

Exhibit A

This page intentionally left blank.

DISCUSSION

Proposed Project

The proposed project consists of a Combined Development Permit consisting of: 1) a Use Permit, Administrative Permit, and Design Approval to allow construction of a 4,860 square foot canopy covering a 12-pump fueling station, a 3,077 square-foot convenience store, and associated site improvements; and 2) a Variance to reduce the side and rear setbacks to 1 foot 4 inches (east) and 1 foot 11 inches (south). See **Figure 1**.

Associated site improvements of the proposed project (service station & convenience store) include a 265 square foot trash enclosure, trellis, 12 parking stalls, landscaping, fuel price sign, temporary stormwater retention pods (ranging from 1,200 square feet to 4,000 square feet), parking lot light poles, and three underground diesel and gasoline storage tanks [20,000 gallons (regular unleaded), 10,000 gallons (premium unleaded), and 10,000 gallons (diesel); totaling 40,000 gallons]. The trash enclosure and temporary retention ponds will be sited on the adjacent parcel (APN:161-571-003-000). Additionally, the project proposes State Route 68 and Corral de Tierra Road improvements, limited to restriping of turn lanes and repaving impacted asphalt and sidewalks, which would occur within State and County rights-of-way, respectively.

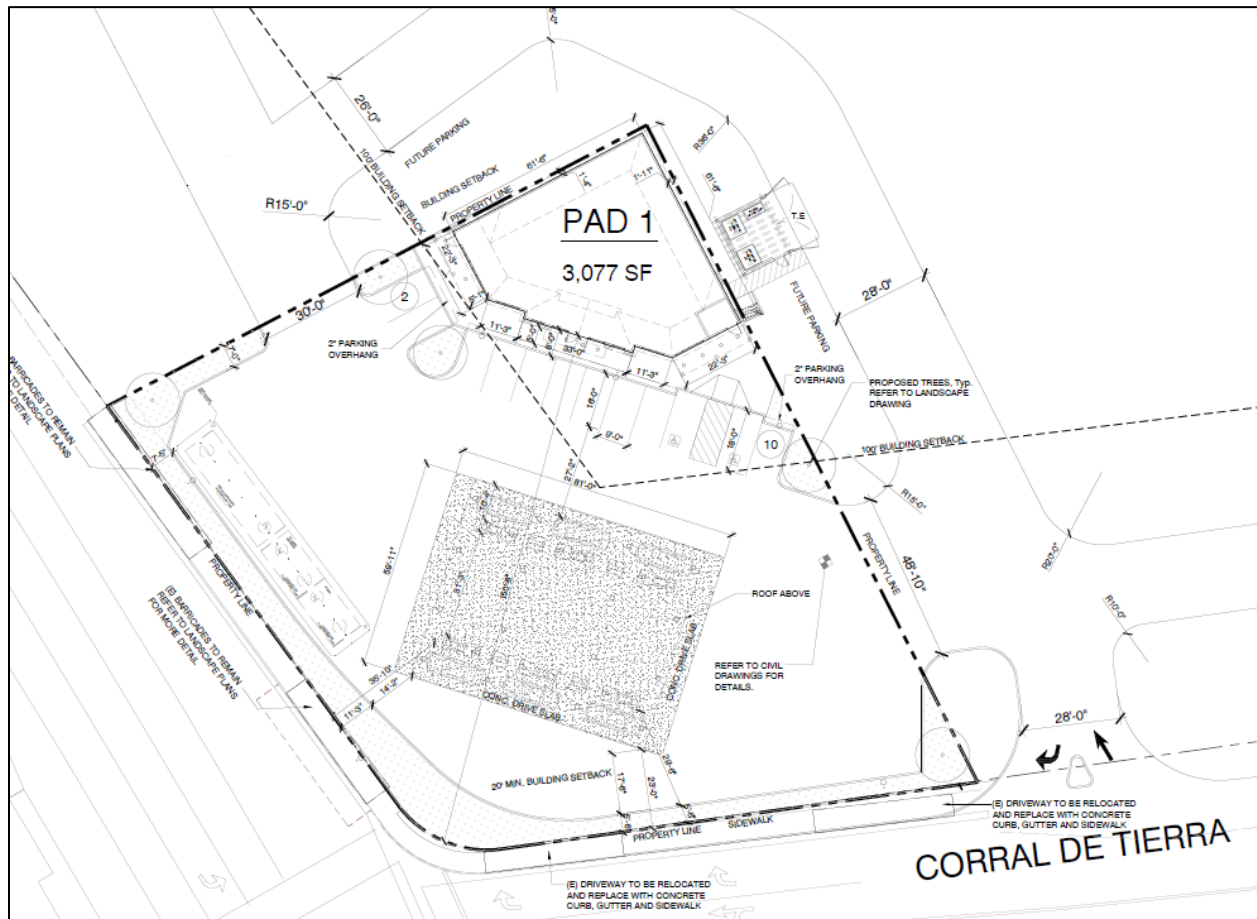


Figure 1. Proposed project plans.

Design and Visual Resources

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

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



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



Figure 3. Proposed colors and materials.

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

Site Access and Circulation

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

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

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

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

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

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

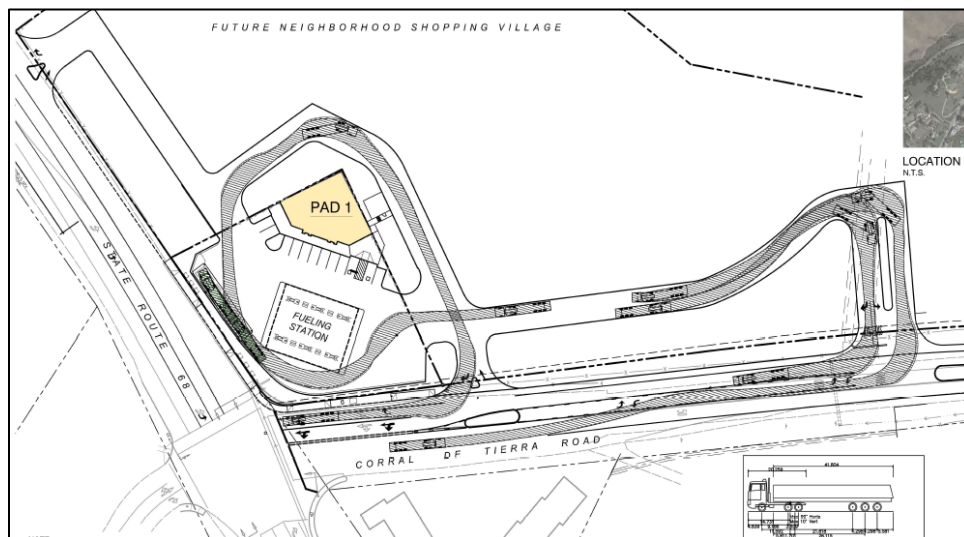


Figure 4. Access plan illustrating no on-site driveways, and utilization of three driveways approved under Board of Supervisors Resolution No. 12-040.

Proposed and Planned Roadway Improvements

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

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



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

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

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

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

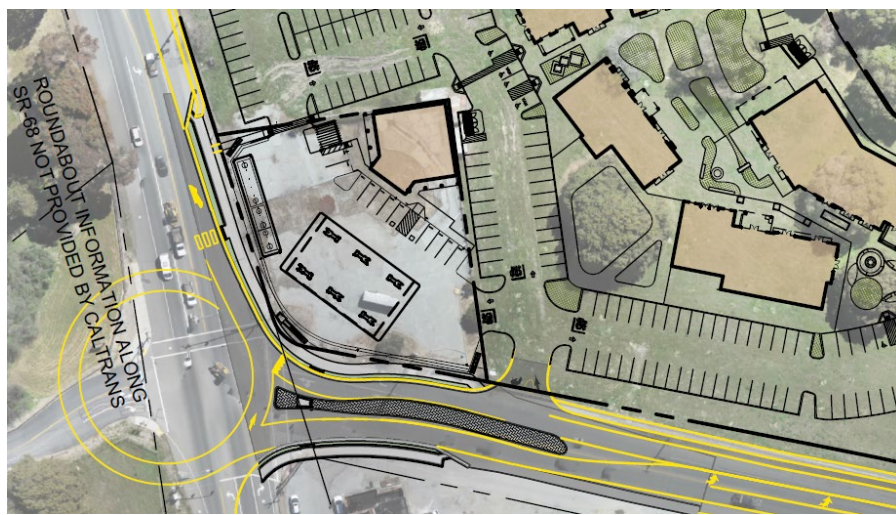


Figure 6. Planned Highway 68 Roundabout compatibility with the proposed fueling station and previously approved Corral de Tierra Retail Village.

Site Development Standards

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

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

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

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

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

Variance

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

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

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

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

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

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

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

Intensification Limitations of B-8 Overlay

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

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

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

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

Long Term Water Supply

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

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

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

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

Trip Generation

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

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

Cultural Resources

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

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

Hazard Prevention

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

This page intentionally left blank