

**ATTACHMENT E**

**CVMP Policy CV-2.17**

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

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

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

b) A yearly evaluation report shall be prepared by the Public Works Department in December that shall report on traffic along the six (6) indicated segments. The report shall evaluate traffic using the PTSF methodology (or such other methodology as may be appropriate for a given segment in the opinion of the Public Works Department), and the ADT methodology. ADT thresholds for each segment are listed above, and the Public Works Department shall annually establish appropriate PTSF or other methodology thresholds for each of the six (6) segments listed above.

c) A public hearing before the Board of Supervisors shall be held in January immediately following the December report when only 100 or fewer ADT remain before the ADT count for a segment will equal or exceed the indicated threshold, or where the PTSF (or such other methodology as may be appropriate for a given segment in the opinion of the Public Works Department) for a segment exceeds or is within one percent (1%) of the value that would cause a decrease in the LOS.

- d) At five year intervals the County shall monitor all segments listed in *Policy CV-2.17(a)* and the annual report described in *Policy CV-2.17(b)* shall include a report on all segments. If such periodic monitoring and reporting shows that any segment not previously part of the annual report is within twenty percent (20%) of the listed ADT threshold, that segment shall thereafter be subject to the annual monitoring and reporting.
- e) Also at five year intervals the County shall examine the degree to which estimates of changes in Levels of Service (“LOS”) in the Carmel Valley Master Plan Area may be occurring earlier than predicted in the General Plan Environmental Impact Report. If the examination indicates that LOS are likely to fall to a lower letter grade than predicted for 2030, then the County shall consider adjustments to the cap on new residential units established in *Policy CV-1.6* and/or the cap on new visitor serving units established in *Policy CV-1.15* or other measures that may reduce the impacts, including, but not limited to, deferral of development that would seriously impact traffic conditions.
- f) The traffic standards (LOS as measured by peak hour conditions) for the CVMP Area shall be as follows:
- 1) Signalized Intersections – LOS of “C” is the acceptable condition.
  - 2) Unsignalized Intersections – LOS of “F” or meeting of any traffic signal warrant are defined as unacceptable conditions.
  - 3) Carmel Valley Road Segment Operations:
    - a) LOS of “C” and ADT below its threshold specified in *Policy CV-2.17(a)* for Segments 1, 2, 8, 9, 10, 11, 12 and 13 is an acceptable condition;
    - b) LOS of “D” and ADT below its threshold specified in *Policy CV-2.17(a)* for Segments 3, 4, 5, 6, and 7 is an acceptable condition.

During review of development applications that require a discretionary permit, if traffic analysis of the proposed project indicates that the project would result in traffic conditions that would exceed the standards described above in *Policy CV 2.17(f)*, after the analysis takes into consideration the Carmel Valley Traffic Improvement Program to be funded by the Carmel Valley Road Traffic Mitigation Fee, then approval of the project shall be conditioned on the prior (e.g., prior to project-generated traffic) construction of additional roadway improvements or an Environmental Impact Report shall be prepared for the project, which will include evaluation of traffic impacts based on the ADT methodology. Such additional roadway improvements must be sufficient, when combined with the projects programmed for completion prior to the project-generated traffic in the Carmel Valley Traffic Improvement Program, to allow County to find that the affected roadway segments or intersections would meet the acceptable standard upon completion of the programmed plus additional improvements. Any EIR required by this policy shall assess cumulative traffic impacts outside the CVMP area arising from development within the CVMP

area.

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

*(Amended by Board Resolution 13-029)*