

Exhibit B

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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 "concurs 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 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 be 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 do 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.

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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.

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CORRAL DE TIERRA FUELING STATION

1 CORRAL DE TIERRA ROAD, CORRAL DE TIERRA CA, 93908

08-26-2025



EXHIBIT LIST

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

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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.



DATE: 07.31.2025
MCG JOB #: 20.086.01

DATE	REVISIONS

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EXISTING SITE PHOTOS

CORRAL DE TIERRA FUELING STATION

1 CORRAL DE TIERRA ROAD, CORRAL DE TIERRA, CA 93908

A-1.0

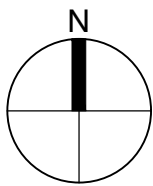
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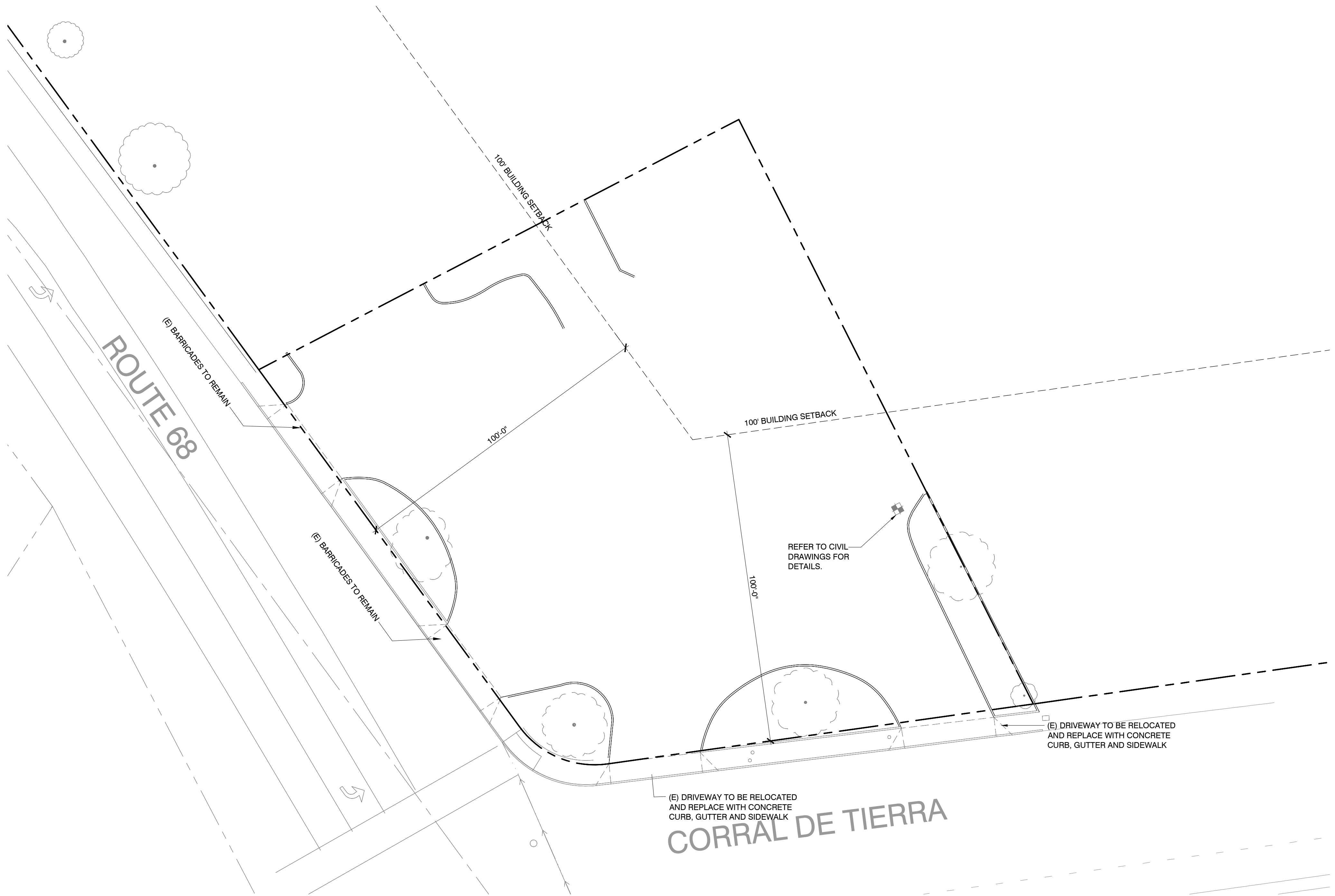


LOCATION MAP
N.T.S.



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



CORRAL DE TIERRA FUELING STATION
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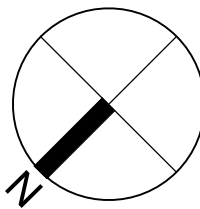
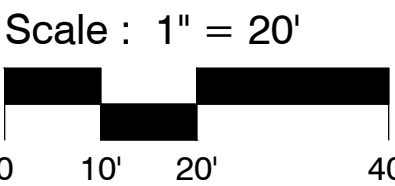
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EXISTING SITE PLAN



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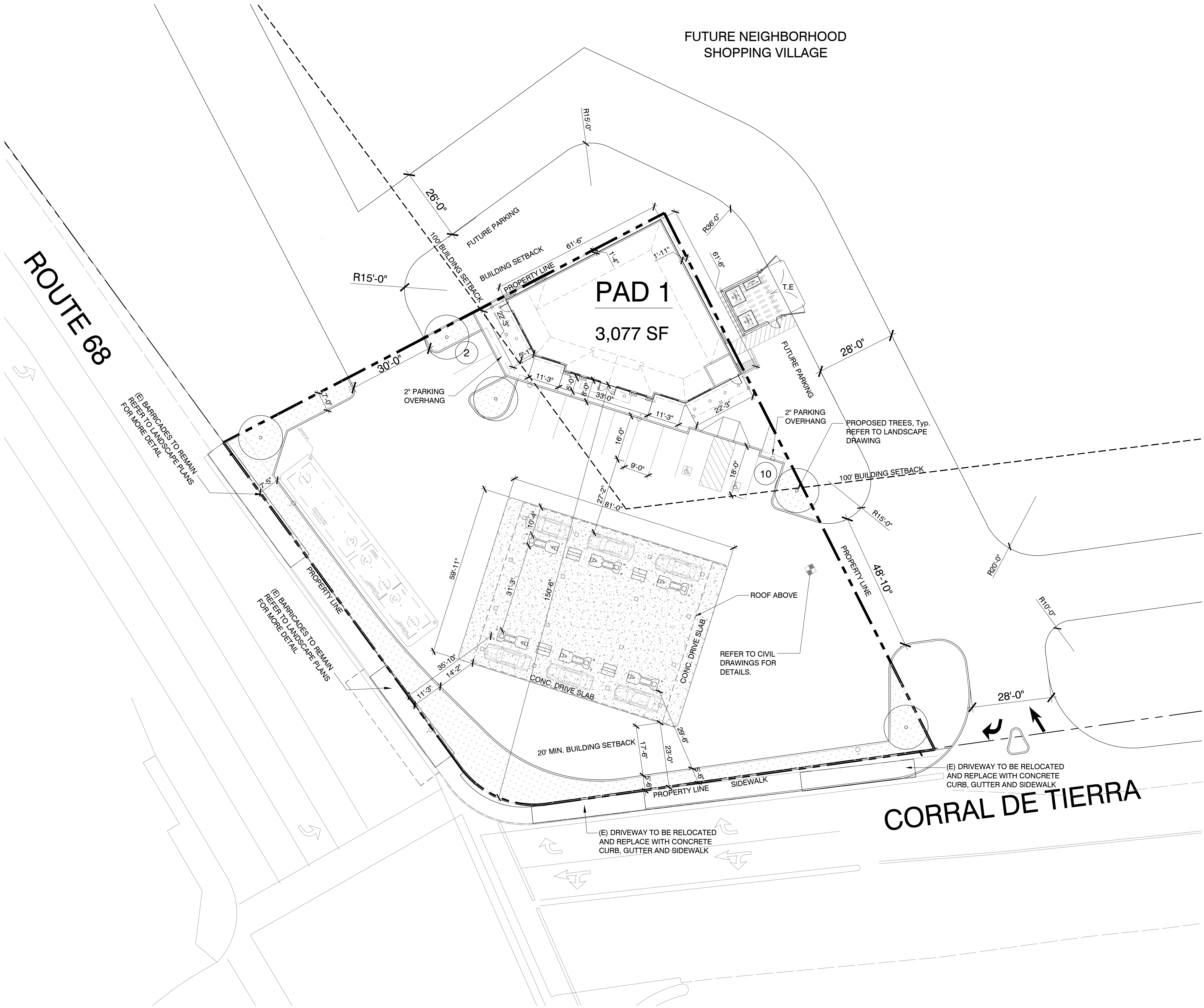
GENERAL NOTE: Any work within the public (state) right-of-way will require authorization from the appropriate agency (Public Works, Caltrans)

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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)

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PROPOSED SITE PLAN - EX. STREETS

SP-09

CORRAL DE TIERRA FUELING STATION

1 CORRAL DE TIERRA ROAD, CORRAL DE TIERRA, CA 93908

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Scale : 1" = 20'

A-2.1

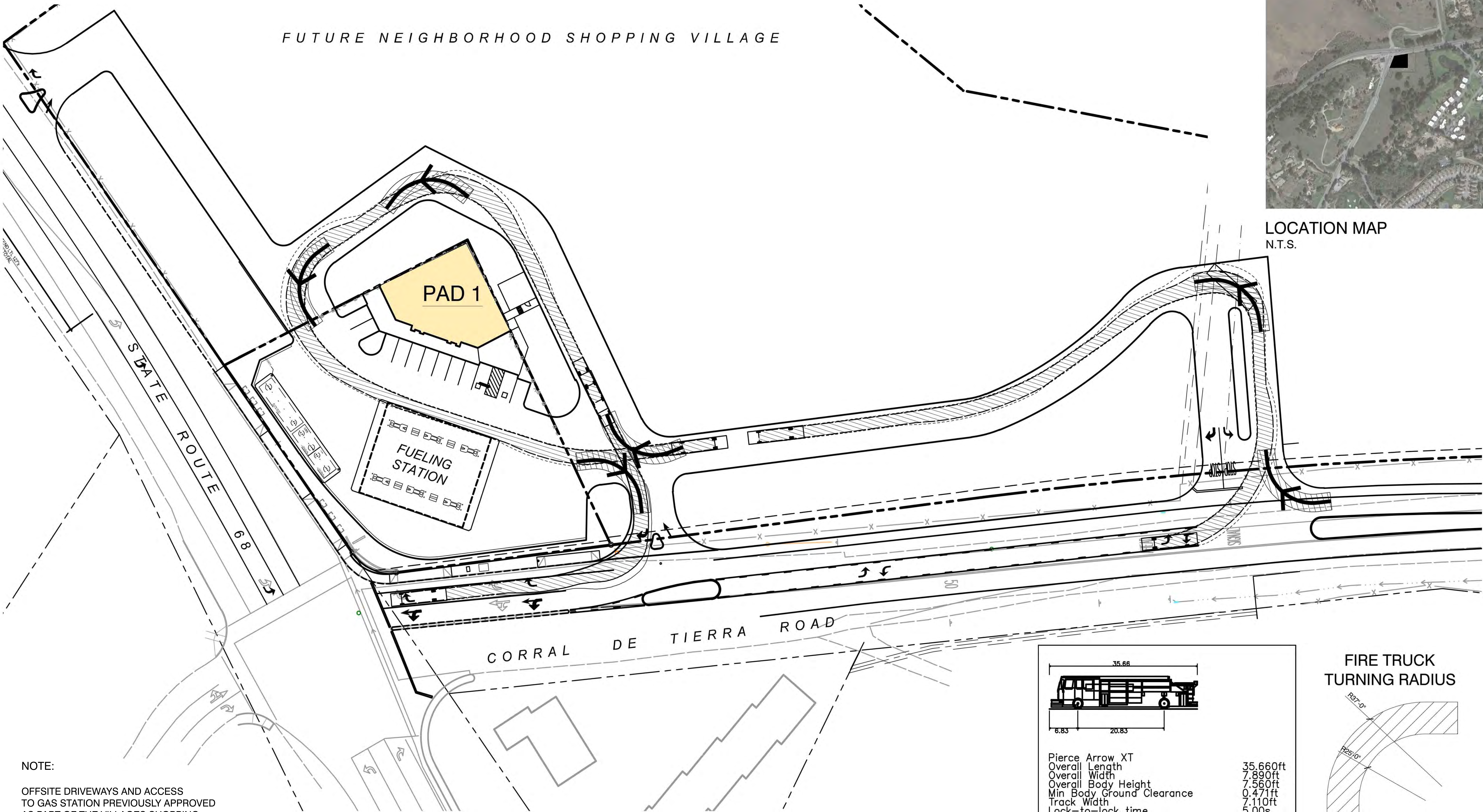
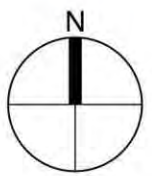
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FUTURE NEIGHBORHOOD SHOPPING VILLAGE



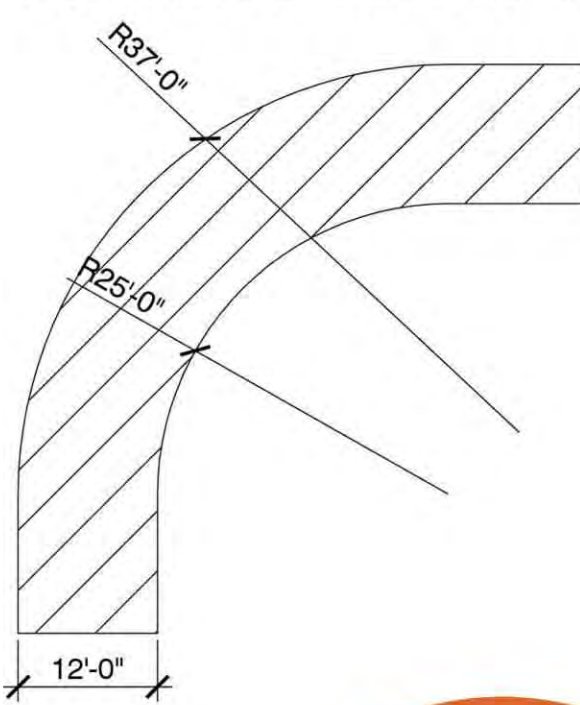
LOCATION MAP
N.T.S.



NOTE:
OFFSITE DRIVEWAYS AND ACCESS
TO GAS STATION PREVIOUSLY APPROVED
AS PART OF THE VILLAGES SHOPPING
CENTER PROJECT.
(PLN 020344 AND PLN 110077)

Pierce Arrow XT	
Overall Length	35.660ft
Overall Width	7.890ft
Overall Body Height	7.560ft
Min Body Ground Clearance	0.471ft
Track Width	7.110ft
Lock-to-lock time	5.00s
Curb to Curb Turning Radius	35.980ft

FIRE TRUCK
TURNING RADIUS



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FIRE ACCESS PLAN

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A-2.2

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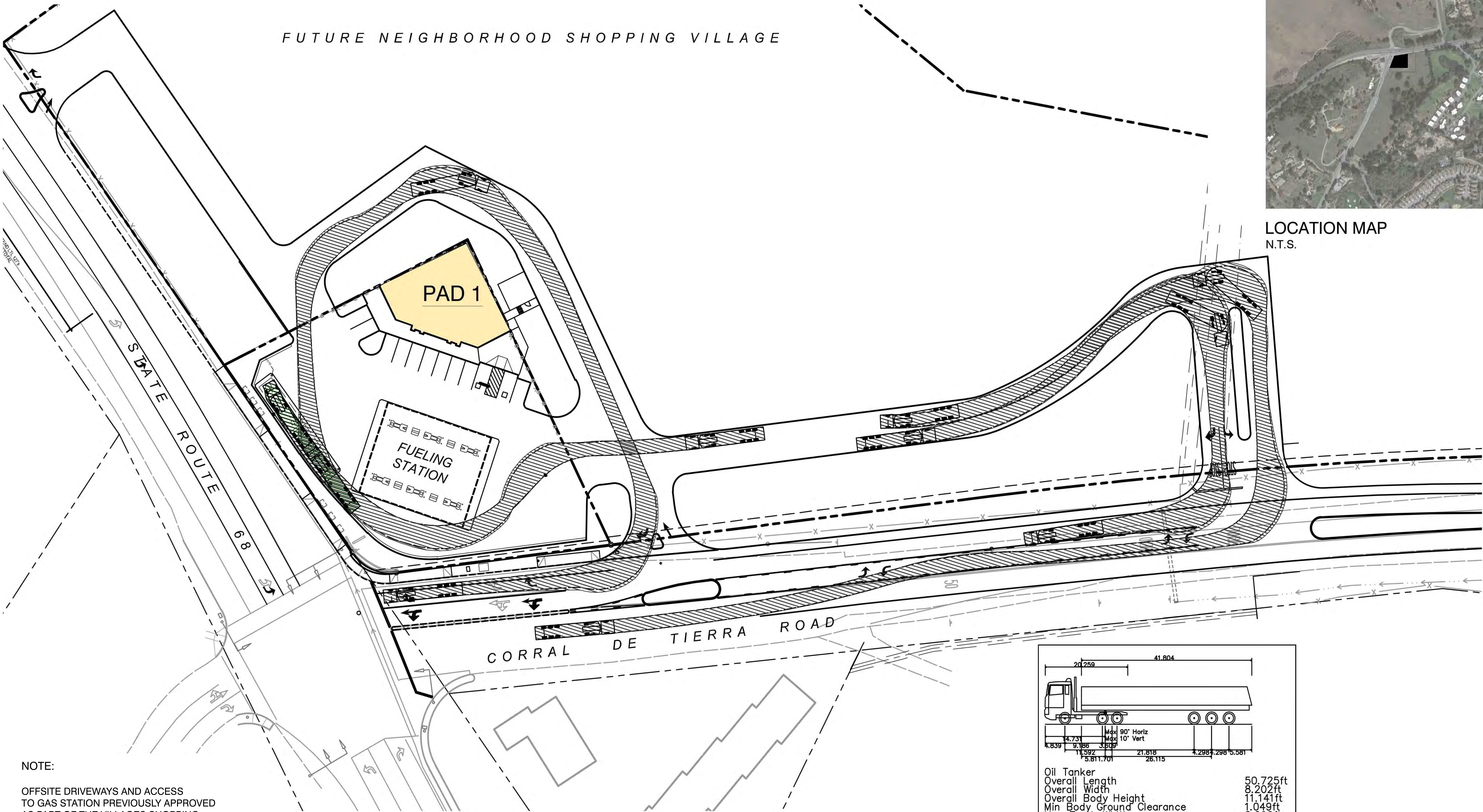


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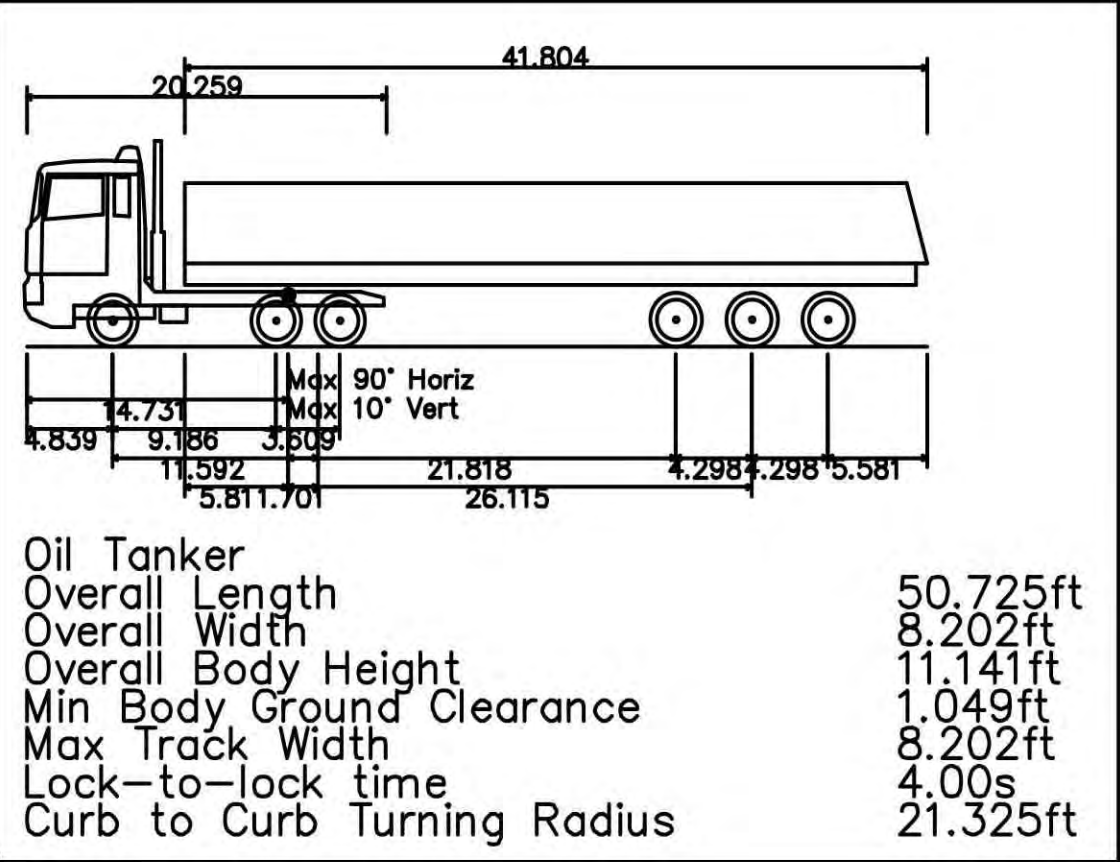
FUTURE NEIGHBORHOOD SHOPPING VILLAGE



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)



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FUEL DELIVERY
TRUCK ACCESS PLAN

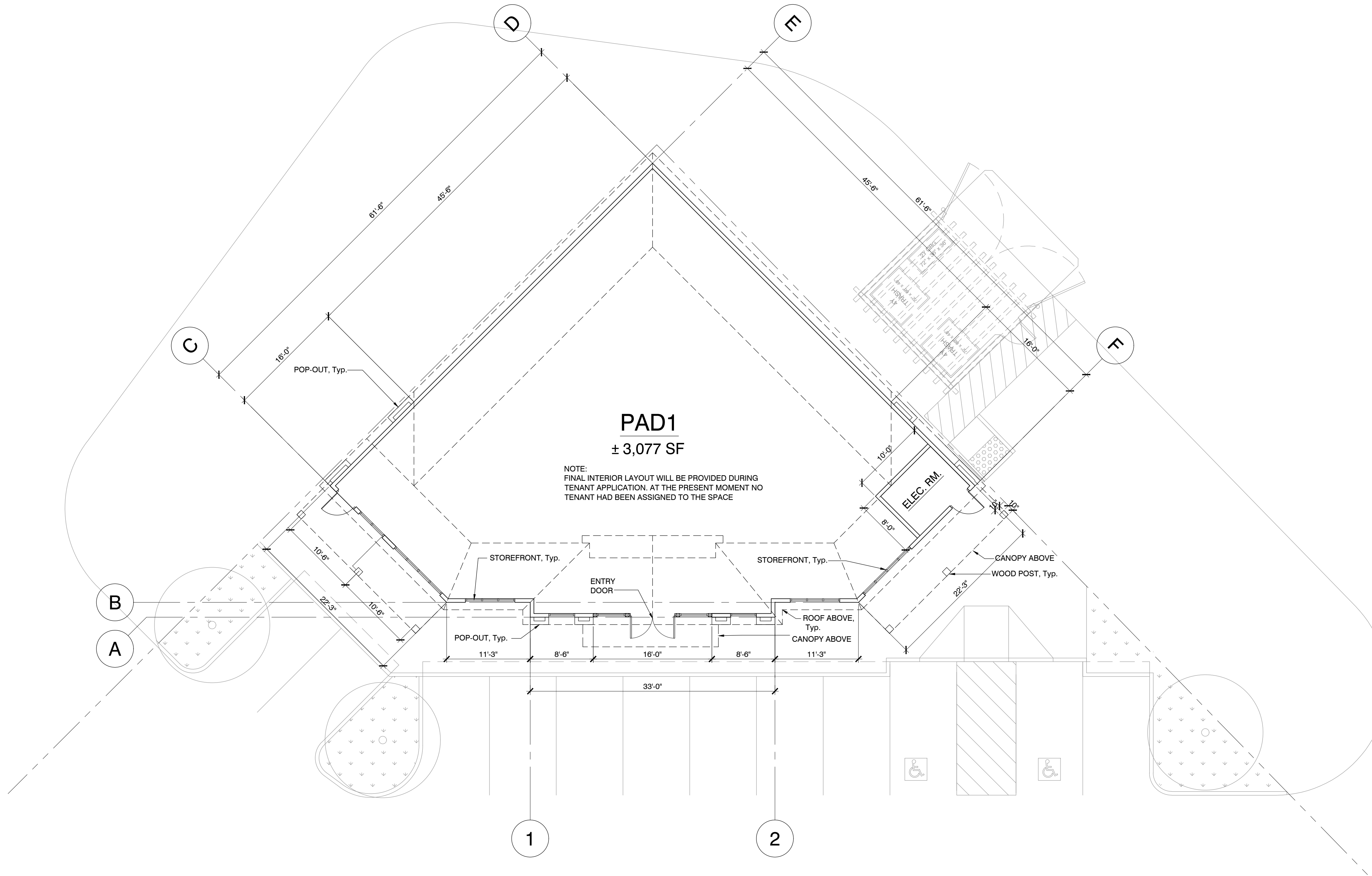
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Contact: Eric Phelps

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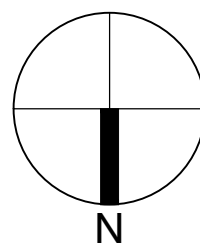
DATE: 07.31.2025
MCG JOB #: 20.086.01

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PROPOSED FLOOR PLAN
(3,077 SF)

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



CORRAL DE TIERRA FUELING STATION

1 CORRAL DE TIERRA ROAD, CORRAL DE TIERRA, CA 93908

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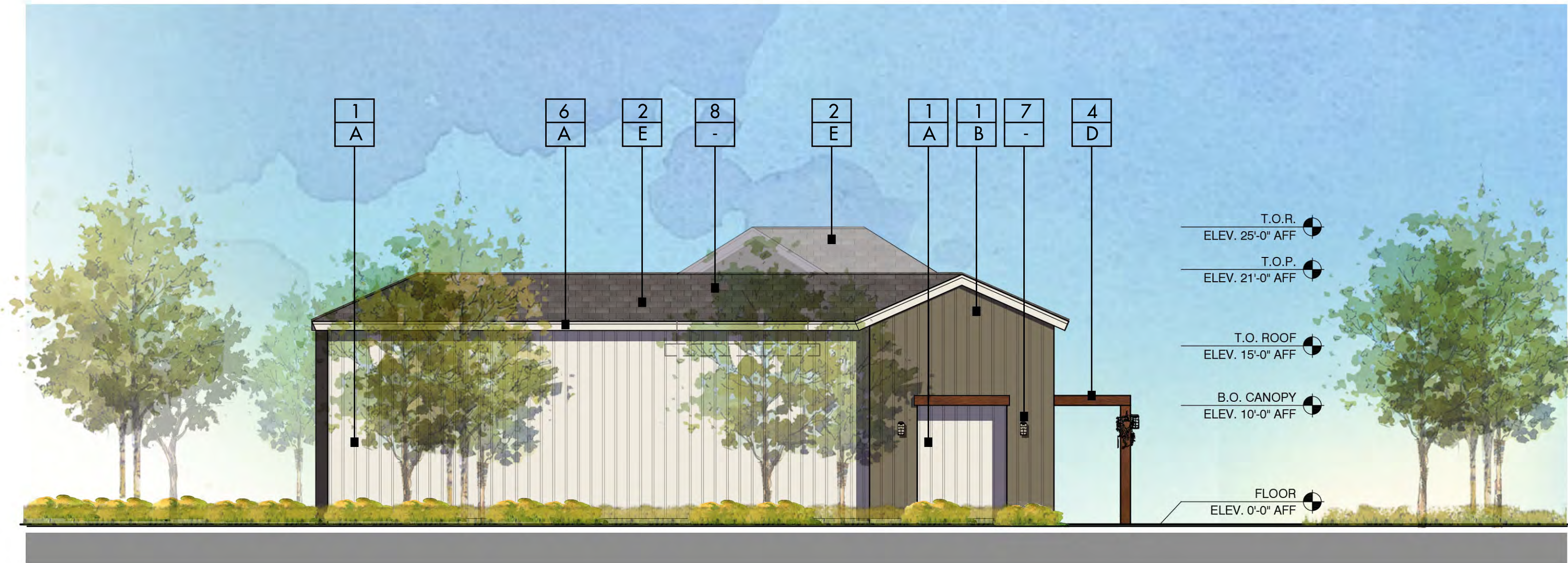
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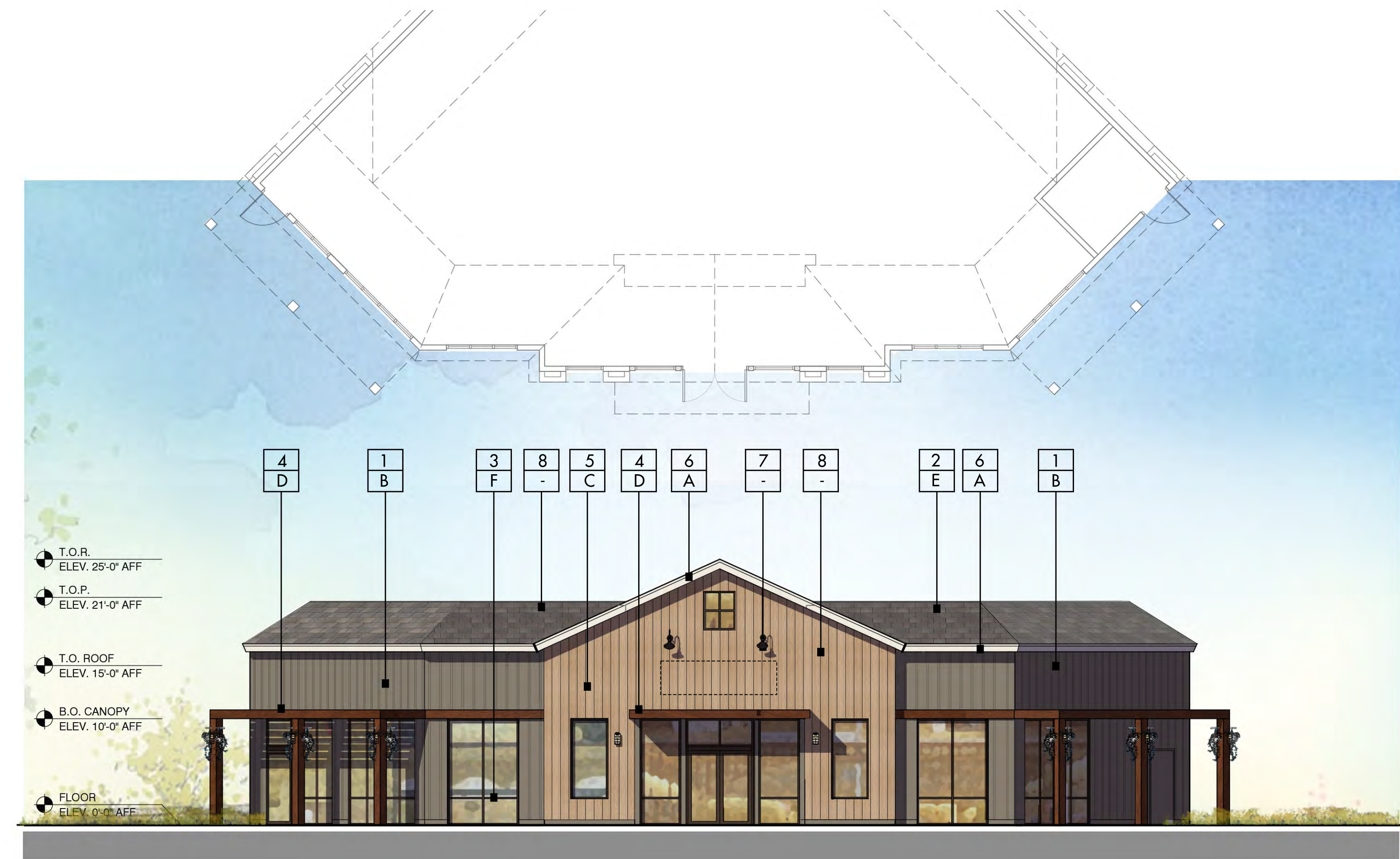
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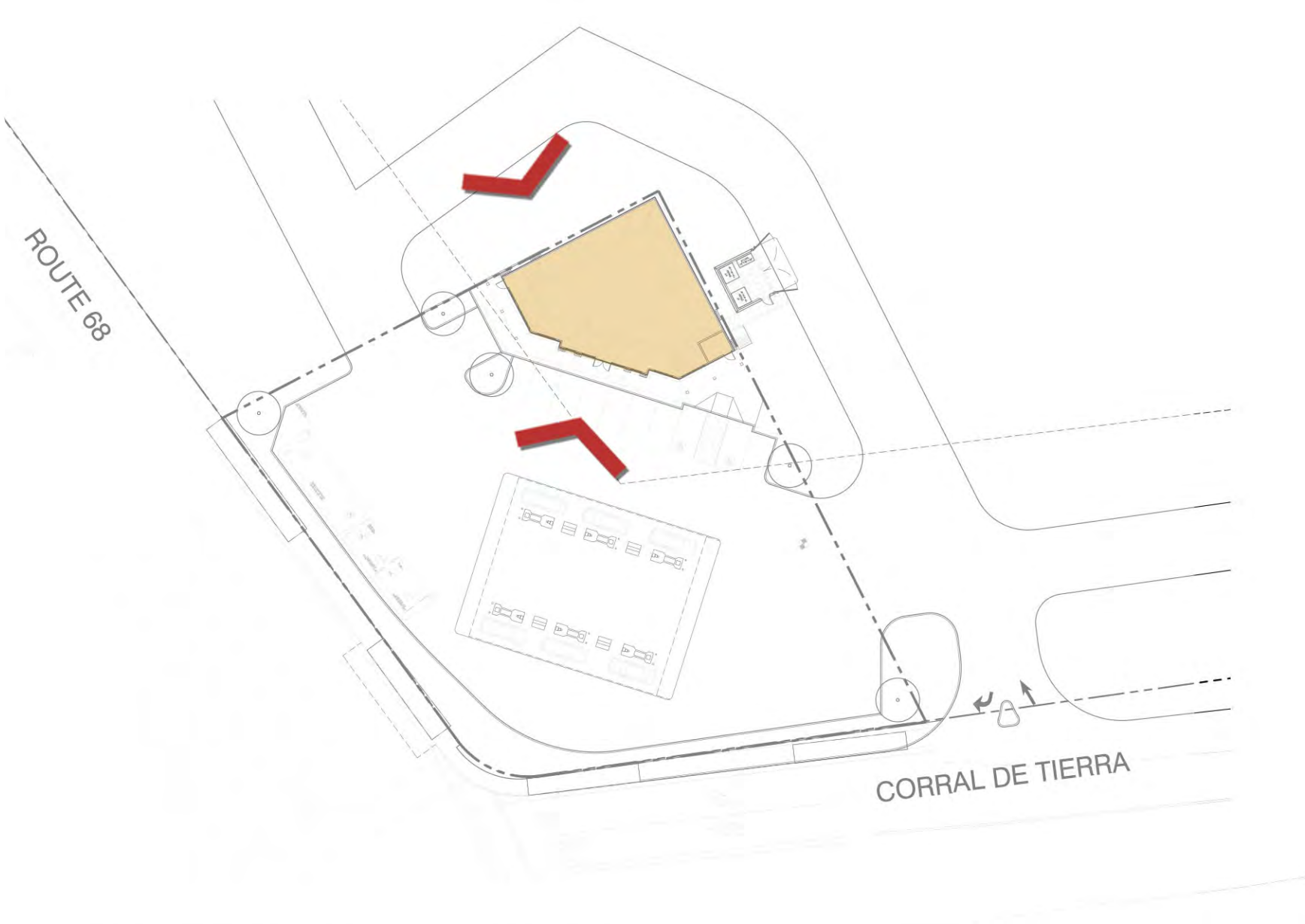
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TYPICAL SIDE ELEVATION



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

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PROPOSED
CONVENIENCE STORE

Scale : 1/8" = 1'-0"
0 4' 8' 16'

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1 CORRAL DE TIERRA ROAD, CORRAL DE TIERRA, CA 93908

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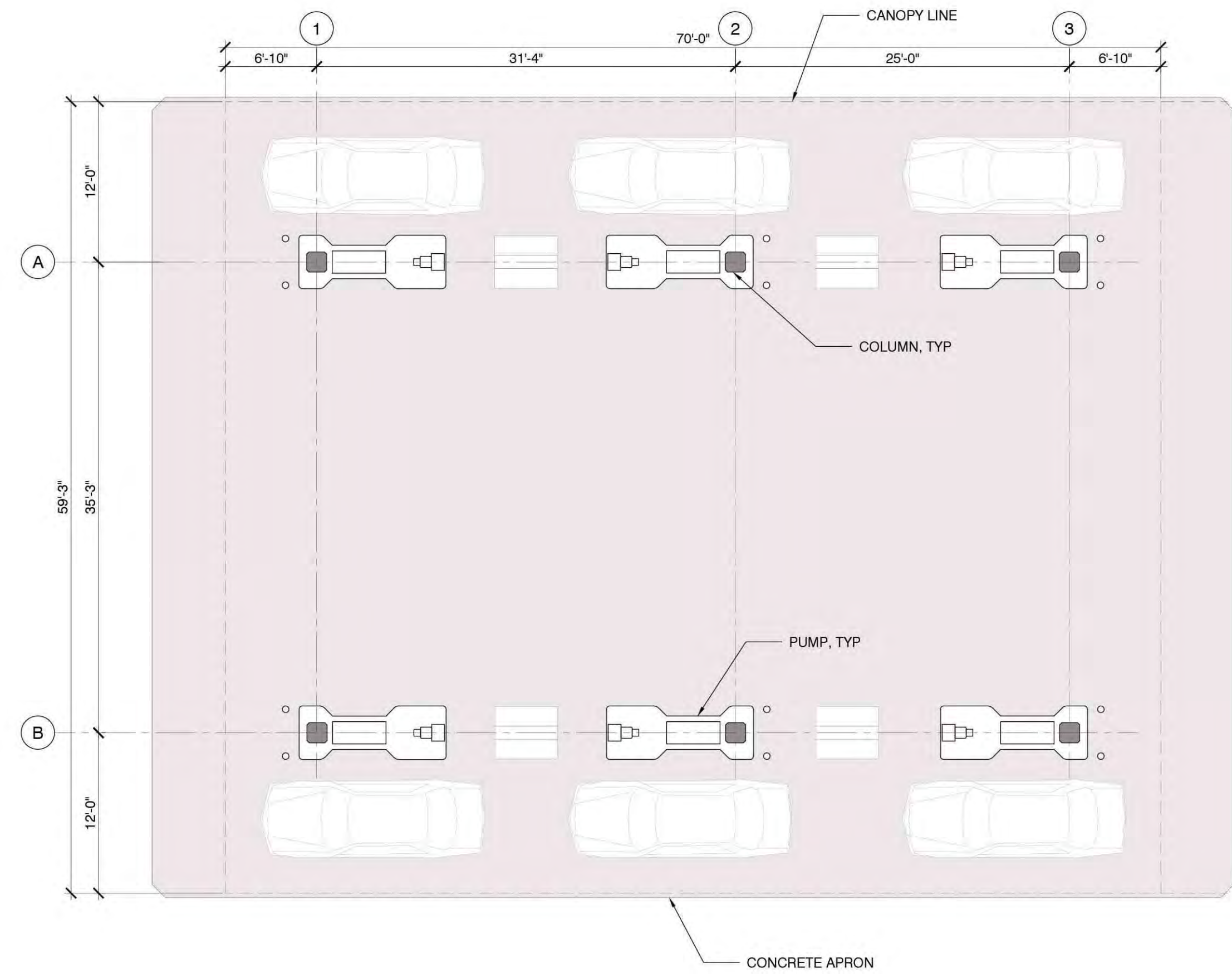
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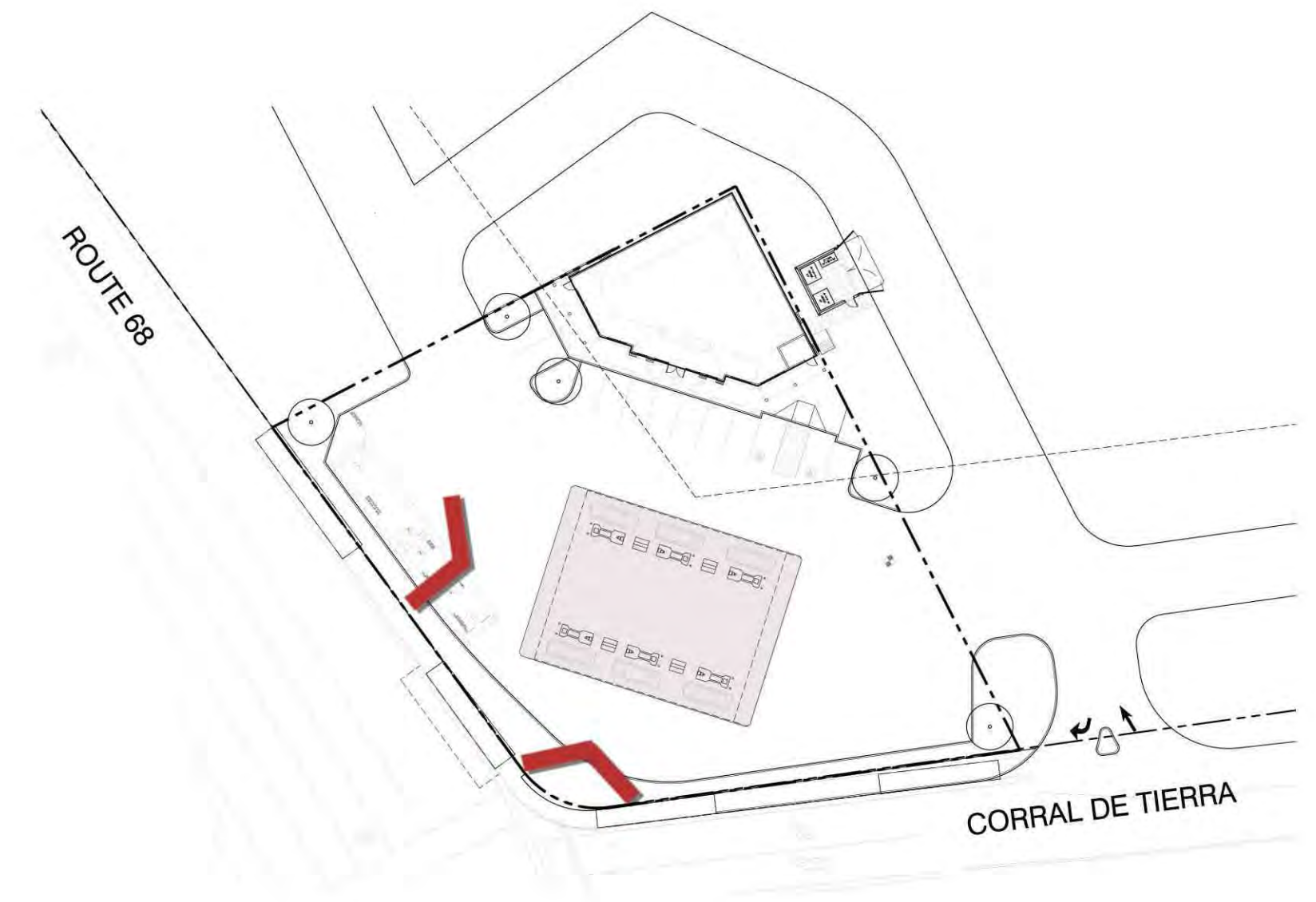
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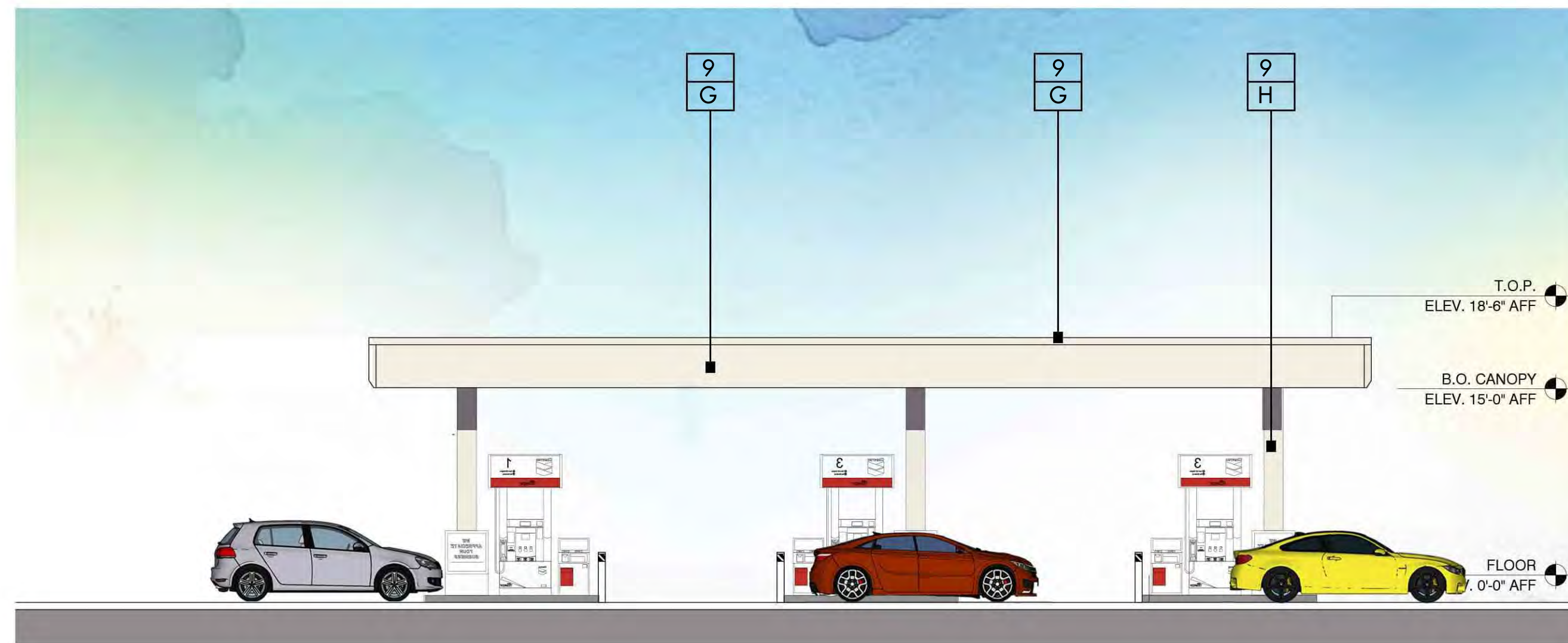
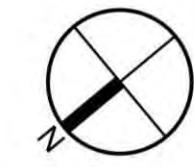
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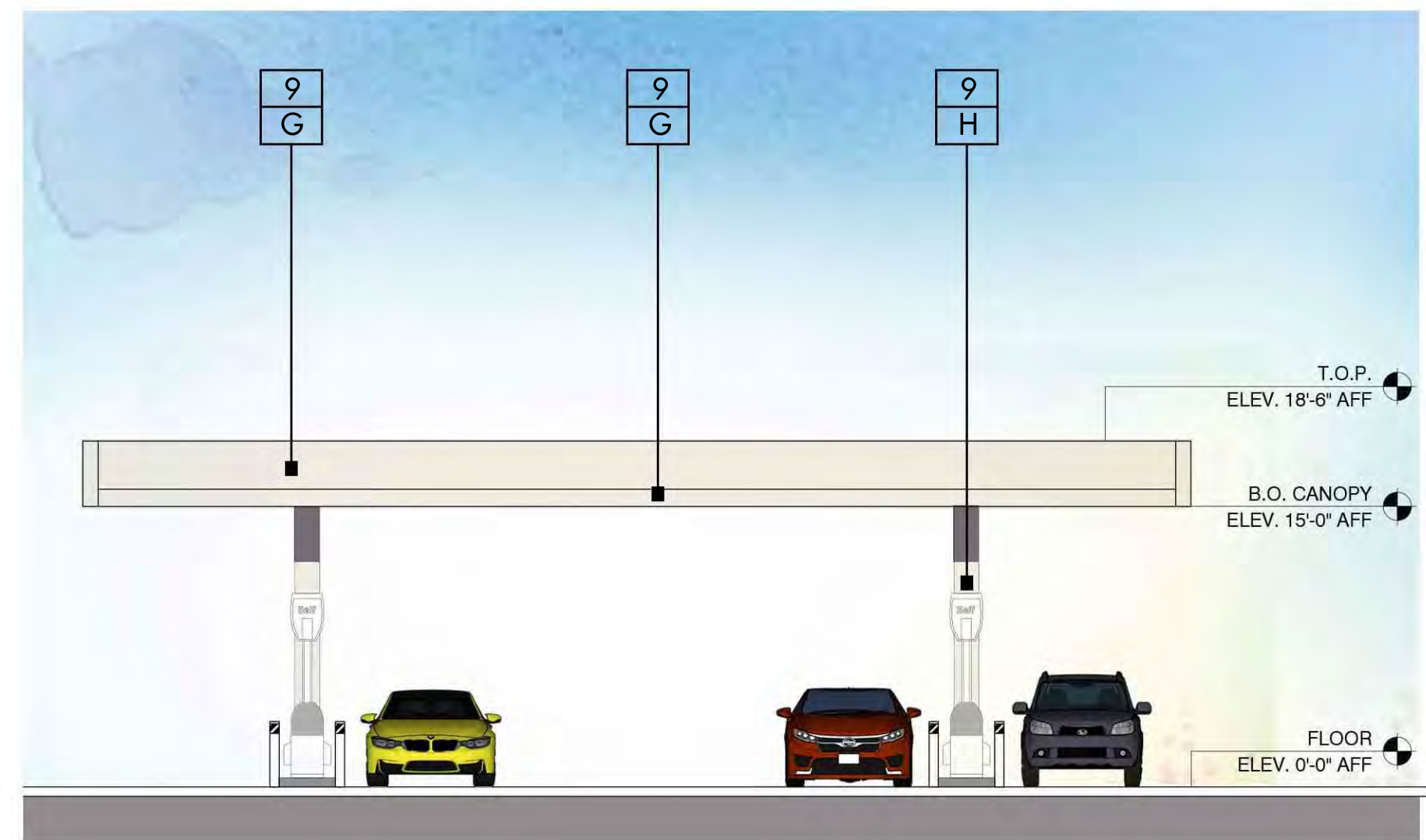
FLOOR PLAN



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"

CORRAL DE TIERRA FUELING STATION
1 CORRAL DE TIERRA ROAD, CORRAL DE TIERRA, CA 93908

PROPOSED
CANOPY ELEVATIONS

A-5.0

DATE: 07.31.2025
MCG JOB #: 20.086.01

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Scale : 1/8" = 1'-0"
0 4' 8' 16'

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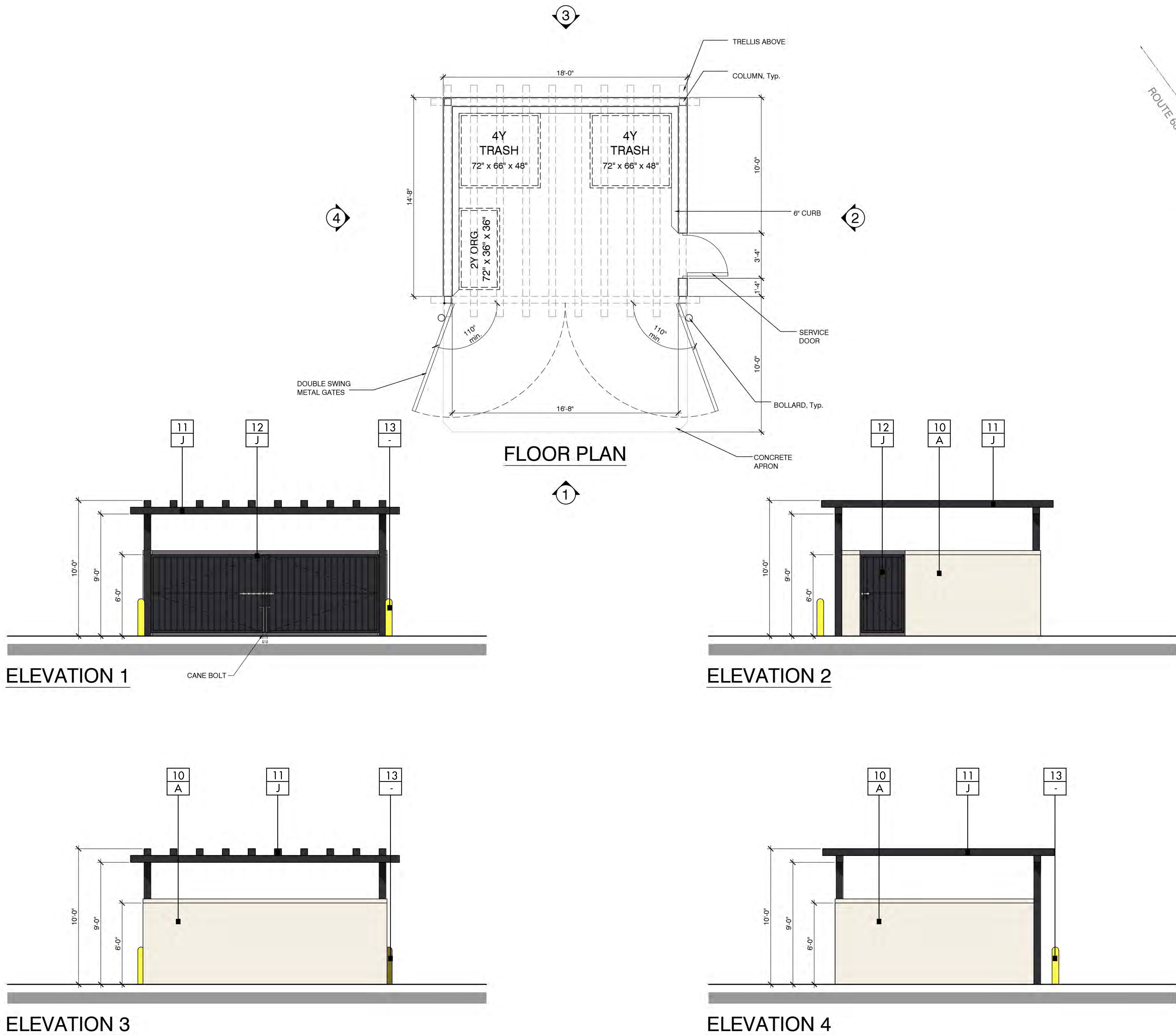
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KEY PLAN
N.T.S.

FINISHES:

- 10 PLASTER OVER CMU
- 11 METAL TRELLIS
- 12 METAL GATES
- 13 BOLLARD

COLORS:

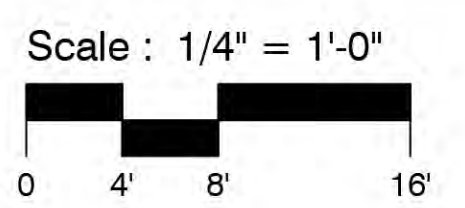
- A "SHELL WHITE"
- J "TRICORN BLACK"

DATE: 07.31.2025
MCG JOB #: 20.086.01

DATE	REVISIONS

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PROPOSED
TRASH ENCLOSURE



CORRAL DE TIERRA FUELING STATION

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A SW8917
SHELL WHITE
BY: SHERWIN WILLIAMS



B SW7053
ADAPTIVE SHADE
BY: SHERWIN WILLIAMS



C COMPOSITE WOOD
“CANADIAN MAPLE”
BY: NEWTECHWOOD



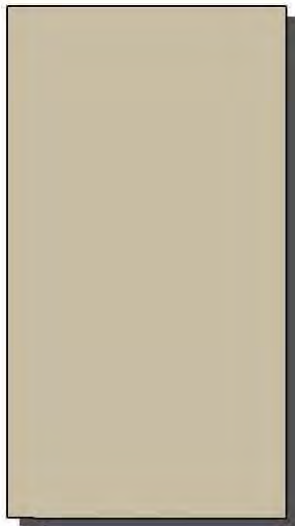
D COMPOSITE WOOD
“BRAZILIAN IPE”
BY: NEWTECHWOOD



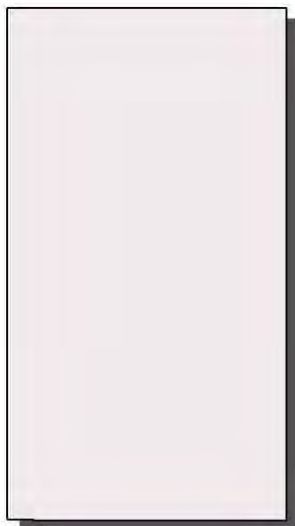
E ROOF SHINGLES
WEATHERED GRAY ALGAE
BY: GAF



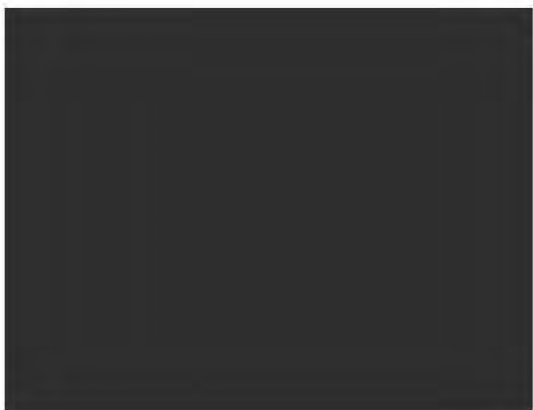
F DARK BRONZE
BY: KAWNEER



G CLZ ALUMINUM
BY: ALPOLIC



H CPW WHITE
BY: ALPOLIC



J SW6258
TRICORN BLACK
BY: SHERWIN WILLIAMS



I BOARD AND BATTEN
BY: JAMES HARDIE

DATE: 07.31.2025
MCG JOB #: 20.086.01

DATE	REVISIONS

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MATERIAL BOARD

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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 ET_o 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 MWELCO
 - 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)



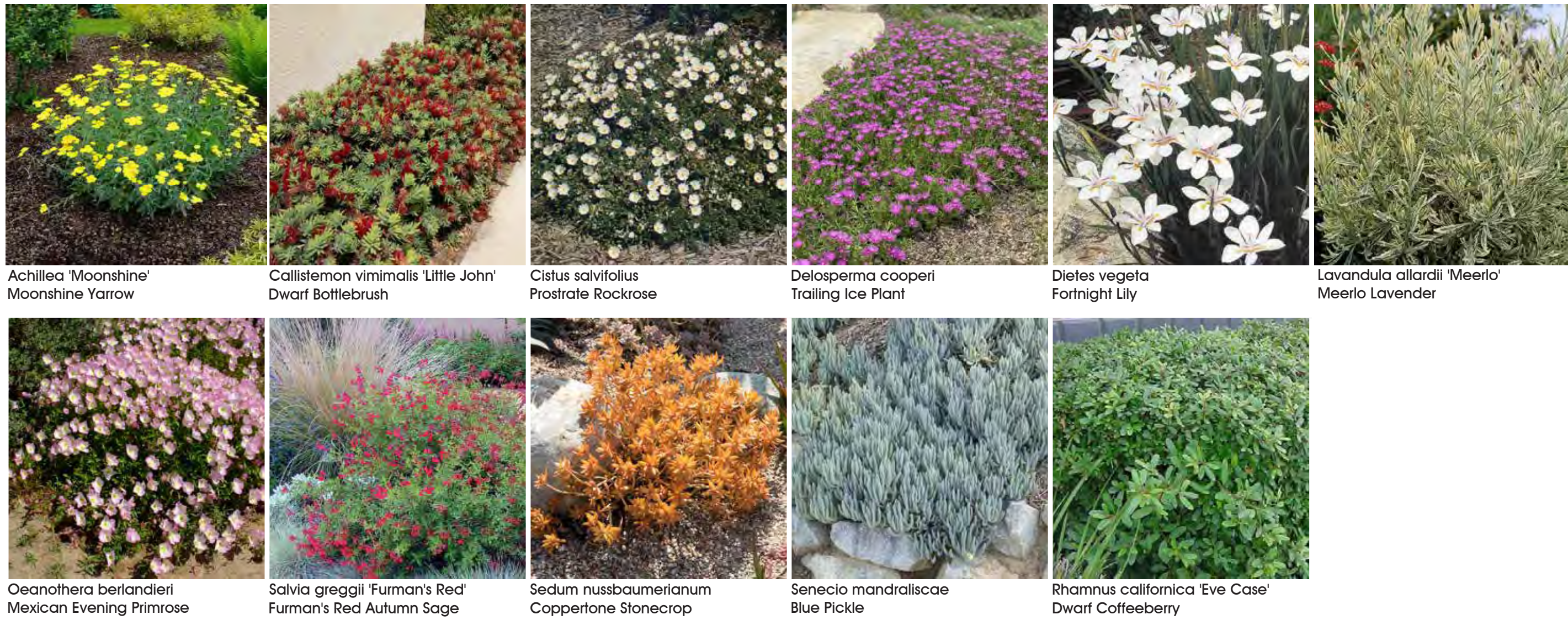
TREES



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

Dietes 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
Copperstone Stonecrop

Senecio mandraliscae
Blue Pickle

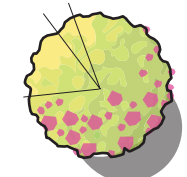
Rhamnus californica 'Eve Case'
Dwarf Coffeeberry

PLANT PALETTE

Sunset Zone: 16

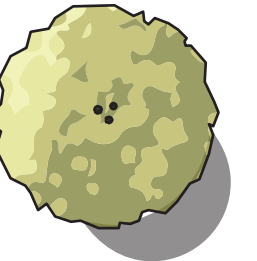
Symbol	Botanical Name	Common Name	WUCOLS Region 1
--------	----------------	-------------	--------------------

TREES



Cercis occidentalis
Western Redbud

Low



Quercus agrifolia
Coast Live Oak

Low

Symbol	Botanical Name	Common Name	Height	Width (Spacing)	WUCOLS Region 1
--------	----------------	-------------	--------	--------------------	--------------------

LOW SHRUBS/ GROUNDCOVERS (Zone 1 & 2)



Achillea 'Moonshine'
Cistus salvifolius
Delosperma cooperi
Oenothera bielandieri
Sedum nussbaumerianum
Senecio mandraliscae

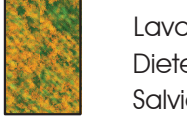
Moonshine Yarrow
Prostrate Rockrose
Trailing Ice Plant
Mexican Evening Primrose
Copperstone Stonecrop
Blue Pickle

1'-2'
1'-2'
6"
1'-2'
6"
1'-2'

1'-2' (18")
3'-5' (4)
1'-2' (18")
3'-5' (4)
2'-3' (1)
2'-3' (1)

Low
Low
Low
Low
Low
Low

ACCENT SHRUBS (Zone 3)



Lavandula 'Meerlo'
Dietes vegeta
Salvia greggii 'Furman's Red'

Meerlo Lavender
Fortnight Lily
Furman's Red Autumn Sage

2'-3'
2'-3'
2'-4'

2'-3' (3)
3'-4' (3)
2'-3' (2.5)

Low
Low
Low

SCREEN SHRUBS (Zone 3)



Callistemon 'Little John'
Rhamnus californica 'Eve Case'

Little John Bottlebrush
Coffeeberry

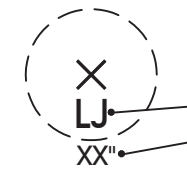
3'
4'-5'

3' (3)
4'-5'

Low
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



INDICATES SPECIES (See Tabulation Below)
INDICATES TRUNK
DIAMETER

KEY	BOTANICAL NAME	COMMON NAME	QTY.	SIZE
LJ	Ligustrum japonicum	Waxleaf Privet	1	4"
LJ	Ligustrum japonicum	Waxleaf Privet	1	12"
MA	Morus alba	White Mulberry	1	12"
OE	Olea europaea	European Olive	1	6"
OE	Olea europaea	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.



VICINITY MAP

N.T.S.



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CONCEPTUAL LANDSCAPE PLAN

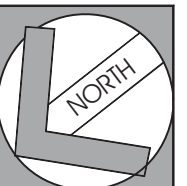
1 CORRAL DE TIERRA ROAD, CALIFORNIA
CORRAL DE TIERRA, CALIFORNIA

CORRAL DE TIERRA FUELING STATION

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19045 PORTOLA DRIVE, SUITE F-2
831-214-5362, eric@cdcrealty.com
Contact Eric Phelps

0' 10' 20' 40' 60'
SCALE: 1" = 20'
CDPC PROJECT NO. 22012

APRIL 17, 2025



conceptual design + planning company

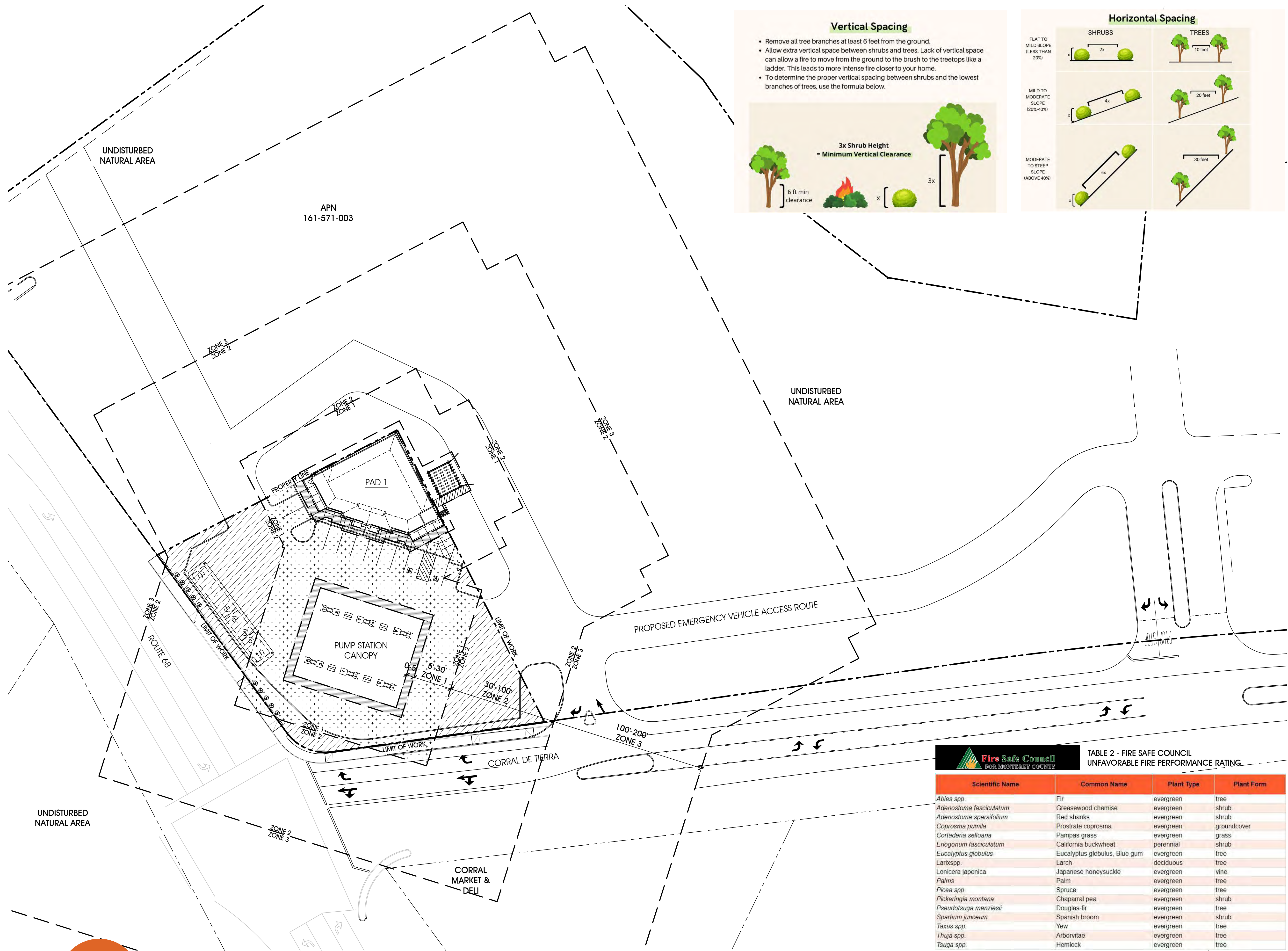
1675 Scenic Drive, Suite 200
Costa Mesa, CA 92626
T: 949.399.0870
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L-1

1 OF 2



Vertical Spacing

- Remove all tree branches at least 6 feet from the ground.
- Allow extra vertical space between shrubs and trees. Lack of vertical space can allow a fire to move from the ground to the brush to the treetops like a ladder. This leads to more intense fire closer to your home.
- To determine the proper vertical spacing between shrubs and the lowest branches of trees, use the formula below.

3x Shrub Height
= Minimum Vertical Clearance

6 ft min clearance

X

3x

Horizontal Spacing

	SHRUBS	TREES
FLAT TO MILD SLOPE (LESS THAN 20%)	x 2x	10 feet
MILD TO MODERATE SLOPE (20%-40%)	x 4x	20 feet
MODERATE TO STEEP SLOPE (ABOVE 40%)	x 6x	30 feet

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.

ZONE 0 (0-5')
FROM EDGE OF COMBUSTIBLE STRUCTURE, APPENDAGE, OR PROJECTION EXTENDING 5' OUT

ZONE 1 (5'-30')
FROM EDGE OF COMBUSTIBLE STRUCTURE, APPENDAGE, OR PROJECTION EXTENDING 30' OUT

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

Fire Safe Council
FOR MONTEREY COUNTY

TABLE 2 - FIRE SAFE COUNCIL UNFAVORABLE FIRE PERFORMANCE RATING

Scientific Name	Common Name	Plant Type	Plant Form
Abies spp.	Fir	evergreen	tree
Adenostoma fasciculatum	Greasewood chamise	evergreen	shrub
Adenostoma sparsifolium	Red shanks	evergreen	shrub
Coprosma pumila	Prostrate coprosma	evergreen	groundcover
Cortaderia seloana	Pampas grass	evergreen	grass
Eriogonum fasciculatum	California buckwheat	perennial	shrub
Eucalyptus globulus	Eucalyptus globulus, Blue gum	evergreen	tree
Larix spp.	Larch	deciduous	tree
Lonicera japonica	Japanese honeysuckle	evergreen	vine
Palms	Palm	evergreen	tree
Picea spp.	Spruce	evergreen	tree
Pickenia montana	Chaparral pea	evergreen	shrub
Pseudotsuga menziesii	Douglas-fir	evergreen	tree
Spartium junceum	Spanish broom	evergreen	shrub
Taxus spp.	Yew	evergreen	tree
Thuja spp.	Arborvitae	evergreen	tree
Tsuga spp.	Hemlock	evergreen	tree

VICINITY MAP N.T.S.

FUEL MODIFICATION PLAN

1 CORRAL DE TIERRA ROAD, CALIFORNIA
CORRAL DE TIERRA, CALIFORNIA

CORRAL DE TIERRA FUELING STATION

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L-2

2 OF 2



ALL LIGHT FIXTURES SHALL HAVE 3000K COLOR TEMPERATURE

Schedule	Symbol	Label	Quantity	Manufacturer	Catalog Number	Description	Number Lamps	Lumens Per Lamp	Light Loss Factor	Wattage
	□	B	16	LSI INDUSTRIES, INC.	IMSBY-LED-10-15C-90		1	10315	0.95	67
	○	D	12	Lithonia Lighting	DLCH 15 089	GENERAL PURPOSE LED CAST FLIGHT MOUNT WITH DARK BRONZE FINISH	1	1042	0.95	16.6
	⊙	C	7	Lithonia Lighting	DLCH 15 089	GENERAL PURPOSE LED CAST FLIGHT MOUNT WITH DARK BRONZE FINISH	1	1042	0.95	16.6

Statistics						
Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
Calc Zone #1	+	6.9	30.2	1.0	30.2	6.9

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)

DATE: 07.31.2025
MCG JOB #: 20.086.01

DATE	REVISIONS

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eric@cdtrealty.com
Contact: Eric Phelps

EP1.0 - ELECTRICAL PHOTOMETRIC PLAN
SCALE: N.T.S.



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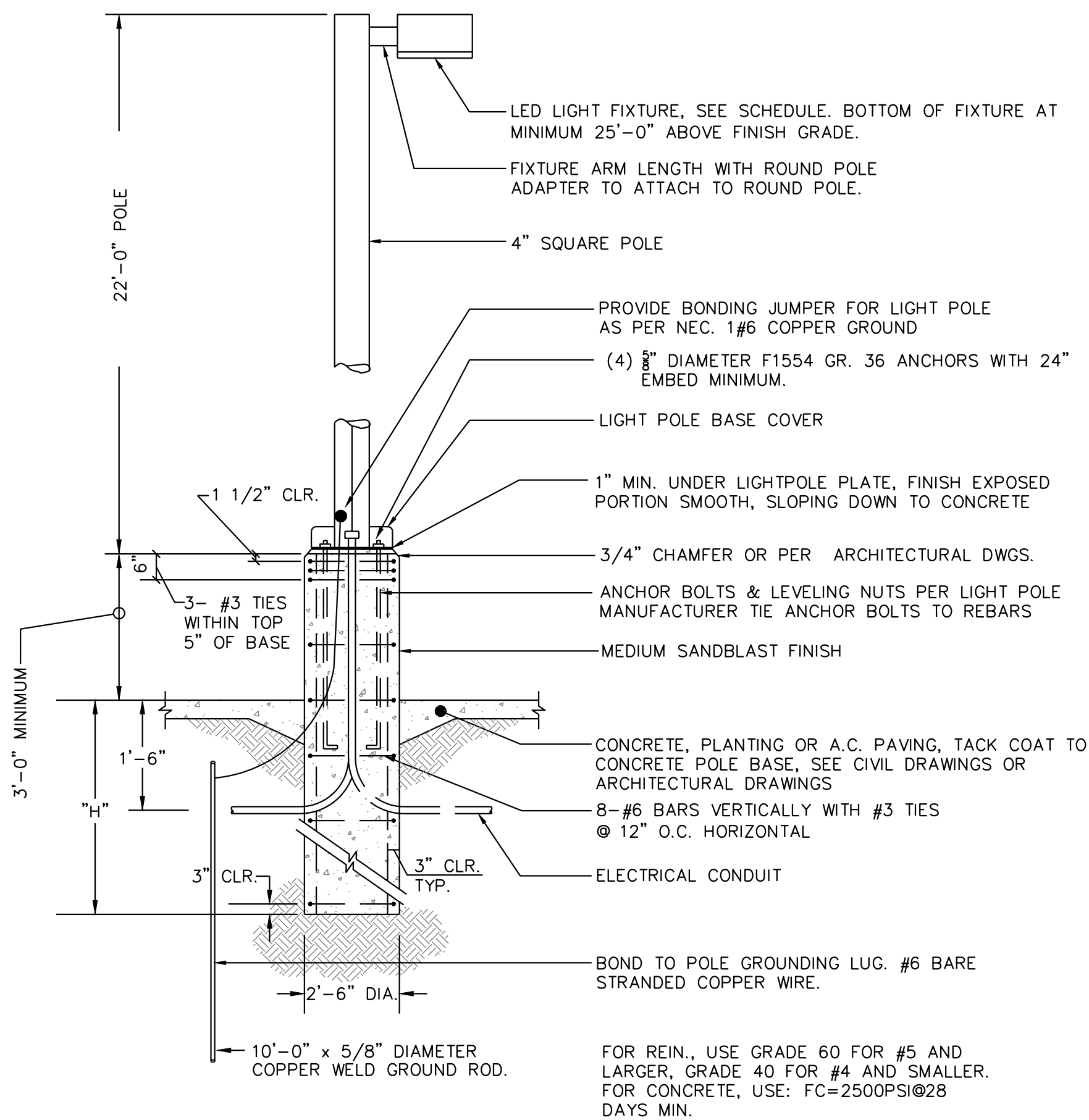
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TYPE C LIGHT FIXTURE.



EML25
Munich Pendant
Eurotique Family

UL LISTED
E125

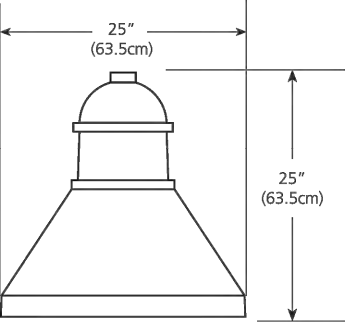
Specifications

EPA: 1.2ft²

Height: 25"

Diameter: 25"

Weight: 60 lbs



Ordering Information

EXAMPLE: EML25 ST 63LED 350MA 4K R3 GCF 120 DDBXD

Series	Base	Performance Package	Color Temperature	Distribution	Lens Option	Voltage	Mounting	Finish
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	120 208 240 277 347 480	QSMC 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 ANDB Antique dark green ANVG Antique verde green

LITHONIA LIGHTING

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EML25
Rev. 08/24/23
Page 1 of 3

EP1.1 - POLE BASE DETAIL AND LIGHT CUT
SHEET
SCALE: N.T.S.

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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.