General Plan EIR evaluated the potential for liquefaction from seismic events. As noted in the 2010 General Plan EIR, liquefaction potential within the Monterey area could cause substantial damage, but with implementation of General Plan Policies, Monterey County Grading Ordinance, and compliance with current California Building Code requirements, impacts would be less than

significant. The soil materials on the project site are either unsaturated or consist of coarse rock, and are not considered susceptible to liquefaction. Thus, the potential for impacts related to seismic shaking and seismic related ground failure such as liquefaction would be less than significant (Source: .20). In addition, the Geotechnical Report determined that areas located above or below the building area are not susceptible to landslide, and the project site is not susceptible to landslide as it is nearly level. Thus, the potential impacts related to landslides would be less than significant (Source: .20).

The project would not cause potential substantial adverse effects related to liquefaction or landslide, and impacts would be less than significant. The project would not result in more severe adverse impacts than discussed in the 2010 General Plan EIR.

- b. Would the project result in substantial soil erosion or the loss of topsoil?*
- d. Would the project be located on expansive soil, as defined in Table 1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?*

Because the project site is nearly level, the potential for erosion is low. The Geotechnical Report includes recommendations for material storage during project construction and roof and area drainage for project operation to control erosion. All recommendations of the Geotechnical report shall be incorporated into the final construction plans pursuant to Title 16 section 16.08.110. In addition, applicants and/or developers are required to prepare erosion control plans that detail appropriate methods to prevent and/or minimize erosion during all phases of a new project in accordance with Monterey County Code Chapter 16.12. Erosion control plans are also subject to review and approval by the Housing & Community Development Environmental Services prior to the issuance of building permits. Compliance with the recommendations made in the Geotechnical Report, as well as preparation of an erosion control plan, would ensure that impacts remain less than significant. In addition, the project site is not located in an area known to have expansive soils (Source: .20).

With adherence to the Monterey County Code, CBC, and inclusion of the recommendations made in the Geotechnical Report, impacts related to erosion and expansive soils would be less than significant. The project would not result in more severe adverse impacts than discussed in the 2010 General Plan EIR.

- e. Would the project 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?*

The project would not include a septic tank or other alternative wastewater disposal systems and would connect to existing wastewater utilities.

No impact would occur and the project would not result in substantially more severe adverse impacts than discussed in the 2010 General Plan EIR.

- f. Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?*

The project site is underlain by Holocene-aged Quaternary alluvium per the geologic map of Dibblee and Minch (Source: .21). Holocene-aged geologic units are generally considered too young (i.e., 5,000 years old or younger) to preserve paleontological resources per the Society of Vertebrate

Paleontology (Source: .22). Therefore, Quaternary alluvium is considered to have low paleontological sensitivity per the SVP (2010) paleontological sensitivity scale. At some depth in the subsurface, Holocene-aged sediments become old enough to preserve paleontological resources, and per the Monterey County General Plan and online fossil databases, many paleontological resources have been discovered throughout Monterey County (Sources: .23, .24). However, this transition depth is likely deeper than the maximum excavation depths proposed for this project, so the likelihood of the project impacting paleontological resources is low.

Nonetheless, it is always possible to encounter buried or possibly redeposited paleontological resources during construction and grading activities, which could result in a significant impact (i.e., damage, destruction, or removal from their original context). In the event of unanticipated discovery of paleontological resources, impacts would be reduced to a less than significant level with implementation of the County's standard condition of approval regarding paleontological resources. In accordance with the standard condition, in the event that a potential paleontological resource is encountered during construction, work would immediately halt, and a qualified paleontologist would evaluate the find. If the find is determined to be significant by a qualified professional paleontologist, mitigation measures shall be required consistent with County standards.

With implementation of the County's standard condition of approval, impacts would be less than significant. The project would not result in more severe adverse impacts than discussed in the 2010 General Plan EIR.

Conclusion

The project would not involve development in areas not analyzed previously in the 2010 General Plan EIR, nor does it propose to have peculiar or substantial impacts not covered in the 2010 General Plan EIR. Implementation of General Plan Policies would reduce potential impacts to less-than-significant levels. The project would have no new significant or substantially more severe or peculiar site-specific impacts to geology and soil resources, nor would there be potentially significant off-site impacts, cumulative impacts, or previously identified significant effects, which were not discussed in the prior environmental document. Also, there are no previously identified significant effects which, as a result of substantial new information that was not known at the time of the previous environmental review, are determined to have a more severe adverse impact than discussed in the 2010 General Plan EIR. Accordingly, no additional review is required.

8 Greenhouse Gas Emissions

	Significant Impact	Less than Significant or Less than Significant with Mitigation Incorporated	No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies
Would the project:					
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Analysis in Previous Environmental Documents

The 2010 General Plan EIR analyzes greenhouse gas (GHG) emissions on pages 4.16-1 through 4.16-44 and concludes that impacts would be less than significant with the incorporation of Mitigation Measure BIO-1.9 and the following mitigation measures:

Mitigation Measure CC-1a

Revise Policy OS-10.11 as follows: OS-10.11 - Within 24 months of the adoption of the General Plan, Monterey County will develop a Greenhouse Gas Reduction Plan with a target to reduce emissions by 2020 by 28 percent relative to estimated “business as usual” 2020 emissions. At a minimum, the Plan shall:

- a. establish an inventory of current (2006) GHG emissions in the County of Monterey including but not limited to residential, commercial, industrial and agricultural emissions;
- b. forecast GHG emissions for 2020 for County operations;
- c. forecast GHG emissions for areas within the jurisdictional control of the County for “business as usual” conditions;
- d. identify methods to reduce GHG emissions;
- e. quantify the reductions in GHG emissions from the identified methods;
- f. requirements for monitoring and reporting of GHG emissions;
- g. establish a schedule of actions for implementation;
- h. identify funding sources for implementation; and

i. identify a reduction goal for the 2030 Planning Horizon.

During preparation of the Greenhouse Gas Reduction Plan, the County shall also evaluate potential options for changes in County policies regarding land use and circulation as necessary to further achieve the 2020 and 2030 reduction goals and measures to promote urban forestry and public awareness concerning climate change.

Mitigation Measure CC-2

OS-10.12 - Within 24 months of the adoption of the General Plan, the County shall adopt a Green Building Ordinance to require green building practices and materials for new civic buildings and new private residential, commercial, and industrial buildings that will include, but are not limited to, the following: County of Monterey Planning and Building Inspection Department Environmental Impacts Climate Change Draft Environmental Impact Report Monterey County 2007 General Plan Monterey County, California 4.16-31 September 2008 J&S 00982.07

- All new County government projects and major renovations shall meet, at a minimum, LEED-Silver standards or an equivalent rating system
- All new commercial buildings shall be certified under the LEED rating system for commercial buildings or an equivalent rating system.
- All new residential projects of 6 units or more shall meet the GreenPoint Rating System for residential buildings, or an equivalent alternate rating system.
- The County shall require consideration of solar building orientation, solar roofs, cool pavements, and planting of shade trees in development review of new commercial and industrial projects and new residential projects of 6 units or more.
- Prioritized parking within new commercial and retail areas for electric vehicles, hybrid vehicles, and alternative fuel vehicles shall be provided for new commercial and institutional developments.
- New commercial and industrial projects greater than 25,000 square feet shall be required to provide on-site renewable energy generation as part of their development proposal. This requirement can be met through a solar roof or other means.

Mitigation Measure CC-3

OS-10.13: The County shall use Geographic Information Systems (GIS) to map and assess local renewable resources, the electric and gas transmission and distribution system, community growth areas anticipated to require new energy services, and other data useful to deployment of renewable technologies. The County shall adopt an Alternative Energy Promotion ordinance that will:

- identify possible sites for production of energy using local renewable resources such as solar, wind, small hydro, and, biogas;
- consider the potential need for exemption from other General Plan policies concerning visual resources, ridgeline protection, biological resources;
- evaluate potential land use, environmental, economic, and other constraints affecting renewable energy development; and

- adopt measures to protect both renewable energy resources, such as utility easement, right-of-way, and land set-asides as well as visual and biological resources.

The County shall also complete the following:

- Evaluate the feasibility of Community Choice Aggregation (CCA) for the County. CCA allows cities and counties, or groups of them, to aggregate the electric loads of customers within their jurisdictions for purposes of procuring electrical services. CCA allows the community to choose what resources will serve their loads and can significantly increase renewable energy.
- If CCA is ultimately not pursued, the County shall evaluate the feasibility of purchasing renewable energy certificates to reduce the County's contribution to GHG emissions related to County electricity use.
- The County shall develop a ministerial permit process for approval of small-scale wind and solar energy systems for on-site home, small commercial, and farm use.

Mitigation Measure CC-4

PS-5.5: The County shall promote waste diversion and recycling and waste energy recovery as follows:

- The County shall adopt a 75% waste diversion goal.
- The County shall support the extension of the types of recycling services offered (e.g., to include food and green waste recycling).
- The County shall support waste conversion and methane recovery in local landfills to generate electricity.
- The County shall support and require the installation of anaerobic digesters for winery facilities and wastewater treatment facilities under County jurisdiction.

Mitigation Measure CC-5

Within 12 months of adoption of the General Plan, the County shall quantify the current and projected (2020) GHG emissions associated with County operations and adopt a GHG Reduction Plan for County Operations. The goal of the plan shall be to reduce GHG emissions associated with County Operations by at least 28% relative to BAU 2020 conditions. Potential elements of the County Operations GHG Reduction Plan shall include, but are not limited to, the following measures: an energy tracking and management system; energy-efficient lighting; lights-out-at-night policy; occupancy sensors; heating, cooling and ventilation system retrofits; ENERGY STAR appliances; green or reflective roofing; improved water pumping energy efficiency; central irrigation control system; energy-efficient vending machines; preference for recycled materials in purchasing; use of low or zero-emission vehicles and equipment and recycling of construction materials in new county construction; conversion of fleets (as feasible) to electric and hybrid vehicles; and solar roofs.

Mitigation Measure CC-12

In parallel with the development and adoption of the 2030 General Plan, Monterey County will develop and adopt a Greenhouse Gas Reduction Plan with a target to reduce 2050 GHG emissions by 80 percent relative to 1990 emissions. At a minimum, the Plan shall establish an

inventory of current (2030) GHG emissions in the County of Monterey; forecast GHG emissions for 2050 for County operations and areas within the jurisdictional control of the County; identify methods to reduce GHG emissions; quantify the reductions in GHG emissions from the identified methods; identify requirements for monitoring and reporting of GHG emissions; establish a schedule of actions for implementation; and identify funding sources for implementation.

Mitigation Measure CC-13

Monterey County shall prepare and implement a Climate Change Preparedness Plan to prepare proactively for the impacts of climate change to the County's economy and natural ecosystems and to promote a climate resilient community. A useful guide to climate resiliency planning is *Preparing for Climate Change: A Guidebook for Local, Regional, and State Governments*. (The Climate Impacts Group, King County, Washington, and ICLEI – Local Governments for Sustainability 2007), which outlines the following steps:

- Scope the climate change impacts to major County sectors and building and maintain support among stakeholders to prepare for climate change.
- Establish a climate change preparedness team.
- Identify planning areas relevant to climate change impacts.
- Conduct a vulnerability assessment based on climate change projections for the region, the sensitivity of planning areas to climate change impacts, and the ability of communities to adapt to climate change impacts
- Conduct a risk assessment based on the consequences, magnitude, and probability of climate change impacts, as well as on an evaluation of risk tolerance and community values.
- Establish a vision and guiding principles for climate resilient communities and set preparedness goals in priority planning areas based on these guiding principles.
- Develop, select, and prioritize possible preparedness actions.
- Identify a list of important implementation tools
- Develop an understanding of how to manage risk and uncertainty in the planning effort.
- Develop measures of resilience, and use these to track the results of actions over time
- Review assumptions and other essential information to ensure that planning remains relevant to the most salient climate change impacts.
- Update plans regularly. Potential areas of emphasis for preparedness planning may include risk of wildfires, agricultural impacts, flooding and sea level rise, salt water intrusion; and health effects of increased heat and ozone, through appropriate policies and programs. Potential implementation steps could include adopting land use designations that restrict or prohibit development in areas that may be more severely impacted by climate change, e.g., areas that are at high risk of wildfire, sea level rise, or flooding; adoption of programs for the purchase or transfer of development rights in high risk areas to receiving areas of equal or greater value; and support for agricultural research on locally changing climate conditions. To be effective, preparedness planning needs to be an ongoing commitment of the County. The first plan shall be completed no

later than 5 years after the adoption of the General Plan and shall be updated at least every 5 years thereafter.

Mitigation Measures presented in the 2010 General Plan EIR would not be applicable to the project as they are either programmatic or are applicable to the County as an agency.

Project-specific Impacts

- a. *Would the project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?*
- b. *Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?*

The project involves the construction of a 12-pump gas service station, a 3,077 square-foot convenience store, access roads, driveways, and minor site improvements. Temporary construction-related emissions would result from the use of construction equipment. Monterey County does not currently have an adopted GHG reduction plan with numerical reduction targets for individual uses and developments. The County of Monterey 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: .25). The CCAAP is intended to align with the requirements of the County's 2010 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.

General Plan policies contain direction for the preparation of such a plan, with guidance on what goals or measures should be accomplished in the development of a plan. The 2010 General Plan includes policies associated with commercial development, including Policy LU-4.2, where the County is required to designate sufficient land for commercial activities to support and serve the projected population while minimizing conflicts between commercial and other uses. The placement of the gas station and convenience store at the project site is also consistent with nearby land uses – with a corner market located across the street – as well as consistent with Goal LU-4 and Policy LU-4.2, which encourages commercial development near major residential areas and transportation routes. The project is located approximately 1,000 feet from the nearest residence, to the southwest of the site; approximately 2.5 miles east of a residential and commercial area, including the Laguna Seca Raceway; and approximately 1.1 mile southwest of a residential area. Additionally, the project is located directly adjacent to SR 68, as well as Corral Del Tierra Road, a major arterial roadway.

The project would be consistent with Policy OS-10.10 in the Conservation and Open Space Element of the 2010 General Plan, which states that future development shall be designed to maximize energy efficiency to the extent feasible and accommodate energy infrastructure (i.e., transmission lines, power plants and pipelines, and fueling stations). Since the project is a fueling station, it supports the development of energy infrastructure. The project is also consistent with Policy OS-10.7, which encourages the use of the best available technology for reducing air pollution, and thus GHG emissions. As stated in MBARD's *CEQA Air Quality Guidelines*, Best Available Control Technology above-and-beyond District rules and requirements is encouraged to be applied to sources of air pollutant emissions. Furthermore, the project would comply with California Building Energy Efficiency Standards, which require green building features such as energy-efficient lighting

to be installed on-site. Therefore, the proposed project would not conflict with the policy direction contained in the General Plan. Therefore, impacts would be less than significant.

The project would not substantially increase population, as it is not a residential development but rather a commercial fueling station with a convenience store attached, and would therefore not increase the local permanent population. The project would result in a minimal increase in demand for electricity, heat, and other utilities that create GHG emissions in production. Additionally, the proposed project would comply with General Plan policies, as described above, which would reduce the GHG emissions associated with project energy demands. As discussed in Section VI.17, Transportation, the project would not substantially increase vehicle trips compared to existing conditions. Therefore, the proposed project would not result in a substantial increase in operational GHG emissions or conflict with the County’s Final Greenhouse Gas Emissions Inventory Report or the Association of Monterey Bay Area Governments’ 2045 Metropolitan Transportation Plan/Sustainable Communities Strategy (Source: .25, 26).

There is no established quantitative GHG threshold for this jurisdiction. Even so, GHG emissions estimates are summarized below in Table 3 for project construction and operation for informational purposes using CalEEMod. Construction emissions are amortized over a 30-year period.

Table 3 Estimated Maximum Daily Operational Emissions (tons per year)

Source	GHG Emissions
Construction	5
Operation	1,198
Total	1,203

Notes: All numbers have been rounded to the nearest whole number. Emissions presented are the highest of the winter and summer modeled emissions. Emissions data is pulled from mitigated results. Numbers may not add up due to rounding. Construction emissions are averaged over a period of 30 years.

Source: See Source 15 for CalEEMod calculations and assumptions.

The proposed project’s short-term construction and long-term operational GHG emissions would be minimal and would not have a significant impact on the environment. Since the proposed project’s GHG emissions would be minimal, the proposed project would not result in emissions that would conflict with an applicable plan, policy or regulation adopted for the purpose of reducing GHG emissions.

Impacts would be less than significant. The project would not result in more severe adverse impacts than discussed in the 2010 General Plan EIR.

Conclusion

The project would comply with applicable state and County standards for green building and GHG emissions reductions. The project would have no new significant or substantially more severe or peculiar site-specific impacts to GHG, nor would there be potentially significant off-site impacts, cumulative impacts, or previously identified significant effects, which were not discussed in the prior

environmental document. Also, there are no previously identified significant effects which, as a result of substantial new information that was not known at the time of the previous environmental review, are determined to have a more severe adverse impact than discussed in the 2010 General Plan EIR. Accordingly, no additional review is required.

9 Hazards and Hazardous Materials

	Significant Impact	Less than Significant or Less than Significant with Mitigation Incorporated	No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies
--	--------------------	---	-----------	---------------------------	--

Would the project:

a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
d. Be located on a site that is included on a list of hazardous material 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Significant Impact	Less than Significant or Less than Significant with Mitigation Incorporated	No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies
e. For a project located in 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Analysis in Previous Environmental Documents

The General Plan EIR discusses hazardous materials impacts on pages 4.13-1 through 4.13-31, and finds that impacts related to hazards and hazardous materials use in the County would be less than significant.

The following describes the analysis included in the previous environmental document (the 2010 General Plan EIR) and also provides a streamlined review to determine whether there would be project-specific impacts that are either 1) peculiar to the project or the parcel on which the project is located, 2) were not previously analyzed in a previous environmental documents as significant effects, 3) are potentially significant off-site impacts and cumulative impacts that were not previously discussed in the previous environmental documents, and 4) are now determined to have a more severe impact than discussed in the previous environmental documents due to substantial new information.

Project-specific Impacts

- a. *Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?*
- b. *Would the project 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?*

Project construction would require the use of heavy equipment and machinery, such as trucks and pavers, the operation of which could result in a spill or accidental release of hazardous materials, including fuels, engine oil, engine coolant, and lubricants. The transport, storage, labeling, use, and disposal of any hazardous materials would be subject to federal, state, and local regulations, which would minimize risks associated with hazardous materials used during construction. Therefore, the potential to create a significant hazard to the public or environment from the use of fuels, engine oil, engine coolant, and lubricants during construction would be less than significant.

Operation of the gas station would include the use, transport, and handling of hazardous materials. Specifically, operation would include the regular transportation of gasoline, refilling underground storage tanks, pumping gasoline to fuel dispensers, and the use of the fuel dispensers by motorists. As a result, the proposed project could result in potentially adverse impacts to people and the environment as a result of hazardous materials being accidentally released into the environment (e.g. operators or motorists could spill gasoline while refueling, underground storage tanks or pipes dispensing fuel from underground storage tanks could leak, automobiles could crash into fuel dispensers, or motorists could refuel while having engine running causing a fire hazard).

However, the proposed project would be required to operate in compliance with all applicable federal, state, and local requirements that reduce the potential for these impacts. Some of these regulations include:

- State Water Resources Control Board Health and Safety Code, Section 25280, underground storage tanks installed after 1988 are required to have a leak detection system consisting of at least one of the following detection methods: secondary containment with interstitial monitoring, automatic tank gauging systems (including continuous automatic tank gauging systems), vapor monitoring (including tracer compound analysis), groundwater monitoring, statistical inventory reconciliation, or other method meeting established performance standards.
- Efficacy requirements established by the United States Environmental Protection Agency (USEPA) require that leak detection methods be able to detect certain leak rates and that they also give the correct answer consistently. In general, methods must detect the specified leak rate with a probability of detection of at least 95 percent and a probability of false alarm of no more than 5 percent. USEPA found that, with effective leak detection, operators can respond quickly to signs of leaks and minimize the extent of environmental damage and the threat to human health and safety.
- Underground storage tanks and associated fuel delivery infrastructure (i.e., fuel dispensers) would be required to comply with applicable federal, state, and local regulations, including those provisions established by Section 2540.7, Gasoline Dispensing and Service Stations, of the California Division of Occupational Safety and Health Administration Regulations; Chapter 38, Liquefied Petroleum Gases, of the California Fire Code; and the Resource Conservation and Recovery Act.

- The proposed project would also be required to incorporate high-efficiency Phase I and Phase II enhanced vapor recovery (EVR) systems to capture and control gasoline fumes. EVR refers to a new generation of equipment to control emissions at gasoline dispensing facilities in California. EVR systems collect gasoline vapors that would otherwise escape into the atmosphere during bulk fuel delivery (Phase I) or fuel storage and vehicle refueling (Phase II). Since 2009, the installation of Phase I and Phase II EVR systems has been required for gasoline dispensing facilities.
- The fuel dispensers, underground storage tanks, and associated fuel delivery infrastructure would be subject to routine inspection by federal, state, and local regulatory agencies with jurisdiction over service station facilities.
- The handling, transport, use, and disposal of fuel and fuel additives must comply with applicable federal, state, and local agencies and regulations.

Compliance with applicable state and federal laws and regulations would reduce potential impacts associated with the routine transport, use, or disposal of hazardous materials or the release of hazardous materials into the environment. Additionally, no known oil or gas wells exist within the project site per California Department of Conservation, Division of Geologic Energy Management records.

Overall, impacts would be less than significant. The project would not result in more severe adverse impacts than discussed in the 2010 General Plan EIR.

c. Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?

The proposed project is not within 0.25 mile of a school. The nearest school to the project site is San Benancio Middle School, which is approximately 0.5 mile east of the project site. No new schools are proposed within 0.25 mile of the site. As discussed under thresholds a and b above, the project would not result in a hazard to the public or the environment, and the project would not emit hazardous emissions or handle hazardous or acutely hazardous materials within 0.25 mile of an existing or proposed school.

There would be no impact. The project would not result in more severe adverse impacts than discussed in the 2010 General Plan EIR.

d. Would the project be located on a site that is included on a list of hazardous material 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?

A search of the Department of Toxic Substances Control EnviroStor Database and the State Water Resources Control Board GeoTracker Database was conducted in October 2024 (Source: .27, 28). The search identified the project site is located on a former hazardous materials site, and the convenience store property west of the project site across Corral de Tierra Road is also a former hazardous materials site (Source: .28). The project site was previously developed as a gas station, which ceased operation in 2002. In October 2002, the previous gas station's fuel pumps and underground storage tanks were removed, and contaminated soil remediation was undertaken with the regulatory oversight of the Central Coast RWQCB. The Central Coast RWQCB issued a case closure on March 24, 2020, indicating remediation and corrective action have been completed to the satisfaction of the Central Coast RWQCB and no further action is required (Source 4). Pursuant

to the Central Coast RWQCB's case closure, the project applicant is required to notify the Central Coast RWQCB and the Monterey County Environmental Health Bureau prior to grading, excavation, or dewatering activities at the project site, and obtain applicable hazardous materials permits from the Monterey County Environmental Health Bureau. Accordingly, the applicant would comply with these requirements to ensure all activities are conducted in accordance with regulatory standards. Furthermore, if excavated soils contain hazardous materials, they must be stored, transported, and disposed of in accordance with regulations established in California Health and Safety Code Division 20 Chapter 6.5. In addition, remediation and corrective action was completed on the adjacent convenience store property west of the project site, and the Central Coast RWQCB issued a case closure on October 30, 2017 (Source: .29). Accordingly, construction and operation of the project would not create a significant hazard to the public or the environment associated with a hazardous materials site.

Impacts would be less than significant. The project would not result in substantially more severe adverse impacts than discussed in the 2010 General Plan EIR.

- 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?*

The nearest airport is the Monterey Regional Airport, which is approximately 5.8 miles west of the project site. The project site is not near an airport or within an airport land use plan. Therefore, the project would not result in a safety hazard or excessive noise for people in the project area.

There would be no impact. The project would not result in more severe adverse impacts than discussed in the 2010 General Plan EIR.

- f. *Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?*

County of Monterey Office of Emergency Services has developed an Emergency Operations Plan, last updated in 2020, which contains response and recovery protocols for several types of natural, technical, and human-caused emergencies. The Emergency Operations Plan outlines the roles and responsibilities of the County and partnering entities during emergency responses (Source: .30). Construction of the proposed project would not result in lane closures on SR 68 and would not create new obstructions to the County's identified evacuation routes within the Emergency Operations Plan. In addition, the proposed project would not result in inadequate emergency access as project plans are subject to review and approval by Monterey County Regional Fire Protection District during the permit process. The grading and construction plans would require implementation of fire protection safety features, including emergency access. Therefore, the proposed project would not impair implementation of or physically interfere with an adopted emergency response or evacuation plan.

No impact would occur. The project would not result in more severe adverse impacts than discussed in the 2010 General Plan.

- g. *Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?*

The California Department of Forestry and Fire Protection (CAL FIRE) Fire Hazard Severity Zone (FHSZ) Map indicates the potential fire risk for areas within the state. The project site is located

within a Moderate FHSZ in an area designated as a State Responsibility Area (Source: .31). Refer to Section VI.20, Wildfire, for additional detail regarding wildfire risk at the project site. As discussed therein, the project would not expose people or structures to a significant risk involving wildland fires. Furthermore, the proposed project does not include residences, and would be required to comply with the applicable fire safety provisions of the CBC, thereby reducing the risk of damage from fire to the maximum extent practicable. Therefore, the project would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires.

Impacts would be less than significant. The project would not result in more severe adverse impacts than discussed in the 2010 General Plan EIR. Refer to Section 20, *Wildfire*, for additional discussion of potential impacts related to wildfire.

Conclusion

The project would not involve development in areas not analyzed previously in the 2010 General Plan EIR. The project would not have new significant or substantially more severe or peculiar site-specific impacts regarding hazards and hazardous materials with regulatory requirements and mitigation measures in place, nor would there be potentially significant off-site impacts, cumulative impacts, or previously identified significant effects, which were not discussed in the prior environmental document. Also, there are no previously identified significant effects which, as a result of substantial new information that was not known at the time of the previous environmental review, are determined to have a more severe adverse impact than discussed in the 2010 General Plan EIR. Accordingly, no additional review is required.

This page intentionally left blank.

10 Hydrology and Water Quality

	Significant Impact	Less than Significant or Less than Significant with Mitigation Incorporated	No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies
--	--------------------	---	-----------	---------------------------	--

Would the project:

- | | | | | | |
|--|--------------------------|-------------------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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; | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

	Significant Impact	Less than Significant or Less than Significant with Mitigation Incorporated	No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies
(ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(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; or	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(iv) Impede or redirect flood flows?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Analysis in Previous Environmental Documents

The General Plan EIR discusses hydrology and water quality impacts on pages 4.3-1 through 4.3-196, and concludes that impacts related to degraded water quality, wastewater disposal, well interference, alteration of drainage patterns, increased flood risk, development within flood hazard areas, and failure of levees or dams would be less than significant.

Impacts related to potable water supply, water supply infrastructure, groundwater supplies, groundwater recharge would be significant and unavoidable after implementation of the following mitigation:

Mitigation Measure WR-1

The County will revise the draft 2007 General Plan to include the following new policy: PS-3.16. The County will participate in the Water for Monterey County Coalition, or similar regional group, for the purpose of identifying and supporting a variety of new water supply projects, water management programs, and multiple agency agreements that will provide additional domestic water supplies for the Monterey Peninsula and Seaside basin, while continuing to protect the Salinas and Pajaro River groundwater basins from saltwater intrusion. The County's general objective, while recognizing that timeframes will be dependent upon the dynamics of the regional group, will be to complete the cooperative planning of these water supply alternatives within five years of adoption of the General Plan and to implement the selected alternatives within five years after that time.

Mitigation Measure WR-2

The County will revise the draft 2007 General Plan to include the following new policies: PS-3.17. The County will pursue expansion of the SVWP by initiating investigations of the capacity for the Salinas River water storage and distribution system to be further expanded. This shall also include investigations of expanded conjunctive use, use of recycled water for groundwater recharge and seawater intrusion barrier, and changes in operations of the reservoirs. The County's overall objective is to have an expansion planned and in service by 2030. PS-3.18. The County will convene and coordinate a working group made up of the Salinas Valley cities, the MCWRA, and other affected entities for the purpose of identifying new water supply projects, water management programs, and multiple agency agreements that will provide additional domestic water supplies for the Salinas Valley. These may include, but not be limited to, expanded conjunctive use programs, further improvements to the upriver reservoirs, additional pipelines to provide more efficient distribution, and expanded use of recycled water to reinforce the hydraulic barrier against seawater intrusion. The County's objective will be to complete the cooperative planning of these water supply alternatives by 2020 and have projects online by 2030.

The following describes the analysis included in the previous environmental document (the 2010 General Plan EIR) and also provides a streamlined review to determine whether there would be project-specific impacts that are either 1) peculiar to the project or the parcel on which the project is located, 2) were not previously analyzed in a previous environmental documents as significant effects, 3) are potentially significant off-site impacts and cumulative impacts that were not previously discussed in the previous environmental documents, and 4) are now determined to have

a more severe impact than discussed in the previous environmental documents due to substantial new information.

Project-specific Impacts

This discussion incorporates information from the Hydrogeological Report prepared by Luhdorff & Scalmanini Consulting Engineers dated August 2024 (County of Monterey Library No. LIB250095) (Source: .32) and the Preliminary Stormwater Control Plan prepared by Whitson Engineers dated September 2023 (County of Monterey Library No. LIB230294) (Source: .33).

- a. *Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?*

The General Plan EIR concluded that with compliance with existing regulations, and General Plan policies, impacts related to water quality and waste discharge associated with General Plan implementation would be less than significant. Construction of the project would involve grubbing/land clearing, underground fuel tank installation, and grading and excavation within the 1.43-acre project site. Ground-disturbing activities have the potential to increase erosion and subsequent sediment transport downstream either overland or within watercourses. Disturbed sediment could enter nearby watercourses, such as El Toro Creek, and increase turbidity and alter of channel characteristics which could contribute to water quality impairments and reduce beneficial uses.

As discussed in Section 7, *Geology and Soils*, applicants and/or developers are required to prepare erosion control plans that detail appropriate methods to prevent and/or minimize erosion during all phases of a new project in accordance with Monterey County Code Chapter 16.12. Monterey County Code Sections 16.12.080 and 16.12.090 outline construction erosion control measures, including but not limited to temporary planting to stabilize stockpiled soils and drainage filtration and protection. Section 16.12.090 also prohibits land clearing operations between October 15th and April 15th unless specific authorization is given, and requires runoff from sites to be detained or filtered by berms, vegetation filter strips, or catch basins to prevent the escape of sediment from the site. Monterey County Code Section 16.12.070 outlines required erosion control measures for project operation, which include but is not limited to, retaining runoff at pre-development levels or controlling runoff over non-erodible surfaces such that the rate of runoff does not exceed pre-development levels. As required by County code and a standard condition of approval, prior to issuance of a grading and/or construction permit, the applicant would be required to submit an erosion control plan, that identifies BMPs to be implemented onsite, to HCD-Environmental Services for review and approval. Measures that would be taken to reduce potential erosion and sedimentation include adherence to Chapter 16.08 Monterey County Code, which sets forth rules and regulations to control all grading, including excavations, earthwork, road construction, fills and embankments, establishes the administration procedure for issuance of permits; and provides for approval of plans and inspections of grading construction. These requirements would prevent and minimize potential erosion, sedimentation, and spills which could impact water quality on the project site.

Impacts would be less than significant. The project would not result in more severe adverse impacts than discussed in the 2010 General Plan EIR.

- b. *Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?*

- e. *Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?*

The project site overlies the Monterey Subbasin of the Salinas Valley Groundwater Basin, and was previously developed as a gas station that was demolished in 2002 and has since been vacant. The project site is within the region of the Central Coast RWQCB, which regulates sources of water quality-related issues resulting in actual or potential impairment or degradation of beneficial uses, or the overall degradation of water quality. As the proposed gas station portion of the site is already largely paved, the project would minimally increase impervious surface areas on the site through the introduction of the proposed access road; the site of the fueling station and convenience store is already paved. Precipitation falling onto the project's paved areas would run off to the pervious ground to the south and east of the site, or onto Corral de Tierra Road or SR 68, where it would follow existing drainage patterns to flow into storm drains or infiltrate into the groundwater basin. The water quality objectives in the Water Quality Control Plan for the Central Coast RWQCB are enforced through state and RWQCB policies, with which the project would be required to comply, such as the implementation of BMPs that would limit indirect discharges to groundwater. In addition, the Preliminary Stormwater Control Plan for the project includes several stormwater control measures, including but not limited to graded depressions in the project site, which would comply with County drainage requirements and would facilitate infiltration and retention of storm runoff in 95th percentile storm event (Source: .33). Consequently, the project would not conflict with or obstruct implementation of a water quality control plan.

As discussed in Section 19, *Utilities and Service Systems* and in *Project Description*, the project would require approximately 0.84 acre-feet per year of water for convenience store operation and landscaping, which would be provided by an existing on-site well (transient-non-community water system) that draws water from the Corral de Tierra and Monterey Subbasin. This well is located in the southwestern corner of the project site and would be protected in place during construction. The Salinas Valley Basin Groundwater Sustainability Agency and the Marina Coast Water District Groundwater Sustainability Agency adopted the Groundwater Sustainability Plan (GSP) for the Monterey Subbasin in January 2022. The GSP outlines historical and current groundwater conditions of the Monterey Subbasin and establishes a water budget and sustainability goals for the basin. The Monterey Subbasin has been affected by historic overdraft conditions. However, groundwater budgets and modeling presented in the GSP indicate the subbasin is recovering from overdraft, including with consideration to the effects of climate change (Source: .34). Overdraft recovery is being achieved through coordinated management of the Monterey Subbasin and hydrologically connected basins including the critically overdrafted 180/400-Foot Aquifer Subbasin and the adjudicated Seaside Subbasin (Source: .34).

The El Toro Planning Area includes five Subareas and is based on local topographic drainage divides which include: Calera Creek, Watson Creek, Corral de Tierra, San Benancio Gulch, and El Toro Creek. The water supply for the El Toro Planning Area is derived from groundwater for which the Subareas are hydrogeologically connected. The project site is within the Corral de Tierra Subbasin in the greater El Toro Planning Area, which also includes the El Toro Primary Aquifer System ("Primary Aquifer System"). This Corral de Tierra subbasin has been combined with part of Seaside Basin to create the Monterey Subbasin of the County of Monterey GSA. The Primary Aquifer System is considered to be in overdraft; however, previous technical studies have shown that current and

increasing rates of pumping could be sustained for decades in areas with suitable saturated thickness in the Primary Aquifer System (Source: .43). The Project site has a sufficient saturated thickness of the formation (401-600 feet deep [note: thicker saturated zones generally lead to greater groundwater storage capacity and higher potential for water extraction]) to support the proposed development, and is in an area known to have a “good” potential for groundwater production. Based on a previous El Toro Groundwater Study prepared by Geosyntec for the County of Monterey Water Resources Agency (MCWRA) (Source: .43)), groundwater levels beneath the Project site have not changed significantly in almost 50 years (1960-2006). Further, groundwater elevation data provided by MCWRA for the closest monitoring wells (Station ID Nos. 16S/02E-03A01 and 16S/02E-02D01) to the subject project site indicate that historical groundwater elevations have a slight negative trend (0 to 1 feet) in groundwater elevations from 1990 to 2006, with some oscillation in the groundwater elevation that somewhat correlates with drought periods (Source: .43) .

The Hydrogeological Report prepared for the project compares the water consumption of the site’s former use (a fueling station with a convenience store and real estate office) to the projected water consumption associated with the project. The previous water demand of the site was identified to be 1.215 acre-feet per year. In comparison to historical water demand, the Hydrogeological Report concluded that the project would result in a net decrease in water usage, as only 0.84 acre feet of water is estimated to be demanded annually. When compared to baseline conditions (current conditions), there would be an increase in water demand by 0.84 acre feet per year. However, the Hydrogeological Report concluded the project would be a “de minimis extractor” as defined by California Water Code Section 10721(e), as it would involve extracting less than two acre-feet of water per year (Source: .32). Therefore, the proposed water demand would also have a de minimis impact on the Corral de Tierra Subbasin & Salinas Valley – Monterey Subbasin groundwater levels. Furthermore, the Monterey Subbasin GSP estimates historical annual well pumping in the Corral de Tierra Area at 1,296 AFY (Source 32). The additional net groundwater extraction proposed by the project would account for less than 0.064% of all pumping in the area and thus amounts to a negligible impact on surrounding groundwater users and operation of the subbasin as a whole (Source: .32). Therefore, the proposed project would not substantially decrease groundwater supplies and evidence has been submitted demonstrating a long-term sustainable water supply, as required by General Plan Policy PS-3.2.

Further, the proposed project would be consistent with the Monterey County 2010 General Plan policies related to water supply, including General Plan Policy PS-2.8, which requires projects be designed to maintain or increase the site’s pre-development absorption of rainfall (minimize runoff), and to recharge groundwater where appropriate. The proposed project would not significantly alter the existing impervious surfaces of the site and would be designed to minimally alter existing drainage patterns and would be consistent with the Monterey County 2010 General Plan. Additionally, the proposed project would not alter population projections or demand rate assumptions used to create the groundwater budgets in the GSP. Therefore, the proposed project would not interfere with overdraft recovery projected in the GSP, or with sustainable management of the Monterey Subbasin through implementation of the GSP. Therefore, the project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project would impede sustainable groundwater management of the basin or conflict with a sustainable groundwater management plan.

Impacts would be less than significant. The project would have no impacts beyond those previously identified in the 2010 General Plan EIR.

- c.(i) *Would the project 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 result in substantial erosion or siltation on- or off-site?*
- c.(ii) *Would the project 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 substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?*
- c.(iii) *Would the project 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 that would 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?*
- c.(iv) *Would the project 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 impede or redirect flood flows?*

As discussed under threshold (b), the project would result in a minimal alteration of drainage patterns at the project site by introducing a new access road. As discussed above and under Geology and Soils threshold (b), project construction would not result in substantial erosion as the project would be required to comply with Monterey County Code Chapter 16.12, *Erosion Control*. As the proposed gas station portion of the site is already largely paved, impervious surfaces would only be added to the site in the footprint of the access road. Precipitation falling onto the project's paved areas would run off to the pervious ground to the south and east of the site, or onto Corral de Tierra Road or SR 68, where it would follow existing drainage patterns to flow into storm drains or infiltrate into the groundwater basin. In addition, the Preliminary Stormwater Control Plan for the project includes several stormwater control measures, including but not limited to graded depressions in the project site, which would comply with County drainage requirements and would facilitate infiltration and retention of storm runoff in 95th percentile storm event (Source: .33).

Further, the project would not interfere with flooding patterns because the project site is not located with a floodplain or flood hazard area (Source: .35). As a result, the project would not alter existing drainage patterns of the project site in a manner which would result in substantial erosion, increase flooding on or off site, provide substantial additional sources of pollutant runoff, or impede or redirect flood flows.

Impacts related to existing drainage patterns would be less than significant. The project would not result in more severe adverse impacts than discussed in the 2010 General Plan EIR.

- d. *Would the project risk release of pollutants due to project inundation in a flood hazard, tsunami, or seiche zone?*

According to the Federal Emergency Management Agency flood insurance maps, the project site is not located within an identified 100-year flood hazard area, and thus would not expose people or structures to a significant risk of loss, injury or death involving flooding (Source: .35). The project site is also not proximate to a body of water subject to seiche, and is several miles from the Pacific Ocean and is not at risk of tsunami.

There would be no impact. The project would not result in substantially more severe adverse impacts than discussed in the 2010 General Plan EIR.

Conclusion

The project would have no new significant or substantially more severe or peculiar site-specific impacts to hydrology and water quality, nor are there potentially significant off-site impacts, cumulative impacts, or previously identified significant effects that not discussed in the prior environmental document. Furthermore, there are no previously identified significant effects which as a result of substantial new information not known at the time of the previous environmental review have been determined to have a more severe adverse impact than those discussed in the 2010 General Plan EIR. Accordingly, no additional review is required.

This page intentionally left blank.

11 Land Use and Planning

	Significant Impact	Less than Significant or Less than Significant with Mitigation Incorporated	No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies
--	--------------------	---	-----------	---------------------------	--

Would the project:

- | | | | | | |
|--|--------------------------|-------------------------------------|-------------------------------------|-------------------------------------|--------------------------|
| a. Physically divide an established community? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Analysis in Previous Environmental Documents

The General Plan EIR addresses land use and planning impacts on pages 4.1-1 through 4.1-30. The analysis therein states that General Plan implementation would not create impacts on land use due to the division of an established community or potential conflicts with a land use plan. The General Plan is a comprehensive update to the existing 1982 General Plan. As a comprehensive planning document, it establishes land use concepts and sets forth goals and policies to guide future development and preserve natural and agricultural areas from urban encroachment. Inherently, the goals and policies of the General Plan must be internally consistent with each other as well as with the supplemental policies of each Area Plan.

The following describes the analysis included in the previous environmental document (the 2010 General Plan EIR) and also provides a streamlined review to determine whether there would be project-specific impacts that are either 1) peculiar to the project or the parcel on which the project is located, 2) were not previously analyzed in a previous environmental documents as significant effects, 3) are potentially significant off-site impacts and cumulative impacts that were not previously discussed in the previous environmental documents, and 4) are now determined to have a more severe impact than discussed in the previous environmental documents due to substantial new information.

Project-specific Impacts

- a. *Would the project physically divide an established community?*

The project site is situated on a previously developed site, surrounded by open space, low density residential land uses, and commercial properties. Construction of the proposed fueling station and

convenience store would be consistent with the site’s previous and adjacent land uses, and would not cut off connected neighborhoods or land uses from each other. No new roads, linear infrastructure, or other development features are proposed that would divide an established community or limit movement, travel or social interaction between established land uses. Project construction would not physically divide an established community. The project would not result in substantially more severe adverse impacts than discussed in the 2010 General Plan EIR.

b. Would the project 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?

The project site is zoned as Light Commercial/Building Site. The project site is also within the B-8 Zoning District. Pursuant to Section 21.42.030 of Monterey County Code, the purpose of the B-8 District is to restrict development and/or intensification of land use in areas where, due to water supply, water quality, sewage disposal capabilities, traffic impacts or similar measurable public-facility type constraints, additional development and/or intensification of land use is found to be detrimental to the health, safety, and welfare of the residents of the area, or the County as a whole. The project site is also within a Design Control Zoning District, where design approval is required to assure protection of a public viewshed. Additionally, as shown in Table 4, the proposed project would be consistent with land use policies as outlined the Monterey County 2010 General Plan.

Table 4 Project Consistency with Monterey County 2010 General Plan Policies

Policy	Consistency
Policy LU-1.13: All exterior lighting shall be unobtrusive and constructed or located so that only the intended area is illuminated, long range visibility is reduced of the lighting source, and off-site glare is fully controlled. Criteria to guide the review and approval of exterior lighting shall be developed by the County in the form of enforceable design guidelines, which shall include but not be limited to guidelines for the direction of light, such as shields, where lighting is allowed.	Consistent. As conditioned, the project would be required to comply with Monterey County Code Section 21.63.020, which establishes design guidelines for exterior lighting. The design guidelines require exterior lighting to be unobtrusive, reduce off-site glare, and light only the intended area. The project would not introduce a substantial amount of new light and glare to the project area.
Policy LU-4.2: The County shall designate sufficient land for commercial activities to support and serve the projected population while minimizing conflicts between commercial and other uses.	Consistent. The project would support the existing population by providing a fueling station, serving the existing population and future population growth. Additionally, the project would be consistent with commercial uses to the west.
Policy LU-4.3: Commercial uses shall be developed in a compact manner.	Consistent. The project would involve development of a fueling station and convenience store on a 0.7-acre site.
Policy LU-4.8: Commercial areas shall be designated in locations that offer convenient access.	Consistent. The project is located directly adjacent to SR 68 with direct access from Corral de Tierra Road, ensuring convenient access for the Corral de Tierra neighborhood and greater Toro community.

As shown in Table 5, the proposed project would adhere to the Toro Area Plan policies related to land use, aesthetics, and transportation. The project would be consistent with the rural nature of the Toro Area and would not conflict with the Toro Area Plan (Source: .3).

Table 5 Project Consistency with Toro Area Plan Policies

Policy	Consistency
<p>Policy T-1.2: Industrial land uses other than utilities shall not be permitted in the Toro area.</p>	<p>Consistent. The project would facilitate the development of a fueling station and convenience store. The project does not propose any industrial land uses.</p>
<p>Policy T-2.4: Improvement of Highway 68 intersections, construction of alternate passing lanes, public transit roadway improvements, and improved bicycle safety measures should be undertaken at the earliest time that funding becomes available.</p>	<p>Consistent. The project would extend the west bound left turn lane at the SR 68 and Corral de Tierra Road intersection, addressing known and project-related queuing delays. The proposed project would be consistent with future improvements to the SR 68 and Corral de Tierra Road intersection.</p>
<p>Policy T-3.1: Within areas designated as “visually sensitive” on the Toro Scenic Highway Corridors and Visual Sensitivity Map (Figure 16), landscaping or new development may be permitted if the development is located and designed (building design, exterior lighting, and siting) in such a manner that will enhance the scenic value of the area. Architectural design consistent with the rural nature of the Plan area shall be encouraged.</p>	<p>Consistent. The convenience store would be visually consistent with the rural nature of the Toro Area, and the fueling station would not conflict with the highway corridor setting of the project site. The project’s proposed landscaping includes shrubs, groundcover, and native trees, which would introduce vegetation similar to the surrounding area to the project site. With these design features, the project would not substantially degrade the existing visual character or quality of public views of the site and its surroundings.</p>
<p>Policy T-3.5: Exterior/outdoor lighting shall be located, designed, and enforced to minimize light sources and preserve the quality of darkness. Street lighting shall be as unobtrusive as practicable and shall be consistent in intensity throughout the Toro area.</p>	<p>Consistent. The project would introduce new sources of light and glare consistent with existing sources of light and glare from the nearby residences, existing convenience store, and vehicles traveling on Laureles Grade and SR 68, and the project would not introduce a substantial amount of new light and glare to the project area.</p>

With approval of the project’s Use Permit, Design Approval, and Variances, the project would be consistent with zoning requirements for height, setbacks, and site coverage established for the Light Commercial/Building Site zoning districts. Pursuant to Section 21.72.040 of the County Code, to approve a Variance, the County must find that special circumstances applicable to subject property that would deprive the applicant of privileges enjoyed by other, similar properties, and that the proposed project is otherwise consistent with the uses allowed in the zone district, among other required findings.

The property’s commercial land use designation dates back nearly 50 years and is reflected in both the 1982 County General Plan and the 2010 County General Plan. The property was purchased by the current owner’s family in 1974. At that time, the property had an operational fueling station and was leased to a third-party operator. The fueling station was authorized pursuant to a Use Permit granted by the County Zoning Administrator on November 25, 1966 (HCD-Planning File No. ZA-74). The B-8 District was enacted in November 1992 (and amended in September 1993) due to concerns associated with groundwater supply in the Toro Area (Ordinance No. 03647, November 24, 1992; Ordinance No. 3704, September 7, 1993). The prior fueling station was demolished in 2002.

The B-8 District was adopted primarily to prevent new parcels from being created in the Toro Area (Board of Supervisors Resolution No. 12-040). The stated purpose of the B-8 District is to “restrict development and/or intensification of land use in areas where, due to water supply, water quality, sewage disposal capabilities, traffic impacts or similar measurable public-facility type constraints, additional development and/or intensification of land use if (sic) found to be detrimental to the health, safety, and welfare of the residents of the area, or the County as a whole” (Title 21 section 21.42.030.H). “Intensification” is defined in Chapter 21.42 as “the change in the use of a building site

which increases the demand on the constraint(s) which caused the 'B-8' District to be applied over that use existing at that time the 'B-8' District is applied to the property." The B-8 District expressly allows "[c]onstruction or expansion of commercial uses where such construction or expansion can be found to not adversely affect the constraints which caused the 'B-8' District to be applied to the property" (Title 21 section 21.42.030.H.2). As described above, the constraint which caused the B-8 zoning overlay to be applied to a portion of the Toro planning area, inclusive of the project site, was groundwater supply. The proposed project would be consistent with the B-8 overlay's limitations for two main reasons:

1. The proposed project would not change the historical use of the property and will be located on an existing lot of record. The property has historically been used as a fueling station since the 1960s. Although this prior fueling station was demolished in 2002, the proposed project would rebuild a fueling station and a convenience market.
2. As discussed in Section VI.10, the proposed project would not exceed the subject property's water demand at the time the B-8 District was applied to the Property (1992). Instead, the proposed project would reduce water demand from 1.2-acre feet per year (1974 fueling station and convenience store's water demand estimates) to 0.84 acre feet per year (proposed project demands), a reduction of 0.37 acre feet.

As described in Section 10, *Hydrology and Water Quality*; Section 17, *Transportation*; and Section 19, *Utilities and Service Systems*, the project would not result in substantial impacts to water supply, water quality, sewage disposal capabilities, or traffic impacts. The proposed project would not conflict with the project site's B-8 District zoning.

Overall, impacts related to conflicts with a land use plan would be less than significant. The project would not result in more severe adverse impacts than discussed in the 2010 General Plan EIR.

Conclusion

The project is consistent with the land use policies of the General Plan and the Toro Area Plan. The project would have no new significant or substantially more severe or peculiar site-specific impacts to land use and planning, nor would there be potentially significant off-site impacts, cumulative impacts, or previously identified significant impacts, which were not discussed in the prior environmental document. There are no previously identified significant effects which, as a result of substantial new information that was not known at the time of the previous environmental review, are determined to have a more severe adverse impact than discussed in the 2010 General Plan EIR. Accordingly, no additional review is required.

12 Mineral Resources

	Significant Impact	Less than Significant or Less than Significant with Mitigation Incorporated	No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies
--	--------------------	---	-----------	---------------------------	--

Would the project:

- | | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|--------------------------|
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Analysis in Previous Environmental Documents

The General Plan EIR analyzes mineral resources on pages 4.5-1 through 4.5-19 and finds that impacts would be less than significant.

The following describes the analysis included in the previous environmental document (the 2010 General Plan EIR) and also provides a streamlined review to determine whether there would be project-specific impacts that are either 1) peculiar to the project or the parcel on which the project is located, 2) were not previously analyzed in a previous environmental documents as significant effects, 3) are potentially significant off-site impacts and cumulative impacts that were not previously discussed in the previous environmental documents, and 4) are now determined to have a more severe impact than discussed in the previous environmental documents due to substantial new information.

Project-specific Impacts

- a. *Would the project 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?*
- b. *Would the project 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?*

The project site is not currently used for mineral extraction, and construction of the project 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 9). Therefore, the project would not result in the loss of availability of a known mineral resource that would be of value to the region, nor result in the loss of availability of a locally important mineral resource recovery site delineated on an applicable land use plan.

The proposed project would have no impact to mineral resources. The project would not result in substantially more severe adverse impacts than discussed in the 2010 General Plan EIR.

Conclusion

The project would not develop areas not analyzed previously in the 2010 General Plan EIR, nor does it propose to have peculiar or substantial impacts not covered in the 2010 General Plan EIR. The project would have no new significant or substantially more severe or peculiar site-specific impacts to mineral resources, nor would there be potentially significant off-site impacts, cumulative impacts, or previously identified significant effects, which were not discussed in the prior environmental documents. Also, there are no previously identified significant effects which, as a result of substantial new information that was not known at the time of the previous environmental review, are determined to have a more severe adverse impact than discussed in the 2010 General Plan EIR. Accordingly, no additional review is required.

13 Noise

	Significant Impact	Less than Significant or Less than Significant with Mitigation Incorporated	No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies
Would the project result in?					
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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 2 miles of a public airport or public use airport, would the project expose people be residing, or working in the project area, to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

Analysis in Previous Environmental Documents

The General Plan EIR analyzes noise on pages 4.8-1 through 4.8-33 and finds all impacts to be less than significant.

The following describes the analysis included in the previous environmental document (the 2010 General Plan EIR) and also provides a streamlined review to determine whether there would be project-specific impacts that are either 1) peculiar to the project or the parcel on which the project is located, 2) were not previously analyzed in a previous environmental documents as significant effects, 3) are potentially significant off-site impacts and cumulative impacts that were not

previously discussed in the previous environmental documents, and 4) are now determined to have a more severe impact than discussed in the previous environmental documents due to substantial new information.

Project-specific Impacts

- a. *Would the project result in 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?*

Noise Standards

Monterey County Code Chapter 10.60 enforces construction and operational noise regulations. Monterey County Code Section 10.60.030 prohibits the operation of machinery that exceeds 70 dBA at 50 feet at any time of day. Monterey County Code Section 10.60.040 limits nighttime noise levels to 45 dBA L_{eq} and 65 dBA L_{max} at 50 feet between 9:00 p.m. and 7:00 a.m. Monterey County Code Section 10.60.040(C) provides exemptions to compliance with the exterior nighttime noise level standards, including for equipment used in an emergency, which is defined as a situation arising from fire, explosion, act of God, or act of public enemy which, if not corrected immediately, will potentially result in the loss of life, property or substantial environmental resources. However, there is no exemption provided for nighttime construction noise. The Monterey County Code does not include quantitative standards for groundborne vibration.

Construction

The 2010 General Plan EIR concluded that implementation of the plan could result in temporary, short-term noise impacts during construction activities. Construction equipment used in modeling was obtained from the default construction equipment created by the CalEEMod outputs for the project (Source: .15). Project construction would occur nearest to the residence to the west of the project site. Over the course of a typical construction day, construction equipment may be located as close as 100 feet to the residence but would typically be located at an average distance farther away due to the nature of construction and the lot size of the project, in which the main building and lot is located 300 feet from the residence. Therefore, it is assumed that over the course of a typical construction day the construction equipment would operate at an average distance of 200 feet from the nearest residence.

Construction noise estimates from each phase of construction are shown in Table 6. Construction noise would reach up to 69 dBA L_{eq} at the nearest residences, which would not exceed the County noise threshold of 70 dBA during the daytime hours of 7:00 a.m. to 9:00 p.m. In addition, construction would not occur during the nighttime hours when noise restrictions are stricter. Therefore, construction noise impacts would be less than significant.

Table 6 Estimated Construction Noise Levels

Construction Phase	Estimated Noise Levels (dBA L_{eq})		
	Residences to the West (250 feet)	Residences to the East (550 feet)	Residence to the Northeast (800 feet)
Site Preparation	68	61	58

Grading	69	63	59
Building Construction	67	60	57
Paving	69	62	59
Architectural Coating	60	53	50

Source: .32

Operation – Stationary Noise

On-site noise sources associated with the proposed project would primarily include mechanical equipment, specifically heating, ventilation, and air conditioning (HVAC) units. Distances were estimated using the possible location of the equipment on the convenience store building relative to nearby residences to the west, northeast, and east. The size and type of HVAC unit are currently unknown at this stage of planning. Potential HVAC units used on the project could include a 6-ton Carrier 50HCQA06, which generates a sound power level of 79 dBA (detailed specifications are included in Source 36). A typical assumption is that for every 600 square foot of building space, one ton of HVAC is needed. With a building size of 3,077 square foot, approximately 5 tons of HVAC would be needed. Therefore, one 6-ton Carrier 50HCQA06 was assumed.

Noise levels from the HVAC unit at nearby residences are shown in Table 7. As shown in the table, operational noise levels would reach up to approximately 29 dBA at the nearest residence, which would not exceed the County’s nighttime threshold of 45 dBA L_{eq} . Therefore, the project would not result in a substantial permanent increase in noise and impacts would be less than significant.

Table 7 Estimated Operational Noise Levels

Noise Source	Distance to Receiver (feet)	Residence to the West (dBA L_{eq})	Distance to Receiver (feet)	Residences to the Northeast (dBA L_{eq})	Distance to Receiver (feet)	Residence to the East (dBA L_{eq})
HVAC Units	400	29	800	23	600	26

Source: .29

Operation – Traffic Noise

The project would attract new vehicle trips that would increase noise levels on nearby roadways. A Transportation Analysis Report was prepared by Hexagon Transportation Consultants, Inc. in February 2024 for the proposed project (Source: .37). According to the Transportation Analysis Report, a gas station with 12 fueling pumps would attract 3,181 daily trips (Source: .37). Therefore, this traffic noise analysis considers the addition of 3,181 daily trips to the nearest roadways, which is a conservative assumption as approximately 75 percent of the trips to the gas station are pass-by trips (i.e., trips that would occur without the gas station). According to the Transportation Analysis Report, Corral de Tierra Road and SR 68 intersection contains 24,040 daily trips. The addition of 3,181 trips to 24,040 trips would result in a relative noise increase of 0.5 dBA.³ The project’s traffic noise increase would not exceed 3 dBA or more, which is considered a barely perceptible increase in

³ 0.5 dBA = $10 \cdot \log_{10} (24,040 \text{ trips} + 3,181 \text{ trips} / 24,040 \text{ trips})$

noise and typically used as a threshold for a substantial traffic noise increase. Therefore, traffic noise impacts would be less than significant.

Overall, the project would not result in more severe adverse impacts to ambient noise levels that would conflict with County noise thresholds as a result of construction and operation of the project than discussed in the 2010 General Plan EIR.

b. Would the project result in generation of excessive groundborne vibration or groundborne noise levels?

The 2010 General Plan EIR concluded that implementation of the General Plan would result in adverse groundborne vibration impacts. However, compliance with Safety Element Policy S-7.8 would avoid and minimize adverse groundborne vibration impacts from new development to acceptable levels. Construction activities known to generate excessive ground-borne vibration, such as pile driving, would not be used to construct the proposed fueling station and convenience store. The greatest anticipated source of vibration during general project construction activities would be from a vibratory roller that may be used as close as 100 feet during construction from the nearest buildings to the west. A vibratory roller would create a vibration level of approximately 0.21 PPV in/sec at a distance of 25 feet (Source: .38). This would equal a vibration level of approximately 0.0457 PPV in/sec at a distance of 100 feet. This vibration level would be well below the FTA's non-engineered timber and masonry building damage potential threshold of 0.2 PPV in/sec (Source: .38). Therefore, temporary impacts associated with the dozer (and other construction equipment with the potential to generate groundborne vibration) would be less than significant.

Operation of commercial land uses such as a gas station are not associated with ground borne vibration. Operational impacts would be less than significant.

Overall, the project would not result in more severe adverse impacts related to excessive groundborne vibration or groundborne noise levels than discussed in the 2010 General Plan EIR.

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 2 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?

The nearest airport to the project site is the Monterey Regional Airport, located approximately 5.8 miles to the west. The site is not within two miles of a public or public use airport or within an airport land use plan and workers on the site would not be exposed to substantial airport noise.

No impact would occur. The project would not result in more severe adverse impacts than discussed in the 2010 General Plan EIR.

Conclusion

With the implementation of applicable General Plan Policies, the project would not increase substantially the permanent ambient noise levels or vibrations in the project vicinity above existing levels. The project would not involve development in areas not analyzed previously in the 2010 General Plan EIR, nor would it have peculiar site-specific or substantial noise impacts, nor would there be potentially significant off-site impacts, cumulative impacts, or previously identified significant effects, which were not discussed in the prior environmental documents. Also, there are no previously identified significant effects which, as a result of substantial new information that was

not known at the time of the previous environmental review, are determined to have a more severe adverse impact than discussed in the 2010 General Plan EIR. Accordingly, no additional review is required.

This page intentionally left blank.

14 Population and Housing

	Significant Impact	Less than Significant or Less than Significant with Mitigation Incorporated	No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies
--	--------------------	---	-----------	---------------------------	--

Would the project:

a. Induce substantial unplanned population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Analysis in Previous Environmental Documents

The 2010 General Plan EIR discusses population and housing on page 4.15-1 through 4.15-23. Impacts related to substantial population growth were determined to be significant and unavoidable and there was no mitigation that would avoid growth. Impacts related to displacement were determined to be less than significant.

The following describes the analysis included in the previous environmental document (the 2010 General Plan EIR) and also provides a streamlined review to determine whether there would be project-specific impacts that are either 1) peculiar to the project or the parcel on which the project is located, 2) were not previously analyzed in a previous environmental documents as significant effects, 3) are potentially significant off-site impacts and cumulative impacts that were not previously discussed in the previous environmental documents, and 4) are now determined to have a more severe impact than discussed in the previous environmental documents due to substantial new information.

Project-specific Impacts

- a. *Would the project 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)?*

- b. *Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?*

The proposed project would involve the construction and operation of a fueling station and convenience store, and does not propose any habitable structures. It is assumed that the construction workforce and convenience store employees would be drawn from existing Monterey County residents, and the project would not result in an increase in population. Additionally, the proposed project would not include the extension of roads or other infrastructure, which would result in substantial unplanned growth. Therefore, the project would not induce substantial unplanned growth, directly or indirectly. The project site does not currently contain housing units. As such, the project would not displace people or housing and would not necessitate the construction of replacement housing elsewhere.

There would be no impacts related to population and housing. The project would not result in substantially more severe adverse impacts than discussed in the 2010 General Plan EIR.

Conclusion

The project would not involve the development of a growth inducing use. The project would not involve development in areas not analyzed previously in the 2010 General Plan EIR, nor would it result in impacts to population and housing not covered in the 2010 General Plan EIR. The project would have no new significant or substantially more severe or peculiar site-specific impacts concerning population and housing, nor would there be potentially significant off-site impacts, cumulative impacts, or previously identified significant effects, which were not discussed in the prior environmental document. Also, there are no previously identified significant effects which, as a result of substantial new information that was not known at the time of the previous environmental review, are determined to have a more severe adverse impact than discussed in the 2010 General Plan EIR. Accordingly, no additional review is required.

This page intentionally left blank.

15 Public Services

	Significant Impact	Less than Significant or Less than Significant with Mitigation Incorporated	No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies
--	--------------------	---	-----------	---------------------------	--

a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the 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:

1	Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2	Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3	Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4	Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5	Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Analysis in Previous Environmental Documents

The General Plan EIR analyzes public services on pages 4.11-1 through 4.11-39 and concludes that impacts regarding fire protection facilities, Sheriff’s facilities, library facilities, and public health facilities would be less than significant.

The 2010 General Plan EIR concludes that impacts to school facilities due to new or expanded facilities would be significant and unavoidable.

The following describes the analysis included in the previous environmental document (the 2010 General Plan EIR) and also provides a streamlined review to determine whether there would be project-specific impacts that are either 1) peculiar to the project or the parcel on which the project is located, 2) were not previously analyzed in a previous environmental documents as significant effects, 3) are potentially significant off-site impacts and cumulative impacts that were not previously discussed in the previous environmental documents, and 4) are now determined to have a more severe impact than discussed in the 2010 General Plan EIR documents due to substantial new information.

Project-specific Impacts

- a.1. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection facilities, or the need for new or physically altered fire protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?*
- a.2. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered police protection facilities, or the need for new or physically altered police protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?*
- a.3. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered schools, or the need for new or physically altered schools, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives?*
- a.4. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered parks, or the need for new or physically altered parks, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives?*
- a.5. Would the project result in substantial adverse physical impacts associated with the provision of other new or physically altered public facilities, or the need for other new or physically altered public facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?*

The project site is served by the Monterey County Regional Fire District. The nearest station is Laureles Station (Station 3), located approximately 1.7 miles southwest of the site (Source: .10). Police protection services are provided to the site by the Monterey County Sheriff's Office. The nearest station is the Monterey County Sheriff Monterey Substation, approximately 8.5 miles west of the site (Source: .11). The project site is within the Washington Union School District and Salinas Union High School District, and the nearest school is San Benancio Middle School, approximately 0.5 mile east of the project site. The nearest park to the project site is Fort Ord National Monument, which is located north of the project site. The nearest local park is Jack's Peak Park, located approximately 7 miles west of the project site.

The project would have little to no measurable effect on public services. The project would not result in a population increase, and is located within the service area of existing public services, and

would not require new or physically altered police, fire, school, park, or other public facilities. Therefore, the proposed project would have no impact to public services.

The project would have a less than significant impact that would not be greater than that analyzed in the 2010 General Plan EIR.

Conclusion

The project would not involve the development of a growth inducing use. The project would not involve development in areas not analyzed previously in the 2010 General Plan EIR, nor would it result in impacts to public services not covered in the 2010 General Plan EIR. The project would have no new significant or substantially more severe or peculiar site-specific impacts to public services, nor would there be potentially significant off-site impacts, cumulative impacts, or previously identified significant effects, which were not discussed in the prior environmental documents. Also, there are no previously identified significant effects which, as a result of substantial new information that was not known at the time of the previous environmental review, are determined to have a more severe adverse impact than discussed in the 2010 General Plan EIR. Accordingly, no additional review is required.

16 Recreation

	Significant Impact	Less than Significant or Less than Significant with Mitigation Incorporated	No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies
a. Would the project 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Analysis in Previous Environmental Documents

The 2010 General Plan EIR analyzes recreation on pages 4.12-1 through 4.12-36 and identifies a less-than-significant impact to recreation with incorporation of the following mitigation:

Mitigation Measure PAR-1

Proposed 2007 General Plan policy PS-11.10 will be amended to read: "Pursuant to the provisions of the State Subdivision Map Act, residential subdivision projects shall be conditioned to provide and maintain park and recreation land and facilities or pay in-lieu fees in proportion to the extent of need created by the development. The ratio of park and recreation facilities to residents will be at least three acres for each one thousand residents."

The following describes the analysis included in the previous environmental document (the 2010 General Plan EIR) and also provides a streamlined review to determine whether there would be project-specific impacts that are either 1) peculiar to the project or the parcel on which the project is located, 2) were not previously analyzed in a previous environmental documents as significant effects, 3) are potentially significant off-site impacts and cumulative impacts that were not previously discussed in the previous environmental documents, and 4) are now determined to have

a more severe impact than discussed in the previous environmental documents due to substantial new information.

Project-specific Impacts

- a. *Would the project 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?*
- 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?*

As described above under *Public Services*, the project would not increase population directly or indirectly. As such, it would not result in an increase in use of existing recreational facilities that would cause substantial physical deterioration or require the construction or expansion of recreation facilities in the vicinity of the project. No parks, trail easements, or other recreational facilities would be permanently impacted by the proposed project.

The project would have no impact on recreation. The project would not result in substantially more severe adverse impacts than discussed in the 2010 General Plan EIR.

Conclusion

Impacts of the project would be similar to those identified in the General Plan EIR and would be less than significant. The project would have no new significant or substantially more severe or peculiar site-specific impacts concerning recreational resources, nor would there be potentially significant off-site impacts, cumulative impacts, or previously identified significant effects, which were not discussed in the prior environmental document. Also, there are no previously identified significant effects which, as a result of substantial new information that was not known at the time of the previous environmental review, are determined to have a more severe adverse impact than discussed in the 2010 General Plan EIR. Accordingly, no additional review is required.

17 Transportation

	Significant Impact	Less than Significant or Less than Significant with Mitigation Incorporated	No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies
--	--------------------	---	-----------	---------------------------	--

Would the project:

a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
d. Result in inadequate emergency access?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Analysis in Previous Environmental Documents

The 2010 General Plan EIR evaluates transportation impacts on pages 4.6-1 through 4.6-120. Environmental documents prior to July 1, 2020 analyzed transportation impacts using level of service (LOS) thresholds. LOS measures traffic congestion by analyzing vehicle delay at intersections and roadways. Senate Bill 743, passed in 2013, mandated a shift from LOS to Vehicle Miles Traveled (VMT) as the primary metric for evaluating transportation impacts under CEQA. As of July 1, 2020, all California public agencies must use VMT instead of LOS for CEQA transportation impact analysis. As such, the 2010 General Plan EIR does not include an analysis of VMT impacts within the County. The following analysis includes an analysis of VMT in compliance with SB 743.

The 2010 General Plan EIR utilizes LOS to determine transportation impacts. Impacts were determined to be less than significant related to LOS standards, roadway hazards, and conflicts with applicable plans and policies.

Impacts were determined to be significant and unavoidable related to LOS impacts on County roads and regional roads regardless of implementation of feasible mitigation measures, of which none were presented in the 2010 General Plan EIR. Impacts were also determined to be significant and unavoidable related to inadequate emergency access. Mitigation for both LOS impacts on County roads and regional roads and inadequate emergency access would include development of emergency response route and connectivity plans, and requiring new development to implement these plans, but this mitigation would not reduce LOS impacts on County and Regional roads.

Impacts were determined to be less than significant with mitigation for county roadways within the Agricultural and Winery Corridor. Mitigation for county roadways within the Agriculture and Winery Corridor would be as follows:

Mitigation Measure TRAN-5A

The roadway segments exceeding LOS standards are two-lane rural roads that provide left turn lanes at some intersections. These segments include County Road G14 between US 101 and San Lucas Road, and Spreckels Boulevard between SR-68 and Harkins Road. Improvement of these segments would be funded through a combination of project-specific mitigation for individual developments, and through a Capital Improvement and Financing Plan fair-share funding mechanism established for the Corridor by the Public Works Department. These improvements would be implemented when:

1. A proposed development's project-specific assessment identifies a direct impact to the facility in terms of either LOS or safety.
2. A proposed development gains access from an intersection within the segment.
3. A corridor-wide nexus study prepared for the required Capital Improvement and Financing Plan identifies the level of development that can occur before triggering the improvements.

To maintain the rural character of the area, there are no plans to widen these roadways to four lane facilities. Therefore, the capacity of these segments will be increased by:

1. Providing left turn lanes at intersections without left turn lanes and where the frequency of turning vehicles affects through vehicle movement; and/or
2. Increasing the width of the roadway shoulder at intersections to allow vehicles to pass turning vehicles; and/or
3. Constructing passing lanes as determined in the Capital Improvement and Financing Plan.

Mitigation Measure TRAN-5A would not be applicable to the project as the roadways identified are not within the project vicinity.

The following describes the analysis included in the previous environmental document (the 2010 General Plan EIR) and also provides a streamlined review to determine whether there would be project-specific impacts that are either 1) peculiar to the project or the parcel on which the project is located, 2) were not previously analyzed in a previous environmental documents as significant effects, 3) are potentially significant off-site impacts and cumulative impacts that were not previously discussed in the previous environmental documents, and 4) are now determined to have a more severe impact than discussed in the previous environmental documents due to substantial new information.

Project-specific Impacts

A Transportation Analysis Report was prepared for the project by Hexagon Transportation Consultants, Inc. dated October 04, 2024 (Source: .37). The Transportation Analysis Report estimated vehicle trips generated by the project with trip rates from the Institute of Transportation Engineers *Trip Generation Manual, 11th Edition*. The project is estimated to generate approximately 3,181 vehicle trips per day, with 193 of these trips in the morning peak hour and 221 trips in the evening peak hour. Most vehicles traveling to and from the project site would be “pass-by” trips, or trips from motorists already traveling along SR 68 or Corral de Tierra Road who choose to make a stop at the project site on their trip. Therefore, a pass-by trip reduction of 62% to the AM peak hour trips and 56% to the PM Peak hour trips was applied to account for existing trips that make a stop at the project site. Pass-by reductions are based on the average rates for Gasoline / Service Station with Convenience Market (Land Use Code 945) published by the ITE Trip Generation Handbook, 3rd Edition. With the pass-by trip reduction applied, the project is estimated to generate 73 new vehicle trips during the morning peak hour and 97 new vehicle trips in the evening peak hour. In addition, these new trips generated by the project are assumed to be local-serving (nearby residential communities) and less than three miles in length, due to the proximity of other existing gas stations and convenience stores on SR 68.

- a. *Would the project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?*

Plans and policies addressing the circulation system include the California Department of Transportation (Caltrans) State Highway System Management Plan, the Transportation Agency for Monterey County Active Transportation Plan for Monterey County, the Monterey County General Plan Circulation Element, the Toro Area Plan, and the Association of Monterey Bay Area Governments Metropolitan Transportation Plan and Sustainable Communities Strategy. Access to the project site during construction and operation would be provided via Corral de Tierra Road and the proposed access road, once constructed. No vehicle access would be provided directly from SR 68 during construction. The nearest bus stop is located at the intersection of SR 68 and Foster Road, approximately 5.2 miles northeast of the project site. The project site has sidewalks along its frontages with SR 68 and Corral de Tierra Road. There are no designated bicycle lanes near the project site.

State Route 68

Construction traffic would be temporary and limited to the duration of the construction schedule. During the construction period, worker parking would be provided on the project site. While construction trucks and worker vehicles may travel to the project site via SR 68, all construction vehicular access to the project site would be provided by two proposed driveways along Corral de Tierra Road. Accordingly, construction trips would not conflict with programs or plans addressing SR 68.

Caltrans has proposed the SR 68 Corridor Improvement Project, which would modify the design of nine intersections along SR 68. The modified intersections, including the intersection of SR 68 and Corral de Tierra Road adjacent to the project site, would be converted into two-lane roundabouts or expanded signalized intersections with adaptive signal control technology. The County of Monterey has consulted with Caltrans, and the preliminary footprint of the SR 68/Corral de Tierra Road intersection is not anticipated to interfere with the project design. In March 2025, Caltrans commented on the project, stating, “Caltrans confirms that the proposed fueling station project on

Corral de Tierra is not expected to be impacted by future roundabout improvements on State Route 68. However, it's possible that elements of the project may change until we achieve the final design" (Source: .45) Although the proposed driveways, underground storage tanks, fueling station with overhead canopy, and convenience store would not be within the footprint of the proposed roundabout, sidewalk and perimeter improvements may need to be modified or obtained by Caltrans to accommodate the final SR 68 improvements. An encroachment permit from Caltrans is needed to allow improvements within SR 68 Right-of-Way. At such time, Caltrans would review the final construction plans for conformance with the roundabout improvement project. Accordingly, the proposed project would not conflict with this program for SR 68.

The Transportation Analysis Report estimated the anticipated LOS that intersections with SR 68 near the project site would experience with project implementation. Pursuant to Senate Bill 743, LOS is no longer used to determine environmental impacts under the California Environmental Quality Act. The following discussion is provided for informational purposes only and to demonstrate consistency with Caltrans guidance for preparation of traffic impact studies. Caltrans intends to maintain traffic conditions at LOS C or LOS D on state highway facilities; or, if a state highway facility is operating at less than the appropriate target LOS, the existing LOS should be maintained (Source: .37). The Transportation Analysis Report determined that the project would not significantly affect LOS operations at SR 68 intersections near the project site, and the project would not cause SR 68 intersections to degrade below acceptable LOS standards (Source: .37). The results of the intersection level of service analysis under existing plus project conditions show that the San Benancio Road/SR 68 intersection would continue to operate at LOS F during the AM peak hour with the project. All other intersections would operate at LOS D or better during both AM and PM peak hours with implementation of the proposed project. At the Corral de Tierra Road and SR 68 intersection, the existing LOS in the AM and PM peak hour is C and D respectively. With implementation of the project, the LOS levels would remain the same (C and D for AM and PM peak hours). Accordingly, the project would not conflict with programs or plans addressing SR 68 and would not require mitigation per General Plan Policy C-1.3, which requires projects that are found to result in reducing a County road below the acceptable LOS standard (D or better) to not proceed unless mitigating circulation improvements are constructed concurrently with the new development. As the project would not significantly affect LOS operations at SR 68 intersections, the project would not result in substantially more severe or new impacts to LOS than previously analyzed in the 2010 General Plan EIR.

County Roadways

As stated above, LOS is no longer used to determine environmental impacts under the California Environmental Quality Act. The following discussion is provided to demonstrate consistency with the Monterey County General Plan Circulation Element. With specified exceptions, Policy C-1.1 of the Monterey County General Plan Circulation Element establishes a LOS standard of D or better for signalized intersections. The Transportation Analysis Report determined that the project would not significantly affect LOS operations at County road intersections near the project site, and the project would not cause an intersection's LOS to degrade below acceptable LOS (Source: .37). Accordingly, the project would not conflict with the Monterey County General Plan.

Policy T-2.9 of the Toro Area Plan encourages new sites for office, employment, services, and local conveniences to incorporate designs to allow the use of alternate modes of transportation (Source: .12). As discussed further below, the project would not conflict with transit, bicycle, or pedestrian facilities and accordingly the project would not conflict with this policy. Therefore, the project would not conflict with programs or plans addressing County roadways.

Transit, Bicycle, and Pedestrian Facilities

There are no transit stops or bicycle routes proximate to the project site. The project would involve retaining the sidewalks along the project site's frontages on SR 68 and Corral de Tierra Road. Driveway and access improvements, including minor sidewalk improvements, were addressed in a previous EIR for the Corral de Tierra Retail Village (EIR; SCH#20007091137; HCD Planning File Nos. PLN020344 and PLN110077) (Board of Supervisors Resolution No. 12-040) Minor sidewalk improvements associated with the Corral de Tierra Retail Village would be constructed to accommodate bicyclists and pedestrians. Should the Caltrans SR 68/Corral de Tierra roundabout be constructed the project may require additional minor modifications to the associated sidewalk improvements for consistency with the proposed Caltrans roundabout project. Minor sidewalk improvements would ensure the project would not conflict with transit, bicycle, or pedestrian facilities.

Overall, the project would not conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities. Impacts would be less than significant. There would be no impact beyond that identified in the 2010 General Plan EIR.

b. Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

The County has not adopted VMT thresholds at this time; therefore, thresholds provided in the California Office of Planning and Research's (OPR; now the Office of Land Use and Climate Innovation [LCI]) Technical Advisory published December 2018 are appropriate. LCI establishes screening criteria for developments that are expected to cause a less-than-significant transportation impact under the California Environmental Quality Act with no further VMT analysis required. One screening criterion is local-serving retail projects, which are defined as retail projects less than 50,000 square feet in size. These projects tend to redistribute existing trips instead of creating new trips. Local-serving retail developments like the fueling station and associated convenience store typically shorten vehicle trips and reduce VMT by diverting existing trips from farther retail businesses to the new retail project, which reduces trip lengths (Source: .37).

Since the project would be a local-serving retail use with a size of less than 50,000 square feet, its VMT impact is considered less than significant according to State guidelines. As such, the project would result in a less than significant transportation impact pursuant to CEQA Guidelines Section 15064.3(b).

The project was not found to violate any of the County's criteria related to intersection levels of service. Though not previously analyzed in the 2010 General Plan EIR, the project would not result in impacts related to VMT. As such, the project would not introduce a new impact peculiar to the project, impacts that were not previously identified as significant effects, potentially significant off-site impacts and cumulative impacts, or a more severe impact than previously discussed in the 2010 General Plan EIR.

c. Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?

The Transportation Analysis Report determined that the average queues for the westbound left-turn movement at the Corral de Tierra/SR 68 intersection are not adequate and would continue to be inadequate under existing plus project scenario.

As discussed under *Site Access and Parking in Project Description*, the project would include restriping the existing westbound left turn lane at the Corral de Tierra/SR 68/Cypress Church Driveway to allow the additional required storage. The existing eastbound left turn lane which provides access to a private driveway that serves five residences adjacent to the Cypress Church would be shortened to meet existing demand. Primary access to the Cypress Church would be diverted to the north leg of the SR 68/Corral de Tierra intersection. To the east of this intersection, access to the Church via the Cypress Church Drive is blocked. Based on the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition, the estimated traffic from the existing five residences is four trips in the AM peak hour (one inbound and three outbound) and five trips during the PM peak hour (3 inbound and 2 outbound). The maximum queue for this eastbound left-turn pocket is one vehicle (25 feet) during both the AM and PM peak hours. This left-turn pocket is 285 feet long and oversized for the demand of the five residences. Accordingly, the project involves reducing the length of the existing left-turn pocket (285 feet) on SR 68 to the Cypress Church Driveway to meet Caltrans Minimum Standards to maximize the length of the westbound left-turn pocket at the Corral de Tierra Road intersection. To accomplish this, the proposed project would re-strip the back-to-back turn pockets to size them appropriately, increasing the storage capacity of the westbound left turn pocket by approximately 100-127 feet to accommodate the proposed project's additional two to four vehicles during the AM and PM peak hours. Caltrans reviewed these improvements and "concur with the conclusions of the traffic analysis completed for Cypress Church Drive" and recommended that the applicant continue to work with Caltrans to determine the appropriate length of each turn lane (Source: .45). With implementation of the proposed project, the queuing issues would not worsen within the SR 68/Corral de Tierra left turn lane.

The project would also include constructing a driveway along SR 68, approximately 195 feet east of the project site within APN: 161-571-002-000. This driveway would provide right-in, right-out access from SR 68 (vehicles traveling east and turning right from SR 68 into the property, and vehicles exiting right from the property onto SR 68, heading east). A median would be constructed within the SR 68 driveway to prohibit left turns from entering or exiting the property. Prohibiting left turns at this driveway would ensure that the proposed project would not result in a dangerous intersection and would not create a hazard on SR 68. Caltrans has reviewed this design element and had no safety concern, but did note that future coordinating efforts would need to occur to ensure that the future roundabout's eastbound drop lane does not interfere with this driveway's movements.

In addition, the project would include two driveways along Corral de Tierra Road. The northernmost driveway would provide right-in and right-out access to vehicles traveling on Corral de Tierra Road north towards SR 68. Prohibiting left turns at this driveway would ensure that queues would not spill back to the Corral de Tierra/SR 68 intersection. The median would still allow left turns for the commercial property across the street. The second driveway, further south of SR 68 and Corral de Tierra Road intersection, would be full access, allowing left and right turns. These turn lanes and the proposed access road would also be designed to accommodate large fuel delivery vehicles. All proposed driveways would be required to be kept free and clear of any obstructions to optimize sight distance, thereby ensuring that exiting vehicles can see pedestrians and other vehicles. The project proposes no tall vegetation or objects that would block a driver's ability to see 250 feet looking southerly down the road. The County's landscaping condition of approval would require that landscaping plans be reviewed by HCD-Engineering Services to confirm unobstructed views for drivers entering and exiting the property.

Fuel delivery trucks would enter from the southern Corral de Tierra Road driveway, going through the internal drive aisle and around the fueling station, and exiting via the first driveway on Corral de Tierra Road or the driveway on SR 68. Fuel trucks would not enter via the SR 68 driveway. During fuel deliveries, the fuel tanker would park along the northern edge of the site, which would not block any of the fueling stations or drive aisles. Fuel deliveries would occur infrequently and are typically scheduled for off-peak hours. Fire trucks would travel a similar path to the fuel delivery truck, except on site. On site, fire trucks would go between the fueling stations and the parking spaces in front of the convenience store before exiting the site via the first Corral de Tierra Road driveway or the driveway on SR 68.

Accordingly, the project would not result in increased hazards due to geometric design features or incompatible uses, and impacts would be less than significant. Therefore, impacts would not be greater than those analyzed in the 2010 General Plan EIR.

d. Would the project result in inadequate emergency access?

As discussed in Section 9, *Hazards and Hazardous Materials*, the proposed project would not conflict with Monterey County's Emergency Operations Plan. The project would include re-stripping Corral de Tierra Road to add turn lanes for the proposed access road, which would require temporary lane closures. Pursuant to Chapter 14.04 of Monterey County Code, preparation of a traffic control plan Code would be required. The traffic control plan would be required to include appropriate signage and directional signs to direct traffic around the construction work area. Preparation of a traffic control plan would reduce emergency access impacts during construction to a less than significant level.

The proposed project would be reviewed by the Monterey County Regional Fire Protection District to ensure that sufficient emergency access is provided in operation. The proposed access road to the convenience store and fueling station would have a minimum width of 24 feet and would provide a minimum curb-to-curb turning radius of approximately 35 feet, which would accommodate large emergency equipment (e.g., fire trucks and fire engines) access to the project site. This turning radius would comply with the requirements of Monterey County Code Section 18.09.030, which establishes required turning radii in accordance with the CBC, and Section 18.56.060, which establishes required emergency access requirements for properties within California Department of Forestry and Fire Protection State Responsibility areas.

The project's impacts to emergency access would be less than significant. Therefore, the project would have no impacts beyond those previously analyzed and identified in the 2010 General Plan EIR.

Conclusion

The project is located within the areas defined and addressed in the General Plan. Adherence to and implementation of General Plan policies would ensure that the project would not result in significant transportation impacts. The project would have no new significant or substantially more severe or peculiar site-specific impacts concerning transportation and traffic, nor would there be potentially significant off-site impacts, cumulative impacts, or previously identified significant effects, which were not discussed in the prior environmental document. Also, there are no previously identified significant effects which, as a result of substantial new information that was not known at the time of the previous environmental review, are determined to have a more severe adverse impact than discussed in the 2010 General Plan EIR. Accordingly, no additional review is required.

18 Tribal Cultural Resources

	Significant Impact	Less than Significant or Less than Significant with Mitigation Incorporated	No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies
--	--------------------	---	-----------	---------------------------	--

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in a Public Resources Code Section 21074 as either a site, feature, place, or 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:

- | | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| <p>a. 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</p> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| <p>b. 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 Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.</p> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |

Assembly Bill (AB) 52, which took effect on July 1, 2015, amends PRC Section 5097.94 by adding eight new sections that relate to Native Americans and expands CEQA by establishing a formal consultation process for California Tribes that must be completed before a CEQA document can be certified. Any project that may affect or cause a substantial adverse change in the significance of a tribal cultural resource would require a lead agency to consult with a California Native American

Tribe that is traditionally and culturally affiliated with the geographic area of the proposed project. Consultation is beneficial because Tribes may have knowledge about the land and cultural resources that should be included in the environmental analysis for projects. The NAHC identifies Native American Tribes to be included in the process. PRC Section 21080.3.1 identifies timing and other protocols for the consultation process.

Section 21074 of AB 52 also defines tribal cultural resources as a new category of resources under CEQA. According to PRC Section 21074(a)(1), tribal cultural resources are either defined as sites, features, places, cultural landscapes, sacred places, or objects with cultural value to a California Native American Tribe, or are listed in or eligible for the CRHR or a local historic register, or have been determined by the lead agency to be a tribal cultural resource. PRC Section 21084.2 establishes that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource may have a significant effect on the environment. PRC Section 21084.3(a) states that the lead agency shall establish measures to avoid impacts that would alter the significant characteristics of a tribal cultural resource, when feasible.

AB 52 also establishes a formal consultation process for California tribes regarding those resources. The consultation process must be completed before a CEQA document can be certified. Under AB 52, lead agencies are required to “begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the project.” Native American tribes to be included in the process are those that have requested notice of projects proposed within the jurisdiction of the lead agency.

As the Notice of Preparation for the 2010 General Plan EIR was published before July 1, 2015, AB 52 consultation is not required, and changes under this checklist do not result in a need for AB 52 consultation. A Notice of Preparation was not prepared for this consistency checklist as it tiers from the 2010 General Plan EIR, for which a Notice of Preparation was published. Though not required of the project, the County conducted AB 52 consultation, the results of which are detailed in Project-Specific Impacts.

Analysis in Previous Environmental Documents

At the time of the General Plan and 2010 General Plan EIR adoption, Tribal Cultural Resource discussion was captured under the Cultural Resources section. However, this section was subsequently added as a standalone section to the *CEQA Guidelines* checklist.

The General Plan EIR analyzes Cultural Resource impacts on page 4.10-1 through 4.10-27 which included discussion relevant to Tribal Cultural Resources regarding potentially significant cultural resources and procedural compliance if human remains of Native American origin are found. The 2010 General Plan EIR finds that compliance with existing national, state, and local laws as well as policies in the General Plan would reduce potential impacts to less-than-significant levels.

Project-specific Impacts

- a. *Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code Section 21074 that is 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)?*
- b. *Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code 21074 that is 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?

On October 18, 2024, the following Native American tribal groups were formally notified that the County initiated environmental review of the proposed project and were invited to participate in AB 52 consultation:

- Esalen Tribe of Monterey County
- KaKoon Ta Ruk Band of Ohlone-Costanoan
- Oholone/Coastonan- Esselen Nation

As of the date of this document, the County has not received requests for consultation. The 30-day consultation period closed on November 18, 2024. As of this date, no requests were received for consultation and consultation has concluded.

The subject parcel has undergone moderate to high development resulting in moderate to high ground disturbance from at least 1968 to the present. The subject parcel was initially developed in 1968 as an Enco gas and service station, becoming an Exxon gas station by 1973. Substantial ground disturbance occurred during initial development of the parcel, including the underground gas storage tanks and fuel pump infrastructure. Additional disturbance occurred during the 2002 demolition of the subsurface storage tanks and gas pump infrastructure. A Phase I Archaeological Assessment was prepared for the project (County of Monterey Document No. LIB230308) in September 2024. The Phase I Archaeological Assessment included a search of the CHRIS at the NWIC, a NAHC SLF search, and an archaeological survey and sensitivity assessment of the project site. The Phase I Archaeological Assessment did not identify cultural resources of Native American origin within the project site, and it concluded the project site has a low degree of sensitivity for buried archaeological resources. With the implementation of the County's condition of approval for cultural resources (PD003A), the potential impact to Tribal Cultural Resources would be less than significant. Per the County's condition of approval for cultural resources (PD003A), any inadvertent discovery of artifacts or remains shall be treated in accordance with state law and with dignity and respect.

The project would not result in more severe adverse impacts related to the inadvertent discovery of tribal cultural resources than discussed in the 2010 General Plan EIR.

Conclusion

Neither the Phase I Archaeological Assessment nor tribal consultation identified tribal cultural resources within the project site. Incorporation of the Standard Condition of Approval (PD003A) would be implemented to reduce impacts to tribal cultural resources to less-than-significant levels. Accordingly, the project would have no new significant or substantially more severe or peculiar site-specific impacts to tribal cultural resources, nor would there be potentially significant off-site impacts, cumulative impacts, or previously identified significant effects as discussed in the 2010 General Plan EIR. Therefore, no additional review is required.

This page intentionally left blank.

19 Utilities and Service Systems

	Significant Impact	Less than Significant or Less than Significant with Mitigation Incorporated	No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies
--	--------------------	---	-----------	---------------------------	--

Would the project:

- | | | | | | |
|---|--------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| <p>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?</p> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| <p>b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?</p> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <p>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?</p> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

	Significant Impact	Less than Significant or Less than Significant with Mitigation Incorporated	No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Analysis in Previous Environmental Documents

The 2010 General Plan EIR analyzes impacts on utilities and service systems on pages 4.11-5 through 4.11-39. Water supply impacts were evaluated in Section 4.3, *Water Resources*, pages 4.3-1 through 4.3-196, and impacts were determined to be significant and unavoidable. As discussed in Section 10, *Hydrology and Water Quality*, of this document, Mitigation Measures WR-1 and WR-2 would reduce impacts of the 2010 General Plan, but impacts would remain significant and unavoidable. The 2010 General Plan EIR identifies impacts to wastewater treatment, stormwater drainage, electricity, and natural gas as less than significant.

Mitigation Measure PS-1

Policy S-3.9: require all future developments to implement the most feasible number of Low Impact Development (LID) techniques into their stormwater management plan. The LID techniques may include, but are not limited to, grassy swales, rain gardens, bioretention cells, tree box filters, and preserve as much native vegetation as feasible possible on the project site.

Impacts related to solid waste would be significant and unavoidable even after implementation of the following mitigation:

Mitigation Measure PS-2

Policy PS-5.5. The County will review its Solid Waste Management Plan on a 5-year basis and institute policies and programs as necessary to exceed the wastestream reduction requirements of the California Integrated Waste Management Act. The County will adopt requirements for wineries to undertake individual or joint composting programs to reduce the volume of their wastestream.

The following describes the analysis included in the previous environmental document (the 2010 General Plan EIR) and also provides a streamlined review to determine whether there would be project-specific impacts that are either 1) peculiar to the project or the parcel on which the project is located, 2) were not previously analyzed in a previous environmental documents as significant effects, 3) are potentially significant off-site impacts and cumulative impacts that were not previously discussed in the previous environmental documents, and 4) are now determined to have a more severe impact than discussed in the previous environmental documents due to substantial new information.

Project-specific Impacts

This discussion incorporates the results provided in Hydrogeological Report prepared by Luhdorff & Scalmanini Consulting Engineers dated August 2024 (Source: .32) and the Preliminary Stormwater Control Plan prepared by Whitson Engineers dated September 2023 (Source: .33).

- a. *Would the project 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?*

As discussed under *Utilities* in Project Description, the project would require approximately 0.84 acre-feet per year of water for convenience store operation and landscaping, which would be provided by an existing water well (transient-non-community water system). County of Monterey EHB determined that the property's transient-non-community water system does not require treatment, is currently in good standing, and produces water in excess of what would be required by the proposed project. Water for fire suppression would be provided by California-American Water. As discussed under Section 10, *Hydrology and Water Quality*, the proposed project would not result in substantial groundwater depletion or supplies. Accordingly, the proposed project would not require additional water supply infrastructure and would be adequately served by the existing water well infrastructure.

Wastewater service would be provided by California Utilities Services. California Utility Services has prepared a "can and will serve letter" for the proposed project, which states that adequate capacity at their wastewater treatment plant has been reserved to accommodate wastewater treatment flows from the proposed project. This can and will serve letter determined that the proposed design consisted of 42 Future Units, which represents 2.1 Equivalent Dwelling Units. California Utilities Service's letter specified that the proposed project's wastewater discharge shall not exceed 420 gallons in any 24-hour period. A Condition of Approval would be added to require that a plumbing plan with waste future units be submitted to the County of Monterey EHB prior to issuance of a construction permit to evaluate for consistency with the wastewater discharge limit specified in the California Utilities Services letter. If the plumbing plan exceeds the specified limit, the applicant shall either obtain additional capacity from CUS or the plumbing shall be revised to be consistent with the CUS letter. Accordingly, as conditioned, the project has been issued a determination by the wastewater treatment provider that serves the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments.

Electricity would be provided by 3CE via existing PG&E infrastructure. In addition, the project would not involve new telecommunication facilities. Accordingly, the project would not require or result in the relocation or construction of new or expanded water, wastewater, electric power, natural gas, or telecommunications facilities.

As detailed in the Preliminary Stormwater Control Plan prepared for the project, the project would include several stormwater management areas to which stormwater from the project site's impervious surfaces would flow. These stormwater management areas would consist of graded depressions in the project site to capture and infiltrate stormwater from a storm event in the 95th percentile (Source: .33). These stormwater management areas would be consistent with County drainage requirements outlined in Chapter 16.14 of Monterey County Code. The grading required to create the stormwater management areas is analyzed throughout this Initial Study, and the construction of the stormwater management area would not result in significant environmental effects.

Accordingly, impacts related to the relocation or construction of new or expanded water, wastewater, stormwater drainage, electric power, natural gas, and telecommunications facilities would be less than significant. Therefore, no impacts beyond those analyzed in the 2010 General Plan EIR would occur because of the project.

b. Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

The project site is located within the Corral de Tierra Area of the Monterey Subbasin, which has a historical annual pumping amount of approximately 1,296 acre-feet of water per year (Source: .32). According to the Hydrogeological Report, the project would have a projected net water use of 0.84 acre-feet per year, which would account for less than 0.06 percent of all groundwater pumping anticipated in the Corral de Tierra Area (Source: .32). In addition, because the project would involve extracting less than two acre-feet of water per year, the project is considered a "de minimis extractor" consistent with California Water Code Section 10721(e). As a "de minimis" user, the project would have a negligible impact on surrounding water users and extraction from the Monterey Subbasin as a whole, and the project would have an adequate and long-term sustainable water supply (Source: .32). Additionally, as discussed within Section 10, Hydrology and Water Quality, the proposed project would be consistent with the Monterey County 2010 General Plan policies related to water supply and would not alter population projections or demand rate assumptions used to create the groundwater budgets in the GSP. Therefore, the proposed project would not interfere with overdraft recovery projected in the GSP, or with sustainable management of the Monterey Subbasin through implementation of the GSP. Accordingly, the project and reasonably foreseeable future development in the Corral de Tierra Area would have sufficient water supplies available during normal, dry, and multiple dry years and impacts would be less than significant.

No impacts beyond those analyzed in the 2010 General Plan EIR would occur because of the project.

c. Would the project 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?

The project would receive wastewater services from California Utility Services. California Utilities Services is a public utility wastewater treatment company that exists and operates under the jurisdiction of the SWRCB. California Utilities Services' current SWRCB issued Discharge Permit Number R3-2022-0019 authorizes California Utilities Services to accept into its wastewater treatment plant an Average Monthly Flow of 300,000 gallons of wastewater per day. California Utilities Services' average daily flow into the treatment plant for 2022 was approximately 145,000

gallons and the average daily flow into the treatment plant for the last 5 years was approximately 151,000 gallons (Source: .37). The proposed project would result in a maximum discharge of residential type wastewater of 420 gallons per day which would be well within the allowed 300,000 gallons per day that California Utilities Services is allowed (Source: .37). As discussed under threshold 19(a), California Utility Services prepared a “can and will serve letter” for the proposed project, which states that there is adequate capacity to serve the project’s projected demand.

No impact would occur and no impacts beyond those analyzed in the 2010 General Plan EIR would occur because of the project.

- d. *Would the project 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?*
- e. *Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?*

The 2010 General Plan EIR determined impacts related to solid waste would be significant and unavoidable due to potential for future landfill expansion or the permitting of new landfills. The proposed project would not require either. The California Green Building Standards Code requires a minimum of 65 percent of non-hazardous construction and demolition debris or be recycled or salvaged (Source: .39). The minimal amount of remaining construction waste and solid waste produced during operation would be disposed of at the Monterey Peninsula Landfill. The California Department of Resources Recycling and Recovery (CalRecycle) estimates that commercial uses generate five pounds of solid waste per 1,000 square feet per day; using this estimate, the proposed project would be anticipated to generate approximately 15 pounds of trash per day, or 2.7 tons per year.⁴ The Monterey Peninsula Landfill has a maximum permitted capacity of 49,700,000 cubic yards, and has a remaining capacity of 48,560,000 cubic yards (i.e., 97 percent of the landfill’s capacity is remaining) (Source: .40). In addition, the project would not result in a population increase. Therefore, construction and operation of the project would not result in a substantial increase of solid waste and would not generate solid waste in excess of the capacity of local infrastructure. The project would not otherwise impair the attainment of solid waste reduction goals, or conflict with federal, state, and local management of solid waste.

Impacts would be less than significant. There would be no impacts from the project beyond those analyzed in the 2010 General Plan EIR.

Conclusion

The project would have no new significant or substantially more severe or peculiar site-specific impacts to utilities and service systems, nor are there potentially significant off-site impacts, cumulative impacts, or previously identified significant effects that not discussed in the prior environmental document. Furthermore, there are no previously identified significant effects which as a result of substantial new information not known at the time of the previous environmental review have been determined to have a more severe adverse impact than those discussed in the 2010 General Plan EIR. Accordingly, no additional review is required.

⁴ Five pounds of solid waste per 1,000 square feet, multiplied by the area of the proposed convenience store (3,077 square feet) equals approximately 15 pounds of solid waste per day. 15 pounds multiplied by 365 days a year equals 5,475 pounds of solid waste per year. One ton equals 2,000 pounds; 5,475 pounds divided by 2,000 pounds equals 2.7 tons of solid waste per year.

This page intentionally left blank.

20 Wildfire

	Significant Impact	Less than Significant or Less than Significant with Mitigation Incorporated	No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies
--	--------------------	---	-----------	---------------------------	--

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Significant Impact	Less than Significant or Less than Significant with Mitigation Incorporated	No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies
d. Expose people or structures to significant risks, including downslopes or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Analysis in Previous Environmental Documents

At the time of the General Plan and 2010 General Plan EIR adoption, Wildfire discussion was captured under the Hazards and Hazardous Materials section. However, this section was subsequently added as a standalone section to the *CEQA Guidelines* checklist.

The General Plan EIR discusses wildfire hazards on pages 4.13-3 through 4.13-31. Impacts were determined to be less than significant with compliance with General Plan policies and implementation of development impact fees.

The following describes the analysis included in the previous environmental document (the 2010 General Plan EIR) and also provides a streamlined review to determine whether there would be project-specific impacts that are either 1) peculiar to the project or the parcel on which the project is located, 2) were not previously analyzed in a previous environmental documents as significant effects, 3) are potentially significant off-site impacts and cumulative impacts that were not previously discussed in the previous environmental documents, and 4) are now determined to have a more severe impact than discussed in the previous environmental documents due to substantial new information.

Project-specific Impacts

The project site is located within a Very High FHSZ in an area designated as a State Responsibility Area (Source: .27).

- a. *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project substantially impair an adopted emergency response plan or emergency evacuation plan?*

The Monterey County Emergency Operations Plan contains response and recovery protocols for several types of natural, technical, and human-caused emergencies that may occur in the county. The Emergency Operations Plan identifies SR 68 as the nearest major evacuation route (Source: .30). The project would not require lane closures along SR 68 and would not inhibit use of the roadway during construction. In operation, the project would not interfere with access to SR 68 and would not substantially impair the County's and/or the Monterey County Regional Fire Protection District's ability to implement the Emergency Operations Plan. The project would include design features

such as an emergency vehicle turnaround incorporated into the driveway design to allow adequate emergency access on the project site. Furthermore, due to the size and nature of the project, the project would not introduce new residents to the area that could add substantial congestion to an evacuation route in the event of an emergency. Therefore, the project would not substantially impair an adopted emergency response plan or emergency evacuation plan.

Impacts would be less than significant. Accordingly, there would be no impacts beyond those identified in the 2010 General Plan EIR.

- b. *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project, 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?*

The project site is within a State Responsibility Area and a Very High FHSZ. During construction, the project would involve the use of construction equipment which may produce sparks that could ignite on-site vegetation. The project would be required to comply with regulations related to construction equipment and fire suppressants, including but not limited to California Public Resources Code Section 4442, which requires spark arrestors on potentially-spark inducing equipment.

During operation, the project could expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire due to the fire-prone landscape in which the project site is located. The project would be required to comply with the CBC to ensure all building materials and standards related to wildfire safety are met, and with applicable hazardous materials regulations (see Section 9, *Hazards and Hazardous Materials*) related to the storage of gasoline and other hazardous materials. Compliance with these regulations would ensure that the project would not substantially exacerbate existing wildfire risk and would not substantially increase the risk of exposing project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire.

Impacts would be less than significant. Accordingly, there would be no impacts beyond those identified in the 2010 General Plan EIR.

- c. *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project 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?*

The project would involve installation of a new access road and underground storage tanks for fuel. As discussed in Section 9, *Hazards and Hazardous Materials*, the project would be required to comply with laws and regulations related to the transport and storage of hazardous materials, which would minimize the project's potential to increase existing fire risk. The project would connect to existing underground utilities and overhead power lines, and would not introduce new utilities which would increase fire risk. Accordingly, the proposed project would not substantially increase existing fire risk associated with infrastructure.

Impacts would be less than significant. Accordingly, there would be no impacts beyond those identified in the 2010 General Plan EIR.

- d. *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project expose people or structures to significant risks, including downslopes*

or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

The project site is nearly level and is not subject to landslides. Additionally, as discussed in Section 10, *Hydrology and Water Quality*, the project would not result in substantial changes to stormwater runoff and drainage patterns. Furthermore, the project would be required to comply with existing regulations such as Monterey County Code Chapters 16.08 and 16.12, which set requirements for grading and erosion control. Therefore, the project would not 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.

Impacts would be less than significant. Accordingly, there would be no impacts beyond those identified in the 2010 General Plan EIR.

Conclusion

With incorporation of appropriate General Plan policies and compliance with Monterey County Code, the project would have no new significant or substantially more severe or peculiar site-specific impacts to wildfire resources, nor would there be potentially significant off-site impacts, cumulative impacts, or previously identified significant effects, which were not discussed in the prior environmental document. Also, there are no previously identified significant effects which, as a result of substantial new information that was not known at the time of the previous environmental review, are determined to have a more severe adverse impact than discussed in the 2010 General Plan EIR. Accordingly, no additional review is required.

This page intentionally left blank.

21 Mandatory Findings of Significance

	Significant Impact	Less than Significant or Less than Significant with Mitigation Incorporated	No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies
--	--------------------	---	-----------	---------------------------	--

Does the project:

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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
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)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Project-specific Impacts

- a. *Does the project 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?*

As discussed in this Section 15183 CEQA Checklist, the proposed project involves construction of a convenience store and fueling station and a new access driveway. While the proposed project could impact biological resources, mitigation measures described in Section 4, *Biological Resources*, would reduce impacts to a less than significant level. The project would not cause a fish or wildlife population to drop below self-sustaining levels, eliminate a plant or animal community, or restrict the range of plant or animal species. As described in Section 5, *Cultural Resources*, there are no historic resources within the site. In the event of an unanticipated discovery of cultural resources, the project would be required to comply with the County's standard condition of approval to halt construction work immediately. Therefore, the proposed project would not eliminate an important example of major periods of California history or prehistory. Impacts would be less than significant. As such, the project would not result in impacts peculiar to the project beyond those identified in the 2010 General Plan EIR.

- b. *Does the project 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)?*

As described in the discussions under environmental checklist Sections 1 through 20, with respect to all environmental issues, the proposed 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 or less than significant. This is largely due to the fact that project construction activities would be temporary, and project operation would involve operation of a fueling station and convenience store on a previously developed site.

Cumulatively considerable impacts could occur if the construction of other projects occurs at the same time as the proposed 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 proposed project, potential impacts associated with noise and traffic to residents in the project area may be more substantial. There are three major development projects along SR 68:

- The SR 68 Corridor Improvement Project, which would modify the design of nine intersections along SR 68. The modified intersections, including the intersection SR 68 and Corral de Tierra Road adjacent to the project site, would be converted into two-lane roundabouts or expanded signalized intersections with adaptive signal control technology.
- The Ferrini Ranch Subdivision, which would include the subdivision of an 866-acre property into 212 residential lots. The nearest portion of the property is located south of SR 68 and approximately 0.5 mile east of the project site.

- The Harper Canyon Subdivision, which would include the subdivision of a 344-acre property into 17 residential lots and one 180-acre remaining parcel. The nearest portion of the property is located approximately 1.2 miles east of the project site.

The proposed 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, 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.

Impacts to land use and planning are inherently restricted to the project site. As discussed within Section 11, *Land Use and Planning*, the proposed project would not conflict with existing land use plans or programs. Accordingly, the proposed development on the project site would be consistent and would not contribute to cumulative impacts associated with existing and future developments. Similarly, impacts to hazards and hazardous materials are generally limited to the site. As discussed in Section 9, *Hazards and Hazardous Materials*, the project site is located on a former hazardous materials site which was issued a case closure on March 24, 2020, indicating remediation and corrective action have been completed to the satisfaction of the Central Coast RWQCB. Accordingly, the project would not result in cumulative impacts related to hazards and hazardous materials.

In addition, air quality and GHG impacts are cumulative by nature, and as discussed in Section 3, *Air Quality*, and Section 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 PM₁₀ or the existing significant cumulative climate change impact. 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's operational impacts to aesthetic resources would not result in a substantial adverse effect on a scenic vista and would be visually consistent with the rural nature of the Toro Area Plan development and the highway corridor setting of the project site. When considering existing and future development, the proposed project would not result in cumulatively considerable impacts to aesthetics.

The project's operational impacts to resources such as agriculture and forestry resources, biological resources, hydrology and water quality, noise, transportation, 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. Therefore, the proposed project would not result in a cumulatively considerable contribution to a significant impact. Impacts would be less than significant. The project's consistency with the General Plan and the Toro Area Plan and subsequent analysis above in Section 1 through 20 indicate that the project would not result in significant cumulative impacts that were not addressed in the 2010 General Plan EIR.

- c. *Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?*

In general, impacts to human beings are associated with such issues as air quality, hazards and hazardous materials, noise, and wildfire. The project would have no impact or result in a less than significant impact to air quality, noise, and transportation as discussed in the Initial Study. As discussed in Section 3, *Air Quality*, the project would not result in a cumulatively considerable net increase in the emission of criteria pollutants and would not expose sensitive receptors to substantial pollutant concentrations. As discussed in Section 9, *Hazards and Hazardous Materials*, the project would not create a significant hazard to the public or the environment associated with hazardous materials and would not be located on a site listed as a hazardous materials site. Finally, as discussed in Section 20, *Wildfire*, the project would not result in significant risks related to wildfire due to slope, prevailing winds, and other factors.

Impacts to human beings would be less than significant. Therefore, the project would not have substantial direct or indirect adverse effects on human beings.

Conclusion

The Omni Resources LLC Project is consistent with the development density established by existing zoning and General Plan policies for which an EIR was certified. Accordingly, based on the assessments presented in the environmental checklist, the project does not require additional environmental review as the impacts:

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

Furthermore, impacts would be mitigated by the imposition of uniformly applied development policies or standards. Accordingly, implementation of the project complies with Section 15183 of the CEQA Guidelines, and no further environmental review is required.

This page intentionally left blank.

References

Bibliography

1. California Department of Transportation. 2019. California State Scenic Highway System Map.
<https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aaca> (accessed September 2024).
2. Monterey County Housing and Community Development. 2010. Monterey County Scenic Highway Corridors and Visual Sensitivity, Toro Area (Figure 16).
<https://www.countyofmonterey.gov/home/showpublisheddocument/45902/636389941584630000> (accessed September 2024).
3. Monterey County Housing and Community Development. 2011. Monterey County Land Use Plan – Toro.
<https://www.countyofmonterey.gov/home/showpublisheddocument/45956/636389942233600000> (accessed September 2024).
4. Central Coast Regional Water Quality Control Board (Central Coast RWQCB). 2020. UST Program: Former Exxon, 1 Corral De Tierra Road (7 Corral De Tierra Road), Salinas, Monterey County - Case Closure Transmittal (Case No. 3695). March 24, 2020.
5. Monterey Bay Air Resources District (MBARD). 2017. 2012 – 2015 Air Quality Management Plan. https://www.mbard.org/files/6632732f5/2012-2015-AQMP_FINAL.pdf (accessed October 2024).
6. Central Coast Regional Water Quality Control Board (Central Coast RWQCB). 2019. Water Quality Control Plan for the Central Coastal Basin.
https://www.waterboards.ca.gov/centralcoast/publications_forms/publications/basin_plan/docs/2019_basin_plan_r3_complete_webaccess.pdf (accessed October 2024).
7. California Department of Conservation. 2019. California Important Farmland Finder.
<https://maps.conservation.ca.gov/DLRP/CIFF/> (accessed October 2024).
8. California Department of Conservation. 2023. California Williamson Act Enrollment Finder.
<https://maps.conservation.ca.gov/dlrp/WilliamsonAct/App/index.html> (accessed October 2024).
9. California Geological Survey. 2021. Mineral Resource Zone Map for Construction Aggregate in the Monterey Bay Production-Consumption Region.
https://www.conservation.ca.gov/cgs/documents/publications/special-reports/SR_251-MLC-MontereyBayPCR-2021-Plate01-MRZs-a11y.pdf (accessed October 2024).
10. Monterey County Regional Fire District. 2024. Laureles Station.
<https://www.mcrfd.org/laureles-station> (accessed October 2024).
11. Monterey County Sheriff's Office. 2024. Stations. <https://mcso.countyofmonterey.gov/> (accessed October 2024).

12. Monterey, County of. 2010. Toro Area Plan Supplemental Policies. <https://www.countyofmonterey.gov/home/showpublisheddocument/45834/636389938611070000> (accessed October 2024).
13. Monterey Bay Air Resources District (MBARD). 2024. 2023 Annual Report – Air Monitoring. https://www.mbard.org/files/bdf3049e4/9+Annual+Air+Monitoring+Report+2023_Attach.pdf (accessed October 2024).
14. Monterey Bay Air Resources District (MBARD). 2017. 2012-2015 Air Quality Management Plan. https://www.mbard.org/files/6632732f5/2012-2015-AQMP_FINAL.pdf (accessed October 2024).
15. California Emissions Estimator Model (CalEEMod) Results. Conducted October 2024.
16. Denise Duffy and Associates, Inc. 2023. Biological Resources Report, Omni Resources Project Corral de Tierra. October 2023.
17. Achasta Archaeological Services. 2024. Phase I Archaeological Assessment in Support of the Corral De Tierra Fueling Station Project, 3 Corral De Tierra Road, Salinas, Monterey County, California. (APN: 161-571-002-000). September 2024.
18. Monterey, County of. 2024. Parcel Report for Assessor’s Parcel No. 161-571-002-000. Accessed October 2024.
19. United States Geological Survey. 2024. US Quaternary Faults. <https://usgs.maps.arcgis.com/apps/webappviewer/index.html?id=5a6038b3a1684561a9b0aadf88412fcf> (accessed October 2024).
20. Grice Engineering Inc. 2023. Geotechnical Report for the proposed Gas Station Center, Corral de Tierra and Highway Route 68. April 2023.
21. Dibblee, T.W. and J.A Minch. 2007. Geologic map of the Spreckels quadrangle, Monterey County, California. [map]. Dibblee Geologic Foundation, Dibblee Foundation Map DF-355, scale 1:24,000.
22. Society of Vertebrate Paleontology (SVP). 2010. Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources. Society of Vertebrate Paleontology Impact Mitigation Guidelines Revision Committee. https://vertpaleo.org/wp-content/uploads/2021/01/SVP_Impact_Mitigation_Guidelines-1.pdf.
23. Paleobiology Database. 2024. The Paleobiology Database, <http://paleobiodb.org/> (accessed November 2024).
24. University of California Museum of Paleontology. 2024. UCMP online database specimen search portal, <http://ucmpdb.berkeley.edu/> (accessed November 2024).
25. Monterey, County of. 2022. Monterey County Climate Action Plan. <https://montereyclimateaction.konveio.com/ghg-inventory-report> (accessed October 2024).
26. Association of Monterey Bay Area Governments (AMBAG). 2022. 2045 Metropolitan Transportation Plan & the Sustainable Communities Strategy. <https://ambag.org/plans/2045-metropolitan-transportation-plan-sustainable-communities-strategy> (accessed October 2024).

27. California Department of Toxic Substances Control. 2024. EnviroStor Database. https://www.envirostor.dtsc.ca.gov/public/map/?global_id=60002757 (accessed October 2024).
28. State Water Resources Control Board. 2024. GeoTracker Database. <https://geotracker.waterboards.ca.gov/map/?CMD=runreport&myaddress=Sacramento#> (accessed October 2024).
29. State Water Resources Control Board. 2024. Corral de Tierra Flowers & Gas (T10000002861). https://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T10000002861 (accessed October 2024).
30. Monterey, County of. 2020. County of Monterey Emergency Operations Plan. <https://www.countyofmonterey.gov/home/showpublisheddocument/114295/637961619301000000> (accessed October 2024).
31. California Department of Forestry and Fire Protection (CALFIRE). 2023. Fire Hazard Severity Zones in State Responsibility Area. <https://calfire-forestry.maps.arcgis.com/apps/webappviewer/index.html?id=988d431a42b242b29d89597ab693d008> (accessed October 2024).
32. Luhdorff & Scalamanini Consulting Engineers. 2024. Hydrogeological Report for Corral de Tierra Fueling Station. August 9, 2024.
33. Whitson Engineers. 2023. Preliminary Stormwater Control Plan for Corral de Tierra Fueling Station. September 9, 2023.
34. Marina Coast Water District Groundwater Sustainability Agency and Salinas Valley Basin Groundwater Sustainability Agency. 2022. Groundwater Sustainability Plan, Monterey Subbasin. https://svbgsa.org/wp-content/uploads/2022/04/Completed_Monterey-Subbasin-GSP_Chap-ES-10_wo_Appendices.pdf (accessed October 2024).
35. Federal Emergency Management Agency. 2009. FEMA's National Flood Hazard Layer Viewer – FIRM No. 06053C0353G. <https://hazards-fema.maps.arcgis.com/apps/webappviewer/index.html?id=8b0adb51996444d4879338b5529aa9cd&extent=-121.94529102661183,36.5159779735144,-121.90374897338809,36.53322138877889> (accessed October 2024).
36. Roadway Construction Noise Model (RCNM) results. October 2024.
37. Hexagon Transportation Consultants, Inc. 2024. Corral de Tierra Fueling Station Transportation Analysis Report. February 2024.
38. Federal Transit Administration (FTA). 2018. Transit Noise and Vibration Impact Assessment. 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 (accessed October 2024).
39. California Department of Resources Recycling and Recovery. 2024. Construction and Demolition Diversion Informational Guide. <https://calrecycle.ca.gov/lgcentral/library/canddmodel/> (accessed October 2024).

40. California Department of Resources Recycling and Recovery. 2024. SWIS Facility/Site Activity Details: Monterey Peninsula Landfill.
<https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/2642?siteID=1976>
(accessed October 2024).
41. California Utilities Service, Inc. 2023. New Service Station and Convenience Store, Assessor's Parcel Number (APN) 161-571-002-000. Conditional Can and Will Serve Letter for Wastewater Service. March 24, 2023.
42. E-Mail Correspondence with Edward Ballaron, MBARD, "RE:PLN20348/Omni – Service Station Proposal" dated September 5, 2024.
43. Geosyntech Consultants, Inc., "El Toro Goundwater Study", July 2007.
https://digitalcommons.csumb.edu/cgi/viewcontent.cgi?article=1008&context=hornbeck_cgb_6_b (accessed June 2025)
44. CMP and Ops Plan

This page intentionally left blank

Exhibit D

This page intentionally left blank.

MINUTES
Toro Land Use Advisory Committee
Monday, May 28, 2024

1. Meeting called to order by: Mike Weaver at 4:00 pm

2. Roll Call

Members Present: Roy Gobets, Lauren Keenan, Steven McMurtrie, Beverly Bean, Mike Weaver and Michael Muller.

Members Absent: William Pyburn and Tamara Schwartz

3. Approval of Minutes: Minutes were not available to review or to approve, will continue to next meeting.

A. May 13, 2024 minutes

Motion: Mike Weaver (LUAC Member's Name)

Second: Lauren Keenan (LUAC Member's Name)

Ayes: Six (6)

Noes: 0

Absent: 0

Abstain: 0

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

NONE

5. Scheduled Item(s)

1. Guzman Antonio & Monica #PLN220013

2. Omni Resources LLC #PLN220348

6. Other Items:

A) Preliminary Courtesy Presentations by Applicants Regarding Potential Projects (Refer to pages below)

NONE

B) Announcements; NONE

7. Meeting Adjourned: 5:35 pm

Minutes taken by: Steve McMurtrie

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:** GUZMAN ANTONIO & MONICA
File Number: PLN220013
Project Location: 397 CORRAL DE TIERRA, D SALINAS, CA 93908
Project Planner: Kayla Nelson
Area Plan: Toro Area Plan
Project Description: An Administrative Permit and Design Approval to allow the construction of a 768 square foot single family dwelling with associated site improvements and an Administrative Permit and Design Approval to allow the construction of a 768 square foot single family dwelling and an Administrative Permit to allow a temporary residence during the construction of the first single family dwelling.

Was the Owner/Applicant/Representative present at meeting? Yes No

(Please include the names of the those present)

Tylor Godbe, (Owner) representing project

Was a County Staff/Representative present at meeting? Kayla Nelson (Name)

PUBLIC COMMENT:

Name	Site Neighbor?		Issues / Concerns (suggested changes)
	YES	NO	
Lisa McGuire	X		Does not want any dirt dumped into the creek Happy to have Tylor build next door

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)
Owner is going to build another home on this property in the future	Should there be a building envelope established for this property?	

ADDITIONAL LUAC COMMENTS

This property includes a Scenic Easement as is maked on the property map. Because the owner has stated that he plans to build a second larger home on the property, Shouldn't the county establish a building envelope for this property?

For this project, there are exhibits A through F included in these minutes from Mike Weaver

Mike Weaver had concerns that the situs address of 397F Corral de Tierra was not posted on Corral de Tierra Rd, nor was any notice of the public LUAC hearing posted. "The comment was "How are neighbors in the rural area of Corral de Tierra to know?"

Response from H&CD staff was that all they are required to do is to mail notice to property owners within 350 feet of a project site.

It is noted the immediate neighbor was mailed notice and was at the hearing.

Mike Weaver stated he had trouble finding the site, couldn't locate it, but did find a house trailer, a bulldozer, and a pick-up truck visible through the brush adjacent to Corral de Tierra Rd. Mike Mueller said he saw the same, and saw red flagging when he pulled into a driveway before the site to turn around and spotted red flagging in the distance. Mr. Guzman (in attendance) at the LUAC hearing stated Yes, that was his site.

Mike Weaver also asked staff about records on this apparently old lot. He stated that the ACCELA site had not been updated and did not include current information.

For example the application on ACCELA was from a Tyler Godbe, not Guzman.

Also where was/is the initial Monterey County Minor Subdivision Committee file on this 397 A-F subdivision? It was common in the day to designate specific building envelopes on parcels, as well as add Conditions of Project Approval, maybe common water system, access road, etc.

Mike Weaver said a look at the Monterey County Assessor's site disclosed a large portion of this lot is dedicated County Scenic Easement.

He asked where is the Scenic Easement Deed? These deeds have specific language as to what is allowed or not.

Monterey County H&CD response was this was something they still have to do.

Mr. Guzman stated the individual water well on the property and quality issues have all been approved by Environmental Health

Mike Weaver asked if the building site was 100 ft from Corral de Tierra Rd.?

No measurements were provided however staff and applicant said it was over 100 feet.

Mike Weaver asked what the proposed building would look like? He asked if it was to be an ADU with plans for a future separate house structure?

There were no architectural renderings of the small ADU. However, Applicant Guzman said his plan was to build and Accessory Dwelling Unit first.

and then sometime later build a separate residential structure.

Again, the issue of Designated Building Envelope came up. Applicant said there was room.

The site plan at the meeting depicted a heavily oak forested area. No amounts of potential oak tree removal were apparently analyzed as yet

as this was an application for an ADU.

RECOMMENDATION:

Motion by: Beverly Bean (LUAC Member's Name)

Second by: Michael Mueller (LUAC Member's Name)

Support Project as proposed

Support Project with changes

Continue the Item

Reason for Continuance: _____

Continued to what date: _____

AYES: Five (5) Roy Gobets, Lauren Keenan, Steven McMurtrie, Beverly Bean, and Michael Muller

NOES: One (1) Mike Weaver

ABSENT: _____

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: Toro

2. **Project Name:** OMNI RESOURCES LLC
File Number: PLN220348
Project Location: 3 CORRAL DE TIERRA, SALINAS, CA 93908
Project Planner: FIONNA JENSEN
Area Plan: Toro Area Plan
Project Description: A Combined Development Permit consisting of 1) Use Permit and Design Approval to allow construction of a service station (12 pumps) and a 3,077 square foot convenience store; 2) Variance to reduce the required side and rear setbacks; and 3) Administrative Permit to allow required parking within the front setback.

Was the Owner/Applicant/Representative present at meeting? Yes No

(Please include the names of the those present)

Please see the attached attendance sign-in sheet for TORO LUAC meeting for May 28, 2024. There were 13 guests who attended the May 28 meeting.

Was a County Staff/Representative present at meeting? Fionna Jensen (Name)

PUBLIC COMMENT:

Name	Site Neighbor?		Issues / Concerns (suggested changes)
	YES	NO	
Glen Gurrics	X		Size of Building, Canapy Size, Needs more "Rural Character"
Lisa McGuire	X		Are there public restrooms?
Dwight Stump	X		Height/elevation of the convenience store too great. He is concerned with the height and visual impact of the canopy over the gas pumps. He questioned that the proposed 12 gas pumps are the same size and number as what had been there before. Down lighting, Hours of operation
Sangram Singh	X		Will there be beer/alcohol sales

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)
Down Lighting, Hours of Operation		
Earth tone colors Not white		

ADDITIONAL LUAC COMMENTS

EIR on the convenience store is pending. The store was not included in the shopping village project approval and it is much larger than the previous building. At 26 ft tall, it has considerable mass and will impact the views from the scenic highway..

Hwy 68 is a scenic highway. What is the impact of the size of this project?

On Phase 1 and 2 ESAs regarding the soil contamination (and potential well contamination) of the site by the old gas tanks, Phelps says all tests are OK but LUAC member noted that these reports are not available on Accela.

LUAC member questioned how the applicant can say water use can be less considering increased size of the proposed convenience store.

There was considerable discussion of the B-8 zoning which prohibits intensification of use and the requested variance to the set back requirements. The larger convenience store is an intensification of use from the previous building. Removing the set backs further impacts the scenic highway. LUAC member Gobets stated that the proposed project is appropriate for Interstate 5 but not for this rural and scenic neighborhood.

RECOMMENDATION: *Support the Project with the following changes; Subject to a lighting review and project to use earthtone colors not white colors.*

Motion by: Michael Mueller (LUAC Member's Name)

Second by: Steven McMurtrie (LUAC Member's Name)

Support Project as proposed

Support Project with changes

Continue the Item

Reason for Continuance: _____

Continued to what date: _____

AYES: Two (2) Steven McMurtrie, Michael Mueller

NOES: Three (3) Beverly Bean, Lauren Keenan and Roy Gobets

ABSENT: _____

ABSTAIN: Michael Weaver has recused himself from this project due to a conflict.

2nd RECOMMENDATION: ***Support the project with the following changes; Reduce the building height the scope and scale. Use earthtone colors, not white colors.***

Motion by: Roy Gobets (LUAC Member's Name)

Second by: Stven McMurtrie (LUAC Member's Name)

Support Project as proposed

X Support Project with changes

Continue the Item

Reason for Continuance:

Continued to what date:

AYES: Three (3) Steven McMurtrie, Lauren Keenan and Roy Gobets

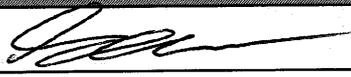
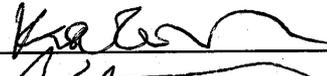
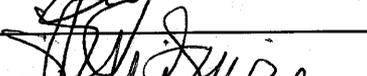
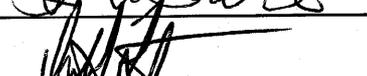
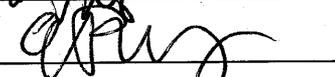
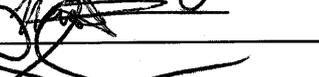
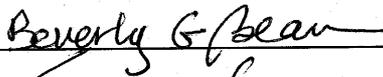
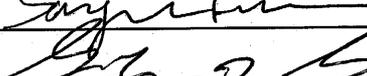
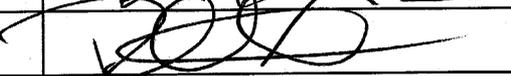
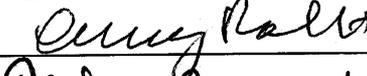
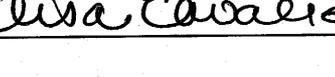
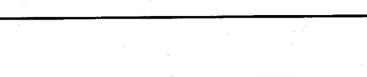
NOES: Two (2) Michael Mueller and Beverly Bean

ABSENT:

ABSTAIN: Michael Weaver has recused himself from this project due to a conflict

TORO LAND USE ADVISORY COMMITTEE MEETING

Date: MAY 28 2024

	Print full Name	Signature
1	Tyler Godbe	
2	Kasja Nelson	
3	Flonna Jensen	
4	Lisa McEneaney	
5	Dwight Stump	
6	Emily Phelps	
7	Nancy Phelps	
8	ERIC PHELPS	
9	Roy GOBERT (LUAC)	
10	Lauren Keenan (LUAC)	
11	Beverly G Bean LUAC	
12	SANGRAM SINGH	
13	Glen Gurricks	
14	Rick Weber	
15	Amy Roberts	
16	Elisa Cavaliere	
17		
18		
19		
20		
21		
22		
23		
24		
25		

ROAD W/AL 5-20-24 ICE. DOCUMENT FOR 2001'S - SEARCHING FOR ST/D (SOL). THIS PIC IS BEN JAWORSKY'S PROPERTY

416



385
385A
386
387
388
389
389A
389B
389C
390

EXHIBIT A

NOTE SIGNAGE AT SIDE OF BRIDGE - 307 A.B. BUT NO "D" - NO NOTICE OF PROJECT OR HEARING

1080 WAZ 3-28-24 KC. GUEMAN 144 200 013 - 2440000 70K STD COPI. 141316 VITEN VITWOP/003 PLACE



EXHIBIT B

NOTE: MAILBOX SALES # 391 - GAY (MUSK)

TORAL VAL 5-28-24 RE: GOODMAN KUNZBOOTS THIS PIC SHOWS DE WEAIR 391 (OCT)

418



EXHIBIT C

NOTE ADJACENT TO MTS RD - A HOUSE TRAILER, A TRUCK, PARTIA MOVING EQUIPMENT AND SOME RED FLAGGING

TO ROLVA 3-25-64 RE. GUDENAN (CN 220013 SEARCHING FOR 37(D) CDR). NO NOTICE

419



EXHIBIT D

NOTE PICKUP TRUCK AND GARBAGE MIXING EQUIPMENT PARKED ON THIS UNMARKED SITE

TOPD LVAL 1-20-24 GYEMN VLA 20013 - RUTHERFORD FOR THE APPEARANT TO COLLECT ROAD BY FENCE

420



NOTE

→ NO SUBMIT AND NOTICE POSTED

WHEELY 17100 SUTTERLAND DRIVE

#6

421

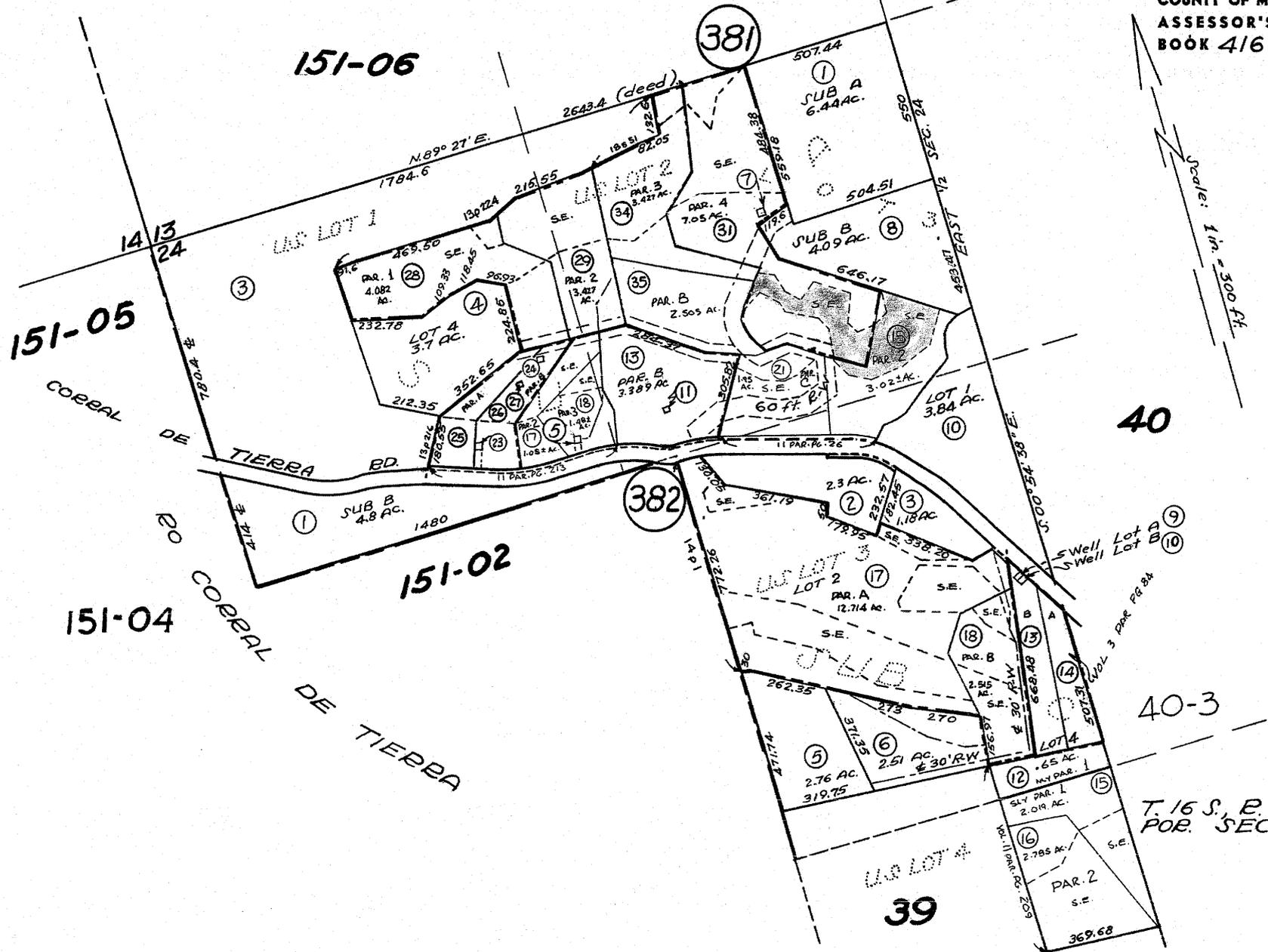


EXHIBIT F

NOTE: AMOUNT OF DEDICATED COUNTY CLINIC EASEMENT - HAS LIMITED TO YELLOW IN THIS PARCEL

Exhibit E

This page intentionally left blank.

**PRELIMINARY CONSTRUCTION MANAGEMENT PLAN
CORRAL DE TIERRA FUELING STATION**

July 18,2025

1. **Scope:** This Preliminary Construction Management Plan addresses the known or projected information related to the management of the construction of the proposed replacement fueling station. A contractor has not yet been secured because the project has not been approved. Once the project has been approved and full construction drawings are available, a final construction plan will be submitted to the County for review and approval. Please note that Condition No. 43 of the Neighborhood Shopping Center approval (Resolution No. 12-04) requires a Construction Management Plan prior to the issuance of permits for improvements on that site. That approval and the environmental document prepared for that approval address those impacts. Therefore, the scope of this management plan is limited to improvements on the corner parcel.

2. **Construction Duration:** The project construction is expected to take 12-18 months, depending upon many variables including but not limited to: weather conditions, availability of materials and labor, unforeseen issues during the construction process issues and the completion of the Phase 1 of the Neighborhood Retail Village. Below is a general timeline for the gas station construction process:

Stage	Description	Estimated Duration
Site Preparation	Clearing and grading the site, installing drainage systems, and preparing the foundation	4-6 weeks
Underground Utilities	Installation of water, sewer, gas, and electrical systems	4-6 weeks
Concrete and Masonry	Building the fueling area, canopy, and other concrete structures	4-6 weeks
Building Construction	Construction of the convenience store, car wash, or other buildings on the site	12-16 weeks
Equipment Installation	Installation of fuel dispensers, point-of-sale systems, lighting, and other equipment	2-4 weeks
Inspections and Permits	Completion of required inspections and obtaining necessary permits	1-2 weeks
Final Items	Pavement, landscaping, signage, and other finishing touches	2-4 weeks
Total Projected Timeline		29-44 weeks

3. **Hours of operation:** In accordance with County Code and/or standard conditions of approval, noise producing construction activities shall be restricted to the daytime hours of 7:00 a.m. to 7:00 p.m. Monday through Friday, 8 a.m. to 4 p.m. on Saturday, and not permitted at all on Sundays or holidays. There will be no hauling between peak hours of 7:00 am to 9:00 am and 3:00 pm to 5:00 pm.
4. **Number of construction workers:** Barring unforeseen circumstances, it is expected there will be no more than 12 persons involved in the construction activities.
5. **Parking areas for both equipment and workers:** All vehicles will park on site within the construction fencing. See attached plan.
6. **Location of truck staging area:** For security purposes, a 6-foot-high chain link fence with screening will be erected on the portion of the property surrounding the demolition area. There will be two (2) 24-foot gates installed along Corral de Tierra Road for access. Construction trucks entering and exiting the property shall use the second entrance which shall be improved as required by the Erosion Control Plan for the project. Workers will park on site within the designed parking area. Materials shall be staged in the fenced in area adjacent to Corral de Tierra Road. Please see attached plan.
7. **Truck routes:** All construction vehicles will enter and exit the property from Corral de Tierra Road. See attached truck route plan. From Corral de Tierra Road, vehicles hauling materials from the property will use HWY 68 to Reservation Road; Del Monte to HWY 1; then to the Marina landfill and recycling facility.
8. **Estimated truck trips:** It is expected that the construction activities will require no more than 100 truck trips per day.
9. **Erosion Control:** Measures identified by the project engineers, as applicable to the control of erosion for this project, will be incorporated as notes on the grading and building plans and included as part of the Erosion Control Plan for the project.
10. **Grading:** The project will include: 2,170 cubic yards of cut and 1,005 cubic yards of fill. The balance of 1,165 cubic yards cut will be used as fill on the adjacent property.
11. **Particulate Matter:** The following measures will be incorporated into the construction operations to reduce particulate matter:
 - Water all active construction sites 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).
 - Limit ground disturbance activities to maximum of 2.2 acres per day.
 - Apply chemical soil stabilizers on inactive construction areas (disturbed lands within construction projects that are unused for at least four consecutive days).

- Apply non-toxic binders (e.g., latex acrylic copolymer) to exposed areas after cut and fill operations and hydro seed area.
 - Haul trucks shall maintain at least 2'0" of freeboard.
 - Cover all trucks hauling dirt, sand, or loose materials.
 - Plant vegetative ground cover in disturbed areas as soon as possible.
 - Cover inactive storage piles.
 - Install wheel washers at the entrance to construction sites for all existing trucks.
 - Sweep streets if visible soil material is carried out from the construction site.
 - Post a publicly visible sign with the telephone number and person to contact regarding dust complaints. This person shall respond and take corrective action within 48 hours. The phone number of the Monterey Bay Unified Air Pollution Control District shall also be visible to ensure compliance with Rule 402.
- Require that the Project Applicant limit construction impacts to any applicable thresholds established by the Monterey Bay Unified Air Pollution Control District.

- 12. Diesel Emissions:** The following measures will be implemented to reduce diesel emissions during construction operations: (1) All diesel equipment shall comply with applicable State (Air Resources Board) regulations; and (2) All equipment shall comply with Title 13, California Code of Regulations, Section 2485(c)(1) regarding idling of commercial vehicles, as outlined below:

California Code of Regulations Title 13. § 2485. Airborne Toxic Control Measure to Limit Diesel Fueled Commercial Motor Vehicle Idling

- (a) Purpose. The purpose of this airborne toxic control measure is to reduce public exposure to diesel particulate matter and other air contaminants by limiting the idling of diesel-fueled commercial motor vehicles.
 - (b) Applicability. This section applies to diesel-fueled commercial motor vehicles that operate in the State of California with gross vehicular weight ratings of greater than 10,000 pounds that are or must be licensed for operation on highways. This specifically includes: (1) California-based vehicles; and (2) non-California-based vehicles.
 - (c) Requirements. On or after February 1, 2005, the driver of any vehicle subject to this section: (1) shall not idle the vehicle's primary diesel engine for greater than 5.0 minutes at any location, except as noted in Subsection (d); and (2) shall not operate a diesel-fueled auxiliary power system (APS) to power a heater, air conditioner, or any ancillary equipment on that vehicle during sleeping or resting in a sleeper berth for greater than 5.0 minutes at any location when within 100 feet of a restricted area, except as noted in Subsection (d).
- 15. Defensible Space:** The Fire Department's regulations require combustible vegetation within a minimum of 30 feet of structures (or to the property line) to be managed by: 1) limbing trees 6 feet up from ground; 2) removing limbs within 10 feet of chimneys; and 3) other fire protection or firebreaks approved by the Salinas Rural Fire Protection District.
- 16. Tree and Root Protection:** This condition requires trees located close to the construction site(s) to 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.

To comply with this condition, a 6-foot-high temporary chain link fencing will be erected around the proposed construction area. The fence will be located such that sufficient area will be provided for larger vehicles to maneuver, within the fencing, without affecting the protected oak trees on the adjacent property. The proposed chain link fence will be erected 50 feet from the property line. As such, the fence will be approximately 50 feet from the dripline of the nearest oak tree.

17. **Condition No. 73 – Nesting Birds:** In compliance with this condition, construction activities will occur outside of the nesting season (September 15 through January 31).

To comply with this condition, all areas within and at least 30-feet around the perimeter of the construction fencing will be mowed. Furthermore, oak trees on the property will be maintained so that the above requirement is met as well as those prescribed by the Monterey County Zoning Ordinance, Section 21.64.260.D.1.

Attachments:

Whitson – Construction Management Plan (reduced set)

GENERAL

- CONSTRUCTION CONTRACTOR AGREES THAT, IN ACCORDANCE WITH GENERALLY ACCEPTED CONSTRUCTION PRACTICES, CONSTRUCTION CONTRACTOR WILL BE REQUIRED TO ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR JOB CONDITIONS DURING THE COURSE OF CONSTRUCTION OF THE PROJECT, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY; THAT THIS REQUIREMENT SHALL BE MADE TO APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS. CONSTRUCTION CONTRACTOR FURTHER AGREES TO DEFEND, INDEMNIFY AND HOLD DESIGN PROFESSIONAL(S) HARMLESS FROM ANY AND ALL LIABILITY, EXCEPTING LIABILITY ARISING FROM THE SOLE NEGLIGENCE OF THE DESIGN PROFESSIONAL(S).
- ALL WORK SHALL BE PERFORMED IN CONFORMANCE WITH:
 - ALL APPLICABLE FEDERAL, STATE, AND LOCAL LAWS, REGULATIONS, ORDINANCES, AND RULES, INCLUDING WITHOUT LIMITATION:
 - CALIFORNIA OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATIVE CODE (CAL-OSHA)
 - CALIFORNIA CODE 4216 - PROTECTION OF UNDERGROUND INFRASTRUCTURE
 - THE 2022 CALIFORNIA BUILDING STANDARDS CODE (CCR TITLE 24), WITH AMENDMENTS ADOPTED BY MONTEREY COUNTY.
 - CALIFORNIA EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES
 - THE PROJECT PLANS AND SPECIFICATIONS
 - THE 2023 EDITION OF "STANDARD SPECIFICATIONS," STATE OF CALIFORNIA, DEPARTMENT OF TRANSPORTATION (CALTRANS)
 - THE 2023 EDITION OF "STANDARD PLANS," STATE OF CALIFORNIA, DEPARTMENT OF TRANSPORTATION (CALTRANS)
- CONTRACTOR IS RESPONSIBLE FOR COMPLIANCE WITH ALL CURRENTLY APPLICABLE SAFETY LAWS OF ALL APPLICABLE JURISDICTIONAL BODIES. FOR INFORMATION REGARDING THIS PROVISION, THE CONTRACTOR IS DIRECTED TO CONTACT STATE OF CALIFORNIA, DIVISION OF OCCUPATIONAL SAFETY AND HEALTH, SALINAS, CALIFORNIA AT PHONE (831) 443-3050.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL BARRICADES, SAFETY DEVICES AND CONTROL OF TRAFFIC WITHIN THE CONSTRUCTION AREA.
- INTENTION OF GRADING: CONSTRUCTION OF A NEW GAS STATION AND ASSOCIATED SITE WORK, INCLUDING ACCESS, ROAD WIDENING, DRAINAGE FACILITIES AND SERVICE UTILITIES.
- PROPERTY IS NOT SUBJECT TO INUNDATION OR 100 YEAR FLOOD LEVELS.
- ESTIMATED START: TBD , ESTIMATED COMPLETION: TBD.
- SEE ARCHITECTURAL/LANDSCAPE PLANS AND/OR THE PROJECT ARBORIST'S REPORT FOR TREE PROTECTION AND REMOVAL REQUIREMENTS.
- 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 ARCHEOLOGIST CAN EVALUATE IT. MONTEREY COUNTY RMA - PLANNING AND A QUALIFIED ARCHEOLOGIST (I.E. AN ARCHEOLOGIST REGISTERED WITH THE REGISTER OF PROFESSIONAL ARCHEOLOGISTS) SHALL BE IMMEDIATELY CONTACTED BY THE RESPONSIBLE INDIVIDUAL PRESENT ON-SITE. WHEN CONTACTED, THE PROJECT PLANNER AND THE ARCHEOLOGIST SHALL IMMEDIATELY VISIT THE SITE TO DETERMINE THE EXTENT OF THE RESOURCES AND TO DEVELOP PROPER MITIGATION MEASURES REQUIRED FOR THE DISCOVERY.
- ALL CONSTRUCTION ACTIVITIES SHALL COMPLY WITH MONTEREY BAY UNIFIED AIR POLLUTION CONTROL DISTRICT (MBUAPCD) RULE 402 - NUISANCES.
- THE CONTRACTOR SHALL OBTAIN AN ENCROACHMENT PERMIT FOR ALL WORK WITHIN COUNTY PUBLIC R/W FROM THE COUNTY OF MONTEREY. NO WORK IS PROPOSED WITHIN THE STATE RIGHT OF WAY.

SURVEY AND EXISTING CONDITIONS

- TOPOGRAPHY WAS PREPARED BY GORDON B LEWIS, INC ON APRIL 8, 2000.
PROJECT BENCHMARK: CP SET MAG GCP IN STATE ROUTE 68, AS SHOWN ON SHEET C100. ELEV: 288.88.
ALL "MATCH" OR "JOIN" CALLOUTS ON THE PLANS SHALL BE FIELD VERIFIED FOR EXACT LOCATION AND ELEVATION PRIOR TO CONSTRUCTION. NOTIFY THE ENGINEER IN THE CASE OF ANY FIELD DISCREPANCY.
- A LETTER SHALL BE SUBMITTED FROM A LICENSED SURVEYOR CERTIFYING THAT PAD ELEVATIONS ARE WITHIN 0.1 FEET OF ELEVATIONS STATED ON APPROVED PLANS, PRIOR TO DIGGING ANY FOOTINGS OR SCHEDULING ANY INSPECTIONS.
- THE CONSTRUCTION CONTRACTOR SHALL MAINTAIN A CURRENT, COMPLETE, AND ACCURATE RECORD OF ALL DEVIATIONS FROM THE WORK PROPOSED IN THESE PLANS AND SPECIFICATIONS, AND A RECORD DRAWING SET SHALL BE PREPARED AND PROVIDED TO THE ENGINEER AT THE COMPLETION OF WORK. CHANGES SHALL NOT BE MADE WITHOUT THE PRIOR WRITTEN APPROVAL OF THE DESIGN ENGINEER.
- THE EXISTENCE, LOCATION AND ELEVATION OF ANY UNDERGROUND FACILITIES ARE SHOWN ON THESE PLANS IN A GENERAL WAY ONLY. NOT ALL UTILITIES MAY BE SHOWN. IT IS MANDATORY THAT THE CONTRACTOR EXPOSE AND VERIFY THE TOP AND BOTTOM OF ALL UTILITIES PRIOR TO ANY WORK ON SYSTEMS WHICH MAY BE AFFECTED BY THE EXISTING UTILITY'S LOCATION. IT IS THE RESPONSIBILITY AND DUTY OF THE CONTRACTOR TO MAKE THE FINAL DETERMINATION AS TO THE EXISTENCE, LOCATION AND ELEVATION OF ALL UTILITIES AND TO BRING ANY DISCREPANCY TO THE ATTENTION OF THE ARCHITECT.

EARTHWORK SUMMARY

ON-SITE	OFF-SITE	TOTAL
CUT: 2,170 CY	CUT:100 CY	CUT:2,270 CY
FILL: 1,005 CY	FILL:3,565 CY	FILL:4,570 CY
NET CUT: 1,165 CY	NET FILL: 3,465 CY	NET IMPORT: 2,300 CY

ON-SITE	OFF-SITE*	TOTAL
29,500 SF	138,500 SF	168,000 SF (3.9 AC)

*OFFSITE DRIVEWAYS AND ACCESS TO GAS STATION WERE PREVIOUSLY APPROVED AS PART OF THE VILLAGES SHOPPING CENTER PROJECT - PLN 020344 AND PLN 110077

NO GRADING IS PROPOSED ON SLOPES IN EXCESS OF 25% SLOPE.

- THE QUANTITIES PRESENTED ABOVE ARE ESTIMATES ONLY, BASED ON THE DIFFERENCE BETWEEN EXISTING GRADE AND SUBGRADE ELEVATIONS AND FINISHED GRADE AND SUBGRADE ELEVATIONS, AS SHOWN ON THE PLANS, AND ARE NOT ADJUSTED FOR CHANGES IN VOLUME DUE TO CHANGES IN SOIL DENSITY.
- CLEARING AND STRIPPING AND REMOVAL OF AC AND PCC PAVEMENTS ARE NOT INCLUDED IN THE ABOVE ESTIMATES. SITE SPOILS SUCH AS FROM UTILITY TRENCHING, FOUNDATIONS, ETC. ARE NOT INCLUDED IN ABOVE ESTIMATES.
- THESE QUANTITIES SHALL BE USED FOR BONDING AND PERMIT PURPOSES ONLY. CONTRACTOR SHALL MAKE HIS/HER OWN SITE VISIT AND QUANTITY TAKE-OFFS AND SHALL BID ACCORDINGLY.
- EARTHWORK VALUES SHOULD BE REEVALUATED DURING THE EARLY STAGES OF SITE GRADING. CONTRACTOR SHALL BE RESPONSIBLE FOR CALCULATING FINAL EARTHWORK QUANTITIES TO HIS/HER SATISFACTION PRIOR TO START OF GRADING OPERATIONS.

GRADING AND DRAINAGE

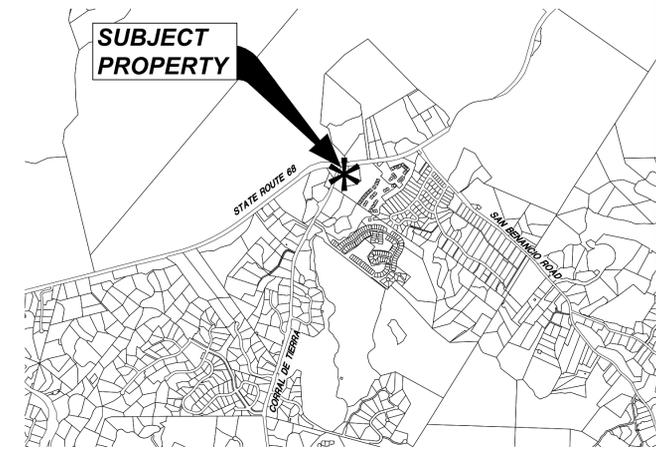
- SITE GRADING AND EARTHWORK SHALL BE PERFORMED IN CONFORMANCE WITH THE PROJECT GEOTECHNICAL REPORT ENTITLED:
GEOTECHNICAL REPORT FOR THE PROPOSED GAS STATION CENTER AT CORRAL DE TIERRA AND HIGHWAY ROUTE 68, 3 CORRAL DE TIERRA ROAD, SALINAS, CA 93908. APN: 161-571-002
BY GRICE ENGINEERING, INC., DATED APRIL 2023, PROJECT NO. 7663-23.01
- ON-SITE GRADING AND EARTHWORK, SITE PREPARATION, EXCAVATION, TRENCHING AND COMPACTION SHALL BE OBSERVED AND TESTED BY THE GEOTECHNICAL ENGINEER DESIGNATED BY THE OWNER. ALL GRADING AND EARTHWORK SHALL BE DONE TO THE SATISFACTION OF THE GEOTECHNICAL ENGINEER.
- SPECIAL INSPECTIONS BY A SPECIAL INSPECTOR, ARE REQUIRED DURING FILL PLACEMENT AND THAT PROPER MATERIALS AND PROCEDURES ARE USED IN ACCORDANCE WITH THE PROVISIONS OF THE APPROVED GEOTECHNICAL REPORT.
- SHOULD THE RESULTS OF ANY COMPACTION TEST FAIL TO MEET THE MINIMUM REQUIRED DENSITY AS SPECIFIED ON THESE PLANS OR IN THE GEOTECHNICAL REPORT, THE DEFICIENCY SHALL BE CORRECTED TO THE SATISFACTION OF THE GEOTECHNICAL ENGINEER AT THE CONTRACTOR'S EXPENSE. THE EXPENSE OF RETESTING SUCH AREAS SHALL ALSO BE BORNE BY THE CONTRACTOR, AT NO COST TO THE OWNER.
- NOTIFY THE GEOTECHNICAL ENGINEER AT LEAST FOUR (4) WORKING DAYS PRIOR TO ANY GRADING OR FOUNDATION EXCAVATION.
- ALL SOILS UTILIZED FOR FILL PURPOSES SHALL BE APPROVED BY THE SOILS ENGINEER BEFORE COMMENCEMENT OF GRADING OPERATIONS. IMPORTED SOILS SHALL BE APPROVED BY THE SOILS ENGINEER BEFORE BEING BROUGHT TO THE SITE.
- EXCAVATION FOR ANY PURPOSE SHALL NOT REMOVE LATERAL SUPPORT FROM ANY FOUNDATION WITHOUT FIRST UNDERPINNING OR PROTECTING THE FOUNDATION AGAINST SETTLEMENT OR LATERAL TRANSLATION. THE EXCAVATION OUTSIDE THE FOUNDATION SHALL BE BACKFILLED WITH SOIL THAT IS FREE OF ORGANIC MATERIAL, CONSTRUCTION DEBRIS, COBBLES AND BOULDERS OR WITH A CONTROLLED LOW-STRENGTH MATERIAL (CLSM). THE BACKFILL SHALL BE PLACED IN LIFTS AND COMPACTED IN A MANNER THAT DOES NOT DAMAGE THE FOUNDATION OR THE WATERPROOFING OR DAMPPROOFING MATERIAL. EXCEPTION: CLSM NEED NOT BE COMPACTED
- IMPERVIOUS SURFACES ADJACENT TO STRUCTURES SHALL SLOPE A MINIMUM OF 2% AWAY FROM THE STRUCTURE FOR A MINIMUM DISTANCE OF 10 FEET, UNLESS OTHERWISE SHOWN. LANDSCAPE AREAS ADJACENT TO STRUCTURES SHALL SLOPE A MINIMUM OF 5% AWAY FROM THE STRUCTURE FOR A MINIMUM DISTANCE OF 10 FEET, UNLESS OTHERWISE SHOWN.
- RELATIVE COMPACTION SHALL BE EXPRESSED AS A PERCENTAGE OF THE MAXIMUM DRY DENSITY OF THE MATERIAL AS DETERMINED BY ASTM TEST D-1557. IN-PLACE DENSITY TESTS SHALL BE CONDUCTED IN ACCORDANCE WITH ASTM TESTS D-1556 AND D-6938.
- GROUND SURFACE SHALL BE PREPARED TO RECEIVE FILL BY REMOVING STRUCTURES, OBSTRUCTIONS, TREES SHOWN TO BE REMOVED, VEGETATION, ORGANIC-LADEN TOPSOIL, LARGE ROOTS, DEBRIS, AND OTHER DELETERIOUS MATERIALS. BURIED SUBSURFACE OBJECTS ENCOUNTERED, OR VOIDS CREATED DURING SITE PREPARATION SHALL BE CALLED TO THE ATTENTION OF THE GEOTECHNICAL ENGINEER.
- SURPLUS EXCAVATED MATERIAL SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND SHALL BE DISPOSED OF OFF THE SITE IN A LEGAL MANNER.
- SUBGRADE PREPARATION AND ENGINEERED FILL THAT SUPPORTS FOOTINGS, SLABS, PAVEMENTS, AND FLATWORK SHALL EXTEND AT LEAST 5 FEET BEYOND THE LIMITS OF PROPOSED IMPROVEMENTS.
- FOOTINGS LOCATED ADJACENT TO OTHER FOOTINGS OR RETAINING WALLS SHALL HAVE THEIR BEARING SURFACES FOUNDED BELOW A 2:1 (H:V) LINE PROJECTED UPWARD FROM THE BOTTOM EDGE OF THE ADJACENT FOOTING, WALL, OR UTILITY TRENCH.
- FOLLOWING CLEARING AND STRIPPING, EXPOSED SUBGRADES IN AREAS TO RECEIVE ENGINEERED FILL, STRUCTURES, PAVEMENTS, CONCRETE SLABS, OR OTHER IMPROVEMENTS SHALL BE SCARIFIED TO A DEPTH OF 6 INCHES, MOISTURE CONDITIONED, AND UNIFORMLY COMPACTED TO AT LEAST 90% RELATIVE COMPACTION.
- THE GEOTECHNICAL ENGINEER SHALL INSPECT ALL SURFACES TO RECEIVE FILL PRIOR TO THE PLACEMENT OF ANY FILL.
- ENGINEERED FILL SHALL BE PLACED IN LIFTS NOT EXCEEDING 6 INCHES IN LOOSE THICKNESS, MOISTURE CONDITIONED, AND COMPACTED TO A MINIMUM OF 90% RELATIVE COMPACTION.
- CUT/FILL ZONES SHALL BE NO STEEPER THAN TWO HORIZONTAL TO ONE VERTICAL (2H:1V) UNLESS OTHERWISE APPROVED AT THE TIME OF GRADING BY THE GEOTECHNICAL ENGINEER.
- WHERE EXISTING GRADE IS AT A SLOPE OF 6H:1V (16.7%) OR STEEPER BENCHING SHALL BE PROVIDED. A TOE KEY SHALL BE CUT A MINIMUM DEPTH OF 3 FEET INTO UNDISTURBED SOILS TO THE INSIDE OF THE FILL'S TOE. THIS KEY SHALL BE A MINIMUM OF 6 FEET WIDE AND SLOPE AT NO LESS THAN 10% INTO THE SLOPE. AS THE FILL ADVANCES UP-SLOPE, BENCHES AT LEAST 3 FEET WIDE, OR TWICE THE WIDTH OF THE COMPACTION EQUIPMENT, WHICHEVER IS WIDER, SHALL BE SCARIFIED INTO THE FILL/UNDISTURBED SOIL INTERFACE.
- ENGINEERED FILL IN BUILDING AREAS, STRUCTURAL BACKFILL, AND THE UPPER 6" BELOW FLATWORK AND PAVEMENT SHALL BE COMPACTED TO A MINIMUM OF 95% OF ITS MAXIMUM DRY DENSITY.
- ALL RE-COMPACTED AND ENGINEERED FILL SOILS SHALL BE COMPACTED WITHIN 3 PERCENT OF THE LABORATORY OPTIMUM MOISTURE CONTENT FOR THE SOIL.
- ON-SITE NON-ORGANIC SOIL IS GENERALLY ACCEPTABLE FOR USE AS ENGINEERED FILL. NATIVE SOIL USED AS ENGINEERED FILL SHALL MEET THE FOLLOWING REQUIREMENTS:
 - SOIL SHALL BE FREE OF ORGANICS, DEBRIS, AND OTHER DELETERIOUS MATERIALS.
 - ROCK OVER 6 INCHES IN ITS MAXIMUM DIMENSION MAY NOT BE USED IN AN ENGINEERED FILL.
- IMPORTED SOIL USED AS GENERAL ENGINEERED FILL SHALL MEET THE FOLLOWING REQUIREMENTS:
 - SOIL SHALL BE FREE OF ORGANIC AND DELETERIOUS MATERIALS, OR RECYCLED MATERIALS SUCH AS ASPHALTIC CONCRETE, CONCRETE, BRICK, ETC.
 - SOIL SHALL NOT CONTAIN ANY ROCKS OR CLODS OVER 4 INCHES IN MAXIMUM DIMENSION, AND SHALL NOT CONTAIN OVER 15 PERCENT BY WEIGHT ROCKS LARGER THAN 2 INCHES
 - SOIL SHALL BE GRANULAR, HAVING A PLASTICITY INDEX OF LESS THAN 15, AND NOT MORE THAN 20 PERCENT BY WEIGHT PASSING THE #200 SIEVE
 - SOIL SHALL HAVE SUFFICIENT BINDER TO ALLOW EXCAVATIONS TO STAND WITHOUT CAVING
 - THE PORTION FINER THAN THE NO. 200 SIEVE SHALL NOT CONTAIN ANY EXPANSIVE CLAYS.
- IN THE EVENT THAT ANY UNUSUAL CONDITIONS ARE ENCOUNTERED DURING GRADING OPERATIONS WHICH ARE NOT COVERED BY THE SOIL INVESTIGATION OR SPECIFICATIONS, THE SOILS ENGINEER SHALL BE IMMEDIATELY NOTIFIED SUCH THAT ADDITIONAL RECOMMENDATIONS MAY BE MADE.
- A LETTER SHALL BE SUBMITTED FROM A LICENSED SURVEYOR CERTIFYING THAT PAD ELEVATIONS ARE WITHIN 0.1 FEET OF ELEVATIONS STATED ON APPROVED PLANS, PRIOR TO DIGGING ANY FOOTINGS OR SCHEDULING ANY INSPECTIONS.
- A "FINAL SOILS LETTER" FROM THE GEOTECHNICAL ENGINEER STATING THAT ALL EARTHWORK COMPLETED WAS IN ACCORDANCE WITH THE RECOMMENDATIONS STATED IN THE GEOTECHNICAL REPORT SHALL BE SUBMITTED PRIOR TO FINAL INSPECTION.
- EXPORT SOIL SHALL BE TRANSPORTED TO A LEGAL DUMP OR TO A PERMITTED SITE APPROVED BY THE COUNTY. CONTRACTOR SHALL NOTIFY GRADING OFFICIAL OF PROPOSED HAUL ROUTE.
- ON-GRADE SLABS SHOULD BE PLACED OVER A MOISTURE VAPOR BARRIER CONSISTING OF A WATERPROOF MEMBRANE (MOIST STOP, 10 MIL VISQUEEN, OR EQUAL) WITH A 2 INCH PROTECTIVE SAND COVER. THE WATERPROOF MEMBRANE SHOULD BE PLACED OVER A CAPILLARY BREAK CONSISTING OF 4 INCHES OF OPEN GRADED ROCK; ROUND AND SUB-ROUND ROCK IS RECOMMENDED TO PREVENT PUNCTURES OF THE MEMBRANE. OPEN GRADED CRUSHED AGGREGATE MAY BE UTILIZED, PROVIDED THE VAPOR BARRIER IS PROTECTED FROM PUNCTURES BY A CUSHION OF FILTER FABRIC (MIRAFI 140 N OR EQUAL) LAID OVER THE AGGREGATE PRIOR TO PLACEMENT OF THE MEMBRANE. WHERE SUCH CONCERNS ARE NOT WARRANTED, ALTERNATIVE UNDERLAYMENT MAY BE UTILIZED AT THE OWNERS DISCRETION.

ABBREVIATIONS

±	PLUS OR MINUS; PRIX
@	AT
AB	AGGREGATE BASE
AC	ASPHALT CONCRETE
AD	AREA DRAIN
PRIX	APPROXIMATE
AB	AGGREGATE SYBASE
BC	BEGIN CURVE
IBM	BENCHMARK
BC	BEGIN VERTICAL CURVE
VICE	BC ELEVATION
ABCS	BC STATION
BS	BOTTOM OF STAIR
BW	BACK OF WALK
C&G	CURB AND GUTTER
CATV	CURB, GUTTER AND SIDEWALK
CCSW	CENTERLINE
CL	CLEAR
CLR	CORRUGATED METAL PIPE
CMP	CLEANOUT
CO	CONCRETE
CONC	CONSTRUCT
CONST	CONTINUOUS
CONT	COURT YARD
CY	DEMOLISH AND DISPOSE OF
DEMO	DECOMPOSED GRANITE
D.G.	DRAIN INLET
DI	DIAMETER
DIA	DOWNSPOUT
DS	EXISTING
(E)	END CURVE
EC	EXISTING GRADE
EG	EXPANSION JOINT
EJ	ELECTRIC
ELEV	ELEVATION
EQ.	EQUAL
ETW	EDGE OF TRAVELED WAY
EVA	EMERGENCY VEHICLE ACCESS
EVC	END VERTICAL CURVE
EVC2	EVC ELEVATION
EVC3	EVC STATION
E.W.	EACH WAY
EXIST.	EXISTING
FC	FACE OF CURB
FF	FINISHED FLOOR
FG	FINISHED GRADE
FL	FLOWLINE
FR	FIRE RISER
FS	FINISHED SURFACE
GB	GRADE BREAK
GB ELEVATION	GB ELEVATION
GB STATION	GB STATION
GM	GAS METER
GRT	GRATE
GV	GAS VALVE/VAULT
HP	HIGH POINT
HORIZ.	HORIZONTAL
INS	INSERT
INV	INVERT
JB	JUNCTION BOX
JOINT	JOINT UTILITY POLE
LDG	LANDING
LF	LINEAR FEET
LF2	LOWER FINISH FLOOR
LP	LOW POINT
LT	LEFT
MATCH	MATCH EXISTING GRADE
MAX	MAXIMUM
MH	MANHOLE
MIN	MINIMUM
N.I.C.	NOT IN CONTRACT (BY OTHERS)
OC2W	ON CENTER EACH WAY
OG	ORIGINAL GROUND
P.A.	PLANTER AREA
PB	PULL BOX
PC	POINT OF CURVATURE
P.O.C.	POINT OF CONNECTION
PP	POWER POLE
PRC	POINT OF REVERSE CURVATURE
PVC	POLYVINYL CHLORIDE
PVI	POINT OF VERTICAL INTERSECTION
PDFR	PRESSURE TREATED DOUG-FIR
R	RADIUS
R.C.	RELATIVE COMPACTION
RCP	REINFORCED CONC PIPE
RT	RIGHT OF WAY
R/W	RECYCLED WATER
RWL	RAIN WATER LEADER
S.A.D.	SEE ARCHITECTURAL DRAWINGS
S.L.A.	SEE LANDSCAPE DRAWINGS
S.S.D.	SEE STRUCTURAL DRAWINGS
SSCO	SANITARY SEWER CLEANOUT
SCM	STORMWATER CONTROL MEASURE
SD	STORM DRAIN
SL	STREET LIGHT
SS	SANITARY SEWER
STA	STATION
SW	SIDEWALK
TBM	TEMPORARY BENCH MARK
TC	TOP OF CURB
TFC	TOP OF FLUSH CURB
TG	TOP OF GRADE
TOP	TOP OF PIPE
TS	TOP OF STAIR / TRAFFIC SIGNAL
TW	TOP OF WALL
TYP	TYPICAL
UFF	UPPER FINISH FLOOR
UG	UNDERGROUND
U.O.N.	UNLESS OTHERWISE NOTED
UP	UTILITY POLE
UNKN	UNKNOWN
VAR	VARIABLE
VERT.	VERTICAL
V.I.F.	VERIFY IN FIELD
W	WATER
WM	WATER METER
W.S.E.	WATER SURFACE ELEVATION
WV	WATER VALVE
WFM	TRANSFERMER

LEGEND

DESCRIPTION	PROPOSED	EXISTING
PROPERTY BOUNDARY	---	---
CENTER LINE	---	---
EASEMENT LINE	---	---
SAWCUT LIMIT	---	---
OVERHEAD ELEC	---	---
GRADE BREAK	---	---
FLOWLINE	---	---
CONTOUR	---	---
CONC SIDEWALK	---	---
CABLE TV	---	---
CONC TRASH ENCLOSURE PAD	---	---
CLASS	---	---
RETAINING WALL	---	---
DOMESTIC WATER LINE	---	---
SANITARY SEWER	---	---
STORM DRAIN	---	---
FIRE LINE	---	---
JOINT TRENCH	---	---
MANHOLE	---	---
FIRE HYDRANT	---	---
WATER VALVE	---	---
STREET LIGHT	---	---
SLOPE GRADIENT	2.0%	(2.0%)
AREA DRAIN	---	---
DROP INLET	---	---
ROCK SLOPE PROTECTION	---	---
CLEANOUT	---	---



VICINITY MAP
SCALE: 1" = 2000'

PROJECT DIRECTORY

SITE ADDRESS & APN SR-68/CORRAL DE TIERRA ROAD INTERSECTION CORRAL DE TIERRA, CA 93908 APN: 161-571-002-000 161-571-003-000 (ACCESS) 161-571-007-000 (ACCESS)	ARCHITECT MCG ARCHITECTURE 15635 ALTON PARKWAY, SUITE 100 IRVINE, CA 92618 TEL: (949) 553-1117
CIVIL ENGINEER WHITSON ENGINEERS 6 HARRIS COURT MONTEREY, CA 93940 TEL. (831) 649-5225	LANDSCAPE ARCHITECT CONCEPTUAL DESIGN & PLANNING COMPANY 3195-C AIRPORT LOOP DRIVE, STUDIO ONE COSTA MESA CA, 92626 TEL: (949) 399-0870

GEOTECHNICAL ENGINEER

GRICE ENGINEERING, INC.
581-A BRUNKEN AVENUE
SALINAS, CA 93901

(831) 422-9619

UTILITY PROVIDERS

WATER	EXISTING ONSITE DOMESTIC WELL
FIRE	CALIFORNIA-AMERICAN WATER COMPANY (FIRE)
SEWER	CALIFORNIA UTILITIES SERVICES, INC.
ELECTRIC	PACIFIC GAS & ELECTRIC
GAS	PACIFIC GAS & ELECTRIC
COMM.	AT&T

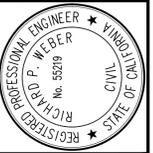
CIVIL SHEET INDEX

CIVIL TITLE SHEET	CIVIL TITLE SHEET
C100	OVERALL SITE PLAN & SHEET INDEX
C101	ENLARGED SITE PLAN
C102	ENLARGED SITE PLAN C201
C103	ENLARGED SITE PLAN
C201	TEMPORARY EROSION & SEDIMENT CONTROL PLAN
C202	TEMPORARY EROSION & SEDIMENT CONTROL PLAN NOTES AND DETAILS
C301	CONSTRUCTION MANAGEMENT PLAN

TABLE 1705.6 - REQUIRED SPECIAL INSPECTIONS AND TESTS OF SOILS

THE FOLLOWING ITEMS SHALL BE INSPECTED BY THE SOILS ENGINEER DESIGNATED BY THE OWNER. 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 TESTING AND INSPECTION REPORTS DIRECTLY TO THE BUILDING OFFICIAL AND ENGINEER.				
TYPE	REQ'D	CONTINUOUS	PERIODIC	NOTES
1. VERIFY MATERIALS BELOW SHALLOW FOUNDATIONS ARE ADEQUATE TO ACHIEVE THE DESIGN BEARING CAPACITY	X		X	
2. VERIFY EXCAVATIONS ARE EXTENDED TO PROPER DEPTH AND HAVE REACHED PROPER MATERIAL	X		X	
3. PERFORM CLASSIFICATION AND TESTING OF COMPACTED FILL MATERIALS.	X	X	X	
4. VERIFY USE OF PROPER MATERIALS, DENSITIES AND LIFT THICKNESSES DURING PLACEMENT AND COMPACTION OF COMPACTED FILL	X	X		
5. PRIOR TO PLACEMENT OF COMPACTED FILL, INSPECT SUBGRADE AND VERIFY THAT SITE HAS BEEN PREPARED PROPERLY.	X		X	
6. PERFORM INSPECTION OF KEYWAY LOCATION EXCAVATION AND PLACEMENT FILL	X			
7. COMPACTED BASE PLACEMENT AND COMPACTION	X	X		
8. DRAINAGE INSTALLATION INSPECTION	X			

Civil Engineering
Land Surveying
4 Hester Court
Monterey, California
831.649.5225
whitsonengineering.com



SUBMITTAL / REVISION	COUNTY PLANNING RESUBMITTAL	REVISION
4/25/23		
7/11/23		

1 Corral de Tierra Road
Salinas, California

CORRAL DE TIERRA FUELING STATION
CIVIL TITLE SHEET

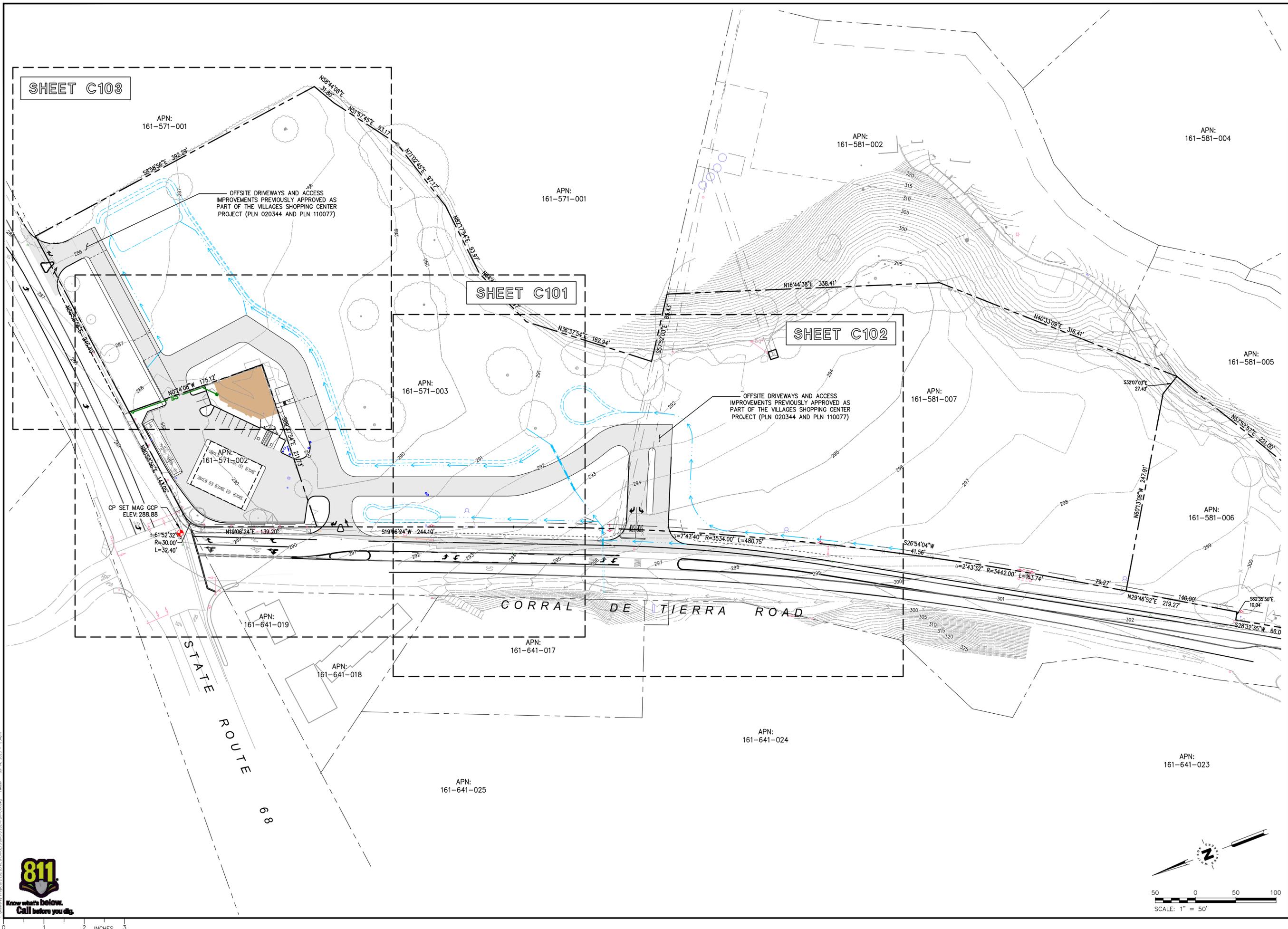
SCALE: NONE
DRAWN: RPW

JOB No.: 1282.00

SHEET
C001
OF 8

PLANNING APPLICATION





SHEET C103

SHEET C101

SHEET C102

CORRAL DE TIERRA ROAD

STATE ROUTE 89

APN:
161-571-001

APN:
161-581-002

APN:
161-581-004

APN:
161-571-001

APN:
161-571-003

APN:
161-581-007

APN:
161-581-005

APN:
161-571-002

APN:
161-581-006

APN:
161-641-019

APN:
161-641-017

APN:
161-641-024

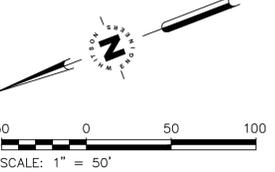
APN:
161-641-023

APN:
161-641-025

OFFSITE DRIVEWAYS AND ACCESS
IMPROVEMENTS PREVIOUSLY APPROVED AS
PART OF THE VILLAGES SHOPPING CENTER
PROJECT (PLN 020344 AND PLN 110077)

OFFSITE DRIVEWAYS AND ACCESS
IMPROVEMENTS PREVIOUSLY APPROVED AS
PART OF THE VILLAGES SHOPPING CENTER
PROJECT (PLN 020344 AND PLN 110077)

CP SET MAG GCP
ELEV: 288.88
R=30.00'
L=32.40'



3:\Marketing\Revised\11282\024\11282_024\11282_024.dwg, created Jul 14, 2025, 11:26am
 811 Know what's below. Call before you dig.



Civil Engineering
Land Surveying
4 Hecker Court
Menlo Park, California
831.449.5225
whitsonengineering.com

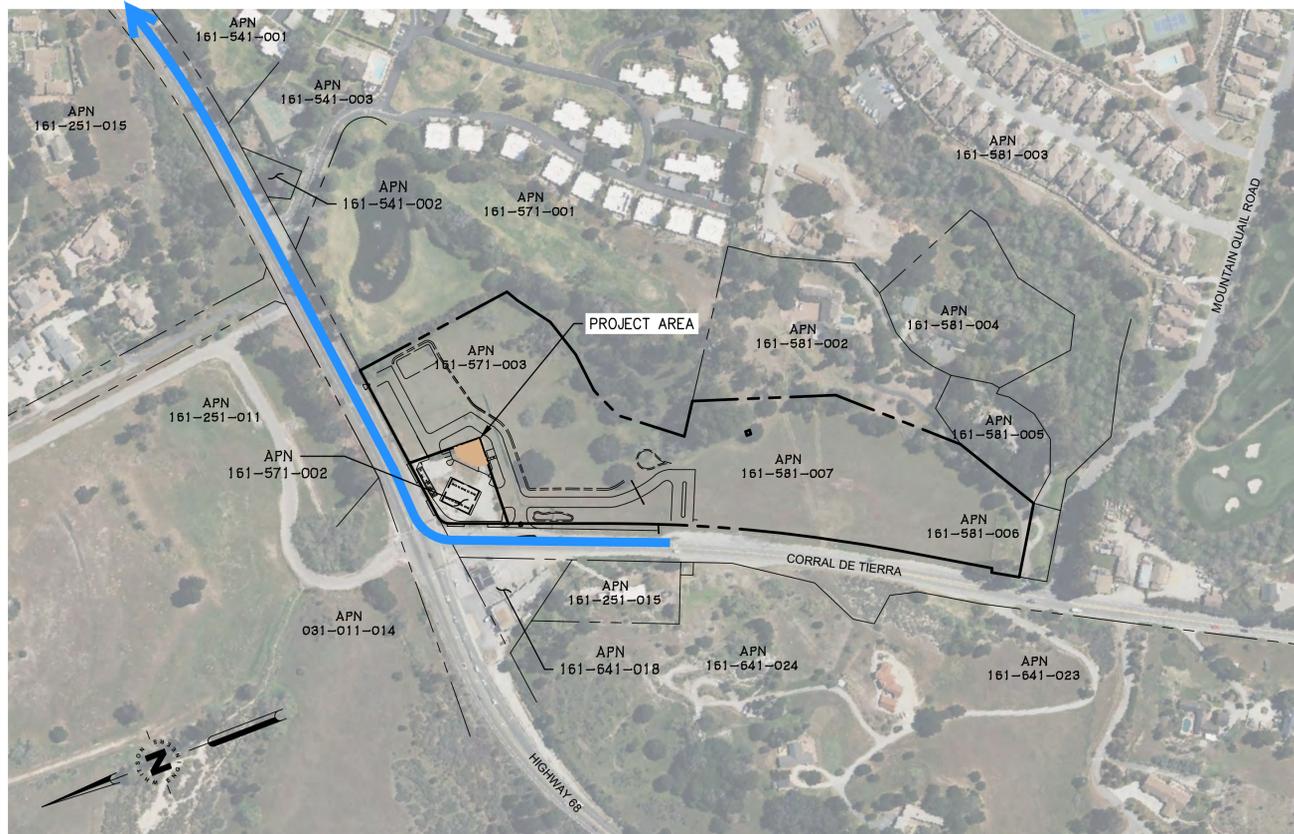


SUBMITTAL / REVISION	
4/25/25	COUNTY PLANNING SUBMITTAL
7/11/25	REVISION
HK	

1 Corral de Tierra Road
Salinas, California
APN 161-571-002

CORRAL DE TIERRA FUELING STATION
OVERALL CIVIL SITE PLAN & SHEET INDEX
PLANNING APPLICATION

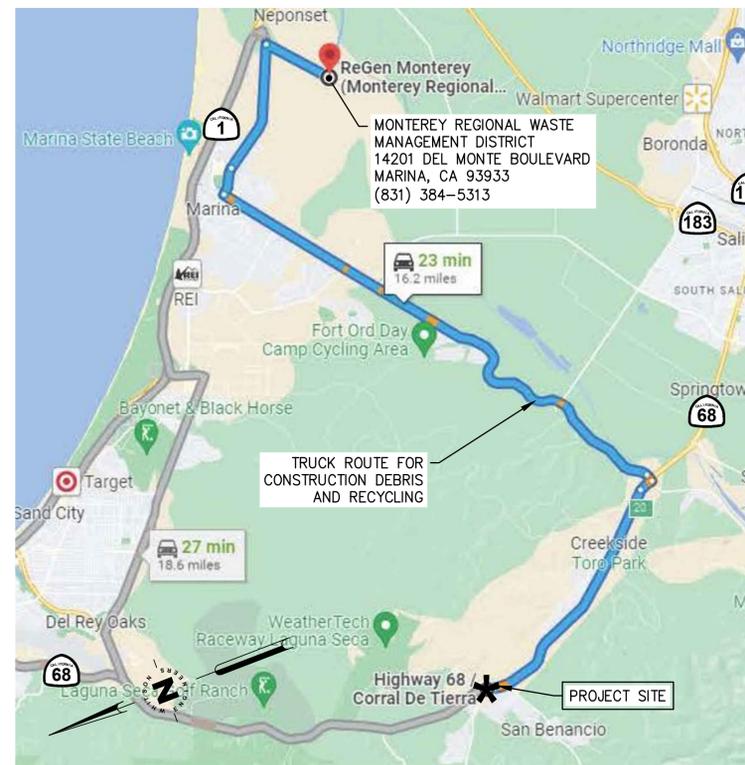
SCALE: 1" = 50'
DRAWN: RPW
JOB No.: 1282.00
SHEET
C100
OF 8



A OVERALL SITE PLAN
 CM1 SCALE: 1"=200'



B CONSTRUCTION SITE PLAN
 CM1 SCALE: 1"=150'



C TRUCK ROUTING PLAN
 CM1 SCALE: 1"=10,000'

EARTHWORK QUANTITIES

2,170 CY CUT
 1,005 CY FILL
 1,165 CY EXPORT

EXCESS CUT TO BE STORED AND USED AS FILL ON ADJACENT PROPERTY

CONTACT INFO

ARCHITECT
 MCG ARCHITECTURE
 15635 ALTON PARKWAY, SUITE 100
 IRVINE, CA 92618

TEL: (949) 553-1117

CONTRACTOR
 TO BE DETERMINED

CONSTRUCTION COORDINATOR

CONTRACTOR SHALL PROVIDE A CONSTRUCTION COORDINATOR THAT CAN BE CONTACTED DURING CONSTRUCTION. SHOULD QUESTIONS ARISE DURING CONSTRUCTION (IN CASE OF BOTH REGULAR INQUIRES AND IN EMERGENCIES), THEIR CONTACT INFORMATION (INCLUDING THEIR ADDRESS AND 24-HOUR PHONE NUMBERS) SHALL BE CONSPICUOUSLY POSTED AT THE JOB SITE IN A MANNER THAT THE CONTACT INFORMATION IN READILY VISIBLE FROM PUBLIC VIEWING AREAS. THE POSTING SHALL INDICATE THAT THE CONSTRUCTION COORDINATOR SHOULD BE CONTACTED TO ANSWER ANY QUESTIONS THAT ARISE DURING CONSTRUCTION (IN CASE OF BOTH REGULAR INQUIRES AND IN EMERGENCIES). THE CONSTRUCTION COORDINATOR SHALL RECORD THE NAME, PHONE NUMBER AND NATURE OF ALL COMPLAINTS (IF ANY) RECEIVED DURING CONSTRUCTION, AND SHALL INVESTIGATE COMPLAINTS AND TAKE REMEDIAL ACTION, IF NECESSARY, WITHIN 24-HOURS OF RECEIPT OF THE COMPLAINT OR INQUIRY.

CONSTRUCTION MANAGEMENT NOTES

- DURATION OF CONSTRUCTION IS TO BE DETERMINED. EXACT DURATION WILL BE DETERMINED AT TIME OF BUILDING PERMIT ISSUANCE.
- NOISE-GENERATING CONSTRUCTION ACTIVITIES ARE LIMITED TO THE HOURS BETWEEN 7 A.M. AND 7 P.M. MONDAY THROUGH FRIDAY AND 8 A.M. AND 4 P.M. ON SATURDAY. NO CONSTRUCTION OPERATIONS ALLOWED ON SUNDAYS OR NATIONAL HOLIDAYS. THERE WILL BE NO HAULING BETWEEN PEAK HOURS OF 7 A.M. TO 9 A.M. AND 3 P.M. TO 5 P.M.
- TRUCKS WILL BE ROUTED TO AND FROM THE SITE USING THE TRUCK ROUTE SHOWN ON THIS SHEET (C)CM1) UNLESS A CLOSER COUNTY APPROVED SITE IS AVAILABLE TO RECEIVE EXPORT AND/OR RECYCLING.
- THE NUMBER OF WORKERS WILL VARY THROUGHOUT CONSTRUCTION. BARRING UNFORESEEN CIRCUMSTANCES, WORKERS ONSITE WILL RANGE FROM 1 TO 12.
- EROSION CONTROL PROTECTION TO BE INSTALLED PER THE EROSION CONTROL PLAN PREPARED WITH THE BUILDING PERMIT PLAN SET.
- STATIONARY NOISE-GENERATING CONSTRUCTION EQUIPMENT AND STAGING AREAS SHALL BE LOCATED AS FAR AWAY AS POSSIBLE FROM RESIDENTIAL RECEIVERS AS POSSIBLE.
- CONSTRUCTION EQUIPMENT MUST BE PROPERLY MAINTAINED. ALL INTERNAL COMBUSTION ENGINE-DRIVEN EQUIPMENT SHALL BE EQUIPPED WITH WITH INTAKE AND EXHAUST MUFFLERS THAT ARE IN GOOD CONDITION AND APPROPRIATE FOR THE EQUIPMENT.
- TREES LOCATED CLOSE TO THE CONSTRUCTION SITE TO BE PROTECTED FROM CONSTRUCTION EQUIPMENT BY FENCING OFF THE CANOPY DRIPLINES AND/OR CRITICAL ROOT ZONES, 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. PROVIDE A 6-FOOT-HIGH TEMPORARY CHAIN LINK FENCE AROUND PROPOSED CONSTRUCTION AREA, 50' FROM THE PROPERTY LINE.
- GROUND DISTURBANCE ACTIVITIES (I.E. GRADING AND EXCAVATION) SHALL BE LIMITED TO A MAXIMUM AREA OF 2.2 ACRES PER DAY.

GROUND DISTURBANCE CALCULATIONS

ONSITE
 GAS STATION 29,500 SF (0.7 ACRES)

OFFSITE
 DRAINAGE AND TEMPORARY WORK AREAS 48,600 SF (1.1 ACRES)
 DRIVEWAYS & ACCESS TO GAS STATION 89,900 SF (2.1 ACRES)*

TOTAL GROUND DISTURBANCE 168,000 SF (3.9 ACRES)

*DRIVEWAYS & ACCESS PREVIOUSLY APPROVED AS PART OF VILLAGES SHOPPING CENTER PROJECT (PLN 020344 AND PLN 110077)

LEGEND

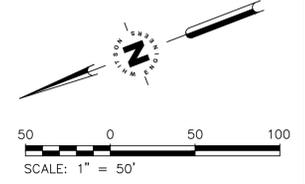
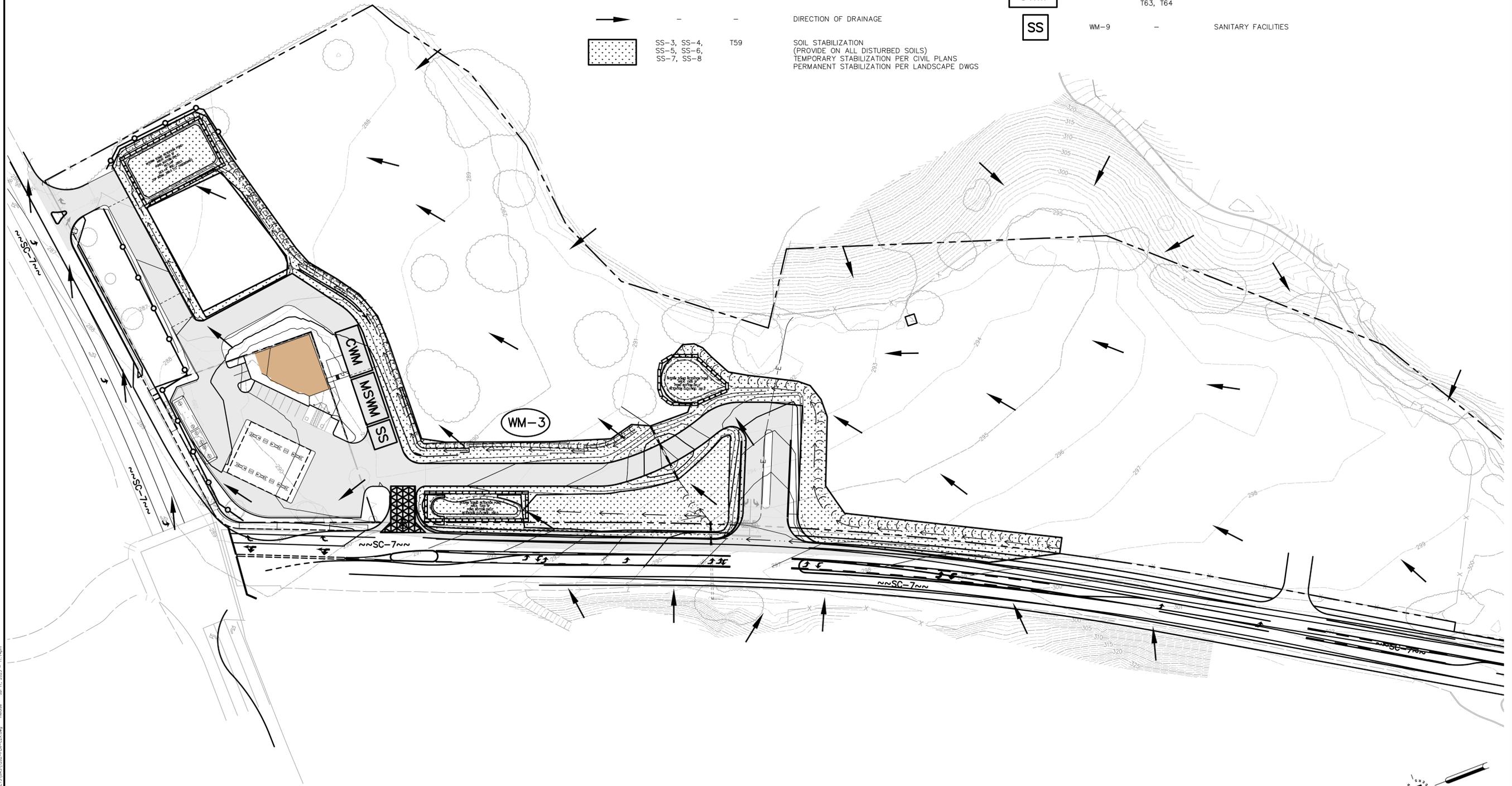
- PROPERTY LINE
- SECURITY FENCE
- 6' CHAIN LINK TREE PROTECTION FENCE
- WORKER PARKING
- EQUIPMENT PARKING
- TRUCK ROUTE FOR CONSTRUCTION DEBRIS AND RECYCLING
- TEMPORARY STOCKPILES (LOCATIONS WILL VARY)
- SANITARY FACILITIES (LOCATIONS WILL VARY)
- STABILIZED CONSTRUCTION ENTRANCE/EXIT OR TIRE WASH



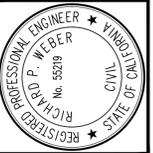
D:\Monterey\Projects\1282\CM1\161-571-002\161-571-002-CM1.dwg 11/14/2023 1:32:30pm

LEGEND

SYMBOL	CALTRANS BMP #	CALTRANS STD. PLAN	DESCRIPTION	SYMBOL	CALTRANS BMP #	CALTRANS STD. PLAN	DESCRIPTION
))))))	SS-9	-	EARTH DIKES, DRAINAGE SWALES AND LINED DITCHES		TC-1, TC-3	T58	STABILIZED CONSTRUCTION ENTRANCE/EXIT OR TIRE WASH
	SC-1, SC-5, SC-6	T51, T56, T60, T66	LINEAR SEDIMENT BARRIER: FIBER ROLLS, SILT FENCE, OR COMPOST SOCK (CONTRACTOR'S OPTION)		WM-1	-	MATERIAL STORAGE AND WASTE MANAGEMENT AREA
	SC-1	T51, T60	SILT FENCE		WM-3	T53	TEMPORARY STOCKPILES
~SC-7~	SC-7	-	STREET SWEEPING		WM-8	T61, T62, T63, T64	CONCRETE WASTE MANAGEMENT (WASHOUT) AREA
	SC-10	-	INLET PROTECTION		WM-9	-	SANITARY FACILITIES
	-	-	DIRECTION OF DRAINAGE				
	SS-3, SS-4, SS-5, SS-6, SS-7, SS-8	T59	SOIL STABILIZATION (PROVIDE ON ALL DISTURBED SOILS) TEMPORARY STABILIZATION PER CIVIL PLANS PERMANENT STABILIZATION PER LANDSCAPE DWGS				



Civil Engineering
Land Surveying
4 Heric Court
Menlo Park, California
831.449.5225
whitsonengineers.com



SUBMITTAL / REVISION	REVISION
7/11/23	HK

CORRAL DE TIERRA FUELING STATION
1 Corral de Tierra, California
TEMPORARY EROSION & SEDIMENT CONTROL PLAN
APN 161-571-002

SCALE: 1" = 50'
DRAWN: RPW
JOB No.: 1282.00
SHEET
C201
OF

PLANNING APPLICATION

T:\Marketing\Projects\1282\CAD\1282\1282-001\1282-001.dwg - 7/11/23 - 11:46am



0 1 2 3 INCHES

Exhibit F

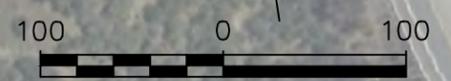
This page intentionally left blank.

PHASE 0 - GAS STATION



EXTEND TO 137' 340' TOTAL

CORRAL DE TIERRA RD.



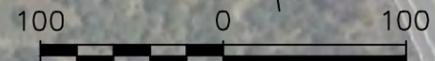
SCALE: 1" = 100'

PHASE 1A - VILLAGES W/O ROUNDABOUT



EXTEND TO 137th
340' TOTAL

CORRAL DE TIERRA RD.



SCALE: 1" = 100'

PHASE 1B - VILLAGES WITH ROUNDABOUT



ROUNDABOUT INFORMATION ALONGS
SR-68 NOT PROVIDED BY CALTRANS

CORRAL DE TIERRA RD.



100 0 100

SCALE: 1" = 100'

**PHASE 1B - VILLAGES
WITH ROUNDABOUT
(PREFERRED W/ LEFT TURN)**



ROUNDABOUT INFORMATION ALONGS
SR-68 NOT PROVIDED BY CALTRANS



100 0 100

SCALE: 1" = 100'

CORRAL DE TIERRA RD.

Exhibit G

This page intentionally left blank.

September 28, 2023

Fionna Jensen
Associate Planner
Monterey County Housing & Community
Development-Planning
1441 Schilling Place, South 2nd Floor
Salinas, CA 93901-4527

Re: Corral de Tierra Fueling Station Project, County File No. PLN220348

Dear Ms. Jensen:

We write on behalf of our client, the Phelps Family-OMNI Resources, LLC (“Phelps Family”), in support of its Application to the County of Monterey (the “County”) for the Corral de Tierra Fueling Station Project (the “Project”). The Project consists of a replacement service station and convenience market of a similar size, nature, and configuration as a prior service station facility on the Project site. We write to provide written justification for a Variance to allow reduced side and rear yard setbacks in order to make the Project physically and economically feasible.

1. Background and Project Description

The Project is located on an approximately 0.7 acre site at the southeast corner of Corral de Tierra Road and State Route (“SR”) 68 (the “Property”). The Property has long been planned and zoned for commercial uses. The Property’s commercial land use designation dates back nearly 50 years and is reflected in both the 1982 County General Plan and the 2010 County General Plan.

The Project seeks to build a replacement service station and convenience market on the Property of a similar size, nature, and configuration as a prior service station facility on the site. The Phelps Family, the Property owner, is also the owner of the adjacent property which includes the entitled site of the Corral de Tierra Neighborhood Retail Village (“Retail Village”).

The Property was purchased by Phelps Family’s predecessor in 1974. At that time, the Property had an operational service station and was leased to a third party operator. The service station was authorized pursuant to a Use Permit granted by the County Zoning Administrator on November 25, 1966. (County File No. ZA-74.)¹

¹ A copy of this approval is attached hereto as Exhibit A.

Fionna Jensen
September 28, 2023
Page 2

In 1994, the County Zoning Administrator granted a Combined Development Permit to allow for a real estate office and convenience market on the Property. (County File No. ZA94005.)² One of the approvals obtained was for a front yard setback Variance. In granting the Variance, the Zoning Administrator found that because of special circumstances applicable to the Property, namely 100-foot setbacks on two sides, the strict application of the ordinance would deprive the Property of privileges enjoyed by other properties in the vicinity and under identical zone classification. The Zoning Administrator also found that the approval of the Variance did not constitute the granting of special privileges “because similar variances have been approved on similarly constrained lots.” (County File No. ZA-94005.)

Subsequently, the-then service station operator was notified of the need to remediate contaminated soils and replace the service station’s underground storage tanks. The service station pumps and tanks were removed sometime in 2002 when remediation work commenced. The service station was closed while the Property was remediated, but the real estate office remained open. Notwithstanding the temporary closure of the service station, Phelps made clear in a May 6, 2002 letter from its attorney to the County that it was not abandoning the service station use while it remediated the site and expressed its intent to construct a new service station on the Property as soon as permits and approvals could be obtained from the County.³

On February 7, 2012, the County Board of Supervisors adopted Resolution No. 12-040 approving the Retail Village. At build-out, the Retail Village will consist of 99,970 square feet of mixed commercial uses spread across multiple structures. To ensure that the new service station would be architecturally compatible with the new Retail Village, the Retail Village approval was conditioned on removal of the old service station building and improvements. Other conditions required shared access between the Retail Village and the service station Property so as to facilitate development of both parcels. Per County request, the Phelps Family even presented plans for the construction of an approximately 3,500 square foot replacement service station and convenience market as part of the Retail Village approval process and committed to applying for and building it.

Both a Use Permit and Variance were previously granted by the County for the prior service station and convenience market building located on the Property. (County File Nos. ZA-74 UP; ZA-94005.) Those approvals were expressly retained/reserved by the Phelps Family in connection with the required site remediation/demolition work and run with the land. The Project proposes to construct a replacement service station and convenience market to replace the ones that formerly existed on the Property. The proposal consists of an approximately 3,000 square foot convenience market in approximately the same location as the former structure and six dual-sided pumps (12 fueling stations) to replace the six dual-sided pumps (12 fueling stations) that previously existed on the site.

² A copy of this approval is attached hereto as Exhibit B.

³ A copy of the May 6, 2002 letter from Brian Finegan to Luis Osorio is attached hereto as Exhibit C.

Fionna Jensen
September 28, 2023
Page 3

With this background in mind, we turn to a description of the planning and zoning designations applicable to the Property as well as the myriad reasons justifying the Variance from the side and rear yard setbacks.

2. Planning & Zoning

The Property has a General Plan land use designation of Commercial. (General Plan, Figure LU10: Toro Area Plan-Land Use Map.) Commercial sites are to serve the projected population, to accommodate a broad range of uses, and to be developed in a compact manner. (General Plan, Policies LU-4.2, LU-4.3, and LU-4.4.) Specifically, the Light Commercial designation “accommodates and allows a broad range of light commercial uses such as stores, shops, restaurants, service stations and general office uses suitable for the convenience of nearby residential areas.” (General Plan, p. LU-18.)

Portions of Corral de Tierra Road and SR 68 abutting the Property are designated critical viewshed. (General Plan, Figure 16: Toro Area Scenic Highway Corridors and Visual Sensitivity Map.) As to such lands, Toro Area Plan Policy T-3.3 provides as follows:

Except for driveways, pedestrian walkways, and paths, a 100-foot building setback shall be required on all lots adjacent to these routes to provide open space and landscape buffers.⁴ This setback may be reduced for existing lots of record that have no developable area outside the setback and to accommodate additions to existing structures that become non-conforming due to this policy. New development shall dedicate open space easements over setback areas established by this policy.

The Project is a replacement service station and convenience market of a similar size, nature, and configuration as a service station and convenience market that was formerly located on the Property. Project improvements (e.g., fuel pumps, fuel canopy, and convenience market building) will be located in the same approximate location as the prior improvements on the Property. But unlike the old convenience market, the new convenience market building will be located entirely outside of the 100-foot setbacks from SR 68 and Corral de Tierra Road. The County has previously recognized that Policy T-3.3 places emphasis on project design as a means to determine whether a project is acceptable in a visually sensitive area.⁵ Here, the Project design is of a high quality befitting its semi-rural setting and will complement the aesthetics of the adjoining Retail Village. Further, as explained more fully below, the Property is an existing lot of record and has no economically viable developable area outside the two 100-foot setback areas.

⁴ “Building” is defined by the County Zoning Code as “any structure built entirely of frame or a more lasting type of construction, having a roof supported by columns or by walls and intended for the shelter, housing, or enclosure of any person, animal, or chattel, but not including any tent or trailer.” (Monterey County Zoning Code [“MCZC”] § 21.06.130.)

⁵ (See, e.g., Staff Report to County Planning Commission Regarding Retail Village Project, December 8, 2010, Appendix B, p. 8.)

Fionna Jensen
September 28, 2023
Page 4

The Property is zoned Light Commercial with Design Review and Building Site Overlay Districts (LC-D-B-8). The purpose of the LC zoning designation is to “accommodate and maintain a broad range of light commercial uses suitable for the convenience of nearby residential areas.” (MCZC § 21.18.010.) A service station use is allowed in the LC zone with approval of a Conditional Use Permit. (MCZC § 21.18.060.J.) A convenience market use is likewise allowed with approval of an Administrative Permit. (MCZC § 21.18.050.K.)

The Property is subject to a 30-foot front setback, a 20-foot rear setback and a side setback of 10 percent of the average lot width. (MCZC § 21.42.030.) The Property width varies between 160 and 180 feet, depending on whether Corral de Tierra or SR 68 is used as the frontage. As such, a side setback of 16 to 18 feet appears to be required. The Project complies with the front yard setbacks, but requires a Variance from the side and rear yard setbacks. Justification for the Variance is provided below.

3. Variance Justification

Modifications to the setback regulations of the MCZC may be considered by a Variance. (MCZC § 21.72.020.) A Variance can be granted based on the following findings: (1) that because of special circumstances applicable to the subject property, including size, shape, topography, location or surroundings, the strict application of the County Zoning Code is found to deprive the subject property of privileges enjoyed by other properties in the vicinity and under identical zone classification, (2) that the Variance not constitute a grant of special privileges inconsistent with the limitations upon other property in the vicinity and zone in which such property is located, and (3) a Variance shall not be granted for a use or activity which is not otherwise expressly authorized by the zone regularly governing the parcel of property. (MCZC § 21.72.040.)

First, because of special circumstances, strict application of the MCZC setbacks would deprive the Property of privileges enjoyed by other properties in the vicinity and under identical zone classification. Portions of Corral de Tierra Road and SR 68 along the Property are designated critical viewshed. (General Plan, Figure 16.) Toro Area Plan Policy T-3.3 calls for buildings in such areas to be setback 100 feet from these roadways. Unlike the old convenience market, the new convenience market building will be located entirely outside of the 100-foot setbacks from SR 68 and Corral de Tierra Road. However, such placement necessitates a Variance from the rear and side yard setbacks. It would be impossible to locate the building outside the 100-foot front setbacks desired by the Toro Area Plan and also comply with the side and rear yard setbacks imposed by the MCZC. In previously granting a Variance for the former real estate office/convenience market building, the Zoning Administrator found that special circumstances existed on the site, citing the 100-foot viewshed setbacks on two sides. (County File No. ZA-94005.)

Absent Variance relief, the site would have no economically viable developable area and the Phelps Family would be deprived of all economically viable use of the Property. The Property is 29,646 square feet and the zoning allows approximately 14,823 square feet of building site coverage on the site. (MCZC § 21.81.070.) Yet, application of the planning setbacks alone would

Fionna Jensen
September 28, 2023
Page 5

only leave a building site area of 4,025 square feet. As such, the combined planning and zoning setbacks encumber more than 86 percent of the Property and do not leave enough developable land for a commercially viable development.

Second, the Variance would not constitute a grant of special privileges inconsistent with the limitations on other property in the vicinity and zone in which such property is situated. The previous service station and convenience market/real estate office were situated in a similar location on the Property. Moreover, the County previously approved a Variance for setbacks on the Property in 1994, which approval runs with land. In approving that Variance, the Zoning Administrator found that it would not constitute the granting of special privileges because “similar variances have been approved on similarly constrained lots.” (County File No. ZA-94005.) Of the comparably sized properties and uses in the LC zone, the nearby Flowers & Gas and Toro Place Café commercial developments appears to be situated in required setback areas. A list of other commercial developments located nearby is attached hereto as Exhibit D. As such, a Variance from setback requirements for the Project will not constitute a grant of special privileges.

Finally, the uses—a service station and convenience market—are expressly authorized by the LC zoning district subject to securing the appropriate permits. These exact uses previously existed on the Property. Moreover, the Project design is architecturally compatible with the Retail Village as well as the semi-rural setting of the Toro Area. The Project will reduce vehicular trips and add necessary services and convenience shopping to the area consistent with the Property’s long-standing commercial zoning.

Thank you for your consideration of our client’s views on this matter. Please do not hesitate to contact me or Eric Phelps at (831) 214-5362 with any questions regarding this correspondence.

Very truly yours,

RUTAN & TUCKER, LLP


Matthew D. Francois

cc: Eric Phelps
Elisa Cavaliere

EXHIBIT A

In the matter of the application of
Humble Oil & Refining Co.

FINDINGS AND DECISION

for a Use Permit in accordance with Section 32 of Ordinance No. 911, the Zoning Ordinance of the County of Monterey, to allow: a service station on portion of North-east portion of Lot A2, Map of El Toro Rancho, Toro area,

came on regularly for hearing before the Zoning Administrator on November 25, 1966.

Said Zoning Administrator, having considered the application and the evidence presented relating thereto,

FINDINGS OF FACT

FOUND

That the establishment, maintenance, or operation of the use or building applied for will not under the circumstances of the particular case, be detrimental to 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.

DECISION

WHEREFORE; it is the decision of said Zoning Administrator that said application for a Use Permit be granted as shown on the attached sketch, and subject to the following conditions:

1. That no repairs other than minor repairs shall be made on the premises and that all such minor repairs and all automobile services such as lubrication shall be done in an enclosed building.
2. No product shall be sold and no service shall be rendered other than those products and services pertaining directly to the service of automobiles with petroleum products and other accessories such as tires and batteries; that the sale or rental of equipment such as lawn mowers, concrete mixers, automobiles, trucks, trailers, garden equipment or spare parts not installed on the premises, and the conduct of any other commercial enterprise not directly related to the necessary operation of an automobile service station shall be prohibited; that no special service such as upholstery or convertible top replacement shall be conducted on the premises.
3. That no signs, beacons, pennants, flags or other attention getting devices shall be permitted.
4. That the landscaping plan be approved by the Director of Planning.
5. That all landscaped areas shall be continuously maintained in a litter-free, weed-free condition and all plant material shall be continuously maintained in a healthy, growing condition.

6. That a water supply be developed subject to the approval of the Health Officer.
7. That the sewage disposal system be located no closer than 100 feet to the water supply.
8. Provide the Health Officer with the results of a soil boring to (at least) 15 feet depth in the area of the proposed sewage disposal system.
9. Construct standard curb and gutter and paveout along entire frontages.
10. First drive on Corral de Tierra Road to be 100' from Highway 68 property line unless center divider constructed on Corral de Tierra Road for 100' by applicant.

PASSED AND ADOPTED this 25th day of November, 1966.

ROBERT SLIMMON, JR.
ZONING ADMINISTRATOR, COUNTY OF MONTEREY

Copy of this decision was mailed to the applicant on November 28, 1966.

FILE COPY
DO NOT REMOVE

HEALTH OFFICER VIOL.

101-1

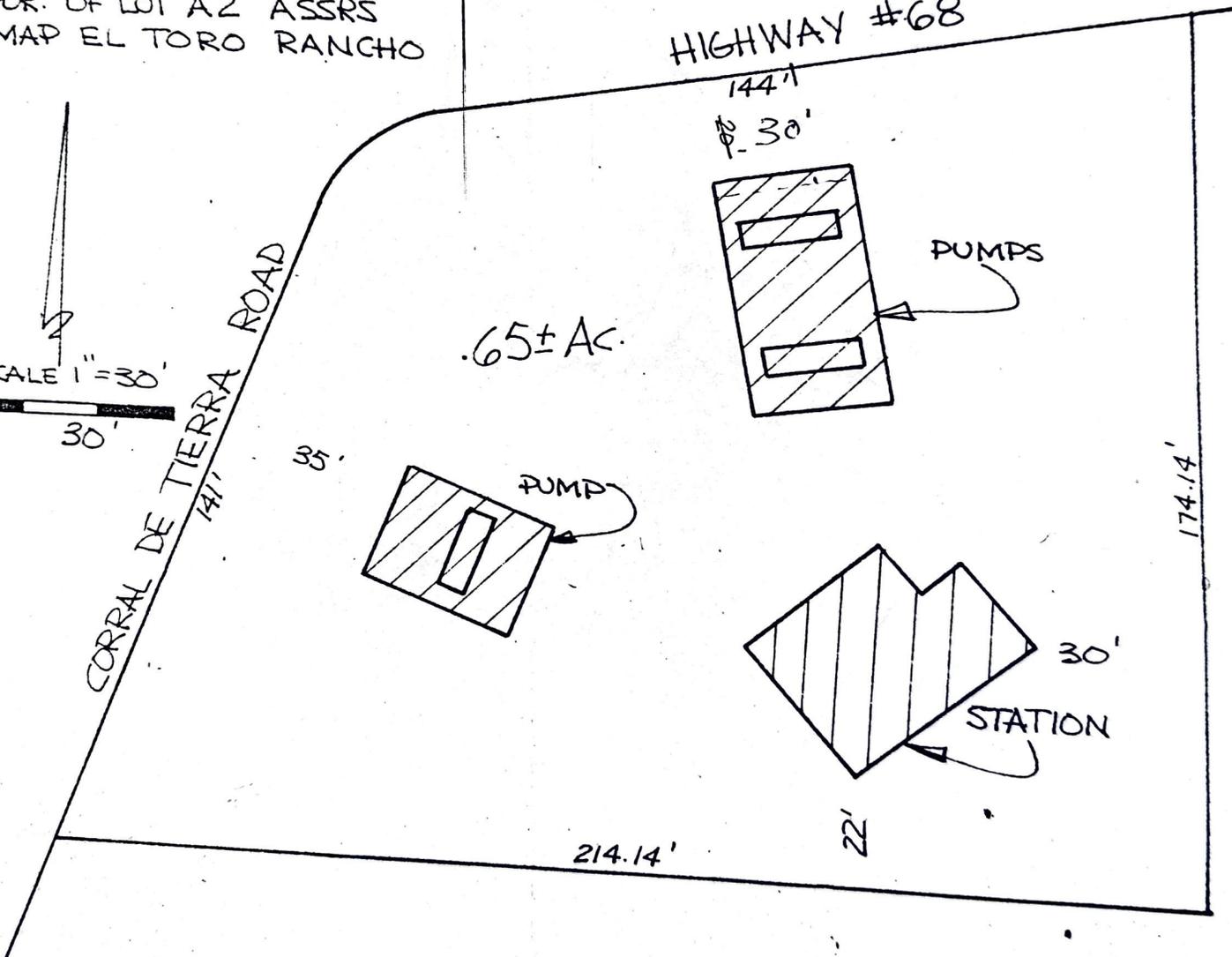
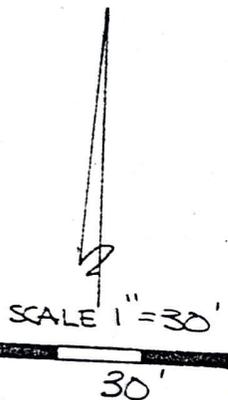
USE PERMIT

SERVICE STATION

(H-I-D-P)

LOCATION
POR. OF LOT A2 ASSRS
MAP EL TORO RANCHO

HIGHWAY #68



I-1023

HUMBLE

Realtor

448

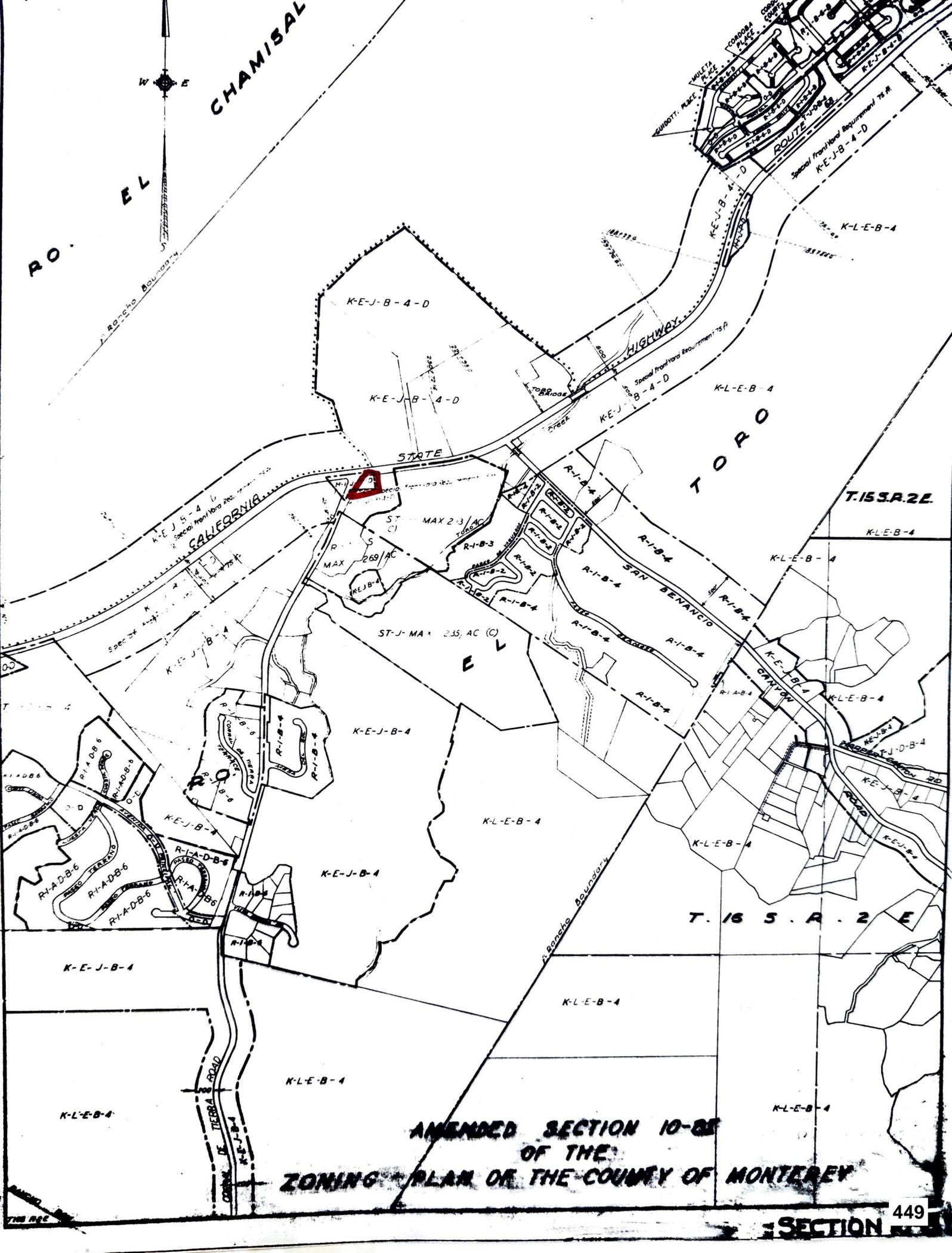
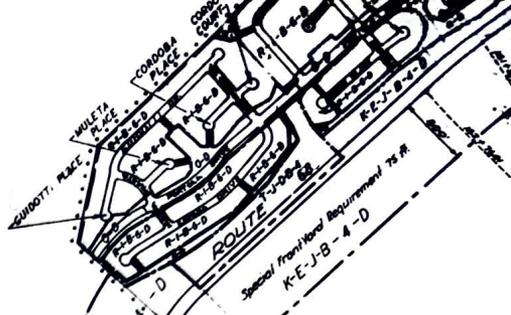
Realtor

CHAMISAL

RO. EL



San Benito Boundary



K-E-J-B-4-D

K-E-J-B-4-D

K-L-E-B-4

KORO

T. 15 S. R. 2 E.

K-L-E-B-4

K-L-E-B-4

ST-J-MAX 235, AC (C)

EV

K-E-J-B-4

K-L-E-B-4

K-E-J-B-4

T. 16 S. R. 2 E.

K-E-J-B-4

K-L-E-B-4

K-L-E-B-4

K-L-E-B-4

K-L-E-B-4

AMENDED SECTION 10-81 OF THE ZONING PLAN OF THE COUNTY OF MONTEREY

EXHIBIT B

DALE ELLIS
ZONING ADMINISTRATOR

COUNTY OF MONTEREY
STATE OF CALIFORNIA

NO. ZA94005

A. P. # 161-571-002-000

FINDINGS AND DECISION

In the matter of the application of
Bill & Nancy Phelps

WHEREAS: The Zoning Administrator pursuant to regulations established by local ordinance and state law, has considered, at public hearing, a Combined Development Permit for Variance from Front Yard Setback Requirements; Administrative Permit for Design Approval, located on Parcel 1 of Lot 2, Assessor's Map, El Toro Rancho, Toro Area, fronting on Corral de Tierra and Highway 68, and

WHEREAS: Said Zoning Administrator having considered the application and the evidence presented relating thereto,

FINDINGS OF FACT

1. FINDING: The project approved by this permit consists of a 342 square foot addition to an existing commercial structure. The subject property is .684 acres in size and is zoned Light Commercial (LC/B-8-D). The Toro Area Plan designates the property as Commercial land use.
EVIDENCE: Materials in file ZA-94005.
2. FINDING: Development on the subject parcel is required to maintain a 100 foot front yard setback on two sides
EVIDENCE: Monterey County Zoning Map Section 18A
3. FINDING: That because of special circumstances applicable to the subject property, namely 100 foot front yard setback requirements on two sides applied to a parcel with a size of .684 acres, the strict application of this ordinance is found to deprive the subject property of privileges enjoyed by other properties in the vicinity and under identical zone classifications.
EVIDENCE: Findings 1 and 2 above.
EVIDENCE: Materials in file ZA-94005.
4. FINDING: That the granting of a variance would not constitute a granting of special privileges inconsistent with the limitations of other properties in the vicinity and zone in which the subject property is located.
EVIDENCE: Similar variances have been approved on similarly constrained lots.
5. FINDING: The project is exempt from CEQA.
EVIDENCE: Materials in file ZA-94005 evaluated against CEQA requirements (section 15301).
6. FINDING: The proposed use of an office and cashier/retail sales area is consistent with the Light Commercial zoning designation and the Monterey County General Plan and Toro Area Plan.
EVIDENCE: Offices and service stations are permitted uses in the Light Commercial zoning district so long as an Administrative Permit is first obtained.

EVIDENCE: The text and policies of the Monterey County General Plan and Toro Area Plan have been evaluated during the course of the review of this application. No conflict or inconsistencies with the text or the policies were found to exist.

7. FINDING: The site is suitable for the use proposed.
EVIDENCE: The project has been reviewed by the Monterey County Planning and Building Inspection Department, Water Resources Agency, Public Works Department and Health Department. There has been no indication from those agencies that the site is not suitable.
EVIDENCE: There are no physical or environmental constraints such as geologic or seismic hazard areas, environmentally sensitive habitats, or similar areas that would indicate the site is not suitable for the use proposed.
8. FINDING: The conditions of approval are appropriate.
EVIDENCE: The conditions are based on the recommendations of the local fire district, the Monterey County Water Resources Agency, Monterey County Health Department and Monterey County Department of Public Works.
9. FINDING: That the establishment, maintenance, or operation of the use or building applied for will not under the circumstances of the particular case, be detrimental to health, safety, peace, morals, comfort, and general welfare of persons residing or working in the neighborhood or to the general welfare of the County.
EVIDENCE: Findings 1 through 8 above.

DECISION

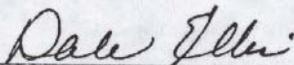
THEREFORE, it is the decision of said Zoning Administrator that said application for a Combined Development Permit be granted, as shown on the attached sketch and subject to the following conditions:

1. That this permit allows for use of the building as a real estate office (area A) and a cashier/retail sales area (area B). (Planning and Building Inspection)
2. That the retail sales area be limited to the sale of soft drinks, snack items, beverages and similar items for the convenience of the travelling public and residents of the area. (Planning and Building Inspection Department)
3. That there be no flags, pennants, banners or similar attention getting devices. (Planning and Building Inspection Department)
4. That any modification to the parking layout be approved by the Zoning Administrator. (Planning and Building Inspection Department)
5. That any modifications to the landscaping and/or fencing be approved by the Zoning Administrator. (Planning and Building Inspection Department)
6. The property owner agrees as a condition of the approval of this permit to defend at his sole expense any action brought against the County because of the approval of this permit. The property owner will reimburse the County for any court

costs and attorneys' fees which the County may be required by a court to pay as a result of such action. County may, at its sole discretion, participate in the defense of any such action; but such participation shall not relieve applicant of his obligations under this condition. Said indemnification agreement shall be recorded upon demand of County Counsel or prior to the issuance of building permits or use of the property, whichever occurs first. (Planning and Building Inspection Department)

7. The applicant shall record a notice which states: 'A Variance permit (Resolution # ZA94005) was approved by the Monterey County Zoning Administrator for Assessor's Parcel number 161-571-002-000 on February 24, 1994. The permit was granted subject to 7 conditions of approval which run with the land. A copy of the permit is on file with the Monterey County Planning and Building Inspection Department.' Proof of recordation of this notice shall be furnished to the Director of Planning and Building Inspection prior to issuance of building permits or commencement of the use. (Planning and Building Inspection Department)

PASSED AND ADOPTED this 10th day of March, 1994.



DALE ELLIS, AICP
ZONING ADMINISTRATOR

COPY OF THIS DECISION WAS MAILED TO THE APPLICANT ON **MAR 17 1994**

IF ANYONE WISHES TO APPEAL THIS DECISION, AN APPEAL FORM MUST BE COMPLETED AND SUBMITTED TO THE CLERK TO THE BOARD OF SUPERVISORS ALONG WITH THE APPROPRIATE FILING FEE ON OR BEFORE **MAR 27 1994**

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 the Monterey County Planning and Building Inspection Department office in Salinas.

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

EXHIBIT C

BRIAN FINEGAN
A PROFESSIONAL CORPORATION
ATTORNEY AT LAW
SIXTY WEST ALISAL STREET, SUITE 1
POST OFFICE BOX 2058
SALINAS, CALIFORNIA 93902

AREA CODE 831
SALINAS TELEPHONE 757-3641
MONTEREY TELEPHONE 375-9652
FACSIMILE 757-9329
E-MAIL brian@bfinegan.com

May 6, 2002

Mr. Luis Osorio
Monterey County Planning and
Building Inspection Department
2620 1st Avenue
Marina, California 93933

Re: Omni Resources Ltd. - APN 161-571-002

Dear Luis:

As you and I discussed yesterday at our pre-application meeting, the gasoline service state located at the corner of Highway 68 and Corral de Tierra Road, owned by Omni Resources, Ltd., is now temporarily closed. The purpose of the closure is to remove the existing underground storage tanks in accordance with the regulations of the Monterey County Environmental Health Department.

You are aware that the property owner is submitting an application to reconstruct a new service station on the site. Until the permit and design for the new station is approved by the County, it is not possible to install the new tanks because their location cannot be established.

The purpose of this letter is to make clear for the record that Omni Resources Ltd. is not abandoning the service station use at this site is being closed temporarily in order to comply with the law requiring removal of the existing storage tanks, and it is the intention of the owner to construct a new service station on the site just as soon as the permits and approvals are obtained from the County.

Very truly yours,



Brian Finegan

cc: Mr. Phelps

EXHIBIT D

**PROPERTIES WITHIN TORO AREA PLAN AREA
WITH COMMERCIAL LAND USE DESIGNATION**

1. 273 River Road (APN 139-021-006) – River Road Exxon

General Plan: Commercial
Zoning: HC-D
Size: 2 AC
Current Use: Gas Station, Convenience Store and Retail Center

2. 100 River Road (APN 139-221-024) – Correy House

General Plan: Commercial
Zoning: LC-HR
Size: 1.59 AC
Current Use: Hotel Resort

3. 1831 Portola Drive (APN 161-011-061) Portola Center (old CHP Building)

General Plan: Commercial
Zoning: LC-D
Size: 1.8 AC
Current Use: Offices

4. 19040 Portola Drive (APN 161-021-021) – Blazer Wilkinson

General Plan: Commercial
Zoning: VO-D
Size: 1 AC
Current Use: Offices

5. 19045 Portola Drive (APN 161-021-018) – Trident

General Plan: Commercial
Zoning: VO-D
Size: 0.61 AC
Current Use: Offices

6. 19000 Portola Drive (APN 161-021-012) – Backus Properties & Church Brothers

General Plan: Commercial
Zoning: VO-D
Size: 0.82 AC
Current Use: Offices

7. **19065 Portola Drive (APN 161-021-022) – Portola Plaza**

General Plan: Commercial
Zoning: LC-D
Size: 1.5 AC
Current Use: Offices

8. **15885 Toro Hills Ave (APN 161-041-048) – Steinbeck Peninsula Equine Clinics**

General Plan: Commercial
Zoning: LC-D
Size: 4.66 AC
Current Use: Large Animal Veterinary Hospital

9. **22760 Portola Drive (APN 161-293-012) – Toro Shopping Center & 7-11 Convenience Store & Gas Station**

General Plan: Commercial
Zoning: LC-D
Size: 3.26 AC
Current Use: Gas Station, Convenience Store and Retail Center

10. **22722 Portola Drive (APN 161-293-012) – Toro Park Animal Hospital**

General Plan: Commercial
Zoning: LC-D
Size: 0.536 AC
Current Use: Small Animal Veterinary Hospital

11. **22730 Portola Drive (APN 161-293-004) – former Warren’s Martial Arts Building**

General Plan: Commercial
Zoning: LC-D
Size: 0.41 AC
Current Use: Vacant

12. **663 Monterey Salinas Hwy (APN 161-011-005) – Toro Place Café & Castle Rock Coffee**

General Plan: Commercial
Zoning: LC-VS(20)
Size: 0.52 AC
Current Use: Restaurant & Coffee Shop

**13. 2 Corral de Tierra Road (APN 161-641-017, 161-641-018, 161-641-019) – Hwy 68
Flowers & Gas, Corral Market & Deli**

General Plan: Commercial
Zoning: LC-D
Size: 1.64 AC
Current Use: Gas Station, Market, Other

**14. 5 Corral de Tierra Road (APN 161-571-003, 161-581-001)-Corral de Tierra
Neighborhood Retail Village**

General Plan: Commercial
Zoning: LC-B-8-D
Size: 10.98 AC
Current Use: Vacant, but entitled for Corral de Tierra Neighborhood Retail
Village

Exhibit H

This page intentionally left blank.

August 17, 2023
 Revised November 6, 2023

WE# 1282.00

Mr. Eric Phelps
 Phelps Family – Omni Resource, LLC
 19045 Portola Drive Suite F-2
 Corral de Tierra, CA 93908

Via email: eric@cdtrealty.com

**Re: Corral de Tierra Fueling Station
 Annual Water Use Calculation**

Dear Mr. Phelps:

As per your request, in the table below we have estimated the potable water use anticipated for the proposed Corral de Tierra Fueling Station. We have followed Rule 24 of the Monterey Peninsula Water management District (MPWMD) methodology for determining water use capacity along with the estimated landscape water use calculated by Conceptual design and planning company (CDPC) in their letter dated August 17, 2023.

When a Non-Residential Project proposes two or more of the uses set forth in Table 2, each proposed use shall be subject to a separate calculation. A gas station with a retail facility would be subject to both the gas station use by pump and the retail use by square-footage. All factors are as provided in their published *Non-Residential Water Use Factors*, Group I and Group III respectively.

Proposed Use	Measure	Unit	Multiplier	Water Use (ac-ft / yr)
Convenience Store	3,077	sq. ft	0.00007 AF/SF	0.2154
Gas Station	6	pumps	0.0913 AF/pump	0.5478
SubTotal				0.7632 AFY
Landscaping ¹ (ETWU)	Per CDPC MWEL0		25744 GPY	0.0791
Total with Landscaping				0.8423 AFY

If you have any questions or need more information, please contact me at (831) 649-5225.

Sincerely,



Richard P. Weber, P.E., L.S.
 Principal
 RCE 55219

¹ Conceptual Design and Planning Company dated August 17, 2023.

MEMORANDUM

DATE: 12/5/2023

TO: Nicki Fowler
 Monterey County Health Department, Environmental Health Bureau

FROM: Whitson Engineers

SUBJECT: Corral de Tierra Gas Station – Estimated Existing Annual Water Use Calculation

Dear Ms. Fowler,

Pursuant to your request, we have provided our calculations for estimating the existing water use for the existing Corral de Tierra Gas station located at the southeast corner of State Route 68 and Corral de Tierra Road. We utilized MPWMD methodology for the existing 6 pumps @ 0.0913 AFY/Pump or 0.548 AFY, 1700 SF of the service station at 0.00021 AFY (based upon the waste fixtures which are not water conserving; see footnote * below). Irrigation demand was based upon the SLIDE calculation (@ 0.310 AFY) for the ornamental planting and lawn areas of the existing site. The breakdown calculation are shown below.

Convenience Mart				
	1700 SF	0.00021	0.357 AFY	*
	6 Pumps	0.0913	0.548 AFY	**
	Landscape (SLIDE Equation)		0.310 AFY	***
	Total Estimated Water Usage		1.215 AFY	
			1,084 GPD	

NOTE: This follows the same methodology that MPWMD outlines in combining the use of both the gas station and convenience portion of the project

* MPWMD Factor of 0.0007 is based upon low flow 1.3 GPF Toilets. Existing Station had 3.6-7.0 GPF toilets and non-water efficient basins. Assumed a water factor demand factor of 3x yields 3x0.0007 or 0.00021

** Per MPWMD Non-Residential Group III Factor of 0.0913 per pump (2014)

*** SLIDE Equation; see next worksheet

Slide Equation for Landscape Use

Landscaping (Lawn & Bedding Plants)				
SLIDE equation				
Landscape Water Demand (gal.) = $ET_o \times PF \times LA \times 0.62$:				
Eto	46.3	(year)	(Zone 3)	
PF	0.8	Table 1		
LA	4374	SF		
	0.623	inches of water to Gallons		
	100934	GPY		
	0.310	AFY		
	277	GPD		

If you have any questions or need additional information, please contact me at (831) 649-5225.

Sincerely,
Whitson Engineers



Richard P. Weber, PE, PLS, QSD | Principal
 RCE 55219
 LS 8002

Hydrogeologic Evaluation

Corral de Tierra Fueling Station Project Application

Technical Review from Monterey County Water Resources Agency



Project Overview	
Project Name	Corral de Tierra Fueling Station
Address	1 Corral De Tierra Road, Salinas, CA
Parcel Number	161-571-002-000
PLN	PLN220348
Prepared By	Ricardo Carmona, P.G.

Title 19 Evaluation

The following summarizes if the Comprehensive Hydrogeologic Evaluation (Report) contains all the elements required in Title 19 of the Monterey County Code. Requirements for Comprehensive Hydrogeologic Investigations can be found in 19.03.015.L.3 for standard subdivisions; 19.05.040.L.3 for vesting tentative maps; and in 19.07.020.K.3 for preliminary project reviews in residential allocation zones.

Finding: The Report states that the water intensification associated to the proposed project qualifies to be considered a “de minimis” increase in water use. The Report provides Water Demand and Water Balance evaluations, as well as Adequacy of Water Supply findings and conclusions, as outlined in Title 19 of the Monterey County Code.

Baseline Water Demand

Agency Staff reviewed the Baseline Water Demand presented in the Report. Comments are summarized below.

- Water Demand is estimated at 0.8423 AFY.
- Water Balance is estimated at -0.3975 AFY

Long Term Water Supply Evaluation

Agency Staff reviewed the method used to evaluate the project’s long term water supply. At this time, Monterey County has not adopted policy defining long term sustainable water supply

Finding: The report provides Water Quality results for Nitrate and Nitrite are below MCLs. The report also documents the existing well’s pumping capacity, it deems its adequacy to meet the water demand and states the long term water supply availability of the proposed project.

Additional Comments

The report’s Water Balance estimation is limited to a comparison between net water use of the former facility that was demolished in the early 2000s and the proposed project; it lacks other inflow/outflow aspects of the water balance evaluation.

Prepared By: Ricardo Carmona, P.G.

Date: 8/29/2024

Reviewed By: Amy Woodrow
Amy Woodrow, PG – Hydrologist

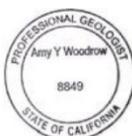


Exhibit I

This page intentionally left blank.



HEXAGON TRANSPORTATION CONSULTANTS, INC.

Corral de Tierra Fueling Station

Transportation Analysis Report

Prepared for:

Phelps Family – Omni Resource, LLC

October 4, 2024



Hexagon Transportation Consultants, Inc.

Hexagon Office: 100 Century Center Court, Suite 501

San Jose, CA 95112

Hexagon Job Number: 19GB64

Phone: 408.971.6100

Client Name: Mr. Eric Phelps

San Jose • Gilroy • Pleasanton

www.hextrans.com

Areawide Circulation Plans Corridor Studies Pavement Delineation Plans Traffic Handling Plans Impact Fees Interchange Analysis Parking
Transportation Planning Traffic Calming Traffic Control Plans Traffic Simulation Traffic Impact Analysis Traffic Signal Design Travel Demand Forecasting

Table of Contents

Executive Summary	i
1. Introduction	1
2. Vehicle Miles Traveled Analysis	10
3. Existing Conditions	11
4. Background Conditions	18
5. Project Conditions	22
6. Cumulative Conditions.....	33
7. Other Transportation Issues	39

Appendices

Appendix A	Traffic Counts
Appendix B	Volume Summary
Appendix C	Intersection Level of Service Calculations
Appendix D	SR 68 Corridor Improvements
Appendix E	ITE Pass-by Rates for Convenience Store/Gas Station

List of Tables

Table ES-1	Intersection Level of Service Summary	iv
Table 1	Signalized Intersection Level of Service Definitions Based on Delay	6
Table 2	Unsignalized Intersection Level of Service Based on Delay.....	7
Table 3	Intersection Collision Data.....	12
Table 4	Existing Level of Service Summary	13
Table 5	Approved Projects	19
Table 6	Background Level of Service Summary	21
Table 7	Trip Generation Estimates.....	23
Table 8	Existing Plus Project Level of Service Summary.....	28
Table 9	Background Plus Project Level of Service Summary	32
Table 10	Pending Projects	34
Table 11	Cumulative Plus Project Level of Service Summary	38
Table 12	Queuing Analysis	41

List of Figures

Figure 1	Site Location and Study Intersections	3
Figure 2	Proposed Project Site Plan	4
Figure 3	Existing Bicycle Facilities	14
Figure 4	Existing Lane Configurations	15
Figure 5	Existing Intersection Traffic Volumes	16
Figure 6	Background Traffic Volumes	20
Figure 7	Project Trip Distribution.....	24
Figure 8	Primary Trip Assignment.....	25
Figure 9	Pass-by Trip Assignment.....	26
Figure 10	Total Project Trip Assignment	27
Figure 11	Existing Plus Project Traffic Volumes	29
Figure 12	Background Plus Project Traffic Volumes	30
Figure 13	Cumulative No Project Traffic Volumes.....	35
Figure 14	Cumulative Plus Project Traffic Volumes	36

Figure 15 Fuel Delivery Truck Turning Path..... 43
Figure 16 Fire Truck Turning Path 44

Executive Summary

This report presents the results of the transportation impact analysis (TIA) conducted for a proposed fueling station to be located on the southeast corner of the intersection of Corral de Tierra Road and SR 68 at 1 Corral de Tierra Road in Corral de Tierra, Monterey County, CA. The project proposes to build a fueling station with 12 fuel stations and a convenience store. Access to the project site would be provided via one right-in-right out only driveway on SR 68, one right-in-right out only driveway to the north on Corral de Tierra Road, and a full access driveway to the south on Corral de Tierra Road. The right-in-right out driveway on SR 68 and the full access driveway on Corral de Tierra Road would provide access to the fueling station via internal driveways from the future Corral de Tierra Neighborhood Retail Village and would be built prior to the shopping village. Previously, there was a fueling station on the project site with the same number of fueling stations as proposed by the project. Access to the prior fueling station used to be via two driveways on SR 68 and two driveways on Corral de Tierra Road. Based on coordination with Monterey County and Caltrans staff, the driveways on SR 68 to the previous fueling station would be removed and access from SR 68 would be provided via the right-in-right out only driveway that is proposed at least 300 feet to the east of the SR 68 & Corral de Tierra Road intersection which is approved as part of the future Corral de Tierra Neighborhood Retail Village.

The study includes an analysis of the traffic operational effects of the project on the key intersections in the vicinity of the site and a review of site access and on-site circulation.

VMT Analysis

Transportation impacts under CEQA are evaluated using vehicle miles traveled (VMT). Monterey County has not yet adopted standards for VMT analysis. Therefore, recommendations from the Governor's Office of Planning and Research (OPR) were used for this study. The project would be considered a local-serving retail use (less than 50,000 square feet). Therefore, its VMT impact is considered less than significant according to State guidelines.

Local Transportation Analysis

A traffic operations analysis and review of site access and circulation analysis was conducted to quantify the number of trips generated by the project and identify any potential traffic operational issues. This analysis was performed solely for traffic operational purposes and not for the purposes of CEQA since VMT is the sole basis on which to identify and address environmental impacts under CEQA.

Project Trip Estimates

Vehicle trips generated by the project were estimated using the trip rates published in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual, 11th Edition* (2021) for "Convenience Store/Gas Station" (Land Use 945) located in a general Urban/Suburban area. The project is estimated to generate 3,181 vehicle trips daily, including 193 vehicle trips (97 in and 96 out) in the AM peak hour and 221 vehicle trips (111 in and 110 out) in the PM peak hour.

A pass-by trip reduction of 62 percent to AM peak hour trips and 56 percent to PM peak hour trips was applied to the trip generation. Trip reduction percentages were obtained from the ITE *Trip Generation Handbook, 3rd Edition*. After applying the pass-by trip reductions, the project would generate 73 new primary vehicle trips occurring during the AM peak hour and 97 new primary vehicle trips occurring during the PM peak hour.

Intersection Level of Service Analysis

Intersection Operations

The intersection delay and LOS for the study intersections are summarized in Table ES 1. Under existing conditions, the analysis shows that the intersection of San Benancio Road/SR 68 currently operates at LOS F during the AM peak hour and would continue to operate at LOS F with the proposed project.

Under background conditions, the analysis shows that the intersection of Corral de Tierra/SR 68 would operate at LOS F during the PM peak hour and the intersection of San Benancio Road/SR 68 would operate at LOS F during the AM peak hour. Both intersections would continue to operate at LOS F with the addition of project traffic under background plus project conditions.

The California Department of Transportation (Caltrans) in partnership with the Transportation Agency for Monterey County (TAMC) is proposing to improve traffic operations and reduce collisions with wildlife on an approximately nine-mile stretch of SR 68 in Monterey County by modifying the design of nine intersections from Josselyn Canyon Road to San Benancio Road via the Scenic Route 68 Corridor Improvements Project. The Draft Environmental Impact Report (EIR) for the SR 68 Corridor Improvements Project was released for public review in November 2023. Two build alternatives are being evaluated in the EIR as described below.

Build Alternative 1 – Roundabouts

Build Alternative 1 is proposing to convert all nine signalized intersections along the nine-mile stretch of the SR 68 corridor to roundabouts. Eight of the proposed nine roundabouts including the intersection of Corral de Tierra Road were analyzed for single lane roundabouts.

Build Alternative 2 – Signal and Lane Modifications

Build Alternative 2 would improve the nine existing intersections with modifications to lane configurations and upgrades to signal equipment.

All study intersections along SR 68 analyzed in this report are identified for improvements in the Scenic Route 68 Corridor Improvements Project. The draft EIR concludes that traffic operations would be improved under both Build Alternative 1 and Build Alternative 2 compared to the No Build alternative which would retain existing traffic controls and lane configurations under existing conditions. The project will be required to pay the Regional Development Impact Fee (RDIF). Payment of the RDIF by the project would satisfy the project's fair share contribution towards the implementation of Scenic Route 68 Corridor Improvements Project.

Cumulative conditions without and with the project were analyzed with both build alternatives identified in the Scenic Route 68 Corridor Improvements Project. The analysis shows that all study intersections along SR 68 would operate at LOS E or F during at least one of the peak hours under Build Alternative 1 without and with the project. Under Build Alternative 2, the analysis shows that all study intersections along SR 68 would operate at LOS D or better without and with the project.

Site Access and On-Site Circulation

The existing site has four driveways: two on Corral de Tierra Road and two on SR 68. The site plan shows that the project would close all four driveways and construct two new driveways on Corral de Tierra Road, south of the existing driveways and one right-in-right out only driveway on SR 68. The site plan also shows that there would be a short center median on Corral de Tierra Road near the project's northern driveway to prohibit left turns into and out of the fueling station. Prohibiting left turns at this driveway would ensure that queues would not block the Corral de Tierra/SR 68 intersection. The median would still allow left turns for the commercial property across the street. The southern driveway on Corral de Tierra Road would be a full access driveway that would allow left turns in and out of the project site. The driveway on SR 68 would be restricted to right-in and right-out only movements. The full access driveway on Corral de Tierra Road and the right-in-right out driveway on SR 68 would provide access to the fueling station via a reciprocal easement agreement through internal driveways from the future Corral de Tierra Neighborhood Retail Village and would be built prior to the shopping village.

Traffic Operations at Project Driveways

Northern Project Driveway

As shown in the level of service summary tables, the outbound trips are expected to have a vehicular delay of 11.1 seconds during the AM peak hour and 11.3 seconds during the PM peak hour. The analysis shows that this driveway would sometimes be blocked by the northbound vehicular queue at the Corral de Tierra/SR 68 signal.

Southern Project Driveway

The southbound left-turn trips into the project are expected to have a vehicular delay of 8.6 seconds per vehicle and 11.6 per vehicle during the AM and PM peak hours with a 95th percentile queue of no more than one vehicle. As shown in the level of service summary tables, the outbound trips are expected to have a vehicle delay of 20.2 seconds during the AM peak hour and 30.8 seconds during the PM peak hour. The analysis shows that the northbound vehicular queues at the Corral de Tierra Road/SR 68 intersection would generally not extend past the proposed southern driveway.

Truck Access and Circulation

Garbage bins are shown on the site plan east of the fueling stations. Garbage trucks could enter the site from the Corral de Tierra Road driveways and exit via the driveway on SR 68 or the driveways on Corral de Tierra Road by turning around on-site.

The underground gasoline storage tank openings are shown along the northern edge of the site. During fuel deliveries, the fuel tanker would park along the northern edge of the site, which would not block any of the fueling stations or drive aisles. A fuel delivery truck would enter from the southern Corral de Tierra Road driveway, go through the internal drive aisle and around the fueling station, and exit via the northern driveway or the driveway on SR 68. Fuel deliveries would occur infrequently and are typically scheduled for off-peak hours. Fire trucks would travel a similar path to the fuel delivery truck, except on site. On site, fire trucks would go between the fueling stations and the parking spaces in front of the convenience store before exiting the site via the northern driveway or the driveway on SR 68.

**Table ES 1
Intersection Level of Service Summary**

ID	Intersection	Control ¹	Peak Hour	Existing		Existing Plus Project		Background		Background Plus Project		Cumulative		Cumulative Plus Project			
				Avg. Delay ²	LOS												
1	Corral de Tierra Road and Project Southern Driveway	OWSC	AM	N/A	N/A	16.5	C	15.6	B	20.2	C	15.9	C	20.5	C		
			PM	N/A	N/A	13.9	B	21.3	C	30.8	D	21.7	C	31.6	D		
2	Corral de Tierra Road and Project Northern Driveway	OWSC	AM	N/A	N/A	10.8	B	N/A	N/A	11.1	B	N/A	N/A	11.2	B		
			PM	N/A	N/A	9.5	A	N/A	N/A	11.3	B	N/A	N/A	11.3	B		
3	Corral de Tierra Road and SR 68	Existing (Signal)	AM	28.6	C	29.9	C	45.5	D	44.7	D	>80	F	>80	F		
			PM	48.9	D	54.8	D	>80	F	>80	F	>80	F	>80	F		
		Alt 1 (Rbt)	AM	N/A	N/A	>80	F	>80	F								
			PM	N/A	N/A	>80	F	>80	F								
		Alt 2 (Signal)	AM	N/A	N/A	26.4	C	27.1	C								
			PM	N/A	N/A	31.2	C	37.7	D								
4	San Benancio Road and SR 68	Existing (Signal)	AM	>80	F												
			PM	20.3	C	20.4	C	26.9	C	27.3	C	67.9	E	68.7	E		
		Alt 1 (Rbt)	AM	N/A	N/A	>80	F	>80	F								
			PM	N/A	N/A	79.9	F	>80	F								
		Alt 2 (Signal)	AM	N/A	N/A	43.7	D	44.2	D								
			PM	N/A	N/A	25.3	C	25.6	C								
5	Laureles Grade and SR 68	Existing (Signal)	AM	12.8	B	13.1	B	13.7	B	14.1	B	62.9	E	65.1	E		
			PM	31.2	C	32.4	C	41.0	D	43.3	D	>80	F	>80	F		
		Alt 1 (Rbt)	AM	N/A	N/A	>80	F	>80	F								
			PM	N/A	N/A	62.9	F	68.6	F								
		Alt 2 (Signal)	AM	N/A	N/A	10.3	B	10.5	B								
			PM	N/A	N/A	22.7	C	23.4	C								
6	Pasadera Road and SR 68	Existing (Signal)	AM	12.7	B	12.7	B	13.6	B	13.7	B	52.0	D	52.6	D		
			PM	26.3	C	26.7	C	32.3	C	33.0	C	>80	F	>80	F		
		Alt 1 (Rbt)	AM	N/A	N/A	>80	F	>80	F								
			PM	N/A	N/A	37.1	E	37.9	E								
		Alt 2 (Signal)	AM	N/A	N/A	10.2	B	10.2	B								
			PM	N/A	N/A	11.8	B	11.8	B								
7	York Road and SR 68	Existing (Signal)	AM	8.9	A	8.9	A	9.5	A	9.5	B	30.1	C	30.2	C		
			PM	32.2	C	32.5	C	39.1	D	39.6	D	61.4	E	61.7	E		
		Alt 1 (Rbt)	AM	N/A	N/A	>80	F	>80	F								
			PM	N/A	N/A	31.4	D	31.7	D								
		Alt 2 (Signal)	AM	N/A	N/A	8.4	A	8.4	A								
			PM	N/A	N/A	10.7	B	10.7	B								

Notes:

1. Control Type Definitions: OWSC = One-Way Stop Control, Rbt = Roundabout, N/A = Not Analyzed.

2. Intersection level of service for OWSC intersection is represented by the delay for the stop controlled approach. Intersection level of service for all other control types is represented by average delay for all movements. The OWSC intersections are the project driveways, and therefore, do not have an existing intersection.

1. Introduction

This report presents the results of the transportation analysis (TA) conducted for a proposed fueling station to be located on the southeast corner of the intersection of Corral de Tierra Road and Highway 68 at 1 Corral de Tierra Road in Corral de Tierra, Monterey County, CA (see Figure 1). The project proposes to build a fueling station with 12 fuel stations and a convenience store. Access to the project site would be provided via one right-in-right out only driveway on SR 68, one right-in-right out only driveway to the north on Corral de Tierra Road, and a full access driveway to the south on Corral de Tierra Road (see Figure 2). The right-in-right out driveway on SR 68 and the full access driveway on Corral de Tierra Road would provide access to the fueling station via internal driveways from the future Corral de Tierra Neighborhood Retail Village and would be built prior to the shopping village. Previously, there was a fueling station on the project site with the same number of fueling stations as proposed by the project. Access to the prior fueling station used to be via two driveways on SR 68 and two driveways on Corral de Tierra Road. Based on coordination with Monterey County and Caltrans staff, the driveways on SR 68 to the previous fueling station would be removed and access from SR 68 would be provided via the right-in-right out only driveway that is proposed at least 300 feet to the east of the SR 68 & Corral de Tierra Road intersection which is approved as part of the future Corral de Tierra Neighborhood Retail Village.

Scope of Study

The purpose of the study is to satisfy the requirements of the County of Monterey, Caltrans, and the California Environmental Quality Act (CEQA). Per California Senate Bill 743 (SB 743) and CEQA Guidelines, the study evaluates the project's impact on vehicle miles traveled (VMT). The study also includes a local transportation analysis (LTA) that evaluates the project in accordance with the standards and methodologies set forth by the County of Monterey and Caltrans.

Vehicle Miles Traveled (VMT) Analysis

Transportation impacts under CEQA are evaluated exclusively using vehicle miles traveled (VMT). At the time of this report Monterey County is undertaking a process of updating its significance thresholds to be consistent with SB 743 but has not released draft thresholds. In the absence of a County policy with numeric thresholds, this study utilizes OPR guidelines in analyzing VMT.

Local Transportation Analysis

The Local Transportation Analysis (LTA) includes a level of service (LOS) analysis of the project on the key intersections in the project area. The LTA also includes a site plan review.

Although not required by CEQA, County guidelines require all projects to measure intersection operations (LOS) and to provide improvements or address project related operational deficiencies.

Thus, this report contains a local transportation analysis to evaluate the project's consistency with the level of service standards set forth in the County General Plan and to identify feasible improvements to remedy any deficiencies. Study intersections along SR 68 are controlled by Caltrans, and impacts are based on VMT rather than LOS. LOS for the SR 68 intersections is analyzed for informational purposes only.

Study Intersections

1. Corral de Tierra Road & Project Southern Driveway (future unsignalized)
2. Corral de Tierra Road & Project Northern Driveway (future unsignalized)
3. Highway 68 & Corral de Tierra Road
4. Highway 68 & San Benancio Road
5. Highway 68 & Laureles Grade
6. Highway 68 & Pasadera Road
7. Highway 68 & York Road

Traffic conditions at the study intersections were analyzed for the weekday AM and PM peak hours of commute traffic. In the study area, the AM peak hour typically occurs between 7:00 AM and 9:00 AM, and the PM peak hour typically occurs between 4:00 PM and 6:00 PM. These are the peak commute hours during which most traffic congestion occurs on the roadway network.

Traffic conditions were evaluated for the scenarios described below.

- Scenario 1:** *Existing Conditions.* Existing traffic volumes at the study intersections were based on traffic counts conducted in May 2023. The study intersections were evaluated with a level of service analysis using Synchro software in accordance with the HCM 7th Edition Highway Capacity Manual methodology.
- Scenario 2:** *Background Conditions.* Background conditions were estimated by adding to existing traffic volumes the project traffic from approved but not yet completed and occupied developments in the study area. Approved project trips and approved project trip information were obtained from previous traffic studies. In addition, roadway improvements associated with the approved developments were assumed based on previous studies.
- Scenario 3:** *Existing plus Project Conditions.* Existing plus project traffic volumes were estimated by adding to existing traffic volumes the traffic generated by the proposed project. Existing plus project conditions were evaluated relative to existing conditions in order to determine the effects the project would have on the existing roadway network.
- Scenario 4:** *Background Plus Project Conditions.* Background traffic volumes with the project were estimated by adding to background traffic volumes the additional traffic generated by the project. Background plus project conditions were evaluated relative to background conditions in order to determine potential project operational deficiencies.
- Scenario 5:** *Cumulative No Project Conditions.* Cumulative no project traffic volumes were estimated by adding vehicle trips from "approved but not yet built" and "not occupied" development projects, and vehicles trips from pending development projects in the study area.
- Scenario 6:** *Cumulative plus Project Conditions.* Cumulative plus project traffic conditions were estimated by adding to the cumulative no project volumes, the additional traffic generated by the project. Cumulative plus project conditions were evaluated relative to cumulative no project conditions to determine potential operational deficiencies.

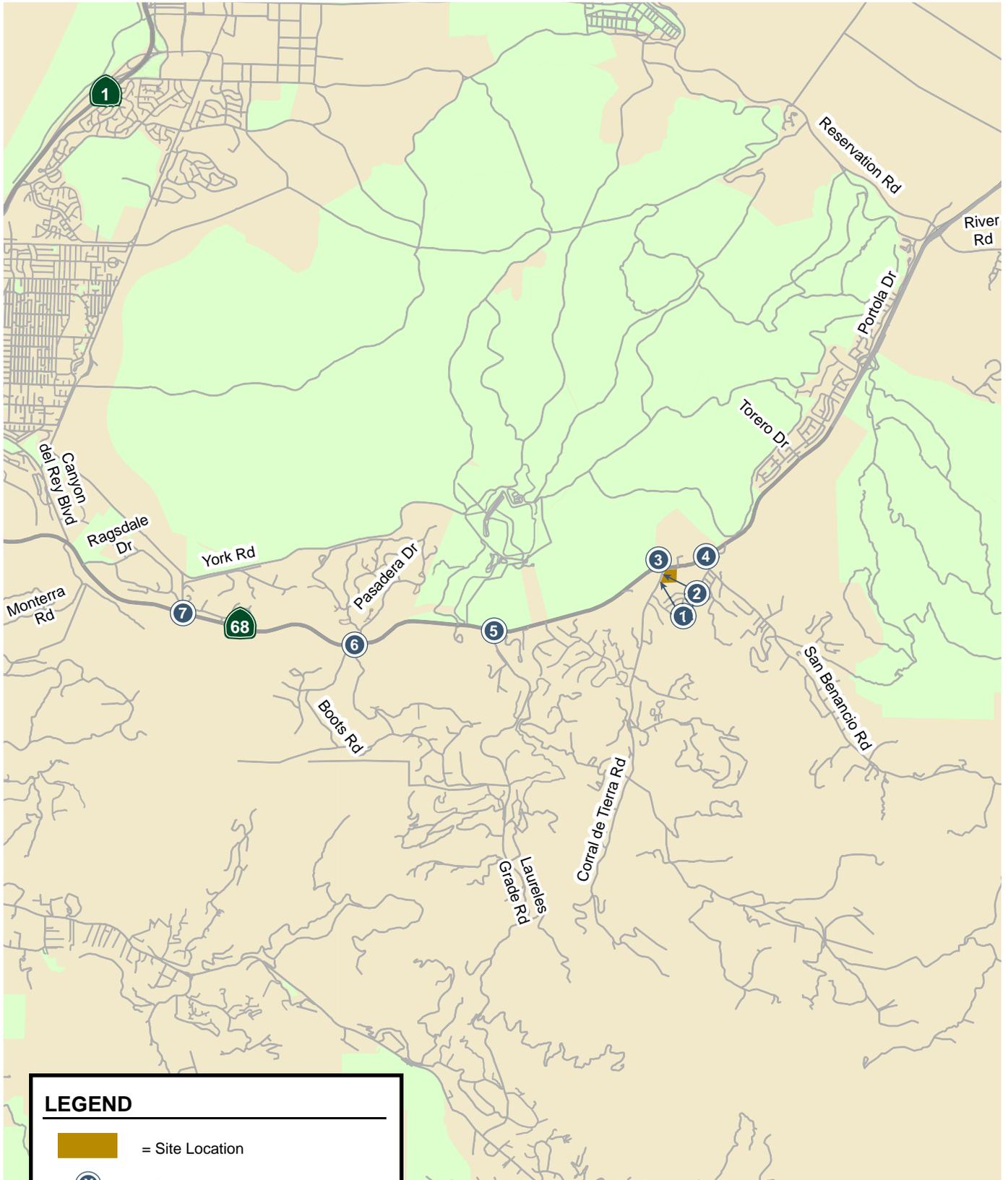


Figure 1
Site Location and Study Intersections

Intersection Operations Analysis Methodology

This section presents the methods used to determine the traffic conditions for each scenario described above. It includes descriptions of the data requirements, the analysis methodologies, and the applicable level of service standards.

Data Requirements

The data required for this traffic study were obtained from Monterey County, Institute of Transportation Engineers' (ITE) *Trip Generation Manual, 11th Edition (2021)*, field observations, and previous traffic studies. The following data were collected from these sources:

- Existing traffic volumes,
- Existing lane configurations,
- Signal timing and phasing,
- Applicable trip generation rates, and
- Approved projects information.

Level of Service Standards and Analysis Methodologies

Traffic conditions at the study intersections were evaluated using level of service (LOS). *Level of Service* is a qualitative description of operating conditions ranging from LOS A, or free-flow conditions with little or no delay, to LOS F, or jammed conditions with excessive delays.

Signalized Intersections

The County of Monterey evaluates level of service at signalized intersections based on the *Highway Capacity Manual (HCM)* level of service methodology using Synchro software. The HCM method evaluates signalized intersection operations on the basis of average control delay time for all vehicles at the intersection. With specified exceptions, the County of Monterey level of service standard for signalized study intersections is LOS D or better, based on Policy C-1.1 of the Monterey County General Plan. The correlation between average control delay and level of service is shown in Table 1.

Table 1
Signalized Intersection Level of Service Definitions Based on Delay

Level of Service	Description	Average Control Delay Per Vehicle (sec.)
A	Signal progression is extremely favorable. Most vehicles arrive during the green phase and do not stop at all. Short cycle lengths may also contribute to the very low vehicle delay.	10.0 or less
B	Operations characterized by good signal progression and/or short cycle lengths. More vehicles stop than with LOS A, causing higher levels of average vehicle delay.	10.1 to 20.0
C	Higher delays may result from fair signal progression and/or longer cycle lengths. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant, though some vehicles may still pass through the intersection without stopping.	20.1 to 35.0
D	The influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable signal progression, long cycle lengths, or high volume-to-capacity (V/C) ratios. Many vehicles stop and individual cycle failures are noticeable.	35.1 to 55.0
E	This is considered to be the limit of acceptable delay. These high delay values generally indicate poor signal progression, long cycle lengths, and high volume-to-capacity (V/C) ratios. Individual cycle failures occur frequently.	55.1 to 80.0
F	This level of delay is considered unacceptable by most drivers. This condition often occurs with oversaturation, that is, when arrival flow rates exceed the capacity of the intersection. Poor progression and long cycle lengths may also be major contributing causes of such delay levels.	greater than 80.0

Source: Transportation Research Board, *Highway Capacity Manual*

Unsignalized Intersections

Level of service at the unsignalized study intersections was based on the HCM 7th Edition methodology using the Synchro software. This method is applicable for both two-way and all-way stop-controlled intersections. The unsignalized study intersections have stop controls on the driveways. The level of service reported for these intersections is based on the average delay of the worst stop-controlled approach. The correlation between average control delay and LOS for unsignalized intersections is shown in Table 2.

Table 2
Unsignalized Intersection Level of Service Based on Delay

Level of Service	Description	Average Delay Per Vehicle (Sec.)
A	Little or no traffic delay	10.0 or less
B	Short traffic delays	10.1 to 15.0
C	Average traffic delays	15.1 to 25.0
D	Long traffic delays	25.1 to 35.0
E	Very long traffic delays	35.1 to 50.0
F	Extreme traffic delays	greater than 50.0

Source: Transportation Research Board, *Highway Capacity Manual*

Intersection Operations Criteria

Traffic operations on study intersections are based on the criteria and level of service standards of the jurisdiction in which the intersection is located. For this analysis, study intersections are analyzed based on Caltrans and the County of Monterey level of service standards.

Caltrans Criteria

Per the Caltrans Guide for the Preparation of Traffic Impact Studies (December 2002), Caltrans endeavors to maintain a target LOS at the transition between LOS “C” and LOS “D” on State highway facilities. However, Caltrans acknowledges that this may not always be feasible. If an existing State highway facility is operating at less than the appropriate target LOS, the existing LOS should be maintained. Caltrans now uses VMT and not LOS to evaluate development projects.

Monterey County Criteria

In general (and subject to the specified exceptions), acceptable level of service for County roads and intersections shall be LOS D (General Plan, Circulation Element, Policy C-1.1). County roads operating at LOS D or below should not be degraded further except as allowed through the Community Plan process. For intersections already operating at unacceptable level E or F, a project is deemed to contribute to operational deficiencies if it adds 0.01 or more during peak hours to the critical movement’s volume-to capacity ratio per the Monterey County Guide for the Preparation of Traffic Impact Studies (March 2014).

All study intersections along SR 68 are under Caltrans jurisdictions and therefore evaluated based on Caltrans Criteria. The two project driveways were evaluated based on Monterey County criteria.

Relevant Plans and Policies

Regional Transportation Plan

The Transportation Agency for Monterey County (TAMC) is responsible for preparing the regional transportation plan (RTP) for Monterey County. The RTP includes policy guidance, plans, and programs to attain a balanced comprehensive, multimodal transportation system; proposed solutions to transportation issues; addresses all modes of travel; and identifies anticipated funding for projects and

programs. Goals of the RTP are embedded in the Association of Monterey Bay Area Government's 2035 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SC) and regional transportation plans for Monterey, San Benito, and Santa Cruz counties. The Association of Monterey Bay Area Governments (AMBAG) as the federally designated metropolitan planning organization representing Monterey, San Benito and Santa Cruz counties, is required by both federal and state law to prepare a long-range (at least 20 years) transportation planning document known as a metropolitan transportation plan. The metropolitan transportation plan contains a compilation of the projects proposed in the RTPs prepared by the Council of San Benito County Governments, the Santa Cruz County Regional Transportation Commission and TAMC. The metropolitan transportation plan is a document used to achieve a coordinated and balanced regional transportation system. The objective of the RTP and the MTP/SCS is to comply with current California Transportation Commission regional transportation plan guidelines.

Funding for Transportation Improvements

TAMC Regional Impact Fee Program

On August 27, 2008, the Transportation Agency for Monterey County (TAMC) and its member jurisdictions adopted a county-wide, Regional Development Impact Fee (RDIF) to cover the costs for studies and construction of many improvements throughout Monterey County. The RDIF applies to all new development within Monterey County and the program provides a mechanism through which land use growth pays for its fair share of regional roadway improvements needed to accommodate traffic growth in the county. The governing document for the allocation of fees to regional projects is the Regional Impact Fee Nexus Study. TAMC is legally mandated to update the RDIF program, via updated nexus study, every five years to ensure a comprehensive reevaluation of existing and projected county roadway deficiencies, regional improvement projects to address the deficiencies, and allocation of the fees to help fund those regional improvements. Since the fee's adoption in 2008, the RDIF program was updated in 2013 through the *2013 RDIF Nexus Study Update (Wood Rogers, July 2013)* and in 2018 through the *2018 Nexus Study Update (Wood Rogers, October 2018)*.

Several improvements to SR-68 have been identified to address regional commuter traffic impacts in each of the nexus studies.

The California Department of Transportation (Caltrans) in partnership with the Transportation Agency for Monterey County (TAMC) is proposing to improve traffic operations and reduce collisions with wildlife on an approximately nine-mile stretch of SR 68 in Monterey County by modifying the design of nine intersections from Josselyn Canyon Road to San Benancio Road. via the Scenic Route 68 Corridor Improvements Project. The Draft Environmental Impact Report (EIR) for the SR 68 Corridor Improvements Project was released for public review in November 2023. Two build alternatives are being evaluated in the EIR as described below.

Build Alternative 1 – Roundabouts

Build Alternative 1 is proposing to convert all nine signalized intersections along the nine-mile stretch of the SR 68 corridor to roundabouts. Eight of the proposed nine roundabouts including the intersection of Corral de Tierra Road were analyzed for single lane roundabouts.

Build Alternative 2 – Signal and Lane Modifications

Build Alternative 2 would improve the nine existing intersections with modifications to lane configurations and upgrades to signal equipment.

All study intersections along SR 68 analyzed in this report are identified for improvements in the Scenic Route 68 Corridor Improvements Project. The draft EIR concludes that traffic operations would be improved under both Build Alternative 1 and Build Alternative 2 compared to the No Build alternative which would retain existing traffic controls and lane configurations under existing conditions.

All land development projects will be required to pay the Regional Development Impact Fee (RDIF). Payment of the RDIF is considered to satisfy new development's fair share contribution to the implementation of these improvements for any regional impacts resulting from new development. TAMC collects fees and then allocates it out to the member agencies based on the priority of the projects in nexus study. Caltrans District 5 is one of the member agencies. Caltrans District 5 is the responsible lead agency for any/all improvements on State transportation facilities throughout Monterey County, including but not limited to, design, construction, operations, and maintenance of such facilities. TAMC's collection of the RDIF is proposed to be allocated to Caltrans who is the lead agency for the actual construction of improvements on SR-68.

TAMC Measure X Transportation Safety and Investment Plan

The voters of Monterey County in November 2016 approved Measure X. It is anticipated to generate an estimated \$20 million annually for a total of \$600 million over thirty years through retail transactions and use tax of a three-eighths' of one-percent (3/8%). The revenue from the sales tax measure will be used to fund transportation safety and mobility projects in Monterey County. Per the TAMC website, Measure X sales tax funds have been dedicated to the Scenic Route 68 Corridor Improvements Project, which is also a candidate for federal infrastructure funding and State funding from SB 1 programs.

Report Organization

This report is divided into seven chapters. Chapter 2 presents the VMT analysis. Chapter 3 describes the existing roadway network, transit services, and pedestrian and bicycle facilities. Chapter 4 presents the traffic conditions in the study area under background conditions. Chapter 5 describes the methods used to estimate the project traffic on the roadway network and presents the intersection operations under existing plus project and background plus project conditions. Chapter 6 presents the intersection operations under cumulative conditions. Chapter 7 provides an evaluation of other transportation related issues for the proposed project, such as vehicle queuing, site access and circulation, and parking.

2. Vehicle Miles Traveled Analysis

The OPR VMT Policy establishes screening criteria for developments that are expected to cause a less-than-significant transportation impact under CEQA with no further VMT analysis required. Any project component that does not meet the screening criteria is subject to further VMT analysis. The type of development projects that may meet screening criteria include local-serving retail projects, small projects, projects located within areas of low VMT, projects located within one-half mile of transit, and affordable housing projects.

Per OPR, local-serving retail projects are defined as projects with less than 50,000 s.f. These projects tend to redistribute existing trips instead of creating new trips. Local-serving retail developments like the fueling station and associated convenience store typically shorten vehicle trips and reduce VMT by diverting existing trips from farther retail businesses to the new retail project, which reduces trip lengths.

The proposed fueling station and convenience store is assumed to mostly generate local trips accessing the site from Corral de Tierra Road, San Benancio Road, and Laureles Grade Road connecting to nearby residential areas. There are gas stations and convenience stores located near the intersections of Highway 68 and Canyon Del Rey Boulevard (more than 6 miles to the west of the project site) and Toro Hills and Portola Drive (approximately 3 miles east from the project site). Therefore, few trips are assumed to travel from beyond three miles of the project site, other than pass-by trips. Since the project is considered a local-serving retail use with a size of less than 50,000 square feet, its VMT impact is considered less than significant according to State guidelines. As such, the project would result in a less than significant transportation impact pursuant to CEQA Guidelines Section 15064.3(b).

3.

Existing Conditions

This chapter describes the existing conditions for transportation facilities in the vicinity of the site, including the roadway network, transit services, and pedestrian and bicycle facilities.

Existing Roadway Network

Regional access to the study area is provided by Highway 68 (SR 68).

Highway 68 (SR 68) is a two-lane east-west highway in the vicinity of the site. SR 68 extends westward to the Monterey Peninsula and eastward to US 101 in Salinas. Access to and from the project site is provided via a signalized intersection at Corral de Tierra Road.

Major roadways within or near the project area include York Road, Pasadera Drive/Boots Road, Laureles Grade Road, Corral de Tierra Road, San Benancio Road. These roads are described below.

York Road is a two-lane roadway that begins just north of SR 68. York Road has a posted speed limit of 30 mph in the study area and extends to the Laguna Seca Golf Ranch, where it ends. Bike lanes and sidewalks do not exist along either side of the street. Parking is prohibited along both sides of the street.

Pasadera Drive/Boots Road are two-lane roadways that begin at SR 68. Pasadera Drive is a driveway that provides access to multiple residential developments north of SR 68, and Boots Road is a private road that extends southward from SR 68 and provides access to a number of residential developments. Pasadera Drive and Boots Road have a posted speed limit of 25 mph. Bike lanes and sidewalks do not exist along either side of the street. Parking is prohibited along both sides of the street.

Laureles Grade Road is a north-south, two-lane roadway that begins at SR 68 and extends southward to Carmel Valley. The posted speed limit is 45 mph. Bike lanes and sidewalks do not exist along either side of the street. A sidewalk exists along the east side of the street for a short segment south of SR 68. Parking is prohibited along both sides of the street.

Corral de Tierra Road is a north-south, two-lane collector road that extends southward to multiple residential developments. The project site is located on this road at the intersection with SR 68. The posted speed limit is 35 mph. Bike lanes and sidewalks do not exist along either side of the street. Parking is prohibited along both sides of the street. Corral de Tierra Road would provide direct access to the project site.

San Benancio Road is a north-south 2-lane roadway that extends south of SR 68 and ultimately merges with Corral de Tierra Road. San Benancio Road provides access to multiple residential developments. The posted speed limit is 35 mph. Bike lanes and sidewalks do not exist along either side of the street. Parking is prohibited along both sides of the street.

Existing Transit Service

Transit service in Monterey County is provided by Monterey-Salinas Transit (MST). However, there are no bus routes near the site.

Existing Bicycle and Pedestrian Facilities

There are no existing bicycle facilities in the project vicinity. However, several facilities are planned (see Figure 3). The Monterey County Bike Map 2016 proposes bike lanes on SR 68, San Benancio Road, Corral de Tierra Road, Laureles Grade Road, and Carmel Valley Road. The bike plan also proposes bike routes on York Road and other residential roads.

There are almost no pedestrian facilities in the vicinity of the project site. The south leg of the intersection of Corral de Tierra and SR 68 has sidewalks, which end within a few feet of the intersection. The project proposes new sidewalks along its frontage on SR 68 and Corral de Tierra Road. The existing site has four driveways: two on Corral de Tierra Road and two on SR 68. The project would close all four driveways and construct two new driveways on Corral de Tierra Road, south of the existing driveways. This would improve safety for pedestrians and bicyclists. The shopping village, when built, will also provide sidewalks along its frontage on SR 68 and Corral de Tierra Road.

Collision Analysis

A review of collisions from the most recently available 5-years (2018 to 2022) of the California Highway Patrol Statewide Integrated Traffic Records Systems (SWITRS) data shows a total of 59 collisions near the intersection of SR 68 and Corral de Tierra Road. Sixteen collisions were within 100 feet of the intersection. Based on the total number of collisions within 100 feet of the intersection, the crash rate was calculated to be 0.36 (see Table 3). Compared to the statewide average of 0.74, the intersection has fewer crashes on average.

Table 3
Intersection Collision Data

Intersection	Type	AADT ¹	Total Collisions ²	Crash Rate ³	Statewide Average
Corral De Tierra Road/SR 68	4 leg, signalized	24,040	16	0.36	0.74

Notes:

1. AADT = the total number of entering vehicles during the AM peak hour multiplied by 10
2. Collision data source: California Highway Patrol Statewide Integrated Traffic Records System (SWITRS).
3. Crash rate expressed as crashes per 1 million vehicles entering the intersection.

Existing Intersection Lane Configurations

The existing lane configurations at the study intersections were obtained by observations in the field and are shown in Figure 4.

Existing Traffic Volumes

Existing weekday AM (7:00 AM – 9:00 AM) and PM (4:00 PM – 6:00 PM) peak hour traffic volumes were obtained from new intersection turning movement counts in May 2023 (see Figure 5). Traffic count data for intersections are included in Appendix A. Turning movement traffic volumes at the study intersections for all scenarios of the traffic study are tabulated in Appendix B.

Existing Intersection Level of Service

The results of the intersection level of service analysis under existing conditions are summarized in Table 4. The results of the analysis show that four of the five signalized study intersections currently operate at LOS D or better. The San Benancio Road and SR 68 intersection currently operates at LOS F during the AM peak hour.

The intersection level of service sheets is included in Appendix C.

Table 4
Existing Level of Service Summary

ID	Intersection	Control ¹	Peak Hour	Count Date	Existing	
					Avg. Delay ²	LOS
1	Corral de Tierra Road and Project Southern Driveway	OWSC	AM	05/23/23	N/A	N/A
			PM	05/23/23	N/A	N/A
2	Corral de Tierra Road and Project Northern Driveway	OWSC	AM	05/23/23	N/A	N/A
			PM	05/23/23	N/A	N/A
3	Corral de Tierra Road and SR 68	Existing	AM	05/23/23	28.6	C
			PM	05/23/23	48.9	D
4	San Benancio Road and SR 68	Existing	AM	05/23/23	>80	F
			PM	05/23/23	20.3	C
5	Laureles Grade and SR 68	Existing	AM	05/23/23	12.8	B
			PM	05/23/23	31.2	C
6	Pasadera Road and SR 68	Existing	AM	05/23/23	12.7	B
			PM	05/23/23	26.3	C
7	York Road and SR 68	Existing	AM	05/23/23	8.9	C
			PM	05/23/23	32.2	C

Notes:

- Control Type Definitions: OWSC = One-Way Stop Control, N/A = Not Analyzed.
- Intersection level of service for all other control types is represented by average delay for all movements. The OWSC intersections are the project driveways, and therefore, do not have an existing intersection.

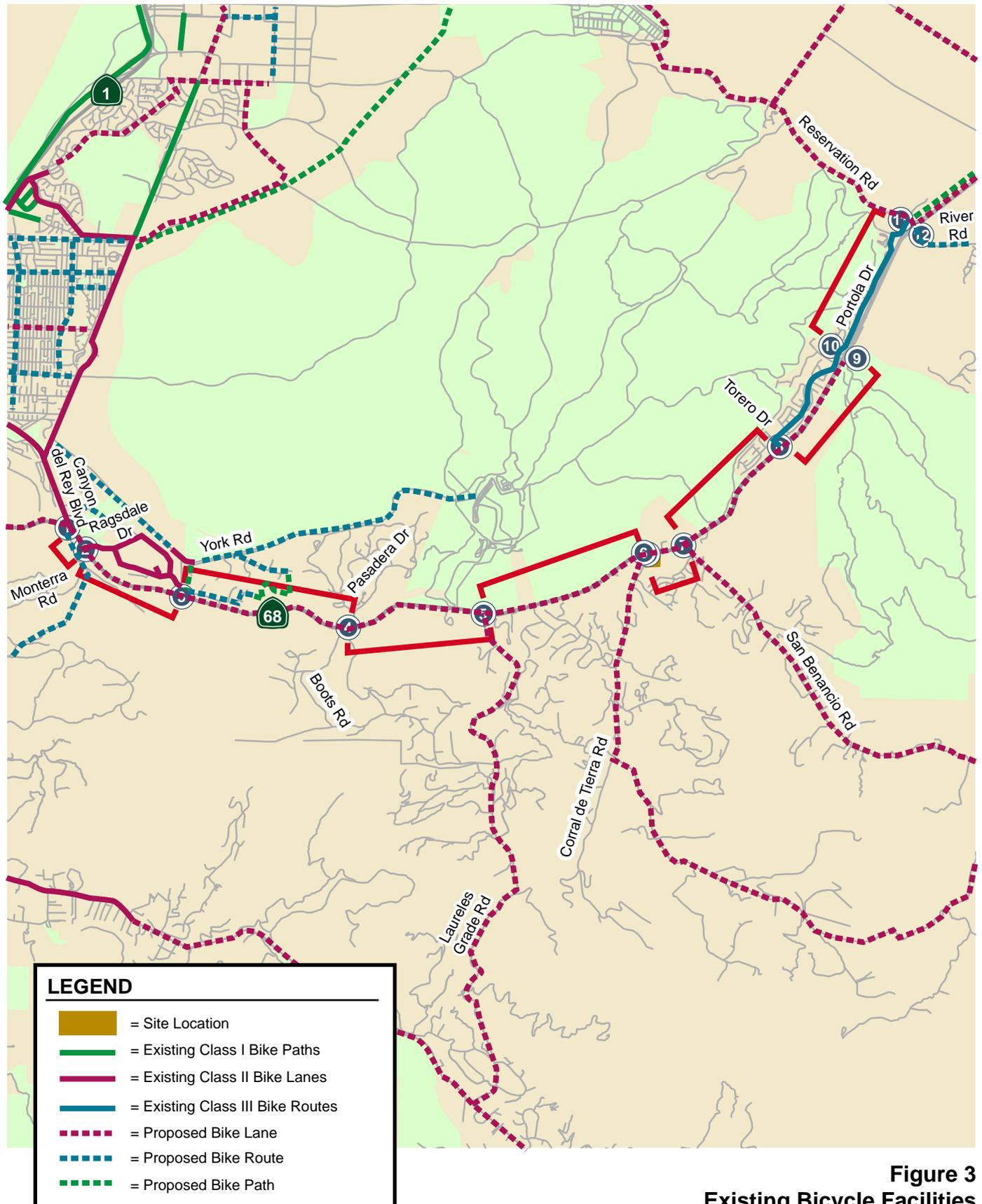


Figure 3
Existing Bicycle Facilities

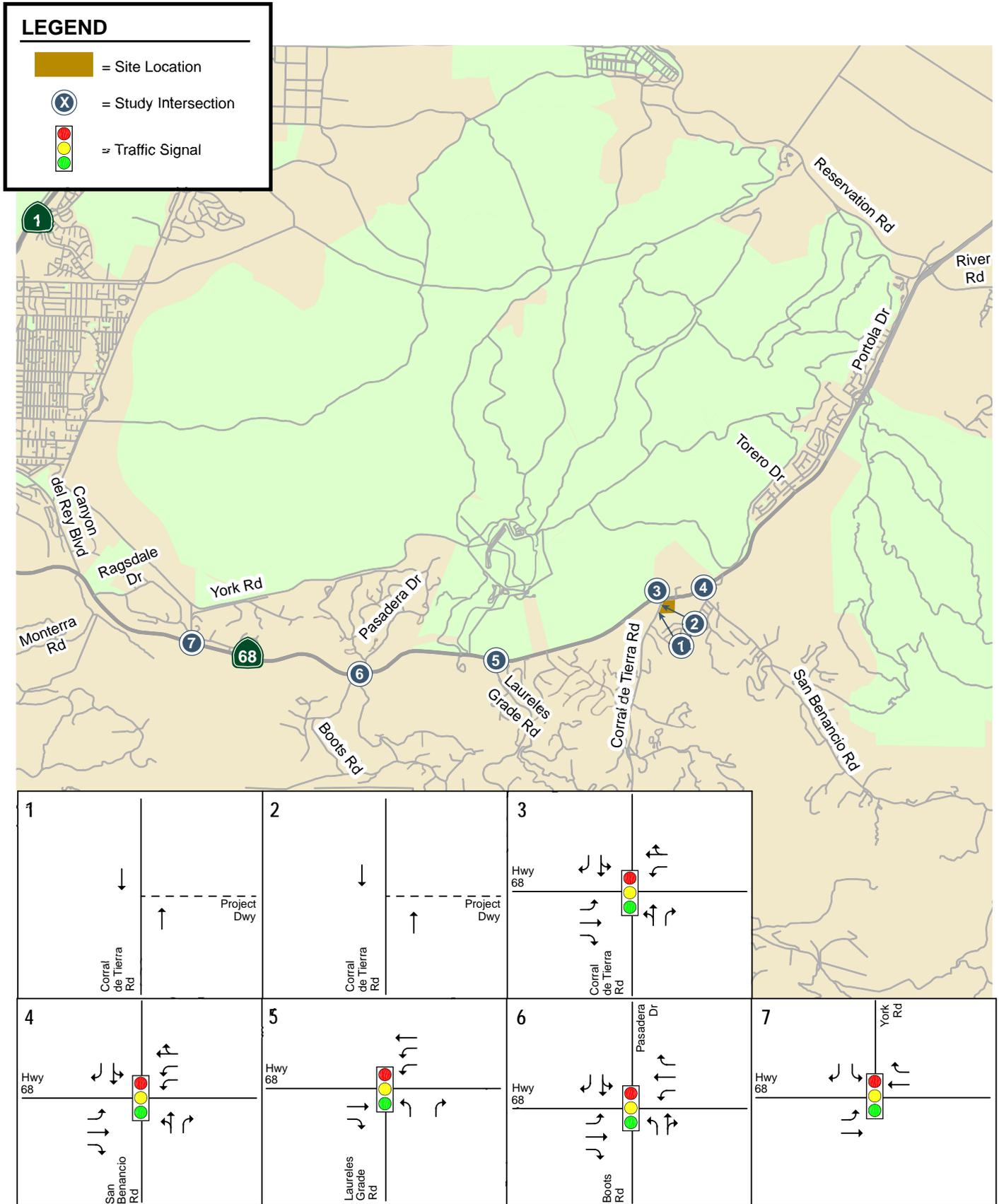
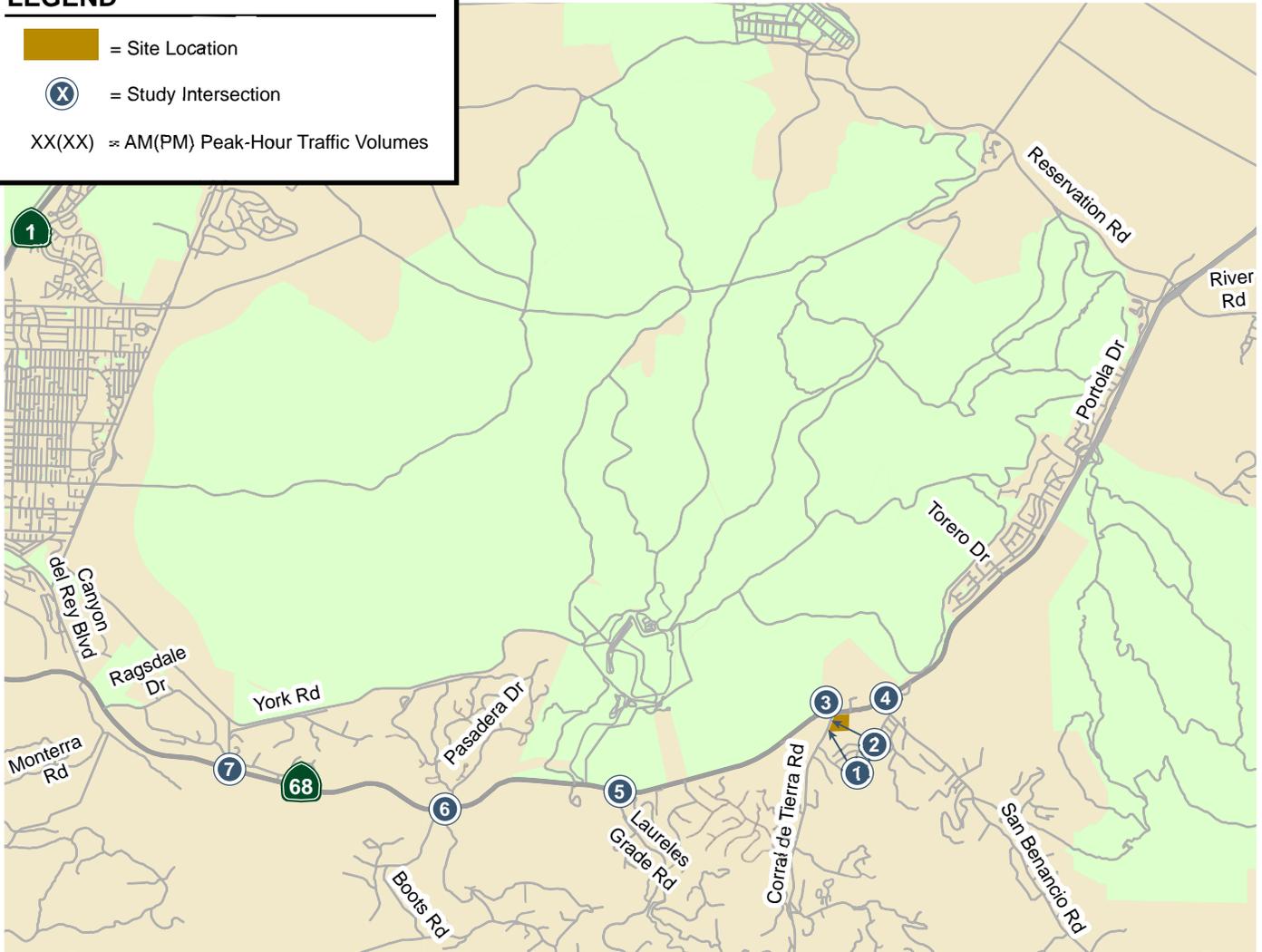


Figure 4
Existing Lane Configurations

LEGEND

-  = Site Location
-  = Study Intersection
- XX(X) = AM(PM) Peak-Hour Traffic Volumes



<p>1</p> <p>226(234) ↓</p> <p>Corral de Tierra Rd</p> <p>370(187) ↑</p> <p>Project Dwy</p>	<p>2</p> <p>226(234) ↓</p> <p>Corral de Tierra Rd</p> <p>370(187) ↑</p> <p>Project Dwy</p>	<p>3</p> <p>Hwy 68</p> <p>1(0) ↓</p> <p>0(1) ↓</p> <p>1(1) ↑</p> <p>974(833) ←</p> <p>161(180) ↓</p> <p>1(0) ↓</p> <p>832(955) ↓</p> <p>65(54) ↓</p> <p>Corral de Tierra Rd</p> <p>111(66) →</p> <p>259(121) →</p>	
<p>4</p> <p>Hwy 68</p> <p>1(0) ↓</p> <p>2(0) ↓</p> <p>1(2) ↑</p> <p>1000(947) ↑</p> <p>131(115) ↓</p> <p>1(0) ↓</p> <p>1000(1022) ↓</p> <p>104(64) ↓</p> <p>San Benancio Rd</p> <p>142(73) ↓</p> <p>1(0) ↓</p> <p>208(106) ↓</p>	<p>5</p> <p>Hwy 68</p> <p>891(751) ←</p> <p>223(153) ↓</p> <p>740(632) ↓</p> <p>135(99) ↓</p> <p>Laureles Grade Rd</p> <p>149(220) →</p> <p>180(403) →</p>	<p>6</p> <p>Hwy 68</p> <p>43(40) ↓</p> <p>33(29) ↓</p> <p>Pasadera Dr</p> <p>16(21) ↓</p> <p>989(964) ↓</p> <p>9(19) ↓</p> <p>46(39) ↓</p> <p>850(721) ↓</p> <p>17(33) ↓</p> <p>Boots Rd</p> <p>42(30) ↓</p> <p>1(2) ↓</p> <p>19(7) ↓</p>	<p>7</p> <p>Hwy 68</p> <p>46(92) ↓</p> <p>77(190) ↓</p> <p>York Rd</p> <p>295(115) ↑</p> <p>780(922) ↑</p> <p>117(44) ↓</p> <p>819(642) ↓</p>

Figure 5
Existing Traffic Volumes

Observed Existing Conditions

Traffic conditions were observed in the field in June 2023 in order to identify existing operational deficiencies and to confirm the accuracy of calculated intersection levels of service. The purpose of this effort was (1) to identify any existing traffic problems that may not be directly related to level of service, and (2) to identify any locations where the level of service analysis does not accurately reflect existing traffic conditions.

During the AM peak hour, there is a queue along westbound SR-68 at the two-lane to one-lane merge between the SR-68/Portola Drive interchange and the SR-68/Torero Drive intersection. This is due to the bottleneck caused by both the lane merge and the stop-controlled intersection at Torero Drive as westbound traffic on SR-68 slows to allow traffic from Torero Drive to turn right onto SR-68. At the SR-68/San Benancio Road and SR-68/Corral de Tierra Road intersections, all movements typically clear the intersections in one signal cycle. At the SR-68/York Road intersection, during the school student drop-off period, there is a queue on westbound SR-68 that intermittently does not clear in one signal.

During the PM peak hour, queues on eastbound SR-68 extend from the Corral de Tierra Road intersection to the upstream intersections of Laureles Grade and Pasadera Drive, and occasionally past York Road. Both the intersections of San Benancio Road/SR-68 and Corral de Tierra Road/SR-68 were observed to meter the eastbound traffic on SR-68. Traffic on westbound SR-68 often takes more than one signal cycle to clear the intersections.

4. Background Conditions

This chapter describes background traffic conditions without the project. Traffic volumes for background conditions include volumes from existing traffic counts plus traffic generated by other approved and under construction developments in the vicinity of the site. This chapter describes the procedure used to determine background traffic volumes and the resulting traffic conditions.

Background Transportation Network

The transportation network for background conditions, including roadway and intersection lane configurations, has been analyzed with the same configurations as described under the existing conditions.

Approved Developments

Background traffic volumes were forecast based on the project trip assignments provided for the relevant approved but not yet completed projects. The list of approved and under construction projects was developed based on information provided by Monterey County Staff and from the Final Airport Master Plan EIR for the Monterey Regional Airport, November 2018. The approved but not constructed projects shown in Table 5 were considered under background conditions because they would contribute background trips to the study intersections. The Corral de Tierra Neighborhood Retail Village, adjacent to the proposed fueling station, is an approved project and is included in the background conditions analysis.

Intersection Traffic Volumes

Background peak-hour traffic volumes were calculated by adding to existing volumes the estimated traffic from approved developments. Trip generation and assignment for each project was obtained from the Final Airport Master Plan EIR for the Monterey Regional Airport, November 2018, or the project's available traffic impact analysis (TIA) or environmental impact report (EIR). Background traffic volumes are shown in Figure 6. Peak-hour intersection volumes for the study intersections are tabulated in Appendix B.

**Table 5
Approved Projects**

Approved Project	Size	Daily Trips	A.M. Peak-Hour Trips	P.M. peak-Hour Trips
City of Marina				
1 The Dunes on Monterey Bay Phase 1 (Remainder) ^{1,2}	--	34,135	1,619	3,050
2 CSUMB North Campus Housing ²	492 units	2,188	172	211
3 Veterans Hospital ²	100,000 sq.ft.	1,322	95	93
City of Seaside				
4 Seaside Resort ^{1,2}	--	5,672	267	362
City of Sand City				
5 The Collection at Monterey Bay ^{1,2}	--	3,669	194	279
6 Monterey Bay Shores ^{1,2}	--	2,032	117	155
City of Monterey				
7 Ryan Ranch Road (Storage Buildings) ²	14,280 sq.ft.	51	4	5
Unincorporated Monterey County				
8 East Garrison ^{1,2}	--	1,231	975	1,315
9 Montera Ranch ²	151 Homes	1,445	113	153
10 Pasadera ²	43 Homes	412	32	43
11 Harper 14 Lots of Record ²	14 Homes	134	11	14
12 Oaks Subdivision ²	11 Homes	105	8	11
13 Laguna Seca Business Park ²	104 units and 36,388 sq.ft. Office	1,229	115	131
14 Monterey Airport Expansion (Project 2) ²	355,000 sq.ft.	1,082	154	185
15 Corral De Tierra Neighborhood Retail Village ^{1,2}	--	5,100	95	235
16 Ferrini Ranch ^{1,2}	--	1,999	165	226
17 Monterey Regional Airport - Short-term ²	relocation of the 44 GA hangars and construction of 7 new GA hangars	10	1	2

Notes:

¹No project sizes given

²Trip generation and Trip Assignment from *Final Airport Master Plan EIR for the Monterey Regional Airport* Hatch Mott McDonald, November, 2018

³Trip generation and Trip Assignment from *Riverview at Las Palmas Traffic Impact Analysis*, Kieth Higgens, June 20, 2017

⁴Trip generation and Trip assignment from *Monterey Bay Operations and Maintenance Facility Project Impact Analysis* Hatch Mott McDonald, April 16, 2015

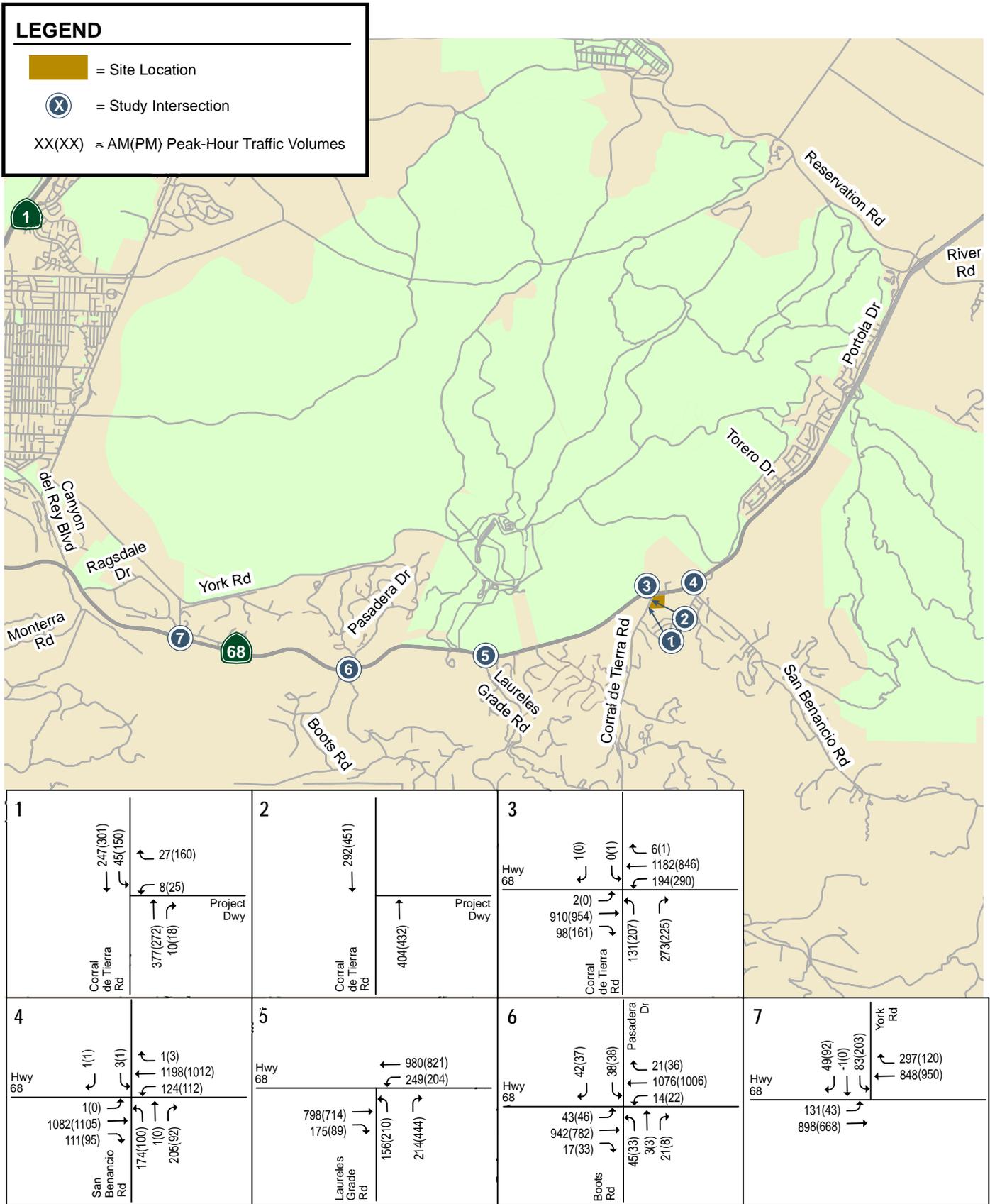


Figure 6
Background Traffic Volumes

Background Intersection Level of Service

The results of the intersection level of service analysis under background conditions are summarized in Table 6. The results of the analysis show that the signalized intersection of Corral de Tierra Road and SR 68 would operate at LOS F during the PM peak hour and the signalized intersection of San Benancio Road and SR 68 would operate at LOS F during the AM peak hour under background conditions with the existing transportation network.

The intersection level of service sheets is included in Appendix C.

Table 6
Background Level of Service Summary

ID	Intersection	Control ¹	Peak Hour	Existing		Background	
				Avg. Delay ²	LOS	Avg. Delay ²	LOS
1	Corral de Tierra Road and Project Southern Driveway	OWSC	AM	N/A	N/A	12.0	B
			PM	N/A	N/A	21.3	C
2	Corral de Tierra Road and Project Northern Driveway	OWSC	AM	N/A	N/A	N/A	N/A
			PM	N/A	N/A	N/A	N/A
3	Corral de Tierra Road and SR 68	Existing	AM	28.6	C	45.5	D
			PM	48.9	D	>80	F
4	San Benancio Road and SR 68	Existing	AM	>80	F	>80	F
			PM	20.3	C	26.9	C
5	Laureles Grade and SR 68	Existing	AM	12.8	B	13.7	B
			PM	31.2	C	41.0	D
6	Pasadera Road and SR 68	Existing	AM	12.7	B	13.6	B
			PM	26.3	C	32.3	C
7	York Road and SR 68	Existing	AM	8.9	C	9.5	A
			PM	32.2	C	39.1	D

Notes:

- Control Type Definitions: OWSC = One-Way Stop Control, Rbt = Roundabout, N/A = Not Analyzed.
- Intersection level of service for all other control types is represented by average delay for all movements. The OWSC intersections are the project driveways, and therefore, do not have an existing intersection.

5. Project Conditions

This chapter describes the method by which project traffic is estimated and roadway traffic operations under existing plus project and background plus project conditions are evaluated.

Roadway Network

The roadway network under existing plus project conditions and background plus project conditions would be the same as described in Chapter 3 under existing conditions.

Project Trip Estimates

The magnitude of traffic produced by a new development and the locations where that traffic would appear are estimated using a three-step process: (1) trip generation, (2) trip distribution, and (3) trip assignment. In determining project trip generation, the magnitude of traffic traveling to and from the proposed project site was estimated for the AM and PM peak hours. As part of the project trip distribution, the directions to and from which the project trips would travel were estimated. In the project trip assignment, the project trips were assigned to specific streets and intersections. These procedures are described below.

Trip Generation

Vehicle trips generated by the project were estimated using the trip rates published in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual, 11th Edition* (2021) for "Convenience Store /Gas Station – GFA 2-4k" (Land Use 945) located in a general Urban/Suburban area (see Table 6). As defined by the ITE, "Convenience Store/Gas Station" is a land use that includes gasoline/service stations with convenience markets. The proposed fueling station would have a convenience store of 3,100 s.f. and 12 fueling stations, therefore the ITE, "Convenience Store/Gas Station" category was used for the analysis. As shown in Table 7, the project is estimated to generate 3,181 vehicle trips daily, including 193 vehicle trips (97 in and 96 out) in the AM peak hour and 221 vehicle trips (111 in and 110 out) in the PM peak hour.

A pass-by trip reduction of 62 percent to AM peak hour trips and 56 percent to PM peak hour trips was applied to the trip generation. Trip reduction percentages were obtained from the ITE *Trip Generation Handbook, 3rd Edition* (see Appendix E). Pass-by trips are trips that would already drive by the site on SR 68 (and are therefore already counted in the existing traffic) but would turn into the site while passing by. Pass-by trips are added to the project driveways along with the primary trips (see Figure 8). The trip generation conservatively does not account for internal trips to the shopping village, which

would also reduce trips. A higher proportion of pass-by trips were assumed along the peak directions on Hwy 68 (westbound during the AM peak hour and eastbound during the PM peak hour).

After applying the pass-by trip reductions, the project would generate 73 new primary vehicle trips occurring during the AM peak hour and 97 new primary vehicle trips occurring during the PM peak hour. Figure 9 shows the assignment of the primary trips. Figure 10 shows the pass-by trips and primary trips added together at Corral de Tierra Road and at the project driveways.

**Table 7
Trip Generation Estimates**

Land Use	Size	Units	Daily		AM Peak-Hour Trips			PM Peak-Hour Trips				
			Rate	Trips	Rate	In	Out	Total	Rate	In	Out	Total
Proposed												
Gas Station ¹	12	fueling pumps	265.12	3,181	16.06	97	96	193	18.4	111	110	221
Pass by Trips ²						(60)	(60)	(120)		(62)	(62)	(124)
Net Trips Generated				3,181		37	36	73		49	48	97
Notes:												
¹ Gas station trip generation based on the average rates published in the ITE <i>Trip Generation Manual, 11th Edition</i> (2021) for Convenience Store/Gas Station - GFA (2-4k) (Land Use Code 945).												
² Pass by trip reduction is based on the average rates for Gasoline/Service Station with Convenience Market (62% in the AM peak hour and 56% during the PM peak hour) published in the ITE <i>Trip Generation Handbook, 3rd Edition</i> (Land Use Code 945).												

Trip Distribution

Trips generated by the proposed project were distributed to the study network based on the existing travel patterns on the surrounding roadway system and the locations of complementary land uses. The proposed fueling station and convenience store is assumed to mostly generate local trips accessing the site from Corral de Tierra Road, San Benancio Road, and Laureles Grade Road connecting to nearby residential areas. Few trips are assumed to travel from beyond three miles of the project site, other than pass-by trips. The trip distribution pattern for the project is shown in Figure 7. Figure 9 shows the assignment of project primary trips at each study intersection and Figure 10 shows the project trip assignment with pass-by trips in the immediate vicinity of the project site.

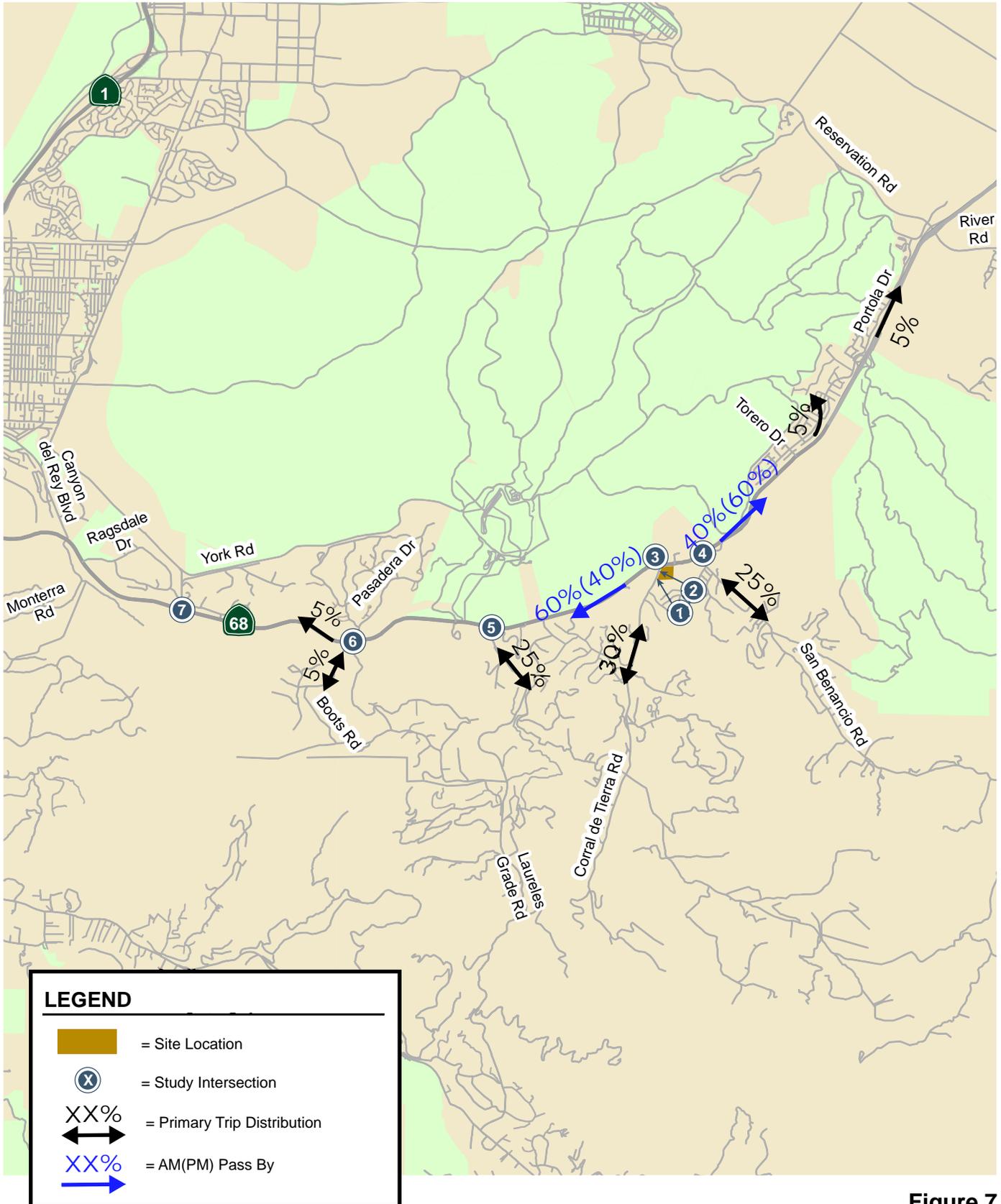


Figure 7
Project Trip Distribution

Corral de Tierra Fueling Station TA Report

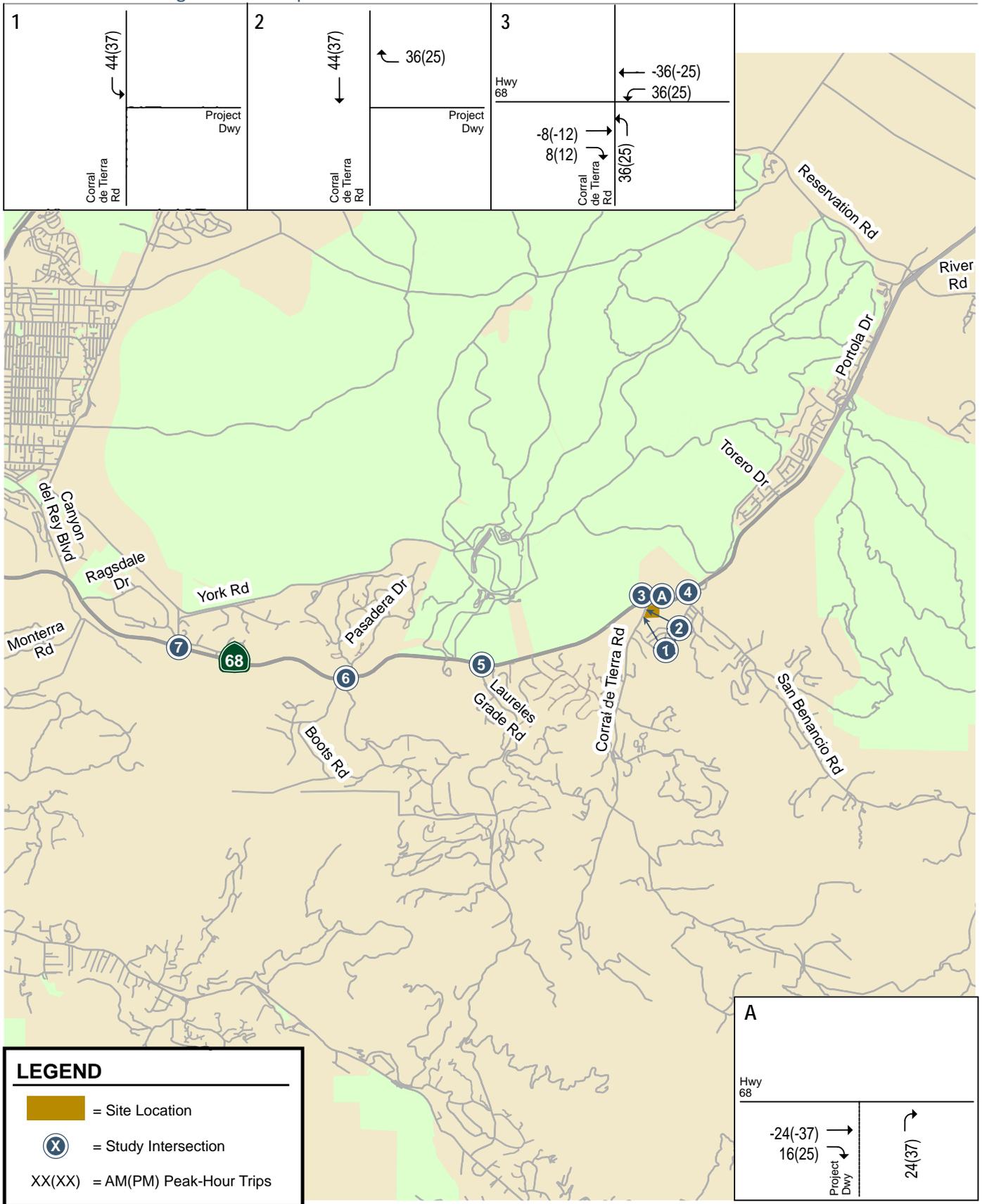


Figure 8
Pass-by Project Trips

Corral de Tierra Fueling Station TA Report

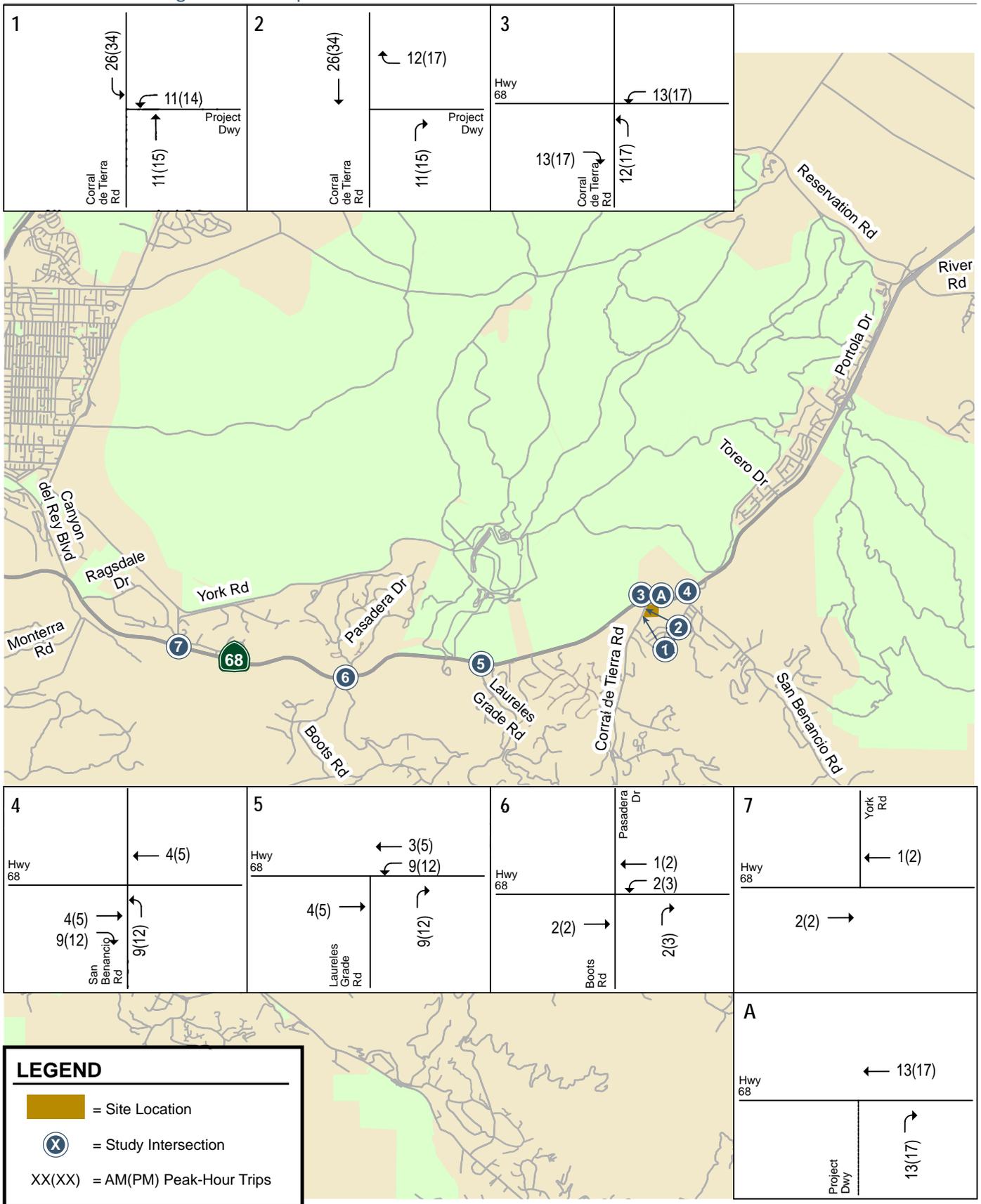


Figure 9
Project Trip Assignment (Primary Trips)

Corral de Tierra Fueling Station TA Report

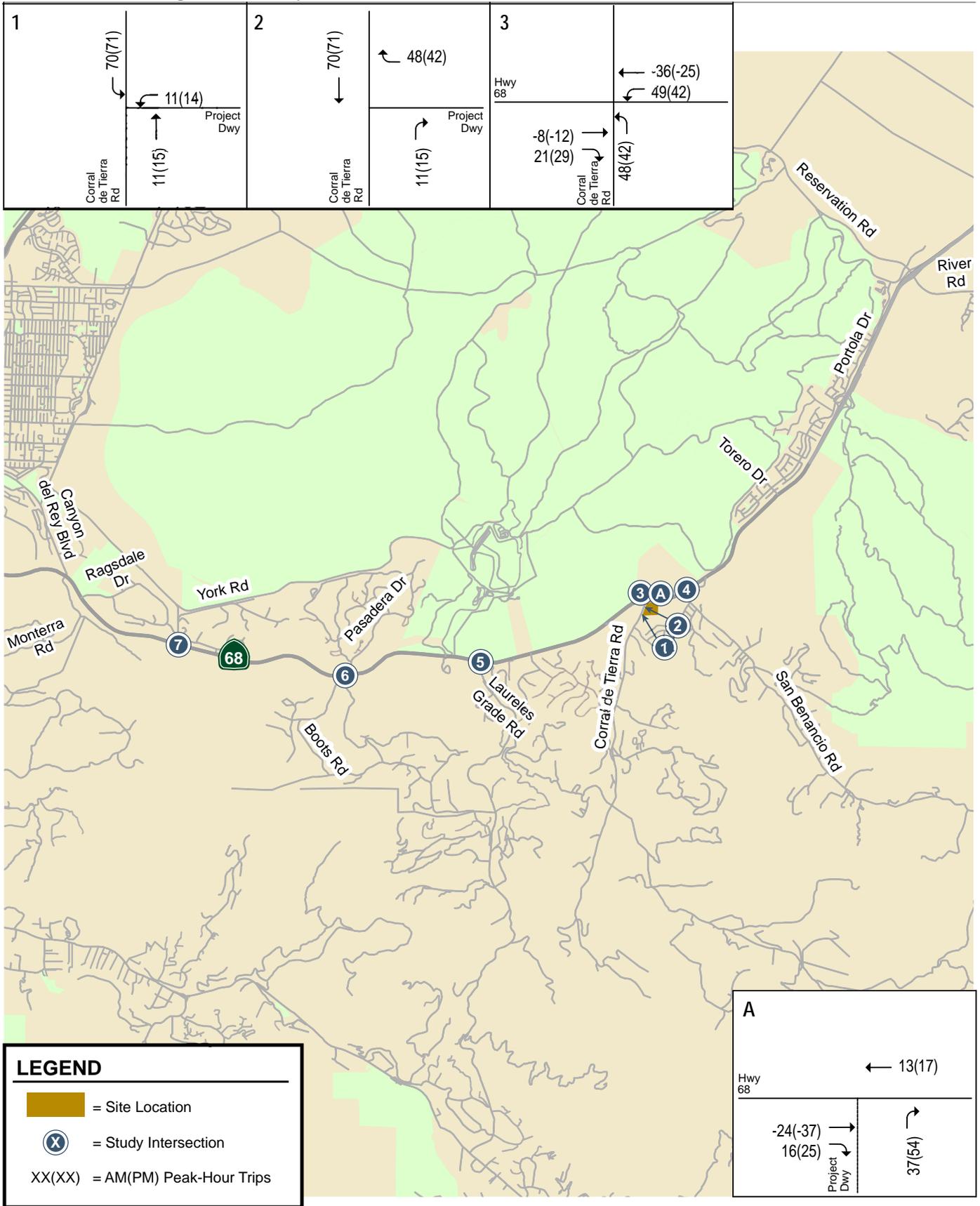


Figure 10
Project Trip Assignment With Pass-By Trips

Intersection Traffic Volumes Under Project Conditions

Project conditions were evaluated relative to both (1) existing traffic volumes and (2) background traffic volumes. For the existing plus project scenario, the new trips generated by the proposed project were added to the existing traffic volumes to derive the existing plus project traffic volumes (see Figure 11). For the background plus project scenario, the new trips generated by the proposed project were added to the background traffic volumes to derive the background plus project traffic volumes (see Figure 12).

Existing Plus Project Intersection Level of Service

The results of the intersection level of service analysis under existing plus project conditions show that the San Benancio Road/SR 68 intersection would continue to operate at LOS F during the AM peak hour with the project (see Table 8). All other intersections would operate at LOS D or better during both AM and PM peak hours with the project.

The intersection level of service sheets are Included in Appendix C.

Table 8
Existing Plus Project Level of Service Summary

ID	Intersection	Control ¹	Peak Hour	Existing		Existing Plus Project	
				Avg. Delay ²	LOS	Avg. Delay ²	LOS
1	Corral de Tierra Road and Project Southern Driveway	OWSC	AM	N/A	N/A	16.5	C
			PM	N/A	N/A	13.9	B
2	Corral de Tierra Road and Project Northern Driveway	OWSC	AM	N/A	N/A	10.8	B
			PM	N/A	N/A	9.5	A
3	Corral de Tierra Road and SR 68	Existing	AM	28.6	C	29.9	C
			PM	48.9	D	54.8	D
4	San Benancio Road and SR 68	Existing	AM	>80	F	>80	F
			PM	20.3	C	20.4	C
5	Laureles Grade and SR 68	Existing	AM	12.8	B	13.1	B
			PM	31.2	C	32.4	C
6	Pasadera Road and SR 68	Existing	AM	12.7	B	12.7	B
			PM	26.3	C	26.7	C
7	York Road and SR 68	Existing	AM	8.9	A	8.9	A
			PM	32.2	C	32.5	C

Notes:

- Control Type Definitions: OWSC = One-Way Stop Control, Rbt = Roundabout, N/A = Not Analyzed.
- Intersection level of service for OWSC intersection is represented by the delay for the stop controlled approach. Intersection level of service for all other control types is represented by average delay for all movements. The OWSC intersections are the project driveways, and therefore, do not have an existing intersection.

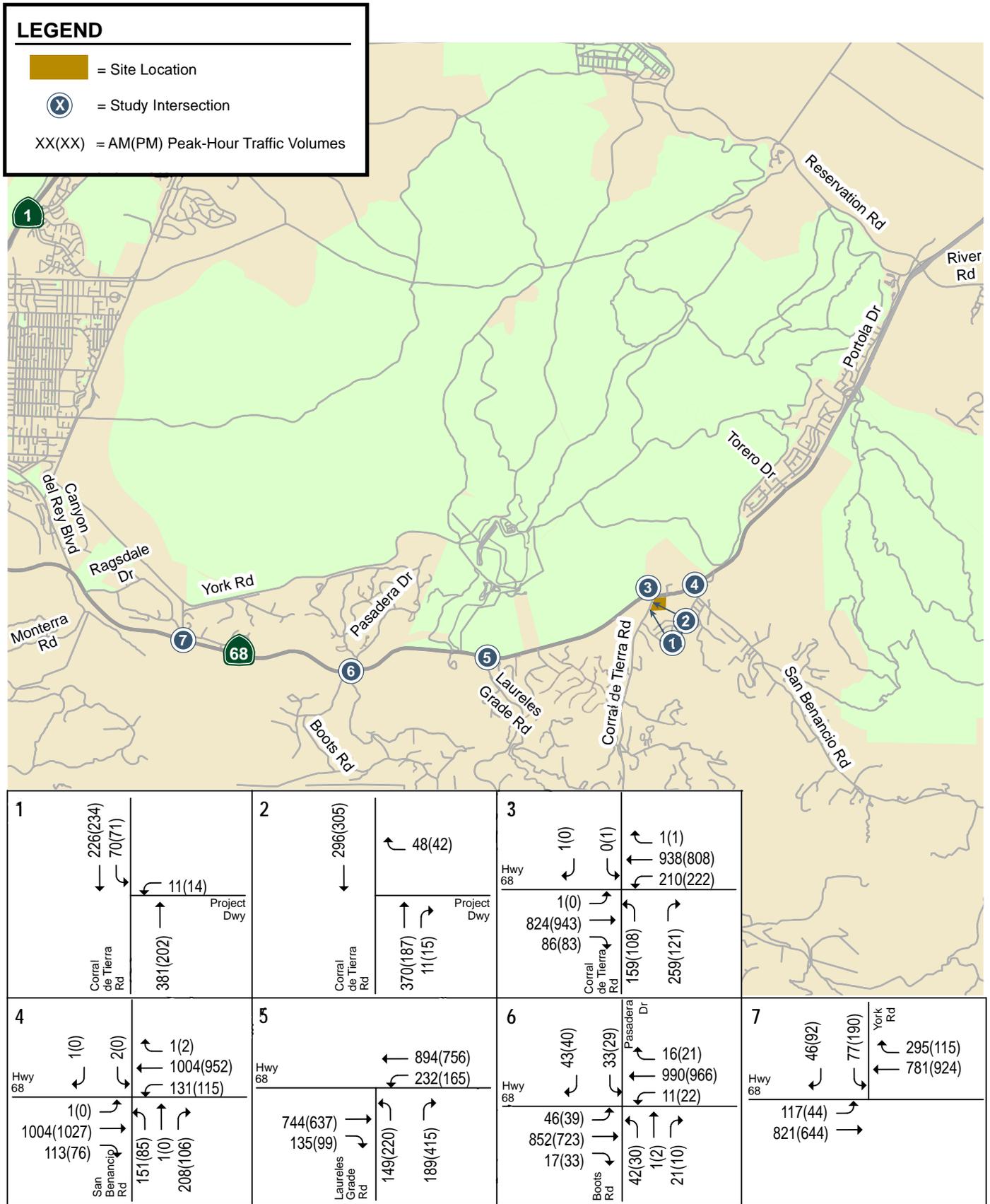
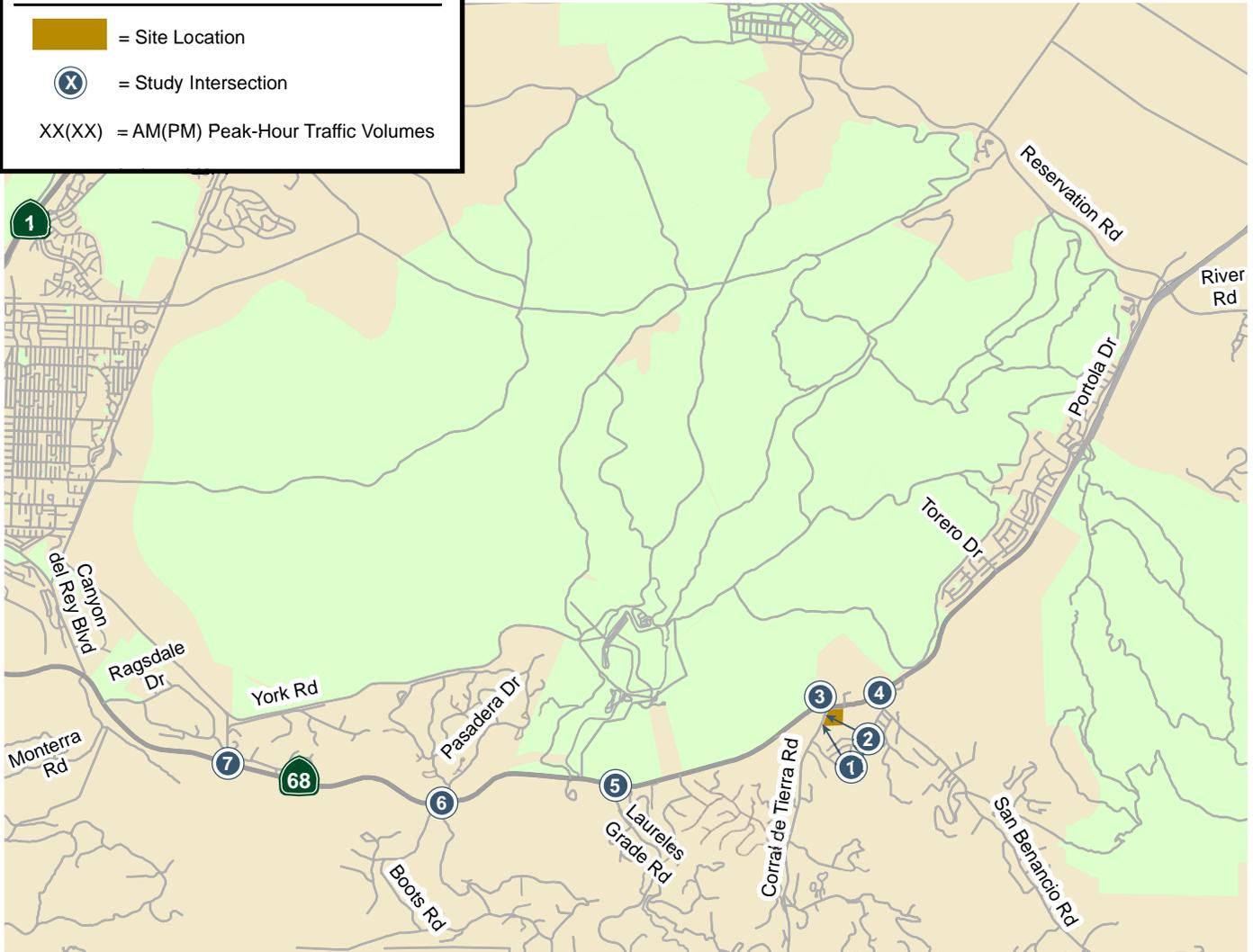


Figure 11
Existing Plus Project Traffic Volumes

LEGEND

- = Site Location
- X = Study Intersection
- XX(XX) = AM(PM) Peak-Hour Traffic Volumes



<p>1</p> <p>Corral de Tierra Rd</p> <p>Project Dwy</p> <p>247(301) 115(221)</p> <p>27(160)</p> <p>19(39)</p> <p>388(287) 10(18)</p>	<p>2</p> <p>Corral de Tierra Rd</p> <p>Project Dwy</p> <p>362(522)</p> <p>48(42)</p> <p>404(432) 11(15)</p>	<p>3</p> <p>Hwy 68</p> <p>Corral de Tierra Rd</p> <p>1(0) 0(1)</p> <p>6(1) 1146(821) 243(332)</p> <p>2(0) 902(942) 119(190)</p> <p>179(249) 273(225)</p>	
<p>4</p> <p>Hwy 68</p> <p>San Benancio Rd</p> <p>1(1)</p> <p>1(3) 1202(1017) 124(112)</p> <p>1(0) 1086(1110) 120(107)</p> <p>183(112) 1(0) 205(92)</p>	<p>5</p> <p>Hwy 68</p> <p>Laureles Grade Rd</p> <p>983(826) 258(216)</p> <p>802(719) 175(89)</p> <p>156(210) 223(456)</p>	<p>6</p> <p>Hwy 68</p> <p>Boots Rd</p> <p>Pasadera Dr</p> <p>42(37) 38(38)</p> <p>21(36) 1077(1008) 16(25)</p> <p>43(46) 944(784) 17(33)</p> <p>45(33) 3(3) 23(11)</p>	<p>7</p> <p>Hwy 68</p> <p>York Rd</p> <p>49(92) 83(203)</p> <p>297(120) 849(952)</p> <p>131(43) 900(670)</p>

Figure 12
Background Plus Project Traffic Volumes

Background Plus Project Intersection Level of Service and Improvements

Under background conditions, the analysis shows that the intersection of San Benancio Road/SR 68 would operate at LOS F during the AM peak hour and would continue to operate at LOS F during the AM peak hour with the project traffic. The intersection of Corral de Tierra Road/SR 68 would operate at LOS F during the PM peak hour under background conditions and would continue to operate at LOS F during the PM peak hour with the project traffic. All other study intersections would operate at LOS D or better during both the AM and PM peak hours with the project traffic.

The California Department of Transportation (Caltrans) in partnership with the Transportation Agency for Monterey County (TAMC) is proposing to improve traffic operations and reduce collisions with wildlife on an approximately nine-mile stretch of SR 68 in Monterey County by modifying the design of nine intersections from Josselyn Canyon Road to San Benancio Road. The Draft Environmental Impact Report (EIR) for the Scenic Route 68 Corridor Improvements Project was released for public review in November 2023. Two build alternatives are being evaluated in the EIR as described below. Layouts of these improvements is included in Appendix D.

Build Alternative 1 – Roundabouts

Build Alternative 1 is proposing to convert all nine signalized intersections along the nine-mile stretch of the SR 68 corridor to roundabouts. Eight of the proposed nine roundabouts including the intersection of Corral de Tierra Road were analyzed for single lane roundabouts.

Build Alternative 2 – Signal and Lane Modifications

Build Alternative 2 would improve the nine existing intersections with modifications to lane configurations and lengths and upgrades to signal equipment.

All study intersections along SR 68 analyzed in this report are identified for improvements in the Scenic Route 68 Corridor Improvements Project. The draft EIR concludes that traffic operations would be improved under both Build Alternative 1 and Build Alternative 2 compared to the No Build alternative which would retain existing traffic controls and lane configurations under existing conditions. The project will be required to pay the Regional Development Impact Fee (RDIF). Payment of the RDIF by the project would satisfy the project's fair share contribution towards the implementation of SR 68 corridor improvements.

Table 9
Background Plus Project Level of Service Summary

ID	Intersection	Control ¹	Peak Hour	Background		Background Plus Project	
				Avg. Delay ²	LOS	Avg. Delay ²	LOS
1	Corral de Tierra Road and Project Southern Driveway	OWSC	AM	15.6	B	20.2	C
			PM	21.3	C	30.8	D
2	Corral de Tierra Road and Project Northern Driveway	OWSC	AM	N/A	N/A	11.1	B
			PM	N/A	N/A	11.3	B
3	Corral de Tierra Road and SR 68	Existing (Signal)	AM	45.5	D	44.7	D
			PM	>80	F	>80	F
4	San Benancio Road and SR 68	Existing (Signal)	AM	>80	F	>80	F
			PM	26.9	C	27.3	C
5	Laureles Grade and SR 68	Existing (Signal)	AM	13.7	B	14.1	B
			PM	41.0	D	43.3	D
6	Pasadera Road and SR 68	Existing (Signal)	AM	13.6	B	13.7	B
			PM	32.3	C	33.0	C
7	York Road and SR 68	Existing (Signal)	AM	9.5	A	9.5	B
			PM	39.1	D	39.6	D

Notes:

- Control Type Definitions: OWSC = One-Way Stop Control, Rbt = Roundabout, N/A = Not Analyzed.
- Intersection level of service for OWSC intersection is represented by the delay for the stop controlled approach. Intersection level of service for all other control types is represented by average delay for all movements. The OWSC intersections are the project driveways, and therefore, do not have an existing intersection.

6. Cumulative Conditions

This chapter describes the roadway traffic operations under cumulative no project conditions and cumulative plus project conditions. Cumulative traffic volumes reflect traffic generated by the approved development projects and traffic growth contributed by the pending developments in the study area. Cumulative plus project conditions were evaluated relative to cumulative no project conditions to determine traffic operational levels.

Cumulative Transportation Network

Improvements identified in the Scenic Route 68 Corridor Improvements Projects as Build Alternative 1 and Build Alternative 2 were analyzed for all study intersections under cumulative conditions with and without the project.

Cumulative Traffic Volumes

The cumulative no project traffic volumes were estimated by adding vehicle trips from the Background No Project growth assumptions (“approved but not yet built” and “not occupied” development projects), and vehicle trips from pending development projects in the study area. The list of pending projects was developed based on information from the Final Airport Master Plan EIR for the Monterey Regional Airport, November 2018. The pending projects shown in Table 10 were considered under cumulative conditions because they would contribute cumulative trips to the study intersections. Trip generation and assignment for pending projects under cumulative conditions was obtained from the Final Airport Master Plan EIR for the Monterey Regional Airport, November 2018. Cumulative traffic volumes are shown in Figure 13.

The project trip estimates in Chapter 4 were then added to the cumulative no project traffic volumes to yield cumulative plus project traffic volumes (see Figure 14). Traffic volumes for all components of traffic are tabulated in Appendix B

**Table 10
Pending Projects**

Pending Project ¹		Size	Daily Trips	A.M. Peak-Hour Trips	P.M. peak-Hour Trips
City of Marina					
1	The Dunes on Monterey Bay Phases 2 & 3	--	45,662	2,896	1,134
2	CSUMB Students (2014-2025)	6,107 students	5,918	524	524
City of Seaside					
3	The Projects at Main Gate	--	26,067	716	1,931
4	Veterans Cemetery	164 Acres	776	28	138
5	West Broadway Corridor	--	3,783	350	362
6	In-N-Out Restaurant	159 Seats	2,251	22	172
7	Dadwal proposed hotel and restaurant	110 rooms and 8,000 sq.ft.	1,628	144	145
8	Monterey Downs and Horse Park	1,280 homes, 330,000 sq.ft. commercial center, 256 rooms hotel, 100,000 sq.ft. office park, 200 room hotel, 5,000 sq.ft. tennis and swim club	28,503	1,714	2,782
Unincorporated Monterey County					
9	Wang Subdivision	29 single family units	255	20	26
10	Harper Canyon/Encina Hills Subdivision	17 units	163	13	17
11	Monterey Regional Airport - Long-term	industrial, 464,000 sq.ft. office, 10,000 sq.ft. restaurant	10,991	1,370	1,368
Carmel Valley					
12	September Ranch	110 units	1,053	83	111
13	Rancho Canada	281 units	2,689	211	284
Notes:					
¹ Trip generation and Trip Assignment from <i>Final Airport Master Plan EIR for the Monterey Regional Airport</i> , Hatch Mott McDonald, November, 2018					

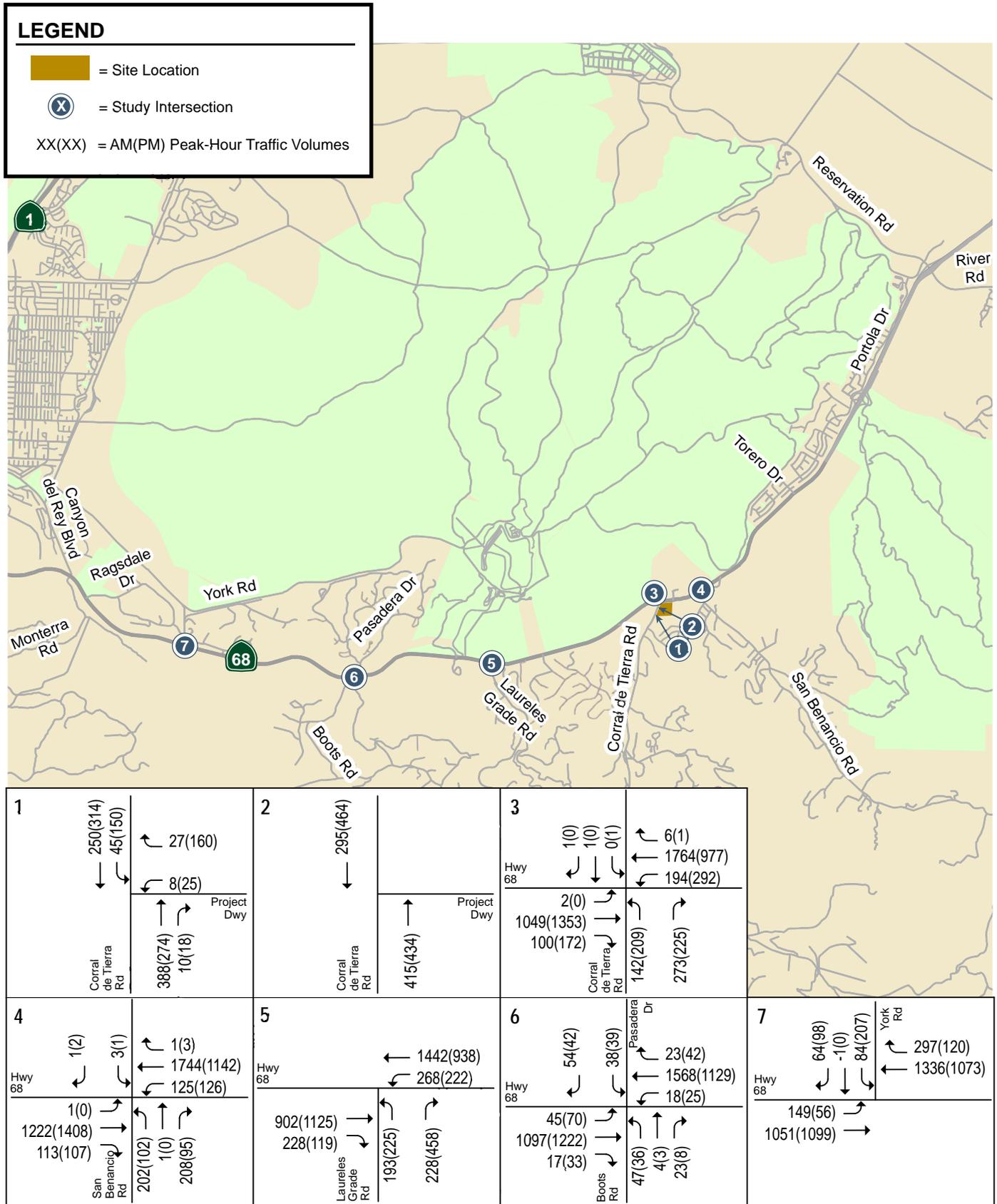


Figure 13
Cumulative No Project Traffic Volumes

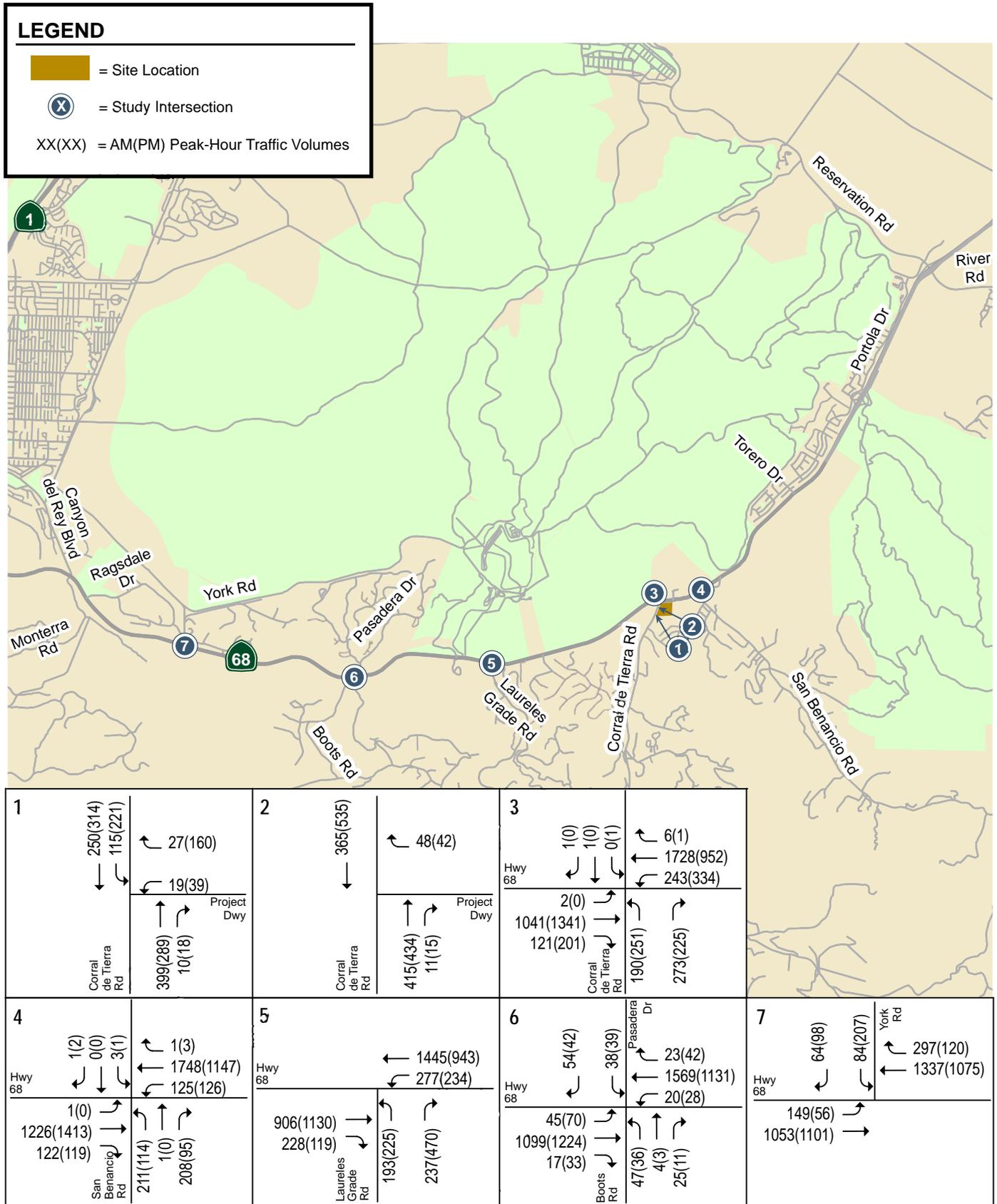


Figure 14
Cumulative Plus Project Traffic Volumes

Cumulative Intersection Level of Service and Improvements

The results of the intersection level of service analysis under cumulative no project and cumulative plus project conditions are summarized in Table 11. Cumulative conditions without and with the project were analyzed with both build alternatives identified in the Scenic Route 68 Corridor Improvements Project. The analysis shows that all of the study intersections along SR 68 would operate at LOS F during at least one of the peak hours under Build Alternative 1 without and with the project. Under Build Alternative 2, all study intersections along SR 68 would operate at LOS D or better with the project.

Table 11
Cumulative Plus Project Level of Service Summary

ID	Intersection	Control ¹	Peak Hour	Cumulative		Cumulative Plus Project	
				Avg. Delay ²	LOS	Avg. Delay ²	LOS
1	Corral de Tierra Road and Project Southern Driveway	OWSC	AM	15.9	C	20.5	C
			PM	21.7	C	31.6	D
2	Corral de Tierra Road and Project Northern Driveway	OWSC	AM	N/A	N/A	11.2	B
			PM	N/A	N/A	11.3	B
3	Corral de Tierra Road and SR 68	Existing (Signal)	AM	>80	F	>80	F
			PM	>80	F	>80	F
		Alt 1 (Rbt)	AM	>80	F	>80	F
			PM	>80	F	>80	F
		Alt 2 (Signal)	AM	26.4	C	27.1	C
			PM	31.2	C	37.7	D
4	San Benancio Road and SR 68	Existing (Signal)	AM	>80	F	>80	F
			PM	67.9	E	68.7	E
		Alt 1 (Rbt)	AM	>80	F	>80	F
			PM	79.9	F	>80	F
		Alt 2 (Signal)	AM	43.7	D	44.2	D
			PM	25.3	C	25.6	C
5	Laureles Grade and SR 68	Existing (Signal)	AM	62.9	E	65.1	E
			PM	>80	F	>80	F
		Alt 1 (Rbt)	AM	>80	F	>80	F
			PM	62.9	F	68.6	F
		Alt 2 (Signal)	AM	10.3	B	10.5	B
			PM	22.7	C	23.4	C
6	Pasadera Road and SR 68	Existing (Signal)	AM	52.0	D	52.6	D
			PM	>80	F	>80	F
		Alt 1 (Rbt)	AM	>80	F	>80	F
			PM	37.1	E	37.9	E
		Alt 2 (Signal)	AM	10.2	B	10.2	B
			PM	11.8	B	11.8	B
7	York Road and SR 68	Existing (Signal)	AM	30.1	C	30.2	C
			PM	61.4	E	61.7	E
		Alt 1 (Rbt)	AM	>80	F	>80	F
			PM	31.4	D	31.7	D
		Alt 2 (Signal)	AM	8.4	A	8.4	A
			PM	10.7	B	10.7	B

Notes:

- Control Type Definitions: OWSC = One-Way Stop Control, Rbt = Roundabout, N/A = Not Analyzed.
- Intersection level of service for OWSC intersection is represented by the delay for the stop controlled approach. Intersection level of service for all other control types is represented by average delay for all movements. The OWSC intersections are the project driveways, and therefore, do not have an existing intersection.

7. Other Transportation Issues

This chapter presents an analysis of other transportation issues associated with the project, including site access and circulation.

Unlike the level of service methodology, which is adopted by Caltrans and Monterey County, the analyses in this chapter are based on professional judgment in accordance with the standards and methods employed by the traffic engineering community. Although operational issues are not considered CEQA impacts, they do describe traffic conditions that are relevant to describing the project environment.

Site Access and Circulation

The evaluation of site access and circulation is based on the plan prepared by mcg architecture, dated September 13, 2024. Site access and circulation were reviewed in accordance with generally accepted traffic engineering standards.

Site Access

The existing site has four driveways: two on Corral de Tierra Road and two on SR 68. The site plan shows that the project would close all four driveways and construct two new driveways on Corral de Tierra Road, south of the existing driveways. The site plan also shows that there would be a short center median on Corral de Tierra Road near the project's northern driveway to prohibit left turns into and out of the fueling station. Prohibiting left turns at this driveway would ensure that queues would not block the Corral de Tierra/SR 68 intersection. The median would still allow left turns for the commercial property across the street. The southern driveway on Corral de Tierra Road would be a full access driveway that would allow left turns in and out of the project site. The full access driveway on Corral de Tierra Road would provide access to the fueling station via a reciprocal easement agreement through an internal driveway from the future Corral de Tierra Neighborhood Retail Village and would be built prior to the shopping village.

Sight Distance at Project Driveway

The project driveways on Corral de Tierra Road are shown 190 feet and 450 feet south of Highway 68. The project driveway should be free and clear of any obstructions to optimize sight distance, thereby ensuring that exiting vehicles can see pedestrians on the sidewalk and other vehicles traveling on adjacent roadways. Any landscaping and signage should be located in such a way as to ensure an unobstructed view for drivers entering and exiting the site. Adequate corner sight distance (sight

distance triangles) should be provided at all site access points in accordance with Caltrans recommended stopping sight distance. The speed limit on Corral de Tierra Road is 35 mph. The Caltrans recommended stopping sight distance for this roadway is 250 feet. As shown on the site plan, the project proposes no tall vegetation or objects that would block a driver's ability to see 250 feet looking southerly down the road.

Driveway Design

The project driveway, shopping village driveway, and internal driveways to the project site are shown to be between 24 feet and 30 feet wide, which meets the Monterey County standard.

Traffic Operations at Project Driveway

Traffic operations at the project driveways were evaluated to identify whether there would be vehicle queuing issues. The gross site trips that would occur at the project driveways are 97 inbound trips and 96 outbound trips during the AM peak hour, and 111 inbound trips and 110 outbound trips during the PM peak hour (see Figure 11). The queuing analysis for movements to which the proposed project would add traffic at the intersection of Corral de Tierra Road/SR 68 is shown in Table 12. As shown in Table 12, the average queues for the westbound left-turn movement at the Corral de Tierra/SR 68 intersection would be accommodated within the existing storage under existing plus project, background, and background plus project conditions. The analysis shows that the 95th percentile queue for the westbound left-turn lane would be longer than the available storage length under existing, existing plus project, background conditions and background plus project conditions. The project would add approximately two vehicles and four vehicles during the AM and PM peak hours respectively to the 95th percentile westbound left-turn queue under background conditions. The left turn pocket could be lengthened by restriping, should Caltrans elect to do so in order to address the existing storage issue under the 95th percentile queue. The left turn pocket is back-to-back with another left turn pocket serving 5 homes on the north side of Highway 68. The left turn pocket to the homes is much longer than it needs to be. It could be shortened in order to provide room to lengthen the left turn pocket at Corral de Tierra Road.

Northern Project Driveway

The northern driveway on Corral de Tierra Road would be located approximately 190 feet south of SR 68 and would be restricted to right-turns only. The project trips that are estimated to occur at the northern driveway are 11 inbound trips and 48 outbound trips during the AM peak hour and 15 inbound trips and 42 outbound trips during the PM peak hour. As shown in the level of service summary tables, the outbound trips are expected to have a vehicle delay of 11.1 seconds during the AM peak hour and 11.3 seconds during the PM peak hour. The analysis shows that this driveway would sometimes be blocked by the northbound vehicular queue from the Corral de Tierra/SR 68 signal.

Southern Project Driveway

The southern driveway on Corral de Tierra Road would be located approximately 450 feet south of SR 68. The project trips that are estimated to occur at the southern driveway are 70 inbound trips and 11 outbound trips during the AM peak hour and 71 inbound trips and 14 outbound trips during the PM peak hour. Most of the traffic is expected to make a left turn into the driveway from southbound Corral de Tierra Road. The southbound left-turn trips are expected to have a vehicular delay of less than 10 seconds per vehicle during the AM and PM peak hours with a 95th percentile queue of no more than one vehicle. The average northbound vehicular queue at the intersection of Corral de Tierra Road/SR 68 is not anticipated to extend as far as the southern driveway, and therefore southbound left-turning vehicles would be able to turn easily into the driveway. As shown in the level of service summary

tables, the outbound trips are expected to have a vehicle delay of 20.2 seconds during the AM peak hour and 30.8 seconds during the PM peak hour.

Table 12
Queuing Analysis

Analysis Scenario	Corral de Tierra and Hwy 68							
	EBR		WBL		NBL/T ²		NBR	
	AM	PM	AM	PM	AM	PM	AM	PM
Existing								
50th % Queue ¹ (veh/ln)	0	0	4	7	3	5	0	0
50th %. Queue ¹ (ft/ln)	0	0	89	164	63	117	0	0
95th %. Queue ¹ (veh/ln)	1	1	10	14	7	7	4	3
95th %. Queue ¹ (ft./ln)	21	13	241	354	177	176	89	64
Storage (ft/ln)	425	425	225	225	1500	1500	120	120
Adequate (Y/N)	Y	Y	N	N	Y	Y	Y	Y
Existing Plus Project								
50th % Queue ¹ (veh/ln)	0	0	5	9	4	4	0	0
50th %. Queue ¹ (ft/ln)	0	0	128	224	98	99	0	0
95th %. Queue ¹ (veh/ln)	1	1	13	18	10	7	3	3
95th %. Queue ¹ (ft./ln)	25	26	327	446	246	176	87	63
Storage (ft./ ln.)	425	425	225	225	1500	1500	120	120
Adequate (Y/N)	Y	Y	N	N	Y	Y	Y	Y
Background								
50th % Queue ¹ (veh/ln)	0	0	7	12	5	8	0	0
50th %. Queue ¹ (ft/ln)	0	0	175	301	119	200	0	0
95th %. Queue ¹ (veh/ln)	1	2	14	22	9	16	4	3
95th %. Queue ¹ (ft./ln)	27	49	355	540	220	395	96	85
Storage (ft/ln)	425	425	225	225	1500	1500	120	120
Adequate (Y/N)	Y	Y	N	N	Y	Y	Y	Y
Background Plus Project								
50th % Queue ¹ (veh/ln)	0	0	9	15	7	11	0	0
50th %. Queue ¹ (ft/ln)	0	0	230	385	167	269	0	0
95th %. Queue ¹ (veh/ln)	1	2	19	26	14	20	4	3
95th %. Queue ¹ (ft./ln)	30	54	483	639	353	492	97	85
Storage (ft/ln)	425	425	225	225	1500	1500	120	120
Adequate (Y/N)	Y	Y	N	N	Y	Y	Y	Y

Notes:

NBL = northbound left-turn movement; NBT = northbound through movement; NBR = northbound right-turn movement; SBL = southbound left-turn movement; EBR = eastbound right-turn movement; WBL =

¹ Queue lengths are presented in feet in Synchro. Number of vehicles queued are calculated as 25 feet per vehicle.

² The storage length is measured from the intersection to Mountain Quail Road.

On-Site Circulation

Within the site, there would be a two-way drive aisle with a 20-foot distance between the fueling pump canopies and the parking spaces and a 28-foot drive aisle that continues to the rest of the site.

Parking spaces would be provided at 90 degrees along the drive aisle between the fueling station and the convenience store. The stall depth (18 feet) of the parking spaces would meet typical parking stall standards.

Truck Access and Circulation

Garbage bins are shown on the site plan east of the fueling stations. Garbage trucks could enter and exit the site from the Corral de Tierra Road driveways, turning around on-site.

Figure 15 shows the turning path of a fuel delivery truck entering from the southern Corral de Tierra Road driveway, going through the internal drive aisle and around the fueling station, and exiting via the northern driveway on Corral de Tierra Road or the driveway on SR 68. The underground gasoline storage tank openings are shown along the northern edge of the site. During fuel deliveries, the fuel tanker would park along the northern edge of the site, which would not block any of the fueling stations or drive aisles. Fuel deliveries would occur infrequently and are typically scheduled for off-peak hours. Fire trucks would travel a similar path to the fuel delivery truck, except on site. On site, fire trucks would go between the fueling stations and the parking spaces in front of the convenience store before exiting the site via the northern Corral de Tierra Road driveway or the driveway on SR 68 (see Figure 16).

Parking

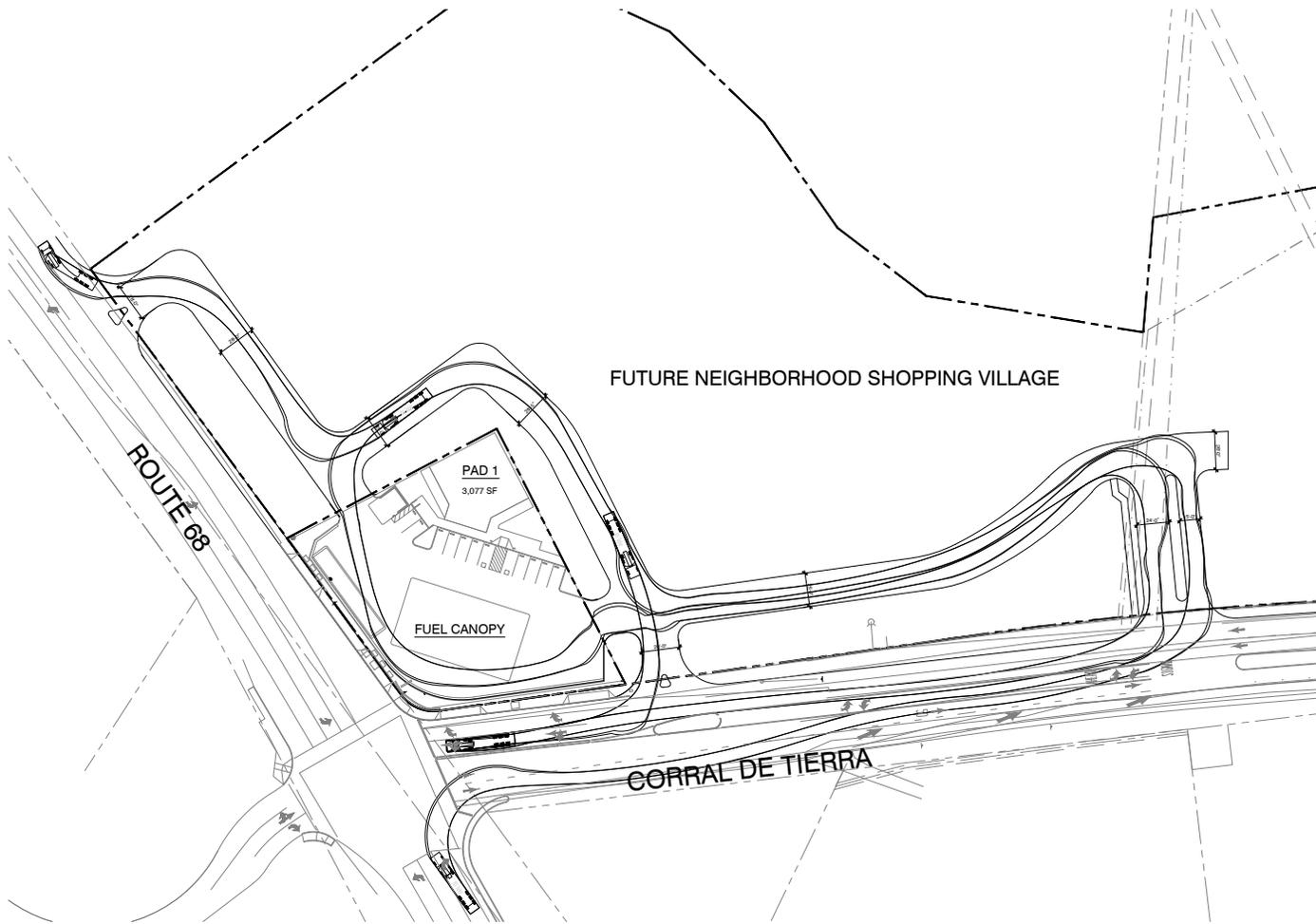
The review of on-site parking is based on the plan set prepared by Whitson Engineers, dated August 15, 2023 and on the Monterey County Municipal Code parking requirements.

Vehicle Parking

According to the Monterey County Zoning Code, Table 21.58.040, general retail requires one vehicular parking space per 250 sq. ft. Based on these requirements, the convenience store of 3,100 sq. ft. is required to provide, at most, 12 vehicular parking spaces. The proposed site plan shows 12 vehicular parking spaces and therefore, meets the County's vehicular parking requirement.

Accessible Parking

According to the Monterey County Zoning Code, Section 20.58.050, non-residential parking lots with fewer than 40 spaces must provide at least one accessible parking as required by Title 24 of the California Administrative Code. The site plan shows two accessible parking spaces, satisfying the requirements of the zoning code.



LEGEND:

FUEL DELIVERY TRUCK

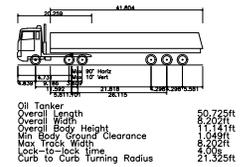
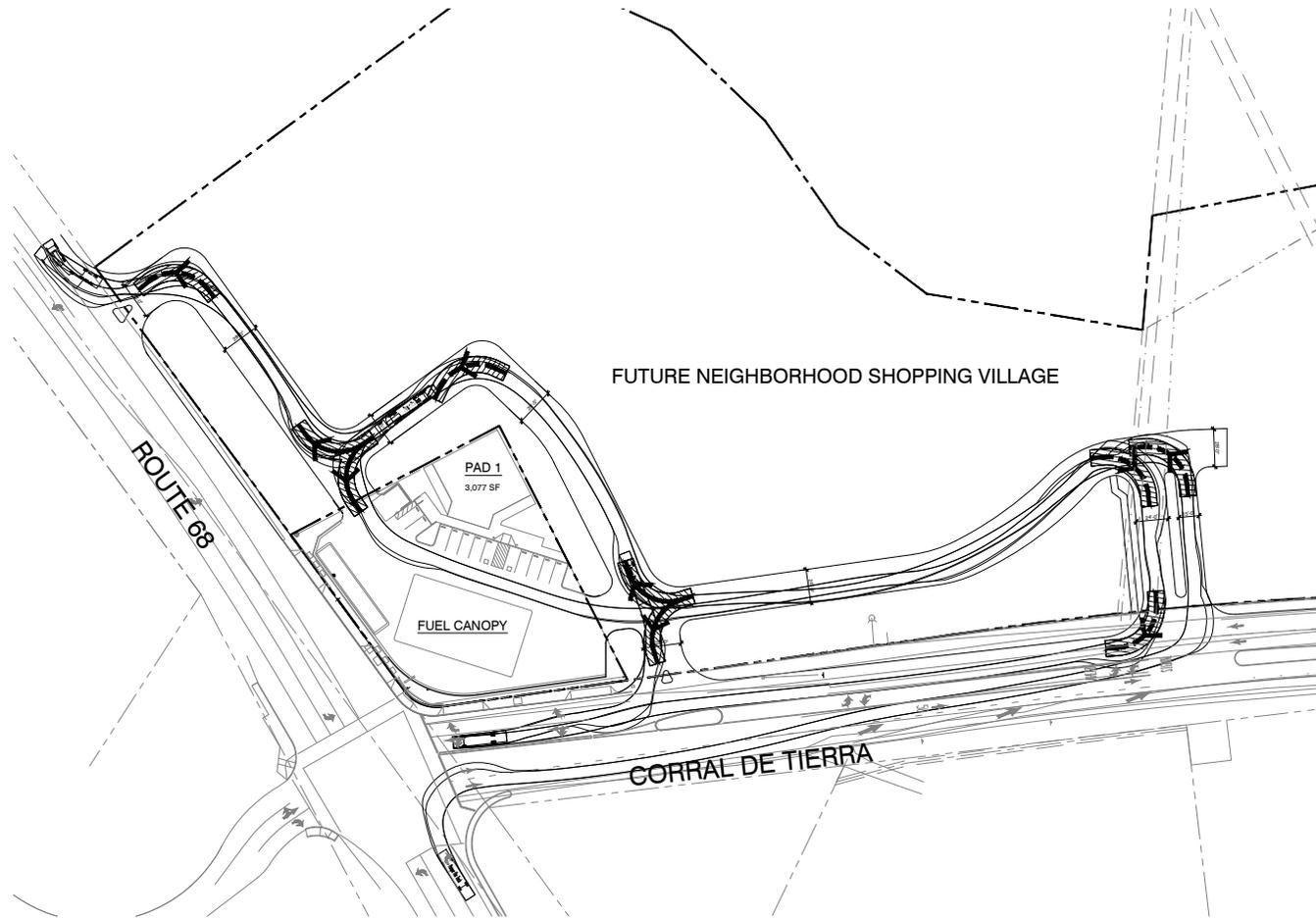
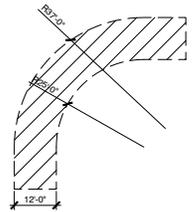


Figure 15
Fuel Delivery Truck Turning Path

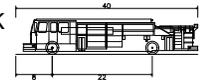


LEGEND:

FIRE TRUCK TURNING RADIUS



FIRE TRUCK ROUTE



Pumper Fire Truck	
Overall Length	40.000ft
Overall Width	8.167ft
Overall Body Height	9.725ft
Min. Body Ground Clearance	0.625ft
Track Width	8.167ft
Lock-to-lock time	5.00s
Max Wheel Angle	45.00°

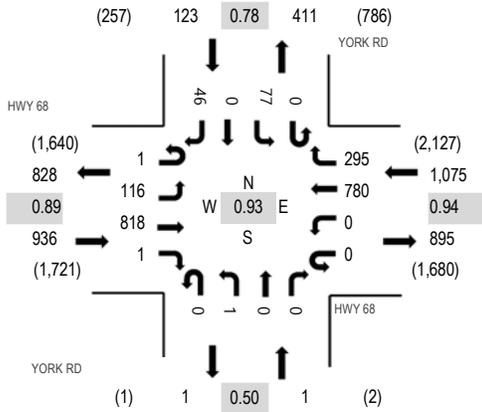
Figure 16
Fire Truck Turning Path

**Corral de Tierra Fueling Station
Traffic Impact Analysis Report
Technical Appendices**

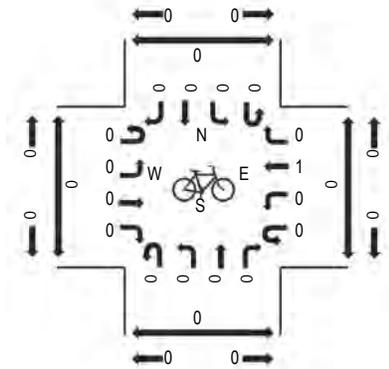
Appendix A

Traffic Counts

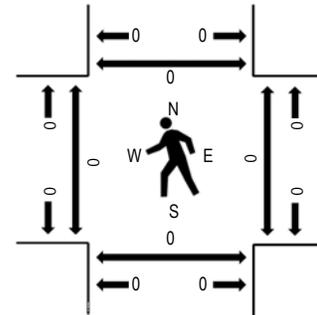
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

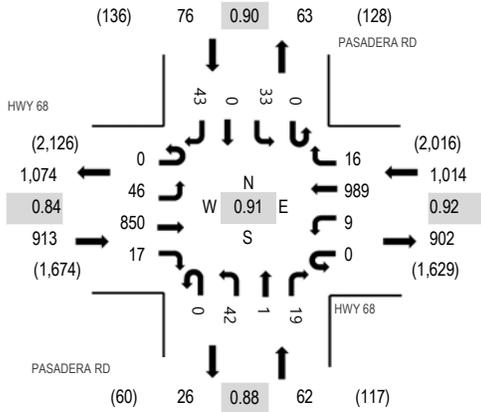
Traffic Counts - Motorized Vehicles

Interval Start Time	HWY 68 Eastbound				HWY 68 Westbound				YORK RD Northbound				YORK RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	7	159	0	0	0	184	55	0	0	0	0	0	7	0	7	419	2,034	0	0	0	0
7:15 AM	0	22	182	0	0	0	195	61	0	0	0	0	11	0	10	481	2,133	0	0	0	0	
7:30 AM	0	18	247	0	0	0	216	62	0	0	0	0	20	0	11	574	2,135	0	0	0	0	
7:45 AM	0	19	222	0	0	0	205	82	0	0	0	0	19	0	13	560	2,079	0	0	0	0	
8:00 AM	0	38	193	0	0	0	188	74	0	0	0	0	17	0	8	518	2,073	0	0	0	0	
8:15 AM	1	41	156	1	0	0	171	77	0	1	0	0	21	0	14	483		0	0	0	0	
8:30 AM	0	20	193	0	0	0	176	80	0	0	0	1	0	28	0	20	518		0	0	0	0
8:45 AM	0	28	174	0	0	0	199	102	0	0	0	0	0	30	0	21	554		0	0	0	0

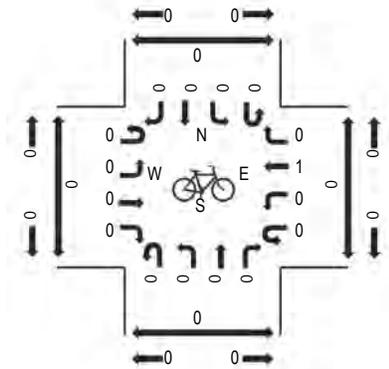
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0	5
Lights	1	116	798	1	0	0	757	293	0	1	0	0	0	76	0	44	2,087
Mediums	0	0	18	0	0	0	20	2	0	0	0	0	0	1	0	2	43
Total	1	116	818	1	0	0	780	295	0	1	0	0	0	77	0	46	2,135

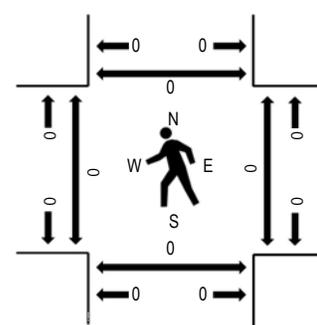
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

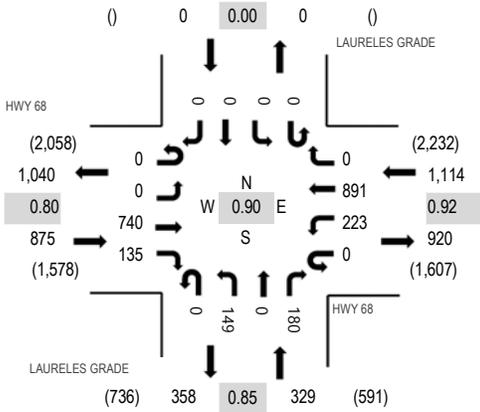
Traffic Counts - Motorized Vehicles

Interval Start Time	HWY 68 Eastbound				HWY 68 Westbound				PASADERA RD Northbound				PASADERA RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	3	148	1	0	1	229	7	0	7	0	1	0	5	0	10	412	2,005	0	0	0	0
7:15 AM	0	8	182	2	0	2	229	2	0	8	0	3	0	9	0	12	457	2,065	0	0	0	0
7:30 AM	0	11	237	4	0	0	274	4	0	7	1	8	0	7	0	14	567	2,057	0	0	0	0
7:45 AM	0	17	249	5	0	5	259	2	0	11	0	4	0	9	0	8	569	2,011	0	0	0	0
8:00 AM	0	10	182	6	0	2	227	8	0	16	0	4	0	8	0	9	472	1,938	0	0	0	0
8:15 AM	0	5	156	9	0	1	239	5	0	10	1	8	0	1	0	14	449		0	0	0	0
8:30 AM	0	9	210	10	0	1	257	8	0	11	0	2	0	4	0	9	521		0	0	0	0
8:45 AM	0	19	184	7	0	4	243	7	0	10	1	4	0	4	0	13	496		0	0	0	0

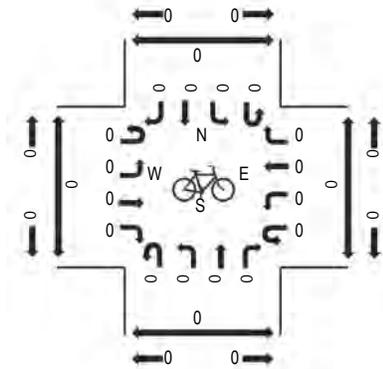
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	6	0	0	1	5	0	0	0	0	0	0	0	0	0	12
Lights	0	42	825	16	0	8	960	15	0	42	1	19	0	31	0	42	2,001
Mediums	0	4	19	1	0	0	24	1	0	0	0	0	0	2	0	1	52
Total	0	46	850	17	0	9	989	16	0	42	1	19	0	33	0	43	2,065

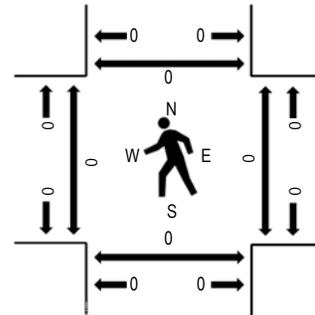
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	HWY 68 Eastbound				HWY 68 Westbound				LAURELES GRADE Northbound				LAURELES GRADE Southbound				Total	Rolling Hour	Pedestrian Crossings				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North	
7:00 AM	0	0	123	17	0	78	230	0	0	0	19	0	29	0	0	0	0	496	2,288	0	0	0	0
7:15 AM	0	0	162	30	0	59	213	0	0	0	31	0	38	0	0	0	0	533	2,318	0	0	0	0
7:30 AM	0	0	192	31	0	65	252	0	0	0	30	0	47	0	0	0	0	617	2,278	0	0	0	0
7:45 AM	0	0	239	34	0	54	218	0	0	0	49	0	48	0	0	0	0	642	2,221	0	0	0	0
8:00 AM	0	0	147	40	0	45	208	0	0	0	39	0	47	0	0	0	0	526	2,113	0	0	0	0
8:15 AM	0	0	141	34	0	45	210	0	0	0	28	0	35	0	0	0	0	493		0	0	0	0
8:30 AM	0	0	141	47	0	59	231	0	0	0	46	0	36	0	0	0	0	560		0	0	0	0
8:45 AM	0	0	152	48	0	50	215	0	0	0	39	0	30	0	0	0	0	534		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
Articulated Trucks	0	0	3	0	0	4	8	0	0	0	0	1	0	0	0	0	16	
Lights	0	0	720	133	0	211	861	0	0	0	145	0	176	0	0	0	0	2,246
Mediums	0	0	17	2	0	8	22	0	0	0	4	0	3	0	0	0	0	56
Total	0	0	740	135	0	223	891	0	0	0	149	0	180	0	0	0	0	2,318

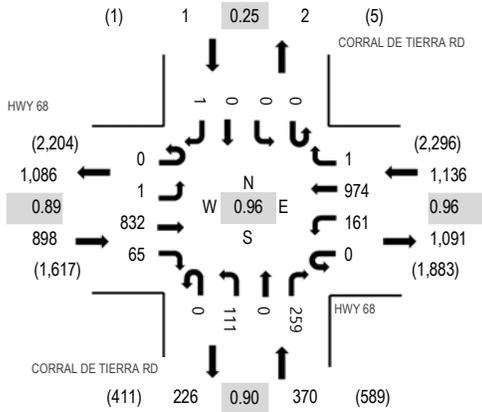
Location: 4 CORRAL DE TIERRA RD & HWY 68 AM

Date: Tuesday, May 23, 2023

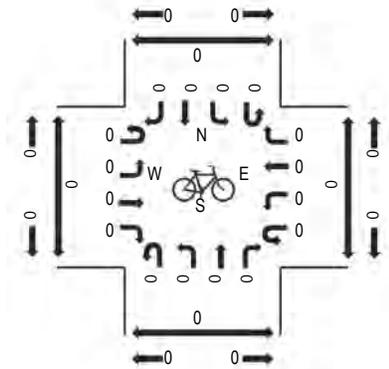
Peak Hour: 07:30 AM - 08:30 AM

Peak 15-Minutes: 07:45 AM - 08:00 AM

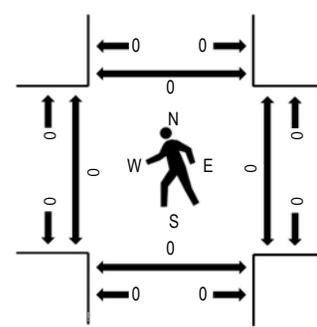
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	HWY 68 Eastbound				HWY 68 Westbound				CORRAL DE TIERRA RD Northbound				CORRAL DE TIERRA RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	141	10	0	13	277	1	0	19	0	25	0	0	0	0	486	2,247	0	0	0	0
7:15 AM	0	0	179	7	0	19	262	0	0	19	0	37	0	0	0	0	523	2,358	0	0	0	0
7:30 AM	0	0	215	19	0	24	276	0	0	28	0	52	0	0	0	0	614	2,405	0	0	0	0
7:45 AM	0	0	239	13	0	38	245	1	0	23	0	65	0	0	0	0	624	2,348	0	0	0	0
8:00 AM	0	0	208	15	0	43	227	0	0	23	0	80	0	0	0	1	597	2,256	0	0	0	0
8:15 AM	0	1	170	18	0	56	226	0	0	37	0	62	0	0	0	0	570		0	0	0	0
8:30 AM	0	0	168	23	0	36	261	0	0	31	1	37	0	0	0	0	557		0	0	0	0
8:45 AM	0	0	169	22	0	55	236	0	0	13	1	36	0	0	0	0	532		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	5	1	0	1	4	0	0	0	0	0	0	0	0	0	11
Lights	0	1	805	61	0	150	915	1	0	105	0	254	0	0	0	1	2,293
Mediums	0	0	22	3	0	10	55	0	0	6	0	5	0	0	0	0	101
Total	0	1	832	65	0	161	974	1	0	111	0	259	0	0	0	1	2,405

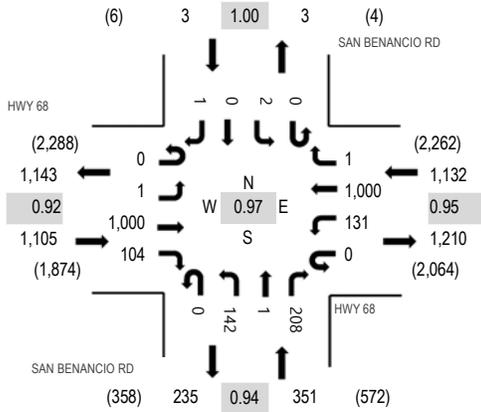
Location: 5 SAN BENANCIO RD & HWY 68 AM

Date: Tuesday, May 23, 2023

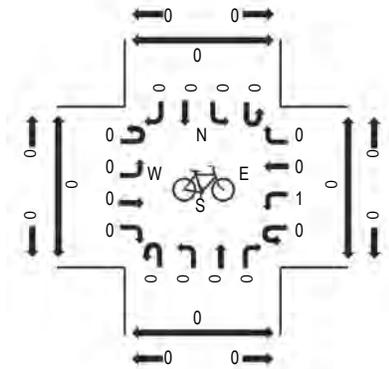
Peak Hour: 07:30 AM - 08:30 AM

Peak 15-Minutes: 07:45 AM - 08:00 AM

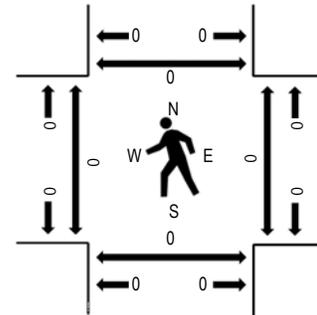
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

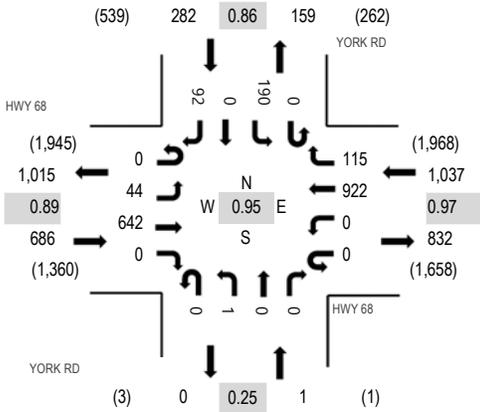
Traffic Counts - Motorized Vehicles

Interval Start Time	HWY 68 Eastbound				HWY 68 Westbound				SAN BENANCIO RD Northbound				SAN BENANCIO RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	154	7	0	16	261	0	0	19	0	21	0	0	0	0	478	2,328	0	0	0	0
7:15 AM	0	0	206	11	0	9	257	0	0	31	0	34	0	0	0	1	549	2,488	0	0	0	0
7:30 AM	0	0	255	14	0	15	266	1	0	38	0	45	0	1	0	0	635	2,591	0	0	0	0
7:45 AM	0	0	278	21	0	25	253	0	0	31	0	57	0	1	0	0	666	2,519	0	0	0	0
8:00 AM	0	1	244	31	0	37	231	0	0	33	1	59	0	0	0	1	638	2,386	0	0	0	0
8:15 AM	0	0	223	38	0	54	250	0	0	40	0	47	0	0	0	0	652		0	0	0	0
8:30 AM	0	0	190	12	0	32	262	0	0	31	1	35	0	0	0	0	563		0	0	0	0
8:45 AM	0	0	181	8	0	28	265	0	0	16	0	33	0	0	0	2	533		0	0	0	0

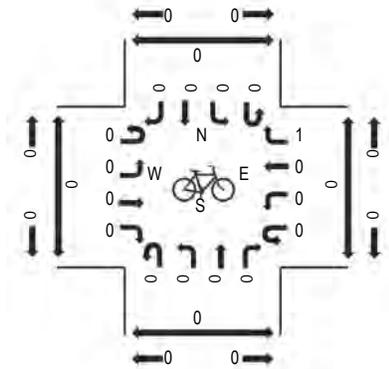
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	4	0	0	0	11	0	0	0	0	0	0	0	0	0	15
Lights	0	1	975	100	0	122	951	1	0	140	1	203	0	2	0	1	2,497
Mediums	0	0	21	4	0	9	38	0	0	2	0	5	0	0	0	0	79
Total	0	1	1,000	104	0	131	1,000	1	0	142	1	208	0	2	0	1	2,591

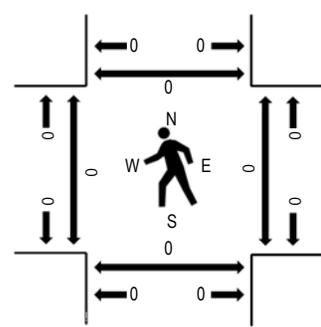
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

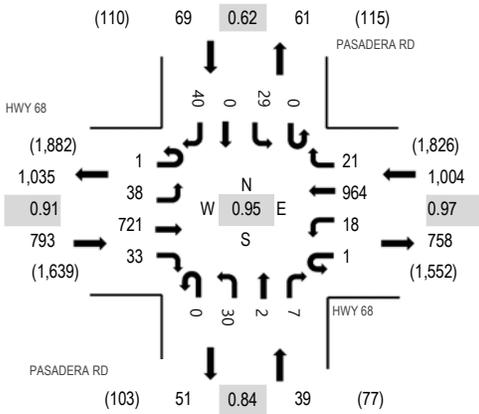
Traffic Counts - Motorized Vehicles

Interval Start Time	HWY 68 Eastbound				HWY 68 Westbound				YORK RD Northbound				YORK RD Southbound				Total	Rolling Hour	Pedestrian Crossings				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North	
4:00 PM	0	11	182	0	0	0	229	29	0	1	0	0	0	0	53	0	25	530	2,006	0	0	0	0
4:15 PM	0	11	155	0	0	0	213	36	0	0	0	0	0	48	0	23	486	1,968	0	0	0	0	
4:30 PM	0	9	148	0	0	0	235	26	0	0	0	0	0	54	0	20	492	1,967	0	0	0	0	
4:45 PM	0	13	157	0	0	0	245	24	0	0	0	0	0	35	0	24	498	1,945	0	0	0	0	
5:00 PM	0	9	135	0	0	0	242	22	0	0	0	0	0	65	0	19	492	1,862	0	0	0	0	
5:15 PM	0	8	156	2	0	0	222	26	0	0	0	0	0	46	0	25	485		0	0	0	0	
5:30 PM	0	10	174	1	0	0	228	7	0	0	0	0	0	38	0	12	470		0	0	0	0	
5:45 PM	0	10	169	0	0	0	173	11	0	0	0	0	0	43	0	9	415		0	0	0	0	

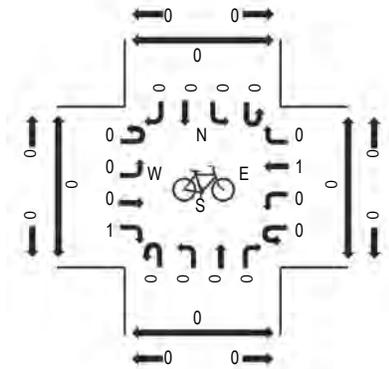
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	4	0	0	0	4	0	0	0	0	0	0	1	0	0	9
Lights	0	44	632	0	0	0	905	110	0	1	0	0	0	188	0	91	1,971
Mediums	0	0	6	0	0	0	13	5	0	0	0	0	0	1	0	1	26
Total	0	44	642	0	0	0	922	115	0	1	0	0	0	190	0	92	2,006

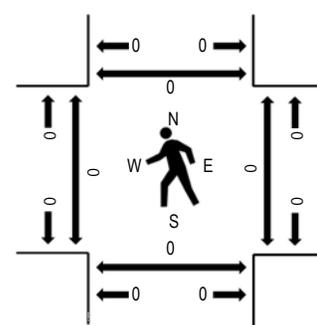
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

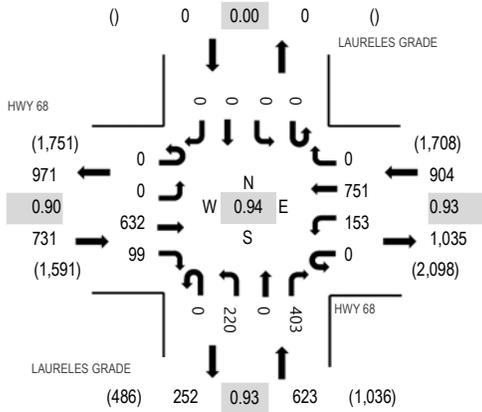
Traffic Counts - Motorized Vehicles

Interval Start Time	HWY 68 Eastbound				HWY 68 Westbound				PASADERA RD Northbound				PASADERA RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	10	202	8	1	8	245	5	0	5	0	1	0	7	0	7	499	1,905	0	0	0	0
4:15 PM	1	5	190	11	0	4	240	3	0	9	0	3	0	5	0	10	481	1,804	0	0	0	0
4:30 PM	0	7	135	5	0	2	237	9	0	12	1	1	0	12	0	16	437	1,802	0	0	0	0
4:45 PM	0	16	194	9	0	4	242	4	0	4	1	2	0	5	0	7	488	1,822	0	0	0	0
5:00 PM	0	10	160	7	0	0	188	6	0	9	0	5	0	2	1	10	398	1,747	0	0	0	0
5:15 PM	0	3	204	10	0	4	235	3	0	8	0	1	0	3	0	8	479		0	0	0	0
5:30 PM	1	15	211	6	0	6	201	5	0	5	0	1	0	1	0	5	457		0	0	0	0
5:45 PM	0	7	202	10	0	8	161	5	0	6	0	3	0	1	0	10	413		0	0	0	0

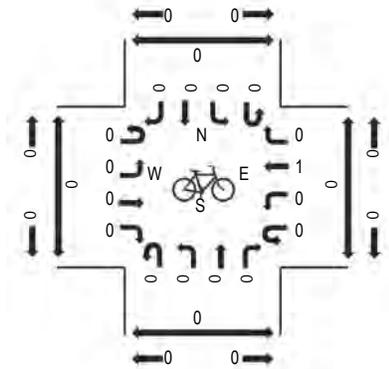
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	5	0	0	0	5	0	0	0	0	0	0	1	0	0	11
Lights	1	38	701	33	1	17	945	20	0	29	2	7	0	27	0	36	1,857
Mediums	0	0	15	0	0	1	14	1	0	1	0	0	0	1	0	4	37
Total	1	38	721	33	1	18	964	21	0	30	2	7	0	29	0	40	1,905

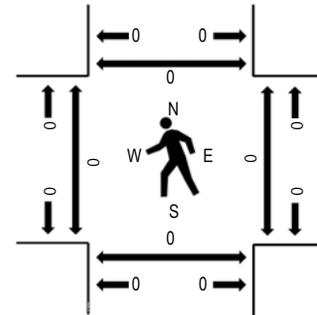
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

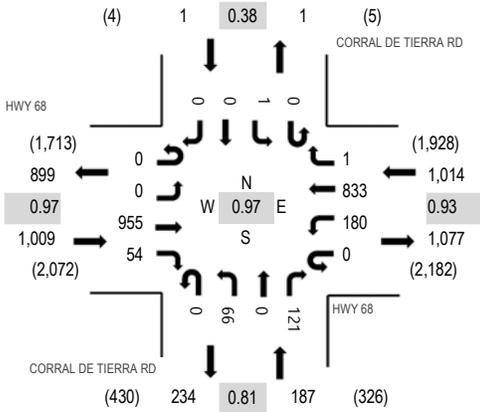
Traffic Counts - Motorized Vehicles

Interval Start Time	HWY 68 Eastbound				HWY 68 Westbound				LAURELES GRADE Northbound				LAURELES GRADE Southbound				Total	Rolling Hour	Pedestrian Crossings				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North	
4:00 PM	0	0	152	31	0	39	196	0	0	0	56	0	102	0	0	0	0	576	2,258	0	0	0	0
4:15 PM	0	0	158	23	0	33	179	0	0	0	54	0	93	0	0	0	0	540	2,165	0	0	0	0
4:30 PM	0	0	157	31	0	43	200	0	0	0	57	0	111	0	0	0	0	599	2,179	0	0	0	0
4:45 PM	0	0	165	14	0	38	176	0	0	0	53	0	97	0	0	0	0	543	2,132	0	0	0	0
5:00 PM	0	0	171	23	0	41	140	0	0	0	34	0	74	0	0	0	0	483	2,077	0	0	0	0
5:15 PM	0	0	198	17	0	33	195	0	0	0	37	0	74	0	0	0	0	554		0	0	0	0
5:30 PM	0	0	187	26	0	42	181	0	0	0	30	0	86	0	0	0	0	552		0	0	0	0
5:45 PM	0	0	216	22	0	30	142	0	0	0	21	0	57	0	0	0	0	488		0	0	0	0

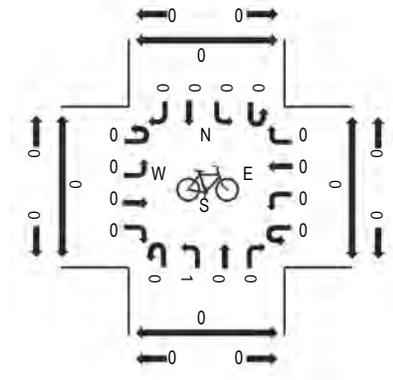
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
Articulated Trucks	0	0	7	0	0	0	2	0	0	0	0	1	0	0	0	0	10	
Lights	0	0	615	99	0	150	731	0	0	0	218	0	389	0	0	0	0	2,202
Mediums	0	0	10	0	0	3	18	0	0	0	2	0	13	0	0	0	0	46
Total	0	0	632	99	0	153	751	0	0	0	220	0	403	0	0	0	0	2,258

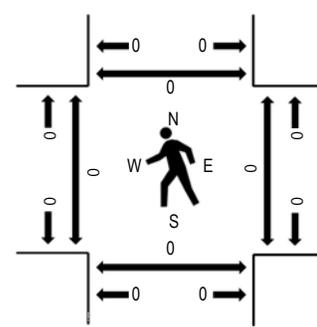
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	HWY 68 Eastbound				HWY 68 Westbound				CORRAL DE TIERRA RD Northbound				CORRAL DE TIERRA RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	0	231	10	0	57	215	1	0	23	0	35	0	0	0	0	572	2,211	0	0	0	0
4:15 PM	0	0	249	12	0	31	210	0	0	15	0	26	0	1	0	0	544	2,157	0	0	0	0
4:30 PM	0	0	224	13	0	49	207	0	0	17	0	31	0	0	0	0	541	2,169	0	0	0	0
4:45 PM	0	0	251	19	0	43	201	0	0	11	0	29	0	0	0	0	554	2,180	0	0	0	0
5:00 PM	0	0	247	13	0	38	184	0	0	5	0	29	0	1	0	1	518	2,119	0	0	0	0
5:15 PM	0	1	249	7	0	33	225	0	0	14	0	26	0	1	0	0	556		0	0	0	0
5:30 PM	0	0	255	18	0	34	209	2	0	15	0	19	0	0	0	0	552		0	0	0	0
5:45 PM	0	0	256	17	0	36	153	0	0	8	1	22	0	0	0	0	493		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	7	0	0	2	3	0	0	0	0	0	0	0	0	0	12
Lights	0	0	898	54	0	171	810	1	0	59	0	115	0	1	0	0	2,109
Mediums	0	0	50	0	0	7	20	0	0	7	0	6	0	0	0	0	90
Total	0	0	955	54	0	180	833	1	0	66	0	121	0	1	0	0	2,211

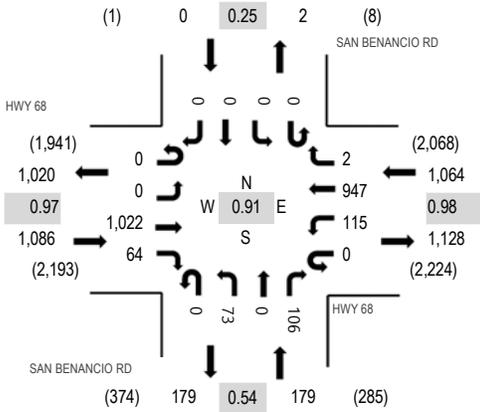
Location: 5 SAN BENANCIO RD & HWY 68 PM

Date: Tuesday, May 23, 2023

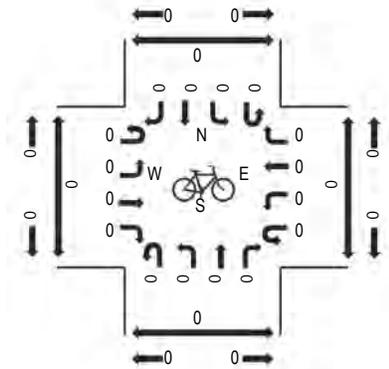
Peak Hour: 04:00 PM - 05:00 PM

Peak 15-Minutes: 04:00 PM - 04:15 PM

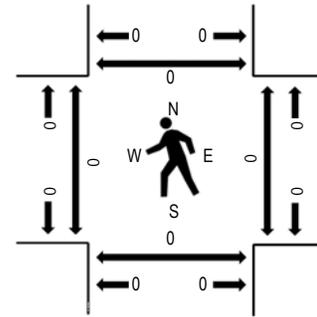
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	HWY 68 Eastbound				HWY 68 Westbound				SAN BENANCIO RD Northbound				SAN BENANCIO RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	0	261	16	0	37	243	0	0	32	0	51	0	0	0	0	640	2,329	0	0	0	0
4:15 PM	0	0	256	16	0	27	234	0	0	18	0	24	0	0	0	0	575	2,245	0	0	0	0
4:30 PM	0	0	247	14	0	18	233	0	0	14	0	20	0	0	0	0	546	2,257	0	0	0	0
4:45 PM	0	0	258	18	0	33	237	2	0	9	0	11	0	0	0	0	568	2,281	0	0	0	0
5:00 PM	0	0	256	16	0	33	224	0	0	10	0	17	0	0	0	0	556	2,218	0	0	0	0
5:15 PM	0	1	264	20	0	36	237	1	0	8	0	20	0	0	0	0	587		0	0	0	0
5:30 PM	0	1	257	16	0	27	239	2	0	13	0	14	0	1	0	0	570		0	0	0	0
5:45 PM	0	1	249	26	0	21	184	0	0	6	0	18	0	0	0	0	505		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	7	0	0	0	4	0	0	0	0	0	0	0	0	0	11
Lights	0	0	984	61	0	115	928	2	0	73	0	105	0	0	0	0	2,268
Mediums	0	0	31	3	0	0	15	0	0	0	0	1	0	0	0	0	50
Total	0	0	1,022	64	0	115	947	2	0	73	0	106	0	0	0	0	2,329

Appendix B

Volume Summary

Corral de Tierra Gas Station TIA

Intersection Number: **1**
 Traffix Node Number: 1
 Intersection Name: Corral de Tierra Road & South Project Driveway
 Peak Hour: AM
 Count Date: 05/23/23
 Scenario: Corral Del Tierra Gas Station
 Date of Analysis: 09/17/24

Scenario:	Movements												Total
	Southbound			Westbound			Northbound			Eastbound			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	0	226	0	0	0	0	0	370	0	0	0	0	596
Approved Project Trips													
Monterey Regional Airport Study	0	21	45	27	0	8	10	7	0	0	0	0	118
Las Palmas	0	0	0	0	0	0	0	0	0	0	0	0	0
Operations and Maintenance Facility	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	0	247	45	27	0	8	10	377	0	0	0	0	714
Project Trips Under Existing and Background Conditions													
Project Trips	0	0	70	0	0	11	0	11	0	0	0	0	92
Net Project Trips	0	0	70	0	0	11	0	11	0	0	0	0	92
Existing + Project	0	226	70	0	0	11	0	381	0	0	0	0	688
Background + Project	0	247	115	27	0	19	10	388	0	0	0	0	806
Cumulative Project Trips													
Monterey Regional Airport Study	0	3	0	0	0	0	0	11	0	0	0	0	14
Cumulative Conditions	0	250	45	27	0	8	10	388	0	0	0	0	728
Cumulative w/ Project	0	250	115	27	0	19	10	399	0	0	0	0	820

Intersection Number: **2**
 Traffix Node Number: 2
 Intersection Name: Corral de Tierra Road & North Project Driveway
 Peak Hour: AM
 Count Date: 05/23/23
 Scenario: Corral Del Tierra Gas Station
 Date of Analysis: 09/17/24

Scenario:	Movements												Total
	Southbound			Westbound			Northbound			Eastbound			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	0	226	0	0	0	0	0	370	0	0	0	0	596
Approved Project Trips													
Monterey Regional Airport Study	0	66	0	0	0	0	0	34	0	0	0	0	100
Las Palmas	0	0	0	0	0	0	0	0	0	0	0	0	0
Operations and Maintenance Facility	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	0	292	0	0	0	0	0	404	0	0	0	0	696
Project Trips Under Existing and Background Conditions													
Project Trips	0	70	0	48	0	0	11	0	0	0	0	0	129
Net Project Trips	0	70	0	48	0	0	11	0	0	0	0	0	129
Existing + Project	0	296	0	48	0	0	11	370	0	0	0	0	725
Background + Project	0	362	0	48	0	0	11	404	0	0	0	0	825
Cumulative Project Trips													
Monterey Regional Airport Study	0	3	0	0	0	0	0	11	0	0	0	0	14
Cumulative Conditions	0	295	0	0	0	0	0	415	0	0	0	0	710
Cumulative w/ Project	0	365	0	48	0	0	11	415	0	0	0	0	839

Corral de Tierra Gas Station TIA

Intersection Number: **3**
 Traffix Node Number: 3
 Intersection Name: Corral de Tierra Road & Highway 68
 Peak Hour: AM
 Count Date: 05/23/23
 Scenario: Corral Del Tierra Gas Station

Date of Analysis: 09/17/24

Scenario:	Movements												Total
	Southbound			Westbound			Northbound			Eastbound			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	1	0	0	1	974	161	259	0	111	65	832	1	2405
Approved Project Trips													
Monterey Regional Airport Study	0	0	0	5	208	33	14	0	20	33	78	1	392
Las Palmas	0	0	0	0	0	0	0	0	0	0	0	0	0
Operations and Maintenance Facility	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	1	0	0	6	1182	194	273	0	131	98	910	2	2797
Project Trips Under Existing and Background Conditions													
Project Trips	0	0	0	0	-36	49	0	0	48	21	-8	0	74
Net Project Trips	0	0	0	0	-36	49	0	0	48	21	-8	0	74
Existing + Project	1	0	0	1	938	210	259	0	159	86	824	1	2479
Background + Project	1	0	0	6	1146	243	273	0	179	119	902	2	2871
Cumulative Project Trips													
Monterey Regional Airport Study	0	1	0	0	582	0	0	0	11	2	139	0	735
Cumulative Conditions	1	1	0	6	1764	194	273	0	142	100	1049	2	3532
Cumulative w/ Project	1	1	0	6	1728	243	273	0	190	121	1041	2	3606

Intersection Number: **4**
 Traffix Node Number: 4
 Intersection Name: San Benancio Road & Highway 68
 Peak Hour: AM
 Count Date: 05/23/23
 Scenario: Corral Del Tierra Gas Station

Date of Analysis: 09/17/24

Scenario:	Movements												Total
	Southbound			Westbound			Northbound			Eastbound			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	1	0	2	1	1000	131	208	1	142	104	1000	1	2591
Approved Project Trips													
Monterey Regional Airport Study	0	0	1	0	198	-7	-3	0	32	7	82	0	310
Las Palmas	0	0	0	0	0	0	0	0	0	0	0	0	0
Operations and Maintenance Facility	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	1	0	3	1	1198	124	205	1	174	111	1082	1	2901
Project Trips Under Existing and Background Conditions													
Project Trips	0	0	0	0	4	0	0	0	9	9	4	0	26
Net Project Trips	0	0	0	0	4	0	0	0	9	9	4	0	26
Existing + Project	1	0	2	1	1004	131	208	1	151	113	1004	1	2617
Background + Project	1	0	3	1	1202	124	205	1	183	120	1086	1	2927
Cumulative Project Trips													
Monterey Regional Airport Study	0	0	0	0	546	1	3	0	28	2	140	0	720
Cumulative Conditions	1	0	3	1	1744	125	208	1	202	113	1222	1	3621
Cumulative w/ Project	1	0	3	1	1748	125	208	1	211	122	1226	1	3647

Corral de Tierra Gas Station TIA

Intersection Number: **5**
 Traffix Node Number: 5
 Intersection Name: Laureles Grade & Highway 68
 Peak Hour: AM
 Count Date: 05/23/23
 Scenario: Corral Del Tierra Gas Station
 Date of Analysis: 09/17/24

Scenario:	Movements												Total
	Southbound			Westbound			Northbound			Eastbound			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	0	0	0	0	891	223	180	0	149	135	740	0	2318
Approved Project Trips													
Monterey Regional Airport Study	0	0	0	0	89	26	34	0	7	40	58	0	254
Las Palmas	0	0	0	0	0	0	0	0	0	0	0	0	0
Operations and Maintenance Facility	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	0	0	0	0	980	249	214	0	156	175	798	0	2572
Project Trips Under Existing and Background Conditions													
Project Trips	0	0	0	0	3	9	9	0	0	0	4	0	25
Net Project Trips	0	0	0	0	3	9	9	0	0	0	4	0	25
Existing + Project	0	0	0	0	894	232	189	0	149	135	744	0	2343
Background + Project	0	0	0	0	983	258	223	0	156	175	802	0	2597
Cumulative Project Trips													
Monterey Regional Airport Study	0	0	0	0	462	19	14	0	37	53	104	0	689
Cumulative Conditions	0	0	0	0	1442	268	228	0	193	228	902	0	3261
Cumulative w/ Project	0	0	0	0	1445	277	237	0	193	228	906	0	3286

Intersection Number: **6**
 Traffix Node Number: 6
 Intersection Name: Pasadera Drive/Boots & Highway 68
 Peak Hour: AM
 Count Date: 05/23/23
 Scenario: Corral Del Tierra Gas Station
 Date of Analysis: 09/17/24

Scenario:	Movements												Total
	Southbound			Westbound			Northbound			Eastbound			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	43	0	33	16	989	9	19	1	42	17	850	46	2065
Approved Project Trips													
Monterey Regional Airport Study	-1	0	5	5	87	5	2	2	3	0	92	-3	197
Las Palmas	0	0	0	0	0	0	0	0	0	0	0	0	0
Operations and Maintenance Facility	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	42	0	38	21	1076	14	21	3	45	17	942	43	2262
Project Trips Under Existing and Background Conditions													
Project Trips	0	0	0	0	1	2	2	0	0	0	2	0	7
Net Project Trips	0	0	0	0	1	2	2	0	0	0	2	0	7
Existing + Project	43	0	33	16	990	11	21	1	42	17	852	46	2072
Background + Project	42	0	38	21	1077	16	23	3	45	17	944	43	2269
Cumulative Project Trips													
Monterey Regional Airport Study	12	0	0	2	492	4	2	1	2	0	155	2	672
Cumulative Conditions	54	0	38	23	1568	18	23	4	47	17	1097	45	2934
Cumulative w/ Project	54	0	38	23	1569	20	25	4	47	17	1099	45	2941

Corral de Tierra Gas Station TIA

Intersection Number: **7**
 Traffix Node Number: 7
 Intersection Name: York Road & Highway 68
 Peak Hour: AM
 Count Date: 05/23/23
 Scenario: Corral Del Tierra Gas Station
 Date of Analysis: 09/17/24

Scenario:	Movements												Total
	Southbound			Westbound			Northbound			Eastbound			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	46	0	77	295	780	0	0	0	0	0	819	117	2134
Approved Project Trips													
Monterey Regional Airport Study	3	0	6	2	68	0	0	0	0	0	79	14	172
Las Palmas	0	0	0	0	0	0	0	0	0	0	0	0	0
Operations and Maintenance Facility	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	49	0	83	297	848	0	0	0	0	0	898	131	2306
Project Trips Under Existing and Background Conditions													
Project Trips	0	0	0	0	1	0	0	0	0	0	2	0	3
Net Project Trips	0	0	0	0	1	0	0	0	0	0	2	0	3
Existing + Project	46	0	77	295	781	0	0	0	0	0	821	117	2137
Background + Project	49	0	83	297	849	0	0	0	0	0	900	131	2309
Cumulative Project Trips													
Monterey Regional Airport Study	15	0	1	0	488	0	0	0	0	0	153	18	675
Cumulative Conditions	64	0	84	297	1336	0	0	0	0	0	1051	149	2981
Cumulative w/ Project	64	0	84	297	1337	0	0	0	0	0	1053	149	2984

Intersection Number: **8**
 Traffix Node Number: 8
 Intersection Name: Project Driveway & Highway 68
 Peak Hour: AM
 Count Date: 05/23/23
 Scenario: Corral Del Tierra Gas Station
 Date of Analysis: 09/17/24

Scenario:	Movements												Total
	Southbound			Westbound			Northbound			Eastbound			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	0	0	0	0	1135	0	0	0	0	0	1091	0	2226
Approved Project Trips													
Monterey Regional Airport Study	0	0	0	0	247	0	4	0	0	10	92	0	353
Las Palmas	0	0	0	0	0	0	0	0	0	0	0	0	0
Operations and Maintenance Facility	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	0	0	0	0	1382	0	4	0	0	10	1173	0	2579
Project Trips Under Existing and Background Conditions													
Project Trips	0	0	0	0	13	0	37	0	0	16	-24	0	42
Net Project Trips	0	0	0	0	13	0	37	0	0	16	-24	0	42
Existing + Project	0	0	0	0	1148	0	37	0	0	16	1067	0	2268
Background + Project	0	0	0	0	1395	0	41	0	0	26	1149	0	2611
Cumulative Project Trips													
Monterey Regional Airport Study	0	0	0	0	582	0	0	0	0	0	149	0	731
Cumulative Conditions	0	0	0	0	1964	0	4	0	0	10	1312	0	3290
Cumulative w/ Project	0	0	0	0	1977	0	41	0	0	26	1288	0	3332

Corral de Tierra Gas Station TIA

Intersection Number: **1**
 Traffix Node Number: 1
 Intersection Name: Corral de Tierra Roa & South Project Driveway
 Peak Hour: PM
 Count Date: 05/23/23
 Scenario: Corral Del Tierra Gas Station
 Date of Analysis: 09/17/24

Scenario:	Movements												Total
	Southbound			Westbound			Northbound			Eastbound			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	0	234	0	0	0	0	0	187	0	0	0	0	421
Approved Project Trips													
Monterey Regional Airport Study	0	67	150	160	0	25	18	85	0	0	0	0	505
Las Palmas	0	0	0	0	0	0	0	0	0	0	0	0	0
Operations and Maintenance Facility	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	0	301	150	160	0	25	18	272	0	0	0	0	926
Project Trips Under Existing and Background Conditions													
Project Trips	0	0	71	0	0	14	0	15	0	0	0	0	100
Net Project Trips	0	0	71	0	0	14	0	15	0	0	0	0	100
Existing + Project	0	234	71	0	0	14	0	202	0	0	0	0	521
Background + Project	0	301	221	160	0	39	18	287	0	0	0	0	1026
Cumulative Project Trips													
Monterey Regional Airport Study	0	13	0	0	0	0	0	2	0	0	0	0	15
Cumulative Conditions	0	314	150	160	0	25	18	274	0	0	0	0	941
Cumulative w/ Project	0	314	221	160	0	39	18	289	0	0	0	0	1041

Intersection Number: **2**
 Traffix Node Number: 2
 Intersection Name: Corral de Tierra Roa & North Project Driveway
 Peak Hour: PM
 Count Date: 05/23/23
 Scenario: Corral Del Tierra Gas Station
 Date of Analysis: 09/17/24

Scenario:	Movements												Total
	Southbound			Westbound			Northbound			Eastbound			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	0	234	0	0	0	0	0	187	0	0	0	0	421
Approved Project Trips													
Monterey Regional Airport Study	0	217	0	0	0	0	0	245	0	0	0	0	462
Las Palmas	0	0	0	0	0	0	0	0	0	0	0	0	0
Operations and Maintenance Facility	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	0	451	0	0	0	0	0	432	0	0	0	0	883
Project Trips Under Existing and Background Conditions													
Project Trips	0	71	0	42	0	0	15	0	0	0	0	0	128
Net Project Trips	0	71	0	42	0	0	15	0	0	0	0	0	128
Existing + Project	0	305	0	42	0	0	15	187	0	0	0	0	549
Background + Project	0	522	0	42	0	0	15	432	0	0	0	0	1011
Cumulative Project Trips													
Monterey Regional Airport Study	0	13	0	0	0	0	0	2	0	0	0	0	15
Cumulative Conditions	0	464	0	0	0	0	0	434	0	0	0	0	898
Cumulative w/ Project	0	535	0	42	0	0	15	434	0	0	0	0	1026

Corral de Tierra Gas Station TIA

Intersection Number: **3**
 Traffix Node Number: 3
 Intersection Name: Corral de Tierra Roa & Highway 68
 Peak Hour: PM
 Count Date: 05/23/23
 Scenario: Corral Del Tierra Gas Station
 Date of Analysis: 09/17/24

Scenario:	Movements												Total
	Southbound			Westbound			Northbound			Eastbound			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	0	0	1	1	833	180	121	0	66	54	955	0	2211
Approved Project Trips													
Monterey Regional Airport Study	0	0	0	0	13	110	104	0	141	107	-1	0	474
Las Palmas	0	0	0	0	0	0	0	0	0	0	0	0	0
Operations and Maintenance Facility	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	0	0	1	1	846	290	225	0	207	161	954	0	2685
Project Trips Under Existing and Background Conditions													
Project Trips	0	0	0	0	-25	42	0	0	42	29	-12	0	76
Net Project Trips	0	0	0	0	-25	42	0	0	42	29	-12	0	76
Existing + Project	0	0	1	1	808	222	121	0	108	83	943	0	2287
Background + Project	0	0	1	1	821	332	225	0	249	190	942	0	2761
Cumulative Project Trips													
Monterey Regional Airport Study	0	0	0	0	131	2	0	0	2	11	399	0	545
Cumulative Conditions	0	0	1	1	977	292	225	0	209	172	1353	0	3230
Cumulative w/ Project	0	0	1	1	952	334	225	0	251	201	1341	0	3306

Intersection Number: **4**
 Traffix Node Number: 4
 Intersection Name: San Benancio Road & Highway 68
 Peak Hour: PM
 Count Date: 05/23/23
 Scenario: Corral Del Tierra Gas Station
 Date of Analysis: 09/17/24

Scenario:	Movements												Total
	Southbound			Westbound			Northbound			Eastbound			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	0	0	0	2	947	115	106	0	73	64	1022	0	2329
Approved Project Trips													
Monterey Regional Airport Study	1	0	1	1	65	-3	-14	0	27	31	83	0	192
Las Palmas	0	0	0	0	0	0	0	0	0	0	0	0	0
Operations and Maintenance Facility	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	1	0	1	3	1012	112	92	0	100	95	1105	0	2521
Project Trips Under Existing and Background Conditions													
Project Trips	0	0	0	0	5	0	0	0	12	12	5	0	34
Net Project Trips	0	0	0	0	5	0	0	0	12	12	5	0	34
Existing + Project	0	0	0	2	952	115	106	0	85	76	1027	0	2363
Background + Project	1	0	1	3	1017	112	92	0	112	107	1110	0	2555
Cumulative Project Trips													
Monterey Regional Airport Study	1	0	0	0	130	14	3	0	2	12	303	0	465
Cumulative Conditions	2	0	1	3	1142	126	95	0	102	107	1408	0	2986
Cumulative w/ Project	2	0	1	3	1147	126	95	0	114	119	1413	0	3020

Corral de Tierra Gas Station TIA

Intersection Number: **5**
 Traffix Node Number: 5
 Intersection Name: Laureles Grade & Highway 68
 Peak Hour: PM
 Count Date: 05/23/23
 Scenario: Corral Del Tierra Gas Station
 Date of Analysis: 09/17/24

Scenario:	Movements												Total
	Southbound			Westbound			Northbound			Eastbound			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	0	0	0	0	751	153	403	0	220	99	632	0	2258
Approved Project Trips													
Monterey Regional Airport Study	0	0	0	0	70	51	41	0	-10	-10	82	0	224
Las Palmas	0	0	0	0	0	0	0	0	0	0	0	0	0
Operations and Maintenance Facility	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	0	0	0	0	821	204	444	0	210	89	714	0	2482
Project Trips Under Existing and Background Conditions													
Project Trips	0	0	0	0	5	12	12	0	0	0	5	0	34
Net Project Trips	0	0	0	0	5	12	12	0	0	0	5	0	34
Existing + Project	0	0	0	0	756	165	415	0	220	99	637	0	2292
Background + Project	0	0	0	0	826	216	456	0	210	89	719	0	2516
Cumulative Project Trips													
Monterey Regional Airport Study	0	0	0	0	117	18	14	0	15	30	411	0	605
Cumulative Conditions	0	0	0	0	938	222	458	0	225	119	1125	0	3087
Cumulative w/ Project	0	0	0	0	943	234	470	0	225	119	1130	0	3121

Intersection Number: **6**
 Traffix Node Number: 6
 Intersection Name: Pasadera Drive/Boot & Highway 68
 Peak Hour: PM
 Count Date: 05/23/23
 Scenario: Corral Del Tierra Gas Station
 Date of Analysis: 09/17/24

Scenario:	Movements												Total
	Southbound			Westbound			Northbound			Eastbound			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	40	0	29	21	964	19	7	2	30	33	721	39	1905
Approved Project Trips													
Monterey Regional Airport Study	-3	0	9	15	42	3	1	1	3	0	61	7	139
Las Palmas	0	0	0	0	0	0	0	0	0	0	0	0	0
Operations and Maintenance Facility	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	37	0	38	36	1006	22	8	3	33	33	782	46	2044
Project Trips Under Existing and Background Conditions													
Project Trips	0	0	0	0	2	3	3	0	0	0	2	0	10
Net Project Trips	0	0	0	0	2	3	3	0	0	0	2	0	10
Existing + Project	40	0	29	21	966	22	10	2	30	33	723	39	1915
Background + Project	37	0	38	36	1008	25	11	3	33	33	784	46	2054
Cumulative Project Trips													
Monterey Regional Airport Study	5	0	1	6	123	3	0	0	3	0	440	24	605
Cumulative Conditions	42	0	39	42	1129	25	8	3	36	33	1222	70	2649
Cumulative w/ Project	42	0	39	42	1131	28	11	3	36	33	1224	70	2659

Intersection Number: **7**
 Traffix Node Number: 7
 Intersection Name: York Road & Highway 68
 Peak Hour: PM
 Count Date: 05/23/23
 Scenario: Corral Del Tierra Gas Station
 Date of Analysis: 09/17/24

Scenario:	Movements												Total
	Southbound			Westbound			Northbound			Eastbound			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	92	0	190	115	922	0	0	0	0	0	642	44	2005
Approved Project Trips													
Monterey Regional Airport Study	0	0	13	5	28	0	0	0	0	0	26	-1	71
Las Palmas	0	0	0	0	0	0	0	0	0	0	0	0	0
Operations and Maintenance Facility	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	92	0	203	120	950	0	0	0	0	0	668	43	2076
Project Trips Under Existing and Background Conditions													
Project Trips	0	0	0	0	2	0	0	0	0	0	2	0	4
Net Project Trips	0	0	0	0	2	0	0	0	0	0	2	0	4
Existing + Project	92	0	190	115	924	0	0	0	0	0	644	44	2009
Background + Project	92	0	203	120	952	0	0	0	0	0	670	43	2080
Cumulative Project Trips													
Monterey Regional Airport Study	6	0	4	0	123	0	0	0	0	0	431	13	577
Cumulative Conditions	98	0	207	120	1073	0	0	0	0	0	1099	56	2653
Cumulative w/ Project	98	0	207	120	1075	0	0	0	0	0	1101	56	2657

Intersection Number: **8**
 Traffix Node Number: 8
 Intersection Name: Project Driveway & Highway 68
 Peak Hour: PM
 Count Date: 05/23/23
 Scenario: Corral Del Tierra Gas Station
 Date of Analysis: 09/17/24

Scenario:	Movements												Total
	Southbound			Westbound			Northbound			Eastbound			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	0	0	0	0	1014	0	0	0	0	0	1077	0	2091
Approved Project Trips													
Monterey Regional Airport Study	0	0	0	0	123	0	30	0	0	30	103	0	286
Las Palmas	0	0	0	0	0	0	0	0	0	0	0	0	0
Operations and Maintenance Facility	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	0	0	0	0	1137	0	30	0	0	30	1150	0	2377
Project Trips Under Existing and Background Conditions													
Project Trips	0	0	0	0	17	0	54	0	0	25	-37	0	59
Net Project Trips	0	0	0	0	17	0	54	0	0	25	-37	0	59
Existing + Project	0	0	0	0	1031	0	54	0	0	25	1040	0	2150
Background + Project	0	0	0	0	1154	0	84	0	0	55	1113	0	2406
Cumulative Project Trips													
Monterey Regional Airport Study	0	0	0	0	133	0	0	0	0	0	429	0	562
Cumulative Conditions	0	0	0	0	1270	0	30	0	0	30	1549	0	2879
Cumulative w/ Project	0	0	0	0	1287	0	84	0	0	55	1512	0	2938

Appendix C

Intersection Level of Service Calculations

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↙	↗	↖		↙	↗
Traffic Vol, veh/h	0	0	370	0	0	226
Future Vol, veh/h	0	0	370	0	0	226
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	0	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	402	0	0	246

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	648	402	0	0	402	0
Stage 1	402	-	-	-	-	-
Stage 2	246	-	-	-	-	-
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	435	648	-	-	1156	-
Stage 1	675	-	-	-	-	-
Stage 2	795	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	435	648	-	-	1156	-
Mov Cap-2 Maneuver	435	-	-	-	-	-
Stage 1	675	-	-	-	-	-
Stage 2	795	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	1156	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s/veh)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↖			↗
Traffic Vol, veh/h	0	0	370	0	0	226
Future Vol, veh/h	0	0	370	0	0	226
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	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	370	0	0	226

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	-	370	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	676	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	676	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Control Delay (s/veh)	-	-	0
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	-

HCM 7th Signalized Intersection Summary
3: Corral Del Tierra Rd & Hwy 68

Existing AM
09/26/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	832	65	161	974	1	111	0	259	0	0	1
Future Volume (veh/h)	1	832	65	161	974	1	111	0	259	0	0	1
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	1	832	65	161	974	1	111	0	259	0	0	1
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	94	961	815	200	1072	1	327	0	290	0	3	2
Arrive On Green	0.05	0.51	0.51	0.11	0.57	0.57	0.18	0.00	0.18	0.00	0.00	0.00
Sat Flow, veh/h	1781	1870	1585	1781	1868	2	1781	0	1581	0	1870	1585
Grp Volume(v), veh/h	1	832	65	161	0	975	111	0	259	0	0	1
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	0	1870	1781	0	1581	0	1870	1585
Q Serve(g_s), s	0.1	37.1	2.0	8.4	0.0	44.2	5.2	0.0	15.2	0.0	0.0	0.1
Cycle Q Clear(g_c), s	0.1	37.1	2.0	8.4	0.0	44.2	5.2	0.0	15.2	0.0	0.0	0.1
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	94	961	815	200	0	1073	327	0	290	0	3	2
V/C Ratio(X)	0.01	0.87	0.08	0.81	0.00	0.91	0.34	0.00	0.89	0.00	0.00	0.46
Avail Cap(c_a), veh/h	337	2043	1732	402	0	2112	346	0	307	0	354	300
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	0.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	42.8	20.2	11.7	41.3	0.0	18.1	33.9	0.0	38.0	0.0	0.0	47.5
Incr Delay (d2), s/veh	0.0	2.5	0.0	7.5	0.0	3.3	0.6	0.0	25.6	0.0	0.0	106.2
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	0.0	13.9	0.6	3.9	0.0	15.8	2.3	0.0	7.8	0.0	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	42.8	22.7	11.8	48.7	0.0	21.4	34.5	0.0	63.6	0.0	0.0	153.7
LnGrp LOS	D	C	B	D		C	C		E			F
Approach Vol, veh/h		898			1136			370				1
Approach Delay, s/veh		22.0			25.3			54.8				153.7
Approach LOS		C			C			D				F
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.2	53.4		22.0	9.5	59.1		4.6				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	21.5	104.0		18.5	18.0	107.5		18.0				
Max Q Clear Time (g_c+I1), s	10.4	39.1		17.2	2.1	46.2		2.1				
Green Ext Time (p_c), s	0.3	6.4		0.2	0.0	8.4		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh				28.6								
HCM 7th LOS				C								

HCM 7th Signalized Intersection Summary
4: San Benancio Road & Hwy 68

Existing AM
09/26/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	1000	104	131	1000	1	142	1	208	2	0	1
Future Volume (veh/h)	1	1000	104	131	1000	1	142	1	208	2	0	1
Initial Q (Qb), veh	0	0	0	0	70	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		No		No
Adj Sat Flow, veh/h/ln	1870	1477	1870	1870	1870	1870	1870	1870	984	1870	1870	1870
Adj Flow Rate, veh/h	1	1000	104	131	1000	1	142	1	208	2	0	1
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	2	1008	1082	144	1351	1	241	2	148	7	0	6
Arrive On Green	0.00	0.68	0.68	0.04	0.72	0.72	0.14	0.14	0.14	0.00	0.00	0.00
Sat Flow, veh/h	1781	1477	1585	3456	1868	2	1769	12	834	1781	0	1585
Grp Volume(v), veh/h	1	1000	104	131	0	1001	143	0	208	2	0	1
Grp Sat Flow(s),veh/h/ln	1781	1477	1585	1728	0	1870	1782	0	834	1781	0	1585
Q Serve(g_s), s	0.1	88.2	3.0	5.0	0.0	42.3	10.0	0.0	18.0	0.1	0.0	0.1
Cycle Q Clear(g_c), s	0.1	88.2	3.0	5.0	0.0	42.3	10.0	0.0	18.0	0.1	0.0	0.1
Prop In Lane	1.00		1.00	1.00		0.00	0.99		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	2	1008	1082	144	0	1352	242	0	148	7	0	6
V/C Ratio(X)	0.41	0.99	0.10	0.91	0.00	0.74	0.59	0.00	1.40	0.28	0.00	0.16
Avail Cap(c_a), veh/h	67	1009	1083	144	0	1352	242	0	148	242	0	215
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	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	66.1	20.7	7.1	63.2	0.0	16.9	53.7	0.0	54.5	65.8	0.0	65.7
Incr Delay (d2), s/veh	84.8	26.3	0.0	49.9	0.0	2.2	3.8	0.0	217.6	20.7	0.0	11.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	74.4	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	31.2	0.9	3.1	0.0	55.7	4.7	0.0	13.9	0.1	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	150.9	47.0	7.2	113.1	0.0	93.5	57.5	0.0	272.0	86.4	0.0	77.2
LnGrp LOS	F	D	A	F		F	E		F	F		E
Approach Vol, veh/h		1105			1132			351				3
Approach Delay, s/veh		43.3			95.7			184.6				83.4
Approach LOS		D			F			F				F
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.7	100.2		22.5	10.0	94.9		5.0				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	91.0		18.0	5.5	90.5		18.0				
Max Q Clear Time (g_c+1/2), s	12.5	44.3		20.0	7.0	90.2		2.1				
Green Ext Time (p_c), s	0.0	8.7		0.0	0.0	0.2		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh			85.4									
HCM 7th LOS			F									

HCM 7th Signalized Intersection Summary
5: Laureles Grade & Hwy 68

Existing AM
09/26/2024



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↖↗	↑	↖	↗
Traffic Volume (veh/h)	740	135	223	891	149	180
Future Volume (veh/h)	740	135	223	891	149	180
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	1575	1870	1870
Adj Flow Rate, veh/h	740	135	223	891	149	180
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	905	767	357	1063	265	400
Arrive On Green	0.48	0.48	0.10	0.68	0.15	0.15
Sat Flow, veh/h	1870	1585	3456	1575	1781	1585
Grp Volume(v), veh/h	740	135	223	891	149	180
Grp Sat Flow(s),veh/h/ln	1870	1585	1728	1575	1781	1585
Q Serve(g_s), s	17.3	2.5	3.2	21.6	4.0	4.9
Cycle Q Clear(g_c), s	17.3	2.5	3.2	21.6	4.0	4.9
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	905	767	357	1063	265	400
V/C Ratio(X)	0.82	0.18	0.62	0.84	0.56	0.45
Avail Cap(c_a), veh/h	2081	1764	784	2248	627	722
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	11.3	7.5	22.0	6.2	20.2	16.1
Incr Delay (d2), s/veh	1.9	0.1	1.8	1.8	1.9	0.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.6	0.5	1.1	1.8	1.6	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	13.2	7.6	23.8	8.1	22.1	16.9
LnGrp LOS	B	A	C	A	C	B
Approach Vol, veh/h	875			1114	329	
Approach Delay, s/veh	12.3			11.2	19.2	
Approach LOS	B			B	B	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		39.0		12.1	9.8	29.2
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		73.0		18.0	11.6	56.9
Max Q Clear Time (g_c+I1), s		23.6		6.9	5.2	19.3
Green Ext Time (p_c), s		6.9		0.8	0.4	5.4
Intersection Summary						
HCM 7th Control Delay, s/veh			12.8			
HCM 7th LOS			B			

HCM 7th Signalized Intersection Summary
6: Boots Road/Pasadera Drive & Hwy 68

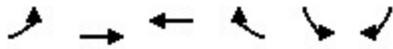
Existing AM
09/26/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	46	850	17	9	989	16	42	1	19	33	0	43
Future Volume (veh/h)	46	850	17	9	989	16	42	1	19	33	0	43
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	46	850	17	9	989	16	42	1	19	33	0	43
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	141	1139	966	141	1139	966	201	8	147	234	0	154
Arrive On Green	0.08	0.61	0.61	0.08	0.61	0.61	0.10	0.10	0.10	0.10	0.00	0.10
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1364	80	1517	1228	0	1585
Grp Volume(v), veh/h	46	850	17	9	989	16	42	0	20	33	0	43
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1364	0	1597	1228	0	1585
Q Serve(g_s), s	1.5	20.5	0.3	0.3	27.6	0.3	1.9	0.0	0.7	1.4	0.0	1.6
Cycle Q Clear(g_c), s	1.5	20.5	0.3	0.3	27.6	0.3	4.0	0.0	0.7	2.1	0.0	1.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.95	1.00		1.00
Lane Grp Cap(c), veh/h	141	1139	966	141	1139	966	201	0	155	234	0	154
V/C Ratio(X)	0.33	0.75	0.02	0.06	0.87	0.02	0.21	0.00	0.13	0.14	0.00	0.28
Avail Cap(c_a), veh/h	509	2983	2528	509	2983	2528	458	0	456	496	0	453
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	27.4	8.8	4.9	26.8	10.2	4.9	28.5	0.0	26.0	27.0	0.0	26.4
Incr Delay (d2), s/veh	1.3	1.0	0.0	0.2	2.2	0.0	0.5	0.0	0.4	0.3	0.0	1.0
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	0.6	4.7	0.1	0.1	6.6	0.0	0.6	0.0	0.3	0.5	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	28.7	9.8	4.9	27.0	12.4	4.9	29.0	0.0	26.4	27.3	0.0	27.4
LnGrp LOS	C	A	A	C	B	A	C		C	C		C
Approach Vol, veh/h		913			1014			62			76	
Approach Delay, s/veh		10.7			12.4			28.2			27.3	
Approach LOS		B			B			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.5	42.9		10.6	9.5	42.9		10.6				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	100.0	100.5		18.0	18.0	100.5		18.0				
Max Q Clear Time (g_c+1), s	13.5	29.6		6.0	2.3	22.5		4.1				
Green Ext Time (p_c), s	0.1	8.8		0.1	0.0	6.5		0.2				
Intersection Summary												
HCM 7th Control Delay, s/veh											12.7	
HCM 7th LOS											B	

HCM 7th Signalized Intersection Summary
7: Hwy 68 & York Road

Existing AM
09/26/2024



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↙	↑	↑	↗	↙	↗
Traffic Volume (veh/h)	117	819	780	295	77	46
Future Volume (veh/h)	117	819	780	295	77	46
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	117	819	780	295	77	46
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	194	1361	981	832	150	133
Arrive On Green	0.11	0.73	0.52	0.52	0.08	0.08
Sat Flow, veh/h	1781	1870	1870	1585	1781	1585
Grp Volume(v), veh/h	117	819	780	295	77	46
Grp Sat Flow(s),veh/h/ln	1781	1870	1870	1585	1781	1585
Q Serve(g_s), s	3.0	10.1	16.3	5.2	2.0	1.3
Cycle Q Clear(g_c), s	3.0	10.1	16.3	5.2	2.0	1.3
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	194	1361	981	832	150	133
V/C Ratio(X)	0.60	0.60	0.79	0.35	0.51	0.34
Avail Cap(c_a), veh/h	763	4751	3773	3198	726	646
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	20.3	3.2	9.3	6.6	21.0	20.7
Incr Delay (d2), s/veh	3.0	0.4	1.5	0.3	2.7	1.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.2	3.5	0.9	0.9	0.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	23.3	3.6	10.8	6.9	23.7	22.2
LnGrp LOS	C	A	B	A	C	C
Approach Vol, veh/h		936	1075		123	
Approach Delay, s/veh		6.1	9.7		23.1	
Approach LOS		A	A		C	
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	9.7	29.6		8.5		39.3
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5
Max Green Setting (Gmax), s	20.5	96.5		19.5		121.5
Max Q Clear Time (g_c+1.0), s	15.0	18.3		4.0		12.1
Green Ext Time (p_c), s	0.2	6.8		0.3		6.0
Intersection Summary						
HCM 7th Control Delay, s/veh			8.9			
HCM 7th LOS			A			

Intersection						
Int Delay, s/veh	0					
Movement	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations	↶		↷	↶	↷	↷
Traffic Vol, veh/h	187	0	0	234	0	0
Future Vol, veh/h	187	0	0	234	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	150	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	203	0	0	254	0	0

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	203	0	458	203
Stage 1	-	-	-	-	203	-
Stage 2	-	-	-	-	254	-
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	-	-	1368	-	561	837
Stage 1	-	-	-	-	831	-
Stage 2	-	-	-	-	788	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1368	-	561	837
Mov Cap-2 Maneuver	-	-	-	-	561	-
Stage 1	-	-	-	-	831	-
Stage 2	-	-	-	-	788	-

Approach	NB	SB	NW
HCM Control Delay, s/v	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBT	NBR	NWLn1	NWLn2	SBL	SBT
Capacity (veh/h)	-	-	-	-	1368	-
HCM Lane V/C Ratio	-	-	-	-	-	-
HCM Control Delay (s/veh)	-	-	0	0	0	-
HCM Lane LOS	-	-	A	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-	0	-

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↖			↗
Traffic Vol, veh/h	0	0	187	0	0	234
Future Vol, veh/h	0	0	187	0	0	234
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	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	187	0	0	234

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	-	187	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	855	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	-	855	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Control Delay (s/veh)	-	-	0
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	-

HCM 7th Signalized Intersection Summary
3: Corral Del Tierra Rd & Hwy 68

Existing PM
09/26/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	955	54	180	833	1	66	0	121	1	0	0
Future Volume (veh/h)	0	955	54	180	833	1	66	0	121	1	0	0
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	1378	1870	1575	1477	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	955	54	180	833	1	66	0	121	1	0	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	1	911	1047	188	1204	1	161	0	144	2	0	2
Arrive On Green	0.00	0.66	0.66	0.13	0.82	0.82	0.09	0.00	0.09	0.00	0.00	0.00
Sat Flow, veh/h	1781	1378	1585	1500	1475	2	1781	0	1585	1781	0	1585
Grp Volume(v), veh/h	0	955	54	180	0	834	66	0	121	1	0	0
Grp Sat Flow(s),veh/h/ln	1781	1378	1585	1500	0	1476	1781	0	1585	1781	0	1585
Q Serve(g_s), s	0.0	97.5	1.8	17.6	0.0	35.2	5.2	0.0	11.1	0.1	0.0	0.0
Cycle Q Clear(g_c), s	0.0	97.5	1.8	17.6	0.0	35.2	5.2	0.0	11.1	0.1	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	1	911	1047	188	0	1205	161	0	144	2	0	2
V/C Ratio(X)	0.00	1.05	0.05	0.96	0.00	0.69	0.41	0.00	0.84	0.41	0.00	0.00
Avail Cap(c_a), veh/h	217	911	1047	188	0	1205	217	0	193	217	0	193
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)	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	25.0	8.8	64.1	0.0	5.7	63.4	0.0	66.1	73.6	0.0	0.0
Incr Delay (d2), s/veh	0.0	43.5	0.0	53.1	0.0	1.7	1.7	0.0	21.3	85.2	0.0	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	0.0	37.6	0.6	9.3	0.0	7.3	2.4	0.0	5.4	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	68.5	8.8	117.3	0.0	7.4	65.0	0.0	87.3	158.8	0.0	0.0
LnGrp LOS		F	A	F		A	E		F	F		
Approach Vol, veh/h		1009			1014			187				1
Approach Delay, s/veh		65.3			26.9			79.5				158.8
Approach LOS		E			C			E				F
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	23.0	102.0		17.9	0.0	125.0		4.7				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	18.5	97.5		18.0	18.0	98.0		18.0				
Max Q Clear Time (g_c+I1), s	19.6	99.5		13.1	0.0	37.2		2.1				
Green Ext Time (p_c), s	0.0	0.0		0.3	0.0	6.2		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh				48.9								
HCM 7th LOS				D								

HCM 7th Signalized Intersection Summary
 4: San Benancio Road & Hwy 68

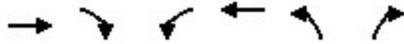
Existing PM
 09/26/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1022	64	115	947	2	73	0	106	0	0	0
Future Volume (veh/h)	0	1022	64	115	947	2	73	0	106	0	0	0
Initial Q (Qb), veh	0	20	0	0	15	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		No		No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1575	1870	1870	1870	1575	1870	1870	1870
Adj Flow Rate, veh/h	0	1022	64	115	947	2	73	0	106	0	0	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	2	1220	1030	217	1216	2	183	0	221	0	3	2
Arrive On Green	0.00	0.63	0.63	0.07	0.76	0.76	0.11	0.00	0.11	0.00	0.00	0.00
Sat Flow, veh/h	1781	1870	1585	3456	1571	3	1781	0	1335	0	1870	1585
Grp Volume(v), veh/h	0	1022	64	115	0	949	73	0	106	0	0	0
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1728	0	1574	1781	0	1335	0	1870	1585
Q Serve(g_s), s	0.0	30.0	1.0	2.1	0.0	24.3	2.5	0.0	4.8	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	30.0	1.0	2.1	0.0	24.3	2.5	0.0	4.8	0.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	2	1220	1030	217	0	1216	183	0	221	0	3	2
V/C Ratio(X)	0.00	0.84	0.06	0.53	0.00	0.78	0.40	0.00	0.48	0.00	0.00	0.00
Avail Cap(c_a), veh/h	134	2765	2343	400	0	2392	482	0	450	0	506	429
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)	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	11.4	4.7	35.6	0.0	5.7	32.9	0.0	29.8	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.6	0.0	2.0	0.0	1.1	1.4	0.0	1.6	0.0	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	11.9	0.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	15.5	0.2	1.0	0.0	5.4	1.3	0.0	1.9	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	24.9	4.7	37.6	0.0	11.9	34.3	0.0	31.4	0.0	0.0	0.0
LnGrp LOS		C	A	D		B	C		C			
Approach Vol, veh/h		1086			1064			179				0
Approach Delay, s/veh		23.7			14.6			32.6				0.0
Approach LOS		C			B			C				
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	0.0	55.0		11.5	8.9	46.1		0.0				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	101.0		18.0	7.7	98.3		18.0				
Max Q Clear Time (g_c+10), s	10.0	26.3		6.8	4.1	32.0		0.0				
Green Ext Time (p_c), s	0.0	8.0		0.5	0.1	9.6		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh				20.3								
HCM 7th LOS				C								

HCM 7th Signalized Intersection Summary
5: Laureles Grade & Hwy 68

Existing PM
09/26/2024



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↖↗	↑	↘	↗
Traffic Volume (veh/h)	632	99	153	751	220	403
Future Volume (veh/h)	632	99	153	751	220	403
Initial Q (Qb), veh	17	0	17	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	1575	1870	1870	1870	1280	1870
Adj Flow Rate, veh/h	632	99	153	751	220	403
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	760	762	293	1162	328	562
Arrive On Green	0.46	0.46	0.07	0.59	0.28	0.28
Sat Flow, veh/h	1575	1585	3456	1870	1219	1585
Grp Volume(v), veh/h	632	99	153	751	220	403
Grp Sat Flow(s),veh/h/ln	1575	1585	1728	1870	1219	1585
Q Serve(g_s), s	25.6	2.5	3.0	19.2	11.1	15.5
Cycle Q Clear(g_c), s	25.6	2.5	3.0	19.2	11.1	15.5
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	760	762	293	1162	328	562
V/C Ratio(X)	0.83	0.13	0.52	0.65	0.67	0.72
Avail Cap(c_a), veh/h	1787	1798	863	2709	687	1008
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	22.0	12.4	39.9	10.1	30.2	25.3
Incr Delay (d2), s/veh	2.5	0.1	1.4	0.6	2.4	1.7
Initial Q Delay(d3), s/veh	21.4	0.0	50.8	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.0	0.9	4.9	6.6	4.4	9.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	45.9	12.5	92.2	10.7	32.6	27.1
LnGrp LOS	D	B	F	B	C	C
Approach Vol, veh/h	731			904	623	
Approach Delay, s/veh	41.4			24.5	29.0	
Approach LOS	D			C	C	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		46.0		24.1	9.6	36.4
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		101.5		39.5	17.5	79.5
Max Q Clear Time (g_c+I1), s		21.2		17.5	5.0	27.6
Green Ext Time (p_c), s		5.2		2.1	0.3	4.3
Intersection Summary						
HCM 7th Control Delay, s/veh			31.2			
HCM 7th LOS			C			

HCM 7th Signalized Intersection Summary
6: Boots Road/Pasadera Drive & Hwy 68

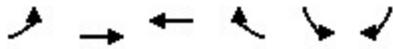
Existing PM
09/26/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	721	33	19	964	21	30	2	7	29	0	40
Future Volume (veh/h)	39	721	33	19	964	21	30	2	7	29	0	40
Initial Q (Qb), veh	0	15	0	0	15	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	1575	1870	1870	1575	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	39	721	33	19	964	21	30	2	7	29	0	40
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	124	1044	1060	124	1062	1060	168	27	95	198	0	118
Arrive On Green	0.07	0.66	0.66	0.07	0.66	0.66	0.08	0.08	0.08	0.08	0.00	0.08
Sat Flow, veh/h	1781	1575	1585	1781	1575	1585	1367	365	1276	1311	0	1585
Grp Volume(v), veh/h	39	721	33	19	964	21	30	0	9	29	0	40
Grp Sat Flow(s),veh/h/ln	1781	1575	1585	1781	1575	1585	1367	0	1641	1311	0	1585
Q Serve(g_s), s	1.4	20.0	0.5	0.7	37.4	0.3	1.5	0.0	0.4	1.4	0.0	1.7
Cycle Q Clear(g_c), s	1.4	20.0	0.5	0.7	37.4	0.3	3.2	0.0	0.4	1.7	0.0	1.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.78	1.00		1.00
Lane Grp Cap(c), veh/h	124	1044	1060	124	1062	1060	168	0	122	198	0	118
V/C Ratio(X)	0.32	0.69	0.03	0.15	0.91	0.02	0.18	0.00	0.07	0.15	0.00	0.34
Avail Cap(c_a), veh/h	464	1264	1273	464	1264	1273	426	0	427	463	0	413
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(l)	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	32.1	8.3	4.0	31.7	11.2	4.0	33.4	0.0	31.2	32.0	0.0	31.8
Incr Delay (d2), s/veh	1.4	1.2	0.0	0.6	8.6	0.0	0.5	0.0	0.3	0.3	0.0	1.7
Initial Q Delay(d3), s/veh	0.0	4.8	0.0	0.0	15.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	6.2	0.1	0.3	15.1	0.1	0.5	0.0	0.2	0.5	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	33.5	14.3	4.1	32.3	35.4	4.0	33.9	0.0	31.4	32.3	0.0	33.5
LnGrp LOS	C	B	A	C	D	A	C		C	C		C
Approach Vol, veh/h		793			1004			39			69	
Approach Delay, s/veh		14.8			34.6			33.3			33.0	
Approach LOS		B			C			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.5	49.9		9.7	9.5	49.9		9.7				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	18.0	55.5		18.0	18.0	55.5		18.0				
Max Q Clear Time (g_c+1), s	13.4	39.4		5.2	2.7	22.0		3.7				
Green Ext Time (p_c), s	0.0	6.0		0.1	0.0	4.8		0.2				
Intersection Summary												
HCM 7th Control Delay, s/veh			26.3									
HCM 7th LOS			C									

HCM 7th Signalized Intersection Summary
7: Hwy 68 & York Road

Existing PM
09/26/2024



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↙	↑	↑	↘	↙	↘
Traffic Volume (veh/h)	44	642	922	115	190	92
Future Volume (veh/h)	44	642	922	115	190	92
Initial Q (Qb), veh	0	0	17	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	1477	1870	1870	1870
Adj Flow Rate, veh/h	44	642	922	115	190	92
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	91	1456	1006	1080	230	204
Arrive On Green	0.06	0.77	0.66	0.66	0.13	0.13
Sat Flow, veh/h	1781	1870	1477	1585	1781	1585
Grp Volume(v), veh/h	44	642	922	115	190	92
Grp Sat Flow(s),veh/h/ln	1781	1870	1477	1585	1781	1585
Q Serve(g_s), s	2.1	10.8	50.1	2.4	9.2	4.7
Cycle Q Clear(g_c), s	2.1	10.8	50.1	2.4	9.2	4.7
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	91	1456	1006	1080	230	204
V/C Ratio(X)	0.48	0.44	0.92	0.11	0.83	0.45
Avail Cap(c_a), veh/h	362	1966	1176	1263	362	322
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	45.2	3.6	15.1	5.3	41.6	39.4
Incr Delay (d2), s/veh	3.9	0.2	10.2	0.0	8.6	1.5
Initial Q Delay(d3), s/veh	0.0	0.0	24.7	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	2.0	23.9	0.6	5.0	2.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	49.1	3.8	50.0	5.4	50.2	41.0
LnGrp LOS	D	A	D	A	D	D
Approach Vol, veh/h		686	1037		282	
Approach Delay, s/veh		6.7	45.0		47.2	
Approach LOS		A	D		D	
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	9.5	62.8		16.1		72.3
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5
Max Green Setting (Gmax), s	10.0	70.5		18.0		93.0
Max Q Clear Time (g_c+14), s	14.1	52.1		11.2		12.8
Green Ext Time (p_c), s	0.0	6.2		0.5		4.1
Intersection Summary						
HCM 7th Control Delay, s/veh			32.2			
HCM 7th LOS			C			

Intersection						
Int Delay, s/veh	1.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↖		↘	↗
Traffic Vol, veh/h	8	27	377	10	45	247
Future Vol, veh/h	8	27	377	10	45	247
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	0	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	29	410	11	49	268

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	782	415	0	0	421	0
Stage 1	415	-	-	-	-	-
Stage 2	366	-	-	-	-	-
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	363	637	-	-	1138	-
Stage 1	666	-	-	-	-	-
Stage 2	701	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	348	637	-	-	1138	-
Mov Cap-2 Maneuver	348	-	-	-	-	-
Stage 1	666	-	-	-	-	-
Stage 2	671	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	12	0	1.28
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	348	637	1138	-
HCM Lane V/C Ratio	-	-	0.025	0.046	0.043	-
HCM Control Delay (s/veh)	-	-	15.6	10.9	8.3	-
HCM Lane LOS	-	-	C	B	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0.1	0.1	-

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↖			↑
Traffic Vol, veh/h	0	0	404	0	0	292
Future Vol, veh/h	0	0	404	0	0	292
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	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	404	0	0	292

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	-	404	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	647	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	-	647	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Control Delay (s/veh)	-	-	0
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	-

HCM 7th Signalized Intersection Summary
3: Corral Del Tierra Rd & Hwy 68

Background AM
09/26/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	910	98	194	1182	6	131	0	273	0	0	1
Future Volume (veh/h)	2	910	98	194	1182	6	131	0	273	0	0	1
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	2	910	98	194	1182	6	131	0	273	0	0	1
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	70	1102	934	222	1254	6	257	0	228	0	3	2
Arrive On Green	0.04	0.59	0.59	0.12	0.67	0.67	0.14	0.00	0.14	0.00	0.00	0.00
Sat Flow, veh/h	1781	1870	1585	1781	1859	9	1781	0	1580	0	1870	1585
Grp Volume(v), veh/h	2	910	98	194	0	1188	131	0	273	0	0	1
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	0	1869	1781	0	1580	0	1870	1585
Q Serve(g_s), s	0.1	49.9	3.5	13.7	0.0	72.7	8.7	0.0	18.5	0.0	0.0	0.1
Cycle Q Clear(g_c), s	0.1	49.9	3.5	13.7	0.0	72.7	8.7	0.0	18.5	0.0	0.0	0.1
Prop In Lane	1.00		1.00	1.00		0.01	1.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	70	1102	934	222	0	1261	257	0	228	0	3	2
V/C Ratio(X)	0.03	0.83	0.10	0.88	0.00	0.94	0.51	0.00	1.20	0.00	0.00	0.46
Avail Cap(c_a), veh/h	250	1518	1287	299	0	1568	257	0	228	0	263	223
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	0.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	59.2	21.0	11.5	55.1	0.0	18.6	50.6	0.0	54.8	0.0	0.0	63.9
Incr Delay (d2), s/veh	0.2	2.8	0.0	19.1	0.0	10.3	1.7	0.0	123.2	0.0	0.0	107.2
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	0.1	19.7	1.1	7.1	0.0	28.3	4.0	0.0	15.1	0.0	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	59.4	23.8	11.6	74.2	0.0	28.9	52.3	0.0	178.0	0.0	0.0	171.1
LnGrp LOS	E	C	B	E		C	D		F			F
Approach Vol, veh/h		1010			1382			404			1	
Approach Delay, s/veh		22.7			35.3			137.2			171.1	
Approach LOS		C			D			F			F	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	20.4	80.0		23.0	9.5	91.0		4.7				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	21.5	104.0		18.5	18.0	107.5		18.0				
Max Q Clear Time (g_c+I1), s	15.7	51.9		20.5	2.1	74.7		2.1				
Green Ext Time (p_c), s	0.2	7.7		0.0	0.0	11.7		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh			45.5									
HCM 7th LOS			D									

HCM 7th Signalized Intersection Summary
4: San Benancio Road & Hwy 68

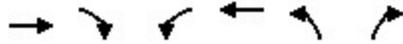
Background AM
09/26/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	1082	111	124	1198	1	174	1	205	3	0	1
Future Volume (veh/h)	1	1082	111	124	1198	1	174	1	205	3	0	1
Initial Q (Qb), veh	0	0	0	0	70	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		No		No
Adj Sat Flow, veh/h/ln	1870	1477	1870	1870	1870	1870	1870	1870	984	1870	1870	1870
Adj Flow Rate, veh/h	1	1082	111	124	1198	1	174	1	205	3	0	1
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	2	1007	1081	143	1350	1	240	1	148	9	0	8
Arrive On Green	0.00	0.68	0.68	0.04	0.72	0.72	0.14	0.14	0.14	0.01	0.00	0.01
Sat Flow, veh/h	1781	1477	1585	3456	1869	2	1772	10	834	1781	0	1585
Grp Volume(v), veh/h	1	1082	111	124	0	1199	175	0	205	3	0	1
Grp Sat Flow(s),veh/h/ln	1781	1477	1585	1728	0	1870	1782	0	834	1781	0	1585
Q Serve(g_s), s	0.1	90.5	3.2	4.7	0.0	65.9	12.5	0.0	18.0	0.2	0.0	0.1
Cycle Q Clear(g_c), s	0.1	90.5	3.2	4.7	0.0	65.9	12.5	0.0	18.0	0.2	0.0	0.1
Prop In Lane	1.00		1.00	1.00		0.00	0.99		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	2	1007	1081	143	0	1351	242	0	148	9	0	8
V/C Ratio(X)	0.41	1.07	0.10	0.87	0.00	0.89	0.72	0.00	1.39	0.33	0.00	0.12
Avail Cap(c_a), veh/h	67	1007	1081	143	0	1350	242	0	148	242	0	215
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	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	66.2	21.1	7.2	63.2	0.0	18.4	55.0	0.0	54.6	65.8	0.0	65.7
Incr Delay (d2), s/veh	84.8	50.5	0.0	38.9	0.0	7.6	10.2	0.0	210.5	19.2	0.0	6.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	136.1	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	38.6	0.9	2.8	0.0	84.2	6.3	0.0	13.6	0.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	151.0	71.6	7.3	102.1	0.0	162.1	65.2	0.0	265.1	85.0	0.0	72.2
LnGrp LOS	F	F	A	F		F	E		F	F		E
Approach Vol, veh/h		1194			1323			380				4
Approach Delay, s/veh		65.7			156.5			173.0				81.8
Approach LOS		E			F			F				F
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.7	100.3		22.5	10.0	95.0		5.2				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	91.0		18.0	5.5	90.5		18.0				
Max Q Clear Time (g_c+1/2), s	12.5	67.9		20.0	6.7	92.5		2.2				
Green Ext Time (p_c), s	0.0	10.3		0.0	0.0	0.0		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh			121.2									
HCM 7th LOS			F									

HCM 7th Signalized Intersection Summary
5: Laureles Grade & Hwy 68

Background AM
09/26/2024



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↖↗	↑	↗	↖↗
Traffic Volume (veh/h)	798	175	249	980	156	214
Future Volume (veh/h)	798	175	249	980	156	214
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	798	175	249	980	156	214
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	945	801	370	1286	287	426
Arrive On Green	0.51	0.51	0.11	0.69	0.16	0.16
Sat Flow, veh/h	1870	1585	3456	1870	1781	1585
Grp Volume(v), veh/h	798	175	249	980	156	214
Grp Sat Flow(s),veh/h/ln	1870	1585	1728	1870	1781	1585
Q Serve(g_s), s	22.0	3.7	4.1	20.5	4.8	6.8
Cycle Q Clear(g_c), s	22.0	3.7	4.1	20.5	4.8	6.8
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	945	801	370	1286	287	426
V/C Ratio(X)	0.84	0.22	0.67	0.76	0.54	0.50
Avail Cap(c_a), veh/h	1787	1515	666	2289	537	648
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	12.7	8.2	25.6	6.1	23.0	18.4
Incr Delay (d2), s/veh	2.2	0.1	2.1	1.0	1.6	0.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.4	0.9	1.6	2.8	2.0	6.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	14.9	8.3	27.7	7.1	24.6	19.4
LnGrp LOS	B	A	C	A	C	B
Approach Vol, veh/h	973			1229	370	
Approach Delay, s/veh	13.7			11.3	21.6	
Approach LOS	B			B	C	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		45.5		14.1	10.9	34.6
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		73.0		18.0	11.5	57.0
Max Q Clear Time (g_c+I1), s		22.5		8.8	6.1	24.0
Green Ext Time (p_c), s		8.4		0.8	0.4	6.2
Intersection Summary						
HCM 7th Control Delay, s/veh			13.7			
HCM 7th LOS			B			

HCM 7th Signalized Intersection Summary
6: Boots Road/Pasadera Drive & Hwy 68

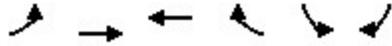
Background AM
09/26/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	942	17	14	1076	21	45	3	21	38	0	42
Future Volume (veh/h)	43	942	17	14	1076	21	45	3	21	38	0	42
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		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	43	942	17	14	1076	21	45	3	21	38	0	42
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	121	1212	1027	121	1212	1027	181	20	142	218	0	159
Arrive On Green	0.07	0.65	0.65	0.07	0.65	0.65	0.10	0.10	0.10	0.10	0.00	0.10
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1365	202	1414	1199	0	1585
Grp Volume(v), veh/h	43	942	17	14	1076	21	45	0	24	38	0	42
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1365	0	1616	1199	0	1585
Q Serve(g_s), s	1.7	26.3	0.3	0.5	35.1	0.3	2.4	0.0	1.0	1.9	0.0	1.8
Cycle Q Clear(g_c), s	1.7	26.3	0.3	0.5	35.1	0.3	5.3	0.0	1.0	2.9	0.0	1.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.88	1.00		1.00
Lane Grp Cap(c), veh/h	121	1212	1027	121	1212	1027	181	0	162	218	0	159
V/C Ratio(X)	0.35	0.78	0.02	0.12	0.89	0.02	0.25	0.00	0.15	0.17	0.00	0.26
Avail Cap(c_a), veh/h	436	2557	2167	436	2557	2167	378	0	396	419	0	388
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(l)	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	32.7	9.2	4.6	32.2	10.7	4.6	33.5	0.0	30.2	31.5	0.0	30.6
Incr Delay (d2), s/veh	1.8	1.1	0.0	0.4	2.4	0.0	0.7	0.0	0.4	0.4	0.0	0.9
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	0.7	6.4	0.1	0.2	8.9	0.1	0.8	0.0	0.4	0.6	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	34.5	10.3	4.6	32.6	13.1	4.6	34.2	0.0	30.6	31.9	0.0	31.4
LnGrp LOS	C	B	A	C	B	A	C		C	C		C
Approach Vol, veh/h		1002			1111			69			80	
Approach Delay, s/veh		11.2			13.2			33.0			31.7	
Approach LOS		B			B			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.5	52.1		11.9	9.5	52.1		11.9				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	100.5	100.5		18.0	18.0	100.5		18.0				
Max Q Clear Time (g_c+13), s	13.7	37.1		7.3	2.5	28.3		4.9				
Green Ext Time (p_c), s	0.0	10.6		0.1	0.0	7.9		0.2				
Intersection Summary												
HCM 7th Control Delay, s/veh			13.6									
HCM 7th LOS			B									

HCM 7th Signalized Intersection Summary
7: Hwy 68 & York Road

Background AM
09/26/2024



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↶	↷	↶	↷	↶	↷
Traffic Volume (veh/h)	131	898	848	297	83	49
Future Volume (veh/h)	131	898	848	297	83	49
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	131	898	848	297	83	49
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	201	1404	1036	878	143	128
Arrive On Green	0.11	0.75	0.55	0.55	0.08	0.08
Sat Flow, veh/h	1781	1870	1870	1585	1781	1585
Grp Volume(v), veh/h	131	898	848	297	83	49
Grp Sat Flow(s),veh/h/ln	1781	1870	1870	1585	1781	1585
Q Serve(g_s), s	3.8	12.3	19.7	5.5	2.4	1.6
Cycle Q Clear(g_c), s	3.8	12.3	19.7	5.5	2.4	1.6
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	201	1404	1036	878	143	128
V/C Ratio(X)	0.65	0.64	0.82	0.34	0.58	0.38
Avail Cap(c_a), veh/h	718	4295	3383	2867	618	550
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	22.7	3.2	9.7	6.5	23.7	23.3
Incr Delay (d2), s/veh	3.6	0.5	1.7	0.2	3.7	1.9
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	0.2	4.5	1.0	1.1	0.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	26.2	3.7	11.4	6.8	27.3	25.2
LnGrp LOS	C	A	B	A	C	C
Approach Vol, veh/h		1029	1145		132	
Approach Delay, s/veh		6.5	10.2		26.5	
Approach LOS		A	B		C	
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	10.5	34.0		8.8		44.6
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5
Max Green Setting (Gmax), s	21.5	96.5		18.5		122.5
Max Q Clear Time (g_c+1), s	15.8	21.7		4.4		14.3
Green Ext Time (p_c), s	0.3	7.8		0.3		7.2
Intersection Summary						
HCM 7th Control Delay, s/veh			9.5			
HCM 7th LOS			A			

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↑		↗
Traffic Vol, veh/h	1173	10	0	1382	0	4
Future Vol, veh/h	1173	10	0	1382	0	4
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1275	11	0	1502	0	4

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	- - - 1280
Stage 1	-	-	- - -
Stage 2	-	-	- - -
Critical Hdwy	-	-	- - - 6.22
Critical Hdwy Stg 1	-	-	- - -
Critical Hdwy Stg 2	-	-	- - -
Follow-up Hdwy	-	-	- - - 3.318
Pot Cap-1 Maneuver	-	-	0 - 0 202
Stage 1	-	-	0 - 0 -
Stage 2	-	-	0 - 0 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	- - - 202
Mov Cap-2 Maneuver	-	-	- - -
Stage 1	-	-	- - -
Stage 2	-	-	- - -

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0	23.19
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	202	-	-	-
HCM Lane V/C Ratio	0.021	-	-	-
HCM Control Delay (s/veh)	23.2	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

Intersection						
Int Delay, s/veh	3.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↖	↗	↖		↖	↗
Traffic Vol, veh/h	25	160	272	18	150	301
Future Vol, veh/h	25	160	272	18	150	301
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	0	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	27	174	296	20	163	327

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	959	305	0	0	315	0
Stage 1	305	-	-	-	-	-
Stage 2	653	-	-	-	-	-
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	285	734	-	-	1245	-
Stage 1	747	-	-	-	-	-
Stage 2	518	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	248	734	-	-	1245	-
Mov Cap-2 Maneuver	248	-	-	-	-	-
Stage 1	747	-	-	-	-	-
Stage 2	450	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v12.75		0	2.77
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	248	734	1245
HCM Lane V/C Ratio	-	-	0.11	0.237	0.131
HCM Control Delay (s/veh)	-	-	21.3	11.4	8.3
HCM Lane LOS	-	-	C	B	A
HCM 95th %tile Q(veh)	-	-	0.4	0.9	0.5

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↖			↗
Traffic Vol, veh/h	0	0	432	0	0	451
Future Vol, veh/h	0	0	432	0	0	451
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	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	432	0	0	451

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	-	432	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	624	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	-	624	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Control Delay (s/veh)	-	-	0
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	-

HCM 7th Signalized Intersection Summary
3: Corral Del Tierra Rd & Hwy 68

Background PM
09/26/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	954	161	290	846	1	207	0	225	1	0	0
Future Volume (veh/h)	0	954	161	290	846	1	207	0	225	1	0	0
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	1378	1870	1575	1477	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	954	161	290	846	1	207	0	225	1	0	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	1	797	916	271	1163	1	217	0	193	2	0	2
Arrive On Green	0.00	0.58	0.58	0.18	0.79	0.79	0.12	0.00	0.12	0.00	0.00	0.00
Sat Flow, veh/h	1781	1378	1585	1500	1475	2	1781	0	1585	1781	0	1585
Grp Volume(v), veh/h	0	954	161	290	0	847	207	0	225	1	0	0
Grp Sat Flow(s),veh/h/ln	1781	1378	1585	1500	0	1476	1781	0	1585	1781	0	1585
Q Serve(g_s), s	0.0	88.0	7.3	27.5	0.0	43.3	17.6	0.0	18.5	0.1	0.0	0.0
Cycle Q Clear(g_c), s	0.0	88.0	7.3	27.5	0.0	43.3	17.6	0.0	18.5	0.1	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	1	797	916	271	0	1164	217	0	193	2	0	2
V/C Ratio(X)	0.00	1.20	0.18	1.07	0.00	0.73	0.96	0.00	1.17	0.41	0.00	0.00
Avail Cap(c_a), veh/h	211	797	916	271	0	1164	217	0	193	211	0	187
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)	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	32.1	15.1	62.4	0.0	8.0	66.4	0.0	66.9	75.9	0.0	0.0
Incr Delay (d2), s/veh	0.0	100.9	0.1	74.5	0.0	2.3	48.7	0.0	117.4	85.3	0.0	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	0.0	48.5	2.5	15.7	0.0	10.6	11.0	0.0	13.8	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	133.0	15.2	136.8	0.0	10.3	115.1	0.0	184.2	161.3	0.0	0.0
LnGrp LOS		F	B	F		B	F		F	F		
Approach Vol, veh/h		1115			1137			432				1
Approach Delay, s/veh		115.9			42.6			151.1				161.3
Approach LOS		F			D			F				F
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	32.0	92.5		23.0	0.0	124.5		4.7				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	27.5	88.0		18.5	18.0	97.5		18.0				
Max Q Clear Time (g_c+I1), s	29.5	90.0		20.5	0.0	45.3		2.1				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	6.3		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh				90.6								
HCM 7th LOS				F								

HCM 7th Signalized Intersection Summary
 4: San Benancio Road & Hwy 68

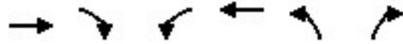
Background PM
 09/26/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1105	95	112	1012	3	100	0	92	1	0	1
Future Volume (veh/h)	0	1105	95	112	1012	3	100	0	92	1	0	1
Initial Q (Qb), veh	0	20	0	0	15	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		No		No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1575	1870	1870	1870	1575	1870	1870	1870
Adj Flow Rate, veh/h	0	1105	95	112	1012	3	100	0	92	1	0	1
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	2	1266	1068	176	1210	3	158	0	187	5	0	4
Arrive On Green	0.00	0.65	0.65	0.05	0.76	0.76	0.09	0.00	0.09	0.00	0.00	0.00
Sat Flow, veh/h	1781	1870	1585	3456	1570	5	1781	0	1335	1781	0	1585
Grp Volume(v), veh/h	0	1105	95	112	0	1015	100	0	92	1	0	1
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1728	0	1574	1781	0	1335	1781	0	1585
Q Serve(g_s), s	0.0	44.9	2.0	2.8	0.0	39.7	4.8	0.0	5.7	0.1	0.0	0.1
Cycle Q Clear(g_c), s	0.0	44.9	2.0	2.8	0.0	39.7	4.8	0.0	5.7	0.1	0.0	0.1
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	2	1266	1068	176	0	1210	158	0	187	5	0	4
V/C Ratio(X)	0.00	0.87	0.09	0.64	0.00	0.84	0.63	0.00	0.49	0.21	0.00	0.23
Avail Cap(c_a), veh/h	100	2069	1753	274	0	1778	359	0	339	359	0	319
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)	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	14.6	5.6	47.2	0.0	8.7	44.6	0.0	40.3	50.4	0.0	50.4
Incr Delay (d2), s/veh	0.0	2.5	0.0	3.8	0.0	2.5	4.1	0.0	2.0	20.1	0.0	25.8
Initial Q Delay(d3), s/veh	0.0	14.1	0.0	0.0	0.0	6.9	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	23.7	0.5	1.4	0.0	12.3	2.6	0.0	2.2	0.1	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	31.2	5.6	51.0	0.0	18.0	48.7	0.0	42.4	70.4	0.0	76.1
LnGrp LOS		C	A	D		B	D		D	E		E
Approach Vol, veh/h		1200			1127			192				2
Approach Delay, s/veh		29.2			21.3			45.6				73.3
Approach LOS		C			C			D				E
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	0.0	72.0		12.6	9.2	62.8		4.7				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	101.0		18.0	7.1	98.9		18.0				
Max Q Clear Time (g_c+10), s	10.0	41.7		7.7	4.8	46.9		2.1				
Green Ext Time (p_c), s	0.0	9.1		0.5	0.1	11.5		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh				26.9								
HCM 7th LOS				C								

HCM 7th Signalized Intersection Summary
 5: Laureles Grade & Hwy 68

Background PM
 09/26/2024



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↖↗	↑	↘	↖
Traffic Volume (veh/h)	714	89	204	821	210	444
Future Volume (veh/h)	714	89	204	821	210	444
Initial Q (Qb), veh	17	0	17	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	1575	1870	1870	1870	1280	1870
Adj Flow Rate, veh/h	714	89	204	821	210	444
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	810	809	325	1210	335	590
Arrive On Green	0.49	0.49	0.08	0.62	0.29	0.29
Sat Flow, veh/h	1575	1585	3456	1870	1219	1585
Grp Volume(v), veh/h	714	89	204	821	210	444
Grp Sat Flow(s),veh/h/ln	1575	1585	1728	1870	1219	1585
Q Serve(g_s), s	41.0	2.9	5.6	28.9	14.5	23.9
Cycle Q Clear(g_c), s	41.0	2.9	5.6	28.9	14.5	23.9
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	810	809	325	1210	335	590
V/C Ratio(X)	0.88	0.11	0.63	0.68	0.63	0.75
Avail Cap(c_a), veh/h	1285	1293	621	1948	494	773
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	29.3	15.0	51.1	12.9	38.5	32.8
Incr Delay (d2), s/veh	4.6	0.1	2.0	0.7	1.9	3.0
Initial Q Delay(d3), s/veh	26.6	0.0	53.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	27.8	1.2	6.5	11.3	5.6	13.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	60.6	15.1	106.1	13.6	40.4	35.8
LnGrp LOS	E	B	F	B	D	D
Approach Vol, veh/h	803			1025	654	
Approach Delay, s/veh	55.5			32.0	37.3	
Approach LOS	E			C	D	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		65.0		32.4	12.5	52.5
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		101.5		39.5	17.5	79.5
Max Q Clear Time (g_c+I1), s		30.9		25.9	7.6	43.0
Green Ext Time (p_c), s		6.1		2.0	0.4	5.0
Intersection Summary						
HCM 7th Control Delay, s/veh			41.0			
HCM 7th LOS			D			

HCM 7th Signalized Intersection Summary
6: Boots Road/Pasadera Drive & Hwy 68

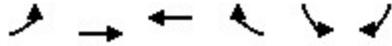
Background PM
09/26/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	46	782	33	22	1006	36	33	3	8	38	0	37
Future Volume (veh/h)	46	782	33	22	1006	36	33	3	8	38	0	37
Initial Q (Qb), veh	0	15	0	0	15	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	1575	1870	1870	1575	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	46	782	33	22	1006	36	33	3	8	38	0	37
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	115	1063	1077	115	1079	1077	161	37	99	199	0	130
Arrive On Green	0.07	0.67	0.67	0.07	0.67	0.67	0.08	0.08	0.08	0.08	0.00	0.08
Sat Flow, veh/h	1781	1575	1585	1781	1575	1585	1371	451	1203	1300	0	1585
Grp Volume(v), veh/h	46	782	33	22	1006	36	33	0	11	38	0	37
Grp Sat Flow(s),veh/h/ln	1781	1575	1585	1781	1575	1585	1371	0	1654	1300	0	1585
Q Serve(g_s), s	1.9	24.4	0.5	0.9	43.7	0.6	1.8	0.0	0.5	1.9	0.0	1.6
Cycle Q Clear(g_c), s	1.9	24.4	0.5	0.9	43.7	0.6	4.2	0.0	0.5	2.4	0.0	1.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.73	1.00		1.00
Lane Grp Cap(c), veh/h	115	1063	1077	115	1079	1077	161	0	136	199	0	130
V/C Ratio(X)	0.40	0.74	0.03	0.19	0.93	0.03	0.20	0.00	0.08	0.19	0.00	0.28
Avail Cap(c_a), veh/h	426	1163	1170	426	1163	1170	380	0	396	423	0	379
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	34.9	9.0	4.1	34.5	12.2	4.1	35.9	0.0	33.0	34.1	0.0	33.5
Incr Delay (d2), s/veh	2.3	2.3	0.0	0.8	12.8	0.0	0.6	0.0	0.3	0.5	0.0	1.2
Initial Q Delay(d3), s/veh	0.0	5.4	0.0	0.0	20.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	7.9	0.1	0.4	19.8	0.1	0.6	0.0	0.2	0.7	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	37.2	16.6	4.1	35.3	45.7	4.1	36.6	0.0	33.2	34.6	0.0	34.7
LnGrp LOS	D	B	A	D	D	A	D		C	C		C
Approach Vol, veh/h	861		1064				44		75			
Approach Delay, s/veh	17.3		44.1				35.7		34.7			
Approach LOS	B		D				D		C			
Timer - Assigned Phs	1	2	4		5	6	8					
Phs Duration (G+Y+Rc), s	9.5	55.0	10.7		9.5	55.0	10.7					
Change Period (Y+Rc), s	4.5	4.5	4.5		4.5	4.5	4.5					
Max Green Setting (Gmax), s	18.0	55.5	18.0		18.0	55.5	18.0					
Max Q Clear Time (g_c+1), s	13.9	45.7	6.2		2.9	26.4	4.4					
Green Ext Time (p_c), s	0.1	4.7	0.1		0.0	5.3	0.2					
Intersection Summary												
HCM 7th Control Delay, s/veh			32.3									
HCM 7th LOS			C									

HCM 7th Signalized Intersection Summary
 7: Hwy 68 & York Road

Background PM
 09/26/2024



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↗	↑	↑	↗	↘	↗
Traffic Volume (veh/h)	43	668	950	120	203	92
Future Volume (veh/h)	43	668	950	120	203	92
Initial Q (Qb), veh	0	0	17	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	1477	1870	1870	1870
Adj Flow Rate, veh/h	43	668	950	120	203	92
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	87	1455	1012	1087	240	213
Arrive On Green	0.05	0.77	0.67	0.67	0.14	0.14
Sat Flow, veh/h	1781	1870	1477	1585	1781	1585
Grp Volume(v), veh/h	43	668	950	120	203	92
Grp Sat Flow(s),veh/h/ln	1781	1870	1477	1585	1781	1585
Q Serve(g_s), s	2.2	12.2	56.9	2.6	10.6	5.1
Cycle Q Clear(g_c), s	2.2	12.2	56.9	2.6	10.6	5.1
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	87	1455	1012	1087	240	213
V/C Ratio(X)	0.50	0.46	0.94	0.11	0.85	0.43
Avail Cap(c_a), veh/h	336	1820	1089	1169	336	299
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	47.7	3.9	16.2	5.5	43.5	40.9
Incr Delay (d2), s/veh	4.3	0.2	14.3	0.0	13.3	1.4
Initial Q Delay(d3), s/veh	0.0	0.0	32.7	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	2.5	29.3	0.7	5.9	2.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	52.0	4.2	63.2	5.5	56.8	42.3
LnGrp LOS	D	A	E	A	E	D
Approach Vol, veh/h		711	1070		295	
Approach Delay, s/veh		7.1	56.7		52.3	
Approach LOS		A	E		D	
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	9.5	68.5		17.5		78.0
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5
Max Green Setting (Gmax), s	18.0	70.5		18.0		93.0
Max Q Clear Time (g_c+14.2), s	14.2	58.9		12.6		14.2
Green Ext Time (p_c), s	0.0	5.1		0.4		4.3
Intersection Summary						
HCM 7th Control Delay, s/veh			39.1			
HCM 7th LOS			D			

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↑		↗
Traffic Vol, veh/h	1150	30	0	1137	0	30
Future Vol, veh/h	1150	30	0	1137	0	30
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1250	33	0	1236	0	33

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	-	-	-	1266
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	-	0	-	0	206
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	206
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0	25.71
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	206	-	-	-
HCM Lane V/C Ratio	0.158	-	-	-
HCM Control Delay (s/veh)	25.7	-	-	-
HCM Lane LOS	D	-	-	-
HCM 95th %tile Q(veh)	0.5	-	-	-

Intersection						
Int Delay, s/veh	1.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↖		↘	↗
Traffic Vol, veh/h	11	0	381	0	70	226
Future Vol, veh/h	11	0	381	0	70	226
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	0	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	0	414	0	76	246

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	812	414	0	0	414	0
Stage 1	414	-	-	-	-	-
Stage 2	398	-	-	-	-	-
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	348	638	-	-	1145	-
Stage 1	667	-	-	-	-	-
Stage 2	679	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	325	638	-	-	1145	-
Mov Cap-2 Maneuver	325	-	-	-	-	-
Stage 1	667	-	-	-	-	-
Stage 2	633	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	16.49	0	1.98
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	325	-	1145	-
HCM Lane V/C Ratio	-	-	0.037	-	0.066	-
HCM Control Delay (s/veh)	-	-	16.5	0	8.4	-
HCM Lane LOS	-	-	C	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	-	0.2	-

Intersection						
Int Delay, s/veh	0.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↘			↑
Traffic Vol, veh/h	0	48	370	11	0	296
Future Vol, veh/h	0	48	370	11	0	296
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	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	48	370	11	0	296

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	-	376	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	671	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	-	671	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v10.78		0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	-	671
HCM Lane V/C Ratio	-	-	0.072
HCM Control Delay (s/veh)	-	-	10.8
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.2

HCM 7th Signalized Intersection Summary
 3: Corral Del Tierra Rd & Hwy 68

Existing + Project AM
 09/26/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	824	86	210	938	1	159	0	259	0	0	1
Future Volume (veh/h)	1	824	86	210	938	1	159	0	259	0	0	1
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	1	824	86	210	938	1	159	0	259	0	0	1
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	92	915	776	248	1077	1	326	0	290	0	3	2
Arrive On Green	0.05	0.49	0.49	0.14	0.58	0.58	0.18	0.00	0.18	0.00	0.00	0.00
Sat Flow, veh/h	1781	1870	1585	1781	1868	2	1781	0	1581	0	1870	1585
Grp Volume(v), veh/h	1	824	86	210	0	939	159	0	259	0	0	1
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	0	1870	1781	0	1581	0	1870	1585
Q Serve(g_s), s	0.1	38.8	2.8	11.1	0.0	41.1	7.7	0.0	15.4	0.0	0.0	0.1
Cycle Q Clear(g_c), s	0.1	38.8	2.8	11.1	0.0	41.1	7.7	0.0	15.4	0.0	0.0	0.1
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	92	915	776	248	0	1079	326	0	290	0	3	2
V/C Ratio(X)	0.01	0.90	0.11	0.85	0.00	0.87	0.49	0.00	0.89	0.00	0.00	0.46
Avail Cap(c_a), veh/h	333	2018	1710	397	0	2086	342	0	303	0	349	296
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	0.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	43.3	22.5	13.3	40.5	0.0	17.3	35.3	0.0	38.4	0.0	0.0	48.1
Incr Delay (d2), s/veh	0.0	3.6	0.1	9.2	0.0	2.3	1.1	0.0	26.2	0.0	0.0	106.2
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	0.0	15.1	0.9	5.2	0.0	14.5	3.4	0.0	8.0	0.0	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	43.4	26.0	13.3	49.7	0.0	19.7	36.4	0.0	64.6	0.0	0.0	154.3
LnGrp LOS	D	C	B	D		B	D		E			F
Approach Vol, veh/h		911			1149			418				1
Approach Delay, s/veh		24.8			25.2			53.9				154.3
Approach LOS		C			C			D				F
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	17.9	51.7		22.2	9.5	60.1		4.6				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	21.5	104.0		18.5	18.0	107.5		18.0				
Max Q Clear Time (g_c+I1), s	13.1	40.8		17.4	2.1	43.1		2.1				
Green Ext Time (p_c), s	0.3	6.4		0.2	0.0	7.8		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh				29.9								
HCM 7th LOS				C								

HCM 7th Signalized Intersection Summary
 4: San Benancio Road & Hwy 68

Existing + Project AM
 09/26/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	1004	113	131	1004	1	151	1	208	2	0	1
Future Volume (veh/h)	1	1004	113	131	1004	1	151	1	208	2	0	1
Initial Q (Qb), veh	0	0	0	0	70	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		No		No
Adj Sat Flow, veh/h/ln	1870	1477	1870	1870	1870	1870	1870	1870	984	1870	1870	1870
Adj Flow Rate, veh/h	1	1004	113	131	1004	1	151	1	208	2	0	1
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	2	1008	1082	143	1351	1	240	2	148	7	0	6
Arrive On Green	0.00	0.68	0.68	0.04	0.72	0.72	0.14	0.14	0.14	0.00	0.00	0.00
Sat Flow, veh/h	1781	1477	1585	3456	1868	2	1770	12	834	1781	0	1585
Grp Volume(v), veh/h	1	1004	113	131	0	1005	152	0	208	2	0	1
Grp Sat Flow(s),veh/h/ln	1781	1477	1585	1728	0	1870	1782	0	834	1781	0	1585
Q Serve(g_s), s	0.1	89.3	3.2	5.0	0.0	42.6	10.7	0.0	18.0	0.1	0.0	0.1
Cycle Q Clear(g_c), s	0.1	89.3	3.2	5.0	0.0	42.6	10.7	0.0	18.0	0.1	0.0	0.1
Prop In Lane	1.00		1.00	1.00		0.00	0.99		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	2	1008	1082	143	0	1352	242	0	148	7	0	6
V/C Ratio(X)	0.41	1.00	0.10	0.91	0.00	0.74	0.63	0.00	1.41	0.28	0.00	0.16
Avail Cap(c_a), veh/h	67	1008	1082	143	0	1352	242	0	148	242	0	215
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(l)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	66.1	20.8	7.2	63.3	0.0	16.9	54.1	0.0	54.5	65.8	0.0	65.8
Incr Delay (d2), s/veh	84.8	27.2	0.0	50.1	0.0	2.3	5.1	0.0	218.0	20.7	0.0	11.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	75.1	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	31.7	0.9	3.1	0.0	56.1	5.2	0.0	13.9	0.1	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	151.0	48.0	7.2	113.3	0.0	94.3	59.2	0.0	272.5	86.5	0.0	77.3
LnGrp LOS	F	D	A	F		F	E		F	F		E
Approach Vol, veh/h		1118			1136			360				3
Approach Delay, s/veh		44.0			96.5			182.5				83.4
Approach LOS		D			F			F				F
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.7	100.3		22.5	10.0	95.0		5.0				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	91.0		18.0	5.5	90.5		18.0				
Max Q Clear Time (g_c+1/2), s	12.5	44.6		20.0	7.0	91.3		2.1				
Green Ext Time (p_c), s	0.0	8.8		0.0	0.0	0.0		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh			85.9									
HCM 7th LOS			F									

HCM 7th Signalized Intersection Summary
 5: Laureles Grade & Hwy 68

Existing + Project AM
 09/26/2024



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↖↗	↑	↗	↖↗
Traffic Volume (veh/h)	744	135	232	894	149	189
Future Volume (veh/h)	744	135	232	894	149	189
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	1575	1870	1870
Adj Flow Rate, veh/h	744	135	232	894	149	189
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	905	767	366	1064	272	410
Arrive On Green	0.48	0.48	0.11	0.68	0.15	0.15
Sat Flow, veh/h	1870	1585	3456	1575	1781	1585
Grp Volume(v), veh/h	744	135	232	894	149	189
Grp Sat Flow(s),veh/h/ln	1870	1585	1728	1575	1781	1585
Q Serve(g_s), s	17.9	2.5	3.4	22.3	4.1	5.3
Cycle Q Clear(g_c), s	17.9	2.5	3.4	22.3	4.1	5.3
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	905	767	366	1064	272	410
V/C Ratio(X)	0.82	0.18	0.63	0.84	0.55	0.46
Avail Cap(c_a), veh/h	2031	1721	765	2194	612	712
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	11.6	7.6	22.5	6.4	20.5	16.4
Incr Delay (d2), s/veh	1.9	0.1	1.8	1.9	1.7	0.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	0.5	1.2	2.1	1.7	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	13.5	7.7	24.3	8.3	22.2	17.2
LnGrp LOS	B	A	C	A	C	B
Approach Vol, veh/h	879			1126	338	
Approach Delay, s/veh	12.6			11.6	19.4	
Approach LOS	B			B	B	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		39.9		12.5	10.0	29.9
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		73.0		18.0	11.6	56.9
Max Q Clear Time (g_c+I1), s		24.3		7.3	5.4	19.9
Green Ext Time (p_c), s		7.0		0.8	0.4	5.5
Intersection Summary						
HCM 7th Control Delay, s/veh			13.1			
HCM 7th LOS			B			

HCM 7th Signalized Intersection Summary
6: Boots Road/Pasadera Drive & Hwy 68

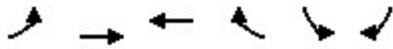
Existing + Project AM
09/26/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	46	852	17	11	990	16	42	1	21	33	0	43
Future Volume (veh/h)	46	852	17	11	990	16	42	1	21	33	0	43
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	46	852	17	11	990	16	42	1	21	33	0	43
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	141	1140	966	141	1140	966	200	7	150	233	0	156
Arrive On Green	0.08	0.61	0.61	0.08	0.61	0.61	0.10	0.10	0.10	0.10	0.00	0.10
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1364	73	1524	1211	0	1585
Grp Volume(v), veh/h	46	852	17	11	990	16	42	0	22	33	0	43
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1364	0	1596	1211	0	1585
Q Serve(g_s), s	1.5	20.7	0.3	0.4	27.8	0.3	1.9	0.0	0.8	1.4	0.0	1.6
Cycle Q Clear(g_c), s	1.5	20.7	0.3	0.4	27.8	0.3	4.1	0.0	0.8	2.2	0.0	1.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.95	1.00		1.00
Lane Grp Cap(c), veh/h	141	1140	966	141	1140	966	200	0	157	233	0	156
V/C Ratio(X)	0.33	0.75	0.02	0.08	0.87	0.02	0.21	0.00	0.14	0.14	0.00	0.28
Avail Cap(c_a), veh/h	507	2970	2517	507	2970	2517	454	0	454	491	0	451
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	27.6	8.9	4.9	27.0	10.3	4.9	28.7	0.0	26.1	27.1	0.0	26.5
Incr Delay (d2), s/veh	1.3	1.0	0.0	0.2	2.2	0.0	0.5	0.0	0.4	0.3	0.0	0.9
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	4.8	0.1	0.1	6.7	0.0	0.6	0.0	0.3	0.5	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	28.9	9.9	4.9	27.2	12.4	4.9	29.2	0.0	26.5	27.4	0.0	27.4
LnGrp LOS	C	A	A	C	B	A	C		C	C		C
Approach Vol, veh/h		915			1017			64			76	
Approach Delay, s/veh		10.7			12.5			28.2			27.4	
Approach LOS		B			B			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.5	43.1		10.7	9.5	43.1		10.7				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	100.0	100.5		18.0	18.0	100.5		18.0				
Max Q Clear Time (g_c+1), s	13.5	29.8		6.1	2.4	22.7		4.2				
Green Ext Time (p_c), s	0.1	8.8		0.1	0.0	6.5		0.2				
Intersection Summary												
HCM 7th Control Delay, s/veh											12.7	
HCM 7th LOS											B	

HCM 7th Signalized Intersection Summary
7: Hwy 68 & York Road

Existing + Project AM
09/26/2024



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↙	↑	↑	↗	↙	↗
Traffic Volume (veh/h)	117	821	781	295	77	46
Future Volume (veh/h)	117	821	781	295	77	46
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	117	821	781	295	77	46
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	194	1362	982	832	150	133
Arrive On Green	0.11	0.73	0.53	0.53	0.08	0.08
Sat Flow, veh/h	1781	1870	1870	1585	1781	1585
Grp Volume(v), veh/h	117	821	781	295	77	46
Grp Sat Flow(s),veh/h/ln	1781	1870	1870	1585	1781	1585
Q Serve(g_s), s	3.0	10.2	16.3	5.2	2.0	1.3
Cycle Q Clear(g_c), s	3.0	10.2	16.3	5.2	2.0	1.3
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	194	1362	982	832	150	133
V/C Ratio(X)	0.60	0.60	0.80	0.35	0.51	0.35
Avail Cap(c_a), veh/h	762	4745	3769	3194	725	645
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	20.4	3.2	9.3	6.6	21.0	20.7
Incr Delay (d2), s/veh	3.0	0.4	1.5	0.3	2.7	1.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.2	3.5	0.9	0.9	0.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	23.3	3.6	10.8	6.9	23.7	22.2
LnGrp LOS	C	A	B	A	C	C
Approach Vol, veh/h		938	1076		123	
Approach Delay, s/veh		6.1	9.7		23.2	
Approach LOS		A	A		C	
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	9.7	29.7		8.5		39.4
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5
Max Green Setting (Gmax)	20.5	96.5		19.5		121.5
Max Q Clear Time (g_c+1.0)	15.0	18.3		4.0		12.2
Green Ext Time (p_c), s	0.2	6.8		0.3		6.1
Intersection Summary						
HCM 7th Control Delay, s/veh			8.9			
HCM 7th LOS			A			

Intersection						
Int Delay, s/veh	0.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↑		↗
Traffic Vol, veh/h	1067	16	0	1148	0	37
Future Vol, veh/h	1067	16	0	1148	0	37
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1160	17	0	1248	0	40

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	-	-	- 1168
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	- 6.22
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	- 3.318
Pot Cap-1 Maneuver	-	-	0	-	0 235
Stage 1	-	-	0	-	0 -
Stage 2	-	-	0	-	0 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	- 235
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0	23.42
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	235	-	-	-
HCM Lane V/C Ratio	0.171	-	-	-
HCM Control Delay (s/veh)	23.4	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	0.6	-	-	-

Intersection						
Int Delay, s/veh	1.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↙	↗	↖		↙	↗
Traffic Vol, veh/h	14	0	202	0	71	234
Future Vol, veh/h	14	0	202	0	71	234
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	0	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	0	220	0	77	254

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	628	220	0	0	220
Stage 1	220	-	-	-	-
Stage 2	409	-	-	-	-
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	447	820	-	-	1350
Stage 1	817	-	-	-	-
Stage 2	671	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	421	820	-	-	1350
Mov Cap-2 Maneuver	421	-	-	-	-
Stage 1	817	-	-	-	-
Stage 2	632	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	13.87	0	1.82
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	421	-	1350	-
HCM Lane V/C Ratio	-	-	0.036	-	0.057	-
HCM Control Delay (s/veh)	-	-	13.9	0	7.8	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	-	0.2	-

Intersection						
Int Delay, s/veh	0.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↖			↑
Traffic Vol, veh/h	0	42	187	15	0	305
Future Vol, veh/h	0	42	187	15	0	305
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	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	42	187	15	0	305

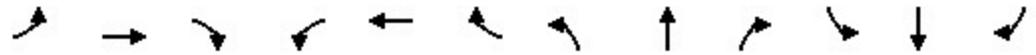
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	-	195	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	847	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	-	847	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	9.47	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	-	847
HCM Lane V/C Ratio	-	-	0.05
HCM Control Delay (s/veh)	-	-	9.5
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0.2

HCM 7th Signalized Intersection Summary
3: Corral Del Tierra Rd & Hwy 68

Existing + Project PM
09/26/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	943	83	222	808	1	108	0	121	1	0	0
Future Volume (veh/h)	0	943	83	222	808	1	108	0	121	1	0	0
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	1378	1870	1575	1477	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	943	83	222	808	1	108	0	121	1	0	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	1	891	1025	208	1203	1	163	0	145	2	0	2
Arrive On Green	0.00	0.65	0.65	0.14	0.82	0.82	0.09	0.00	0.09	0.00	0.00	0.00
Sat Flow, veh/h	1781	1378	1585	1500	1474	2	1781	0	1585	1781	0	1585
Grp Volume(v), veh/h	0	943	83	222	0	809	108	0	121	1	0	0
Grp Sat Flow(s),veh/h/ln	1781	1378	1585	1500	0	1476	1781	0	1585	1781	0	1585
Q Serve(g_s), s	0.0	95.5	2.9	20.5	0.0	33.0	8.7	0.0	11.1	0.1	0.0	0.0
Cycle Q Clear(g_c), s	0.0	95.5	2.9	20.5	0.0	33.0	8.7	0.0	11.1	0.1	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	1	891	1025	208	0	1204	163	0	145	2	0	2
V/C Ratio(X)	0.00	1.06	0.08	1.07	0.00	0.67	0.66	0.00	0.84	0.41	0.00	0.00
Avail Cap(c_a), veh/h	217	891	1025	208	0	1204	217	0	193	217	0	193
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)	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	26.1	9.7	63.6	0.0	5.5	64.9	0.0	66.0	73.7	0.0	0.0
Incr Delay (d2), s/veh	0.0	46.8	0.0	81.0	0.0	1.5	4.6	0.0	20.5	85.2	0.0	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	0.0	38.0	0.9	12.3	0.0	6.8	4.2	0.0	5.3	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	72.9	9.8	144.6	0.0	7.0	69.5	0.0	86.5	158.9	0.0	0.0
LnGrp LOS		F	A	F		A	E		F	F		
Approach Vol, veh/h		1026			1031			229				1
Approach Delay, s/veh		67.8			36.6			78.5				158.9
Approach LOS		E			D			E				F
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	25.0	100.0		18.0	0.0	125.0		4.7				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	20.5	95.5		18.0	18.0	98.0		18.0				
Max Q Clear Time (g_c+I1), s	22.5	97.5		13.1	0.0	35.0		2.1				
Green Ext Time (p_c), s	0.0	0.0		0.4	0.0	5.9		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh				54.8								
HCM 7th LOS				D								

HCM 7th Signalized Intersection Summary
 4: San Benancio Road & Hwy 68

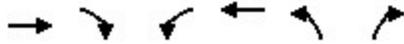
Existing + Project PM
 09/26/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1027	76	115	952	2	85	0	106	0	0	0
Future Volume (veh/h)	0	1027	76	115	952	2	85	0	106	0	0	0
Initial Q (Qb), veh	0	20	0	0	15	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	1575	1870	1870	1870	1575	1870	1870	1870
Adj Flow Rate, veh/h	0	1027	76	115	952	2	85	0	106	0	0	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	2	1224	1033	215	1217	2	185	0	221	0	3	2
Arrive On Green	0.00	0.63	0.63	0.07	0.76	0.76	0.11	0.00	0.11	0.00	0.00	0.00
Sat Flow, veh/h	1781	1870	1585	3456	1571	3	1781	0	1335	0	1870	1585
Grp Volume(v), veh/h	0	1027	76	115	0	954	85	0	106	0	0	0
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1728	0	1574	1781	0	1335	0	1870	1585
Q Serve(g_s), s	0.0	30.5	1.3	2.2	0.0	24.8	3.0	0.0	4.8	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	30.5	1.3	2.2	0.0	24.8	3.0	0.0	4.8	0.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	2	1224	1033	215	0	1217	185	0	221	0	3	2
V/C Ratio(X)	0.00	0.84	0.07	0.53	0.00	0.78	0.46	0.00	0.48	0.00	0.00	0.00
Avail Cap(c_a), veh/h	132	2728	2312	395	0	2359	476	0	444	0	499	423
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)	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	11.5	4.7	36.1	0.0	5.8	33.5	0.0	30.1	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.6	0.0	2.1	0.0	1.1	1.8	0.0	1.6	0.0	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	11.9	0.0	0.0	0.0	5.1	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	15.7	0.3	1.0	0.0	5.6	1.6	0.0	1.9	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	25.1	4.8	38.2	0.0	12.0	35.2	0.0	31.7	0.0	0.0	0.0
LnGrp LOS		C	A	D		B	D		C			
Approach Vol, veh/h		1103			1069			191			0	
Approach Delay, s/veh		23.7			14.8			33.3			0.0	
Approach LOS		C			B			C				
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	0.0	55.7		11.7	8.9	46.8		0.0				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	101.0		18.0	7.7	98.3		18.0				
Max Q Clear Time (g_c+10), s	10.0	26.8		6.8	4.2	32.5		0.0				
Green Ext Time (p_c), s	0.0	8.1		0.6	0.1	9.8		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh				20.4								
HCM 7th LOS				C								

HCM 7th Signalized Intersection Summary
 5: Laureles Grade & Hwy 68

Existing + Project PM
 09/26/2024



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↖↗	↑	↗	↖↗
Traffic Volume (veh/h)	637	99	165	756	220	415
Future Volume (veh/h)	637	99	165	756	220	415
Initial Q (Qb), veh	17	0	17	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	1575	1870	1870	1870	1280	1870
Adj Flow Rate, veh/h	637	99	165	756	220	415
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	761	763	303	1164	332	573
Arrive On Green	0.46	0.46	0.08	0.59	0.28	0.28
Sat Flow, veh/h	1575	1585	3456	1870	1219	1585
Grp Volume(v), veh/h	637	99	165	756	220	415
Grp Sat Flow(s),veh/h/ln	1575	1585	1728	1870	1219	1585
Q Serve(g_s), s	27.1	2.7	3.4	20.2	11.6	16.6
Cycle Q Clear(g_c), s	27.1	2.7	3.4	20.2	11.6	16.6
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	761	763	303	1164	332	573
V/C Ratio(X)	0.84	0.13	0.54	0.65	0.66	0.72
Avail Cap(c_a), veh/h	1708	1719	825	2590	657	974
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	23.0	13.0	41.6	10.6	31.1	26.1
Incr Delay (d2), s/veh	2.5	0.1	1.5	0.6	2.3	1.8
Initial Q Delay(d3), s/veh	22.1	0.0	49.6	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.9	1.0	5.1	7.2	4.6	10.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	47.6	13.0	92.7	11.2	33.4	27.9
LnGrp LOS	D	B	F	B	C	C
Approach Vol, veh/h	736			921	635	
Approach Delay, s/veh	42.9			25.8	29.8	
Approach LOS	D			C	C	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		48.0		25.3	10.1	37.9
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		101.5		39.5	17.5	79.5
Max Q Clear Time (g_c+I1), s		22.2		18.6	5.4	29.1
Green Ext Time (p_c), s		5.3		2.2	0.4	4.4
Intersection Summary						
HCM 7th Control Delay, s/veh			32.4			
HCM 7th LOS			C			

HCM 7th Signalized Intersection Summary
6: Boots Road/Pasadera Drive & Hwy 68

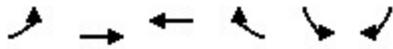
Existing + Project PM
09/26/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	723	33	22	966	21	30	2	10	29	0	40
Future Volume (veh/h)	39	723	33	22	966	21	30	2	10	29	0	40
Initial Q (Qb), veh	0	15	0	0	15	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	1575	1870	1870	1575	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	39	723	33	22	966	21	30	2	10	29	0	40
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	123	1044	1060	123	1063	1060	167	21	103	197	0	121
Arrive On Green	0.07	0.66	0.66	0.07	0.66	0.66	0.08	0.08	0.08	0.08	0.00	0.08
Sat Flow, veh/h	1781	1575	1585	1781	1575	1585	1367	271	1355	1277	0	1585
Grp Volume(v), veh/h	39	723	33	22	966	21	30	0	12	29	0	40
Grp Sat Flow(s),veh/h/ln	1781	1575	1585	1781	1575	1585	1367	0	1626	1277	0	1585
Q Serve(g_s), s	1.4	20.3	0.5	0.8	37.9	0.3	1.5	0.0	0.5	1.4	0.0	1.7
Cycle Q Clear(g_c), s	1.4	20.3	0.5	0.8	37.9	0.3	3.3	0.0	0.5	1.8	0.0	1.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.83	1.00		1.00
Lane Grp Cap(c), veh/h	123	1044	1060	123	1063	1060	167	0	124	197	0	121
V/C Ratio(X)	0.32	0.69	0.03	0.18	0.91	0.02	0.18	0.00	0.10	0.15	0.00	0.33
Avail Cap(c_a), veh/h	460	1254	1262	460	1254	1262	420	0	420	456	0	409
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	32.3	8.3	4.1	32.0	11.3	4.0	33.7	0.0	31.3	32.2	0.0	31.9
Incr Delay (d2), s/veh	1.5	1.3	0.0	0.7	8.9	0.0	0.5	0.0	0.3	0.3	0.0	1.6
Initial Q Delay(d3), s/veh	0.0	4.8	0.0	0.0	15.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	6.3	0.1	0.4	15.4	0.1	0.5	0.0	0.2	0.5	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	33.8	14.4	4.1	32.7	36.0	4.0	34.2	0.0	31.7	32.6	0.0	33.5
LnGrp LOS	C	B	A	C	D	A	C		C	C		C
Approach Vol, veh/h		795			1009			42			69	
Approach Delay, s/veh		15.0			35.3			33.5			33.1	
Approach LOS		B			D			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.5	50.3		9.9	9.5	50.3		9.9				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	18.0	55.5		18.0	18.0	55.5		18.0				
Max Q Clear Time (g_c+1), s	13.4	39.9		5.3	2.8	22.3		3.8				
Green Ext Time (p_c), s	0.0	5.9		0.1	0.0	4.8		0.2				
Intersection Summary												
HCM 7th Control Delay, s/veh											26.7	
HCM 7th LOS											C	

HCM 7th Signalized Intersection Summary
7: Hwy 68 & York Road

Existing + Project PM
09/26/2024



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↗	↖	↖	↘	↘
Traffic Volume (veh/h)	44	644	924	115	190	92
Future Volume (veh/h)	44	644	924	115	190	92
Initial Q (Qb), veh	0	0	17	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	1477	1870	1870	1870
Adj Flow Rate, veh/h	44	644	924	115	190	92
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	91	1457	1007	1081	229	204
Arrive On Green	0.06	0.77	0.66	0.66	0.13	0.13
Sat Flow, veh/h	1781	1870	1477	1585	1781	1585
Grp Volume(v), veh/h	44	644	924	115	190	92
Grp Sat Flow(s),veh/h/ln	1781	1870	1477	1585	1781	1585
Q Serve(g_s), s	2.1	10.9	50.5	2.4	9.2	4.8
Cycle Q Clear(g_c), s	2.1	10.9	50.5	2.4	9.2	4.8
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	91	1457	1007	1081	229	204
V/C Ratio(X)	0.48	0.44	0.92	0.11	0.83	0.45
Avail Cap(c_a), veh/h	361	1958	1172	1258	361	321
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	45.3	3.6	15.2	5.3	41.7	39.6
Incr Delay (d2), s/veh	3.9	0.2	10.4	0.0	8.7	1.6
Initial Q Delay(d3), s/veh	0.0	0.0	24.9	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	2.1	24.2	0.6	5.0	2.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	49.2	3.9	50.5	5.4	50.4	41.1
LnGrp LOS	D	A	D	A	D	D
Approach Vol, veh/h		688	1039		282	
Approach Delay, s/veh		6.8	45.5		47.4	
Approach LOS		A	D		D	
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	9.5	63.2		16.2		72.7
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5
Max Green Setting (Gmax), s	10.0	70.5		18.0		93.0
Max Q Clear Time (g_c+14), s	14.1	52.5		11.2		12.9
Green Ext Time (p_c), s	0.0	6.2		0.5		4.1
Intersection Summary						
HCM 7th Control Delay, s/veh			32.5			
HCM 7th LOS			C			

Intersection						
Int Delay, s/veh	0.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↑		↗
Traffic Vol, veh/h	1040	25	0	1031	0	54
Future Vol, veh/h	1040	25	0	1031	0	54
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1130	27	0	1121	0	59

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	- - - 1144
Stage 1	-	-	- - -
Stage 2	-	-	- - -
Critical Hdwy	-	-	- - - 6.22
Critical Hdwy Stg 1	-	-	- - -
Critical Hdwy Stg 2	-	-	- - -
Follow-up Hdwy	-	-	- - - 3.318
Pot Cap-1 Maneuver	-	-	0 - 0 243
Stage 1	-	-	0 - 0 -
Stage 2	-	-	0 - 0 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	- - - 243
Mov Cap-2 Maneuver	-	-	- - -
Stage 1	-	-	- - -
Stage 2	-	-	- - -

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0	24.45
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	243	-	-	-
HCM Lane V/C Ratio	0.241	-	-	-
HCM Control Delay (s/veh)	24.4	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	0.9	-	-	-

Intersection						
Int Delay, s/veh	2.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↙	↗	↖		↙	↗
Traffic Vol, veh/h	19	27	388	10	115	247
Future Vol, veh/h	19	27	388	10	115	247
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	0	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	21	29	422	11	125	268

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	946	427	0	0	433
Stage 1	427	-	-	-	-
Stage 2	518	-	-	-	-
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	290	627	-	-	1127
Stage 1	658	-	-	-	-
Stage 2	598	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	258	627	-	-	1127
Mov Cap-2 Maneuver	258	-	-	-	-
Stage 1	658	-	-	-	-
Stage 2	531	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	14.79	0	2.73
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	258	627	1127	-
HCM Lane V/C Ratio	-	-	0.08	0.047	0.111	-
HCM Control Delay (s/veh)	-	-	20.2	11	8.6	-
HCM Lane LOS	-	-	C	B	A	-
HCM 95th %tile Q(veh)	-	-	0.3	0.1	0.4	-

Intersection						
Int Delay, s/veh	0.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↖			↑
Traffic Vol, veh/h	0	48	404	11	0	362
Future Vol, veh/h	0	48	404	11	0	362
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	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	48	404	11	0	362

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	-	410	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	642	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	642	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v11.06		0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	-	642
HCM Lane V/C Ratio	-	-	0.075
HCM Control Delay (s/veh)	-	-	11.1
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.2

HCM 7th Signalized Intersection Summary
 3: Corral Del Tierra Rd & Hwy 68

Background + Project AM
 09/26/2024



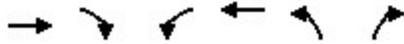
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	902	119	243	1146	6	179	0	273	0	0	1
Future Volume (veh/h)	2	902	119	243	1146	6	179	0	273	0	0	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	2	902	119	243	1146	6	179	0	273	0	0	1
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	73	1025	868	271	1225	6	270	0	239	0	3	2
Arrive On Green	0.04	0.55	0.55	0.15	0.66	0.66	0.15	0.00	0.15	0.00	0.00	0.00
Sat Flow, veh/h	1781	1870	1585	1781	1859	10	1781	0	1580	0	1870	1585
Grp Volume(v), veh/h	2	902	119	243	0	1152	179	0	273	0	0	1
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	0	1869	1781	0	1580	0	1870	1585
Q Serve(g_s), s	0.1	51.4	4.5	16.4	0.0	67.0	11.6	0.0	18.5	0.0	0.0	0.1
Cycle Q Clear(g_c), s	0.1	51.4	4.5	16.4	0.0	67.0	11.6	0.0	18.5	0.0	0.0	0.1
Prop In Lane	1.00		1.00	1.00		0.01	1.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	73	1025	868	271	0	1231	270	0	239	0	3	2
V/C Ratio(X)	0.03	0.88	0.14	0.90	0.00	0.94	0.66	0.00	1.14	0.00	0.00	0.46
Avail Cap(c_a), veh/h	263	1593	1350	314	0	1645	270	0	239	0	276	234
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	0.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	56.2	24.1	13.5	50.9	0.0	18.5	48.9	0.0	51.8	0.0	0.0	60.9
Incr Delay (d2), s/veh	0.2	3.9	0.1	24.6	0.0	8.7	6.0	0.0	101.4	0.0	0.0	107.0
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	0.1	20.8	1.5	8.8	0.0	25.7	5.6	0.0	14.0	0.0	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	56.4	28.0	13.6	75.5	0.0	27.2	54.8	0.0	153.2	0.0	0.0	167.9
LnGrp LOS	E	C	B	E		C	D		F			F
Approach Vol, veh/h		1023			1395			452				1
Approach Delay, s/veh		26.4			35.6			114.3				167.9
Approach LOS		C			D			F				F
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	23.1	71.4		23.0	9.5	85.0		4.7				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	21.5	104.0		18.5	18.0	107.5		18.0				
Max Q Clear Time (g_c+I1), s	18.4	53.4		20.5	2.1	69.0		2.1				
Green Ext Time (p_c), s	0.2	7.6		0.0	0.0	11.5		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh				44.7								
HCM 7th LOS				D								

HCM 7th Signalized Intersection Summary
4: San Benancio Road & Hwy 68



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	1086	120	124	1202	1	183	1	205	3	0	1
Future Volume (veh/h)	1	1086	120	124	1202	1	183	1	205	3	0	1
Initial Q (Qb), veh	0	0	0	0	70	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	1477	1870	1870	1870	1870	1870	1870	984	1870	1870	1870
Adj Flow Rate, veh/h	1	1086	120	124	1202	1	183	1	205	3	0	1
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	2	1007	1081	143	1350	1	240	1	148	9	0	8
Arrive On Green	0.00	0.68	0.68	0.04	0.72	0.72	0.14	0.14	0.14	0.01	0.00	0.01
Sat Flow, veh/h	1781	1477	1585	3456	1869	2	1772	10	834	1781	0	1585
Grp Volume(v), veh/h	1	1086	120	124	0	1203	184	0	205	3	0	1
Grp Sat Flow(s),veh/h/ln	1781	1477	1585	1728	0	1870	1782	0	834	1781	0	1585
Q Serve(g_s), s	0.1	90.5	3.5	4.7	0.0	66.5	13.2	0.0	18.0	0.2	0.0	0.1
Cycle Q Clear(g_c), s	0.1	90.5	3.5	4.7	0.0	66.5	13.2	0.0	18.0	0.2	0.0	0.1
Prop In Lane	1.00		1.00	1.00		0.00	0.99		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	2	1007	1081	143	0	1351	242	0	148	9	0	8
V/C Ratio(X)	0.41	1.08	0.11	0.87	0.00	0.89	0.76	0.00	1.39	0.33	0.00	0.12
Avail Cap(c_a), veh/h	67	1007	1081	143	0	1350	242	0	148	242	0	215
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	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	66.2	21.1	7.3	63.2	0.0	18.4	55.3	0.0	54.6	65.8	0.0	65.7
Incr Delay (d2), s/veh	84.8	51.9	0.0	38.9	0.0	7.8	13.2	0.0	210.5	19.2	0.0	6.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	137.4	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	39.0	1.0	2.8	0.0	84.8	6.8	0.0	13.6	0.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	151.0	73.0	7.3	102.1	0.0	163.6	68.5	0.0	265.1	85.0	0.0	72.2
LnGrp LOS	F	F	A	F		F	E		F	F		E
Approach Vol, veh/h		1207			1327			389				4
Approach Delay, s/veh		66.6			157.9			172.1				81.8
Approach LOS		E			F			F				F
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.7	100.3		22.5	10.0	95.0		5.2				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	91.0		18.0	5.5	90.5		18.0				
Max Q Clear Time (g_c+I), s	12.5	68.5		20.0	6.7	92.5		2.2				
Green Ext Time (p_c), s	0.0	10.2		0.0	0.0	0.0		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh			122.0									
HCM 7th LOS			F									

HCM 7th Signalized Intersection Summary
5: Laureles Grade & Hwy 68



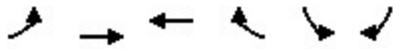
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↖↗	↑	↘	↗
Traffic Volume (veh/h)	802	175	258	983	156	223
Future Volume (veh/h)	802	175	258	983	156	223
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	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	802	175	258	983	156	223
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	945	801	377	1287	294	435
Arrive On Green	0.51	0.51	0.11	0.69	0.16	0.16
Sat Flow, veh/h	1870	1585	3456	1870	1781	1585
Grp Volume(v), veh/h	802	175	258	983	156	223
Grp Sat Flow(s),veh/h/ln	1870	1585	1728	1870	1781	1585
Q Serve(g_s), s	22.7	3.8	4.4	21.2	4.9	7.3
Cycle Q Clear(g_c), s	22.7	3.8	4.4	21.2	4.9	7.3
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	945	801	377	1287	294	435
V/C Ratio(X)	0.85	0.22	0.68	0.76	0.53	0.51
Avail Cap(c_a), veh/h	1742	1476	649	2231	524	639
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	13.1	8.4	26.2	6.3	23.4	18.8
Incr Delay (d2), s/veh	2.2	0.1	2.2	1.0	1.5	0.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.8	0.9	1.7	3.0	2.1	6.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	15.3	8.6	28.4	7.2	24.9	19.7
LnGrp LOS	B	A	C	A	C	B
Approach Vol, veh/h	977			1241	379	
Approach Delay, s/veh	14.1			11.7	21.8	
Approach LOS	B			B	C	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		46.6		14.6	11.2	35.4
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		73.0		18.0	11.5	57.0
Max Q Clear Time (g_c+I1), s		23.2		9.3	6.4	24.7
Green Ext Time (p_c), s		8.4		0.8	0.4	6.2
Intersection Summary						
HCM 7th Control Delay, s/veh			14.1			
HCM 7th LOS			B			

HCM 7th Signalized Intersection Summary
6: Boots Road/Pasadera Drive & Hwy 68



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	944	17	16	1077	21	45	3	23	38	0	42
Future Volume (veh/h)	43	944	17	16	1077	21	45	3	23	38	0	42
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		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	43	944	17	16	1077	21	45	3	23	38	0	42
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	121	1212	1027	121	1212	1027	180	19	145	218	0	161
Arrive On Green	0.07	0.65	0.65	0.07	0.65	0.65	0.10	0.10	0.10	0.10	0.00	0.10
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1365	186	1427	1183	0	1585
Grp Volume(v), veh/h	43	944	17	16	1077	21	45	0	26	38	0	42
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1365	0	1613	1183	0	1585
Q Serve(g_s), s	1.7	26.5	0.3	0.6	35.3	0.3	2.4	0.0	1.1	1.9	0.0	1.8
Cycle Q Clear(g_c), s	1.7	26.5	0.3	0.6	35.3	0.3	5.4	0.0	1.1	3.0	0.0	1.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.88	1.00		1.00
Lane Grp Cap(c), veh/h	121	1212	1027	121	1212	1027	180	0	164	218	0	161
V/C Ratio(X)	0.36	0.78	0.02	0.13	0.89	0.02	0.25	0.00	0.16	0.17	0.00	0.26
Avail Cap(c_a), veh/h	434	2544	2156	434	2544	2156	374	0	393	414	0	386
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	32.9	9.2	4.6	32.4	10.8	4.6	33.7	0.0	30.3	31.7	0.0	30.6
Incr Delay (d2), s/veh	1.8	1.1	0.0	0.5	2.4	0.0	0.7	0.0	0.4	0.4	0.0	0.9
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	0.7	6.5	0.1	0.3	9.0	0.1	0.8	0.0	0.4	0.6	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	34.7	10.4	4.6	32.9	13.2	4.6	34.4	0.0	30.8	32.1	0.0	31.5
LnGrp LOS	C	B	A	C	B	A	C		C	C		C
Approach Vol, veh/h		1004			1114			71			80	
Approach Delay, s/veh		11.3			13.3			33.1			31.8	
Approach LOS		B			B			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.5	52.4		12.0	9.5	52.4		12.0				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	100.5	100.5		18.0	18.0	100.5		18.0				
Max Q Clear Time (g_c+13), s	13.7	37.3		7.4	2.6	28.5		5.0				
Green Ext Time (p_c), s	0.0	10.6		0.1	0.0	8.0		0.2				
Intersection Summary												
HCM 7th Control Delay, s/veh											13.7	
HCM 7th LOS											B	

HCM 7th Signalized Intersection Summary
7: Hwy 68 & York Road



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↙	↑	↑	↗	↙	↗
Traffic Volume (veh/h)	131	900	849	297	83	49
Future Volume (veh/h)	131	900	849	297	83	49
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	131	900	849	297	83	49
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	201	1405	1037	879	143	127
Arrive On Green	0.11	0.75	0.55	0.55	0.08	0.08
Sat Flow, veh/h	1781	1870	1870	1585	1781	1585
Grp Volume(v), veh/h	131	900	849	297	83	49
Grp Sat Flow(s),veh/h/ln	1781	1870	1870	1585	1781	1585
Q Serve(g_s), s	3.8	12.3	19.8	5.5	2.4	1.6
Cycle Q Clear(g_c), s	3.8	12.3	19.8	5.5	2.4	1.6
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	201	1405	1037	879	143	127
V/C Ratio(X)	0.65	0.64	0.82	0.34	0.58	0.38
Avail Cap(c_a), veh/h	717	4289	3379	2864	617	549
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	22.7	3.2	9.7	6.5	23.7	23.3
Incr Delay (d2), s/veh	3.6	0.5	1.7	0.2	3.7	1.9
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	0.2	4.5	1.0	1.1	0.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	26.3	3.7	11.4	6.8	27.4	25.2
LnGrp LOS	C	A	B	A	C	C
Approach Vol, veh/h		1031	1146		132	
Approach Delay, s/veh		6.6	10.2		26.6	
Approach LOS		A	B		C	
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	10.5	34.1		8.8		44.6
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5
Max Green Setting (Gmax), s	21.5	96.5		18.5		122.5
Max Q Clear Time (g_c+1), s	15.8	21.8		4.4		14.3
Green Ext Time (p_c), s	0.3	7.8		0.3		7.2
Intersection Summary						
HCM 7th Control Delay, s/veh			9.5			
HCM 7th LOS			A			

Intersection						
Int Delay, s/veh	0.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↑		↗
Traffic Vol, veh/h	1149	26	0	1395	0	41
Future Vol, veh/h	1149	26	0	1395	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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1249	28	0	1516	0	45

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	-	-	- 1263
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	- 6.22
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	- 3.318
Pot Cap-1 Maneuver	-	-	0	-	0 207
Stage 1	-	-	0	-	0 -
Stage 2	-	-	0	-	0 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	- 207
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0	27.08
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	207	-	-	-
HCM Lane V/C Ratio	0.215	-	-	-
HCM Control Delay (s/veh)	27.1	-	-	-
HCM Lane LOS	D	-	-	-
HCM 95th %tile Q(veh)	0.8	-	-	-

Intersection						
Int Delay, s/veh	4.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↖		↘	↗
Traffic Vol, veh/h	39	160	287	18	221	301
Future Vol, veh/h	39	160	287	18	221	301
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	0	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	42	174	312	20	240	327

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1129	322	0	0	332	0
Stage 1	322	-	-	-	-	-
Stage 2	808	-	-	-	-	-
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	226	719	-	-	1228	-
Stage 1	735	-	-	-	-	-
Stage 2	439	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	181	719	-	-	1228	-
Mov Cap-2 Maneuver	181	-	-	-	-	-
Stage 1	735	-	-	-	-	-
Stage 2	353	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v15.36		0	3.66
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	181	719	1228	-
HCM Lane V/C Ratio	-	-	0.234	0.242	0.196	-
HCM Control Delay (s/veh)	-	-	30.8	11.6	8.6	-
HCM Lane LOS	-	-	D	B	A	-
HCM 95th %tile Q(veh)	-	-	0.9	0.9	0.7	-

Intersection						
Int Delay, s/veh	0.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↖			↑
Traffic Vol, veh/h	0	42	432	15	0	522
Future Vol, veh/h	0	42	432	15	0	522
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	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	42	432	15	0	522

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	-	440	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	617	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	-	617	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	11.26	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	-	617
HCM Lane V/C Ratio	-	-	0.068
HCM Control Delay (s/veh)	-	-	11.3
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.2

HCM 7th Signalized Intersection Summary
3: Corral Del Tierra Rd & Hwy 68

Background + Project PM
09/26/2024



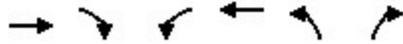
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	942	190	332	821	1	249	0	225	1	0	0
Future Volume (veh/h)	0	942	190	332	821	1	249	0	225	1	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	1378	1870	1575	1477	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	942	190	332	821	1	249	0	225	1	0	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	1	792	911	271	1158	1	222	0	198	2	0	2
Arrive On Green	0.00	0.57	0.57	0.18	0.79	0.79	0.12	0.00	0.12	0.00	0.00	0.00
Sat Flow, veh/h	1781	1378	1585	1500	1474	2	1781	0	1585	1781	0	1585
Grp Volume(v), veh/h	0	942	190	332	0	822	249	0	225	1	0	0
Grp Sat Flow(s),veh/h/ln	1781	1378	1585	1500	0	1476	1781	0	1585	1781	0	1585
Q Serve(g_s), s	0.0	87.5	8.8	27.5	0.0	41.1	19.0	0.0	19.0	0.1	0.0	0.0
Cycle Q Clear(g_c), s	0.0	87.5	8.8	27.5	0.0	41.1	19.0	0.0	19.0	0.1	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	1	792	911	271	0	1159	222	0	198	2	0	2
V/C Ratio(X)	0.00	1.19	0.21	1.23	0.00	0.71	1.12	0.00	1.14	0.41	0.00	0.00
Avail Cap(c_a), veh/h	211	792	911	271	0	1159	222	0	198	211	0	187
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)	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	32.4	15.6	62.4	0.0	7.9	66.6	0.0	66.6	75.9	0.0	0.0
Incr Delay (d2), s/veh	0.0	97.5	0.1	129.5	0.0	2.0	96.3	0.0	105.7	85.3	0.0	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	0.0	47.5	3.0	19.9	0.0	10.1	14.6	0.0	13.5	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	129.9	15.7	191.9	0.0	10.0	162.9	0.0	172.3	161.3	0.0	0.0
LnGrp LOS		F	B	F		A	F		F	F		
Approach Vol, veh/h		1132			1154			474				1
Approach Delay, s/veh		110.7			62.3			167.4				161.3
Approach LOS		F			E			F				F
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	32.0	92.0		23.5	0.0	124.0		4.7				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	27.5	87.5		19.0	18.0	97.0		18.0				
Max Q Clear Time (g_c+I1), s	29.5	89.5		21.0	0.0	43.1		2.1				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	6.0		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh			100.2									
HCM 7th LOS			F									

HCM 7th Signalized Intersection Summary
 4: San Benancio Road & Hwy 68



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1110	107	112	1017	3	112	0	92	1	0	1
Future Volume (veh/h)	0	1110	107	112	1017	3	112	0	92	1	0	1
Initial Q (Qb), veh	0	20	0	0	15	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		No		No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1575	1870	1870	1870	1575	1870	1870	1870
Adj Flow Rate, veh/h	0	1110	107	112	1017	3	112	0	92	1	0	1
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	2	1270	1071	174	1212	3	159	0	186	5	0	4
Arrive On Green	0.00	0.65	0.65	0.05	0.76	0.76	0.09	0.00	0.09	0.00	0.00	0.00
Sat Flow, veh/h	1781	1870	1585	3456	1570	5	1781	0	1335	1781	0	1585
Grp Volume(v), veh/h	0	1110	107	112	0	1020	112	0	92	1	0	1
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1728	0	1574	1781	0	1335	1781	0	1585
Q Serve(g_s), s	0.0	45.6	2.3	2.9	0.0	40.5	5.5	0.0	5.7	0.1	0.0	0.1
Cycle Q Clear(g_c), s	0.0	45.6	2.3	2.9	0.0	40.5	5.5	0.0	5.7	0.1	0.0	0.1
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	2	1270	1071	174	0	1212	159	0	186	5	0	4
V/C Ratio(X)	0.00	0.87	0.10	0.64	0.00	0.84	0.70	0.00	0.49	0.21	0.00	0.23
Avail Cap(c_a), veh/h	98	2045	1733	271	0	1758	354	0	335	354	0	315
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)	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	14.7	5.6	47.7	0.0	8.7	45.3	0.0	40.7	50.9	0.0	50.9
Incr Delay (d2), s/veh	0.0	2.7	0.0	3.9	0.0	2.6	5.6	0.0	2.0	20.1	0.0	25.8
Initial Q Delay(d3), s/veh	0.0	14.2	0.0	0.0	0.0	7.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	24.2	0.6	1.4	0.0	12.6	3.0	0.0	2.2	0.1	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	31.5	5.6	51.6	0.0	18.3	50.9	0.0	42.8	70.9	0.0	76.6
LnGrp LOS		C	A	D		B	D		D	E		E
Approach Vol, veh/h		1217			1132			204				2
Approach Delay, s/veh		29.2			21.6			47.2				73.8
Approach LOS		C			C			D				E
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	0.0	72.9		12.8	9.2	63.7		4.7				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	101.0	101.0		18.0	7.1	98.9		18.0				
Max Q Clear Time (g_c+1), s	42.5	42.5		7.7	4.9	47.6		2.1				
Green Ext Time (p_c), s	0.0	9.2		0.6	0.1	11.6		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh				27.3								
HCM 7th LOS				C								

HCM 7th Signalized Intersection Summary
 5: Laureles Grade & Hwy 68



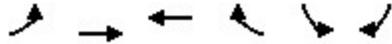
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↖↗	↑	↗	↖↗
Traffic Volume (veh/h)	719	89	216	826	210	456
Future Volume (veh/h)	719	89	216	826	210	456
Initial Q (Qb), veh	17	0	17	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1575	1870	1870	1870	1280	1870
Adj Flow Rate, veh/h	719	89	216	826	210	456
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	811	810	332	1212	338	598
Arrive On Green	0.49	0.49	0.08	0.62	0.29	0.29
Sat Flow, veh/h	1575	1585	3456	1870	1219	1585
Grp Volume(v), veh/h	719	89	216	826	210	456
Grp Sat Flow(s),veh/h/ln	1575	1585	1728	1870	1219	1585
Q Serve(g_s), s	43.7	3.1	6.3	30.8	15.2	25.9
Cycle Q Clear(g_c), s	43.7	3.1	6.3	30.8	15.2	25.9
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	811	810	332	1212	338	598
V/C Ratio(X)	0.89	0.11	0.65	0.68	0.62	0.76
Avail Cap(c_a), veh/h	1218	1225	588	1846	468	743
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	30.7	15.7	53.3	13.6	39.8	34.0
Incr Delay (d2), s/veh	5.6	0.1	2.1	0.7	1.9	3.7
Initial Q Delay(d3), s/veh	27.9	0.0	53.7	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	29.5	1.2	6.9	12.1	5.8	15.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	64.2	15.7	109.2	14.3	41.6	37.7
LnGrp LOS	E	B	F	B	D	D
Approach Vol, veh/h	808			1042	666	
Approach Delay, s/veh	58.8			34.0	38.9	
Approach LOS	E			C	D	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		68.4		34.4	13.2	55.2
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		101.5		39.5	17.5	79.5
Max Q Clear Time (g_c+l1), s		32.8		27.9	8.3	45.7
Green Ext Time (p_c), s		6.1		1.9	0.4	5.0
Intersection Summary						
HCM 7th Control Delay, s/veh			43.3			
HCM 7th LOS			D			

HCM 7th Signalized Intersection Summary
6: Boots Road/Pasadera Drive & Hwy 68



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	46	784	33	25	1008	36	33	3	11	38	0	37
Future Volume (veh/h)	46	784	33	25	1008	36	33	3	11	38	0	37
Initial Q (Qb), veh	0	15	0	0	15	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										
Adj Sat Flow, veh/h/ln	1870	1575	1870	1870	1575	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	46	784	33	25	1008	36	33	3	11	38	0	37
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	114	1062	1077	114	1078	1077	161	29	108	198	0	133
Arrive On Green	0.07	0.67	0.67	0.07	0.67	0.67	0.08	0.08	0.08	0.08	0.00	0.08
Sat Flow, veh/h	1781	1575	1585	1781	1575	1585	1371	351	1287	1269	0	1585
Grp Volume(v), veh/h	46	784	33	25	1008	36	33	0	14	38	0	37
Grp Sat Flow(s),veh/h/ln	1781	1575	1585	1781	1575	1585	1371	0	1639	1269	0	1585
Q Serve(g_s), s	1.9	24.7	0.5	1.0	44.3	0.6	1.8	0.0	0.6	2.0	0.0	1.7
Cycle Q Clear(g_c), s	1.9	24.7	0.5	1.0	44.3	0.6	4.3	0.0	0.6	2.5	0.0	1.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.79	1.00		1.00
Lane Grp Cap(c), veh/h	114	1062	1077	114	1078	1077	161	0	137	198	0	133
V/C Ratio(X)	0.40	0.74	0.03	0.22	0.94	0.03	0.21	0.00	0.10	0.19	0.00	0.28
Avail Cap(c_a), veh/h	423	1154	1161	423	1154	1161	375	0	389	417	0	377
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(l)	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	35.2	9.0	4.1	34.8	12.3	4.1	36.2	0.0	33.1	34.3	0.0	33.6
Incr Delay (d2), s/veh	2.3	2.3	0.0	1.0	13.3	0.0	0.6	0.0	0.3	0.5	0.0	1.1
Initial Q Delay(d3), s/veh	0.0	5.5	0.0	0.0	21.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	8.0	0.1	0.4	20.3	0.1	0.6	0.0	0.3	0.7	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	37.5	16.8	4.1	35.7	47.1	4.1	36.8	0.0	33.4	34.8	0.0	34.7
LnGrp LOS	D	B	A	D	D	A	D		C	C		C
Approach Vol, veh/h		863			1069			47			75	
Approach Delay, s/veh		17.5			45.4			35.8			34.8	
Approach LOS		B			D			D			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.5	55.3		10.9	9.5	55.3		10.9				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	18.0	55.5		18.0	18.0	55.5		18.0				
Max Q Clear Time (g_c+1), s	13.5	46.3		6.3	3.0	26.7		4.5				
Green Ext Time (p_c), s	0.1	4.6		0.1	0.0	5.3		0.2				
Intersection Summary												
HCM 7th Control Delay, s/veh			33.0									
HCM 7th LOS			C									

HCM 7th Signalized Intersection Summary
7: Hwy 68 & York Road



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	43	670	952	120	203	92
Future Volume (veh/h)	43	670	952	120	203	92
Initial Q (Qb), veh	0	0	17	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	1477	1870	1870	1870
Adj Flow Rate, veh/h	43	670	952	120	203	92
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	87	1455	1012	1087	240	213
Arrive On Green	0.05	0.77	0.67	0.67	0.14	0.14
Sat Flow, veh/h	1781	1870	1477	1585	1781	1585
Grp Volume(v), veh/h	43	670	952	120	203	92
Grp Sat Flow(s),veh/h/ln	1781	1870	1477	1585	1781	1585
Q Serve(g_s), s	2.2	12.3	57.3	2.6	10.7	5.1
Cycle Q Clear(g_c), s	2.2	12.3	57.3	2.6	10.7	5.1
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	87	1455	1012	1087	240	213
V/C Ratio(X)	0.50	0.46	0.94	0.11	0.85	0.43
Avail Cap(c_a), veh/h	334	1814	1086	1165	334	298
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	47.7	3.9	16.2	5.5	43.5	40.9
Incr Delay (d2), s/veh	4.3	0.2	14.6	0.0	13.4	1.4
Initial Q Delay(d3), s/veh	0.0	0.0	33.6	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	2.5	29.6	0.7	5.9	2.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	52.0	4.2	64.4	5.5	56.9	42.3
LnGrp LOS	D	A	E	A	E	D
Approach Vol, veh/h		713	1072		295	
Approach Delay, s/veh		7.1	57.8		52.3	
Approach LOS		A	E		D	
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	9.5	68.8		17.6		78.3
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5
Max Green Setting (Gmax), s	18.0	70.5		18.0		93.0
Max Q Clear Time (g_c+14.2), s	14.2	59.3		12.7		14.3
Green Ext Time (p_c), s	0.0	5.0		0.4		4.4
Intersection Summary						
HCM 7th Control Delay, s/veh			39.6			
HCM 7th LOS			D			

Intersection						
Int Delay, s/veh	1.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↑		↗
Traffic Vol, veh/h	1113	55	0	1154	0	84
Future Vol, veh/h	1113	55	0	1154	0	84
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1210	60	0	1254	0	91

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	- - - 1240
Stage 1	-	-	- - -
Stage 2	-	-	- - -
Critical Hdwy	-	-	- - - 6.22
Critical Hdwy Stg 1	-	-	- - -
Critical Hdwy Stg 2	-	-	- - -
Follow-up Hdwy	-	-	- - - 3.318
Pot Cap-1 Maneuver	-	-	0 - 0 214
Stage 1	-	-	0 - 0 -
Stage 2	-	-	0 - 0 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	- - - 214
Mov Cap-2 Maneuver	-	-	- - -
Stage 1	-	-	- - -
Stage 2	-	-	- - -

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0	33.84
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	214	-	-	-
HCM Lane V/C Ratio	0.427	-	-	-
HCM Control Delay (s/veh)	33.8	-	-	-
HCM Lane LOS	D	-	-	-
HCM 95th %tile Q(veh)	2	-	-	-

Intersection						
Int Delay, s/veh	1.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	8	27	388	10	45	250
Future Vol, veh/h	8	27	388	10	45	250
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	0	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	29	422	11	49	272

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	797	427	0	0	433	0
Stage 1	427	-	-	-	-	-
Stage 2	370	-	-	-	-	-
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	356	627	-	-	1127	-
Stage 1	658	-	-	-	-	-
Stage 2	699	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	340	627	-	-	1127	-
Mov Cap-2 Maneuver	340	-	-	-	-	-
Stage 1	658	-	-	-	-	-
Stage 2	669	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v12.12		0	1.27
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	340	627	1127	-
HCM Lane V/C Ratio	-	-	0.026	0.047	0.043	-
HCM Control Delay (s/veh)	-	-	15.9	11	8.3	-
HCM Lane LOS	-	-	C	B	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0.1	0.1	-

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↖			↑
Traffic Vol, veh/h	0	0	415	0	0	295
Future Vol, veh/h	0	0	415	0	0	295
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	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	415	0	0	295

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	-	415	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	637	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	-	637	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Control Delay (s/veh)	-	-	0
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	-

HCM 7th Signalized Intersection Summary
3: Corral Del Tierra Rd & Hwy 68

Cumulative AM with Existing Lane Configuration

09/26/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	1049	100	194	1764	6	142	0	273	0	1	1
Future Volume (veh/h)	2	1049	100	194	1764	6	142	0	273	0	1	1
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	2	1049	100	194	1764	6	142	0	273	0	1	1
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	82	1004	851	226	1151	4	297	0	263	0	5	4
Arrive On Green	0.05	0.54	0.54	0.13	0.62	0.62	0.17	0.00	0.17	0.00	0.00	0.00
Sat Flow, veh/h	1781	1870	1585	1781	1863	6	1781	0	1580	0	1870	1585
Grp Volume(v), veh/h	2	1049	100	194	0	1770	142	0	273	0	1	1
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	0	1869	1781	0	1580	0	1870	1585
Q Serve(g_s), s	0.1	58.0	3.4	11.5	0.0	66.7	7.8	0.0	18.0	0.0	0.1	0.1
Cycle Q Clear(g_c), s	0.1	58.0	3.4	11.5	0.0	66.7	7.8	0.0	18.0	0.0	0.1	0.1
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	82	1004	851	226	0	1155	297	0	263	0	5	4
V/C Ratio(X)	0.02	1.04	0.12	0.86	0.00	1.53	0.48	0.00	1.04	0.00	0.20	0.23
Avail Cap(c_a), veh/h	297	1004	851	297	0	1155	297	0	263	0	312	264
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	0.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	49.2	25.0	12.4	46.2	0.0	20.6	40.8	0.0	45.0	0.0	53.7	53.7
Incr Delay (d2), s/veh	0.1	40.7	0.1	17.3	0.0	244.2	1.2	0.0	65.3	0.0	18.2	25.9
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	0.1	32.8	1.1	5.9	0.0	100.9	3.5	0.0	11.8	0.0	0.1	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	49.3	65.7	12.4	63.4	0.0	264.9	41.9	0.0	110.3	0.0	71.9	79.6
LnGrp LOS	D	F	B	E		F	D		F		E	E
Approach Vol, veh/h	1151		1964				415		2			
Approach Delay, s/veh	61.0		245.0				86.9		75.8			
Approach LOS	E		F				F		E			
Timer - Assigned Phs	1	2	4		5	6	8					
Phs Duration (G+Y+Rc), s	18.2	62.5	22.5		9.5	71.2	4.8					
Change Period (Y+Rc), s	4.5	4.5	4.5		4.5	4.5	4.5					
Max Green Setting (Gmax), s	18.0	58.0	18.0		18.0	58.0	18.0					
Max Q Clear Time (g_c+I1), s	13.5	60.0	20.0		2.1	68.7	2.1					
Green Ext Time (p_c), s	0.2	0.0	0.0		0.0	0.0	0.0					
Intersection Summary												
HCM 7th Control Delay, s/veh			166.4									
HCM 7th LOS			F									

HCM 7th Signalized Intersection Summary
4: San Benancio Road & Hwy 68

Cumulative AM with Existing Lane Configuration

09/26/2024

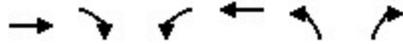


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	1222	113	125	1744	1	202	1	208	3	0	1
Future Volume (veh/h)	1	1222	113	125	1744	1	202	1	208	3	0	1
Initial Q (Qb), veh	0	0	0	0	70	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	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		No		No
Adj Sat Flow, veh/h/ln	1870	1477	1870	1870	1870	1870	1870	1870	984	1870	1870	1870
Adj Flow Rate, veh/h	1	1222	113	125	1744	1	202	1	208	3	0	1
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	2	871	935	185	1200	1	311	2	191	9	0	8
Arrive On Green	0.00	0.59	0.59	0.05	0.64	0.64	0.18	0.18	0.18	0.01	0.00	0.01
Sat Flow, veh/h	1781	1477	1585	3456	1869	1	1773	9	834	1781	0	1585
Grp Volume(v), veh/h	1	1222	113	125	0	1745	203	0	208	3	0	1
Grp Sat Flow(s),veh/h/ln	1781	1477	1585	1728	0	1870	1782	0	834	1781	0	1585
Q Serve(g_s), s	0.1	60.5	3.2	3.6	0.0	65.8	10.9	0.0	18.0	0.2	0.0	0.1
Cycle Q Clear(g_c), s	0.1	60.5	3.2	3.6	0.0	65.8	10.9	0.0	18.0	0.2	0.0	0.1
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	2	871	935	185	0	1201	313	0	191	9	0	8
V/C Ratio(X)	0.41	1.40	0.12	0.68	0.00	1.45	0.65	0.00	1.09	0.32	0.00	0.12
Avail Cap(c_a), veh/h	87	871	935	185	0	1201	313	0	191	313	0	278
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	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	51.1	21.0	9.3	47.6	0.0	18.3	39.3	0.0	39.5	50.8	0.0	50.8
Incr Delay (d2), s/veh	84.1	188.0	0.1	9.4	0.0	208.5	4.6	0.0	90.7	18.5	0.0	6.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	209.8	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	61.8	0.9	1.7	0.0	160.3	5.1	0.0	9.5	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	135.3	209.0	9.3	57.0	0.0	436.6	44.0	0.0	130.2	69.3	0.0	57.0
LnGrp LOS	F	F	A	E		F	D		F	E		E
Approach Vol, veh/h		1336			1870			411				4
Approach Delay, s/veh		192.1			411.3			87.6				66.2
Approach LOS		F			F			F				E
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.6	70.3		22.5	10.0	65.0		5.0				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	61.0		18.0	5.5	60.5		18.0				
Max Q Clear Time (g_c+1/2), s	12.5	67.8		20.0	5.6	62.5		2.2				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	0.0		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh			293.3									
HCM 7th LOS			F									

HCM 7th Signalized Intersection Summary
5: Laureles Grade & Hwy 68

Cumulative AM with Existing Lane Configuration

09/26/2024



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↖↗	↑	↘	↖
Traffic Volume (veh/h)	902	228	268	1442	193	228
Future Volume (veh/h)	902	228	268	1442	193	228
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	1575	1870	1870
Adj Flow Rate, veh/h	902	228	268	1442	193	228
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1221	1035	304	1226	261	371
Arrive On Green	0.65	0.65	0.09	0.78	0.15	0.15
Sat Flow, veh/h	1870	1585	3456	1575	1781	1585
Grp Volume(v), veh/h	902	228	268	1442	193	228
Grp Sat Flow(s),veh/h/ln	1870	1585	1728	1575	1781	1585
Q Serve(g_s), s	38.6	7.0	9.2	93.0	12.4	15.4
Cycle Q Clear(g_c), s	38.6	7.0	9.2	93.0	12.4	15.4
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1221	1035	304	1226	261	371
V/C Ratio(X)	0.74	0.22	0.88	1.18	0.74	0.61
Avail Cap(c_a), veh/h	1221	1035	304	1226	268	378
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	13.9	8.4	53.9	13.2	48.8	40.9
Incr Delay (d2), s/veh	2.4	0.1	24.7	88.1	10.1	2.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.9	2.0	4.9	48.5	6.2	13.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	16.3	8.5	78.6	101.4	59.0	43.8
LnGrp LOS	B	A	E	F	E	D
Approach Vol, veh/h	1130			1710	421	
Approach Delay, s/veh	14.7			97.8	50.8	
Approach LOS	B			F	D	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		97.5		22.0	15.0	82.5
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		93.0		18.0	10.5	78.0
Max Q Clear Time (g_c+I1), s		95.0		17.4	11.2	40.6
Green Ext Time (p_c), s		0.0		0.1	0.0	7.9
Intersection Summary						
HCM 7th Control Delay, s/veh			62.9			
HCM 7th LOS			E			

HCM 7th Signalized Intersection Summary
6: Boots Road/Pasadera Drive & Hwy 68

Cumulative AM with Existing Lane Configuration

09/26/2024

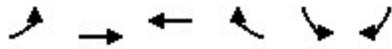


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	1097	17	18	1568	23	47	4	23	38	0	54
Future Volume (veh/h)	45	1097	17	18	1568	23	47	4	23	38	0	54
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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										
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	45	1097	17	18	1568	23	47	4	23	38	0	54
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	78	1393	1181	78	1393	1181	134	23	130	172	0	149
Arrive On Green	0.04	0.74	0.74	0.04	0.74	0.74	0.09	0.09	0.09	0.09	0.00	0.09
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1350	240	1381	1159	0	1585
Grp Volume(v), veh/h	45	1097	17	18	1568	23	47	0	27	38	0	54
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1350	0	1622	1159	0	1585
Q Serve(g_s), s	2.8	41.5	0.3	1.1	85.5	0.4	3.9	0.0	1.8	3.0	0.0	3.7
Cycle Q Clear(g_c), s	2.8	41.5	0.3	1.1	85.5	0.4	8.6	0.0	1.8	4.7	0.0	3.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.85	1.00		1.00
Lane Grp Cap(c), veh/h	78	1393	1181	78	1393	1181	134	0	152	172	0	149
V/C Ratio(X)	0.58	0.79	0.01	0.23	1.13	0.02	0.35	0.00	0.18	0.22	0.00	0.36
Avail Cap(c_a), veh/h	279	1393	1181	279	1393	1181	219	0	254	259	0	249
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	53.9	9.0	3.8	53.0	14.6	3.8	53.4	0.0	47.9	50.1	0.0	48.8
Incr Delay (d2), s/veh	6.7	3.1	0.0	1.5	66.3	0.0	1.6	0.0	0.5	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	1.4	12.1	0.1	0.5	48.2	0.1	1.4	0.0	0.7	1.1	0.0	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	60.5	12.1	3.8	54.5	80.9	3.8	54.9	0.0	48.5	50.7	0.0	50.3
LnGrp LOS	E	B	A	D	F	A	D		D	D		D
Approach Vol, veh/h		1159			1609			74			92	
Approach Delay, s/veh		13.9			79.6			52.6			50.5	
Approach LOS		B			E			D			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.5	90.0		15.3	9.5	90.0		15.3				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	18.0	85.5		18.0	18.0	85.5		18.0				
Max Q Clear Time (g_c+14), s	14.8	87.5		10.6	3.1	43.5		6.7				
Green Ext Time (p_c), s	0.0	0.0		0.1	0.0	10.5		0.2				
Intersection Summary												
HCM 7th Control Delay, s/veh												52.0
HCM 7th LOS												D

HCM 7th Signalized Intersection Summary
7: Hwy 68 & York Road

Cumulative AM with Existing Lane Configuration

09/26/2024



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	149	1051	1336	297	84	64
Future Volume (veh/h)	149	1051	1336	297	84	64
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	149	1051	1336	297	84	64
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	187	1566	1282	1086	122	109
Arrive On Green	0.10	0.84	0.69	0.69	0.07	0.07
Sat Flow, veh/h	1781	1870	1870	1585	1781	1585
Grp Volume(v), veh/h	149	1051	1336	297	84	64
Grp Sat Flow(s),veh/h/ln	1781	1870	1870	1585	1781	1585
Q Serve(g_s), s	7.8	20.0	65.5	6.9	4.4	3.7
Cycle Q Clear(g_c), s	7.8	20.0	65.5	6.9	4.4	3.7
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	187	1566	1282	1086	122	109
V/C Ratio(X)	0.80	0.67	1.04	0.27	0.69	0.59
Avail Cap(c_a), veh/h	335	1722	1282	1086	335	299
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	41.8	2.9	15.0	5.8	43.5	43.2
Incr Delay (d2), s/veh	7.6	0.9	36.9	0.1	6.7	5.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.6	1.2	30.8	1.6	2.2	1.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	49.4	3.8	51.9	6.0	50.2	48.2
LnGrp LOS	D	A	F	A	D	D
Approach Vol, veh/h		1200	1633		148	
Approach Delay, s/veh		9.5	43.6		49.3	
Approach LOS		A	D		D	
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	44.5	70.0		11.1		84.5
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5
Max Green Setting (Gmax), s	18.0	65.5		18.0		88.0
Max Q Clear Time (g_c+I), s	19.8	67.5		6.4		22.0
Green Ext Time (p_c), s	0.2	0.0		0.3		9.9
Intersection Summary						
HCM 7th Control Delay, s/veh			30.1			
HCM 7th LOS			C			

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
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	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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	- - - 1
Stage 1	-	-	- - -
Stage 2	-	-	- - -
Critical Hdwy	-	-	- - 6.22
Critical Hdwy Stg 1	-	-	- - -
Critical Hdwy Stg 2	-	-	- - -
Follow-up Hdwy	-	-	- - 3.318
Pot Cap-1 Maneuver	-	- 0	- 0 1083
Stage 1	-	- 0	- 0 -
Stage 2	-	- 0	- 0 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	- - 1083
Mov Cap-2 Maneuver	-	-	- - -
Stage 1	-	-	- - -
Stage 2	-	-	- - -

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s/veh)	0	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	-	-	-	-

Intersection						
Int Delay, s/veh	3.9					
Movement	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations						
Traffic Vol, veh/h	274	18	150	314	25	160
Future Vol, veh/h	274	18	150	314	25	160
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	150	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	298	20	163	341	27	174

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	317	0	975 308
Stage 1	-	-	-	-	308 -
Stage 2	-	-	-	-	667 -
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	-	-	1243	-	279 732
Stage 1	-	-	-	-	746 -
Stage 2	-	-	-	-	510 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1243	-	242 732
Mov Cap-2 Maneuver	-	-	-	-	242 -
Stage 1	-	-	-	-	746 -
Stage 2	-	-	-	-	443 -

Approach	NB	SB	NW
HCM Control Delay, s/v	0	2.69	12.83
HCM LOS			B

Minor Lane/Major Mvmt	NBT	NBR	NWLn1	NWLn2	SBL	SBT
Capacity (veh/h)	-	-	242	732	1243	-
HCM Lane V/C Ratio	-	-	0.112	0.237	0.131	-
HCM Control Delay (s/veh)	-	-	21.7	11.4	8.3	-
HCM Lane LOS	-	-	C	B	A	-
HCM 95th %tile Q(veh)	-	-	0.4	0.9	0.5	-

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↖			↑
Traffic Vol, veh/h	0	0	434	0	0	464
Future Vol, veh/h	0	0	434	0	0	464
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	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	434	0	0	464

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	-	434	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	622	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	-	622	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Control Delay (s/veh)	-	-	0
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	-

HCM 7th Signalized Intersection Summary
3: Corral Del Tierra Rd & Hwy 68

Cumulative PM with Existing Lane Configuration

09/26/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1353	172	292	977	1	209	0	225	1	0	0
Future Volume (veh/h)	0	1353	172	292	977	1	209	0	225	1	0	0
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	1378	1870	1575	1477	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	1353	172	292	977	1	209	0	225	1	0	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	1	883	1015	182	1168	1	211	0	187	2	0	2
Arrive On Green	0.00	0.64	0.64	0.12	0.79	0.79	0.12	0.00	0.12	0.00	0.00	0.00
Sat Flow, veh/h	1781	1378	1585	1500	1475	2	1781	0	1585	1781	0	1585
Grp Volume(v), veh/h	0	1353	172	292	0	978	209	0	225	1	0	0
Grp Sat Flow(s),veh/h/ln	1781	1378	1585	1500	0	1476	1781	0	1585	1781	0	1585
Q Serve(g_s), s	0.0	97.5	6.7	18.5	0.0	62.2	17.8	0.0	18.0	0.1	0.0	0.0
Cycle Q Clear(g_c), s	0.0	97.5	6.7	18.5	0.0	62.2	17.8	0.0	18.0	0.1	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	1	883	1015	182	0	1169	211	0	187	2	0	2
V/C Ratio(X)	0.00	1.53	0.17	1.60	0.00	0.84	0.99	0.00	1.20	0.41	0.00	0.00
Avail Cap(c_a), veh/h	211	883	1015	182	0	1169	211	0	187	211	0	187
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)	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	27.4	11.0	66.9	0.0	9.8	67.0	0.0	67.1	75.9	0.0	0.0
Incr Delay (d2), s/veh	0.0	245.4	0.1	294.8	0.0	5.5	59.6	0.0	130.0	85.3	0.0	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	0.0	87.7	2.2	21.8	0.0	15.7	11.6	0.0	14.1	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	272.8	11.1	361.7	0.0	15.3	126.7	0.0	197.1	161.3	0.0	0.0
LnGrp LOS		F	B	F		B	F		F	F		
Approach Vol, veh/h		1525			1270			434				1
Approach Delay, s/veh		243.2			94.9			163.2				161.3
Approach LOS		F			F			F				F
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	23.0	102.0		22.5	0.0	125.0		4.7				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	18.5	97.5		18.0	18.0	98.0		18.0				
Max Q Clear Time (g_c+I1), s	20.5	99.5		20.0	0.0	64.2		2.1				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	7.9		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh				174.1								
HCM 7th LOS				F								

HCM 7th Signalized Intersection Summary
4: San Benancio Road & Hwy 68

Cumulative PM with Existing Lane Configuration

09/26/2024

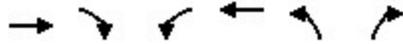


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1408	107	126	1142	3	102	0	95	1	0	2
Future Volume (veh/h)	0	1408	107	126	1142	3	102	0	95	1	0	2
Initial Q (Qb), veh	0	20	0	0	15	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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		No		No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1575	1870	1870	1870	1575	1870	1870	1870
Adj Flow Rate, veh/h	0	1408	107	126	1142	3	102	0	95	1	0	2
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	1	1362	1154	174	1276	3	150	0	180	7	0	6
Arrive On Green	0.00	0.73	0.73	0.05	0.81	0.81	0.08	0.00	0.08	0.00	0.00	0.00
Sat Flow, veh/h	1781	1870	1585	3456	1570	4	1781	0	1335	1781	0	1585
Grp Volume(v), veh/h	0	1408	107	126	0	1145	102	0	95	1	0	2
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1728	0	1574	1781	0	1335	1781	0	1585
Q Serve(g_s), s	0.0	98.3	2.7	4.9	0.0	67.8	7.5	0.0	9.0	0.1	0.0	0.2
Cycle Q Clear(g_c), s	0.0	98.3	2.7	4.9	0.0	67.8	7.5	0.0	9.0	0.1	0.0	0.2
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	1	1362	1154	174	0	1278	150	0	180	7	0	6
V/C Ratio(X)	0.00	1.03	0.09	0.72	0.00	0.90	0.68	0.00	0.53	0.14	0.00	0.32
Avail Cap(c_a), veh/h	66	1362	1154	197	0	1278	237	0	245	237	0	211
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)	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	18.4	5.4	63.2	0.0	10.5	60.1	0.0	54.4	67.0	0.0	67.1
Incr Delay (d2), s/veh	0.0	33.6	0.0	10.7	0.0	8.6	5.3	0.0	2.4	9.0	0.0	26.9
Initial Q Delay(d3), s/veh	0.0	52.9	0.0	0.0	0.0	9.5	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	63.8	0.7	2.3	0.0	22.9	3.6	0.0	3.1	0.1	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	104.9	5.4	73.9	0.0	28.6	65.3	0.0	56.8	76.0	0.0	94.0
LnGrp LOS		F	A	E		C	E		E	E		F
Approach Vol, veh/h		1515			1271			197				3
Approach Delay, s/veh		97.9			33.1			61.2				88.0
Approach LOS		F			C			E				F
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	0.0	114.1		15.9	11.3	102.8		5.0				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	101.0		18.0	7.7	98.3		18.0				
Max Q Clear Time (g_c+1), s	69.8			11.0	6.9	100.3		2.2				
Green Ext Time (p_c), s	0.0	10.6		0.4	0.0	0.0		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh				67.9								
HCM 7th LOS				E								

HCM 7th Signalized Intersection Summary
5: Laureles Grade & Hwy 68

Cumulative PM with Existing Lane Configuration

09/26/2024



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↖	↑	↘	↗
Traffic Volume (veh/h)	1125	119	222	938	225	458
Future Volume (veh/h)	1125	119	222	938	225	458
Initial Q (Qb), veh	17	0	17	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	1575	1870	1870	1870	1280	1870
Adj Flow Rate, veh/h	1125	119	222	938	225	458
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	835	851	323	1258	325	589
Arrive On Green	0.55	0.55	0.08	0.66	0.27	0.27
Sat Flow, veh/h	1575	1585	3456	1870	1219	1585
Grp Volume(v), veh/h	1125	119	222	938	225	458
Grp Sat Flow(s),veh/h/ln	1575	1585	1728	1870	1219	1585
Q Serve(g_s), s	79.5	5.2	9.1	48.8	23.6	37.8
Cycle Q Clear(g_c), s	79.5	5.2	9.1	48.8	23.6	37.8
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	835	851	323	1258	325	589
V/C Ratio(X)	1.35	0.14	0.69	0.75	0.69	0.78
Avail Cap(c_a), veh/h	870	875	420	1319	334	561
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	35.2	17.2	65.6	15.9	48.8	41.1
Incr Delay (d2), s/veh	164.4	0.1	3.1	2.3	5.8	7.1
Initial Q Delay(d3), s/veh	73.3	0.0	63.8	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	82.8	2.0	8.2	18.6	8.1	22.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	273.0	17.3	132.5	18.2	54.7	48.2
LnGrp LOS	F	B	F	B	D	D
Approach Vol, veh/h	1244			1160	683	
Approach Delay, s/veh	248.5			40.1	50.3	
Approach LOS	F			D	D	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		99.9		44.0	15.9	84.0
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		101.5		39.5	17.5	79.5
Max Q Clear Time (g_c+I1), s		50.8		39.8	11.1	81.5
Green Ext Time (p_c), s		7.7		0.0	0.4	0.0
Intersection Summary						
HCM 7th Control Delay, s/veh			126.3			
HCM 7th LOS			F			

HCM 7th Signalized Intersection Summary
6: Boots Road/Pasadera Drive & Hwy 68

Cumulative PM with Existing Lane Configuration

09/26/2024

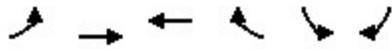


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	1222	33	25	1129	42	36	3	8	39	0	42
Future Volume (veh/h)	70	1222	33	25	1129	42	36	3	8	39	0	42
Initial Q (Qb), veh	0	15	0	0	15	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	1575	1870	1870	1575	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	70	1222	33	25	1129	42	36	3	8	39	0	42
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	114	1083	1090	110	1079	1086	159	38	101	198	0	133
Arrive On Green	0.06	0.69	0.69	0.06	0.69	0.69	0.08	0.08	0.08	0.08	0.00	0.08
Sat Flow, veh/h	1781	1575	1585	1781	1575	1585	1365	451	1203	1302	0	1585
Grp Volume(v), veh/h	70	1222	33	25	1129	42	36	0	11	39	0	42
Grp Sat Flow(s),veh/h/ln	1781	1575	1585	1781	1575	1585	1365	0	1654	1302	0	1585
Q Serve(g_s), s	3.1	55.7	0.5	1.1	55.5	0.7	2.1	0.0	0.5	2.1	0.0	2.0
Cycle Q Clear(g_c), s	3.1	55.7	0.5	1.1	55.5	0.7	4.7	0.0	0.5	2.6	0.0	2.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.73	1.00		1.00
Lane Grp Cap(c), veh/h	114	1083	1090	110	1079	1086	159	0	139	198	0	133
V/C Ratio(X)	0.61	1.13	0.03	0.23	1.05	0.04	0.23	0.00	0.08	0.20	0.00	0.32
Avail Cap(c_a), veh/h	396	1083	1090	396	1079	1086	348	0	368	392	0	352
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	36.9	12.6	4.0	36.2	12.7	4.1	37.4	0.0	34.2	35.4	0.0	34.9
Incr Delay (d2), s/veh	5.2	69.7	0.0	1.0	40.2	0.0	0.7	0.0	0.2	0.5	0.0	1.3
Initial Q Delay(d3), s/veh	0.0	49.9	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	46.5	0.1	0.5	37.6	0.1	0.7	0.0	0.2	0.7	0.0	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	42.1	132.2	4.0	37.2	103.0	4.1	38.1	0.0	34.5	35.9	0.0	36.3
LnGrp LOS	D	F	A	D	F	A	D		C	D		D
Approach Vol, veh/h		1325			1196			47			81	
Approach Delay, s/veh		124.3			98.1			37.3			36.1	
Approach LOS		F			F			D			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.7	60.0		11.3	9.5	60.2		11.3				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	18.0	55.5		18.0	18.0	55.5		18.0				
Max Q Clear Time (g_c+1.5), s	15.1	57.5		6.7	3.1	57.7		4.6				
Green Ext Time (p_c), s	0.1	0.0		0.1	0.0	0.0		0.2				
Intersection Summary												
HCM 7th Control Delay, s/veh			108.2									
HCM 7th LOS			F									

HCM 7th Signalized Intersection Summary
7: Hwy 68 & York Road

Cumulative PM with Existing Lane Configuration

09/26/2024



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	56	1099	1073	120	207	98
Future Volume (veh/h)	56	1099	1073	120	207	98
Initial Q (Qb), veh	0	0	17	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	1477	1870	1870	1870
Adj Flow Rate, veh/h	56	1099	1073	120	207	98
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	90	1452	1007	1081	243	216
Arrive On Green	0.05	0.78	0.68	0.68	0.14	0.14
Sat Flow, veh/h	1781	1870	1477	1585	1781	1585
Grp Volume(v), veh/h	56	1099	1073	120	207	98
Grp Sat Flow(s),veh/h/ln	1781	1870	1477	1585	1781	1585
Q Serve(g_s), s	3.2	32.9	70.5	2.7	11.7	5.9
Cycle Q Clear(g_c), s	3.2	32.9	70.5	2.7	11.7	5.9
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	90	1452	1007	1081	243	216
V/C Ratio(X)	0.62	0.76	1.07	0.11	0.85	0.45
Avail Cap(c_a), veh/h	310	1683	1007	1081	310	276
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	48.1	6.3	16.4	5.7	43.6	41.1
Incr Delay (d2), s/veh	6.7	1.7	47.5	0.0	16.3	1.5
Initial Q Delay(d3), s/veh	0.0	0.0	60.8	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	7.2	46.5	0.7	6.2	2.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	54.8	8.0	124.7	5.7	59.9	42.5
LnGrp LOS	D	A	F	A	E	D
Approach Vol, veh/h		1155	1193		305	
Approach Delay, s/veh		10.3	112.7		54.3	
Approach LOS		B	F		D	
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	9.8	75.0		18.6		84.8
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5
Max Green Setting (Gmax), s	10.0	70.5		18.0		93.0
Max Q Clear Time (g_c+1.2), s	15.2	72.5		13.7		34.9
Green Ext Time (p_c), s	0.1	0.0		0.4		11.0
Intersection Summary						
HCM 7th Control Delay, s/veh			61.4			
HCM 7th LOS			E			

Intersection						
Int Delay, s/veh	0.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↑		↗
Traffic Vol, veh/h	1549	30	0	1270	0	30
Future Vol, veh/h	1549	30	0	1270	0	30
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1684	33	0	1380	0	33

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	- - - 1700
Stage 1	-	-	- - -
Stage 2	-	-	- - -
Critical Hdwy	-	-	- - - 6.22
Critical Hdwy Stg 1	-	-	- - -
Critical Hdwy Stg 2	-	-	- - -
Follow-up Hdwy	-	-	- - - 3.318
Pot Cap-1 Maneuver	-	-	0 - 0 114
Stage 1	-	-	0 - 0 -
Stage 2	-	-	0 - 0 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	- - - 114
Mov Cap-2 Maneuver	-	-	- - -
Stage 1	-	-	- - -
Stage 2	-	-	- - -

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0	48.83
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	114	-	-	-
HCM Lane V/C Ratio	0.286	-	-	-
HCM Control Delay (s/veh)	48.8	-	-	-
HCM Lane LOS	E	-	-	-
HCM 95th %tile Q(veh)	1.1	-	-	-

Intersection						
Int Delay, s/veh	1.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↖		↘	↗
Traffic Vol, veh/h	8	27	388	10	45	250
Future Vol, veh/h	8	27	388	10	45	250
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	0	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	29	422	11	49	272

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	797	427	0	0	433
Stage 1	427	-	-	-	-
Stage 2	370	-	-	-	-
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	356	627	-	-	1127
Stage 1	658	-	-	-	-
Stage 2	699	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	340	627	-	-	1127
Mov Cap-2 Maneuver	340	-	-	-	-
Stage 1	658	-	-	-	-
Stage 2	669	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v12.12		0	1.27
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	340	627	1127	-
HCM Lane V/C Ratio	-	-	0.026	0.047	0.043	-
HCM Control Delay (s/veh)	-	-	15.9	11	8.3	-
HCM Lane LOS	-	-	C	B	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0.1	0.1	-

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↖			↖
Traffic Vol, veh/h	0	0	415	0	0	295
Future Vol, veh/h	0	0	415	0	0	295
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	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	415	0	0	295

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	-	415	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	637	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	637	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Control Delay (s/veh)	-	-	0
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	-

Intersection				
Intersection Delay, s/veh	205.6			
Intersection LOS	F			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	1151	1964	415	2
Demand Flow Rate, veh/h	1174	2003	423	2
Vehicles Circulating, veh/h	199	147	1072	2142
Vehicles Exiting, veh/h	1945	1348	301	8
Ped Vol Crossing Leg, #/h	0	1	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	58.0	324.5	53.6	23.8
Approach LOS	F	F	F	C
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
A (Intercept)	1380	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	1174	2003	423	2
Cap Entry Lane, veh/h	1126	1188	462	155
Entry HV Adj Factor	0.980	0.980	0.981	0.990
Flow Entry, veh/h	1151	1964	415	2
Cap Entry, veh/h	1104	1164	454	154
V/C Ratio	1.042	1.687	0.915	0.013
Control Delay, s/veh	58.0	324.5	53.6	23.8
LOS	F	F	F	C
95th %tile Queue, veh	24	107	10	0

Intersection				
Intersection Delay, s/veh	16.7			
Intersection LOS	F			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	1336	1870	411	4
Demand Flow Rate, veh/h	1362	1908	419	4
Vehicles Circulating, veh/h	131	208	1250	2113
Vehicles Exiting, veh/h	1986	1461	243	3
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	85.6	335.3	104.9	23.2
Approach LOS	F	F	F	C
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
A (Intercept)	1380	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	1362	1908	419	4
Cap Entry Lane, veh/h	1207	1116	386	160
Entry HV Adj Factor	0.981	0.980	0.981	1.000
Flow Entry, veh/h	1336	1870	411	4
Cap Entry, veh/h	1184	1094	378	160
V/C Ratio	1.128	1.710	1.087	0.025
Control Delay, s/veh	85.6	335.3	104.9	23.2
LOS	F	F	F	C
95th %tile Queue, veh	34	104	15	0

Intersection				
Intersection Delay, s/veh	167.0			
Intersection LOS	F			
Approach	EB	WB	NB	
Entry Lanes	1	1	1	
Conflicting Circle Lanes	1	1	1	
Adj Approach Flow, veh/h	1130	1710	421	
Demand Flow Rate, veh/h	1153	1744	430	
Vehicles Circulating, veh/h	273	197	920	
Vehicles Exiting, veh/h	1668	920	506	
Ped Vol Crossing Leg, #/h	0	0	0	
Ped Cap Adj	1.000	1.000	1.000	
Approach Delay, s/veh	79.8	262.5	13.3	
Approach LOS	F	F	B	
Lane	Left	Left	Left	Bypass
Designated Moves	TR	LT	L	R
Assumed Moves	TR	LT	L	
RT Channelized				Yield
Lane Util	1.000	1.000	1.000	
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
A (Intercept)	1380	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	1153	1744	197	233
Cap Entry Lane, veh/h	1045	1129	540	540
Entry HV Adj Factor	0.980	0.981	0.980	0.980
Flow Entry, veh/h	1130	1710	193	228
Cap Entry, veh/h	1024	1107	529	529
V/C Ratio	1.104	1.545	0.365	0.431
Control Delay, s/veh	79.8	262.5	12.5	14.0
LOS	F	F	B	B
95th %tile Queue, veh	28	83	2	2

Intersection				
Intersection Delay, s/veh	99.5			
Intersection LOS	F			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	1159	1609	74	92
Demand Flow Rate, veh/h	1182	1640	75	94
Vehicles Circulating, veh/h	57	98	1204	1665
Vehicles Exiting, veh/h	1702	1181	35	73
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	26.4	160.4	12.0	24.8
Approach LOS	D	F	B	C
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
A (Intercept)	1380	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	1182	1640	75	94
Cap Entry Lane, veh/h	1302	1249	404	253
Entry HV Adj Factor	0.981	0.981	0.986	0.979
Flow Entry, veh/h	1159	1609	74	92
Cap Entry, veh/h	1277	1225	398	247
V/C Ratio	0.908	1.313	0.186	0.372
Control Delay, s/veh	26.4	160.4	12.0	24.8
LOS	D	F	B	C
95th %tile Queue, veh	15	58	1	2

Intersection				
Intersection Delay, s/veh	26.6			
Intersection LOS	F			
Approach	EB	WB	SB	
Entry Lanes	1	1	1	
Conflicting Circle Lanes	1	1	1	
Adj Approach Flow, veh/h	1200	1633	148	
Demand Flow Rate, veh/h	1224	1666	151	
Vehicles Circulating, veh/h	86	152	1363	
Vehicles Exiting, veh/h	1363	1158	455	
Ped Vol Crossing Leg, #/h	0	0	0	
Ped Cap Adj	1.000	1.000	1.000	
Approach Delay, s/veh	36.9	202.7	14.9	
Approach LOS	E	F	B	
Lane	Left	Left	Left	Bypass
Designated Moves	LT	TR	L	R
Assumed Moves	LT	TR	L	
RT Channelized				Yield
Lane Util	1.000	1.000	1.000	
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
A (Intercept)	1380	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	1224	1666	86	65
Cap Entry Lane, veh/h	1264	1182	344	344
Entry HV Adj Factor	0.980	0.980	0.977	0.980
Flow Entry, veh/h	1200	1633	84	64
Cap Entry, veh/h	1239	1158	336	337
V/C Ratio	0.968	1.410	0.250	0.190
Control Delay, s/veh	36.9	202.7	15.5	14.1
LOS	E	F	C	B
95th %tile Queue, veh	19	68	1	1

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↑		↗
Traffic Vol, veh/h	1312	10	0	1964	0	4
Future Vol, veh/h	1312	10	0	1964	0	4
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1426	11	0	2135	0	4

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	- - - 1432
Stage 1	-	-	- - -
Stage 2	-	-	- - -
Critical Hdwy	-	-	- - - 6.22
Critical Hdwy Stg 1	-	-	- - -
Critical Hdwy Stg 2	-	-	- - -
Follow-up Hdwy	-	-	- - - 3.318
Pot Cap-1 Maneuver	-	- 0	- 0 165
Stage 1	-	- 0	- 0 -
Stage 2	-	- 0	- 0 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	- - - 165
Mov Cap-2 Maneuver	-	-	- - -
Stage 1	-	-	- - -
Stage 2	-	-	- - -

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0	27.45
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	165	-	-	-
HCM Lane V/C Ratio	0.026	-	-	-
HCM Control Delay (s/veh)	27.4	-	-	-
HCM Lane LOS	D	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

Intersection						
Int Delay, s/veh	3.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↙	↗	↖		↙	↗
Traffic Vol, veh/h	25	160	274	18	150	314
Future Vol, veh/h	25	160	274	18	150	314
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	0	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	27	174	298	20	163	341

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	975	308	0	0	317	0
Stage 1	308	-	-	-	-	-
Stage 2	667	-	-	-	-	-
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	279	732	-	-	1243	-
Stage 1	746	-	-	-	-	-
Stage 2	510	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	242	732	-	-	1243	-
Mov Cap-2 Maneuver	242	-	-	-	-	-
Stage 1	746	-	-	-	-	-
Stage 2	443	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v12.83		0	2.69
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	242	732	1243
HCM Lane V/C Ratio	-	-	0.112	0.237	0.131
HCM Control Delay (s/veh)	-	-	21.7	11.4	8.3
HCM Lane LOS	-	-	C	B	A
HCM 95th %tile Q(veh)	-	-	0.4	0.9	0.5

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↖			↗
Traffic Vol, veh/h	0	0	434	0	0	464
Future Vol, veh/h	0	0	434	0	0	464
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	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	434	0	0	464

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	-	434	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	622	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	-	622	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Control Delay (s/veh)	-	-	0
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	-

Intersection				
Intersection Delay, s/veh	135.8			
Intersection LOS	F			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	2	2	2	2
Adj Approach Flow, veh/h	1525	1270	434	1
Demand Flow Rate, veh/h	1555	1296	443	1
Vehicles Circulating, veh/h	299	213	1381	1508
Vehicles Exiting, veh/h	1210	1611	473	1
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	204.5	73.6	77.1	9.2
Approach LOS	F	F	F	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.535	2.535	2.535	2.535
Critical Headway, s	4.328	4.328	4.328	4.328
A (Intercept)	1420	1420	1420	1420
B (Slope)	8.501e-4	8.501e-4	8.501e-4	8.501e-4
Entry Flow, veh/h	1555	1296	443	1
Cap Entry Lane, veh/h	1101	1185	439	394
Entry HV Adj Factor	0.981	0.980	0.980	1.000
Flow Entry, veh/h	1525	1270	434	1
Cap Entry, veh/h	1080	1162	430	394
V/C Ratio	1.412	1.094	1.009	0.003
Control Delay, s/veh	204.5	73.6	77.1	9.2
LOS	F	F	F	A
95th %tile Queue, veh	64	30	13	0

Intersection				
Intersection Delay, s/veh	79.9			
Intersection LOS	F			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	2	2	2	2
Adj Approach Flow, veh/h	1515	1271	197	3
Demand Flow Rate, veh/h	1545	1297	201	3
Vehicles Circulating, veh/h	130	104	1437	1398
Vehicles Exiting, veh/h	1271	1534	238	3
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	118.9	42.9	19.0	8.4
Approach LOS	F	E	C	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.535	2.535	2.535	2.535
Critical Headway, s	4.328	4.328	4.328	4.328
A (Intercept)	1420	1420	1420	1420
B (Slope)	8.501e-4	8.501e-4	8.501e-4	8.501e-4
Entry Flow, veh/h	1545	1297	201	3
Cap Entry Lane, veh/h	1272	1300	419	433
Entry HV Adj Factor	0.980	0.980	0.980	1.000
Flow Entry, veh/h	1515	1271	197	3
Cap Entry, veh/h	1247	1274	410	433
V/C Ratio	1.215	0.998	0.480	0.007
Control Delay, s/veh	118.9	42.9	19.0	8.4
LOS	F	E	C	A
95th %tile Queue, veh	46	22	3	0

Intersection				
Intersection Delay, s/veh 62.9				
Intersection LOS F				
Approach	EB	WB	NB	
Entry Lanes	1	1	1	
Conflicting Circle Lanes	2	2	2	
Adj Approach Flow, veh/h	1244	1160	683	
Demand Flow Rate, veh/h	1269	1183	697	
Vehicles Circulating, veh/h	226	230	1148	
Vehicles Exiting, veh/h	1187	1148	347	
Ped Vol Crossing Leg, #/h	0	0	0	
Ped Cap Adj	1.000	1.000	1.000	
Approach Delay, s/veh	70.1	49.0	73.3	
Approach LOS	F	E	F	
Lane	Left	Left	Left	Bypass
Designated Moves	TR	LT	L	R
Assumed Moves	TR	LT	L	
RT Channelized				Yield
Lane Util	1.000	1.000	1.000	
Follow-Up Headway, s	2.535	2.535	2.535	2.609
Critical Headway, s	4.328	4.328	4.328	4.976
A (Intercept)	1420	1420	1420	1380
B (Slope)	8.501e-4	8.501e-4	8.501e-4	1.02e-3
Entry Flow, veh/h	1269	1183	230	467
Cap Entry Lane, veh/h	1172	1168	535	428
Entry HV Adj Factor	0.981	0.981	0.978	0.980
Flow Entry, veh/h	1244	1160	225	458
Cap Entry, veh/h	1149	1145	524	420
V/C Ratio	1.083	1.013	0.430	1.092
Control Delay, s/veh	70.1	49.0	14.1	102.3
LOS	F	F	B	F
95th %tile Queue, veh	28	22	2	16

Intersection				
Intersection Delay, s/veh	37.1			
Intersection LOS	E			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	2	2	2	2
Adj Approach Flow, veh/h	1325	1196	47	81
Demand Flow Rate, veh/h	1351	1221	48	83
Vehicles Circulating, veh/h	66	111	1357	1215
Vehicles Exiting, veh/h	1232	1294	60	117
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	44.4	32.1	9.7	9.5
Approach LOS	E	D	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.535	2.535	2.535	2.535
Critical Headway, s	4.328	4.328	4.328	4.328
A (Intercept)	1420	1420	1420	1420
B (Slope)	8.501e-4	8.501e-4	8.501e-4	8.501e-4
Entry Flow, veh/h	1351	1221	48	83
Cap Entry Lane, veh/h	1343	1292	448	506
Entry HV Adj Factor	0.980	0.980	0.978	0.976
Flow Entry, veh/h	1325	1196	47	81
Cap Entry, veh/h	1316	1266	438	493
V/C Ratio	1.006	0.945	0.107	0.164
Control Delay, s/veh	44.4	32.1	9.7	9.5
LOS	F	D	A	A
95th %tile Queue, veh	23	17	0	1

Intersection				
Intersection Delay, s/veh	31.4			
Intersection LOS	D			
Approach	EB	WB	SB	
Entry Lanes	1	1	1	
Conflicting Circle Lanes	2	2	2	
Adj Approach Flow, veh/h	1155	1193	305	
Demand Flow Rate, veh/h	1178	1216	311	
Vehicles Circulating, veh/h	211	57	1094	
Vehicles Exiting, veh/h	1094	1332	179	
Ped Vol Crossing Leg, #/h	0	0	0	
Ped Cap Adj	1.000	1.000	1.000	
Approach Delay, s/veh	43.6	24.6	12.1	
Approach LOS	E	C	B	
Lane	Left	Left	Left	Bypass
Designated Moves	LT	TR	L	R
Assumed Moves	LT	TR	L	
RT Channelized				Yield
Lane Util	1.000	1.000	1.000	
Follow-Up Headway, s	2.535	2.535	2.535	2.609
Critical Headway, s	4.328	4.328	4.328	4.976
A (Intercept)	1420	1420	1420	1380
B (Slope)	8.501e-4	8.501e-4	8.501e-4	1.02e-3
Entry Flow, veh/h	1178	1216	211	100
Cap Entry Lane, veh/h	1187	1353	560	452
Entry HV Adj Factor	0.980	0.981	0.981	0.980
Flow Entry, veh/h	1155	1193	207	98
Cap Entry, veh/h	1164	1327	550	443
V/C Ratio	0.992	0.899	0.377	0.221
Control Delay, s/veh	43.6	24.6	12.3	11.5
LOS	E	C	B	B
95th %tile Queue, veh	20	14	2	1

Intersection						
Int Delay, s/veh	0.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↑		↗
Traffic Vol, veh/h	1549	30	0	1270	0	30
Future Vol, veh/h	1549	30	0	1270	0	30
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1684	33	0	1380	0	33

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	- - - 1700
Stage 1	-	-	- - -
Stage 2	-	-	- - -
Critical Hdwy	-	-	- - - 6.22
Critical Hdwy Stg 1	-	-	- - -
Critical Hdwy Stg 2	-	-	- - -
Follow-up Hdwy	-	-	- - - 3.318
Pot Cap-1 Maneuver	-	- 0	- 0 114
Stage 1	-	- 0	- 0 -
Stage 2	-	- 0	- 0 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	- - - 114
Mov Cap-2 Maneuver	-	-	- - -
Stage 1	-	-	- - -
Stage 2	-	-	- - -

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0	48.83
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	114	-	-	-
HCM Lane V/C Ratio	0.286	-	-	-
HCM Control Delay (s/veh)	48.8	-	-	-
HCM Lane LOS	E	-	-	-
HCM 95th %tile Q(veh)	1.1	-	-	-

Intersection						
Int Delay, s/veh	1.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↖		↘	↗
Traffic Vol, veh/h	8	27	388	10	45	250
Future Vol, veh/h	8	27	388	10	45	250
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	0	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	29	422	11	49	272

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	797	427	0	0	433
Stage 1	427	-	-	-	-
Stage 2	370	-	-	-	-
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	356	627	-	-	1127
Stage 1	658	-	-	-	-
Stage 2	699	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	340	627	-	-	1127
Mov Cap-2 Maneuver	340	-	-	-	-
Stage 1	658	-	-	-	-
Stage 2	669	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v12.12		0	1.27
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	340	627	1127	-
HCM Lane V/C Ratio	-	-	0.026	0.047	0.043	-
HCM Control Delay (s/veh)	-	-	15.9	11	8.3	-
HCM Lane LOS	-	-	C	B	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0.1	0.1	-

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↖			↑
Traffic Vol, veh/h	0	0	415	0	0	295
Future Vol, veh/h	0	0	415	0	0	295
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	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	415	0	0	295

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	-	415	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	637	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	-	637	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Control Delay (s/veh)	-	-	0
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	-

HCM 7th Signalized Intersection Summary
 3: Corral Del Tierra Rd & Hwy 68

Cumulative AM Build Alt 2
 09/26/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	
Traffic Volume (veh/h)	2	1049	100	194	1764	6	142	0	273	0	1	1
Future Volume (veh/h)	2	1049	100	194	1764	6	142	0	273	0	1	1
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	2	1049	100	194	1764	6	142	0	273	0	1	1
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	91	1641	156	232	2107	7	326	0	290	5	2	2
Arrive On Green	0.05	0.50	0.50	0.13	0.58	0.58	0.18	0.00	0.18	0.00	0.00	0.00
Sat Flow, veh/h	1781	3279	312	1781	3633	12	1781	0	1582	1781	858	858
Grp Volume(v), veh/h	2	568	581	194	862	908	142	0	273	0	0	2
Grp Sat Flow(s),veh/h/ln	1781	1777	1814	1781	1777	1868	1781	0	1582	1781	0	1716
Q Serve(g_s), s	0.1	23.1	23.1	10.4	38.9	39.0	7.0	0.0	16.7	0.0	0.0	0.1
Cycle Q Clear(g_c), s	0.1	23.1	23.1	10.4	38.9	39.0	7.0	0.0	16.7	0.0	0.0	0.1
Prop In Lane	1.00		0.17	1.00		0.01	1.00		1.00	1.00		0.50
Lane Grp Cap(c), veh/h	91	890	908	232	1030	1083	326	0	290	5	0	5
V/C Ratio(X)	0.02	0.64	0.64	0.84	0.84	0.84	0.44	0.00	0.94	0.00	0.00	0.43
Avail Cap(c_a), veh/h	326	1319	1346	419	1411	1483	326	0	290	326	0	314
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	0.00	0.00	1.00
Uniform Delay (d), s/veh	44.3	18.0	18.0	41.7	16.8	16.9	35.6	0.0	39.6	0.0	0.0	48.9
Incr Delay (d2), s/veh	0.1	0.8	0.8	7.8	3.4	3.2	0.9	0.0	37.5	0.0	0.0	52.7
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	0.0	8.2	8.4	4.8	13.4	14.1	3.1	0.0	9.4	0.0	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	44.4	18.8	18.8	49.5	20.2	20.1	36.5	0.0	77.1	0.0	0.0	101.6
LnGrp LOS	D	B	B	D	C	C	D		E			F
Approach Vol, veh/h		1151			1964			415				2
Approach Delay, s/veh		18.8			23.0			63.2				101.6
Approach LOS		B			C			E				F
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	17.3	53.7		22.5	9.5	61.5		4.8				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	23.1	72.9		18.0	18.0	78.0		18.0				
Max Q Clear Time (g_c+I1), s	12.4	25.1		18.7	2.1	41.0		2.1				
Green Ext Time (p_c), s	0.3	8.0		0.0	0.0	16.0		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh				26.4								
HCM 7th LOS				C								

HCM 7th Signalized Intersection Summary
4: San Benancio Road & Hwy 68

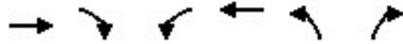
Cumulative AM Build Alt 2
09/26/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	1222	113	125	1744	1	202	1	208	3	0	1
Future Volume (veh/h)	1	1222	113	125	1744	1	202	1	208	3	0	1
Initial Q (Qb), veh	0	0	0	0	70	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		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	1	1222	113	125	1744	1	202	1	208	3	0	1
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	2	2175	970	77	2341	1	269	1	238	9	0	8
Arrive On Green	0.00	0.54	0.54	0.07	0.61	0.61	0.16	0.16	0.16	0.01	0.00	0.01
Sat Flow, veh/h	1781	3554	1585	1781	3645	2	1781	8	1579	1781	0	1585
Grp Volume(v), veh/h	1	1222	113	125	850	895	202	0	209	3	0	1
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1870	1781	0	1586	1781	0	1585
Q Serve(g_s), s	0.0	19.5	2.9	5.5	29.1	29.1	8.6	0.0	10.3	0.1	0.0	0.1
Cycle Q Clear(g_c), s	0.0	19.5	2.9	5.5	29.1	29.1	8.6	0.0	10.3	0.1	0.0	0.1
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	2	2175	970	77	1141	1198	269	0	240	9	0	8
V/C Ratio(X)	0.41	0.56	0.12	1.63	0.75	0.75	0.75	0.00	0.87	0.32	0.00	0.12
Avail Cap(c_a), veh/h	110	3981	1776	121	2002	2107	397	0	353	397	0	353
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(l)	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	53.3	11.7	8.3	61.2	14.2	14.0	43.7	0.0	44.6	52.9	0.0	52.9
Incr Delay (d2), s/veh	84.2	0.2	0.1	335.4	1.0	1.0	4.5	0.0	14.7	18.6	0.0	6.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	26.6	24.3	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	6.7	0.9	9.5	23.2	23.3	5.4	0.0	6.4	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	137.5	11.9	8.3	396.5	41.7	39.3	48.1	0.0	59.3	71.5	0.0	59.2
LnGrp LOS	F	B	A	F	D	D	D		E	E		E
Approach Vol, veh/h		1336			1870			411				4
Approach Delay, s/veh		11.7			64.3			53.8				68.4
Approach LOS		B			E			D				E
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.6	53.5		17.7	10.0	48.1		4.9				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	91.0		18.0	5.5	90.5		18.0				
Max Q Clear Time (g_c+1), s	12.0	31.1		12.3	7.5	21.5		2.1				
Green Ext Time (p_c), s	0.0	17.9		1.0	0.0	10.9		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh												43.7
HCM 7th LOS												D

HCM 7th Signalized Intersection Summary
 5: Laureles Grade & Hwy 68

Cumulative AM Build Alt 2
 09/26/2024



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↑↑	↑↑	↑	↑
Traffic Volume (veh/h)	902	228	268	1442	193	228
Future Volume (veh/h)	902	228	268	1442	193	228
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	902	228	268	1442	193	228
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1442	643	430	2226	322	484
Arrive On Green	0.41	0.41	0.12	0.63	0.18	0.18
Sat Flow, veh/h	3647	1585	3456	3647	1781	1585
Grp Volume(v), veh/h	902	228	268	1442	193	228
Grp Sat Flow(s),veh/h/ln1777	1585	1728	1777	1781	1585	
Q Serve(g_s), s	9.5	4.7	3.4	11.9	4.7	5.5
Cycle Q Clear(g_c), s	9.5	4.7	3.4	11.9	4.7	5.5
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1442	643	430	2226	322	484
V/C Ratio(X)	0.63	0.35	0.62	0.65	0.60	0.47
Avail Cap(c_a), veh/h	7904	3526	1072	9348	686	808
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.1	9.6	19.4	5.5	17.6	13.2
Incr Delay (d2), s/veh	0.4	0.3	1.5	0.3	1.8	0.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln2.3		1.0	1.2	1.1	1.8	5.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	11.5	10.0	20.9	5.8	19.4	13.9
LnGrp LOS	B	A	C	A	B	B
Approach Vol, veh/h	1130			1710	421	
Approach Delay, s/veh	11.2			8.2	16.4	
Approach LOS	B			A	B	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		33.8		13.0	10.3	23.5
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		123.0		18.0	14.5	104.0
Max Q Clear Time (g_c+l1), s		13.9		7.5	5.4	11.5
Green Ext Time (p_c), s		14.1		1.0	0.6	7.5
Intersection Summary						
HCM 7th Control Delay, s/veh			10.3			
HCM 7th LOS			B			

HCM 7th Signalized Intersection Summary
6: Boots Road/Pasadera Drive & Hwy 68

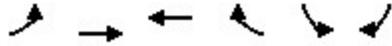
Cumulative AM Build Alt 2
09/26/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	1097	17	18	1568	23	47	4	23	38	0	54
Future Volume (veh/h)	45	1097	17	18	1568	23	47	4	23	38	0	54
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	45	1097	17	18	1568	23	47	4	23	38	0	54
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	139	2162	34	139	2145	957	203	26	149	241	0	171
Arrive On Green	0.08	0.60	0.60	0.08	0.60	0.60	0.11	0.11	0.11	0.11	0.00	0.11
Sat Flow, veh/h	1781	3582	56	1781	3554	1585	1350	240	1381	1190	0	1585
Grp Volume(v), veh/h	45	544	570	18	1568	23	47	0	27	38	0	54
Grp Sat Flow(s),veh/h/ln	1781	1777	1860	1781	1777	1585	1350	0	1622	1190	0	1585
Q Serve(g_s), s	1.5	11.2	11.2	0.6	20.1	0.4	2.2	0.0	1.0	1.6	0.0	2.0
Cycle Q Clear(g_c), s	1.5	11.2	11.2	0.6	20.1	0.4	4.8	0.0	1.0	2.6	0.0	2.0
Prop In Lane	1.00		0.03	1.00		1.00	1.00		0.85	1.00		1.00
Lane Grp Cap(c), veh/h	139	1073	1123	139	2145	957	203	0	175	241	0	171
V/C Ratio(X)	0.32	0.51	0.51	0.13	0.73	0.02	0.23	0.00	0.15	0.16	0.00	0.32
Avail Cap(c_a), veh/h	500	2783	2913	500	5565	2482	436	0	455	479	0	445
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	28.0	7.3	7.3	27.6	9.0	5.1	28.9	0.0	26.0	27.1	0.0	26.4
Incr Delay (d2), s/veh	1.3	0.4	0.4	0.4	0.5	0.0	0.6	0.0	0.4	0.3	0.0	1.0
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	0.6	2.5	2.6	0.2	4.4	0.1	0.7	0.0	0.4	0.5	0.0	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	29.3	7.6	7.6	28.0	9.5	5.1	29.5	0.0	26.4	27.4	0.0	27.5
LnGrp LOS	C	A	A	C	A	A	C		C	C		C
Approach Vol, veh/h	1159		1609				74			92		
Approach Delay, s/veh	8.5		9.7				28.4			27.5		
Approach LOS	A		A				C			C		
Timer - Assigned Phs	1	2	4		5	6	8					
Phs Duration (G+Y+Rc), s	9.5	43.2	11.4		9.5	43.2	11.4					
Change Period (Y+Rc), s	4.5	4.5	4.5		4.5	4.5	4.5					
Max Green Setting (Gmax), s	100.0	100.5	18.0		18.0	100.5	18.0					
Max Q Clear Time (g_c+1), s	13.5	22.1	6.8		2.6	13.2	4.6					
Green Ext Time (p_c), s	0.1	16.7	0.1		0.0	7.6	0.2					
Intersection Summary												
HCM 7th Control Delay, s/veh			10.2									
HCM 7th LOS			B									

HCM 7th Signalized Intersection Summary
7: Hwy 68 & York Road

Cumulative AM Build Alt 2
09/26/2024



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	149	1051	1336	297	84	64
Future Volume (veh/h)	149	1051	1336	297	84	64
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	149	1051	1336	297	84	64
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	215	2697	1983	884	143	127
Arrive On Green	0.12	0.76	0.56	0.56	0.08	0.08
Sat Flow, veh/h	1781	3647	3647	1585	1781	1585
Grp Volume(v), veh/h	149	1051	1336	297	84	64
Grp Sat Flow(s),veh/h/ln	1781	1777	1777	1585	1781	1585
Q Serve(g_s), s	4.5	5.7	14.9	5.7	2.5	2.2
Cycle Q Clear(g_c), s	4.5	5.7	14.9	5.7	2.5	2.2
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	215	2697	1983	884	143	127
V/C Ratio(X)	0.69	0.39	0.67	0.34	0.59	0.50
Avail Cap(c_a), veh/h	573	7808	6380	2846	573	510
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	23.6	2.3	8.8	6.7	24.8	24.7
Incr Delay (d2), s/veh	4.0	0.1	0.4	0.2	3.8	3.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	0.0	3.2	1.1	1.2	0.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	27.6	2.4	9.2	7.0	28.6	27.7
LnGrp LOS	C	A	A	A	C	C
Approach Vol, veh/h		1200	1633		148	
Approach Delay, s/veh		5.5	8.8		28.2	
Approach LOS		A	A		C	
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	1.2	35.7		9.0		47.0
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5
Max Green Setting (Gmax), s	100.5	100.5		18.0		123.0
Max Q Clear Time (g_c+I), s	16.9	16.9		4.5		7.7
Green Ext Time (p_c), s	0.3	14.3		0.3		8.1
Intersection Summary						
HCM 7th Control Delay, s/veh			8.4			
HCM 7th LOS			A			

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	1312	10	0	1964	0	4
Future Vol, veh/h	1312	10	0	1964	0	4
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1426	11	0	2135	0	4

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	-	-	718
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	0	371
Stage 1	-	-	0	0	-
Stage 2	-	-	0	0	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	371
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0	14.81
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	371	-	-	-
HCM Lane V/C Ratio	0.012	-	-	-
HCM Control Delay (s/veh)	14.8	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Intersection						
Int Delay, s/veh	3.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↙	↗	↖		↙	↗
Traffic Vol, veh/h	25	160	274	18	150	314
Future Vol, veh/h	25	160	274	18	150	314
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	0	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	27	174	298	20	163	341

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	975	308	0	0	317	0
Stage 1	308	-	-	-	-	-
Stage 2	667	-	-	-	-	-
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	279	732	-	-	1243	-
Stage 1	746	-	-	-	-	-
Stage 2	510	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	242	732	-	-	1243	-
Mov Cap-2 Maneuver	242	-	-	-	-	-
Stage 1	746	-	-	-	-	-
Stage 2	443	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	12.83	0	2.69
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	242	732	1243	-
HCM Lane V/C Ratio	-	-	0.112	0.237	0.131	-
HCM Control Delay (s/veh)	-	-	21.7	11.4	8.3	-
HCM Lane LOS	-	-	C	B	A	-
HCM 95th %tile Q(veh)	-	-	0.4	0.9	0.5	-

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↖			↑
Traffic Vol, veh/h	0	0	434	0	0	464
Future Vol, veh/h	0	0	434	0	0	464
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	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	434	0	0	464

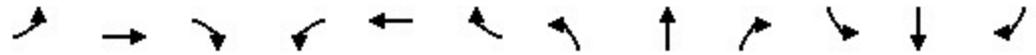
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	-	434	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	622	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	-	622	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Control Delay (s/veh)	-	-	0
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	-

HCM 7th Signalized Intersection Summary
 3: Corral Del Tierra Rd & Hwy 68

Cumulative PM Build Alt 2
 09/26/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	
Traffic Volume (veh/h)	0	1353	172	292	977	1	209	0	225	1	0	0
Future Volume (veh/h)	0	1353	172	292	977	1	209	0	225	1	0	0
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	0	1353	172	292	977	1	209	0	225	1	0	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	2	1603	202	297	2600	3	285	0	253	2	3	0
Arrive On Green	0.00	0.50	0.50	0.17	0.71	0.71	0.16	0.00	0.16	0.00	0.00	0.00
Sat Flow, veh/h	1781	3174	401	1781	3643	4	1781	0	1585	1781	1870	0
Grp Volume(v), veh/h	0	753	772	292	477	501	209	0	225	1	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1798	1781	1777	1870	1781	0	1585	1781	1870	0
Q Serve(g_s), s	0.0	39.3	40.1	17.6	11.3	11.3	12.0	0.0	15.0	0.1	0.0	0.0
Cycle Q Clear(g_c), s	0.0	39.3	40.1	17.6	11.3	11.3	12.0	0.0	15.0	0.1	0.0	0.0
Prop In Lane	1.00		0.22	1.00		0.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	2	897	908	297	1268	1334	285	0	253	2	3	0
V/C Ratio(X)	0.00	0.84	0.85	0.98	0.38	0.38	0.73	0.00	0.89	0.41	0.00	0.00
Avail Cap(c_a), veh/h	297	1286	1301	297	1286	1353	297	0	265	297	312	0
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)	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	22.9	23.1	44.7	6.0	6.0	43.1	0.0	44.3	53.8	0.0	0.0
Incr Delay (d2), s/veh	0.0	3.5	3.9	47.0	0.2	0.2	8.7	0.0	27.9	84.3	0.0	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	0.0	15.0	15.6	11.2	3.0	3.2	6.0	0.0	7.8	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	26.4	27.0	91.7	6.2	6.2	51.8	0.0	72.2	138.0	0.0	0.0
LnGrp LOS		C	C	F	A	A	D		E	F		
Approach Vol, veh/h		1525			1270			434				1
Approach Delay, s/veh		26.7			25.9			62.4				138.0
Approach LOS		C			C			E				F
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	22.5	58.9		21.7	0.0	81.4		4.6				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	18.0	78.0		18.0	18.0	78.0		18.0				
Max Q Clear Time (g_c+I1), s	19.6	42.1		17.0	0.0	13.3		2.1				
Green Ext Time (p_c), s	0.0	12.3		0.2	0.0	6.2		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh				31.2								
HCM 7th LOS				C								

HCM 7th Signalized Intersection Summary
 4: San Benancio Road & Hwy 68

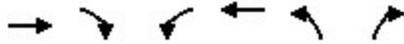
Cumulative PM Build Alt 2
 09/26/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↙	↑↑	↗	↙	↑↑		↙	↑		↙	↑	
Traffic Volume (veh/h)	0	1408	107	126	1142	3	102	0	95	1	0	2
Future Volume (veh/h)	0	1408	107	126	1142	3	102	0	95	1	0	2
Initial Q (Qb), veh	0	20	0	0	15	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		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	0	1408	107	126	1142	3	102	0	95	1	0	2
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	2	1971	946	86	2556	7	159	0	142	7	0	6
Arrive On Green	0.00	0.54	0.54	0.09	0.70	0.70	0.09	0.00	0.09	0.00	0.00	0.00
Sat Flow, veh/h	1781	3554	1585	1781	3636	10	1781	0	1585	1781	0	1585
Grp Volume(v), veh/h	0	1408	107	126	558	587	102	0	95	1	0	2
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1869	1781	0	1585	1781	0	1585
Q Serve(g_s), s	0.0	20.0	2.2	4.6	9.2	9.2	3.7	0.0	3.8	0.0	0.0	0.1
Cycle Q Clear(g_c), s	0.0	20.0	2.2	4.6	9.2	9.2	3.7	0.0	3.8	0.0	0.0	0.1
Prop In Lane	1.00		1.00	1.00		0.01	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	2	1971	946	86	1249	1313	159	0	142	7	0	6
V/C Ratio(X)	0.00	0.71	0.11	1.47	0.45	0.45	0.64	0.00	0.67	0.14	0.00	0.31
Avail Cap(c_a), veh/h	134	5308	2367	174	2694	2833	481	0	428	481	0	428
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)	0.00	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	0.0	12.0	6.8	64.2	4.7	4.7	38.0	0.0	38.1	42.7	0.0	42.7
Incr Delay (d2), s/veh	0.0	0.5	0.1	243.2	0.3	0.2	4.2	0.0	5.4	8.6	0.0	25.7
Initial Q Delay(d3), s/veh	0.0	2.6	0.0	0.0	0.5	0.4	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	7.6	0.6	8.6	2.2	2.3	2.2	0.0	2.1	0.0	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	15.1	6.8	307.4	5.4	5.3	42.2	0.0	43.5	51.3	0.0	68.4
LnGrp LOS		B	A	F	A	A	D		D	D		E
Approach Vol, veh/h		1515			1271			197				3
Approach Delay, s/veh		14.5			35.3			42.8				62.7
Approach LOS		B			D			D				E
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	0.0	51.1		10.8	10.5	40.6		4.8				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	101.0		18.0	6.5	99.5		18.0				
Max Q Clear Time (g_c+10), s	11.2			5.8	6.6	22.0		2.1				
Green Ext Time (p_c), s	0.0	7.9		0.6	0.0	14.1		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh			25.3									
HCM 7th LOS			C									

HCM 7th Signalized Intersection Summary
 5: Laureles Grade & Hwy 68

Cumulative PM Build Alt 2
 09/26/2024



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↗	↖↗	↑↑	↖	↗
Traffic Volume (veh/h)	1125	119	222	938	225	458
Future Volume (veh/h)	1125	119	222	938	225	458
Initial Q (Qb), veh	17	0	17	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	1125	119	222	938	225	458
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1511	673	392	2123	515	642
Arrive On Green	0.42	0.42	0.10	0.58	0.30	0.30
Sat Flow, veh/h	3647	1585	3456	3647	1781	1585
Grp Volume(v), veh/h	1125	119	222	938	225	458
Grp Sat Flow(s),veh/h/ln	1777	1585	1728	1777	1781	1585
Q Serve(g_s), s	19.9	3.5	4.6	11.2	7.5	18.2
Cycle Q Clear(g_c), s	19.9	3.5	4.6	11.2	7.5	18.2
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1511	673	392	2123	515	642
V/C Ratio(X)	0.74	0.18	0.57	0.44	0.44	0.71
Avail Cap(c_a), veh/h	3234	1443	1701	5199	781	849
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	21.5	14.8	35.0	8.8	24.9	20.5
Incr Delay (d2), s/veh	0.7	0.1	1.3	0.1	0.6	1.9
Initial Q Delay(d3), s/veh	3.6	0.0	31.3	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.4	1.2	5.0	3.2	3.7	17.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	25.8	15.0	67.5	8.9	25.4	22.4
LnGrp LOS	C	B	E	A	C	C
Approach Vol, veh/h	1244			1160	683	
Approach Delay, s/veh	24.8			20.1	23.4	
Approach LOS	C			C	C	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		47.4		26.7	11.7	35.7
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		108.5		32.5	36.5	67.5
Max Q Clear Time (g_c+l1), s		13.2		20.2	6.6	21.9
Green Ext Time (p_c), s		6.8		2.0	0.7	9.3
Intersection Summary						
HCM 7th Control Delay, s/veh			22.7			
HCM 7th LOS			C			

HCM 7th Signalized Intersection Summary
6: Boots Road/Pasadera Drive & Hwy 68

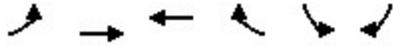
Cumulative PM Build Alt 2
09/26/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	1222	33	25	1129	42	36	3	8	39	0	42
Future Volume (veh/h)	70	1222	33	25	1129	42	36	3	8	39	0	42
Initial Q (Qb), veh	0	15	0	0	15	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		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	70	1222	33	25	1129	42	36	3	8	39	0	42
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	185	1817	47	184	1821	812	248	47	126	287	0	166
Arrive On Green	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.00	0.11
Sat Flow, veh/h	1781	3535	95	1781	3554	1585	1365	451	1203	1324	0	1585
Grp Volume(v), veh/h	70	614	641	25	1129	42	36	0	11	39	0	42
Grp Sat Flow(s),veh/h/ln	1781	1777	1853	1781	1777	1585	1365	0	1654	1324	0	1585
Q Serve(g_s), s	1.7	12.4	12.4	0.6	10.9	0.6	1.2	0.0	0.3	1.2	0.0	1.1
Cycle Q Clear(g_c), s	1.7	12.4	12.4	0.6	10.9	0.6	2.7	0.0	0.3	1.5	0.0	1.1
Prop In Lane	1.00		0.05	1.00		1.00	1.00		0.73	1.00		1.00
Lane Grp Cap(c), veh/h	185	912	951	184	1821	812	248	0	173	287	0	166
V/C Ratio(X)	0.38	0.67	0.67	0.14	0.62	0.05	0.15	0.00	0.06	0.14	0.00	0.25
Avail Cap(c_a), veh/h	679	3780	3942	679	7560	3372	629	0	630	679	0	604
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	21.2	9.1	9.1	20.7	8.8	5.9	22.3	0.0	20.4	21.1	0.0	20.8
Incr Delay (d2), s/veh	1.3	0.9	0.8	0.3	0.3	0.0	0.3	0.0	0.2	0.2	0.0	0.8
Initial Q Delay(d3), s/veh	0.0	1.5	1.4	0.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	3.8	3.9	0.2	3.4	0.1	0.4	0.0	0.1	0.4	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	22.5	11.5	11.3	21.1	10.4	5.9	22.6	0.0	20.6	21.4	0.0	21.6
LnGrp LOS	C	B	B	C	B	A	C		C	C		C
Approach Vol, veh/h		1325			1196			47			81	
Approach Delay, s/veh		12.0			10.5			22.1			21.5	
Approach LOS		B			B			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.5	28.2		9.5	9.5	28.2		9.5				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	100.5	100.5		18.0	18.0	100.5		18.0				
Max Q Clear Time (g_c+1), s	13.7	12.9		4.7	2.6	14.4		3.5				
Green Ext Time (p_c), s	0.1	9.3		0.1	0.0	9.3		0.2				
Intersection Summary												
HCM 7th Control Delay, s/veh											11.8	
HCM 7th LOS											B	

HCM 7th Signalized Intersection Summary
7: Hwy 68 & York Road

Cumulative PM Build Alt 2
09/26/2024



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↙	↑↑	↑↑	↘	↙	↘
Traffic Volume (veh/h)	56	1099	1073	120	207	98
Future Volume (veh/h)	56	1099	1073	120	207	98
Initial Q (Qb), veh	0	0	17	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	56	1099	1073	120	207	98
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	178	2345	1673	746	287	255
Arrive On Green	0.10	0.65	0.46	0.46	0.16	0.16
Sat Flow, veh/h	1781	3647	3647	1585	1781	1585
Grp Volume(v), veh/h	56	1099	1073	120	207	98
Grp Sat Flow(s),veh/h/ln	1781	1777	1777	1585	1781	1585
Q Serve(g_s), s	1.4	7.6	11.4	2.2	5.4	2.7
Cycle Q Clear(g_c), s	1.4	7.6	11.4	2.2	5.4	2.7
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	178	2345	1673	746	287	255
V/C Ratio(X)	0.31	0.47	0.64	0.16	0.72	0.38
Avail Cap(c_a), veh/h	657	8951	7314	3262	657	584
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	22.3	4.2	10.6	7.6	21.2	19.9
Incr Delay (d2), s/veh	1.0	0.1	0.4	0.1	3.4	0.9
Initial Q Delay(d3), s/veh	0.0	0.0	2.1	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.7	4.4	0.5	2.5	1.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	23.3	4.4	13.1	7.7	24.6	20.9
LnGrp LOS	C	A	B	A	C	C
Approach Vol, veh/h		1155	1193		305	
Approach Delay, s/veh		5.3	12.6		23.4	
Approach LOS		A	B		C	
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	9.5	26.9		12.4		36.4
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5
Max Green Setting (Gmax), s	100.5	100.5		18.0		123.0
Max Q Clear Time (g_c+1), s	13.4	13.4		7.4		9.6
Green Ext Time (p_c), s	0.1	9.0		0.7		8.7
Intersection Summary						
HCM 7th Control Delay, s/veh			10.7			
HCM 7th LOS			B			

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	1549	30	0	1270	0	30
Future Vol, veh/h	1549	30	0	1270	0	30
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1684	33	0	1380	0	33

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	-	-	-	858
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	300
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	300
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0	18.45
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	300	-	-	-
HCM Lane V/C Ratio	0.109	-	-	-
HCM Control Delay (s/veh)	18.5	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	0.4	-	-	-

Intersection						
Int Delay, s/veh	2.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	19	27	399	10	115	250
Future Vol, veh/h	19	27	399	10	115	250
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	0	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	21	29	434	11	125	272

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	961	439	0	0	445
Stage 1	439	-	-	-	-
Stage 2	522	-	-	-	-
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	284	618	-	-	1116
Stage 1	650	-	-	-	-
Stage 2	596	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	253	618	-	-	1116
Mov Cap-2 Maneuver	253	-	-	-	-
Stage 1	650	-	-	-	-
Stage 2	529	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	15	0	2.72
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	253	618	1116	-
HCM Lane V/C Ratio	-	-	0.082	0.048	0.112	-
HCM Control Delay (s/veh)	-	-	20.5	11.1	8.6	-
HCM Lane LOS	-	-	C	B	A	-
HCM 95th %tile Q(veh)	-	-	0.3	0.1	0.4	-

Intersection						
Int Delay, s/veh	0.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↖			↕
Traffic Vol, veh/h	0	48	415	11	0	365
Future Vol, veh/h	0	48	415	11	0	365
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	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	48	415	11	0	365

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	-	421	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	633	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	633	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v11.15		0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	-	633
HCM Lane V/C Ratio	-	-	0.076
HCM Control Delay (s/veh)	-	-	11.2
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.2

HCM 7th Signalized Intersection Summary
 3: Corral Del Tierra Rd & Hwy 68

Cumul+Proj AM with Existing Lane Configuration

09/26/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	1041	121	243	1728	6	190	0	273	0	1	1
Future Volume (veh/h)	2	1041	121	243	1728	6	190	0	273	0	1	1
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	2	1041	121	243	1728	6	190	0	273	0	1	1
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	80	975	826	272	1171	4	288	0	256	0	5	4
Arrive On Green	0.04	0.52	0.52	0.15	0.63	0.63	0.16	0.00	0.16	0.00	0.00	0.00
Sat Flow, veh/h	1781	1870	1585	1781	1863	6	1781	0	1580	0	1870	1585
Grp Volume(v), veh/h	2	1041	121	243	0	1734	190	0	273	0	1	1
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	0	1869	1781	0	1580	0	1870	1585
Q Serve(g_s), s	0.1	58.0	4.4	14.9	0.0	70.0	11.1	0.0	18.0	0.0	0.1	0.1
Cycle Q Clear(g_c), s	0.1	58.0	4.4	14.9	0.0	70.0	11.1	0.0	18.0	0.0	0.1	0.1
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	80	975	826	272	0	1175	288	0	256	0	5	4
V/C Ratio(X)	0.02	1.07	0.15	0.89	0.00	1.48	0.66	0.00	1.07	0.00	0.20	0.23
Avail Cap(c_a), veh/h	288	975	826	288	0	1175	288	0	256	0	303	256
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	0.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	50.8	26.6	13.8	46.3	0.0	20.6	43.8	0.0	46.6	0.0	55.4	55.4
Incr Delay (d2), s/veh	0.1	48.7	0.1	27.0	0.0	218.5	5.4	0.0	75.5	0.0	18.2	25.9
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	0.1	35.2	1.4	8.3	0.0	94.9	5.3	0.0	12.4	0.0	0.1	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	50.9	75.4	13.9	73.2	0.0	239.1	49.2	0.0	122.1	0.0	73.6	81.3
LnGrp LOS	D	F	B	E		F	D		F		E	F
Approach Vol, veh/h		1164			1977			463			2	
Approach Delay, s/veh		68.9			218.8			92.2			77.4	
Approach LOS		E			F			F			E	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	21.5	62.5		22.5	9.5	74.5		4.8				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	18.0	58.0		18.0	18.0	58.0		18.0				
Max Q Clear Time (g_c+I1), s	16.9	60.0		20.0	2.1	72.0		2.1				
Green Ext Time (p_c), s	0.1	0.0		0.0	0.0	0.0		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh			154.1									
HCM 7th LOS			F									

HCM 7th Signalized Intersection Summary Cumul+Proj AM with Existing Lane Configuration
 4: San Benancio Road & Hwy 68 09/26/2024

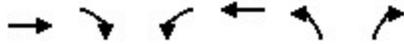


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	1226	122	125	1748	1	211	1	208	3	0	1
Future Volume (veh/h)	1	1226	122	125	1748	1	211	1	208	3	0	1
Initial Q (Qb), veh	0	0	0	0	70	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	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		No		No
Adj Sat Flow, veh/h/ln	1870	1477	1870	1870	1870	1870	1870	1870	984	1870	1870	1870
Adj Flow Rate, veh/h	1	1226	122	125	1748	1	211	1	208	3	0	1
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	2	871	935	185	1200	1	311	1	191	9	0	8
Arrive On Green	0.00	0.59	0.59	0.05	0.64	0.64	0.18	0.18	0.18	0.01	0.00	0.01
Sat Flow, veh/h	1781	1477	1585	3456	1869	1	1773	8	834	1781	0	1585
Grp Volume(v), veh/h	1	1226	122	125	0	1749	212	0	208	3	0	1
Grp Sat Flow(s),veh/h/ln	1781	1477	1585	1728	0	1870	1782	0	834	1781	0	1585
Q Serve(g_s), s	0.1	60.5	3.5	3.6	0.0	65.8	11.4	0.0	18.0	0.2	0.0	0.1
Cycle Q Clear(g_c), s	0.1	60.5	3.5	3.6	0.0	65.8	11.4	0.0	18.0	0.2	0.0	0.1
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	2	871	935	185	0	1201	313	0	191	9	0	8
V/C Ratio(X)	0.41	1.41	0.13	0.68	0.00	1.46	0.68	0.00	1.09	0.32	0.00	0.12
Avail Cap(c_a), veh/h	87	871	935	185	0	1201	313	0	191	313	0	278
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	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	51.1	21.0	9.3	47.6	0.0	18.3	39.5	0.0	39.5	50.8	0.0	50.8
Incr Delay (d2), s/veh	84.1	190.0	0.1	9.4	0.0	210.0	5.8	0.0	90.7	18.5	0.0	6.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	209.8	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	62.3	1.0	1.7	0.0	160.8	5.5	0.0	9.5	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	135.3	211.0	9.4	57.0	0.0	438.1	45.3	0.0	130.2	69.3	0.0	57.0
LnGrp LOS	F	F	A	E		F	D		F	E		E
Approach Vol, veh/h		1349			1874			420				4
Approach Delay, s/veh		192.7			412.7			87.4				66.2
Approach LOS		F			F			F				E
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.6	70.3		22.5	10.0	65.0		5.0				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	61.0		18.0	5.5	60.5		18.0				
Max Q Clear Time (g_c+1), s	12.5	67.8		20.0	5.6	62.5		2.2				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	0.0		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh			293.5									
HCM 7th LOS			F									

HCM 7th Signalized Intersection Summary
5: Laureles Grade & Hwy 68

Cumul+Proj AM with Existing Lane Configuration

09/26/2024



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↖↗	↑	↖	↗
Traffic Volume (veh/h)	906	228	277	1445	193	237
Future Volume (veh/h)	906	228	277	1445	193	237
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	1575	1870	1870
Adj Flow Rate, veh/h	906	228	277	1445	193	237
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1216	1030	302	1221	267	376
Arrive On Green	0.65	0.65	0.09	0.77	0.15	0.15
Sat Flow, veh/h	1870	1585	3456	1575	1781	1585
Grp Volume(v), veh/h	906	228	277	1445	193	237
Grp Sat Flow(s),veh/h/ln	1870	1585	1728	1575	1781	1585
Q Serve(g_s), s	39.5	7.1	9.5	93.0	12.4	16.1
Cycle Q Clear(g_c), s	39.5	7.1	9.5	93.0	12.4	16.1
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1216	1030	302	1221	267	376
V/C Ratio(X)	0.75	0.22	0.92	1.18	0.72	0.63
Avail Cap(c_a), veh/h	1216	1030	302	1221	267	376
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	14.3	8.6	54.3	13.5	48.6	41.0
Incr Delay (d2), s/veh	2.5	0.1	31.0	91.3	9.2	3.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	2.1	5.3	49.9	6.2	14.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	16.8	8.7	85.3	104.8	57.8	44.4
LnGrp LOS	B	A	F	F	E	D
Approach Vol, veh/h	1134			1722	430	
Approach Delay, s/veh	15.2			101.7	50.4	
Approach LOS	B			F	D	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		97.5		22.5	15.0	82.5
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		93.0		18.0	10.5	78.0
Max Q Clear Time (g_c+I1), s		95.0		18.1	11.5	41.5
Green Ext Time (p_c), s		0.0		0.0	0.0	7.9
Intersection Summary						
HCM 7th Control Delay, s/veh			65.1			
HCM 7th LOS			E			

HCM 7th Signalized Intersection Summary Cumul+Proj AM with Existing Lane Configuration
 6: Boots Road/Pasadera Drive & Hwy 68 09/26/2024

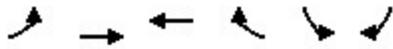


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	1099	17	20	1569	23	47	4	25	38	0	54
Future Volume (veh/h)	45	1099	17	20	1569	23	47	4	25	38	0	54
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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										
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	45	1099	17	20	1569	23	47	4	25	38	0	54
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	77	1391	1179	77	1391	1179	134	21	133	171	0	151
Arrive On Green	0.04	0.74	0.74	0.04	0.74	0.74	0.10	0.10	0.10	0.10	0.00	0.10
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1350	223	1396	1143	0	1585
Grp Volume(v), veh/h	45	1099	17	20	1569	23	47	0	29	38	0	54
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1350	0	1619	1143	0	1585
Q Serve(g_s), s	2.8	41.9	0.3	1.2	85.5	0.4	3.9	0.0	1.9	3.0	0.0	3.7
Cycle Q Clear(g_c), s	2.8	41.9	0.3	1.2	85.5	0.4	8.8	0.0	1.9	4.9	0.0	3.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.86	1.00		1.00
Lane Grp Cap(c), veh/h	77	1391	1179	77	1391	1179	134	0	154	171	0	151
V/C Ratio(X)	0.58	0.79	0.01	0.26	1.13	0.02	0.35	0.00	0.19	0.22	0.00	0.36
Avail Cap(c_a), veh/h	279	1391	1179	279	1391	1179	217	0	254	256	0	248
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	53.9	9.1	3.8	53.2	14.7	3.8	53.4	0.0	47.9	50.2	0.0	48.7
Incr Delay (d2), s/veh	6.7	3.2	0.0	1.7	67.2	0.0	1.6	0.0	0.6	0.6	0.0	1.4
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	1.4	12.4	0.1	0.6	48.7	0.1	1.4	0.0	0.8	1.1	0.0	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	60.6	12.3	3.8	54.9	81.9	3.8	55.0	0.0	48.5	50.8	0.0	50.1
LnGrp LOS	E	B	A	D	F	A	D		D	D		D
Approach Vol, veh/h		1161			1612			76			92	
Approach Delay, s/veh		14.0			80.5			52.5			50.4	
Approach LOS		B			F			D			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	90.0			15.4	9.5	90.0		15.4				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	85.5			18.0	18.0	85.5		18.0				
Max Q Clear Time (g_c+14), s	87.5			10.8	3.2	43.9		6.9				
Green Ext Time (p_c), s	0.0	0.0		0.1	0.0	10.5		0.2				
Intersection Summary												
HCM 7th Control Delay, s/veh												52.6
HCM 7th LOS												D

HCM 7th Signalized Intersection Summary
7: Hwy 68 & York Road

Cumul+Proj AM with Existing Lane Configuration

09/26/2024



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	149	1053	1337	297	84	64
Future Volume (veh/h)	149	1053	1337	297	84	64
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	149	1053	1337	297	84	64
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	187	1566	1282	1086	122	109
Arrive On Green	0.10	0.84	0.69	0.69	0.07	0.07
Sat Flow, veh/h	1781	1870	1870	1585	1781	1585
Grp Volume(v), veh/h	149	1053	1337	297	84	64
Grp Sat Flow(s),veh/h/ln	1781	1870	1870	1585	1781	1585
Q Serve(g_s), s	7.8	20.0	65.5	6.9	4.4	3.7
Cycle Q Clear(g_c), s	7.8	20.0	65.5	6.9	4.4	3.7
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	187	1566	1282	1086	122	109
V/C Ratio(X)	0.80	0.67	1.04	0.27	0.69	0.59
Avail Cap(c_a), veh/h	335	1722	1282	1086	335	299
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	41.8	2.9	15.0	5.8	43.5	43.2
Incr Delay (d2), s/veh	7.6	0.9	37.1	0.1	6.7	5.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.6	1.2	30.9	1.6	2.2	1.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	49.4	3.8	52.2	6.0	50.2	48.2
LnGrp LOS	D	A	F	A	D	D
Approach Vol, veh/h		1202	1634		148	
Approach Delay, s/veh		9.5	43.8		49.3	
Approach LOS		A	D		D	
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	44.5	70.0		11.1		84.5
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5
Max Green Setting (Gmax), s	18.0	65.5		18.0		88.0
Max Q Clear Time (g_c+I), s	19.8	67.5		6.4		22.0
Green Ext Time (p_c), s	0.2	0.0		0.3		10.0
Intersection Summary						
HCM 7th Control Delay, s/veh			30.2			
HCM 7th LOS			C			

Intersection						
Int Delay, s/veh	0.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↑		↗
Traffic Vol, veh/h	1288	26	0	1977	0	41
Future Vol, veh/h	1288	26	0	1977	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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1400	28	0	2149	0	45

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	- - - 1414
Stage 1	-	-	- - -
Stage 2	-	-	- - -
Critical Hdwy	-	-	- - - 6.22
Critical Hdwy Stg 1	-	-	- - -
Critical Hdwy Stg 2	-	-	- - -
Follow-up Hdwy	-	-	- - - 3.318
Pot Cap-1 Maneuver	-	-	0 - 0 169
Stage 1	-	-	0 - 0 -
Stage 2	-	-	0 - 0 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	- - - 169
Mov Cap-2 Maneuver	-	-	- - -
Stage 1	-	-	- - -
Stage 2	-	-	- - -

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0	33.84
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	169	-	-	-
HCM Lane V/C Ratio	0.264	-	-	-
HCM Control Delay (s/veh)	33.8	-	-	-
HCM Lane LOS	D	-	-	-
HCM 95th %tile Q(veh)	1	-	-	-

Intersection						
Int Delay, s/veh	4.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	39	160	289	18	221	314
Future Vol, veh/h	39	160	289	18	221	314
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	0	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	42	174	314	20	240	341

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1146	324	0	0	334	0
Stage 1	324	-	-	-	-	-
Stage 2	822	-	-	-	-	-
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	220	717	-	-	1226	-
Stage 1	733	-	-	-	-	-
Stage 2	432	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	177	717	-	-	1226	-
Mov Cap-2 Maneuver	177	-	-	-	-	-
Stage 1	733	-	-	-	-	-
Stage 2	347	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v15.53		0	3.57
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	177	717	1226	-
HCM Lane V/C Ratio	-	-	0.239	0.243	0.196	-
HCM Control Delay (s/veh)	-	-	31.6	11.6	8.7	-
HCM Lane LOS	-	-	D	B	A	-
HCM 95th %tile Q(veh)	-	-	0.9	0.9	0.7	-

Intersection						
Int Delay, s/veh	0.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↖			↑
Traffic Vol, veh/h	0	42	434	15	0	535
Future Vol, veh/h	0	42	434	15	0	535
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	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	42	434	15	0	535

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	-	442	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	616	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	-	616	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v11.27		0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	-	616
HCM Lane V/C Ratio	-	-	0.068
HCM Control Delay (s/veh)	-	-	11.3
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.2

HCM 7th Signalized Intersection Summary Cumul+Proj PM with Existing Lane Configuration
 3: Corral Del Tierra Rd & Hwy 68 09/26/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1341	201	334	952	1	251	0	225	1	0	0
Future Volume (veh/h)	0	1341	201	334	952	1	251	0	225	1	0	0
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	1378	1870	1575	1477	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	1341	201	334	952	1	251	0	225	1	0	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	1	883	1015	182	1168	1	211	0	187	2	0	2
Arrive On Green	0.00	0.64	0.64	0.12	0.79	0.79	0.12	0.00	0.12	0.00	0.00	0.00
Sat Flow, veh/h	1781	1378	1585	1500	1475	2	1781	0	1585	1781	0	1585
Grp Volume(v), veh/h	0	1341	201	334	0	953	251	0	225	1	0	0
Grp Sat Flow(s),veh/h/ln	1781	1378	1585	1500	0	1476	1781	0	1585	1781	0	1585
Q Serve(g_s), s	0.0	97.5	7.9	18.5	0.0	57.7	18.0	0.0	18.0	0.1	0.0	0.0
Cycle Q Clear(g_c), s	0.0	97.5	7.9	18.5	0.0	57.7	18.0	0.0	18.0	0.1	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	1	883	1015	182	0	1169	211	0	187	2	0	2
V/C Ratio(X)	0.00	1.52	0.20	1.83	0.00	0.82	1.19	0.00	1.20	0.41	0.00	0.00
Avail Cap(c_a), veh/h	211	883	1015	182	0	1169	211	0	187	211	0	187
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)	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	27.4	11.3	66.9	0.0	9.3	67.1	0.0	67.1	75.9	0.0	0.0
Incr Delay (d2), s/veh	0.0	239.4	0.1	395.0	0.0	4.6	123.3	0.0	130.0	85.3	0.0	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	0.0	86.2	2.6	26.9	0.0	14.4	15.4	0.0	14.1	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	266.7	11.4	461.8	0.0	13.9	190.4	0.0	197.1	161.3	0.0	0.0
LnGrp LOS		F	B	F		B	F		F	F		
Approach Vol, veh/h		1542			1287			476				1
Approach Delay, s/veh		233.4			130.1			193.6				161.3
Approach LOS		F			F			F				F
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	23.0	102.0		22.5	0.0	125.0		4.7				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	18.5	97.5		18.0	18.0	98.0		18.0				
Max Q Clear Time (g_c+I1), s	20.5	99.5		20.0	0.0	59.7		2.1				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	7.7		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh			187.5									
HCM 7th LOS			F									

HCM 7th Signalized Intersection Summary Cumul+Proj PM with Existing Lane Configuration
 4: San Benancio Road & Hwy 68 09/26/2024

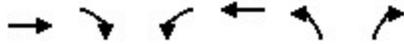


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1413	119	126	1147	3	114	0	95	1	0	2
Future Volume (veh/h)	0	1413	119	126	1147	3	114	0	95	1	0	2
Initial Q (Qb), veh	0	20	0	0	15	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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		No		No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1575	1870	1870	1870	1575	1870	1870	1870
Adj Flow Rate, veh/h	0	1413	119	126	1147	3	114	0	95	1	0	2
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	1	1361	1153	174	1275	3	151	0	180	7	0	6
Arrive On Green	0.00	0.73	0.73	0.05	0.81	0.81	0.08	0.00	0.08	0.00	0.00	0.00
Sat Flow, veh/h	1781	1870	1585	3456	1570	4	1781	0	1335	1781	0	1585
Grp Volume(v), veh/h	0	1413	119	126	0	1150	114	0	95	1	0	2
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1728	0	1574	1781	0	1335	1781	0	1585
Q Serve(g_s), s	0.0	98.3	3.0	4.9	0.0	69.0	8.5	0.0	9.0	0.1	0.0	0.2
Cycle Q Clear(g_c), s	0.0	98.3	3.0	4.9	0.0	69.0	8.5	0.0	9.0	0.1	0.0	0.2
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	1	1361	1153	174	0	1278	151	0	180	7	0	6
V/C Ratio(X)	0.00	1.04	0.10	0.72	0.00	0.90	0.76	0.00	0.53	0.14	0.00	0.32
Avail Cap(c_a), veh/h	66	1361	1153	197	0	1278	237	0	245	237	0	211
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)	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	18.4	5.4	63.2	0.0	10.7	60.5	0.0	54.4	67.0	0.0	67.1
Incr Delay (d2), s/veh	0.0	34.9	0.0	10.8	0.0	8.9	7.5	0.0	2.4	9.0	0.0	27.0
Initial Q Delay(d3), s/veh	0.0	52.9	0.0	0.0	0.0	9.9	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	64.2	0.8	2.3	0.0	23.4	4.1	0.0	3.1	0.1	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	106.2	5.5	74.0	0.0	29.6	68.0	0.0	56.8	76.0	0.0	94.0
LnGrp LOS		F	A	E		C	E		E	E		F
Approach Vol, veh/h		1532			1276			209				3
Approach Delay, s/veh		98.3			33.9			62.9				88.0
Approach LOS		F			C			E				F
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	0.0	114.1		15.9	11.3	102.8		5.0				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	101.0		18.0	7.7	98.3		18.0				
Max Q Clear Time (g_c+1), s	10.0	71.0		11.0	6.9	100.3		2.2				
Green Ext Time (p_c), s	0.0	10.6		0.5	0.0	0.0		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh				68.7								
HCM 7th LOS				E								

HCM 7th Signalized Intersection Summary
5: Laureles Grade & Hwy 68

Cumul+Proj PM with Existing Lane Configuration

09/26/2024



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↖↗	↑	↘	↖
Traffic Volume (veh/h)	1130	119	234	943	225	470
Future Volume (veh/h)	1130	119	234	943	225	470
Initial Q (Qb), veh	17	0	17	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	1575	1870	1870	1870	1280	1870
Adj Flow Rate, veh/h	1130	119	234	943	225	470
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	835	850	333	1259	325	591
Arrive On Green	0.55	0.55	0.08	0.66	0.27	0.27
Sat Flow, veh/h	1575	1585	3456	1870	1219	1585
Grp Volume(v), veh/h	1130	119	234	943	225	470
Grp Sat Flow(s),veh/h/ln	1575	1585	1728	1870	1219	1585
Q Serve(g_s), s	79.5	5.3	9.6	49.3	23.8	39.2
Cycle Q Clear(g_c), s	79.5	5.3	9.6	49.3	23.8	39.2
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	835	850	333	1259	325	591
V/C Ratio(X)	1.35	0.14	0.70	0.75	0.69	0.80
Avail Cap(c_a), veh/h	867	872	419	1314	333	565
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	35.2	17.3	65.6	16.0	49.0	41.5
Incr Delay (d2), s/veh	167.0	0.1	3.8	2.3	5.9	8.0
Initial Q Delay(d3), s/veh	73.3	0.0	62.8	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	88.4	2.0	8.5	18.8	8.1	32.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	275.6	17.4	132.2	18.3	54.9	49.5
LnGrp LOS	F	B	F	B	D	D
Approach Vol, veh/h	1249			1177	695	
Approach Delay, s/veh	251.0			41.0	51.2	
Approach LOS	F			D	D	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		100.5		44.0	16.5	84.0
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		101.5		39.5	17.5	79.5
Max Q Clear Time (g_c+I1), s		51.3		41.2	11.6	81.5
Green Ext Time (p_c), s		7.8		0.0	0.4	0.0
Intersection Summary						
HCM 7th Control Delay, s/veh			127.3			
HCM 7th LOS			F			

HCM 7th Signalized Intersection Summary Cumul+Proj PM with Existing Lane Configuration
 6: Boots Road/Pasadera Drive & Hwy 68 09/26/2024

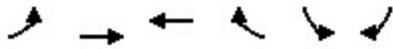


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	1224	33	28	1131	42	36	3	11	39	0	42
Future Volume (veh/h)	70	1224	33	28	1131	42	36	3	11	39	0	42
Initial Q (Qb), veh	0	15	0	0	15	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	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		No		No
Adj Sat Flow, veh/h/ln	1870	1575	1870	1870	1575	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	70	1224	33	28	1131	42	36	3	11	39	0	42
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	114	1081	1088	110	1077	1084	159	30	110	198	0	136
Arrive On Green	0.06	0.69	0.69	0.06	0.68	0.68	0.09	0.09	0.09	0.09	0.00	0.09
Sat Flow, veh/h	1781	1575	1585	1781	1575	1585	1365	351	1287	1273	0	1585
Grp Volume(v), veh/h	70	1224	33	28	1131	42	36	0	14	39	0	42
Grp Sat Flow(s),veh/h/ln	1781	1575	1585	1781	1575	1585	1365	0	1639	1273	0	1585
Q Serve(g_s), s	3.1	55.7	0.5	1.2	55.5	0.7	2.1	0.0	0.6	2.1	0.0	2.0
Cycle Q Clear(g_c), s	3.1	55.7	0.5	1.2	55.5	0.7	4.9	0.0	0.6	2.8	0.0	2.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.79	1.00		1.00
Lane Grp Cap(c), veh/h	114	1081	1088	110	1077	1084	159	0	140	198	0	136
V/C Ratio(X)	0.61	1.13	0.03	0.26	1.05	0.04	0.23	0.00	0.10	0.20	0.00	0.31
Avail Cap(c_a), veh/h	395	1081	1088	395	1077	1084	345	0	363	388	0	352
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(l)	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	37.0	12.7	4.1	36.3	12.8	4.2	37.5	0.0	34.2	35.5	0.0	34.8
Incr Delay (d2), s/veh	5.2	71.4	0.0	1.2	41.5	0.0	0.7	0.0	0.3	0.5	0.0	1.3
Initial Q Delay(d3), s/veh	0.0	50.0	0.0	0.0	50.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	47.0	0.1	0.5	38.1	0.1	0.7	0.0	0.3	0.7	0.0	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	42.2	134.1	4.1	37.5	104.5	4.2	38.2	0.0	34.5	36.0	0.0	36.1
LnGrp LOS	D	F	A	D	F	A	D		C	D		D
Approach Vol, veh/h		1327			1201			50			81	
Approach Delay, s/veh		126.0			99.4			37.2			36.1	
Approach LOS		F			F			D			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.7	60.0		11.4	9.5	60.2		11.4				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	18.0	55.5		18.0	18.0	55.5		18.0				
Max Q Clear Time (g_c+1.5), s	15.1	57.5		6.9	3.2	57.7		4.8				
Green Ext Time (p_c), s	0.1	0.0		0.1	0.0	0.0		0.2				
Intersection Summary												
HCM 7th Control Delay, s/veh			109.6									
HCM 7th LOS			F									

HCM 7th Signalized Intersection Summary
7: Hwy 68 & York Road

Cumul+Proj PM with Existing Lane Configuration

09/26/2024



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↙	↑	↑	↗	↙	↗
Traffic Volume (veh/h)	56	1101	1075	120	207	98
Future Volume (veh/h)	56	1101	1075	120	207	98
Initial Q (Qb), veh	0	0	17	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	1477	1870	1870	1870
Adj Flow Rate, veh/h	56	1101	1075	120	207	98
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	90	1452	1007	1081	243	216
Arrive On Green	0.05	0.78	0.68	0.68	0.14	0.14
Sat Flow, veh/h	1781	1870	1477	1585	1781	1585
Grp Volume(v), veh/h	56	1101	1075	120	207	98
Grp Sat Flow(s),veh/h/ln	1781	1870	1477	1585	1781	1585
Q Serve(g_s), s	3.2	33.1	70.5	2.7	11.7	5.9
Cycle Q Clear(g_c), s	3.2	33.1	70.5	2.7	11.7	5.9
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	90	1452	1007	1081	243	216
V/C Ratio(X)	0.62	0.76	1.07	0.11	0.85	0.45
Avail Cap(c_a), veh/h	310	1683	1007	1081	310	276
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	48.1	6.3	16.4	5.7	43.6	41.1
Incr Delay (d2), s/veh	6.7	1.8	48.2	0.0	16.3	1.5
Initial Q Delay(d3), s/veh	0.0	0.0	60.8	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	7.2	46.7	0.7	6.2	2.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	54.8	8.0	125.4	5.7	59.9	42.5
LnGrp LOS	D	A	F	A	E	D
Approach Vol, veh/h		1157	1195		305	
Approach Delay, s/veh		10.3	113.4		54.3	
Approach LOS		B	F		D	
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	9.8	75.0		18.6		84.8
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5
Max Green Setting (Gmax), s	10.0	70.5		18.0		93.0
Max Q Clear Time (g_c+I), s	15.2	72.5		13.7		35.1
Green Ext Time (p_c), s	0.1	0.0		0.4		11.0
Intersection Summary						
HCM 7th Control Delay, s/veh			61.7			
HCM 7th LOS			E			

Intersection						
Int Delay, s/veh	2.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↑		↗
Traffic Vol, veh/h	1512	55	0	1287	0	84
Future Vol, veh/h	1512	55	0	1287	0	84
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1643	60	0	1399	0	91

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	- - - 1673
Stage 1	-	-	- - -
Stage 2	-	-	- - -
Critical Hdwy	-	-	- - - 6.22
Critical Hdwy Stg 1	-	-	- - -
Critical Hdwy Stg 2	-	-	- - -
Follow-up Hdwy	-	-	- - - 3.318
Pot Cap-1 Maneuver	-	-	0 - 0 118
Stage 1	-	-	0 - 0 -
Stage 2	-	-	0 - 0 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	- - - 118
Mov Cap-2 Maneuver	-	-	- - -
Stage 1	-	-	- - -
Stage 2	-	-	- - -

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0	99.26
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	118	-	-	-
HCM Lane V/C Ratio	0.773	-	-	-
HCM Control Delay (s/veh)	99.3	-	-	-
HCM Lane LOS	F	-	-	-
HCM 95th %tile Q(veh)	4.4	-	-	-

Intersection						
Int Delay, s/veh	2.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↙	↗	↖		↙	↗
Traffic Vol, veh/h	19	27	399	10	115	250
Future Vol, veh/h	19	27	399	10	115	250
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	0	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	21	29	434	11	125	272

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	961	439	0	0	445
Stage 1	439	-	-	-	-
Stage 2	522	-	-	-	-
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	284	618	-	-	1116
Stage 1	650	-	-	-	-
Stage 2	596	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	253	618	-	-	1116
Mov Cap-2 Maneuver	253	-	-	-	-
Stage 1	650	-	-	-	-
Stage 2	529	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	15	0	2.72
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	253	618	1116	-
HCM Lane V/C Ratio	-	-	0.082	0.048	0.112	-
HCM Control Delay (s/veh)	-	-	20.5	11.1	8.6	-
HCM Lane LOS	-	-	C	B	A	-
HCM 95th %tile Q(veh)	-	-	0.3	0.1	0.4	-

Intersection						
Int Delay, s/veh	0.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↘			↑
Traffic Vol, veh/h	0	48	415	11	0	365
Future Vol, veh/h	0	48	415	11	0	365
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	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	48	415	11	0	365

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	-	421	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	633	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	-	633	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v11.15		0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	-	633
HCM Lane V/C Ratio	-	-	0.076
HCM Control Delay (s/veh)	-	-	11.2
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.2

Intersection				
Intersection Delay, s/veh	238.2			
Intersection LOS	F			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	1164	1977	463	2
Demand Flow Rate, veh/h	1187	2017	472	2
Vehicles Circulating, veh/h	249	196	1064	2205
Vehicles Exiting, veh/h	1958	1340	372	8
Ped Vol Crossing Leg, #/h	0	1	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	81.0	368.9	75.6	25.4
Approach LOS	F	F	F	D
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
A (Intercept)	1380	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	1187	2017	472	2
Cap Entry Lane, veh/h	1070	1130	466	146
Entry HV Adj Factor	0.981	0.980	0.981	0.990
Flow Entry, veh/h	1164	1977	463	2
Cap Entry, veh/h	1050	1108	457	144
V/C Ratio	1.109	1.785	1.012	0.014
Control Delay, s/veh	81.0	368.9	75.6	25.4
LOS	F	F	F	D
95th %tile Queue, veh	29	115	14	0

Intersection				
Intersection Delay, s/veh	23.3			
Intersection LOS	F			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	1349	1874	420	4
Demand Flow Rate, veh/h	1376	1912	428	4
Vehicles Circulating, veh/h	131	217	1255	2126
Vehicles Exiting, veh/h	1999	1466	252	3
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	90.0	344.0	114.6	23.5
Approach LOS	F	F	F	C
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
A (Intercept)	1380	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	1376	1912	428	4
Cap Entry Lane, veh/h	1207	1106	384	158
Entry HV Adj Factor	0.981	0.980	0.981	1.000
Flow Entry, veh/h	1349	1874	420	4
Cap Entry, veh/h	1184	1084	376	158
V/C Ratio	1.140	1.729	1.116	0.025
Control Delay, s/veh	90.0	344.0	114.6	23.5
LOS	F	F	F	C
95th %tile Queue, veh	35	105	16	0

Intersection					
Intersection Delay, s/veh	49.9				
Intersection LOS	F				
Approach	EB	WB	NB		
Entry Lanes	1	1	1		
Conflicting Circle Lanes	1	1	1		
Adj Approach Flow, veh/h	1134	1722	430		
Demand Flow Rate, veh/h	1157	1757	439		
Vehicles Circulating, veh/h	283	197	924		
Vehicles Exiting, veh/h	1671	924	283		
Ped Vol Crossing Leg, #/h	0	0	0		
Ped Cap Adj	1.000	1.000	1.000		
Approach Delay, s/veh	23.0	267.6	13.6		
Approach LOS	C	F	B		
Lane	Left	Bypass	Left	Left	Bypass
Designated Moves	T	R	LT	L	R
Assumed Moves	T		LT	L	
RT Channelized		Free			Yield
Lane Util	1.000		1.000	1.000	
Follow-Up Headway, s	2.609		2.609	2.609	2.609
Critical Headway, s	4.976		4.976	4.976	4.976
A (Intercept)	1380		1380	1380	1380
B (Slope)	1.02e-3		1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	924	233	1757	197	242
Cap Entry Lane, veh/h	1034	1938	1129	538	538
Entry HV Adj Factor	0.980	0.980	0.980	0.980	0.980
Flow Entry, veh/h	906	228	1722	193	237
Cap Entry, veh/h	1014	1900	1106	527	527
V/C Ratio	0.894	0.120	1.557	0.366	0.450
Control Delay, s/veh	28.8	0.0	267.6	12.6	14.5
LOS	D	A	F	B	B
95th %tile Queue, veh	13	0	85	2	2

Intersection				
Intersection Delay, s/veh	100.2			
Intersection LOS	F			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	1161	1612	76	92
Demand Flow Rate, veh/h	1184	1643	78	94
Vehicles Circulating, veh/h	59	98	1206	1668
Vehicles Exiting, veh/h	1703	1186	37	73
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	26.9	161.4	12.3	24.9
Approach LOS	D	F	B	C
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
A (Intercept)	1380	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	1184	1643	78	94
Cap Entry Lane, veh/h	1299	1249	403	252
Entry HV Adj Factor	0.981	0.981	0.973	0.979
Flow Entry, veh/h	1161	1612	76	92
Cap Entry, veh/h	1274	1225	393	246
V/C Ratio	0.911	1.316	0.193	0.373
Control Delay, s/veh	26.9	161.4	12.3	24.9
LOS	D	F	B	C
95th %tile Queue, veh	15	59	1	2

Intersection				
Intersection Delay, s/veh	26.9			
Intersection LOS	F			
Approach	EB	WB	SB	
Entry Lanes	1	1	1	
Conflicting Circle Lanes	1	1	1	
Adj Approach Flow, veh/h	1202	1634	148	
Demand Flow Rate, veh/h	1226	1667	151	
Vehicles Circulating, veh/h	86	152	1364	
Vehicles Exiting, veh/h	1364	1160	455	
Ped Vol Crossing Leg, #/h	0	0	0	
Ped Cap Adj	1.000	1.000	1.000	
Approach Delay, s/veh	37.2	203.0	14.9	
Approach LOS	E	F	B	
Lane	Left	Left	Left	Bypass
Designated Moves	LT	TR	L	R
Assumed Moves	LT	TR	L	
RT Channelized				Yield
Lane Util	1.000	1.000	1.000	
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
A (Intercept)	1380	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	1226	1667	86	65
Cap Entry Lane, veh/h	1264	1182	343	343
Entry HV Adj Factor	0.980	0.980	0.977	0.980
Flow Entry, veh/h	1202	1634	84	64
Cap Entry, veh/h	1239	1158	335	337
V/C Ratio	0.970	1.411	0.251	0.190
Control Delay, s/veh	37.2	203.0	15.5	14.1
LOS	E	F	C	B
95th %tile Queue, veh	19	68	1	1

Intersection						
Int Delay, s/veh	0.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↑		↗
Traffic Vol, veh/h	1288	26	0	1977	0	41
Future Vol, veh/h	1288	26	0	1977	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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1400	28	0	2149	0	45

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	- - - 1414
Stage 1	-	-	- - -
Stage 2	-	-	- - -
Critical Hdwy	-	-	- - - 6.22
Critical Hdwy Stg 1	-	-	- - -
Critical Hdwy Stg 2	-	-	- - -
Follow-up Hdwy	-	-	- - - 3.318
Pot Cap-1 Maneuver	-	-	0 - 0 169
Stage 1	-	-	0 - 0 -
Stage 2	-	-	0 - 0 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	- - - 169
Mov Cap-2 Maneuver	-	-	- - -
Stage 1	-	-	- - -
Stage 2	-	-	- - -

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0	33.84
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	169	-	-	-
HCM Lane V/C Ratio	0.264	-	-	-
HCM Control Delay (s/veh)	33.8	-	-	-
HCM Lane LOS	D	-	-	-
HCM 95th %tile Q(veh)	1	-	-	-

Intersection						
Int Delay, s/veh	4.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↖	↗	↖		↖	↗
Traffic Vol, veh/h	39	160	289	18	221	314
Future Vol, veh/h	39	160	289	18	221	314
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	0	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	42	174	314	20	240	341

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1146	324	0	0	334	0
Stage 1	324	-	-	-	-	-
Stage 2	822	-	-	-	-	-
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	220	717	-	-	1226	-
Stage 1	733	-	-	-	-	-
Stage 2	432	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	177	717	-	-	1226	-
Mov Cap-2 Maneuver	177	-	-	-	-	-
Stage 1	733	-	-	-	-	-
Stage 2	347	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v15.53		0	3.57
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	177	717	1226	-
HCM Lane V/C Ratio	-	-	0.239	0.243	0.196	-
HCM Control Delay (s/veh)	-	-	31.6	11.6	8.7	-
HCM Lane LOS	-	-	D	B	A	-
HCM 95th %tile Q(veh)	-	-	0.9	0.9	0.7	-

Intersection						
Int Delay, s/veh	0.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↖			↑
Traffic Vol, veh/h	0	42	434	15	0	535
Future Vol, veh/h	0	42	434	15	0	535
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	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	42	434	15	0	535

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	-	442	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	616	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	616	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v11.27		0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	-	616
HCM Lane V/C Ratio	-	-	0.068
HCM Control Delay (s/veh)	-	-	11.3
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.2

Intersection				
Intersection Delay, s/veh	161.3			
Intersection LOS	F			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	2	2	2	2
Adj Approach Flow, veh/h	1542	1287	476	1
Demand Flow Rate, veh/h	1573	1313	486	1
Vehicles Circulating, veh/h	342	256	1369	1568
Vehicles Exiting, veh/h	1227	1599	546	1
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	235.3	94.7	102.3	9.7
Approach LOS	F	F	F	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.535	2.535	2.535	2.535
Critical Headway, s	4.328	4.328	4.328	4.328
A (Intercept)	1420	1420	1420	1420
B (Slope)	8.501e-4	8.501e-4	8.501e-4	8.501e-4
Entry Flow, veh/h	1573	1313	486	1
Cap Entry Lane, veh/h	1062	1142	443	374
Entry HV Adj Factor	0.980	0.980	0.979	1.000
Flow Entry, veh/h	1542	1287	476	1
Cap Entry, veh/h	1041	1120	434	374
V/C Ratio	1.481	1.149	1.096	0.003
Control Delay, s/veh	235.3	94.7	102.3	9.7
LOS	F	F	F	A
95th %tile Queue, veh	71	35	16	0

Intersection				
Intersection Delay, s/veh	84.2			
Intersection LOS	F			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	2	2	2	2
Adj Approach Flow, veh/h	1532	1276	209	3
Demand Flow Rate, veh/h	1562	1302	213	3
Vehicles Circulating, veh/h	130	116	1442	1415
Vehicles Exiting, veh/h	1288	1539	250	3
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	124.4	46.7	20.2	8.5
Approach LOS	F	E	C	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.535	2.535	2.535	2.535
Critical Headway, s	4.328	4.328	4.328	4.328
A (Intercept)	1420	1420	1420	1420
B (Slope)	8.501e-4	8.501e-4	8.501e-4	8.501e-4
Entry Flow, veh/h	1562	1302	213	3
Cap Entry Lane, veh/h	1272	1287	417	426
Entry HV Adj Factor	0.981	0.980	0.981	1.000
Flow Entry, veh/h	1532	1276	209	3
Cap Entry, veh/h	1247	1261	409	426
V/C Ratio	1.228	1.012	0.511	0.007
Control Delay, s/veh	124.4	46.7	20.2	8.5
LOS	F	F	C	A
95th %tile Queue, veh	48	23	3	0

Intersection				
Intersection Delay, s/veh 68.6				
Intersection LOS F				
Approach	EB	WB	NB	
Entry Lanes	1	1	1	
Conflicting Circle Lanes	2	2	2	
Adj Approach Flow, veh/h	1249	1177	695	
Demand Flow Rate, veh/h	1274	1201	709	
Vehicles Circulating, veh/h	239	230	1153	
Vehicles Exiting, veh/h	1192	1153	360	
Ped Vol Crossing Leg, #/h	0	0	0	
Ped Cap Adj	1.000	1.000	1.000	
Approach Delay, s/veh	75.9	53.2	81.6	
Approach LOS	F	F	F	
Lane	Left	Left	Left	Bypass
Designated Moves	TR	LT	L	R
Assumed Moves	TR	LT	L	
RT Channelized				Yield
Lane Util	1.000	1.000	1.000	
Follow-Up Headway, s	2.535	2.535	2.535	2.609
Critical Headway, s	4.328	4.328	4.328	4.976
A (Intercept)	1420	1420	1420	1380
B (Slope)	8.501e-4	8.501e-4	8.501e-4	1.02e-3
Entry Flow, veh/h	1274	1201	230	479
Cap Entry Lane, veh/h	1159	1168	533	426
Entry HV Adj Factor	0.981	0.980	0.978	0.980
Flow Entry, veh/h	1249	1177	225	470
Cap Entry, veh/h	1137	1145	521	417
V/C Ratio	1.099	1.028	0.432	1.126
Control Delay, s/veh	75.9	53.2	14.2	113.9
LOS	F	F	B	F
95th %tile Queue, veh	30	23	2	17

Intersection				
Intersection Delay, s/veh	37.9			
Intersection LOS	E			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	2	2	2	2
Adj Approach Flow, veh/h	1327	1201	50	81
Demand Flow Rate, veh/h	1353	1226	51	83
Vehicles Circulating, veh/h	69	111	1359	1220
Vehicles Exiting, veh/h	1234	1299	63	117
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	45.4	32.8	9.8	9.6
Approach LOS	E	D	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.535	2.535	2.535	2.535
Critical Headway, s	4.328	4.328	4.328	4.328
A (Intercept)	1420	1420	1420	1420
B (Slope)	8.501e-4	8.501e-4	8.501e-4	8.501e-4
Entry Flow, veh/h	1353	1226	51	83
Cap Entry Lane, veh/h	1339	1292	447	503
Entry HV Adj Factor	0.980	0.980	0.979	0.976
Flow Entry, veh/h	1327	1201	50	81
Cap Entry, veh/h	1313	1266	438	491
V/C Ratio	1.010	0.949	0.114	0.165
Control Delay, s/veh	45.4	32.8	9.8	9.6
LOS	F	D	A	A
95th %tile Queue, veh	23	18	0	1

Intersection				
Intersection Delay, s/veh 31.7				
Intersection LOS D				
Approach	EB	WB	SB	
Entry Lanes	1	1	1	
Conflicting Circle Lanes	2	2	2	
Adj Approach Flow, veh/h	1157	1195	305	
Demand Flow Rate, veh/h	1180	1219	311	
Vehicles Circulating, veh/h	211	57	1096	
Vehicles Exiting, veh/h	1097	1334	179	
Ped Vol Crossing Leg, #/h	0	0	0	
Ped Cap Adj	1.000	1.000	1.000	
Approach Delay, s/veh	44.0	24.9	12.1	
Approach LOS	E	C	B	
Lane	Left	Left	Left	Bypass
Designated Moves	LT	TR	L	R
Assumed Moves	LT	TR	L	
RT Channelized				Yield
Lane Util	1.000	1.000	1.000	
Follow-Up Headway, s	2.535	2.535	2.535	2.609
Critical Headway, s	4.328	4.328	4.328	4.976
A (Intercept)	1420	1420	1420	1380
B (Slope)	8.501e-4	8.501e-4	8.501e-4	1.02e-3
Entry Flow, veh/h	1180	1219	211	100
Cap Entry Lane, veh/h	1187	1353	559	451
Entry HV Adj Factor	0.980	0.981	0.981	0.980
Flow Entry, veh/h	1157	1195	207	98
Cap Entry, veh/h	1164	1327	549	442
V/C Ratio	0.994	0.901	0.377	0.222
Control Delay, s/veh	44.0	24.9	12.4	11.6
LOS	E	C	B	B
95th %tile Queue, veh	20	14	2	1

Intersection						
Int Delay, s/veh	2.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↑		↗
Traffic Vol, veh/h	1512	55	0	1287	0	84
Future Vol, veh/h	1512	55	0	1287	0	84
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1643	60	0	1399	0	91

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	- 1673
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	- 6.22
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	- 3.318
Pot Cap-1 Maneuver	-	0	0 118
Stage 1	-	0	0
Stage 2	-	0	0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	- 118
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0	99.26
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	118	-	-	-
HCM Lane V/C Ratio	0.773	-	-	-
HCM Control Delay (s/veh)	99.3	-	-	-
HCM Lane LOS	F	-	-	-
HCM 95th %tile Q(veh)	4.4	-	-	-

Intersection						
Int Delay, s/veh	2.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↙	↗	↖		↙	↗
Traffic Vol, veh/h	19	27	399	10	115	250
Future Vol, veh/h	19	27	399	10	115	250
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	0	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	21	29	434	11	125	272

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	961	439	0	0	445
Stage 1	439	-	-	-	-
Stage 2	522	-	-	-	-
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	284	618	-	-	1116
Stage 1	650	-	-	-	-
Stage 2	596	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	253	618	-	-	1116
Mov Cap-2 Maneuver	253	-	-	-	-
Stage 1	650	-	-	-	-
Stage 2	529	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	15	0	2.72
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	253	618	1116	-
HCM Lane V/C Ratio	-	-	0.082	0.048	0.112	-
HCM Control Delay (s/veh)	-	-	20.5	11.1	8.6	-
HCM Lane LOS	-	-	C	B	A	-
HCM 95th %tile Q(veh)	-	-	0.3	0.1	0.4	-

Intersection						
Int Delay, s/veh	0.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↘			↑
Traffic Vol, veh/h	0	48	415	11	0	365
Future Vol, veh/h	0	48	415	11	0	365
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	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	48	415	11	0	365

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	-	421	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	633	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	-	633	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v11.15		0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	-	633
HCM Lane V/C Ratio	-	-	0.076
HCM Control Delay (s/veh)	-	-	11.2
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.2

HCM 7th Signalized Intersection Summary
3: Corral Del Tierra Rd & Hwy 68

Cumulative + Project AM Build Alt 2

09/26/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	
Traffic Volume (veh/h)	2	1041	121	243	1728	6	190	0	273	0	1	1
Future Volume (veh/h)	2	1041	121	243	1728	6	190	0	273	0	1	1
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	2	1041	121	243	1728	6	190	0	273	0	1	1
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	92	1483	172	283	2069	7	340	0	302	5	2	2
Arrive On Green	0.05	0.46	0.46	0.16	0.57	0.57	0.19	0.00	0.19	0.00	0.00	0.00
Sat Flow, veh/h	1781	3208	373	1781	3632	13	1781	0	1583	1781	858	858
Grp Volume(v), veh/h	2	576	586	243	845	889	190	0	273	0	0	2
Grp Sat Flow(s),veh/h/ln	1781	1777	1803	1781	1777	1868	1781	0	1583	1781	0	1716
Q Serve(g_s), s	0.1	25.1	25.1	12.9	37.9	37.9	9.4	0.0	16.4	0.0	0.0	0.1
Cycle Q Clear(g_c), s	0.1	25.1	25.1	12.9	37.9	37.9	9.4	0.0	16.4	0.0	0.0	0.1
Prop In Lane	1.00		0.21	1.00		0.01	1.00		1.00	1.00		0.50
Lane Grp Cap(c), veh/h	92	821	834	283	1012	1064	340	0	302	5	0	5
V/C Ratio(X)	0.02	0.70	0.70	0.86	0.83	0.84	0.56	0.00	0.90	0.00	0.00	0.43
Avail Cap(c_a), veh/h	332	1213	1231	526	1407	1479	347	0	308	332	0	320
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	0.00	0.00	1.00
Uniform Delay (d), s/veh	43.7	20.8	20.8	39.8	17.1	17.2	35.6	0.0	38.4	0.0	0.0	48.3
Incr Delay (d2), s/veh	0.1	1.1	1.1	7.5	3.2	3.1	1.9	0.0	28.1	0.0	0.0	52.7
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	0.0	9.2	9.4	5.8	13.1	13.8	4.2	0.0	8.6	0.0	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	43.8	21.9	21.9	47.2	20.4	20.2	37.5	0.0	66.5	0.0	0.0	101.0
LnGrp LOS	D	C	C	D	C	C	D		E			F
Approach Vol, veh/h		1164			1977			463			2	
Approach Delay, s/veh		21.9			23.6			54.6			101.0	
Approach LOS		C			C			D			F	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	19.9	49.4		23.0	9.5	59.8		4.8				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	28.7	66.3		18.9	18.1	76.9		18.1				
Max Q Clear Time (g_c+I1), s	14.9	27.1		18.4	2.1	39.9		2.1				
Green Ext Time (p_c), s	0.5	8.0		0.1	0.0	15.4		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh				27.1								
HCM 7th LOS				C								

HCM 7th Signalized Intersection Summary
 4: San Benancio Road & Hwy 68

Cumulative + Project AM Build Alt 2

09/26/2024

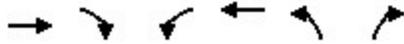


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↙	↑↑		↙	↑↑		↙	↑		↙	↑	
Traffic Volume (veh/h)	1	1226	122	125	1748	1	211	1	208	3	0	1
Future Volume (veh/h)	1	1226	122	125	1748	1	211	1	208	3	0	1
Initial Q (Qb), veh	0	0	0	0	70	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	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		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	1	1226	122	125	1748	1	211	1	208	3	0	1
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	2	2000	199	77	2344	1	269	1	238	9	0	8
Arrive On Green	0.00	0.54	0.54	0.07	0.61	0.61	0.16	0.16	0.16	0.01	0.00	0.01
Sat Flow, veh/h	1781	3265	324	1781	3645	2	1781	8	1579	1781	0	1585
Grp Volume(v), veh/h	1	666	682	125	852	897	211	0	209	3	0	1
Grp Sat Flow(s),veh/h/ln	1781	1777	1812	1781	1777	1870	1781	0	1586	1781	0	1585
Q Serve(g_s), s	0.0	22.3	22.5	5.5	29.3	29.3	9.1	0.0	10.3	0.1	0.0	0.1
Cycle Q Clear(g_c), s	0.0	22.3	22.5	5.5	29.3	29.3	9.1	0.0	10.3	0.1	0.0	0.1
Prop In Lane	1.00		0.18	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	2	1089	1110	77	1142	1199	269	0	240	9	0	8
V/C Ratio(X)	0.41	0.61	0.61	1.63	0.75	0.75	0.78	0.00	0.87	0.32	0.00	0.12
Avail Cap(c_a), veh/h	110	1983	2022	121	1994	2098	395	0	352	395	0	352
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	53.4	12.2	12.3	61.2	14.2	14.1	44.0	0.0	44.7	53.0	0.0	53.0
Incr Delay (d2), s/veh	84.2	0.6	0.6	335.4	1.0	1.0	6.1	0.0	14.8	18.6	0.0	6.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	26.6	24.3	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	7.7	7.9	9.5	23.3	23.4	5.8	0.0	6.4	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	137.6	12.8	12.8	396.5	41.8	39.4	50.1	0.0	59.5	71.6	0.0	59.3
LnGrp LOS	F	B	B	F	D	D	D		E	E		E
Approach Vol, veh/h		1349			1874			420				4
Approach Delay, s/veh		12.9			64.3			54.8				68.5
Approach LOS		B			E			D				E
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.6	53.8		17.8	10.0	48.4		4.9				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	91.0		18.0	5.5	90.5		18.0				
Max Q Clear Time (g_c+1), s	12.0	31.3		12.3	7.5	24.5		2.1				
Green Ext Time (p_c), s	0.0	17.9		1.0	0.0	10.7		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh												44.2
HCM 7th LOS												D

HCM 7th Signalized Intersection Summary
5: Laureles Grade & Hwy 68

Cumulative + Project AM Build Alt 2

09/26/2024



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↗	↖↗	↑↑	↖	↗
Traffic Volume (veh/h)	906	228	277	1445	193	237
Future Volume (veh/h)	906	228	277	1445	193	237
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	906	228	277	1445	193	237
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1438	641	439	2225	329	494
Arrive On Green	0.40	0.40	0.13	0.63	0.18	0.18
Sat Flow, veh/h	3647	1585	3456	3647	1781	1585
Grp Volume(v), veh/h	906	228	277	1445	193	237
Grp Sat Flow(s),veh/h/ln1777	1585	1728	1777	1781	1585	
Q Serve(g_s), s	9.7	4.8	3.6	12.2	4.7	5.8
Cycle Q Clear(g_c), s	9.7	4.8	3.6	12.2	4.7	5.8
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1438	641	439	2225	329	494
V/C Ratio(X)	0.63	0.36	0.63	0.65	0.59	0.48
Avail Cap(c_a), veh/h	7766	3464	1053	9185	674	801
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	11.3	9.8	19.7	5.6	17.7	13.3
Incr Delay (d2), s/veh	0.5	0.3	1.5	0.3	1.7	0.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln2.4		1.1	1.2	1.2	1.9	5.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	11.8	10.2	21.2	5.9	19.4	14.0
LnGrp LOS	B	B	C	A	B	B
Approach Vol, veh/h	1134			1722	430	
Approach Delay, s/veh	11.5			8.4	16.4	
Approach LOS	B			A	B	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		34.3		13.3	10.5	23.8
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		123.0		18.0	14.5	104.0
Max Q Clear Time (g_c+I1), s		14.2		7.8	5.6	11.7
Green Ext Time (p_c), s		14.1		1.1	0.6	7.6
Intersection Summary						
HCM 7th Control Delay, s/veh			10.5			
HCM 7th LOS			B			

HCM 7th Signalized Intersection Summary
6: Boots Road/Pasadera Drive & Hwy 68

Cumulative + Project AM Build Alt 2

09/26/2024

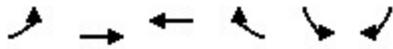


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	1099	17	20	1569	23	47	4	25	38	0	54
Future Volume (veh/h)	45	1099	17	20	1569	23	47	4	25	38	0	54
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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		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	45	1099	17	20	1569	23	47	4	25	38	0	54
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	138	2145	957	138	2145	957	202	24	152	240	0	173
Arrive On Green	0.08	0.60	0.60	0.08	0.60	0.60	0.11	0.11	0.11	0.11	0.00	0.11
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1350	223	1396	1175	0	1585
Grp Volume(v), veh/h	45	1099	17	20	1569	23	47	0	29	38	0	54
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1350	0	1619	1175	0	1585
Q Serve(g_s), s	1.5	11.4	0.3	0.7	20.2	0.4	2.2	0.0	1.0	1.7	0.0	2.0
Cycle Q Clear(g_c), s	1.5	11.4	0.3	0.7	20.2	0.4	4.9	0.0	1.0	2.7	0.0	2.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.86	1.00		1.00
Lane Grp Cap(c), veh/h	138	2145	957	138	2145	957	202	0	177	240	0	173
V/C Ratio(X)	0.33	0.51	0.02	0.14	0.73	0.02	0.23	0.00	0.16	0.16	0.00	0.31
Avail Cap(c_a), veh/h	498	5546	2474	498	5546	2474	432	0	453	475	0	443
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	28.1	7.3	5.1	27.7	9.1	5.1	29.0	0.0	26.0	27.2	0.0	26.4
Incr Delay (d2), s/veh	1.4	0.2	0.0	0.5	0.5	0.0	0.6	0.0	0.4	0.3	0.0	1.0
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	0.6	2.5	0.1	0.3	4.5	0.1	0.7	0.0	0.4	0.5	0.0	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	29.5	7.5	5.1	28.2	9.6	5.1	29.6	0.0	26.4	27.5	0.0	27.5
LnGrp LOS	C	A	A	C	A	A	C		C	C		C
Approach Vol, veh/h		1161			1612			76			92	
Approach Delay, s/veh		8.3			9.7			28.4			27.5	
Approach LOS		A			A			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.5	43.4		11.5	9.5	43.4		11.5				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	100.0	100.5		18.0	18.0	100.5		18.0				
Max Q Clear Time (g_c+1), s	13.5	22.2		6.9	2.7	13.4		4.7				
Green Ext Time (p_c), s	0.1	16.7		0.1	0.0	8.8		0.2				
Intersection Summary												
HCM 7th Control Delay, s/veh											10.2	
HCM 7th LOS											B	

HCM 7th Signalized Intersection Summary
7: Hwy 68 & York Road

Cumulative + Project AM Build Alt 2

09/26/2024



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	149	1053	1337	297	84	64
Future Volume (veh/h)	149	1053	1337	297	84	64
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	149	1053	1337	297	84	64
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	215	2697	1984	885	143	127
Arrive On Green	0.12	0.76	0.56	0.56	0.08	0.08
Sat Flow, veh/h	1781	3647	3647	1585	1781	1585
Grp Volume(v), veh/h	149	1053	1337	297	84	64
Grp Sat Flow(s),veh/h/ln	1781	1777	1777	1585	1781	1585
Q Serve(g_s), s	4.5	5.7	14.9	5.7	2.5	2.2
Cycle Q Clear(g_c), s	4.5	5.7	14.9	5.7	2.5	2.2
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	215	2697	1984	885	143	127
V/C Ratio(X)	0.69	0.39	0.67	0.34	0.59	0.50
Avail Cap(c_a), veh/h	572	7802	6375	2843	572	509
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	23.6	2.3	8.8	6.7	24.9	24.7
Incr Delay (d2), s/veh	4.0	0.1	0.4	0.2	3.8	3.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	0.0	3.2	1.1	1.2	0.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	27.6	2.4	9.2	7.0	28.7	27.7
LnGrp LOS	C	A	A	A	C	C
Approach Vol, veh/h		1202	1634		148	
Approach Delay, s/veh		5.5	8.8		28.3	
Approach LOS		A	A		C	
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	1.3	35.8		9.0		47.0
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5
Max Green Setting (Gmax), s	100.5	100.5		18.0		123.0
Max Q Clear Time (g_c+1), s	16.9	16.9		4.5		7.7
Green Ext Time (p_c), s	0.3	14.3		0.3		8.1
Intersection Summary						
HCM 7th Control Delay, s/veh			8.4			
HCM 7th LOS			A			

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	1288	26	0	1977	0	41
Future Vol, veh/h	1288	26	0	1977	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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1400	28	0	2149	0	45

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	-	-	714
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	374
Stage 1	-	-	0	-	-
Stage 2	-	-	0	-	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	374
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0	15.94
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	374	-	-	-
HCM Lane V/C Ratio	0.119	-	-	-
HCM Control Delay (s/veh)	15.9	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	0.4	-	-	-

Intersection						
Int Delay, s/veh	4.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↖	↗	↖		↖	↗
Traffic Vol, veh/h	39	160	289	18	221	314
Future Vol, veh/h	39	160	289	18	221	314
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	0	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	42	174	314	20	240	341

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1146	324	0	0	334	0
Stage 1	324	-	-	-	-	-
Stage 2	822	-	-	-	-	-
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	220	717	-	-	1226	-
Stage 1	733	-	-	-	-	-
Stage 2	432	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	177	717	-	-	1226	-
Mov Cap-2 Maneuver	177	-	-	-	-	-
Stage 1	733	-	-	-	-	-
Stage 2	347	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v15.53		0	3.57
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	177	717	1226	-
HCM Lane V/C Ratio	-	-	0.239	0.243	0.196	-
HCM Control Delay (s/veh)	-	-	31.6	11.6	8.7	-
HCM Lane LOS	-	-	D	B	A	-
HCM 95th %tile Q(veh)	-	-	0.9	0.9	0.7	-

Intersection						
Int Delay, s/veh	0.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↖			↑
Traffic Vol, veh/h	0	42	434	15	0	535
Future Vol, veh/h	0	42	434	15	0	535
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	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	42	434	15	0	535

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	-	442	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	616	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	-	616	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v11.27		0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	-	616
HCM Lane V/C Ratio	-	-	0.068
HCM Control Delay (s/veh)	-	-	11.3
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.2

HCM 7th Signalized Intersection Summary
 3: Corral Del Tierra Rd & Hwy 68

Cumulative + Project PM Build Alt 2

09/26/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	
Traffic Volume (veh/h)	0	1341	201	334	952	1	251	0	225	1	0	0
Future Volume (veh/h)	0	1341	201	334	952	1	251	0	225	1	0	0
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	0	1341	201	334	952	1	251	0	225	1	0	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	1	1510	224	363	2652	3	281	0	250	2	3	0
Arrive On Green	0.00	0.49	0.49	0.20	0.73	0.73	0.16	0.00	0.16	0.00	0.00	0.00
Sat Flow, veh/h	1781	3103	461	1781	3643	4	1781	0	1585	1781	1870	0
Grp Volume(v), veh/h	0	763	779	334	464	489	251	0	225	1	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1787	1781	1777	1870	1781	0	1585	1781	1870	0
Q Serve(g_s), s	0.0	46.3	47.5	22.0	11.5	11.5	16.5	0.0	16.7	0.1	0.0	0.0
Cycle Q Clear(g_c), s	0.0	46.3	47.5	22.0	11.5	11.5	16.5	0.0	16.7	0.1	0.0	0.0
Prop In Lane	1.00		0.26	1.00		0.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	1	865	870	363	1294	1361	281	0	250	2	3	0
V/C Ratio(X)	0.00	0.88	0.90	0.92	0.36	0.36	0.89	0.00	0.90	0.41	0.00	0.00
Avail Cap(c_a), veh/h	268	979	985	424	1294	1361	290	0	258	268	281	0
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)	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	27.6	28.0	46.7	6.0	6.0	49.5	0.0	49.5	59.8	0.0	0.0
Incr Delay (d2), s/veh	0.0	8.7	9.9	23.1	0.2	0.2	27.0	0.0	30.7	84.5	0.0	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	0.0	19.6	20.4	11.6	3.2	3.4	9.5	0.0	8.7	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	36.4	37.8	69.8	6.2	6.2	76.5	0.0	80.2	144.3	0.0	0.0
LnGrp LOS		D	D	E	A	A	E		F	F		
Approach Vol, veh/h		1542			1287			476				1
Approach Delay, s/veh		37.1			22.7			78.3				144.3
Approach LOS		D			C			E				F
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	28.9	62.8		23.4	0.0	91.7		4.7				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	28.5	66.0		19.5	18.0	76.5		18.0				
Max Q Clear Time (g_c+I1), s	24.0	49.5		18.7	0.0	13.5		2.1				
Green Ext Time (p_c), s	0.4	8.8		0.2	0.0	5.9		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh				37.5								
HCM 7th LOS				D								

HCM 7th Signalized Intersection Summary
4: San Benancio Road & Hwy 68

Cumulative + Project PM Build Alt 2

09/26/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1413	119	126	1147	3	114	0	95	1	0	2
Future Volume (veh/h)	0	1413	119	126	1147	3	114	0	95	1	0	2
Initial Q (Qb), veh	0	20	0	0	15	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		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	0	1413	119	126	1147	3	114	0	95	1	0	2
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	2	1972	945	85	2553	7	167	0	148	7	0	6
Arrive On Green	0.00	0.54	0.54	0.09	0.70	0.70	0.10	0.00	0.10	0.00	0.00	0.00
Sat Flow, veh/h	1781	3554	1585	1781	3636	10	1781	0	1585	1781	0	1585
Grp Volume(v), veh/h	0	1413	119	126	561	589	114	0	95	1	0	2
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1869	1781	0	1585	1781	0	1585
Q Serve(g_s), s	0.0	20.5	2.5	4.7	9.4	9.4	4.2	0.0	3.9	0.0	0.0	0.1
Cycle Q Clear(g_c), s	0.0	20.5	2.5	4.7	9.4	9.4	4.2	0.0	3.9	0.0	0.0	0.1
Prop In Lane	1.00		1.00	1.00		0.01	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	2	1972	945	85	1247	1311	167	0	148	7	0	6
V/C Ratio(X)	0.00	0.72	0.13	1.47	0.45	0.45	0.68	0.00	0.64	0.14	0.00	0.31
Avail Cap(c_a), veh/h	132	5221	2329	171	2650	2787	473	0	421	473	0	421
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)	0.00	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	0.0	12.2	7.0	64.5	4.8	4.8	38.4	0.0	38.2	43.1	0.0	43.2
Incr Delay (d2), s/veh	0.0	0.5	0.1	246.9	0.3	0.2	4.9	0.0	4.5	8.6	0.0	25.8
Initial Q Delay(d3), s/veh	0.0	2.6	0.0	0.0	0.5	0.4	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	7.9	0.7	8.7	2.4	2.4	2.5	0.0	2.1	0.0	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	15.3	7.0	311.4	5.5	5.4	43.3	0.0	42.8	51.8	0.0	68.9
LnGrp LOS		B	A	F	A	A	D		D	D		E
Approach Vol, veh/h		1532			1276			209				3
Approach Delay, s/veh		14.7			35.7			43.0				63.2
Approach LOS		B			D			D				E
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	0.0	51.8		11.2	10.6	41.2		4.8				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	101.0		18.0	6.5	99.5		18.0				
Max Q Clear Time (g_c+10), s	11.4			6.2	6.7	22.5		2.1				
Green Ext Time (p_c), s	0.0	8.0		0.6	0.0	14.2		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh				25.6								
HCM 7th LOS				C								

HCM 7th Signalized Intersection Summary
5: Laureles Grade & Hwy 68

Cumulative + Project PM Build Alt 2
09/26/2024



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↗	↖↗	↑↑	↖	↗
Traffic Volume (veh/h)	1130	119	234	943	225	470
Future Volume (veh/h)	1130	119	234	943	225	470
Initial Q (Qb), veh	17	0	17	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	1130	119	234	943	225	470
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1506	671	402	2122	521	652
Arrive On Green	0.42	0.42	0.10	0.58	0.30	0.30
Sat Flow, veh/h	3647	1585	3456	3647	1781	1585
Grp Volume(v), veh/h	1130	119	234	943	225	470
Grp Sat Flow(s),veh/h/ln	1777	1585	1728	1777	1781	1585
Q Serve(g_s), s	20.7	3.6	5.0	11.6	7.7	19.2
Cycle Q Clear(g_c), s	20.7	3.6	5.0	11.6	7.7	19.2
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1506	671	402	2122	521	652
V/C Ratio(X)	0.75	0.18	0.58	0.44	0.43	0.72
Avail Cap(c_a), veh/h	3136	1399	1649	5040	757	833
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	22.1	15.3	35.8	9.1	25.3	20.8
Incr Delay (d2), s/veh	0.8	0.1	1.3	0.1	0.6	2.2
Initial Q Delay(d3), s/veh	3.7	0.0	30.7	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	1.3	5.2	3.4	3.7	18.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	26.6	15.4	67.9	9.2	25.8	23.0
LnGrp LOS	C	B	E	A	C	C
Approach Vol, veh/h	1249			1177	695	
Approach Delay, s/veh	25.5			20.9	23.9	
Approach LOS	C			C	C	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		48.8		27.7	12.2	36.6
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		108.5		32.5	36.5	67.5
Max Q Clear Time (g_c+l1), s		13.6		21.2	7.0	22.7
Green Ext Time (p_c), s		6.9		2.0	0.7	9.4
Intersection Summary						
HCM 7th Control Delay, s/veh			23.4			
HCM 7th LOS			C			

HCM 7th Signalized Intersection Summary
6: Boots Road/Pasadera Drive & Hwy 68

Cumulative + Project PM Build Alt 2

09/26/2024

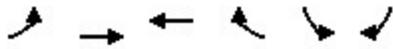


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	1224	33	28	1131	42	36	3	11	39	0	42
Future Volume (veh/h)	70	1224	33	28	1131	42	36	3	11	39	0	42
Initial Q (Qb), veh	0	15	0	0	15	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	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		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	70	1224	33	28	1131	42	36	3	11	39	0	42
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	185	1819	47	184	1823	813	245	37	135	284	0	166
Arrive On Green	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.11	0.11	0.00	0.11
Sat Flow, veh/h	1781	3535	95	1781	3554	1585	1365	351	1287	1298	0	1585
Grp Volume(v), veh/h	70	615	642	28	1131	42	36	0	14	39	0	42
Grp Sat Flow(s),veh/h/ln	1781	1777	1853	1781	1777	1585	1365	0	1639	1298	0	1585
Q Serve(g_s), s	1.7	12.4	12.5	0.7	11.0	0.6	1.2	0.0	0.4	1.2	0.0	1.2
Cycle Q Clear(g_c), s	1.7	12.4	12.5	0.7	11.0	0.6	2.8	0.0	0.4	1.6	0.0	1.2
Prop In Lane	1.00		0.05	1.00		1.00	1.00		0.79	1.00		1.00
Lane Grp Cap(c), veh/h	185	913	952	184	1823	813	245	0	171	284	0	166
V/C Ratio(X)	0.38	0.67	0.67	0.15	0.62	0.05	0.15	0.00	0.08	0.14	0.00	0.25
Avail Cap(c_a), veh/h	678	3775	3938	678	7551	3368	626	0	624	674	0	603
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	21.2	9.1	9.1	20.8	8.8	5.9	22.5	0.0	20.5	21.3	0.0	20.9
Incr Delay (d2), s/veh	1.3	0.9	0.8	0.4	0.3	0.0	0.3	0.0	0.2	0.2	0.0	0.8
Initial Q Delay(d3), s/veh	0.0	1.5	1.4	0.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	3.9	3.9	0.3	3.4	0.1	0.4	0.0	0.1	0.4	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	22.5	11.5	11.3	21.2	10.4	5.9	22.7	0.0	20.7	21.5	0.0	21.7
LnGrp LOS	C	B	B	C	B	A	C		C	C		C
Approach Vol, veh/h		1327			1201			50			81	
Approach Delay, s/veh		12.0			10.5			22.2			21.6	
Approach LOS		B			B			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.5	28.3		9.5	9.5	28.3		9.5				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	100.5	100.5		18.0	18.0	100.5		18.0				
Max Q Clear Time (g_c+1/3), s	13.0	13.0		4.8	2.7	14.5		3.6				
Green Ext Time (p_c), s	0.1	9.3		0.1	0.0	9.3		0.2				
Intersection Summary												
HCM 7th Control Delay, s/veh											11.8	
HCM 7th LOS											B	

HCM 7th Signalized Intersection Summary
7: Hwy 68 & York Road

Cumulative + Project PM Build Alt 2

09/26/2024



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑↑	↑↑	↗	↘	↗
Traffic Volume (veh/h)	56	1101	1075	120	207	98
Future Volume (veh/h)	56	1101	1075	120	207	98
Initial Q (Qb), veh	0	0	17	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	56	1101	1075	120	207	98
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	178	2347	1675	747	287	255
Arrive On Green	0.10	0.65	0.46	0.46	0.16	0.16
Sat Flow, veh/h	1781	3647	3647	1585	1781	1585
Grp Volume(v), veh/h	56	1101	1075	120	207	98
Grp Sat Flow(s),veh/h/ln	1781	1777	1777	1585	1781	1585
Q Serve(g_s), s	1.4	7.6	11.5	2.2	5.4	2.7
Cycle Q Clear(g_c), s	1.4	7.6	11.5	2.2	5.4	2.7
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	178	2347	1675	747	287	255
V/C Ratio(X)	0.32	0.47	0.64	0.16	0.72	0.38
Avail Cap(c_a), veh/h	656	8939	7304	3258	656	583
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	22.4	4.2	10.6	7.6	21.2	20.0
Incr Delay (d2), s/veh	1.0	0.1	0.4	0.1	3.4	0.9
Initial Q Delay(d3), s/veh	0.0	0.0	2.1	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.7	4.4	0.5	2.5	1.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	23.4	4.4	13.1	7.7	24.6	20.9
LnGrp LOS	C	A	B	A	C	C
Approach Vol, veh/h		1157	1195		305	
Approach Delay, s/veh		5.3	12.6		23.4	
Approach LOS		A	B		C	
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	9.5	27.0		12.4		36.5
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5
Max Green Setting (Gmax), s	100.5	100.5		18.0		123.0
Max Q Clear Time (g_c+13), s	13.4	13.5		7.4		9.6
Green Ext Time (p_c), s	0.1	9.0		0.7		8.7
Intersection Summary						
HCM 7th Control Delay, s/veh			10.7			
HCM 7th LOS			B			

Intersection						
Int Delay, s/veh	0.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	1512	55	0	1287	0	84
Future Vol, veh/h	1512	55	0	1287	0	84
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1643	60	0	1399	0	91

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	-	-	-	852
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	303
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	303
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

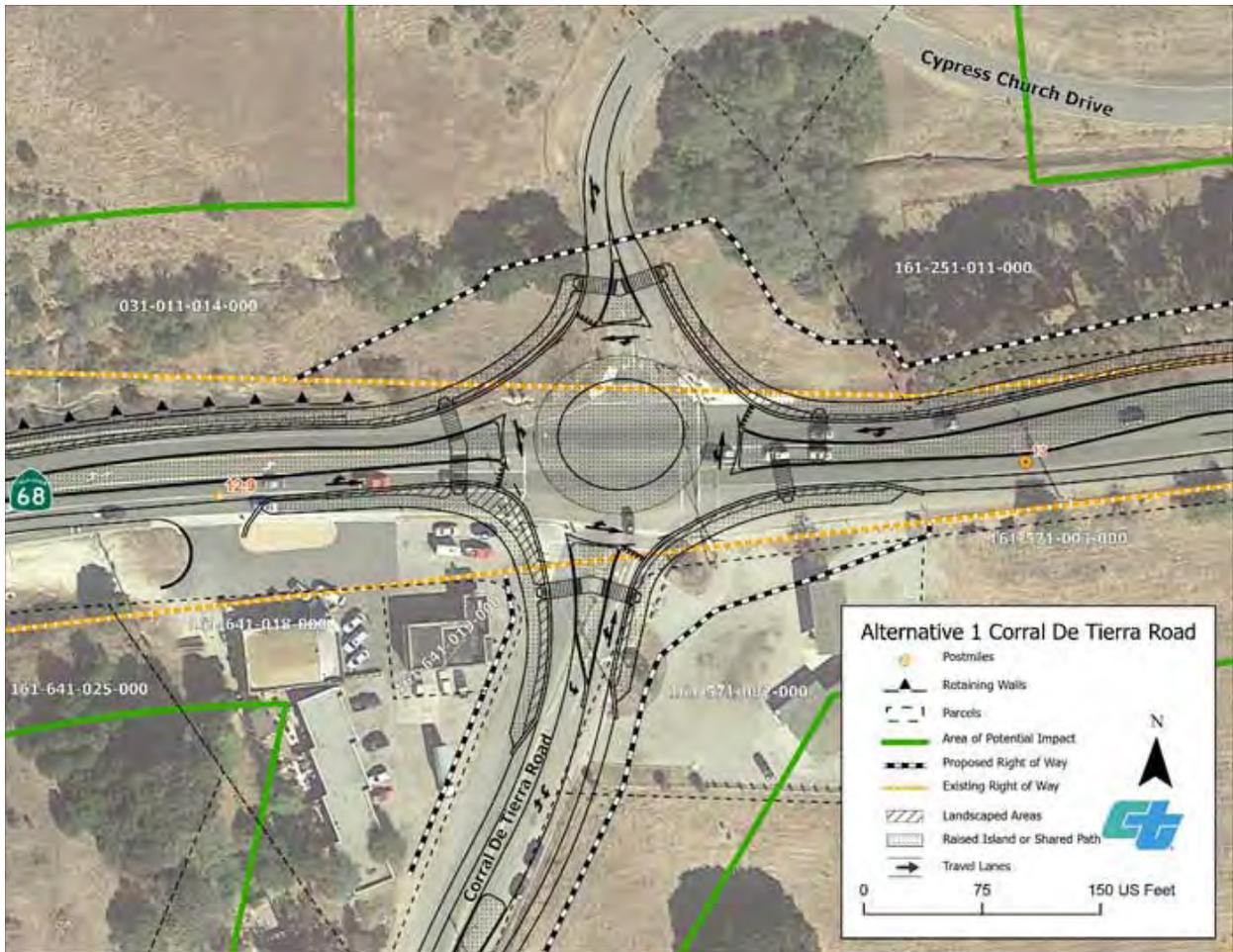
Approach	EB	WB	NB
HCM Control Delay, s/v	0	0	21.92
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	303	-	-	-
HCM Lane V/C Ratio	0.301	-	-	-
HCM Control Delay (s/veh)	21.9	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	1.2	-	-	-

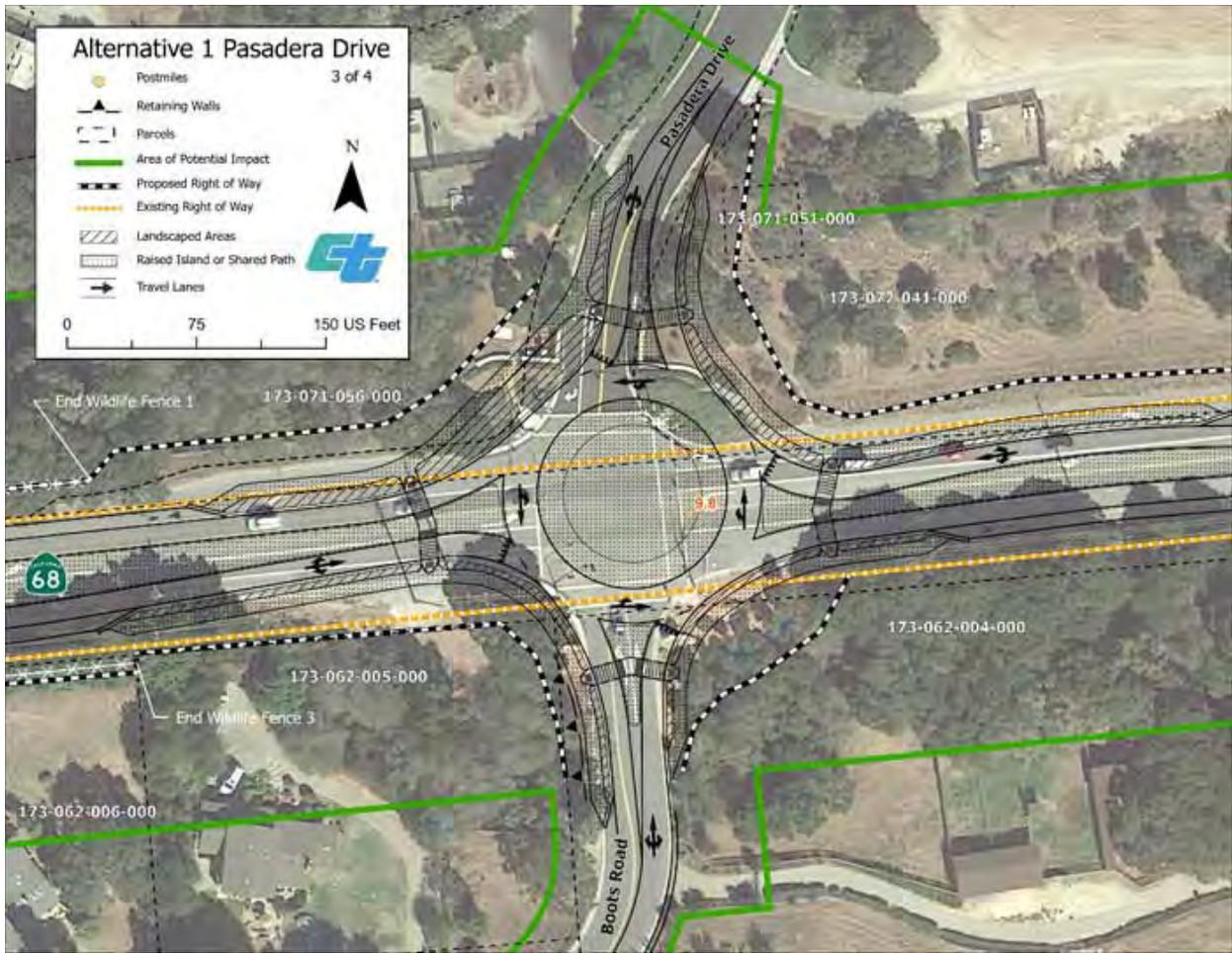
Appendix D

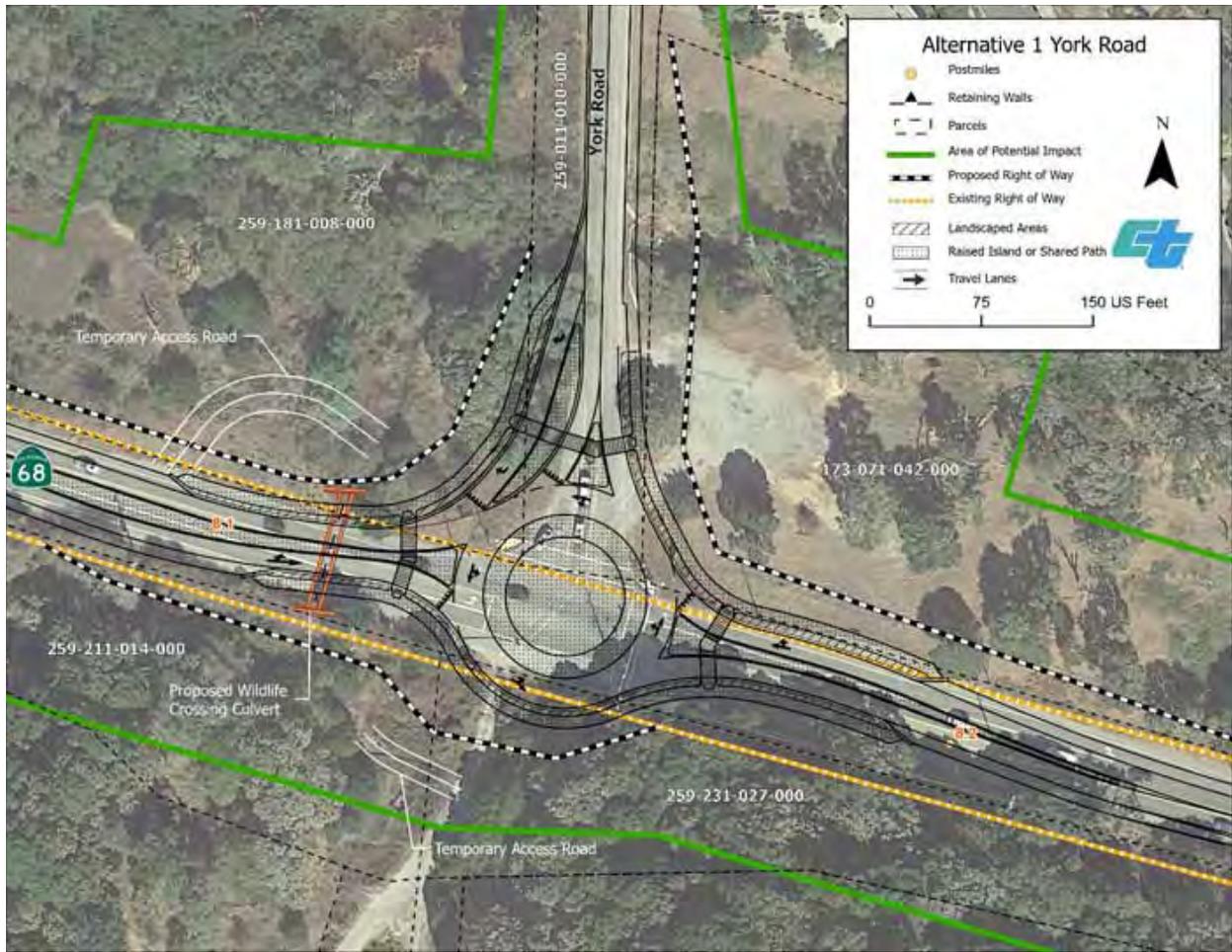
SR 68 Corridor Improvements

Build Alternative 1



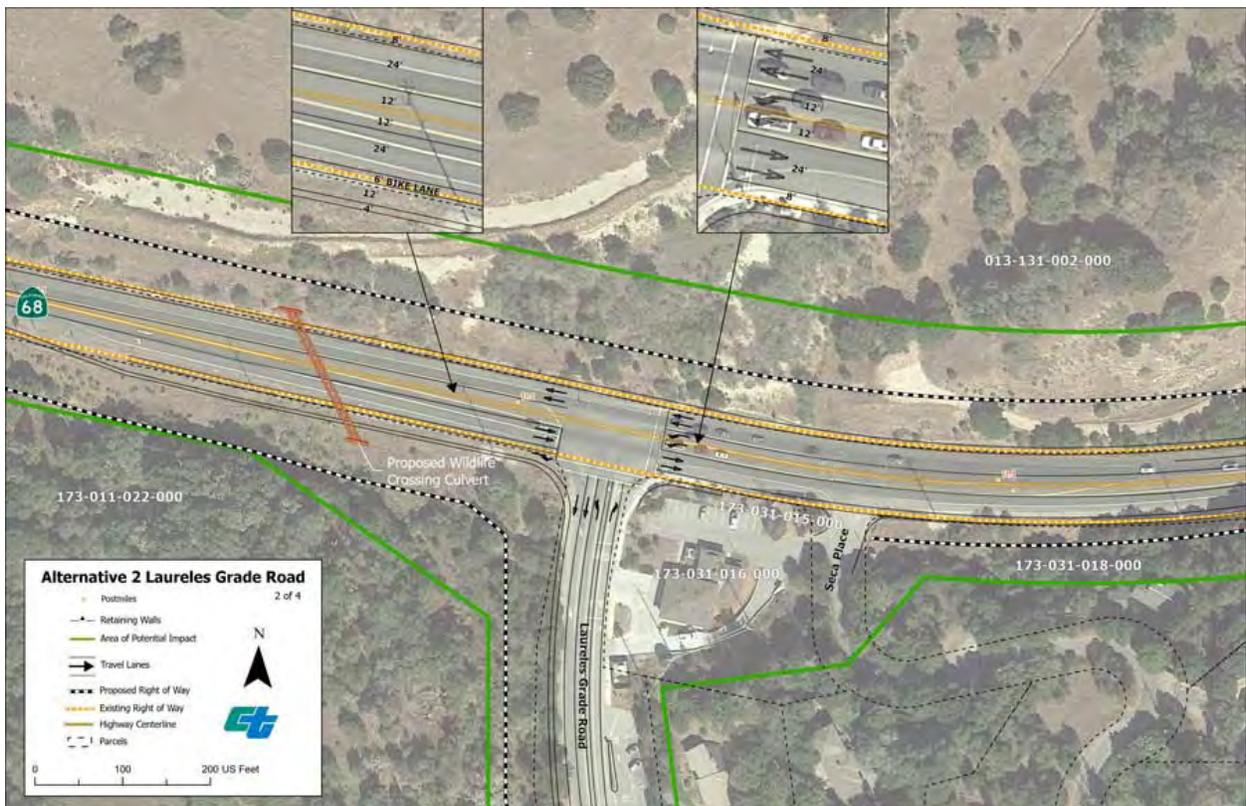


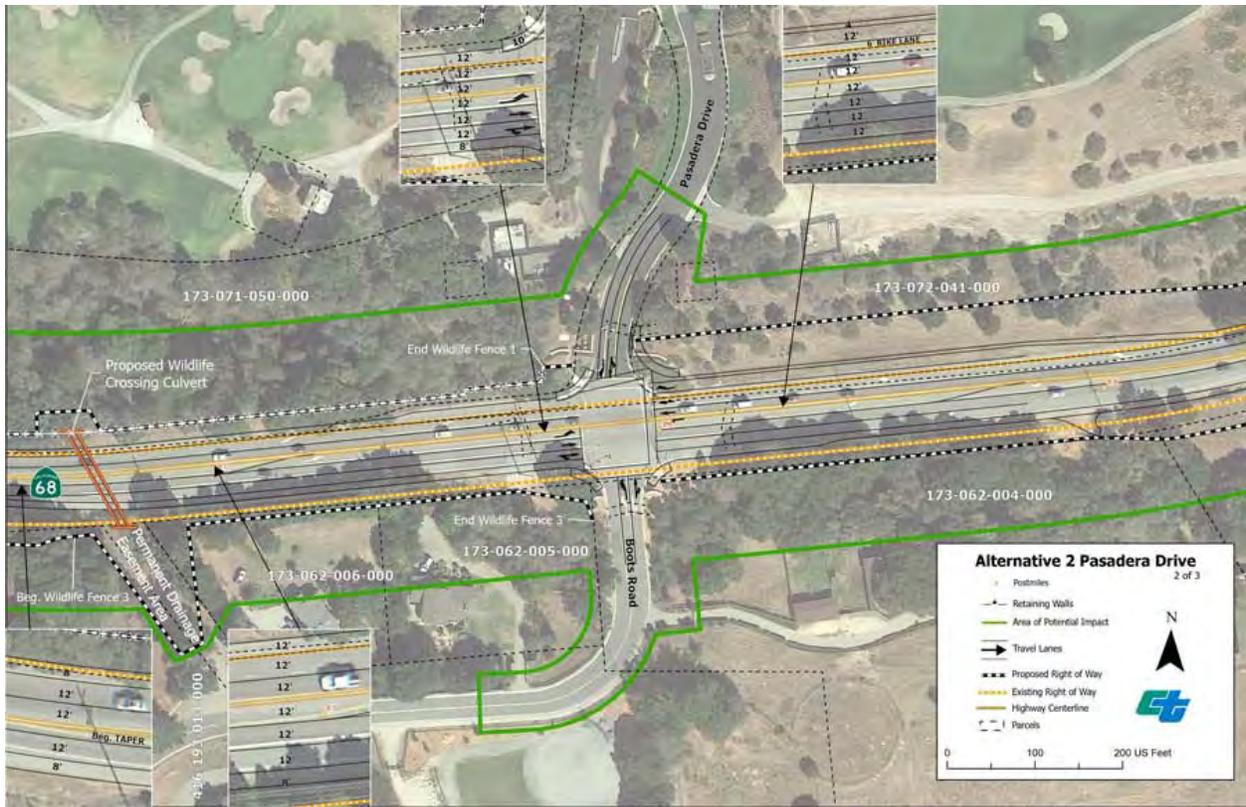


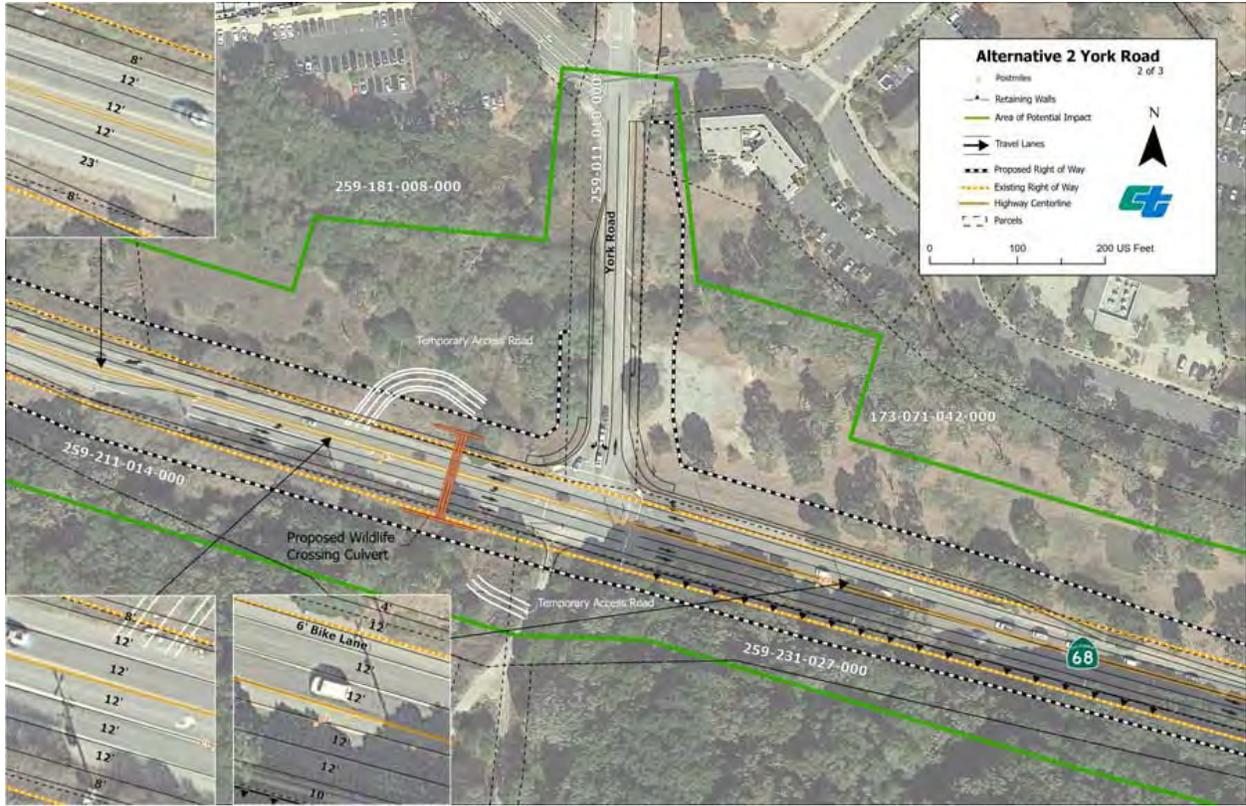




Build Alternative 2







Appendix E

ITE Pass-by Rates for Convenience Store/Gas Station

**Table E.36 Pass-By and Non-Pass-By Trips Weekday, PM Peak Period
Land Use Code 944—Gasoline/Service Station**

SIZE (1,000 SQ. FT. GFA)	VEHICLE FUELING POSITIONS	LOCATION	WEEKDAY SURVEY DATE	NO. OF INTERVIEWS	TIME PERIOD	PASS-BY TRIP (%)	NON-PASS-BY TRIPS (%)			ADJ. STREET PEAK HOUR VOLUME	SOURCE
							PRIMARY	DIVERTED	TOTAL		
—	—	Chicago suburbs, IL	1987	48	3:00–7:00 p.m.	21	—	—	79	—	Kenig, O'Hara, Humes, Flock
—	—	Chicago suburbs, IL	1987	34	3:00–6:00 p.m.	25	—	—	75	—	Kenig, O'Hara, Humes, Flock
—	—	Chicago suburbs, IL	1987	42	3:00–6:00 p.m.	20	—	—	80	—	Kenig, O'Hara, Humes, Flock
2.3	6	Gaithersburg, MD	1992	55	4:00–6:00 p.m.	40	11	49	60	2,760	RBA
2.1	6	Bethesda, MD	1992	30	4:00–6:00 p.m.	53	20	27	47	1,060	RBA
1.7	6	Wheaton, MD	1992	18	4:00–6:00 p.m.	61	6	33	39	2,510	RBA
2.0	8	Gaithersburg, MD	1992	47	4:00–6:00 p.m.	62	23	15	38	2,635	RBA
1.2	6	Damascus, MD	1992	26	4:00–6:00 p.m.	58	11	31	42	1,020	RBA
0.3	12	Wheaton, MD	1992	52	4:00–6:00 p.m.	38	10	52	62	3,835	RBA

Average Pass-By Trip Percentage: 42

“—” means no data were provided

**Table E.37 Pass-By and Non-Pass-By Trips Weekday, AM Peak Period
Land Use Code 945—Gasoline/Service Station with Convenience Market**

SIZE (1,000 SQ. FT. GFA)	VEHICLE FUELING POSITIONS	LOCATION	WEEKDAY SURVEY DATE	NO. OF INTERVIEWS	TIME PERIOD	PASS-BY TRIP (%)	NON-PASS-BY TRIPS (%)			ADJ. STREET PEAK HOUR VOLUME	SOURCE
							PRIMARY	DIVERTED	TOTAL		
0.8	8	Louisville area, KY	1993	61	7:00–9:00 a.m.	60	15	25	40	4,000	Barton- Aschman Assoc.
0.6	8	Louisville, KY	1993	48	7:00–9:00 a.m.	68	13	19	32	1,307	Barton- Aschman Assoc.
0.7	10	Louisville, KY	1993	47	7:00–9:00 a.m.	67	11	22	33	1,105	Barton- Aschman Assoc.
0.7	8	Louisville area, KY	1993	—	7:00–9:00 a.m.	56	22	22	44	1,211	Barton- Aschman Assoc.
0.7	10	Louisville area, KY	1993	—	7:00–9:00 a.m.	46	42	12	54	1,211	Barton- Aschman Assoc.
0.3	—	Louisville area, KY	1993	75	7:00–9:00 a.m.	72	15	13	28	—	Barton- Aschman Assoc.
0.8	8	Silver Spring, MD	1992	36	7:00–9:00 a.m.	47	14	39	53	3,095	RBA
0.4	8	Derwood, MD	1992	46	7:00–9:00 a.m.	75	0	25	25	3,770	RBA
2.2	8	Kensington, MD	1992	31	7:00–9:00 a.m.	47	34	19	53	1,785	RBA
1	8	Silver Spring, MD	1992	35	7:00–9:00 a.m.	78	9	13	22	7,080	RBA

Average Pass-By Trip Percentage: 62

“—” means no data were provided

**Table E.38 Pass-By and Non-Pass-By Trips Weekday, PM Peak Period
Land Use Code 945—Gasoline/Service Station with Convenience Market**

SIZE (1,000 SQ. FT. GFA)	VEHICLE FUELING POSITIONS	LOCATION	WEEKDAY SURVEY DATE	NO. OF INTERVIEWS	TIME PERIOD	PASS-BY TRIP (%)	NON-PASS-BY TRIPS (%)			ADJ. STREET PEAK HOUR VOLUME	SOURCE
							PRIMARY	DIVERTED	TOTAL		
0.8	8	Louisville area, KY	1993	83	4:00–6:00 p.m.	52	8	40	48	4,965	Barton- Aschman Assoc.
0.6	8	Louisville, KY	1993	60	4:00–6:00 p.m.	53	20	27	47	1,491	Barton- Aschman Assoc.
0.7	10	Louisville, KY	1993	—	4:00–6:00 p.m.	57	19	24	43	1,812	Barton- Aschman Assoc.
0.7	8	Louisville area, KY	1993	—	4:00–6:00 p.m.	72	7	21	28	2,657	Barton- Aschman Assoc.
0.7	10	Louisville area, KY	1993	—	4:00–6:00 p.m.	55	16	29	45	2,657	Barton- Aschman Assoc.
0.8	8	Silver Spring, MD	1992	36	4:00–6:00 p.m.	67	14	19	33	3,095	RBA
0.4	8	Derwood, MD	1992	46	4:00–6:00 p.m.	46	11	43	54	3,770	RBA
2.1	8	Kensington, MD	1992	31	4:00–6:00 p.m.	52	13	35	48	1,785	RBA
1	8	Silver Spring, MD	1992	35	4:00–6:00 p.m.	54	3	43	46	7,080	RBA

Average Pass-By Trip Percentage: 56

“—” means no data were provided

This page intentionally left blank

Exhibit J

This page intentionally left blank.

Central Coast Regional Water Quality Control Board

March 24, 2020

Mr. Eric Phelps
Corral de Tierra Realty
19045 Portola Drive, Suite F2
Salinas, CA 93908
Email: eric@cdtrealty.com

via Electronic Mail

Dear Mr. Phelps:

UST PROGRAM: FORMER EXXON, 1 CORRAL DE TIERRA ROAD (7 CORRAL DEL TIERRA ROAD), SALINAS, MONTEREY COUNTY - CASE CLOSURE TRANSMITTAL (CASE NO. 3695)

Central Coast Regional Water Quality Control Board (Central Coast Water Board) staff reviewed CapRock Geology, Inc.'s [January 5, 2020 Monitoring Well Closure Report](#)¹ submitted on behalf of Corral de Tierra Realty for the subject site. Thank you for the submittal. You have met the requirements for case closure. This concludes the Central Coast Water Board's regulatory oversight for the investigation and cleanup of the underground storage tank (UST) system release. This letter does not relieve you of the requirements of other agencies, which may continue to have jurisdiction or require further work. As with any real property, the discovery of additional or previously unidentified pollution at the site may require additional investigation and cleanup. This case is now closed as certified by the enclosed case closure letter and case summary form.

Residual soil and groundwater pollution may still exist onsite that could pose an unacceptable risk under certain site development activities such as site grading, excavation, or dewatering. The Central Coast Water Board, the local health agency, and the appropriate local planning and building departments must be notified prior to any changes in land use, grading activities, excavation, or dewatering. This notification must include a statement that residual soil and groundwater pollution underlie the property and nearby properties. The levels of residual pollution and any associated risks are expected to reduce with time.

¹ https://geotracker.waterboards.ca.gov/esi/uploads/geo_report/4568701624/T10000003114.PDF

Thank you for your diligence in addressing water quality issues and your continued commitment to the protection of water quality in the central coast region. If you have questions regarding this matter, please contact Tom Sayles at (805) 542-4640 or Tom.Sayles@waterboards.ca.gov or Greg Bishop at (805) 549-3132.

Sincerely,

for John M. Robertson
Executive Officer

Attachments: Case Closure Letter
Case Summary Form

\\ca.epa.local\rb\rb3\shared\ust\regulated sites\monterey co\salinas\corral de tierra road\1 corral de tierra road\closure documents\closure transmittal.docx

Geotracker Global ID: T1000003114

See GeoTracker: https://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T1000003114

Mr. Randy McMurray
Monterey County Environmental Health
McMurrayRM@co.monterey.ca.us

Mr. Brian Finegan
brian@bfinegan.com

Mr. Robert Barminski
CapRock Geology, Inc.
caprockgeology@gmail.com

Mr. William R. Phelps
Omni Resources, LLC
c/o Mr. Eric Phelps
eric@corraldetierra.com

Mr. Mike Weaver
52 Corral de Tierra Road
Salinas, CA 93908
michaelrweaver@mac.com

Mr. Thomas A. Sayles
Central Coast Water Board
Tom.Sayles@waterboards.ca.gov

Central Coast Regional Water Quality Control Board

March 24, 2020

Mr. Eric Phelps
Corral de Tierra Realty
19045 Portola Drive, Suite F2
Salinas, CA 93908
Email: eric@cdtrealty.com

via Electronic Mail

Dear Mr. Phelps:

UST PROGRAM: FORMER EXXON, 1 CORRAL DE TIERRA ROAD (7 CORRAL DEL TIERRA ROAD), SALINAS, MONTEREY COUNTY - CASE CLOSURE (CASE NO. 3695)

This letter confirms the completion of site investigation and corrective action for the underground storage tanks (USTs) formerly located at the above-referenced location. Thank you for your cooperation throughout this investigation. Your willingness and promptness in responding to our inquiries concerning the former underground storage tanks are greatly appreciated.

According to the information in the above-referenced file and with the provision that the information provided to this agency was accurate and representative of site conditions, this agency finds that the site investigation and corrective action carried out at your underground storage tank site is in compliance with the requirements of subdivisions (a) and (b) of section 25296.10 of the Health and Safety Code and with corrective action regulations adopted pursuant to section 25299.3 of the Health and Safety Code and that no further action related to the petroleum release at the site is required.

Claims for reimbursement of corrective action costs submitted to the Underground Storage Tank Cleanup Fund (Fund) more than 365 days after the date of this letter or issuance or activation of the Fund's Letter of Commitment, whichever occurs later, will not be reimbursed unless one of the following exceptions applies:

- Claims are submitted pursuant to section 25299.57, subdivision (k) (reopened UST case); or
- Submission within the timeframe was beyond the claimant's reasonable control, ongoing work is required for closure that will result in the submission of claims

DR. JEAN-PIERRE WOLFF, CHAIR | JOHN M. ROBERTSON, EXECUTIVE OFFICER

beyond that time period, or that under the circumstances of the case, it would be unreasonable or inequitable to impose the 365-day time period.

This notice is issued pursuant to Health and Safety Code, section 25296.10, subdivision (g). If you have questions regarding this matter, please contact Tom Sayles at **(805) 542-4640** or Tom.Sayles@waterboards.ca.gov or Greg Bishop at **(805) 549-3132**.

Sincerely,

for John M. Robertson
Executive Officer

\\ca.epa.local\rb\rb3\shared\ust\regulated sites\monterey co\salinas\corral de tierra road\1 corral de tierra road\closure documents\closureletter.docx

GeoTracker Global ID: T10000003114

CENTRAL COAST WATER BOARD CASE SUMMARY FORM

Leaking Underground Fuel Storage Tank Program

I. Agency Information

Agency Name: Central Coast Water Board	Address: 895 Aerovista Place, Suite 101
City/State/Zip: San Luis Obispo, CA 93401-7906	Phone: (805) 542-4640
Responsible Staff person: Mr. Tom Sayles	Title: Engineering Geologist

II. Case Information

Site Facility Name: Former Exxon	USTCF Claim No. NA	Water Board Case No. 3695
Site Facility Address: 1 Corral De Tierra Road	Assessor Parcel No: 161-571-002-000	
Responsible Parties	Address	Phone Number
Corral De Tierra Realty	1 Corral De Tierra Road, Salinas CA	
Property Owner		831-214-5362
Mr. Eric Phelps	eric@cdtrealty.com	831-484-5306

III. Tank Information

Tank #	Size in Gallons	Contents	Closed in Place/Removed	Date
1	6,000	Gasoline	Removed	11/1/2002
2	8,000	Gasoline	Removed	11/1/2002
3	10,000	Gasoline	Removed	10/31/2002

IV. Release and Site Characterization Information

Cause and type of release: Leaking USTs	Was source removed to extent practical: Yes	
Site characterization complete? Yes	Local agency comments? None	
Monitoring wells installed? Yes	Number: 7	Proper screen interval? Yes
Highest groundwater depth below ground surface: 10.16 ft. bgs	Lowest: 75.83 ft. bgs	Flow direction: SE
Most sensitive current groundwater use: Drinking Water		
Are water wells affected? No	Hydrologic Unit: Salinas Valley - Corral De Tierra Area	
Is the site on municipal water? No, Onsite private water well is non-detect for Petroleum Hydrocarbons including MTBE		
Distance to nearest water well(s): < 50'	Well type/status Private/Active	
Distance to nearest surface water(s): ~150'	Has surface water(s) been affected? No	
Offsite beneficial use impacts (addresses/locations): None		
Is site an active fueling facility: No, Soil data meets LTCP for vapor intrusion.		
Conceptual site model (CSM) complete? Yes	Date of CSM: Various Reports	

CASE SUMMARY FORM

V. Treatment/Disposal Methods (Attach any additional information)

Material	Amount (Include Units)	Action (Treatment or Disposal Method)	Date
Tanks	6,000 gallons 8,000 gallons 10,000 gallons	Removed	10/31/2002- 11/1/2002
Piping	6 lines - Two per tank depicted in drawings.	Removed	10/31/2002- 11/1/2002
Free Product	None	NA	NA
Soil	No manifest to verify amount removed	UST excavation soil – No records or manifest produced during field activities – Confirmation soil and soil gas sampling was completed in December 2018 and January 2019 to confirm cleanup of source area.	10/31/2002- 11/1/2002
Groundwater	None	NA	NA

Maximum Documented Contaminant Concentrations--Before and After Cleanup

Contaminant	Soil (mg/kg)		Water (µg/L)		Contaminant	Soil (mg/kg)		Water (µg/L)	
	Before	After	Before	After		Before	After	Before	After
TPH (Gas)	160	ND<500	5,510	193	1,2-DCA	NA	NA	NA	NA
TPH (Diesel)	ND	ND<10	ND<50	ND<50	Oil & Grease	380	NA	NA	NA
Benzene	0.72	ND<2.0	12.7	ND<1.0	Lead	NA	NA	NA	NA
Toluene	0.42	ND<2.0	<10	ND<1.0	MTBE	ND<50.	ND<5.0	2,550	59.2
Ethylbenzene	2.5	ND<2.0	8.3	ND<1.0	TBA	NA	<20	NA	NA
Xylenes	21	ND<2.0	219	ND<1.0	Other				
Naphthalene	NA	ND<2.0	NA	NA					

Comments: NA=Not analyzed (Not a constituent of concern), ND = Not detected

Before: Murphy Equipment Co. UST Removal Report 2002, After: Soil from CapRock 2016 Soil and Groundwater Monitoring Report, After Water from CapRock August 18, 2017 Groundwater Monitoring Report

VI. Closure

Amount of contaminant(s) mass removed: None	Contaminant and media type: TPH g & MTBE, groundwater	
Location/depth of residual contaminant mass left-in-place: 20 fbg		
Is the plume stable and/or shrinking? Shrinking	Does remaining plume extend offsite? Yes	
Approximate length of hydrocarbon plume (ft.): < 325 feet		
Does completed corrective action protect existing and potential beneficial uses per the Basin Plan? Yes		
Does corrective action protect public health for current land use? Yes		
Should corrective action be reviewed if land uses change? Yes (if Yes – see Additional Comments section below)		
Monitoring wells destroyed? Yes	Number destroyed: 7	Number retained: None

CASE SUMMARY FORM

VII. Local Agency Representative

Agency: County of Monterey Environmental Health	Address: 1270 Natividad Road, Rm. 301-B
City/State/Zip Salinas, CA 93906	Phone/Email: (831) 796-1269 McMurrayRM@co.monterey.ca.us
Responsible Staff Person: Mr. Randy McMurray	Title: Hazardous Materials Management Services Supervisor

VIII. Additional Comments

<p>Site Management Requirements: Residual soil and groundwater pollution may still exist onsite that could pose an unacceptable risk under certain site development activities such as site grading, excavation, or dewatering. The Central Coast Water Board, the local health agency, and the appropriate local planning and building departments must be notified prior to any changes in land use, grading activities, excavation, or dewatering. This notification must include a statement that residual soil and groundwater pollution underlie the property and nearby properties. The levels of residual pollution and any associated risks are expected to reduce with time.</p>

IX. Central Coast Water Board Certification

<p>for John M. Robertson, Executive Officer</p>	<p>March 24, 2020</p> <p>Date:</p>
--	---

r:\rb3\shared\ust\regulated sites\monterey co\salinas\corral de tierra road\1 corral de tierra road\closure documents\case summary form.docx

X. Additional Information (See GeoTracker)

Geotracker Global ID: T1000003114

See GeoTracker: https://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T1000003114

This page intentionally left blank

Exhibit K

This page intentionally left blank.







This page intentionally left blank

Exhibit L

This page intentionally left blank.

From: [Larry Bell](#)
To: [293-pchearingcomments](#)
Subject: New Gas Station @ Corral de Tierra & 68
Date: Wednesday, October 22, 2025 8:38:34 AM

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.]

From: Larry & Pam Bell - 484 Corral de Tierra Rd, Corral de Tierra, CA 93908

TO: Monterey County Planning Commission

We saw the signs posted at the corner of Corral de Tierra Road and Highway 68 about the proposed new gas station and decided to take a closer look. After reviewing the plans online, we were really impressed. The design fits in beautifully with the look and feel of the area and ties in nicely with the Neighborhood Shopping Village that was approved back in 2012.

We truly appreciate the thought and care the applicant has put into this project. Having this gas station back will be a welcome convenience for local residents and will make the entrance to Corral de Tierra even more inviting.

We hope you'll approve this project and help bring this long-awaited addition to life.

Warm regards,
Larry & Pam Bell

Corral Wine Co.
Larry Bell
831-320-8405
larry@corralwine.com

From: [Shari Caraccioli](#)
To: [293-pchearingcomments](#)
Subject: Corral de Tierra Gas Station Hearing
Date: Wednesday, October 22, 2025 9:38:36 AM

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.]

25850 Paseo De Los Robles – Corral de Tierra, CA 93908

October 21, 2025

Dear Planning Commission Members:

As a long-time resident of the Corral de Tierra community, I am writing to express my strong support for the proposed gas station on the corner of Corral de Tierra and Highway 68. This property has remained undeveloped for many years, and it's encouraging to finally see a plan that is both practical and visually appealing—one that can truly enhance the entrance to our community.

Since the closure of Mario's Station, the absence of a nearby, reliable place to refuel has been deeply felt by residents. Many of us have had to make extra trips into South Salinas just to fill our tanks, often during peak commute hours. A conveniently located gas station along our route home would greatly reduce unnecessary travel, save time, and ease congestion in other parts of town.

After years of waiting for meaningful development on this property, I believe this proposal offers a sensible and beneficial solution. I respectfully urge the Planning Commission to approve the project and help bring this long-awaited improvement to our community.

Thank you for your time, service, and dedication to shaping a better Corral de Tierra.

Warm regards,

Shari & Gary Caraccioli

Sent from my iPad

From: [Daniels, Margo](#)
To: [293-pchearingcomments](#)
Subject: RE: 3 Corral de Tierra Rd – PLN220348
Date: Monday, October 20, 2025 4:15:36 PM
Attachments: [20086_Gas_Station_Fuel_Station_3d_View_01_09-19-2025.pdf](#)
Importance: High

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.]

County of Monterey
pchearingcomments@countyofmonterey.gov
168 West Alisal Street
Salinas, CA 93901

RE: 3 Corral de Tierra Rd – PLN220348

To Planning Commission:

After reviewing the drawings and design plans for the proposed fueling station at 3 **Corral de Tierra Rd**, I am writing to express my strong support for this project. I truly appreciate the thoughtful architectural approach taken to reflect the rural character of our community. The use of board and batten siding and the overall design aesthetic are well-suited to blend seamlessly with the surrounding landscape and the vision for the future neighborhood shopping village.

This project represents a well-considered enhancement to the area that will provide a much-needed local amenity while preserving the community's charm and rural appeal. I believe it will serve both residents and travelers responsibly and respectfully. Thank you for the opportunity to provide input. I hope this project moves forward as planned.

If you could please provide receipt of acknowledgement I would greatly appreciate it.

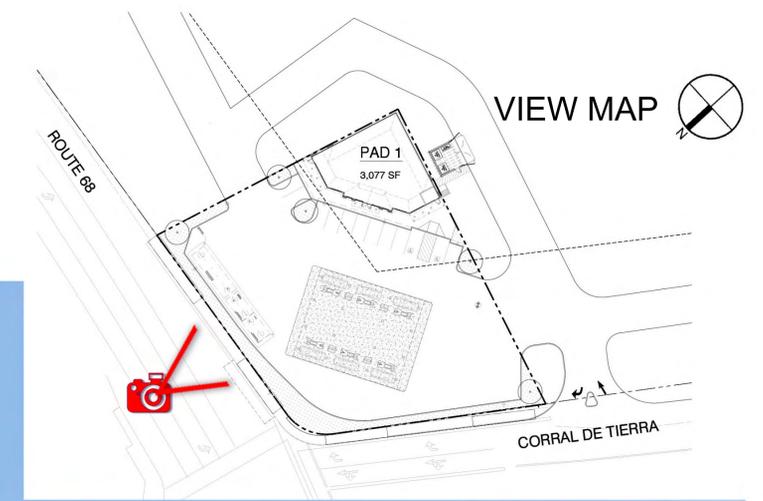
Sincerely,

Margo Daniels
11730 Camino Escondido Road
Carmel Valley, CA 93924



Margo Daniels
Assistant Tournament Director
Pebble Beach Company
P: (831) 625-8556
C: (831) 277-7773

www.pebblebeach.com



CORRAL DE TIERRA MONTEREY, CA

DATE: 09.19.2025
MCG JOB #: 20.086.01

FUEL STATION
3D RENDER (VIEW 01)

DATE	REVISIONS

©MCG ARCHITECTURE 2025 ALL RIGHTS RESERVED
NOTE: This information is conceptual in nature and is subject to adjustments pending further verification and Client, Tenant, and Governmental Agency approvals. No warranties or guarantees of any kind are given or implied by the Architect.

CLEVELAND
 DENVER
 GLENDORA
 IRVINE
 ORLANDO
 PHOENIX
 SAN FRANCISCO

SM
mcgarchitecture.com

From: [Rick DeSerpa](#)
To: [293-pchearingcomments](#)
Subject: Support For Gas Station at Hwy 68 & Corral de Tierra Rd.
Date: Tuesday, October 21, 2025 2:09:00 PM
Attachments: [Letter in Support of Hwy 68 & CDTCC Rd Gas Station.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.]

Monterey County Planning Commission
168 W. Alisal St.
Salinas, CA 93901

To Whom It May Concern:

Please see copied below (& attached) our letter in support of the proposed gas station at the corner of Hwy 68 & Corral de Tierra Rd.

October 21, 2025

Monterey County Planning Commission
168 W. Alisal Street
Salinas, CA 93901

Subject: Gas Station at Corner of Hwy 68 & Corral de Tierra Rd.

Monterey County Planning Commission,

I am writing to express my support for the proposed gas station at the corner of Highway 68 and Corral de Tierra Road. My family and I have lived in Markham Ranch and Corral de Tierra Oaks for more than 25 years, and we regularly used the previous gas station at this location. We are very pleased to see a thoughtfully designed project being proposed to bring this much-needed amenity back to our community. The design is attractive, fits the rural character of the area, and complements the Neighborhood Shopping Center that was approved in 2012.

This project will enhance the convenience, character, and overall livability of the Corral

de Tierra area. I respectfully encourage the Commission to approve this application and allow the project to move forward.

Sincerely,

Rick DeSerpa

DeSerpa Investments, LP

13350 Cuesta Verde, Salinas, CA 93908

(831)757-4602 x101 tel

rick@deserpa.com

Rick & Kelley DeSerpa

13350 Cuesta Verde

Corral de Tierra, CA 93908

rick@deserpa.com

October 21, 2025

Monterey County Planning Commission

168 W. Alisal Street

Salinas, CA 93901

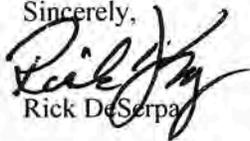
Subject: Gas Station at Corner of Hwy 68 & Corral de Tierra Rd.

Monterey County Planning Commission,

I am writing to express my support for the proposed gas station at the corner of Highway 68 and Corral de Tierra Road. My family and I have lived in Markham Ranch and Corral de Tierra Oaks for more than 25 years, and we regularly used the previous gas station at this location. We are very pleased to see a thoughtfully designed project being proposed to bring this much-needed amenity back to our community. The design is attractive, fits the rural character of the area, and complements the Neighborhood Shopping Center that was approved in 2012.

This project will enhance the convenience, character, and overall livability of the Corral de Tierra area. I respectfully encourage the Commission to approve this application and allow the project to move forward.

Sincerely,



Rick DeSerpa

From: [Jackie Finn](#)
To: [293-pchearingcomments](#)
Cc: [Patrick Finn](#)
Subject: Hwy 68 gas station - Corral de Tierra
Date: Tuesday, October 21, 2025 7:35:16 PM

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.]

Jackie Finn
13532 Paseo Terrano
Salinas, CA 93908

Dear Members of the Monterey County Planning Commission,

I'm writing to share our support for the proposed gas station. We truly believe this project would be a great addition to our neighborhood and meet a real need for local residents.

Right now, many of us have to drive all the way to South Salinas just to fill up our cars. This often means extra trips during already busy commute hours, especially for families traveling between nearby schools. Having a convenient fueling option right here would save time, reduce unnecessary traffic, and make daily life a little easier for everyone in the area.

Beyond the practical benefits, we think this project could really enhance the neighborhood feel. With the right design and landscaping, the station could blend nicely into the community and create a more complete, welcoming environment for residents and visitors alike.

We hope you'll consider how much this addition could help local families and improve the flow of our area. Thank you for your time, your work, and your commitment to shaping a thoughtful, balanced community.

Warm regards,
Jackie & Patrick Finn
Corral de Tierra Oaks

From: [Brandon Harreld](#)
To: [293-pchearingcomments](#)
Subject: Gas Station
Date: Monday, October 20, 2025 2:42:24 PM
Attachments: [image001.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.]

To Whom It May Concern:

I'm writing to express our full support for the proposed gas station at the corner of Corral de Tierra Road and Highway 68. Having this gas station reopened will be a tremendous convenience for local residents like us.

We maintain a large property that requires regular fueling for our vehicles, lawn equipment, and other tools. A nearby fueling station will save time and travel, while also supporting the needs of our rural community.

We appreciate the thoughtful design that will allow the gas station to blend with the surrounding area and contribute positively to the neighborhood.

Respectfully,

Brandon and Kate Harreld
240 San Benancio Rd
Corral de Tierra, CA 93908

Brandon Harreld
Sales



Email: bharreld@holadayseed.com
Mobile: (831) 998-4496
Office: (831) 796-0504
Holaday Seed Company
4 Elvee Circle, Salinas, CA 939014

From: [Kent Hibino](#)
To: [293-pchearingcomments](#)
Subject: Proposed Gas station at HWY 68 and Corral de Tierra Road
Date: Tuesday, October 21, 2025 11:07:23 AM

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.]

Dear Monterey County Planning Department,

My wife and I are lifetime residents of Monterey County, and we are writing to express our strong support for the **Omni Resources, LLC** application to replace the old gas station located at the corner of Corral de Tierra Road and Highway 68.

We drive by this property every day and are excited about the opportunity to once again have a local fueling station that serves our community. We believe this thoughtfully designed project will be a beautiful and practical addition to the area.

The fueling station will complement the existing **Neighborhood Shopping Village** and bring to completion a long-awaited vision for the Corral de Tierra communities. We appreciate the rural character and design elements that ensure it blends well with its surroundings.

We encourage you to approve this project and help make this long-standing community goal a reality.

Sincerely,
Kent & Aimee Hibino

Kent Hibino
Henry Hibino Farms, LLC
106 Rico Street
Salinas, CA 93907
(831) 757-3081
(831) 757-0176 Fax

CONFIDENTIALITY NOTICE: This e-mail message, including any attachments, may contain confidential and privileged information and is only for use by the intended recipient(s). Any unauthorized review, disclosure, copying, distribution, or use is prohibited. If you have received this message in error, please contact the sender immediately by reply e-mail, destroy all copies of the original message, and promptly delete this message and any attachments from your computer system.

From: [Braden Hoover](#)
To: [293-pchearingcomments](#)
Subject: New Gas Station Corner of Corral de Tierra & Hwy 68
Date: Tuesday, October 21, 2025 6:57:24 AM

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.]

Dear County of Monterey,

We are writing to express our strong support for the proposed gas station at the corner of Corral de Tierra Road and Highway 68.

As nearby residents who pass by this location daily, we believe the addition of a fueling station will provide a much-needed and convenient service to the community. The proposed design is thoughtfully planned and aligns well with the rural character of the area. In fact, it may become one of the most attractive stations in the entire county.

We respectfully urge the County to approve this project and allow it to move forward.

Sincerely,

Braden and Nette Hoover

266 Corral de Tierra Rd
Corral de Tierra, CA 93908

From: [Rodney Meeks](#)
To: [293-pchearingcomments](#)
Subject: RE: Gas Station – Corner of Corral de Tierra Rd & Hwy 68
Date: Tuesday, October 21, 2025 1:04:53 PM

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.]

To Whom It May Concern:

I have reviewed the proposed gas station at 3 Corral de Tierra Road and strongly believe it will be a valuable addition to our community. The current vacant lot has sat unused for years, creating an eyesore at one of the most visible and traveled corners in Corral de Tierra. This project represents an opportunity to turn an underutilized piece of land into a thoughtfully designed and attractive neighborhood amenity.

From the plans I've seen, the architectural design blends nicely with the rural character of the area, using natural materials and a scale appropriate for the setting. Rather than detracting from the community, this station will enhance the entrance to the Corral de Tierra Village by bringing new life, well-maintained landscaping, and a clean, safe, and useful service hub for local residents.

Practically speaking, this gas station will make a meaningful difference for people who live and work in the area. Many of us commute daily along Highway 68 and currently have to drive miles out of our way to fuel up or grab a quick coffee. Having a nearby, convenient location will not only save time but also reduce unnecessary traffic further down the corridor. It will support local residents, landscapers, ranchers, and commuters alike.

Importantly, this project reflects careful planning and investment in our community's future. A well-maintained station will generate local jobs, increase county tax revenue, and provide an additional layer of safety for residents and travelers by ensuring fuel and essential goods are more readily available in emergencies.

In short, the proposed gas station is not just a business—it is an upgrade to the community. It turns a long-neglected property into a thoughtfully designed, functional, and beneficial neighborhood asset.

I urge the County to move this project forward and approve the proposal.

Rodney Meeks
13470 Cuesta Verde
Salinas, CA 93908

From: [Thomas Parola](#)
To: [293-pchearingcomments](#)
Subject: Phelps Gas Station
Date: Tuesday, October 21, 2025 12:12:32 PM

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.]

Thomas & Gabriella Parola DBA Love Lavender Farm

388A Corral de tierra Road

Corral de Tierra, CA 93908

10/18/2025

Dear Planning Commission Members,

I just wanted to share my support for the Phelps gas station. I've lived off Highway 68 for a long time. I think this project would be a really good addition to our community.

That property has sat empty for years, and it would be nice to finally see something useful and well designed go there. There isn't a good, reliable place nearby to get fuel, especially diesel. On our property, we use heavy equipment to keep things cleared for fire safety, and we also run a small artesian lavender farm. Having to drive all the way to South Salinas in the middle of the day for fuel really throws off our work and makes things harder than they need to be.

A local station would make a big difference—not just for us, but for neighbors, commuters, and other small operations along Highway 68. It would save time, reduce extra trips, and create a more complete, convenient community feel.

Thanks for considering it, and for all the work you do for our area.

Sincerely,

Thomas Parola

Corral de Tierra Resident & Business Owner

From: [Mike Grim](#)
To: [Jensen, Fiona](#)
Subject: Gas Station Hwy 68
Date: Wednesday, October 22, 2025 11:50:20 AM

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.]

Michael Grim
22840 Bravo Place
Salinas, CA 93908

Monterey County Planning Commission
168 W. Alisal Street
Salinas, CA 93901

To: Monterey County Planning Commission,

My wife and I have lived in Toro Park for over 35 years, and we're very happy to share our support for the proposed gas station at the corner of Highway 68 and Corral de Tierra Road. When the previous station was open, it was part of our daily routine. I'd stop there to fill up our cars and grab my morning coffee on the way to work—it was easy, safe, and convenient.

Rebuilding this station would give local residents a safe and reliable stop close to home, with easier access and better traffic flow than before.

We appreciate that the new design fits the character of the area and will make a positive difference for everyone who lives and drives through this community.

Thank you for considering this important project.

Warm regards,
Michael Grim

Mike Grim

TriCord Tradeshow Services

Cell: (831) 320-8406

Office: (831) 883-8600

www.tricord.net

From: [Jeff Pomo](#)
To: [Jensen, Fiona](#)
Subject: Gas Station at Highway 68 & Corral de Tierra Rd
Date: Wednesday, October 22, 2025 11:44:50 AM

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.]

Ms. Fiona Jensen

Monterey County Planning Commission
168 W. Alisal Street
Salinas, CA 93901

Dear Ms. Jensen,

We are writing to express our support for the proposed gas station at the corner of Highway 68 and Corral de Tierra Road. As residents of Harper Canyon, we used the previous gas station frequently when it was open and truly valued the convenience it provided to our family.

Reopening this gas station would allow us and many other local residents to safely and easily access fuel without having to travel several miles out of the way. With Highway 68 being such a busy corridor, having a nearby and well-designed fueling station enhances both safety and convenience for families in the area.

We appreciate that the project has been thoughtfully designed to fit the rural character of Corral de Tierra and believe it will be a positive addition to our neighborhood.

Sincerely,

Jeff & Jennifer Pomo

51 Harper Canyon Rd
Salinas, CA 93908

From: [Megan Laughton](#)
To: [Jensen, Fiona](#)
Cc: [chuck laughton](#)
Subject: Gas Station & Convenience Store Corner Corral de Tierra Road and Hwy 68 - Monterey County Planning Commission
Date: Wednesday, October 22, 2025 11:22:40 AM
Attachments: [image001.png](#)
Importance: High

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.]

Dear Planning Commission Members,

We are writing to express our support for the proposed gas station and convenience store at the corner of Corral de Tierra Road and Highway 68.

Our family of six lives in Toro Sunshine and travels frequently to Pattee Ranch in Corral de Tierra to feed and care for our horse. Having a safe and convenient location nearby to refuel, especially with diesel for our vehicles, and grab quick snacks for our four active boys would be a tremendous benefit.

Beyond convenience, we appreciate that the proposed design aligns beautifully with the previously approved Neighborhood Shopping Village. The thoughtful architecture and rural character will enhance the area and complete the original vision for a true, self-contained neighborhood center that serves the daily needs of local residents and commuters alike.

We respectfully urge the County to approve this well-designed and much-needed project. It will bring life back to a long-vacant corner and provide essential services in a way that complements the community's character and landscape. Please reach out with any questions.

Sincerely,

Megan & Charlie Laughton
20452 Franciscan Way
Corral de Tierra, CA 93908

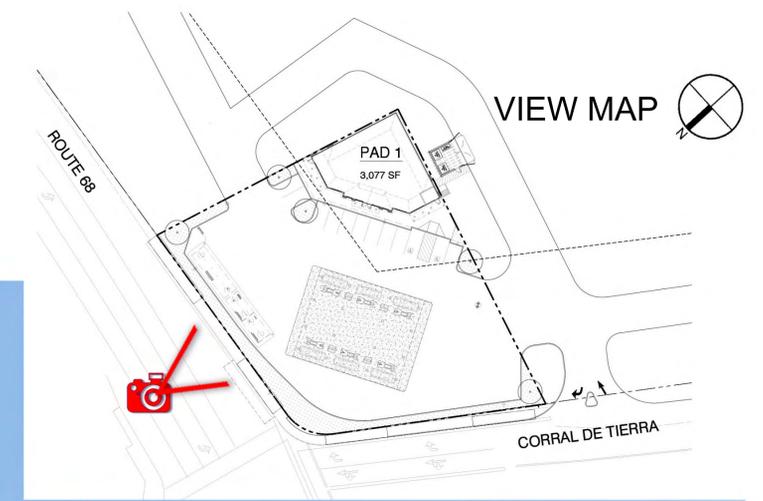


TriCord Tradeshow Services
Phone: 831.883.8600 | Fax: 831.883.8686
Desk Line: 831.264.6214
738 Neeson Road, Marina, CA 93933
www.tricord.net

This page intentionally left blank

Exhibit M

This page intentionally left blank.



FUEL STATION
3D RENDER (VIEW 01)

CORRAL DE TIERRA FUELING STATION

1 CORRAL DE TIERRA ROAD, CORRAL DE TIERRA, CA 93908

DATE: 10.20.2025
MCG JOB #: 20.086.01

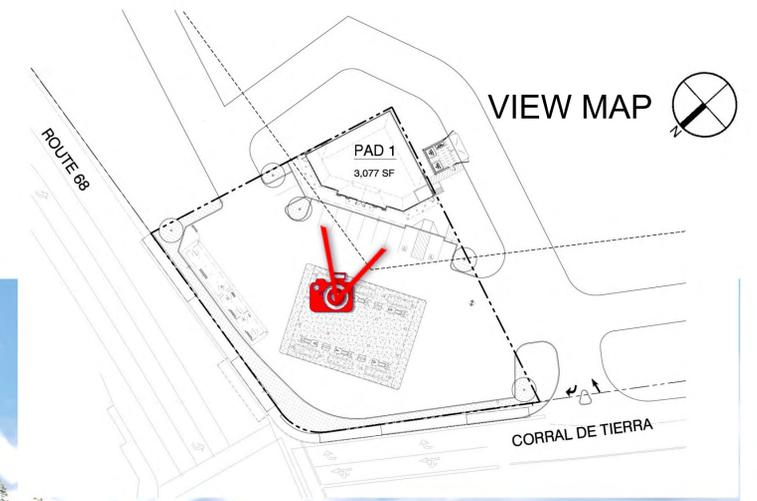
DATE	REVISIONS

©MCG ARCHITECTURE 2025 ALL RIGHTS RESERVED
NOTE: This information is conceptual in nature and is subject to adjustments pending further verification and Client, Tenant, and Governmental Agency approvals. No warranties or guarantees of any kind are given or implied by the Architect.

PHELPS FAMILY - OMNI RESOURCES, LLC
19045 PORTOLA DRIVE, SUITE F-2
CORRAL DE TIERRA, CA 93908
831-214-5362
eric@cdtrealty.com
Contact: Eric Phelps

CLEVELAND
DENVER
GLENORA
IRVINE
ORLANDO
PHOENIX
SAN FRANCISCO

SM
mcgarchitecture.com



FUEL STATION
3D RENDER (VIEW 02)

CORRAL DE TIERRA FUELING STATION

1 CORRAL DE TIERRA ROAD, CORRAL DE TIERRA, CA 93908

PHELPS FAMILY - OMNI RESOURCES, LLC
19045 PORTOLA DRIVE, SUITE F-2
CORRAL DE TIERRA, CA 93908
831-214-5362
eric@cdtrealty.com
Contact: Eric Phelps

CLEVELAND
DENVER
GLENDORA
IRVINE
ORLANDO
PHOENIX
SAN FRANCISCO



mcgarchitecture.com

DATE: 10.20.2025
MCG JOB #: 20.086.01

DATE	REVISIONS

©MCG ARCHITECTURE 2025 ALL RIGHTS RESERVED
NOTE: This information is conceptual in nature and is subject to adjustments pending further verification and Client, Tenant, and Governmental Agency approvals. No warranties or guarantees of any kind are given or implied by the Architect.

Exhibit N

This page intentionally left blank.

TORO

Fort Ord
National
Monument

Fort Ord
National
Monument

El Toro Creek

Watson Creek

Harper Creek

Corral-De
Tierra
Country Club

Corral De
Tierra
Country Club

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

APPLICANT: OMNI RESOURCES LLC

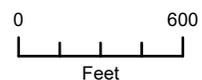
APN: 161571002000

FILE # PLN220348

 Project Site

 300 FT Buffer

 2500 FT Buffer



This page intentionally left blank



County of Monterey

Item No.4

Board Report

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

Legistar File Number: PC 25-086

October 29, 2025

Introduced: 10/23/2025

Current Status: Agenda Ready

Version: 1

Matter Type: Planning Item

PLANNING COMMISSION REFERRALS



**County of Monterey
Planning Commission**

Agenda Item No.4

Legistar File Number: PC 25-086

Item No.4

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

October 29, 2025

Introduced: 10/23/2025

Version: 1

Current Status: Agenda Ready

Matter Type: Planning Item

PLANNING COMMISSION REFERRALS

Exhibit A

This page intentionally left blank.

County of Monterey Planning Commission Referrals

MEETING:	10/29/2025	
SUBJECT:	Planning Commission Referrals	
DEPARTMENT:	Housing & Community Development Department	

Item #	PC Ref #	Assignment Date	Referred By	Planner	Item	Report	Status
1	18.08	7/25/18	Diehl/Daniels	TBD	Request for an update on Tiny Homes. Referral revised 09/08/2021 by Commissioner Diehl requested the matter be revisited in light of recent State and local policy direction on ADUs	A report was 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 information 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 later in 2025 or early 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 its 9/24/2025 meeting.	Pending
2	18.11	10/31/18	Duflock/Diehl	Gonzales/Fowler (EHB)	Request for a report on the rebuild of properties affected by wildfires from 2015 to currently, including information specific to the number of rebuilds, determining where rebuilding hurdles may exist, and brainstorming on ways to improve.	Reports were provided to the Planning Commission on April 24, 2024 and September 25, 2024. Staff recommend this become a recurring annual summer update report and discussion at the Planning Commission. Staff anticipates returning to the Commission in Fall 2025 .	Ongoing (Annual)
3	19.01	11/13/19	Diehl	Marshall	Request Staff to return with a semi-annual status report regarding any workforce housing or affordable housing applications within the County.	This semi-annual report "housing pipeline" report was presented to the Planning Commission at its April 9, 2025 meeting, combined with the annual housing element report. A subsequent mid-year status update in late October 7, 2025.	Ongoing (Semi-Annual)

Item #	PC Ref #	Assignment Date	Referred By	Planner	Item	Report	Status
4	21.1	9/8/21	Getzelman	Beretti	Request for update to the Wireless Telecommunication Ordinance and establish objective design standards	<p>Planning staff worked with the Planning Commission Ad Hoc committee on an update to the ordinance and the objective design criteria. An Ad Hoc meeting to discuss the draft ordinance was conducted on December 20, 2021. Per Ad Hoc direction, certain sections of the draft ordinance are to be revised and brought back for further Ad Hoc review. The Wireless Telecommunications Ordinance remains on the Long-Range Planning Work Program for FY 2025-26, however, it is not yet assigned and active. A status update was presented to the Planning Commission on April 9, 2025 as part of the General Plan/Housing Element Annual Report and Long-Range Planning Work Program.</p>	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.	<p>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.</p>	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)	<p>The Development Evaluation System (DES) remains a high priority item on the Long-Range Planning Work Program for the current Year 2024-2025. A status update was presented to the Planning Commission on April 24, 2024 as part of the General Plan/Housing Element Annual Report and Long-Range Planning Work Program, then again on June 26, 2024 and September 25, 2024. At the 9/25/24 meeting, PC requested staff include with each quarterly update a list of projects that processed/are in process that would have used DES if it were in place.</p> <p>As of September 24, 2025, there has been no activity related to DES, and it remains a priority project via the General Plan/Housing Element Implementation and Long-Range Planning Work Program for Years 25-26 and staff anticipates merging this effort with 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</p>	Ongoing (Semi-Annual)
7	22.5	9/14/22	Diehl	Guthrie	Request status and process for updating the Housing Element including opportunities for public involvement.	<p>The Draft Housing Element Sixth Cycle Update (Draft HEU6) was submitted to the California Department of Housing and Community Development (CA HCD) on August 29, 2024 for CA HCD's 90-day review period ending November 19, 2024. A status update was presented to Planning Commission on January 8, 2025 and staff received Board of Supervisors direction at its March 11, 2025 meeting and an updated Draft HEU6 was resubmitted for 2nd 60-day State HCD review on June 26, 2025. Staff received CA HCD's findings letter on August 25, 2025 and is in process of responding to developer updated Draft HEU for 3rd submittal. Staff provided a status update to the CA HCD's Letter of Inquiry regarding status and updated steps and timeline. A Housing Element Update is scheduled to be presented to the Board of Supervisors at the October 28, 2025 meeting.</p>	Ongoing

Item #	PC Ref #	Assignment Date	Referred By	Planner	Item	Report	Status
8	22.6	9/14/22	Diehl	Beretti	Request to consider a draft zoning code amendment providing flexibility for open framework structures to exceed lot coverage and revisit the regulations related to structural connections between primary and accessory structures.	Planning staff will present at future meeting. Any interested party may request an interpretation related to these matters in the interim.	Pending
9	22.7	3/29/23	Diehl & Mendoza	Sanchez	Request a presentation then quarterly updates on Pajaro River Levee improvement plans and Pajaro Community flood recovery efforts.	>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 (See webpages)
10	23.1	11/8/23	Shaw	Beretti	Request to consider revising County Code to increase public notice requirements for actions requiring public hearings to all owners of real property within three hundred (300) feet of the real property that is the subject of the public hearing for properties, to five hundred (500) feet.	Planning staff will present at a future meeting, in combination with PC Referral 24.3.	Pending
11	24.1	5/29/24	Mendoza/Work	Sanchez	Request presentation regarding rebuild status of property in Pajaro just one bridge along Porter Drive; Updated 1/29/2025 for staff to inform the Commission when there are major activities/status changes regarding demolition and redevelopment of the property.	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
12	24.2	6/1/24	Work	Beretti	Request to have semi-annual reports regarding the San Lucas drinking water supply issue and history.	Planning staff provided a status update report at the December 11, 2024 Planning Commission meeting. At that meeting the Commission requested to receive on-going updates regarding this matter. Staff plans to provide the Commission with semi-annual updates.	Ongoing (Semi-Annual)
13	24.3	6/5/24	Shaw	Beretti	Request to receive information regarding HCD's public outreach and notification procedures for various planning matters, and consider opportunities to improve public engagement and outreach.	Planning staff will present at a future meeting, in combination with PC Referral 23.1.	Pending
14	24.5	8/28/24	Daniels	Beretti	Keep the Planning Commission apprised regarding the Vacation Rental regulations status and discussions for the Coastal Zone.	Staff will provide updates to Planning Commission as Vacation Rental Ordinance (Title 20) is submitted to and considered by the California Coastal Commission. Coastal Commission staff has preliminarily reviewed the County regulations, have scheduled an extension of the County application for its 2/5/25 meeting, and the Coastal Commission approved the County's Vacation Rental regulations as submitted and the regulations were adopted by the Board of Supervisors for Final Adoption at its September 23, 2025 meeting. The regulations go into effect Friday October 24, 2025 and unpermitted operations have until December 24, 2025 to come into compliance. County is holding a public webinar at 1pm on 10/24/2025 and information is available at https://comry.us/VacationRentals. Staff recommends this referral be deemed complete and closed.	Complete
15	24.7	Summer 2024	Daniels/Diehl	Scariot/Wikle	Provide report regarding process for consideration of enacting a moratorium on new visitor serving units in the Big Sur Coast Land Use Plan area, pending the comprehensive update of the BSLUP.	Staff provided a report to the Planning Commission on January 29, 2025. The Commission did not support a moratorium, however, did request staff explore an interpretation of what is considered a "Rustic Campground".	On-going

Item #	PC Ref #	Assignment Date	Referred By	Planner	Item	Report	Status
16	24.8	10/25/2024	Mendoza	Scariot/Gonzalez (EHB)	Provide information and status regarding regulations and enforcement efforts to curb unpermitted food vendors.	At its June 25, 2025 meeting, the Planning Commission emphasized the high priority of this matter; the Planning Commission will prepare a letter to the Board (to be on future PC agenda, when drafted) with recommendation to support increasing resources toward enforcement efforts to curb unpermitted food vendors. Staff still anticipates presenting at the Board in the coming months, as follow up to the February 12, 2025 presentation to the Planning Commission.	On-going
17	24.9	9/25/2024	Diehl	Cappi (EHB)/J. Bowling	Review and provide a report regarding use/permissibility of composing toilets and other self-containment units given new technologies.	Staff anticipates providing a report to the Planning Commission in fall 2025.	Pending
18							