

## ATTACHMENT A

### Proposed Amendment to Monterey County 2010 General Plan (Carmel Valley Master Plan) shown as changes from 2010 Master Plan policies as adopted on October 26, 2010

- CV-1.6 New residential subdivision in Carmel Valley shall be limited to creation of ~~266~~ 190 new units as follows:
- a. There shall be preference to projects including at least 50% affordable housing units.
  - b. Lots developed with affordable housing under the Inclusionary Housing Ordinance or an Affordable Housing Overlay (Policy LU-2.12) may have more than one unit per lot. Each unit counts as part of the total unit cap.
  - c. Existing lots with five (5) acres or more may have the first single family dwelling plus one ~~auxiliary~~ accessory dwelling unit. Units added on qualifying existing lots shall not count as part of the total unit cap. New ~~auxiliary~~ accessory dwelling units or single family dwellings beyond the first single family dwelling shall be prohibited on lots with less than five (5) acres, except that this provision shall not apply to projects that have already been approved, environmental review for ~~auxiliary~~ such units has already been conducted, and in which traffic mitigation fees have been paid for such ~~auxiliary~~ units prior to adoption of this Carmel Valley Master Plan.
  - d. New lots shall be limited to the first single family dwelling. ~~Auxiliary~~ Accessory dwelling units and single family dwellings beyond the first single family dwelling shall be prohibited.
  - e. Of the ~~266~~ 190 new units, 24 are reserved for consideration of the Delfino property (30 acres consisting of APN: 187-521-014-000, 187-521-015-000, 187-512-016-000, 187-512-017-000, 187-512-018-000, and 187-502-001-000) in Carmel Valley Village (former Carmel Valley Airport site) to enable subdivision of the property into 18 single family residential lots and one lot dedicated for six affordable/inclusionary units, provided the design of the subdivision includes at least 14 acres available for community open space use subject to also being used for subdivision related water, wastewater, and other infrastructure facilities.
  - f. New units or lots shall be debited from the unit count when an entitlement is granted or a building permit is issued, whichever occurs first.
  - g. At five year intervals, the County shall also examine any other factors that might warrant a downward adjustment to the residential unit cap.
- The County shall develop a tracking system and shall present, ~~before the Planning Commission~~, an annual report of units remaining ~~before the Planning Commission~~. For purposes of the new residential unit cap set forth in this policy, the term “unit” or “units” means lots created by subdivision (including condominiums), accessory dwelling units, single family dwellings beyond the first single family dwelling on a lot, and apartments.

Amend CV-2.17

CV-2.17 To implement traffic standards to provide adequate streets and highways in Carmel Valley, the County shall conduct and implement the following:

a) Twice yearly monitoring by Public Works (in June and October) of peak hour traffic volumes and daily traffic volumes at the following six (6) locations indicated in bold (at least one of the yearly monitoring periods will occur when local schools are in session) in the following list noted in bold type:

	<i>Carmel Valley Road</i>	<i>ADT threshold</i>
1.	Holman Road to CVMP boundary	<u>8487</u>
2.	Holman Road to Esquiline Road	<u>6835</u>
3.	<b>Esquiline Road to Ford Road</b>	<b><u>9065</u></b>
4.	<b>Ford Road to Laureles Grade</b>	<b><u>11,600</u></b>
5.	<b>Laureles Grade to Robinson Canyon Road</b>	<b><u>12,752</u></b>
6.	<b>Robinson Canyon Road to Schulte Road</b>	<b><u>15,499</u></b>
7.	<b>Schulte Road to Rancho San Carlos Road</b>	<b><u>16,340</u></b>
8.	Rancho San Carlos Road to Rio Road	<u>48,487</u>
9.	Rio Road to Carmel Rancho Boulevard	<u>51,401</u>
10.	<b>Carmel Rancho Boulevard to SR1</b>	<b><u>27,839</u></b>
	<i>Other Locations</i>	
11.	Carmel Rancho Boulevard between Carmel Valley Road and Rio Road	<u>33,495</u>
12.	Rio Road between its eastern terminus at Val Verde Drive and <u>Carmel Rancho Boulevard SR1</u>	<u>6,416</u>
13.	<u>Rio Road between Carmel Rancho Boulevard and SR1</u>	<u>33,928</u>

b) A yearly evaluation report shall be prepared ~~jointly~~ by the Public Works Department in December ~~to evaluate the peak hour level of service (LOS) for that shall report on traffic along the six (6) monitoring locations and determine if any of those segments are approaching a peak hour traffic volume that would lower levels of service below the LOS standards established below under Policy CV 2-17(e) indicated segments.~~ The report shall evaluate traffic using the PTSF methodology (or such other methodology as may be appropriate for a given segment in the opinion of the Public Works Department), and the ADT methodology. ADT thresholds for each segment are listed above, and the Public Works Department shall annually establish appropriate PTSF or other methodology thresholds for each of the six (6) segments listed above will summarize peak hour data and Percent Time Following (PTSF) analysis in an Average Daily Trips (ADT) format.

c) A public hearings before the Board of Supervisors shall be held in

January immediately following the December report when only 100 or fewer ADT ~~10 or less peak hour trips~~ remain before the ADT count for a segment will equal or exceed the indicated threshold, or where the PTSF (or such other methodology as may be appropriate for a given segment in the opinion of the Public Works Department) for a segment exceeds or is within one percent (1%) of the value that would cause a decrease in the LOS ~~an unacceptable level of service (as defined by Policy CV-2-17C)~~ would be reached for any of the six (6) segments described above.

d) At five year intervals the County shall monitor all segments listed in Policy CV-2.17(a) and the annual report described in Policy CV-2.17(b) shall include a report on all segments. If such periodic monitoring and reporting shows that any segment not previously part of the annual report is within twenty percent (20%) of the listed ADT threshold, that segment shall thereafter be subject to the annual monitoring and reporting.

e) ~~Also~~ At five year intervals the County shall examine the degree to which estimates of changes in Levels of Service (“LOS”) in the Carmel Valley Master Plan Area may be occurring earlier than predicted in the General Plan Environmental Impact Report. If the examination indicates that LOS are likely to fall to a lower letter grade than predicted for 2030, then the County shall consider adjustments to the cap on new residential units established in Policy CV-1.6 and/or the cap on new visitor serving units established in Policy CV-1.15 or other measures that may reduce the impacts, including, but not limited to, deferral of development that would seriously impact traffic conditions.

- f) The traffic LOS standards (~~LOS as measured by peak hour conditions~~) for the CVMP Area shall be as follows:
- 1) Signalized Intersections – LOS of “C” is the acceptable condition.
  - 2) Unsignalized Intersections – LOS of “F” or meeting of any traffic signal warrant are defined as unacceptable conditions.
  - 3) Carmel Valley Road Segment Operations:
    - a) LOS of “C” and ADT below its threshold specified in Policy CV-2.17(a) for Segments 1, 2, 8, 9, and 10, 11, 12 and 13 is an acceptable condition;
    - b) LOS of “D” and ADT below its threshold specified in Policy CV-2.17(a) for Segments 3, 4, 5, 6, and 7 is an acceptable condition.

During review of development applications that require a discretionary permit, if traffic analysis of the proposed project indicates that the project would result in traffic conditions that would exceed the standards described above in Policy CV 2.17(f), after the analysis takes into consideration the Carmel Valley Traffic Improvement Program to be funded by the Carmel Valley Road Traffic

Mitigation Fee, then approval of the project shall be conditioned on the prior (e.g., prior to project-generated traffic) construction of additional roadway improvements or an Environmental Impact Report shall be prepared for the project, which will include evaluation of traffic impacts based on the ADT methodology. Such additional roadway improvements must be sufficient, when combined with the projects programmed for completion prior to the project-generated traffic in the Carmel Valley Traffic Improvement Program, to allow County to find that the affected roadway segments or intersections would meet the acceptable standard upon completion of the programmed plus additional improvements. Any EIR required by this policy shall assess cumulative traffic impacts outside the CVMP area arising from development within the CVMP area.

This policy does not apply to the first single family residence on a legal lot of record. The use of the ADT methodology as set forth in this Policy CV-2.17 shall be limited to the purposes described in the Policy, and the County may utilize any traffic evaluation methodology it deems appropriate for other purposes, including but not limited to, road and intersection design. This policy shall also not apply to commercial development in any Light Commercial Zoning (“LC”) district within the CVMP area where the Director of Planning has determined that the requirement for a General Development Plan, or amendment to a General Development Plan, may be waived pursuant to Monterey County Code section 21.18.030 (E).

Amend CV-2.18

- CV-2.18      The County shall adopt a Carmel Valley Traffic Improvement Program (CVTIP) that:
- a.      Evaluates the conditions of Carmel Valley Road and identifies projects designed to maintain the adopted LOS standards for this roadway as follows:
    - 1.      In order to preserve the rural character of Carmel Valley, improvements shall be designed to avoid creating more than three through lanes along Carmel Valley Road.
    - 2.      Higher priority shall be given to projects that address safety issues and manage congestion.
    - 3.      The project list may include projects previously identified for inclusion in the CVTIP or their functional equivalent.
    - 4.      Priorities shall be established through community input via a Carmel Valley Road Committee, which shall be established by the Board of Supervisors and shall review and comment on proposed projects in the CVTIP, and review and comment on the annual report described in Policy CV-2.17 (b).

5. At a minimum, the project list shall be updated every five years unless a subsequent traffic analysis identifies that different projects are necessary.
- b. Validates and refines the specific scope of all projects proposed by the CVTIP through preparation of a Project Study Report (PSR). The PSR will be reviewed and commented on by the Carmel Valley Road Committee prior to commencement of project design.
- c. Establishes a fee program to fund the CVTIP. All projects within the Carmel Valley Master Plan (CVMP) area, and within the “Expanded Area” that contribute to traffic within the CVMP area, shall contribute a fair-share traffic impact fee to fund necessary improvements identified in the CVTIP, as updated at the time of building permit issuance. Fees will be updated annually as specified by the CVTIP to account for changes in construction costs and land values. The County shall adopt a CVTIP within one year of approval of the 2010 General Plan. The CVTIP does not apply to any roadways (including SR1) that are located outside the CVMP area.

Amend CV-3.11

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. Removal of healthy, native oak, madrone, and redwood trees in the Carmel Valley Planning Area shall be discouraged. An ordinance shall be developed to identify required procedures for removal of these trees. Said ordinance shall take into account fuel modification needed for fire prevention in the vicinity of structures and shall include:

- a. ~~Permit requirements.~~
- b. ~~Replacement criteria~~
- c. ~~Exceptions for emergencies and governmental agencies~~

Add CV-3.22

CV-3.22 Notwithstanding policy OS-3.5(1), non-agricultural development that is both on

slopes in excess of twenty five percent (25%) and on highly erodible soils shall be prohibited. Non-agricultural development on slopes in excess of twenty five (25%) percent that is not on highly erodible soils shall be subject to Policy OS-3.5(1).

Delete CV-6.5

CV 6.5 — ~~Notwithstanding *Policy OS 3.5*, new development shall be prohibited on slopes: 1) with highly erodible soils, and 2) in excess of twenty five percent (25%).~~