

MONTEREY COUNTY BOARD OF SUPERVISORS

MEETING: October 18, 2011		AGENDA NO: 5-7
SUBJECT: Public hearing to:		
a. Consider Addendum to previously certified EIR No. 84-007 for the Monterra Ranch Subdivision;		
b. Consider adoption of an amendment to the Greater Monterey Peninsula Area Plan (part of the 2010 Monterey County General Plan) to change the land use designation of a portion of Parcel H from Public Quasi-Public and Urban Reserve to Rural Density Residential, 10 acres per unit and Urban Reserve;		
c. Consider approval of the Combined Development Permit consisting of:		
1) A Vesting Tentative Map for the re-subdivision of Monterra Ranch Final Map Phases 6, 8 & 10 consisting of the reconfiguration of 24 residential lots (Phase 6: Lot 44 Remainder; Phase 8: Lots 164 - 171; Phase 10: Lots 5-10, 117 -122, Ranch Lots 1, 3 and 4), 3 open space parcels (Phase 8: Parcels A, B & C), 1 scenic easement parcel (Phase 10, Parcel H), and 3 road and utility parcels (Phase 6: Parcel R2; Phase 8: Parcel L; Phase 10: Parcel M);		
2) Use Permit for tree removal for subdivision improvements (not for building envelopes);		
3) Administrative Permit for grading of less than 131,100 cubic yards (approximately 70,500 cubic yards cut and 60,600 cubic yards fill) in a Visually Sensitive District;		
and 4) Use Permit for development on slopes greater than 25 percent; and		
d. Consider adoption of the Mitigation Monitoring and Reporting Program.		
PLN100020/Banker's Development Group LLC (York Highlands), South of the intersection of York Road and Highway 68, Greater Monterey Peninsula Area Plan		
Project Location:	South of the intersection of Highway 68 and York Road	APN: 259-092-072-000M
Planning Number:	PLN100020	Name: York Highlands
Plan Area:	Greater Monterey Peninsula Area Plan	Flagged and Staked: YES
Zoning Designation:	"RDR/10-UR-VS" (Rural Density Residential, 10 acres per unit with Urban Reserve and Visual Sensitivity overlays); and "RDR/10-UR-D" (Rural Density Residential, 10 acres per unit with Urban Reserve and Design Control Overlays)	
CEQA Action:	Addendum	
DEPARTMENT:	RMA – Planning Department	

RECOMMENDATION:

It is recommended that the Board of Supervisors:

- a. Consider the Addendum to previously certified EIR No. 84-007 for the Monterra Ranch Subdivision;
- b. Adopt an amendment to the Greater Monterey Peninsula Area Plan (part of the 2010 Monterey County General Plan) to change the land use designation of a portion of Parcel H from Public Quasi-Public and Urban Reserve to Rural Density Residential, 10 acres per unit and Urban Reserve;
- c. Approve the Combined Development Permit consisting of:
 - 1) A Vesting Tentative Map for the re-subdivision of Monterra Ranch Final Map Phases 6, 8 & 10 consisting of the reconfiguration of 24 residential lots (Phase 6: Lot 44 Remainder; Phase 8: Lots 164 - 171; Phase 10: Lots 5-10, 117 -122, Ranch Lots 1, 3 and 4), 3 open space parcels (Phase 8: Parcels A, B & C), 1 scenic easement parcel (Phase 10, Parcel H), and 3 road and utility parcels (Phase 6:

- Parcel R2; Phase 8: Parcel L; Phase 10: Parcel M); 2) Use Permit for tree removal for subdivision improvements (not for building envelopes); 3) Administrative Permit for grading of less than 131,100 cubic yards (approximately 70,500 cubic yards cut and 60,600 cubic yards fill) in a Visually Sensitive District; and 4) Use Permit for development on slopes greater than 25 percent; and
- d. Adopt the Mitigation Monitoring and Reporting Program.

SUMMARY:

The subject properties are located within the Monterra Ranch Subdivision, south of Highway 68, approximately 6 miles east of the City of Monterey and 14 miles southwest of the city of Salinas. The proposed project includes the re-subdivision of lots created by Monterra Ranch Final Map Phases 6, 8 & 10¹. Improvements associated with the re-subdivision include: tree removal, grading, and development on slopes in excess of 25%.

Pursuant to the properties' zoning designations and policies of the Greater Monterey Peninsula Area Plan, the entitlements for the project include a Combined Development Permit consisting of: a Vesting Tentative Map, a Use Permit for tree removal, an Administrative Permit to allow grading within a Visually Sensitive Zoning District and a Use Permit to allow development on slopes in excess of 25%. A General Plan Amendment to change the land use designation of a portion of current Parcel H from Public Quasi-Public and Urban Reserve to Rural Density Residential and Urban Reserve will also be required for approval of the project. (Project issues are discussed in detail within **Exhibit No. 1** of the staff report).

An Addendum to the Certified EIR (No. 84-007) for the Monterra Ranch Subdivision has been prepared for the Board to consider. An Initial Study and a proposed Negative Declaration were circulated for review and comment from September 8, 2011 to September 27, 2011. Potential impacts to aesthetics, air quality, biological resources, cultural resources, geology/soils, greenhouse gas emissions, hydrology/water quality, land use/planning, noise were identified to be less than significant (See attached **Exhibit D**). Because the Initial Study demonstrated that none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred, a determination has been made that an Addendum is more appropriate than a Negative Declaration; the underlying analysis in the Initial Study has not changed.

DISCUSSION:

Detailed discussion is provided in **Exhibit A**.

OTHER AGENCY INVOLVEMENT:

The following agencies have reviewed the project and those that are checked ("✓") have comments and/or recommended conditions:

✓	Environmental Health Bureau
✓	Public Works Department
✓	Water Resources Agency
✓	Monterey County Regional Fire Protection District
	Greater Monterey Peninsula Land Use Advisory Committee

¹ The Final Map for Phase 6 was recorded in Volume 22, Cities and Towns, Page 56. The Final Map for Phase 8 was recorded in Volume 23, Cities and Towns, Page 14. The Final Map for Phase 10 was recorded in Volume 23, Cities and Towns, Page 16.

The proposed project was reviewed by the Greater Monterey Peninsula Land Use Advisory Committee (LUAC) on May 4, 2011. The LUAC recommended approval of the project by a vote of 6-0 (**Exhibit G**), but expressed concerns relative to congestion at the York Road intersection. Staff has addressed these concerns in the Initial Study and recommended findings and conditions.

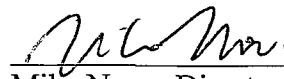
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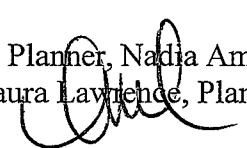
Funding for staff time associated with this project is included FY11-12 Final Budget for the Planning Department.

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Approved by:


Mike Novo, Director of RMA-Planning

This report was prepared with assistance by John Ford, Senior Planner, Nadia Amador, Associate Planner, Craig Spencer, Associate Planner and reviewed by Laura Lawrence, Planning Services Manager 

cc: Front Counter Copy; Board of Supervisors (14); County Counsel; Environmental Health Bureau; Public Works; Monterey County Water Resources Agency; Monterey County Regional Fire Protection District; Mike Novo; Carl Holm; Laura Lawrence, Planning Services Manager; Applicant/Owner (Banker's Development Group); Agent (Alan Williams); Jacqueline Zische, Attorney; The Open Monterey Project; LandWatch; Project File No. PLN100020

The following attachments have been provided to the Board of Supervisors and are on file with the Clerk of the Board:

- Exhibit A: Discussion of Proposed Project
- Exhibit B: Draft Board Resolution for adoption of General Plan Amendment, including
 - 1. General Plan Amendment Map
- Exhibit C: Draft Board Resolution for approval of PLN100020, including:
 - 1. Conditions of Approval and Mitigation Monitoring and Reporting Plan
 - 2. Vesting Tentative Map
- Exhibit D: Addendum to Previously Certified EIR No. 84-007, including
 - 1. Initial Study
 - 2. EIR No. 84-007 for Monterra Ranch Subdivision
- Exhibit E: Comments on Initial Study
- Exhibit F: Justification letter for 25% slope
- Exhibit G: Greater Monterey Peninsula LUAC Minutes
- Exhibit H: Trail Map
- Exhibit I: Three Dimensional Building Envelopes and Development Criteria
- Exhibit J: Planning Commission Resolution No. 11-033
- Exhibit K: Vicinity Map

Exhibit A
Discussion of Proposed Project

Banker's Development Group, LLC
York Highlands
PLN100020

Board of Supervisors
October 18, 2011

EXHIBIT A DISCUSSION

Project Description

The proposed Vesting Tentative Map involves the merging of recorded, but undeveloped, portions of Phases 6, 8 and 10 of the Monterra Ranch Subdivision and the subdivision of the property to create newly configured lots, building envelopes, roads and scenic easements. The project will not result in the creation of additional lots, but involves the merger and re-subdivision of 24 existing lots.

The re-subdivision will result in the creation of larger lots with building envelopes placed in natural clearings instead of the previously approved lots concentrated within an oak woodland habitat, resulting in a reduction of tree removal. The areas around the proposed building envelopes will be retained in scenic and conservation easements to protect the existing natural habitat, providing large contiguous habitat areas between parcels. Impacts from the development have been reduced, as the newly proposed roads now follow existing jeep trails and ranch roads, further minimizing grading amounts (minimized by approximately 20,000 cubic yards) and tree removal (decreased by approximately 20 acres).

Background and History

On October 6, 1987, the Monterey County Board of Supervisors certified the Environmental Impact Report (EIR) and approved the tentative subdivision map for the Monterra Ranch Subdivision (Resolution No. 87-527). That tentative map consisted of the subdivision of 2,911.60 acres into 283 parcels ranging in size from 2 to 60 acres and included: a recreation, tennis, and equestrian complex, one parcel of 47 acres for inclusionary housing, and 115 acres of dedicated parkland. Although the Monterra Ranch Subdivision was approved as a whole, it was developed in phases. The applicant chose to file multiple final maps for "phases" of the subdivision, all of which have been approved by the Board of Supervisors and recorded for each phase of the subdivision. The proposed project will affect Phases 6, 8, and 10.

Phase 6

The Phase 6 final map was approved by the Board of Supervisors on May 25, 2004 and with the exception of the fire road connecting Phase 6 and York Road, the improvements for Phase 6 have been constructed, but they have not yet been accepted as complete by the County. There is an existing home constructed within Phase 6. Lot 44 which is identified in this application as "Adjusted Lot 44 Remainder" is within phase 6. This lot is discussed in more detail below.

Phase 8

The Phase 8 final map was approved by the Board of Supervisors on August 30, 2005. A grading permit (GP060305) was issued for the construction of improvements for Phases 8 and 10 and construction of improvements is ongoing. A large portion of this phase will remain unchanged. The project includes the merger and re-subdivision of Lots 164-171, creating Lots 3, 4, and 5. In addition, the three Open Space Parcels A, B, and C will be modified to Open Space Parcels I, J, and K and Road Parcel L will be modified to Road Parcel 2.

Phase 10

The Phase 10 final map was approved by the Board of Supervisors on November 8, 2005. The final map for Phase 10 created Parcel H; Parcel M; Ranch Lot 1; Ranch Lot 3; Ranch Lot 4; and Lots 5-10 and 117-122.

Parcel H was created as a 327.62 acre lot and dedicated as a Scenic Easement (see Conservation and Scenic Easement Deed recorded in Document No. 2005127223) as a requirement of Condition of Approval No. 2. However, the original tentative map for Monterra Ranch showed this area to be used for an equestrian center and a recreational center. A portion of this parcel was given a General Plan Land Use designation of Public Quasi-Public when the Greater Monterey Peninsula Area Plan was adopted in 1984 while the zoning remained Rural Density Residential at 10 acres per unit. Therefore, in order for the project to be consistent with the Land Use Designation, and the zoning to be consistent with the Land Use Designation, the applicant proposes a General Plan Amendment (see below for further discussion).

The project includes the merger and re-subdivision of all the approved lots within Phase 10 resulting in Lots 1, 2, 6-22, Ranch Lot 1, and Open Space Parcels A, B, C, H, F, E1, and E2.

Legal Context

Government Code section 66499.20 ½ of the California Subdivision Map Act provides:

“subdivided lands may be merged and resubdivided without reverting to acreage by complying with all the applicable requirements for the subdivision of land as provided by this division and any local ordinance adopted pursuant thereto. The filing of the final map or parcel map shall constitute legal merging of the separate parcels into one parcel and the resubdivision of such parcel, and the real property shall thereafter be shown with the new lot or parcel boundaries on the assessment role.”

If this tentative map is approved and the final map is recorded, the existing parcel configurations will be eliminated and replaced with the parcel configurations shown on the final map. This is not a modification of the existing map; it is a new map which makes it subject to the requirements of the 2010 Monterey County General Plan. While this is a new subdivision, there are currently 24 existing lots which can be developed.

The previously certified EIR for the Monterra Ranch Subdivision analyzed the potential impacts of the creation of these 24 lots. The relevant consideration under CEQA now is whether the resubdivision of these existing legal lots involves new significant environmental effects not discussed in the EIR or a substantial increase in the severity of previously identified significant effects. Staff has concluded the answer is no and therefore prepared an Addendum pursuant to CEQA Guidelines section 15164.

Analysis

Subdivision Design

Access and Road Network

The subdivision will continue the private street design of the rest of Monterra Ranch. The street system is designed to provide access through the existing Monterra Ranch Subdivision and also to provide access at York Road. The original Monterra Ranch subdivision included an access point at York Road and Highway 68. This access point would be installed as part of the

subdivision improvements for this project. The certified EIR analysis included specific improvements including left turn lanes and acceleration lanes that will need to be constructed.

The proposed road network has been designed to follow jeep trails and ranch roads to minimize grading. The prior Monterra Ranch design included a loop road, whereas the subject design will function as a very long cul-de-sac with only fire road access between Phase 6 and the York Highlands project area. This is a trade off for other competing goals of the project. The reduction in roadway area preserves more habitat and open space and reduces the amount of grading which is needed. This works because of the limited number of homes that will be at the end of the road. The design leaves only a few homes at the end, rather than a cluster of homes concentrated in a small area. The Monterey County Regional Fire District has reviewed the design and found it to be acceptable for emergency response.

Lot Configuration

The design of the subdivision is to create larger sized lots with specified building envelopes. The areas outside of the building envelopes will be conserved in scenic and conservation easements. The building envelopes have been designed to minimize disruption to the natural environment, while allowing development of the lots.

The property has a zoning district of Rural Density residential which has a minimum lot size of 5 acres. A revision to the map has been submitted insuring that all the lots are a minimum of 5 acres.

Water and Sewer

The project will be serviced by a private utility (Canada Woods Water Company) which provides water and sewer service to Tehama and Monterra.

Adjusted Lot 44 Remainder

A merger and resubdivision is not dependent upon the number of lots involved unless there is concern with maintaining the same number of legally created lots. Adjusted Lot 44 Remainder requires some explanation. Lot 44 was initially created in Phase 1 of the Monterra Ranch Subdivision. In 1999, Lot 44 was involved in a lot line adjustment with a 2,257.15 acre parcel (Lot 2), resulting in Lot 44 increasing to a 320.94 acre lot and Lot 2 decreasing to a 1938.37 acre lot. The findings for the lot line adjustment indicated that both were legal lots at the time. In 2001 Lot 44 was again involved in a lot line adjustment with 22 other lots. This resulted in the land area of the original Lot 44 being relocated from the boundaries of the newly configured lot 44. The net result was a decrease in the number of lots. Subsequent to that action, Lot 44 was involved in the recordation of Phase 6 of the Monterra Subdivision. Phase 6 is within the boundary of Lot 44. The remnant of the lot after phase 6 was recorded is essentially the Lot 44 that exists today.

As part of the improvement plans for Monterra Ranch a grading permit was issued to allow the proposed building envelope for Lot 44 to be used as a borrow site (excavation area so dirt could be used elsewhere.) As fill material was needed for other areas of the site it was removed from this location. This is what created the existing building pad area in which the upper building envelope is proposed.

General Plan Consistency

Policy LU-1.19

General Plan Policy LU-1.19 makes community areas and Affordable Housing Overlay districts the top priority for development and requires that everything outside of those areas be subject to a Development Evaluation System. This project has not been subjected to a development evaluation system because it is the location of 24 existing lots which are being reallocated within the boundaries of the original subdivision.

Public/Quasi Public

A portion of the property is designated Public Quasi Public (PQP), but zoned Rural Density Residential. The PQP Land Use designation is intended for publicly or privately owned uses such as schools, parks, regional parks, public works facilities and hospitals that serve the public at large. This Land Use designation is not intended for residential uses and a General Plan Amendment is required in order to find the proposed map consistent with the General Plan. The change in land use designation is discussed in more detail below.

Policies OS-1.3, 1.4, 1.5 – Ridgeline Development

These policies preclude ridgeline development. The subject project has been reviewed for the potential of creating ridgeline development. Lots 2, 6, and 44 each have that potential. The applicant has submitted three dimensional building envelopes and specific design criteria for each of these lots. These lots have been flagged and staked and it has been determined that Lots 2 and 6 have the potential to result in ridgeline development. In order to ensure consistency with the General Plan policies and that no ridgeline results from future development of these lots, the applicant is proposing to plant additional native plants and trees outside the building envelopes as part of the subdivision improvements. In addition, additional plantings will be required as part of the future development of these lots. The implementation of these design requirements are being implemented in the CC&Rs for the subdivision which will also include the provision that future development of these lots will require a Use Permit to be considered by the Planning Commission.

OS-3.5 – Slopes in Excess of 25%

The York Highlands area within the Monterra Ranch Subdivision contains several ridges and valleys and fairly mountainous terrain. Much of the hillsides between the ridges and valleys at the site contain relatively steep slopes, making siting of lots challenging. Policy OS-3.5 of the 2010 General Plan restricts development on slopes greater than 25%. Development on slopes is allowed only when there is no feasible alternative which would avoid development on slopes greater than 25% and/or if the proposed development better achieves the resource protection policies of the General Plan.

At the time of the approval of the Monterra Ranch Subdivision, the 1982 General Plan required discretionary review of development on slopes greater than 30%. As approved, the Monterra Ranch Subdivision improvements involve development on slopes greater than 30%. The approved design contains a cluster of home sites on an area that contains gently sloping terrain; however, this configuration requires new roads and a single large area of development that necessitates the need for large amounts of grading and tree removal. The grading for access and for some lots is on slopes that are greater than 30%.

The proposed design disperses the proposed lots and spreads development out amongst the hills and valleys at the site. While the fragmented design places development across the terrain at the site, the design takes advantage of existing ranch roads at the site and places building envelopes in pockets where terrain levels out enough to support residential development.

Overall, the proposed design minimizes grading and tree removal by taking advantage of existing roads and clearings. Minimization of grading and tree removal from the original design better achieves the resource protection objectives and policies contained in the 2010 General Plan.

Policy PS-3.1

This policy requires that new development must demonstrate that there is a long term sustainable water source prior to approval of any discretionary project. In this particular case the Canada Woods Water company provides water to the subject site. The EIR for the Monterra Ranch Subdivision demonstrated that there was sufficient water for the project. This is discussed in greater detail in the Initial Study attached to the Addendum (**Exhibit D**).

GMP-3.3 – Visual Sensitivity.

Provision “c” of this policy encourages areas that are designated “Highly Sensitive” as shown in the Scenic Highway Corridors and Visual Sensitivity exhibit for the Greater Monterey Peninsula Plan be “*preserved as open space to the maximum extend possible through scenic easements or, if necessary fee acquisition.*” Three lots (2, 6, and 44) do encroach into this area in a manner that they would be visible. The remainder of the area within the subdivision will be set aside for open space through a scenic and conservation easement.

Provisions “d and e” of this policy state:

- d. *New development should not be sited on those portions of property that have been mapped as "highly sensitive." Where exceptions are appropriate to maximize the goals, objectives, and policies of this plan, development shall be sited in a manner that minimizes visible effects of proposed structures and roads to the greatest extent possible, and shall utilize landscape screening and other techniques to achieve maximum protection of the visual resource.*
- e. *New development to be located in areas mapped as "sensitive" or "highly sensitive" and which would be visible from a designated scenic route shall maintain the visual character of the area. In order to adequately mitigate the visual impacts of development in such areas, the following shall be required:*
 - 1. *Development shall be rendered compatible with the visual character of the area using appropriate siting, design, materials, and landscaping;*
 - 2. *Development shall maintain no less than a 100-foot setback from the scenic route right-of-way;*
 - 3. *The impact of any earth movement associated with the development shall be mitigated in such a manner that permanent scarring is not created;*
 - 4. *Tree removal shall be minimized;*
 - 5. *Landscape screening and restoration shall consist of locally native plant and tree species consistent with surrounding native vegetation;*
 - 6. *Architectural review of projects shall be required to ensure visual compatibility of the development with the surrounding area; and*
 - 7. *New development in open grassland areas shall minimize its impact on the uninterrupted viewshed.*

Exceptions to the above may be considered if compelling circumstances are demonstrated. In cases where the extent of visibility of development proposed in "highly sensitive" areas is not clear, individual on-site investigations by the Planning Department staff shall be required.

The Initial Study prepared for this project describes the project characteristics which address the visibility concerns associated with these three lots in more detail, but the concern associated with Lots 2, 6, and 44 can be addressed as follows:

Proposed Lot 44

Lot 44 is proposed as an 8.91 acre lot with two building envelopes of 1 acre and 0.36 acres with the larger building envelope visible from State Highway 68. A three dimensional building envelope has been designed for this lot so that the roof line of the structure would tie into the existing topography. The edges of the building envelope would be softened by requiring the planting of native plants and trees as part of the subdivision improvements (Condition No. 22). This approach meets both the policy objectives of the General Plan and the design criteria that were included as mitigation measures in the Monterra Ranch EIR.

Proposed Lot 2

Proposed Lot 2 is located at the knoll of a hill and has the potential to be very visible from State Highway 68 and result in ridgeline development. A three dimensional building envelope has been developed for this lot in order to use the existing topography and trees to minimize the visibility of any future structures. However, there are angles in which the existing three dimensional building envelope is visible, such as from the York Road/State Highway 68 intersection. The applicant proposes to plant native trees outside the building envelope as part of the subdivision improvements and the project has been conditioned to assure this occurs. In addition, the future structure will require a discretionary review to determine if it constitutes ridgeline development. If it is determined to be ridgeline, the size or location of the structure will need to be modified until it is no longer ridgeline development.

Proposed Lot 6

The building envelope for proposed Lot 6 is located along a saddle formation at a significant distance from State Highway 68. It is only visible from State Highway 218 corridor and is difficult to see with the unaided eye due to its distance. However, a three dimensional building envelope has been prepared for this lot. The maximum height of the roof will tie into the topography of the hill to the south and the trees located on the northern portion of the lot. There could be some visibility of the area between the slope and trees, but the height limitation of the three dimensional building envelope will make it difficult to see the structure. In order to ensure that the building ties into the topography and trees, the applicant proposes that trees be planted as part of the future house design to break up any solid angles which may be noticeable; therefore, the project has been conditioned accordingly (Condition No. 22).

Policy GMP-3.3 of the 2010 General Plan strongly discourages new development within visually sensitive areas; however an exception can be made where appropriate to maximize the goals, objectives, and policies of the General Plan. The proposed project qualifies for such exception because the revised lot configuration will require less development on slopes (Policy OS-3.5), removal of fewer trees (Policy GMP-3.5), and less grading. Furthermore, all of the building envelopes will be on slopes of 25% or less and all areas outside of the building envelopes will be placed in a Conservation and Scenic Easement. In addition, the project has been conditioned (Condition No. 22) requiring the applicant to place a note on the Final Map stating the design criteria for Lots 44, 2, and 6.

Biology

Oak woodland habitat is a significant native plant community on the site. As discussed in the Initial Study and Biology Report, the project will substantially reduce the overall impact to oak woodlands in particular.

Habitat fragmentation was identified in the biological analysis to “slightly increase” under the reconfigured project since it disperses residential units over a larger area of the site,” while the existing approved configuration uses a clustered approach. However, development of the clustered lots would require more habitat removal because the new roads and parcel improvements were within a very dense oak woodland forest. The York Highlands building envelopes were carefully placed to minimize impacts, and the proposed open space (scenic easement) areas that will be designated outside the building envelopes will continue to function as habitat.

Comments from other Agencies

Parks Department

1. Title 19, Monterey County Code, has been satisfied by the dedication of approximately 115 acres of parkland lying contiguous to Jacks Peak Park that reasonably serves both the proposed York Highlands Subdivision and the existing, neighboring Canada Woods North subdivision.
2. The Applicant shall offer to dedicate a twenty (20) foot public recreational trail easement over the subdivided property in accordance with the Greater Monterey Peninsula Area Plan Policy GMP-3.11 by providing a portion of a connection trail along the Jacks Peak Park / Laureles Grade ridgeline and in conference with Parks Department.

The requirement to offer to dedicate a public recreational trail easement has been incorporated as Condition No. 67

General Plan Amendment

The project involves amending the General Plan designation from Public/Quasi-Public (PQP) and Urban Reserve to Rural Density Residential (RDR), 10 acres per unit and Urban Reserve on a portion of the Monterra Ranch subdivision that was contemplated to be the location of an equestrian center (a portion of Parcel H). The reason that this was designated PQP in the Greater Monterey Peninsula Area Plan is not clear. The site is not intended for any type of public project or even a private project that serves the public. An equestrian center is no longer part of the project. Modifying the land use plan to allow the parcels to be spread out over a greater area will not intensify development. Prior to approval of a change in land use designation, a determination must be made by the Airport Land Use Commission (ALUC) that the amendment is consistent with the Monterey Airport Comprehensive Land Use Plan (CLUP). The project is scheduled to be heard by the ALUC on October 17, 2011. A report on the outcome of that hearing will be provided to the Board at the Board of Supervisors hearing on October 18, 2011.

Tree Removal

The Monterra Ranch subdivision did not include a specific Use Permit for removal of the trees. In order to comply with the General Plan and Zoning ordinance, this project includes a Use Permit to allow the removal and replacement of trees for the subdivision infrastructure. Trees which need to be removed for infrastructure improvements will be flagged and staked prior to issuance of permits and the applicant will either relocate the tree, or provide a replacement with a relocated tree or through planting of a native tree of the same species and of locally grown stock. The subdivision has been designed so that the building envelopes can be developed without tree removal. However, Condition No. 29 has been included to require separate discretionary approval should any future development proposals on individual lots require the removal of any protected trees. As discussed in the Biology Report and in the initial study, the proposed design reduces the impact to oak woodland habitat by 20 acres. The current proposal will remove up to seven acres of oak woodland associated with the building envelopes and up to 15 acres associated with the road network. The tree permit included in this request would only authorize

tree removal of trees associated with the infrastructure improvements. The tree permits for the building pads will be processed on a case by case basis.

Environmental Review

An Initial Study was prepared using the existence of 24 buildable lots within the York Highlands area of the Monterra Ranch Subdivision analyzed in the Monterra Ranch EIR as the baseline and tiering off the Certified EIR (No. 84-007) for the Monterra Ranch Subdivision. The project was found to be consistent with the 2010 General Plan, the Air Quality Management Plan, and the Airport Land Use Plan. Potential impacts to aesthetics, air quality, biological resources, cultural resources, geology/soils, greenhouse gas emissions, hydrology/water quality, land use/planning, noise were identified to be less than significant. The Initial Study demonstrated that no new mitigation measures beyond those required by the EIR were required to reduce any new impacts. The Initial Study with a proposed Draft Negative Declaration was circulated for public review and comment from September 8, 2011 to September 27, 2011.

The initial study demonstrated that none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred. Based on comments received from the public on the draft Negative Declaration and upon further review, staff has determined that an Addendum is the appropriate environmental document.

Some of the mitigation measures from the original Monterra Subdivision EIR have already been satisfied or are not applicable to the current project. The remaining mitigation measures apply. Therefore, all of the applicable mitigation measures included in the previously certified EIR (No. 84-007) have been incorporated as conditions of approval (See Condition No. 7) and a Mitigation Monitoring and Reporting Plan has been prepared to ensure compliance with all of the mitigation measures.

The following comments were submitted during the 20 day public review period for the Draft Negative Declaration/Initial Study (See **Exhibit E**):

LandWatch Monterey County

Comment No. 1: That the Planning Department is expediting processing of this project ahead of other applications to minimize County's exposure to financial loss arising from security arrangements provided for in the existing subdivision improvement agreements and suggests that a conflict of interest may exist.

Response: The project was submitted on March 14, 2011 and was deemed complete on August 3, 2011. The practice of the RMA-Planning Department is that staff process assigned applications in the order that they are deemed complete. This application has been processed and scheduled for hearings in accordance with this practice. Staff resources were allocated to prepare the initial study as has been done with other recent projects. Planning Department staff's role has been to process the Combined Development Permit application, and staff has not participated in any discussions regarding security arrangements.

Comment Nos. 2-4: Essentially asserting that the baseline for the environmental review should be the existing condition on the ground with no consideration of the previously approved project and contends that impacts to transportation and biological resources have been underestimated.

Response: Based on this comment, and further staff review, staff has determined that an Addendum is more appropriate than the proposed Negative Declaration; the underlying analysis in the Initial Study has not changed, but the use of the Addendum clarifies the

reliance on the previously certified EIR and the determination that none of the conditions requiring preparation of a subsequent EIR have occurred. The environmental review for the project tiers from the Certified EIR for the Monterra Ranch Subdivision. Final maps for all phases of Monterra Ranch have been approved by the Board of Supervisors and recorded. The potential impacts stemming from the initial creation of the 24 lots that are now proposed for resubdivision have already been analyzed in the certified EIR and mitigation measures identified. Under CEQA, an Addendum may be prepared if none of the conditions described in CEQA Guideline 15162 calling for the preparation of a subsequent or supplemental EIR have occurred. No change to the number of lots are proposed, therefore the impacts to traffic and air quality are the same as were considered in the EIR. The traffic analysis in the EIR identified cumulative future traffic impacts and adequately projects traffic volumes along Highway 68. The new access road at York Road was anticipated in the EIR, was included in the original subdivision approval and would be built whether or not the current proposal is approved. Impacts to habitats will be reduced from 96 acres to 76 acres, a 16 acre reduction. Applicable mitigation measures from the EIR have been incorporated as conditions of project approval.

Comment No. 5: Asks about status of hiking and equestrian trail linkages between the site and Ryan Ranch and the status of the Greater Monterey Peninsula Area Plan Citizens Advisory Committee (GMPAPCAC) mentioned in Mitigation Measure no. 64.

Response: The Monterra Ranch Subdivision applicant recorded irrevocable offers to dedicate trails within the subdivision in consultation with the Parks Department. The York Highlands subdivision is subject to the existing irrevocable offers to dedicate and has been conditioned to re-record an irrevocable offer to dedicate land for a trail within York Highlands. The County has not yet accepted the offers to dedicate. The recommendations in MM No. 64 refer to recommendations that were made by the GMPAPCAC at the time the EIR was being prepared. While the GMPAPCAC no longer exists, the recommendations are still valid and are incorporated in the Mitigation Monitoring and Reporting Plan. The Greater Monterey Peninsula Land Use Advisory Committee reviewed the proposed project.

Comment No. 6: Questions analysis of impacts to Oak woodland, grassland and Coastal scrub.

Response: The EIR anticipated impacts to 45 acres of Oak woodland, 24 acres of grassland and 23 acres of Coastal scrub. The proposed project will result in impacts to 22 acres of Oak woodland, 21 acres of grassland and 33 acres of Coastal scrub. The proposed project will result in a net decrease in impacts to all habitat types of 16 acres.

Comment No. 7: Questions finding of long term sustainable water supply.

Response: There is currently the ability to develop 24 lots on the property. Water entitlements and an approved water source for the developable lots exist. This resubdivision does not increase the number of lots to be served. There is no change to water entitlements or the water source associated with the proposed project.

Monterey Bay Unified Air Pollution Control District

Comment No. 1: Questions how determination of consistency with the 2008 Air Quality Management Plan was made.

Response: Consistency with the AQMP is an indication of a project's cumulative adverse impact on regional air quality (ozone levels). It is not an indication of project-specific impacts, which are evaluated according to the Air District's adopted thresholds of significance. Inconsistency with the AQMP is determined by comparing the project population at the year of project completion with the population forecast for the appropriate five-year increment that is listed in the AQMP. If the population increase resulting from the project would not cause the estimated cumulative population to exceed the relevant forecast, the project would be consistent with the population forecasts in the AQMP. The project is consistent with the Monterey County 2010 General Plan and with the Association of Monterey Bay Area Governments (AMBAG) regional

population and employment forecast. The proposed project will not increase the population of the area nor generate additional permanent vehicle trips over the number that were anticipated by the population and employment forecast. Therefore, the project will be consistent with the AQMP.

Comment No. 2: Suggests measures for mitigation of construction related fugitive dust.

Response: The suggested measures are all standard provisions of the Construction Management Plan, Erosion Control Plan or Storm Water Pollution Prevention Plan (SWPPP), all of which are required as conditions of approval or, in the case of the SWPPP, by the Regional Water Quality Control Board.

Law Offices of Michael Stamp

Comment No. 1: That the public review period for the proposed negative declaration for York Highlands does not comply with CEQA requirement for mandatory 20 day public review period.

Response: The Initial Study and proposed negative declaration were filed on September 7, 2011. The public review period was from September 8, 2011 through September 27, 2011 inclusive, which is 20 days. Staff subsequently determined that an Addendum is the appropriate environmental document. Pursuant to CEQA Guidelines Section 15164(c), the addendum need not be circulated for public review.

Standard Subdivision Committee

The project was heard by the Standard Subdivision Committee on September 12, 2011.

The Standard Subdivision Committee adopted Resolution No. 11-011 recommending that the Planning Commission approve the project.

Planning Commission

The project was heard by the Planning Commission pursuant to Section 21.76.030.B of the Zoning Ordinance (Title 21) on September 28, 2011. Minor modifications were made to three conditions of approval to correct dates and factual omissions, two new conditions were added and one condition was deleted.

- Condition No. 28 (Raptor/Migratory Bird Nesting) was added to ensure protection for nesting birds.
- Non-standard Condition No. 29 (Tree Permits for Future Development) was added to give notice to future property owners of County permitting requirements for tree removal associated with future development of the property.
- Public Works Condition No. 46 was deleted because it is no longer applicable. The condition required dedication of a 60 foot wide right of way between State Highway 68 and the southern boundary of the project. This condition, which was carried forward from the original approval, was imposed on the original project when a through public road between Highway 68 and Carmel Valley Road was part of the project. A public through road is no longer proposed.

The Planning Commission adopted Resolution No. 11-033 recommending that the Board of Supervisors adopt the Negative Declaration, Approve the General Plan Amendment, Approve the project and Adopt the Mitigation Monitoring and Reporting Plan. (**Exhibit 1** attached to **Exhibit C**). Section 21.76.030.B of the Zoning Ordinance requires that when the Board of Supervisors is the appropriate hearing body for a Combined Development Permit, the Board shall not act on the Combined Development Permit without prior review and recommendation of the Planning Commission on both the environmental and land use issues. The Planning Commission has fulfilled its role because while the form of the environmental review document changed since the Planning Commission made its recommendation, the substance remains the

same. Subsequent to the Planning Commission hearing, it was determined that an Addendum to the previously certified EIR is the more appropriate form of environmental review for the project than adoption of a Negative Declaration; however, the proposed Negative Declaration that was considered by the Planning Commission was based upon the analysis contained within the same Initial Study that is the basis for the Addendum. Therefore, while the technical form of environmental review document changed since the Planning Commission's consideration, the Planning Commission's recommendation to the Board of Supervisors is based on the same substantive environmental analysis as is before the Board.

Recommendation

All project issues have been resolved and the project as designed and conditioned has been found to be consistent with the 2010 General Plan, the Monterey County Zoning Ordinance (Title 21), and the Monterey County Subdivision Ordinance (Title 19). Therefore, staff recommends that the Board of Supervisors 1) consider the addendum; 2) adopt a resolution to approve the General Plan Amendment; 3) adopt a resolution to approve the project, based on the findings and evidence and subject to the conditions of approval; and 4) adopt the Mitigation Monitoring and Reporting Plan.

Exhibit B
Draft Board Resolution for adoption of
General Plan Amendment

Banker's Development Group, LLC
York Highlands
PLN100020

Board of Supervisors
October 18, 2011

EXHIBIT B
DRAFT BOARD RESOLUTION APPROVING GENERAL PLAN AMENDMENT

**Before the Board of Supervisors in and for the
County of Monterey, State of California**

Resolution No.

Resolution of the Board of Supervisors)
amending the Greater Monterey Peninsula)
Area Plan portion of the 2010 General Plan)
Figure #LU5 to change the land use)
designation from the "Public Quasi-Public and)
Urban Reserve" designation to the "Rural)
Density Residential, 10 acres per unit and)
Urban Reserve" land use designation. [York)
Highlands Subdivision APN: 259-241-004-)
000 (a portion of Parcel H as shown on the)
Monterra Ranch Phase 10 Final Map recorded)
on December 1, 2005 in Volume 23 Cities and)
Towns at Page 16), located south of the)
intersection of State Highway 68 and York)
Road, Monterey.])

A General Plan Amendment to change a portion of Parcel H currently designated as Public Quasi-Public and Urban Reserve in the Greater Monterey Peninsula Area Plan (part of the 2010 Monterey County General Plan) to Rural Density Residential, 10 acres per unit and Urban Reserve came on for public hearing before the Monterey County Board of Supervisors on October 18, 2011. Having considered all the written and documentary evidence, the administrative record, the staff report, oral testimony, and other evidence presented, the Monterey County Board of Supervisors hereby finds and decides as follows:

RECITALS

1. Section 65300 et seq. of the California Government Code requires each county to adopt a comprehensive, long-term General Plan for the physical development of each county.
2. On October 26, 2010, the Board of Supervisors of the County of Monterey ("County") adopted the 2010 Monterey County General Plan ("General Plan"), which updated the County's previously adopted general plan and area plans applicable to the unincorporated inland area of the County,
3. The General Plan Figure #LU5 provides a graphic representation of the general distribution, location, extent and intensity of land uses and transportation routes in the Greater Monterey Peninsula Area Plan area.
4. Pursuant to Government Code sections 65350 et seq., the County may amend the adopted General Plan provided the County follows certain procedures, including that the County Planning Commission hold a noticed public hearing and make a written recommendation to the Board of Supervisors on the proposed amendment of the General Plan.
5. Section 65358 (b) of the California Government Code provides that no mandatory element of a general plan shall be amended more frequently than four times during any calendar

year. This proposed General Plan amendment is the first amendment to the General Plan in the 2011 calendar year.

6. The proposed General Plan amendment is part of an application (PLN100020, York Highlands) for a General Plan Amendment and Combined Development Permit ("Project"). The Combined Development Permit is for the merger and re-subdivision of lots created by Monterra Ranch Final Map Phases 6, 8 & 10 consisting of the reconfiguration of 24 residential lots, 3 open space parcels, 1 scenic easement parcel, and 3 road and utility parcels.
7. A portion of this property was given a General Plan Land Use designation of Public Quasi-Public when the Greater Monterey Peninsula Area Plan was first adopted in 1984 while the zoning remained Rural Density Residential at 10 acres per unit. The reason that this area was designated Public Quasi-Public in the Greater Monterey Peninsula Area Plan is not clear. The General Plan Land Use designation remained Public Quasi-Public when the General Plan was adopted in 2010. The portion of the property that is designated Public Quasi-Public and that is the subject of this general plan amendment consists of APN 259-241-004-000 (a portion of Parcel H as shown on the Monterra Ranch Phase 10 Final Map recorded on December 1, 2005 in Volume 23 Cities and Towns at Page 16), located south of the intersection of State Highway 68 and York Road, Monterey.
8. The proposed General Plan amendment would change the existing land use designation on the above-described portion of the property from the "Public Quasi-Public and Urban Reserve" designation to the "Rural Density Residential, 10 acres per unit and Urban Reserve" land use designation. .
9. The General Plan Amendment is required because the Public Quasi-Public Land Use designation is intended for publicly or privately owned uses such as schools, parks, regional parks, public works facilities and hospitals that serve the public at large. The site is not intended for any type of public project or even a private project that serves the public. Therefore, a General Plan Amendment is required in order to find the proposed map, which proposes residential uses, consistent with the General Plan.
10. The zoning designation on the property does not need to be modified. The existing zoning designation is Rural Density Residential, 10 acres per unit as shown on Section 21-17B of the Monterey County Sectional District Maps. The proposed Combined Development Permit is consistent with this zoning.
11. All policies of the General Plan have been reviewed by the Planning Department staff to determine whether the proposed amendment maintains the compatibility and internal consistency of the General Plan. Board of Supervisors finds the proposed general plan amendment does not affect the internal consistency of the General Plan. The Board of Supervisors also finds that the proposed Project is consistent with the General Plan as proposed to be amended. Section III of the Initial Study prepared for the project determined that the Project is consistent with goals and policies in the Monterey County General Plan. Modifying the land use plan to allow the parcels to be spread out over a greater area will not intensify development.
12. An initial study was prepared and circulated to the public with a proposed Negative Declaration from September 8, 2011 through September 27, 2011. Because the initial study demonstrated that none of the conditions described in Section 15162 calling for preparation

of a subsequent EIR have occurred, a determination has been made that an Addendum is more appropriate than a Negative Declaration; the underlying analysis has not changed.

13. The Addendum to previously certified EIR No. 84-007 prepared for the Project included and analyzed the environmental impacts associated with the General Plan amendment. Prior to making the recommendation on the General Plan amendment, the Board of Supervisors reviewed and considered the Addendum and previously certified EIR.
14. On September 28, 2011, the Monterey County Planning Commission adopted Resolution No. 11-033 recommending that the Board of Supervisors amend Figure #LU5 of the General Plan to redesignate the York Highlands land, APN 259-241-004-000 (a portion of Parcel H as shown on the Monterra Ranch Phase 10 Final Map recorded on December 1, 2005 in Volume 23 Cities and Towns at Page 16), located south of the intersection of State Highway 68 and York Road, Monterey, from the "Public Quasi-Public and Urban Reserve" designation to the "Rural Density Residential, 10 acres per unit and Urban Reserve" designation, as shown on Attachment 1 attached hereto and incorporated herein by reference.
15. On October 18, 2011, the Monterey County Board of Supervisors held a duly noticed public hearing to consider the Addendum, the proposed General Plan amendment, and the proposed Combined Development Permit. At least 10 days before the public hearing, notices of the hearing before the Board of Supervisors were published in the Monterey Herald, were posted on and near the property and mailed to property owners within 300 feet of the subject property as well as interested parties.

DECISION

NOW, THEREFORE, BE IT RESOLVED, that the Board of Supervisors does hereby:

- a. Adopt an amendment to Figure #LU5 of the General Plan to redesignate the York Highlands land, APN 259-241-004-000 (a portion of Parcel H as shown on the Monterra Ranch Phase 10 Final Map recorded on December 1, 2005 in Volume 23 Cities and Towns at Page 16), located south of the intersection of State Highway 68 and York Road, Monterey, from the "Public Quasi-Public and Urban Reserve" designation to the "Rural Density Residential, 10 acres per unit and Urban Reserve" designation, as shown on Attachment 1 attached hereto and incorporated herein by reference.

PASSED AND ADOPTED on this 18th day of October 2011, by the following vote, to-wit:

AYES:

NOES:

ABSENT:

I, Gail T. Borkowski, Clerk of the Board of Supervisors of the County of Monterey, State of California, hereby certify that the foregoing is a true copy of an original order of said Board of Supervisors duly made and entered in the minutes thereof of Minute Book___ for the meeting on _____.

Dated:

Gail T. Borkowski, Clerk of the Board of Supervisors
County of Monterey, State of California

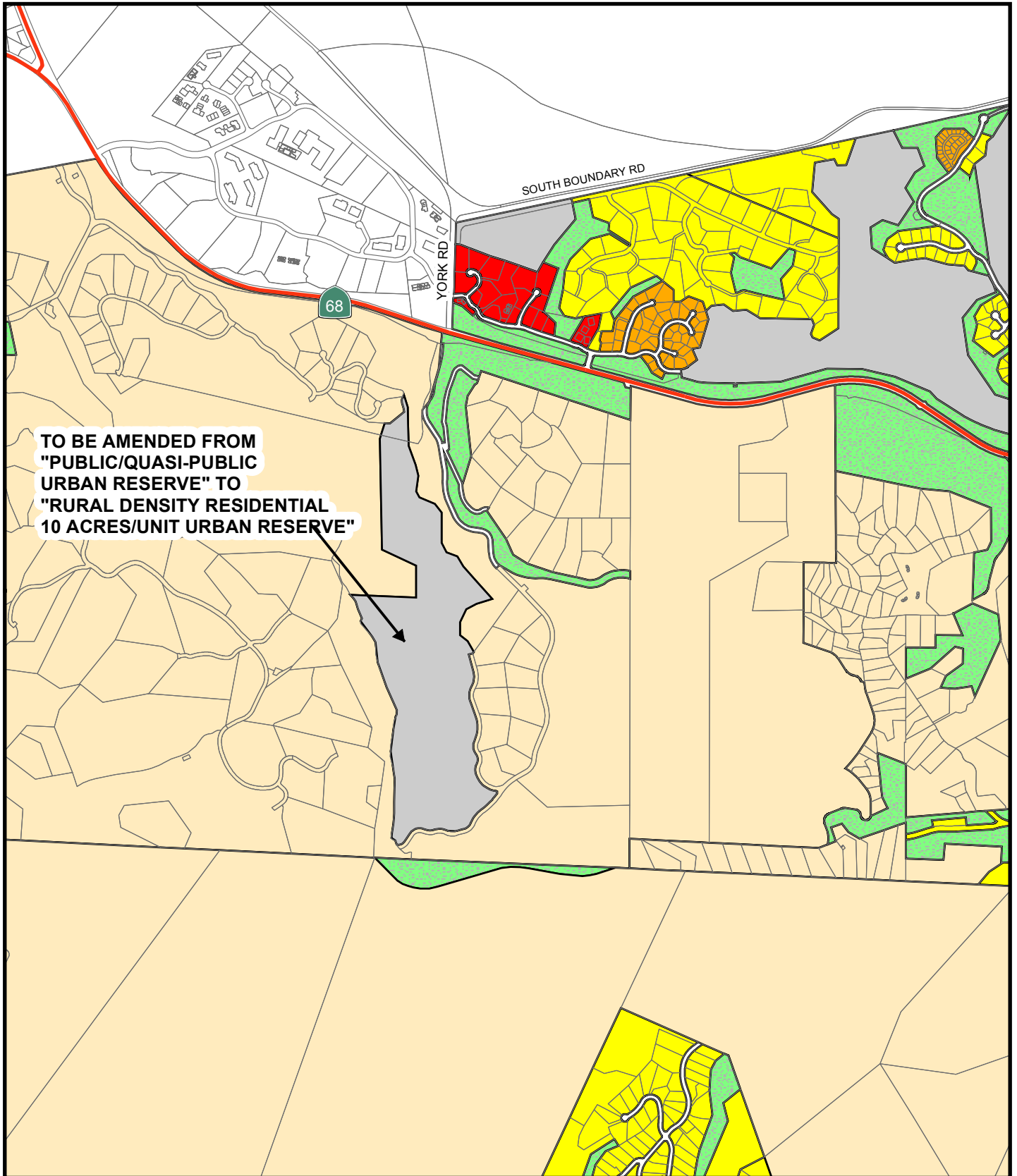
By _____
Deputy

Exhibit B

1. General Plan Amendment Map

Banker's Development Group, LLC
York Highlands
PLN100020

Board of Supervisors
October 18, 2011



LAND USE PLAN AMENDMENT, GREATER MONTEREY PENINSULA

MONTEREY COUNTY GENERAL PLAN FIGURE #LU5

FILE # PLN100020, YORK HIGHLANDS

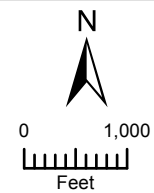


Exhibit C
Draft Board Resolution for approval

Banker's Development Group, LLC
York Highlands
PLN100020

Board of Supervisors
October 18, 2011

EXHIBIT C
DRAFT BOARD RESOLUTION FOR APPROVAL OF PLN100020

**Before the Board of Supervisors in and for the
County of Monterey, State of California**

Resolution No.

Resolution of the Monterey County Board of)
Supervisors approving Combined)
Development Permit PLN100020.)

Combined Development Permit (PLN100020) consisting of:

1) A Vesting Tentative Map for the re-subdivision of lots created by Monterra Ranch Final Map Phases 6, 8 & 10 consisting of the reconfiguration of 24 residential lots (Phase 6: Lot 44 Remainder; Phase 8: Lots 164 - 171; Phase 10: Lots 5-10, 117 -122, Ranch Lots 1, 3 and 4), 3 open space parcels (Phase 8: Parcels A, B & C), 1 scenic easement parcel (Phase 10, Parcel H), and 3 road and utility parcels (Phase 6: Parcel R2; Phase 8: Parcel L; Phase 10: Parcel M); 2) Use Permit for tree removal for subdivision improvements (not for building envelopes); 3) Administrative Permit for grading of less than 131,100 cubic yards (approximately 70,500 cubic yards cut and 60,600 cubic yards fill) in a Visually Sensitive District; and 4) Use Permit for development on slopes greater than 25 percent (hereafter "Project") came on for public hearing before the Monterey County Board of Supervisors on October 18, 2011. Having considered all the written and documentary evidence, the administrative record, the staff report, oral testimony, and other evidence presented, the Monterey County Board of Supervisors hereby 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) Consistency 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;
- Monterey County Zoning Ordinance (Title 21); and
- Monterey County Subdivision Ordinance (Title 19).

All potential conflicts with the above listed documents have been resolved (see evidences that follow). No communications were received during the course of review of the project indicating any inconsistencies with the text, policies, and regulations in these documents. The Monterra Ranch subdivision was approved under the 1982 General Plan and final maps were recorded that created the lots herein being re-configured or re-subdivided. No additional lots are being created and the revised lot configuration will better meet the Monterey County goals and policies relative to tree removal and development on slopes.

- b) This project consists of a Combined Development permit which includes: 1) A Vesting Tentative Map for the re-subdivision of lots created by Monterra Ranch Final Map Phases 6, 8 & 10 consisting of the reconfiguration of 24 residential lots (Phase 6: Lot 44 Remainder;

Phase 8: Lots 164 - 171; Phase 10: Lots 5-10, 117 -122, Ranch Lots 1, 3 and 4), 3 open space parcels (Phase 8: Parcels A, B & C), 1 scenic easement parcel (Phase 10, Parcel H), and 3 road and utility parcels (Phase 6: Parcel R2; Phase 8: Parcel L; Phase 10: Parcel M); 2) Use Permit for tree removal for subdivision improvements (not for building envelopes); 3) Administrative Permit for grading of less than 131,100 cubic yards (approximately 70,500 cubic yards cut and 60,600 cubic yards fill) in a Visually Sensitive District; and 4) Use Permit for development on slopes greater than 25 percent. The Vesting Tentative map is shown on the map prepared by WWD Engineering, dated March 11, 2011 and revised October 7, 2011, on file in the RMA-Planning Department (PLN100020). A copy of said map is attached to this resolution as **Exhibit 2**.

- c) Land Use The project area contains 3 different Land Use designations as shown in Figure No. LU5. A small area along Highway 68 south of the York Road entrance is designated Resource Conservation (RC), a larger area where the Equestrian center was contemplated under the original Monterra Ranch subdivision is designated Public/Quasi-Public (PQP), and the remaining property is designated Rural Density Residential (RDR). The original lot configuration contained lots that were located entirely within the RDR designation and the re-subdivision would place new building envelopes in both the RDR and PQP designated areas of the site. The PQP designation does not allow for the intended residential use so a General Plan amendment is required based on the proposed lot design. By amending the General Plan designation on the former equestrian site from PQP to RDR, an equestrian center will no longer be a part of the Monterra Ranch subdivision. The proposed map will be consistent with the General Plan Land Use Map when the General Plan Amendment becomes effective. Prior to approving this Combined Development Permit, by a separate resolution the Board of Supervisors amended the General Plan to change the land use designation of a portion of Parcel H from Public/Quasi-Public and Urban Reserve to Rural Density Residential and Urban Reserve. With this amendment, the project is consistent with the land use designation in the General Plan.
- d) Zoning The property is located South of the Intersection of Highway 68 and York Road, Monterey (Assessor's Parcel Number 259-092-072-000, 259-092-075-000, 259-191-023-000, 259-191-024-000, 259-231-016-000 through 259-231-026-000, 259-231-028-000, 259-241-001-000, 259-241-004-000, 259-251-001-000 through 259-251-014-000) within the Greater Monterey Peninsula planning area. The project involves a merger and re-subdivision of 24 lots within the Monterra Ranch subdivision. The intended residential use of the lots will not change. Unlike the General Plan designation, the parcels all share the same base zoning designation of "RDR/10-UR" (Rural Density Residential, 10 acres per unit with an Urban Reserve overlay). In addition to the base zoning and the Urban Reserve combining district, all of the subject lots have either a "VS" (Visual Sensitivity) overlay or a "D" (Design Control) overlay depending on the lots proximity to Highway 68 (See Figure No. 14 of the GMPAP). The RDR/10 zoning designation allows residential uses at a density of 10 acre per unit. The project is for residential purposes and the density of the proposed project is

approximately 50 acres per unit. Therefore, the project complies with the zoning designation.

- e) Visual Sensitivity The project includes the creation of parcels in a Visual Sensitivity (VS) zoning area. Policy GMP-3.3 of the 2010 General Plan strongly discourages new development within visually sensitive areas; however an exception can be made where appropriate to maximize the goals, objectives, and policies of the General Plan. In this case, the proposed project qualifies for such exception because the revised lot configuration will require less development on slopes (Policy OS-3.5), removal of fewer trees (Policy GMP-3.5), and less grading. Where an exception can be made, development must be sited in a manner that minimizes visible effects of development to the greatest extent possible using a variety of techniques. Many of reconfigured lots will be located outside the visually sensitive area and many of the lots within the mapped visually sensitive area will not be visible from Highway 68 due to existing topography and vegetation with the exception of proposed Lots 2, 6, and 44. Lots 2 and 6 have been adjusted but are still located near the top of a ridge and development on these lots could be visible from Highway 68. Lot 44 is located on a slope that faces Highway 68 and may be highly visible from Highway 68. This location was selected because it is currently used as a borrow site for on-going subdivision improvements. The borrow site is already highly disturbed and has an access road already graded making it a sensible building site from an environmental perspective. All three lots have been evaluated and specific design criteria including a three dimensional building envelopes and landscape screening have been developed for all three lots. The special 3-dimensional envelopes and landscaping requirements will minimize visibility of future development to a point where structures will be inconspicuous when viewed from Highway 68 (non-standard Condition No. 22). All of the building envelopes will be on slopes of 25% or less and all areas outside of the building envelopes will be placed in a Conservation and Scenic Easement. All development within the VS zoning district is subject to Chapter 21.46 of the zoning ordinance Title 21.
- f) Urban Reserve Pursuant to General Plan Policy LU-2.15 and Section 21.50.030.C of the Zoning Ordinance (Title 21), the project was referred to the City of Monterey for review and comment. The City of Monterey commented that they have no issue with the proposed project.
- g) Design Control No structures are proposed at this time but all future development will be subject to Chapter 21.44 of the Zoning Ordinance (Title 21).
- h) General Plan Policies In addition to specific policies quoted in the preceding evidences, the merger and re-subdivision project has been evaluated for consistency with relevant General Plan Policies. Some policies are complied with through carrying forward conditions and mitigations from the Monterra Ranch subdivision such as lighting requirements and are not described here again. Other more specific policies applicable to the proposed project are described in the evidences that follow.
- i) LU-1.7 Policy LU-1.7 strongly encourages clustering of residential development to those portions of the property which are most suitable for development and where appropriate infrastructure exist to support

the development. The same policy also allows re-subdivisions that do not increase the total number of lots without a general plan amendment. The proposed design complies with this policy even though the re-configured lot locations are of a less clustered nature because the new lot configuration reduces grading requirements, tree removal requirements and development on slopes thus placing lots in the "most suitable" location for development. The re-subdivision will not result in a greater number of lots than previously existed; therefore, evaluation pursuant to LU-1.19 (Development Evaluation System) is not necessary in this case.

- j) LU-1.8 The project is consistent with LU-1.8, which encourages voluntary reduction or limitation of development potential in rural areas through dedication of scenic or conservation easements or other appropriate techniques. This project proposes to voluntarily dedicate over 88 percent of the land area (approximately 730 acres) as scenic easement.
- k) OS-1.5 General Plan Policy OS-1.5 requires that lot configurations avoid creating building sites that will constitute ridgeline development. Lots 2 and 6 have the potential of creating ridgeline development, but the three dimensional building envelopes, and additional screening to be placed on site will minimize to the potential for ridgeline development. To insure that ridgeline development will not occur, Planning Commission review of these units is required.
- l) OS-3.5 Overall, the revised lot configuration takes advantage of existing ranch roads and minimizes grading quantities. Still subdivision improvements will occur on slopes greater than 25% in some areas. A Use Permit to allow development on slopes greater than 25% is included in this permit and the ability to grant the Use Permit has been met (See Finding No. 6).
- m) OS-5.4 A biological report was prepared for the proposed subdivision. The biological report identified several sensitive species at or near the site but no direct impact to these sensitive species was identified. The one exception is oak woodland habitat. Overall impacts to oak woodland habitat are less severe under the proposed lot configuration; however, habitat fragmentation is slightly increased due to the dispersed lot layout. Prohibiting perimeter fencing and reducing direct impacts to oak woodlands on the balance of the parcels results in a net biological benefit to the habitat.
- n) S-3.1 A drainage plan has been prepared for the revised subdivision design by a licensed engineer. The drainage plan maintains the same method and effect required under the original design by installing detention basins that can maintain pre-development runoff rates.
- o) PS-1.1 Adequate Public Services and facilities including water and sewer are available to serve the lots in their new locations. The project does not create more lots than already exist.
- p) GMP-1.4 The project is consistent with GMP-1.4, which requires development proposals to include compatible open space uses located between other developed areas in order to maintain a rural atmosphere and to protect scenic resources. As proposed, new building envelope locations will have a rural atmosphere with open space between building sites. Everything outside the revised building envelope locations will be placed in a conservation and scenic easement resulting

in approximately 730 acres of open space in and around the building envelopes.

- q) GMP-1.5 The project is consistent with GMP-1.5, which identifies open space and recreational uses as appropriate and compatible land uses within areas of high visual sensitivity. Over 90 percent of the area of the site that is located within the area of high visual sensitivity is proposed to be in scenic easement. The areas not within the scenic easement consist of building envelopes for residential use that either will not be visible from major public viewing areas or have been conditioned consistent with the requirements of GMP-3.3 to remain inconspicuous when viewed from major public viewing areas.
- r) GMP-3.2 The project is consistent with GMP-3.2, which directs that development on canyon edges and hilltops be designed to minimize the visual impact of the development. Three-dimensional building envelopes and performance based design criteria are proposed for lots that have the potential for development on hillsides or hilltops (Lots 2, 6 & 44). See also Finding No. 9.
- s) GMP-3.5 The project is consistent with GMP-3.5, which discourages the removal of healthy, native oak, Monterey Pine and redwood trees within the GMP Planning Area. The proposed lot configuration will result in an approximately 20-acre reduction in Oak woodland habitat removal when compared to the existing lot configuration.
- t) GMP-3.11 The project is consistent with GMP-3.11 and GMP-3.13, which encourage the acquisition and development of trails with the intent of creating a coordinated, area-wide trails system. Open space parcels within the project area are subject to an irrevocable offer to dedicate a trail and declaration of restrictions recorded at Document 200110850 in the Monterey County Recorder's Office. Additionally, a non-standard condition has been incorporated requiring that the irrevocable offer to dedicate a trail is re-recorded and that under specified conditions, obligating the developer to construct the trail (Condition No. 68).
- u) Site Visit The project planner conducted site inspections on April 26, 2011, June 13, 2011, August 18, 2011 and August 22, 2011 to verify that the project on the subject parcel conforms to the plans listed above.
- v) LUAC The project was referred to the Greater Monterey Peninsula Land Use Advisory Committee (LUAC) for review. Based on the LUAC Procedure guidelines adopted by the Monterey County Board of Supervisors per Resolution No. 08-338, this application did warrant referral to the LUAC because the project is subject to CEQA review. On May 4, 2011, the LUAC considered the project and heard comments from a neighbor who was concerned about impacts to Monterra residence from traffic through the subdivision. The LUAC commented that York Highlands should be a separate development from Monterra Ranch and stated a concern about congestion at the York Road intersection before recommending approval of the project by a vote of 6-0. LUAC comments were noted during review of the project.
- w) The application was heard by the Standard Subdivision Committee at a duly noticed public hearing held on September 12, 2011. As a technical committee, the Standard Subdivision Committee did not consider the General Plan Amendment. The Standard Subdivision Committee adopted Resolution No. 11-011 recommending that the Planning

- Commission approve the Combined Development Permit.
- x) The application was heard by the Planning Commission at a duly noticed public hearing held on September 28, 2011. The Planning Commission adopted Resolution No. 11-033 recommending that the Board of Supervisors adopt the proposed Negative Declaration, approve the General Plan Amendment, approve the Combined Development Permit and adopt the Mitigation Monitoring and Reporting Plan. Subsequent to the Planning Commission hearing, it was determined that an Addendum to the previously certified EIR is the more appropriate form of environmental review for the project than adoption of a Negative Declaration, and an Addendum was prepared, but the underlying analysis in the Initial Study has not changed.
 - y) On October 18, 2011, the Monterey County Board of Supervisors held a duly noticed public hearing to consider the Addendum, the proposed General Plan amendment, and the proposed Combined Development Permit. At least 10 days before the public hearing, notices of the hearing before the Board of Supervisors were published in the Monterey Herald, were posted on and near the property and mailed to property owners within 300 feet of the subject property as well as interested parties.
 - z) The application, project plans, and related support materials submitted by the project applicant to the Monterey County RMA - Planning Department for the proposed development found in Project File PLN100020.

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: RMA - Planning Department, Monterey Regional Fire Protection District, Parks, Public Works, Environmental Health Bureau, and Water Resources Agency. There has been no indication from these departments/agencies that the site is not suitable for the proposed development. Conditions recommended have been incorporated.
 - b) The site was previously found suitable for development of the 24 lots in question when the Monterra Ranch subdivision was approved (Resolution No. 87-527). Lot and building envelope locations are being reconfigured within the boundaries of the previously approved Monterra Ranch subdivision. Suitability of the new lot locations has been considered. See following evidences.
 - c) Staff identified potential impacts to Biological Resources, Archaeological Resources, and Soil/Slope Stability in considering the new building envelope locations. Technical reports by outside consultants indicated that there are no physical or environmental constraints that would indicate that the new building envelope locations are not suitable for the use proposed. County staff independently reviewed these reports and concurs with their conclusions. The following reports have been prepared:
 - York Highlands Grading letter, prepared by WWD Engineering, June 14, 2011.
 - Biological Impact Letter, prepared by Vern Yadon, Pacific Grove, California, March 11, 2011.

- Supplemental Biological Assessment York Highlands (LIB110168), prepared by Zander Associates, San Rafael, California, May 9, 2011.
 - Geological and Preliminary Geotechnical Investigation (LIB110169), prepared by Environmental Risk Specialties Corporation, Santa Clara, California, March 31, 2011.
 - Drainage Report for York Highlands Re-Subdivision Project (LIB110170), prepared by WWD Engineering, Monterey, California, April, 2011.
 - Preliminary Cultural Resources Reconnaissance of a Portion of the Monterra Ranch, (LIB030110) Monterey, Monterey County, California, prepared by Archaeological Consulting, Salinas, California, August 21, 1989.
- d) Staff conducted site inspections on April 26, 2011, June 13, 2011, August 18, 2011 and August 22, 2011 to verify that the site is suitable for this use.
- e) The application, project plans, and related support materials submitted by the project applicant to the Monterey County RMA - Planning Department for the proposed development found in Project File PLN100020.

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 the RMA - Planning Department, Monterey Regional Fire Protection District, Parks, Public Works, Environmental Health Bureau, Water Resources Agency, and the City of Monterey. The respective departments/agencies have recommended conditions, 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) Necessary public facilities are available. The project will be served water by the Monterra Ranch water system. Each individual lot will have a septic tank and the effluent will be processed by a sewer system, which is operated by the Canada Woods Water Company.
 - c) Preceding findings and supporting evidence for PLN100020.

4. **FINDING:** **NO VIOLATIONS** - The subject property is in compliance with all rules and regulations pertaining to zoning uses, subdivision, and any other applicable provisions of the County's zoning ordinance. No violations exist on the property.

- EVIDENCE:**
- a) Staff reviewed Monterey County RMA - Planning Department and Building Services Department records and is not aware of any violations existing on subject property.
 - b) Staff conducted site inspections on April 26, 2011, June 13, 2011, August 18, 2011 and August 22, 2011 and researched County records to assess if any violation exists on the subject property.

- c) The application, plans and supporting materials submitted by the project applicant to the Monterey County Planning Department for the proposed development are found in Project File PLN100020.

5. **FINDING:** **CEQA (Addendum):** - An Addendum to previously certified EIR No. 84-007 for Monterra Ranch Subdivision was prepared pursuant to Code of Regulations, Title 14, Section 15164 to reflect changes or additions in the project that do not cause substantial changes or new information that would require major revisions to the adopted EIR.

- EVIDENCE:**
- a) Public Resources Code Section 21080.d and California Environmental Quality Act (CEQA) Guidelines Section 15064.a.1 require environmental review if there is substantial evidence that the project may have a significant effect on the environment.
 - b) An EIR for the Monterra Ranch Subdivision was prepared and certified by the Board of Supervisors on October 6, 1987 (Board Resolution 87-257)
 - c) The Monterey County Planning Department prepared an Initial Study pursuant to CEQA. The Initial Study is on file in the offices of the Planning Department and is hereby incorporated by reference (PLN100020). The Initial Study uses the baseline that there are 24 existing lots created as part of the Monterra Ranch Subdivision which could be developed and tiers from the previously certified EIR (No. 84-007) for the Monterra Ranch Subdivision (Board Resolution No. 87-527) for the purposes of evaluating the merger and re-subdivision.
 - d) None of the conditions described in Public Resources Code Section 21166 or CEQA Guidelines Section 15162 (a) calling for the preparation of a subsequent EIR have occurred:
 - 1. No substantial changes are proposed in the project which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.
 - 2. No substantial changes have occurred with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
 - 3. No new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete exists to show that the project will have significant effects not discussed in the previous EIR or that substantial effects previously examined will be more severe than shown in the previous EIR.
 - e) A Draft Negative Declaration was prepared and circulated for public review from September 8, 2011 through September 27, 2011. Because the initial study demonstrated that none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred, a determination has been made that this Addendum is more appropriate than a Negative Declaration; the underlying analysis has not changed.

- f) Issues that were analyzed in the Initial Study include: aesthetic resources, biological resources, cultural resources, geology and soils, hazards/hazardous materials, hydrology/water quality, land use and planning, mineral resources, and noise.
- g) Changes in the location and configuration of 24 lots and associated access roads and infrastructure, within the larger Monterra Ranch subdivision, have been proposed (Merger and Re-subdivision). An Initial Study was prepared for the project that tiered from the Monterra Ranch EIR. The Initial Study found no potentially significant effects from the revised lot locations. Impacts were found to be substantially the same or less than those evaluated in the previously certified EIR.
- h) All project changes required to avoid significant effects on the environment have been incorporated into the project and/or are made conditions of approval. A Condition Compliance and Mitigation Monitoring and/or Reporting Plan has been prepared in accordance with Monterey County regulations and is designed to ensure compliance during project implementation and is hereby incorporated herein by reference as **Exhibit 1**. All applicable mitigations have been carried forward from the Mitigation Monitoring Program adopted when the Monterra Ranch Subdivision was approved (Resolution No. 87-527). The applicant must enter into a new "Agreement to Implement a Mitigation Monitoring and/or Reporting Plan as a condition of project approval.
- i) Pursuant to Section 15162 of the CEQA Guidelines, there are no substantial changes proposed in the project that would require major revisions to the prior EIR. The proposed merger and re-subdivision of 24 lots within the larger Monterra Ranch subdivision will not result in creation of any additional lots nor extend infrastructure that could induce growth in the area. New building envelope locations, including those within the area that was previously proposed to contain an equestrian facility, will result in minor and mostly beneficial changes to the environmental impacts already considered in the certified EIR. The land use designation change in itself will not have a substantial impact on the environment.
- j) Pursuant to Section 15162 of the CEQA Guidelines, there is no new information of substantial importance that was not known at the time the EIR was certified. There have been some changes in the regulatory setting since the time that Monterra Subdivision EIR was certified; however, the new regulations and policies do not suggest that the project would have new significant impacts on the environment not previously identified in the EIR. Water supply, traffic, visual sensitivity, noise, air quality, biology, and a variety of other topics were considered in certifying the Monterra Ranch EIR and creating the subject lots. There is no substantial change in circumstances that would result in new impacts not previously considered in the EIR. For example, traffic was identified as a significant unavoidable impact in the EIR. This would remain true today.
- k) The state law (PRC §21083.4) has been enacted since approval of the Monterra Ranch Subdivision. This legislation gives direction in determining significant effects on oak woodlands and providing mitigation. In this particular case the new project will result in approximately a 20 acre reduction of impacts to oak woodlands. The

modified design will not constitute a significant adverse impact to Oak Woodlands. Additionally, conditions of approval requiring minimization of vegetation removal (Condition No. 16), maintenance of the natural habitat (Condition No. 15) and replacement of protected trees which are removed (Condition Nos. 27 and 29) have been incorporated to ensure protection of all protected trees.

- l) Pursuant to CEQA Guidelines section 15126.4.c lead agencies are required to consider measures to mitigate the significant effects of greenhouse gas emissions. The proposed project is equivalent to the existing Monterra Ranch project with respect to the number of units, and thus vehicle trips. The project will produce less greenhouse gas emissions related to the reduction in the amount of grading needed, the amount of paving provided and the amount of carbon sequestration resulting from tree removal. In 2010, amendments to the CEQA guidelines were adopted to incorporate GHG analysis in CEQA. Although evaluation of GHG impacts is now a requirement of CEQA, there has been a recent court case ruling that found that a new EIR does not need to be prepared when a project EIR was certified prior to the requirement to analyze GHG emissions (*Citizens for Responsible Equitable Environmental Development (CREED) v. City of San Diego*). In this case the court upheld the use of a 2008 addendum to a 1994 EIR used in connection with approving a revised project. The courts found that a new GHG analysis was not required because it is not new information that could not have been known in 1994 when the EIR was certified. The Court found that GHG impacts were known as early as the 1970s.
- m) Evidence that has been received and considered includes: the application, technical studies/reports (*see Finding 2/Site Suitability*), staff reports that reflect the County's independent judgment. These documents are on file in the RMA-Planning Department (PLN100020) and are hereby incorporated herein by reference.
- n) Staff analysis contained in the Initial Study and the record as a whole indicate the project could result in changes to the resources listed in Section 753.5(d) of the Department of Fish and Game (DFG) regulations. All land development projects that are subject to environmental review are subject to a State filing fee plus the County recording fee, unless the Department of Fish and Game determines that the project will have no effect on fish and wildlife resources. The site has the potential to support Hickman's Onion and supports Oak woodland habitat. For purposes of the Fish and Game Code, the project may have an impact on the fish and wildlife resources upon which the wildlife depends. Therefore, the project will be required to pay the State fee plus a fee payable to the Monterey County Clerk/Recorder for processing said fee and posting the Notice of Determination (NOD).
- o) Comments were received on the Initial Study during the comment period from September 8, 2011 to September 27, 2011 from LandWatch, Monterey Bay Unified Air Pollution Control District and the Law Offices of Michael Stamp. Although the determination was later made that an Addendum was the appropriate environmental document and an Addendum has been prepared, staff evaluated the comments and determined that none require preparation of a subsequent or supplemental EIR or identify new significant impacts or an increase in the severity of

impacts not previously analyzed.

- p) The Monterey County Planning Department, located at 168 W. Alisal, Second Floor, Salinas, California, 93901, is the custodian of documents and other materials that constitute the record of proceedings upon which the decision to adopt the negative declaration is based.

6. **FINDING:** **DEVELOPMENT ON SLOPE** – The proposed development better achieves the goals, policies and objectives of the Monterey County General Plan and Greater Monterey Peninsula Area Plan and the Monterey County Zoning Ordinance (Title 21) than other development alternatives.

- EVIDENCE:**
- a) In accordance with the applicable policies of the Greater Monterey Peninsula Area Plan and the Monterey County Zoning Ordinance (Title 21), a Use Permit is required and the authority to grant said permit has been met.
 - b) The project includes an application for development on slopes exceeding 25%. The original lot design and road improvements were proposed on slopes greater than 30% (the threshold of the 1982 General Plan). The 2010 General Plan lowered the threshold for a discretionary permit requirement to 25% slope and no specific entitlement for development on slopes was granted under the original approval but has been included in this permit under the baseline condition that included a project with development on 30% slope. As proposed, the revised lot locations avoid placing building envelopes on slopes greater than 25% and take advantage of existing ranch roads at the project site; however, road improvements will still affect slopes greater than 25%. The revised lot and infrastructure locations minimizes disturbance to slopes and better achieve the goals and policies of the 2010 General Plan by minimizing grading quantities and tree removal.
 - c) The application, plans and supporting materials submitted by the project applicant to the Monterey County Planning Department for the proposed development are found in Project File PLN100020.
 - d) The project planner conducted site inspections on April 26, 2011, June 13, 2011, August 18, 2011 and August 22, 2011.
 - e) A letter of justification for development on slopes in excess of 25% was submitted by the applicant's representative for the project. The justification provided in the letter is that there is no feasible alternative that would avoid development on slopes and that the project better achieves the resource protection goals and policies by reducing impacts to oak woodlands. Staff concurs that the new lot locations better meet the resource protection goals of the 2010 General Plan.

7. **FINDING:** **SUBDIVISION** – Section 66474 of the California Government Code (Subdivision Map Act) and Title 19 (Subdivision Ordinance) of the Monterey County Code (MCC) requires that a request for subdivision be denied if any of the following findings are made:

1. That the proposed map is not consistent with the applicable general plan and specific plans.
2. That the design or improvement of the proposed subdivision is not consistent with the applicable general plan and specific plans.
3. That the site is not physically suitable for the type of development.
4. That the site is not physically suitable for the proposed density of

development.

5. That the design of the subdivision or the proposed improvements is likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.
6. That the design of the subdivision or type of improvements is likely to cause serious public health problems.
7. That the design of the subdivision or the type of improvements will conflict with easements, acquired by the public at large, for access through or use of property within the proposed subdivision.

None of these findings are made.

- EVIDENCE:**
- a) Consistency. The project as designed and conditioned is consistent with the 2010 Monterey County General Plan, (see Finding 1). None of the
 - b) Design. The lot designs are consistent with the Lot Design Standards of MCC Section 19.10.030. All Lots of the proposed Vesting Tentative Map meet the 5 acre minimum lot size for the Rural Density Residential zoning.
 - c) Site Suitability. The site is suitable for the proposed project including the type and density of the development (see Finding 2).
 - d) Environment The Subdivision Ordinance requires denial of a tentative map if the proposed improvements are likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat. An Initial Study was prepared with a baseline of the existing 24 units from Monterra Ranch and tiered from the previously certified EIR for the Monterra Ranch subdivision. The Initial Study did not identify any new substantial environmental impacts or more severe environmental impacts than previously identified. Mitigation measures from the EIR which are applicable to the current project have been carried forward and are incorporated as conditions of project approval. The new design and improvements will not injure fish and is an improvement for habitat from the previously approved design (see Finding 5).
 - e) Health and Safety. The proposed project as designed and conditioned will not, under the circumstances of the particular application, be detrimental to the health, safety, peace, morals, comfort and general welfare of persons residing or working in the neighborhood or to the general welfare of the County (see Finding 3).
 - f) Water Supply. MCC Section 19.10.070 requires provision shall be made for domestic water supply as may be necessary to protect public health, safety, or welfare, and that the source of supply is adequate and potable. MCC Sections 19.03.015.L and 19.07.020.K require Water Supply and Nitrate Loading Information in order to assess these conditions and proof that there is a long term water supply with the project. The project involves relocating 24 lots within the Monterra Ranch subdivision. The use and intensity of the project will not change and water supply and demand will similarly not change. The lots will be served water by the Monterra Ranch water system that has been found to have an adequate quantity and quality of water to serve the project. (See Finding No. 3).
 - g) Sewage Disposal MCC Sections 19.03.015.K and 19.07.020.J requires a can and will serve letter from the sewage treatment provider for projects on a sewer system. The subject project does not include new connections beyond those already approved and contemplated. The lots

will continue to be connected to the Canada Woods sewage treatment plant.

- h) Easements. The project involves an amendment to a Conservation and Scenic Easement deed in order to recognize the new locations of the building envelopes and to include all the areas outside the new building envelope locations. No other easements will be affected by the re-subdivision.
- i) Traffic. No new lots are being created so there would be no increase in potential traffic beyond what was anticipated and evaluated in the previously certified Environmental Impact Report (EIR) for the Monterra Subdivision. Access for the area would remain as approved, located at the York Road/State Route 68 intersection.
- j) Affordable Housing. Affordable housing has been developed for the Monterra Ranch subdivision. No new lots will be created; therefore no additional affordable units are required.
- k) Parks and Recreation. Parks and recreation requirements have been satisfied for the Monterra Ranch subdivision. No new lots are proposed and a condition that requires dedication of access for trails will continue to apply to the re-subdivision (Condition No. 67).
- l) The application, tentative map and supporting materials submitted by the project applicant to the Monterey County Planning Department for the proposed development are found in Project File PLN100020.
- m) The project planner conducted site inspections on April 26, 2011, June 13, 2011, August 18, 2011 and August 22, 2011.

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

- EVIDENCE:**
- a) The project includes application for the removal of approximately 15 acres of oak trees for subdivision improvements. In accordance with the applicable policies of the Greater Monterey Peninsula Area Plan and the Monterey County Zoning Ordinance (Title 21), a Use Permit is required and the authority to grant said permit has been met.
 - b) Under the previously approved design, road improvements and future development of lots would have required removal of approximately 45 acres of oak trees. This included an estimate on the acreage of oak woodland within the proposed building envelopes. As proposed approximately 7 acres of oak woodland would be within the building envelopes for a total impact of approximately 22 acres. This approval does not authorize tree removal within the building envelopes. Development of the lots within the building envelopes will be subject to individual permitting at which time tree removal standards will apply. This permit allows removal of approximately 15 acres of oaks for road and subdivision improvements.
 - c) A non-standard condition of approval (Condition No. 29) requiring that the CC&Rs include a statement that all removal of native trees shall be subject to a tree permit has been incorporated.
 - d) Greater Monterey Peninsula Area Plan Policy GMP-3.5 states “Removal of healthy, native oak, Monterey pine, and redwood trees in the Greater Monterey Peninsula Area shall be discouraged.” The project proposes removal of 15 acres of oak woodland. This is a significant decrease from the tree removal implied with the approval of the previous design

- in keeping with the intent of the policy.
- e) Measures for tree protection during construction have been incorporated as conditions of approval and include tree protection zones, trunk protection and monitoring and reporting requirements (See Condition No. 24)
 - f) The project has been designed and sited to minimize the removal of protected trees to the greatest extent feasible. There are many challenges to the project design including visual requirements, slopes, and trees. The proposed design takes advantage of existing ranch roads within the subdivision to minimize effects of road improvements on trees. The building envelopes have also been appropriately sited to avoid slopes greater than 25% and to avoid ridgeline development.
 - g) The removal will not involve a risk of adverse environmental impacts. The new lot configuration has been evaluated by a biologist. The biologist has concluded that except for a minor increase in habitat fragmentation the proposed design is biologically superior to the original lot design.
 - h)
 - i) Staff conducted site inspections on April 26, 2011, June 13, 2011, August 18, 2011 and August 22, 2011 to verify that the tree removal is the minimum necessary for the project and to identify any potential adverse environmental impacts related to the proposed tree removal.
 - j) The application, plans and supporting materials submitted by the project applicant to the Monterey County Planning Department for the proposed development are found in Project File PLN100020.

9. **FINDING:** **VIEWSHED** – The subject project minimizes development within the viewshed in accordance with the applicable goals and policies of the applicable area plan and zoning codes.

- EVIDENCE:**
- a) The project includes application for a merger and re-subdivision that would create new lots within a highly sensitive viewshed. The new lots contain building envelopes that will be the location of future development for single family purposes. The creation of new building areas within the viewshed requires a Use Permit pursuant to Section 21.46.030.D of the Monterey County Zoning Ordinance (Title 21). Future development of structures will be subject to additional review and approval.
 - b) New lot locations were staked and flagged and have been evaluated pursuant to Policies under Goal OS-1 of the 2010 General Plan, Policy GMP-3.3 of the Greater Monterey Peninsula Area Plan and Chapter 21.46 of the Zoning Ordinance Title 21.
 - c) Of the 24 relocated building envelopes proposed, three lots (Lots 2, 6, and 44) were considered to have the potential to create a substantial adverse visual impact when viewed from Highway 68. Lots 2 and 6 are proposed near the crest of a hill south of Highway 68. Those building envelope locations were slightly revised to avoid ridgeline development. Lot 44 is proposed to be located in the side of the north facing slope that is highly visible from Highway 68. The location of the building envelope was chosen because it is currently highly disturbed from the grading activities associated with subdivision road improvements. Lot 44 is void of vegetation and from that perspective is a sensible location for development. Proposed design and landscaping techniques to

minimize visibility of the subject lots which include three dimensional building envelopes and native plant and tree screening. (Condition No. 22). Staff has reviewed the staking and flagging and the specific design restrictions on the subject lots. The proposed restrictions are consistent with minimization measures and techniques contained in subsection e of Policy GMP-3.3 and will render the future development compatible and inconspicuous with the visual character of the area. All other lots will not be visible from Highway 68.

- d) For nighttime views, all exterior lighting including street lighting will be subject to review by the Planning Department to ensure that lighting is unobtrusive and constructed so that only the intended area is illuminated, long-range visibility is avoided, and off-site glare is fully controlled in compliance with General Plan Policy LU-1.13 (Condition No's. 10 and 20).
- e) The project as proposed, conditioned, and mitigated is consistent with policies of the Greater Monterey Peninsula Area Plan dealing with visual resources. The location of the new building envelopes take advantage of existing disturbed areas such as a borrow site and existing ranch roads, avoids placing building envelopes on slopes greater than 25%, avoids ridgeline development, minimizes grading and tree removal, and with design and landscape restrictions on Lots 2, 6, and 44 minimizes impacts on the highly sensitive viewshed.
- f) The application, plans and supporting materials submitted by the project applicant to the Monterey County Planning Department for the proposed development are found in Project File PLN100020.
- g) The project planner conducted site inspections on site inspections on April 26, 2011, June 13, 2011, August 18, 2011 and August 22, 2011 to verify that the project minimizes development within the viewshed or to identify methods to minimize the development.

10. **FINDING:** **WATER SUPPLY** – The project has a long-term water sustainable supply and manages development in the area so as to minimize adverse effects on the aquifers and preserve them as viable sources of water for human consumption.

- EVIDENCE:**
- a) Potable water for the Monterra Ranch Subdivision is provided by an independent permitted large water system. The water system draws water from wells located in the Monterey Shale fractured rock formations which are geologically isolated from neighboring properties. The Monterra Ranch subdivision EIR stated that the demand to serve the newly created lots can be accommodated by groundwater contained in the fractured siltstone and that production of the net demand of 117 acre feet of water per year (afy) will have no adverse effect on developments along Highway 68 or in Seaside.
 - b) The Monterra Ranch EIR evaluated impacts based on a total of 283 lots. This number is greater than the actual number of lots that have been created within the overall subdivision. The subject re-subdivision will remain well within this number and will not increase the number of lots thereby not increasing the total water demand.
 - c) The existing water system that serves the Monterra Ranch subdivision has a sophisticated treatment system in accordance with mitigations suggested in the FEIR which has been effectively treating water to serve the development in the subdivision.

- d) The project has been reviewed by the Water Resources Agency. Conditions recommended have been included in this permit.
- e) The project complies with General Plan Policies PS-3.1 and PS-3.2. The project will not result in the creation of additional lots or uses that would increase water demand or substantially effect water quality both on-site and off. The subject project reconfigures already approved lots and water for these lots will continue to be provided by the approved Monterra Ranch water system.

DECISION

NOW, THEREFORE, BE IT RESOLVED, based on the above findings and evidence, the Board of Supervisors does hereby:

- A. Consider the Addendum to previously certified EIR No. 84-007 for Monterra Ranch Subdivision;
- B. Approve the Combined Development Permit consisting of:
 - 1) A Vesting Tentative Map for the re- subdivision of Monterra Ranch Final Map Phases 6, 8 & 10 consisting of the reconfiguration of 24 residential lots (Phase 6: Lot 44 Remainder; Phase 8: Lots 164 - 171; Phase 10: Lots 5-10, 117 -122, Ranch Lots 1, 3 and 4), 3 open space parcels (Phase 8: Parcels A, B & C), 1 scenic easement parcel (Phase 10, Parcel H), and 3 road and utility parcels (Phase 6: Parcel R2; Phase 8: Parcel L; Phase 10: Parcel M);
 - 2) Use Permit for tree removal for subdivision improvements only (not for building envelopes);
 - 3) Administrative Permit for grading of less than 131,100 cubic yards (70,500 cubic yards cut and 60,600 cubic yards fill) in a Visually Sensitive District; and
 - 4) Use Permit for development on slopes greater than 25 percent, in general conformance with the attached copy of the Vesting Tentative Map (**Exhibit 2**) and subject to the attached conditions (**Exhibit 1**), all being attached hereto and incorporated herein by reference; and
- C. Adopt the attached Mitigation Monitoring and Reporting Plan (**Exhibit 1**).

DECISION

PASSED AND ADOPTED on this 18TH day of October 2011, by the following vote, to-wit:

AYES:

NOES:

ABSENT:

I, Gail T. Borkowski, Clerk of the Board of Supervisors of the County of Monterey, State of California, hereby certify that the foregoing is a true copy of an original order of said Board of Supervisors duly made and entered in the minutes thereof of Minute Book ___ for the meeting on October 18, 2011.

Dated:

Gail T. Borkowski, Clerk of the Board of Supervisors
County of Monterey, State of California

By _____
Deputy

Exhibit C

1. Conditions of Approval and Mitigation Monitoring and Reporting Plan

Banker's Development Group, LLC
York Highlands
PLN100020

Board of Supervisors
October 18, 2011

Monterey County Planning Department

DRAFT Conditions of Approval/Mitigation Monitoring Reporting Plan

PLN100020

Conditions of Approval and/or Mitigation Monitoring Measures	Responsible Department	Compliance or Monitoring Actions to be Performed
<p>1. PD001 - SPECIFIC USES ONLY</p> <p>This Combined Development Permit allowing: 1) Vesting Tentative Map for the re-subdivision of Monterra Ranch Final Map Phases (Ph)6, 8 & 10 consisting of the reconfiguration of 24 residential lots (Ph. 6: Lot 44 Remainder; Ph. 8: Lots 164-171; Ph. 10: Lots 5-10, 117-122, Ranch Lots 1, 3 & 4), 3 open space parcels (Ph. 8: Parcels A, B & C), 1 scenic easement parcel (Ph. 10, Parcel H), & 3 road & utility parcels (Ph. 6: Parcel R2; Ph. 8: Parcel L; Ph. 10: Parcel M); 2) Use Permit for tree removal for subdivision improvements (not for building envelopes); 3) Administrative Permit for grading of less than 131,100 CY (70,500 CY cut and 60,600 CY fill) in a Visually Sensitive District; 4) Use Permit for development on slopes >25 percent 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 the RMA-Planning Department. 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 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.</p>	Planning	Adhere to conditions and uses specified in the permit.
<p>2. PD002 - NOTICE PERMIT APPROVAL</p>		

Conditions of Approval and/or Mitigation Monitoring Measures	Responsible Department	Compliance or Monitoring Actions to be Performed
<p>The applicant shall record a Permit Approval Notice that states, "A Combined Development Permit, Resolution Number _____, was approved by the Board of Supervisors on October 18, 2011, 2011 for Assessor's Parcel Numbers 259-241-001-000; 259-241-004-000; 259-092-072-000; 259-092-075-000; 259-191-023-000; 259-191-024-000; 259-211-016-000; 259-231-016-000; 259-231-017-000; 259-231-018-000; 259-231-019-000; 259-231-020-000; 259-231-021-000; 259-231-022-000; 259-231-023-000; 259-231-024-000; 259-231-025-000; 259-231-026-000; 259-231-028-000; 259-251-001-000; 259-251-002-000; 259-251-003-000; 259-251-004-000; 259-251-005-000; 259-251-006-000; 259-251-007-000; 259-251-008-000; 259-251-009-000; 259-251-010-000; 259-251-011-000; 259-251-012-000; 259-251-013-000; 259-251-014-000; and 259-251-015-000. The permit was granted subject to 68 conditions of approval and 92 mitigation measures which run with the land. A copy of the permit is on file with the Monterey County RMA - Planning Department." Proof of recordation of this notice shall be furnished to the Director of the RMA - Planning Department prior to issuance of building permits or commencement of the use. (RMA - Planning Department)</p>	Planning	Proof of recordation of this notice shall be furnished to the RMA - Planning Department.
<p>3. PD004 - INDEMNIFICATION AGREE</p> <p>The property owner agrees as a condition and in consideration of approval of this discretionary development permit that it will, pursuant to agreement and/or statutory provisions as applicable, including but not limited to Government Code Section 66474.9, defend, indemnify and hold harmless the County of Monterey or its agents, officers and employees from any claim, action or proceeding against the County or its agents, officers or employees to attack, set aside, void or annul this approval, which action is brought within the time period provided for under law, including but not limited to, Government Code Section 66499.37, as applicable. The property owner will reimburse the County for any court costs and attorney's fees which the County may be required by a court to pay as a result of such action. The County may, at its sole discretion, participate in the defense of such action; but such participation shall not relieve applicant of his obligations under this condition. An agreement to this effect shall be recorded upon demand of County Counsel or concurrent with the issuance of building permits, use of property, filing of the final map, whichever occurs first and as applicable. The County shall promptly notify the property owner of any such claim, action or proceeding and the County shall cooperate fully in the defense thereof. If the County fails to promptly notify the property owner of any such claim, action or proceeding or fails to cooperate fully in the defense thereof, the property owner shall not thereafter be responsible to defend, indemnify or hold the County harmless. (RMA - Planning Department)</p>	Planning	<p>Submit signed and notarized Indemnification Agreement to the Director of RMA-Planning Department for review and signature by the County.</p> <p>Proof of recordation of the Indemnification Agreement, as outlined, shall be submitted to the RMA-Planning Department.</p>
<p>4. PD032(A) - PERMIT EXPIRATION</p>		

Conditions of Approval and/or Mitigation Monitoring Measures	Responsible Department	Compliance or Monitoring Actions to be Performed
<p>The permit shall be granted for a time period of 2 years, to expire on September 28, 2013 unless use of the property or actual construction has begun within this period. (RMA-Planning Department)</p>	Planning	<p>Prior to the expiration date stated in the condition, the Owner/Applicant shall obtain a valid grading or building permit and/or commence the authorized use to the satisfaction of the Director of Planning. Any request for extension must be received by the Planning Department at least 30 days prior to the expiration date.</p>
<p>5. PD003(A) - CULTURAL RESOURCES NEGATIVE ARCHAEOLOGICAL REPORT</p> <p>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. The Monterey County RMA - Planning Department 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. (RMA - Planning Department)</p>	Planning	<p>This condition shall be included as a note on an additional sheet of the final map and in the CC&Rs.</p> <p>The Owner/Applicant shall adhere to this condition on an on-going basis. Stop work within 50 meters (165 feet) of uncovered resource and contact the Monterey County RMA - Planning Department 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.</p>
<p>6. PD006 - MITIGATION MONITORING</p> <p>The applicant shall enter into an agreement with the County to implement a Mitigation Monitoring and/or Reporting Plan in accordance with Section 21081.6 of the California Public Resources Code and Section 15097 of Title 14 Chapter 3 of the California Code of Regulations. Compliance with the fee schedule adopted by the Board of Supervisors for mitigation monitoring shall be required and payment made to the County of Monterey at the time the property owner submits the signed mitigation monitoring agreement. (RMA - Planning Department)</p>	Planning	<p>Within sixty (60) days after project approval or prior to the issuance of building and grading permits, whichever occurs first, the Owner/Applicant shall:</p> <ol style="list-style-type: none"> 1) Enter into agreement with the County to implement a Mitigation Monitoring Program. 2) Fees shall be submitted at the time the property owner submits the signed mitigation monitoring agreement.
<p>7. PDSP014 - MITIGATION MONITORING AND REPORTING PLAN (NON-STANDARD)</p> <p>All of the mitigation measures contained in the Final Environmental Impact Report for the Monterra Ranch Subdivision (EIR No. 84-007) as shown in the Mitigation Monitoring and Reporting Plan are included as conditions of approval. (RMA - Planning Department)</p>	Planning	<p>This condition shall be included as a note on an additional sheet of the final map and in the CC&Rs.</p> <p>Subdivider shall implement all mitigation measures to the satisfaction of the RMA-Planning Department.</p>

Conditions of Approval and/or Mitigation Monitoring Measures	Responsible Department	Compliance or Monitoring Actions to be Performed
<p>8. PD010 - EROSION CONTROL PLAN</p> <p>The approved development shall incorporate the recommendations of the Erosion Control Plan as reviewed by the Director of RMA - Planning and Director of Building Services. All cut and/or fill slopes exposed during the course of construction be covered, seeded, or otherwise treated to control erosion during the course of construction, subject to the approval of the Director of RMA - Planning and RMA - Building Services. The improvement and grading plans shall include an implementation schedule of measures for the prevention and control of erosion, siltation and dust during and immediately following construction and until erosion control planting becomes established. This program shall be approved by the Director of RMA - Planning and Director of RMA - Building Services. (RMA - Planning Department and RMA - Building Services Department)</p>	Planning	<p>This condition shall be included as a note on an additional sheet of the final map and in the CC&Rs.</p> <p>Prior to the issuance of grading and building permits, the Owner/Applicant shall submit an Erosion Control Plan to the RMA - Planning Department and the RMA - Building Services Department for review and approval.</p> <p>The Owner/Applicant, on an on-going basis, shall comply with the recommendations of the Erosion Control Plan during the course of construction until project completion as approved by the Director of RMA - Planning and Director of RMA - Building Services.</p>
<p>9. PD036 - UTILITIES-SUBDIVISION</p> <p>A note shall be placed on the final map or a separate sheet to be recorded with the final map indicating that "Underground utilities are required in this subdivision in accordance with Chapter 19.10.095, Title 19 of the Monterey County Code." Such facilities shall be installed or bonded prior to filing the parcel/final map. The note shall be located in a conspicuous manner subject to the approval of the Director of Public Works. (RMA - Planning Department)</p>	Planning	<p>Prior to recordation of the parcel/final map, the Owner/Applicant shall place a note on the map or on a separate sheet and submit to the RMA - Planning Department for review and approval. The Owner/Applicant shall install or bond for the underground utility facilities.</p>
<p>10. PD013 - STREET LIGHTING</p> <p>All street lights in the development shall be approved by the Director of the RMA - Planning Department. (RMA - Planning Department)</p>	Planning	<p>This condition shall be included as a note on an additional sheet of the final map and in the CC&Rs.</p> <p>Prior to the issuance of grading or building permits for street lights, the Owner/Applicant shall submit three copies of the lighting plans to the RMA - Planning Department for review and approval. Approved lighting plans shall be incorporated into final building plans.</p> <p>Prior to occupancy and on an on-going basis, the Owner/Applicant shall ensure that the lighting is installed and maintained in accordance with the approved plan.</p>
<p>11. PDSP001 ARCHAEOLOGICAL MONITORING (NON-STANDARD)</p>		

Conditions of Approval and/or Mitigation Monitoring Measures	Responsible Department	Compliance or Monitoring Actions to be Performed
<p>An archaeologist shall be retained to monitor the initial excavation and grading of subdivision improvements for each phase. An agreement signed by the archeologist, applicant, and excavation contractor subject to approval of the Planning Director prior to issuance of the grading permit shall be required. Said agreement shall specify that the archaeologist shall submit a written report detailing findings, if any. Upon discovery of significant archaeologists resources excavation or grading shall cease for a period necessary to determine the significance of any artifacts and salvage any discoveries. Said period shall not exceed 15 working days. (RMA-Planning Department)</p>	Planning	<p>This condition shall be included as a note on an additional sheet of the final map and in the CC&Rs.</p> <p>Prior to issuance of grading permit, applicant/owner shall submit contract for monitoring to RMA-Planning Department.</p>
<p>12. PDSP002 - HOMEOWNERS ASSOCIATION (NON-STANDARD) That a Homeowners Association be formed for road, drainage and open space maintenance. The document(s) for the formation of this association shall be submitted to and approved by the Director of Public Works, the Director of RMA-Planning, and the Monterey County Water Resources Agency prior to filing of the final map. The CC&Rs shall include provisions for a yearly report prepared by a registered civil engineer regarding monitoring of impacts of drainage and maintenance of drainage facilities. The report shall be reviewed and approved by the Water Resources Agency. (RMA-Planning Department and Water Resources Agency)</p>	Planning	<p>Prior to filing of the final map, The document(s) for the formation of a Homeowners Association shall be submitted to and approved by the Director of Public Works, the Director of RMA-Planning, and the Monterey County Water Resources Agency.</p>
<p>13. PDSP003 - EROSION CONTROL PLAN (NON-STANDARD) Prior to the filing of the final map, an erosion control plan shall be prepared for the project. This plan shall include all of the following and shall be approved by the Director of Building Services Department:</p> <ul style="list-style-type: none"> a. all disturbed slopes shall be revegetated with a mix of seeds best suited for the climate and soil conditions; b. slopes shall be covered with a straw mulch or jute netting after seeding or hydroseeding; the straw mulch should be punched in; no hydromulch should be used; c. no grading shall occur between October 15 and April 15, unless conforming to Monterey county Code Section 16.12.090; d. where possible, cuts shall be revegetated with trees as well as seed, especially in areas where trees are removed to allow roads and driveways; e. removed topsoil shall be stockpiled on the site to be used for revegetation work; f. all road work on slopes over 30% or in landslide or dipslope areas shall require geotechnical evaluations; g. land shall be graded and landscaped in increments of size that can be completed during a single construction season; h. storm water shall not be allowed to flow directly down unprotected slopes, devoid of vegetation; i. catch basins shall be used to retain sediment within the site area during the construction period; the grading operations shall be evaluated and inspected be a qualified soils engineer. (RMA-Planning and RMA-Building Services) 	Planning	<p>Prior to the filing of the final map, an erosion control plan shall be prepared for the project and shall include the required elements as stated in the condition. This plan shall be reviewed and approved by the Director of Planning and the Director of Building Services.</p>

Conditions of Approval and/or Mitigation Monitoring Measures	Responsible Department	Compliance or Monitoring Actions to be Performed
<p>14. PD007- GRADING WINTER RESTRICTION</p> <p>No land clearing or grading shall occur on the subject parcel between October 15 and April 15 unless authorized by the Director of RMA - Building Services Department. (RMA - Planning Department and Building Services Department)</p>	Planning	<p>This condition shall be included as a note on an additional sheet of the final map and in the CC&Rs.</p> <p>The Owner/Applicant, on an on-going basis, shall obtain authorization from the Director of RMA - Building Services Department to conduct land clearing or grading between October 15 and April 15.</p>
<p>15. PDSP004 - MAINTENANCE OF NATURAL HABITAT (NON-STANDARD)</p> <p>In order to maintain the natural habitat within and surrounding the lots, the following language shall be included as a note on the final map and shall be implemented by future homeowners:</p> <ul style="list-style-type: none"> a. Direct disturbance or removal of native vegetation cover should be restricted to those areas designated for development only, except as prescribed under Fire Control and Fuel Management. b. The introduction of non-native plant species should be avoided. Native trees (preferably oaks), shrubs, and ground covers should be used for erosion control and landscaping within the designated development envelope surrounding each homesite, the proposed recreation areas, and along the access road system. A landscape plan should be developed incorporating the retention of native trees and vegetation around the building sites. c. Exotic plant species that are aggressive colonizers of disturbed areas should be actively eradicated. These species include, but are not limited to, French broom and Eucalyptus. d. Off-road vehicle activities should not be allowed on the property. e. Livestock (e.g., horses, cattle) should be kept or grazed on the property only at stocking levels comparable to pre-existing use. If desired, use of the existing road and trail system for recreational horseback riding and hiking may be allowed to continue. No livestock should be stabled or boarded on any cluster or estate parcel. f. No broad-scale application of pesticides or herbicides should be permitted on the property. g. Dead trees and snags, as well as bare and denuded limbs, should be retained. These are valuable as perch or roost sites for raptors and flycatchers, and as nest sites for cavity-nesting birds. Removal should be implemented only when a hazard exists. h. Brush piles and fallen logs should be retained except as prescribed under Fire Control and Fuel Management. These serve as protective or escape cover, nest sites, and foraging areas for a variety of wildlife species. (RMA - Planning De 	Planning	<p>Prior to recordation of the final map, the Owner/Applicant shall include the language of this condition as a note on the final map or on a separate sheet to be recorded with the final map and shall submit the final map to the Director of RMA-Planning for review and approval.</p> <p>Prior to the recordation of the final map, the language of this condition shall be included in the CC&Rs for the Homeowner's Association.</p> <p>On an on-going basis, the Owner/Applicant shall implement the condition as required.</p>
<p>16. PDSP009 - MINIMIZE VEGETATION REMOVAL (NON-STANDARD)</p>		

Conditions of Approval and/or Mitigation Monitoring Measures	Responsible Department	Compliance or Monitoring Actions to be Performed
Development and construction activities should be conducted with as little vegetation removal and soil disturbance as possible. Tree and shrub root systems should be left intact to help bind the soil. Surface cuts and fills should be made only for designated homesites and associated construction material laydown areas. Development of the existing unpaved road along the ridgeline as construction and residential access to the homesites will prevent soil disturbance on slopes where higher erosion rates are expected. Clearing should not be allowed on slopes greater than ten percent without specific consultation with an erosion control specialist. (RMA-Planning Department)	Planning	<p>Prior to recordation of the final map, the Owner/Applicant shall include the language of this condition as a note on the final map or on a separate sheet to be recorded with the final map and shall submit the final map to the Director of RMA-Planning for review and approval.</p> <p>Prior to the recordation of the final map, the language of this condition shall be included in the CC&Rs for the Homeowner's Association.</p> <p>On an on-going basis, the Owner/Applicant shall implement the condition as required.</p>
<p>17. PD022(A) - EASEMENT-CONSERVATION & SCENIC (NON-STANDARD) A conservation and scenic easement shall be conveyed to the County over those portions of the property where slopes exceed 25% and all areas outside of the designated building envelopes and development envelopes. The easement shall be developed in consultation with certified professionals. An easement deed shall be submitted to, reviewed and approved by, the Director of RMA - Planning Department prior to recordation of the final map. (RMA - Planning Department)</p>	Planning	<p>Prior to recordation of the final map, the Owner/Applicant/Certified Professional shall submit the conservation and scenic easement deed and corresponding map, showing the exact location of the easement on the property along with the metes and bound description developed in consultation with a certified professional, to the RMA - Planning Department for review and approval.</p> <p>Concurrently with recordation of the final map, the Owner/Applicant shall record the deed and map showing the approved conservation and scenic easement.</p>
<p>18. PDSP005 - FUEL MANAGEMENT PLAN (NON-STANDARD) The Owner/Applicant shall prepare a Fuel Management Plan for review and approval by the Director of RMA-Planning and the Monterey County Regional Fire Protection District. The approved Fuel Management Plan shall be included in the CC&Rs for the Homeowner's Association. (RMA-Planning and Monterey County Regional Fire Protection District)</p>	Planning	<p>Prior to filing the final map, the Owner/Applicant shall prepare a Fuel Management Plan for review and approval by the Director of RMA-Planning and the Monterey County Regional Fire Protection District. The approved Fuel Management Plan shall be included in the CC&Rs for the Homeowner's Association.</p>
19. PD012(D) - LANDSCAPE PLAN & MAINTENANCE (MPWMD-SFD ONLY)		

Conditions of Approval and/or Mitigation Monitoring Measures	Responsible Department	Compliance or Monitoring Actions to be Performed
<p>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 the RMA - Planning Department. A landscape plan review fee is required for this project. Fees shall be paid at the time of landscape plan submittal. The landscaping plan shall be in sufficient detail to identify the location, species, and size of the proposed landscaping materials and shall include an irrigation plan. The plan shall be accompanied by a nursery or contractor's estimate of the cost of installation of the plan. Before occupancy, landscaping shall be either installed or a certificate of deposit or other form of surety made payable to Monterey County for that cost estimate shall be submitted to the Monterey County RMA - Planning Department. All landscaped areas and fences shall be continuously maintained by the applicant; all plant material shall be continuously maintained in a litter-free, weed-free, healthy, growing condition. (RMA - Planning Department)</p>	Planning	<p>This condition shall be included as a note on an additional sheet of the final map and in the CC&Rs.</p> <p>Prior to issuance of building permits, the Owner/Applicant/Licensed Landscape Contractor/Licensed Landscape Architect shall submit landscape plans and contractor's estimate to the RMA - Planning Department 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."</p> <p>Prior to issuance of building permits, the Owner/Applicant/Licensed Landscape Contractor/Licensed Landscape Architect shall submit one (1) set landscape plans of approved by the RMA-Planning Department, a Maximum Applied Water Allowance (MAWA) calculation, and a completed "Residential Water Release Form and Water Permit Application" to the Monterey County Water Resources Agency for review and approval.</p> <p>Prior to issuance of building permits, the Owner/Applicant/Licensed Landscape Contractor/Licensed Landscape Architect shall submit the RMA-Planning Department approved landscape plans, a Maximum Applied Water Allowance (MAWA) calculation, and a completed "Residential Water Release Form and Water Permit Application" to the Monterey Peninsula Water Management District for review and approval.</p> <p>Prior to issuance of building permits, the Owner/Applicant/Licensed Landscape Contractor/</p>

Conditions of Approval and/or Mitigation Monitoring Measures	Responsible Department	Compliance or Monitoring Actions to be Performed
<p>20. PD014(B) - LIGHTING-EXTERIOR LIGHTING PLAN (VS & RIDGELINE)</p> <p>All exterior lighting shall be unobtrusive, down-lit, harmonious with the local area, and constructed or located so that only the intended area is illuminated and off-site glare is fully controlled. Exterior lighting shall have recessed lighting elements. Exterior light sources that would be directly visible from when viewed from a common public viewing area, as defined in Section 21.06.195, are prohibited. The applicant shall submit three (3) copies of exterior lighting plan which shall indicate the location, type, and wattage of all light fixtures and include catalog sheets for each fixture. The lighting shall comply with the requirements of the California Energy Code set forth in California Code of Regulations Title 24 Part 6. The exterior lighting plan shall be subject to approval by the Director of the RMA - Planning Department, prior to issuance of building permits. (RMA - Planning Department)</p>	Planning	<p>shall submit an approved water permit from the MPWMD to the RMA-Building Services Department.</p> <p>Prior to occupancy, the Owner/Applicant/Licensed Landscape Contractor/Licensed Landscape Architect shall ensure that the landscaping shall be either installed or a certificate of deposit or other form of surety made payable to Monterey County for that cost estimate shall be submitted to the Monterey County RMA - Planning Department.</p> <p>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.</p>
<p>21. PD015 - NOTE ON MAP-STUDIES</p>		<p>This condition shall be included as a note on an additional sheet of the final map and in the CC&Rs.</p> <p>Prior to the issuance of building permits, the Owner/Applicant shall submit three copies of the lighting plans to the RMA - Planning Department for review and approval. Approved lighting plans shall be incorporated into final building plans.</p> <p>Prior to occupancy and on an on-going basis, the Owner/Applicant shall ensure that the lighting is installed and maintained in accordance with the approved plan.</p>

Conditions of Approval and/or Mitigation Monitoring Measures	Responsible Department	Compliance or Monitoring Actions to be Performed
<p>A note shall be placed on the final map or a separate sheet to be recorded with the final map stating: "The following reports have been prepared: -York Highlands Grading letter, prepared by WWD Engineering, June 14, 2011; -Biological Impact Letter, prepared by Vern Yadon, Pacific Grove, California, March 11, 2011; -Supplemental Biological Assessment York Highlands (LIB110168), prepared by Zander Associates, San Rafael, California, May 9, 2011; -Geological and Preliminary Geotechnical Investigation (LIB110169), prepared by Environmental Risk Specialties Corporation, Santa Clara, California, March 31, 2011; -Drainage Report for York Highlands Re-Subdivision Project (LIB110170), prepared by WWD Engineering, Monterey, California, April, 2011; and -Preliminary Cultural Resources Reconnaissance of a Portion of the Monterra Ranch, (LIB030110) Monterey, Monterey County, California, prepared by Archaeological Consulting, Salinas, California, August 21, 1989. These reports are on file in the Monterey County RMA-Planning Department. All of the recommendations contained in these reports shall be followed in further development of this property." The note shall be located in a conspicuous location, subject to the approval of the County Surveyor. (RMA - Planning Department)</p>	Planning	<p>Prior to recordation of final/parcel map, the Owner Applicant shall submit the final map with notes to the RMA - Planning Department and Public Works for review and approval.</p>
<p>22. PDSP008 - THREE DIMENSIONAL BUILDING ENVELOPES (NON-STANDARD) The three dimensional building envelopes (dated August 22, 2011) and development criteria (submitted September 1, 2011) for Lot 2, Lot 6 and Lot 44 shall be incorporated into the CC&Rs for the subdivision. The CC&Rs shall also note that all development on these lots shall conform to these building envelopes and to the associated development criteria and that these lots are subject to a Use Permit to be reviewed and approved by the Planning Commission. A note shall be placed on the Final Map stating that these three dimensional building envelopes and development criteria have been incorporated into the CC&Rs. (RMA - Planning Department)</p>	Planning	<p>Prior to recordation of the final map, the applicant shall submit a copy of CC&Rs to the RMA-Planning Department for review and approval.</p> <p>Prior to recordation of the final map, the applicant shall submit a copy of the map showing the required note to the RMA-Planning Department.</p>
<p>23. PDSP007 - BUILDING ENVELOPES (NON-STANDARD) That building envelopes be established for all lots and approved by the Director of Planning and that the approved building envelopes be shown on the final map. Prepare site plans for all lots to be approved by the Director of Planning. The site plan shall: (1) define the building envelope (2) identify existing geologic hazards; (3) identify areas placed into scenic easement showing a 50 foot setback or as determined by subsequent geologic studies; (4) the maximum size of each site plan shall be 8½" X 14". The approved site plans are to be recorded with the subdivision CC&Rs. A note shall be placed on the final map of each phase stating that the property may be subject to building and /or use restrictions. (RMA - Planning Department)</p>	Planning	<p>Prior to the recordation of the final map the applicant shall provide to the RMA-Planning Department for review and approval: 1) building envelopes for each lot; and 2) copy of final map with required notes.</p> <p>Prior to recordation of CC&Rs the applicant shall provide a copy of the CC&Rs to the RMA-Planning Department for review and approval.</p>
<p>24. PD011 - TREE AND ROOT PROTECTION</p>		

Conditions of Approval and/or Mitigation Monitoring Measures	Responsible Department	Compliance or Monitoring Actions to be Performed
<p>(NON-STANDARD) Trees which are located close to construction site(s) shall be protected from inadvertent damage from construction equipment by fencing off the canopy driplines and/or critical root zones (whichever is greater) with protective materials, wrapping trunks with protective materials, avoiding fill of any type against the base of the trunks and avoiding an increase in soil depth at the feeding zone or drip-line of the retained trees. Said protection, approved by certified arborist, shall be demonstrated prior to issuance of grading permits subject to the approval of RMA - Director of Planning. If there is any potential for damage, all work must stop in the area and a report, with mitigation measures, shall be submitted by certified arborist. Should any additional trees not included in this permit be harmed, during grading or construction activities, in such a way where removal is required, the owner/applicant shall obtain required permits. (RMA - Planning Department)</p>	Planning	<p>Prior to issuance of grading permits, the Owner/Applicant shall submit evidence of tree protection to the RMA - Planning Department for review and approval.</p> <p>During construction, the Owner/Applicant/Arborist shall submit on-going evidence that tree protection measures are in place through out grading and construction phases. If damage is possible, submit an interim report prepared by a certified arborist.</p> <p>Prior to final inspection, the Owner/Applicant shall submit photos of the trees on the property to the RMA-Planning Department after construction to document that tree protection has been successful or if follow-up remediation or additional permits are required.</p>
<p>25. PDSP009 - NOTE ON MAP - NOISE (NON-STANDARD)</p> <p>The applicant shall place the following note on the final map: "The York Highlands subdivision is located within close proximity to the Monterey Airport, the Laguna Seca Raceway and State Highway 68 and may be subject to intermittent noise impacts. Appropriate design and building techniques to mitigate noise should be considered in the design and construction of residential structures within the subdivision." (RMA - Planning Department)</p>	Planning	<p>Prior to recordation of the final map, the applicant shall submit a copy of the map with the required note to the RMA-Planning Department for review and approval.</p>
<p>26. PDSP006 - GENERAL PLAN AMENDMENT (NON-STANDARD)</p> <p>Prior to recordation of any final map for the subdivision, the General Plan Amendment to change the General Plan Designation of a portion of the property (Parcel H) from Public Quasi-Public and Urban Reserve ("PQP-UR") to Rural Density Residential, 10 acres per unit and Urban Reserve ("RDR/10-UR") shall be adopted by the Board of Supervisors and be in full force and effect.</p>	Planning	<p>Prior to recordation of any final map for the subdivision, the Owner/Applicant shall submit documentation that the General Plan Amendment to change the General Plan Designation from Public Quasi-Public and Urban Reserve ("PQP-UR") to Rural Density Residential, 10 acres per unit and Urban Reserve ("RDR/10-UR") has been adopted by the Board of Supervisors and is in full force and effect.</p>
<p>27. PDSP011 - TREE RELOCATION/REPLACEMENT (NON-STANDARD)</p>		

Conditions of Approval and/or Mitigation Monitoring Measures	Responsible Department	Compliance or Monitoring Actions to be Performed
Trees, 6 inches or greater in diameter measured 2 feet above ground level, that need to be removed for infrastructure improvements will be flagged and staked prior to issuance of permits. The Owner/Applicant will either relocate the tree or provide a replacement with a relocated tree or through planting of a native tree of the same species and of locally grown stock. Trees 6 inches or greater and less than 24 inches in diameter measured 2 feet above ground level that are removed shall be replaced on a 1:1 basis. Trees greater than 24 inches in diameter measured 2 feet above ground level (landmark) that are removed shall be replaced on a 3:1 basis.	Planning	<p>This condition shall be included as a note on an additional sheet of the final map and in the CC&Rs.</p> <p>Prior to the issuance of permits for the removal of trees for infrastructure improvements, the Owner/Applicant shall flag and stake the trees.</p> <p>The Owner Applicant shall demonstrate that trees that have been relocated or removed have been replaced as required by the condition.</p>
28. PD050 - RAPTOR/MIGRATORY BIRD NESTING 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.	Planning	No more than 30 days prior to ground disturbance or tree removal, the Owner/Applicant/Tree Removal Contractor shall submit, to the RMA-Planning Department, 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.
29. PDSP010 & TREE PERMITS FOR FUTURE DEVELOPMENT The CC&Rs shall include a statement that all removal of native trees shall be subject to a tree permit. All Tree Removal shall require the provision of replacement trees on a one to one basis.	Planning	The applicant or owner shall provide a copy of the CC&Rs to the RMA-Planning Department for review and approval prior to the filing of the final map.
30. PW0016 - MAINTENANCE OF SUBDIVISIONS Pay for all maintenance and operation of subdivision improvements from the time of installation until acceptance of the improvements for the Subdivision by the Board of Supervisors as completed in accordance with the subdivision improvement agreement and until a homeowners association or other agency with legal authorization to collect fees sufficient to support the services is formed to assume responsibility for the services. (Public Works)	Pub Works	On an on-going basis, the Subdivider shall be responsible to maintain improvements until maintenance is assumed by another entity.
31. PW0019 - EROSION, ETC CONTROL SCHEDULE Submit the improvement and grading plans that include implementation schedule of measures for the prevention and control of erosion, siltation, and dust during and immediately following construction, and until erosion control planting becomes established. The Director of RMA-Planning and the Director of RMA-Public Works shall approve this program. (Public Works)	Pub Works	Prior to recordation of the final map, the Subdivider's Engineer shall include notes on improvement and grading plans.
32. PWSP001 - HOMEOWNERS ASSOCIATION (NON-STANDARD CONDITION)		

Conditions of Approval and/or Mitigation Monitoring Measures	Responsible Department	Compliance or Monitoring Actions to be Performed
<p>Prior to recordation of a Final Map, complete all requirements and create a Homeowner's Association (HOA) for operation and maintenance of specified infrastructure as required by the Department of Public Works (DPW). Prepare an operation and maintenance plan for all facilities. The submittal shall include a detailed written inventory of maintained infrastructure with specific locations, limits, areas, dimensions and miscellaneous information to clearly identify all facilities to be operated and maintained by the HOA. Infrastructure shall include, but is not limited to: roads, street lights, storm water, drainage facilities, and open space. Implement a fee program to fund operation and maintenance, and have appropriate documentation recorded against each parcel within the subdivision. (Public Works)</p>	Pub Works	<p>Prior to recordation of Final Map, Subdivider shall submit documentation to DPW and WRA for formation of homeowners association or other entity to maintain roads and drainage improvements.</p>
<p>33. PW0031 - FINAL MAP File a final map delineating all existing and required easements or rights-of-way and monument new lines. (Public Works)</p>	Pub Works	<p>Prior to recordation of Final Map Owner/Applicant/Engineer Applicant's surveyor shall prepare Final Map submit to DPW for review and approval.</p>
<p>34. PW0021 - ROAD NAMES Submit all proposed road names to the Department of Public Works for approval by County Communications. (Public Works)</p>	Pub Works	<p>Prior to Recordation of Final Map, Subdivider shall submit proposed road names to DPW. DPW will submit to County Communications for Approval.</p>
<p>35. PW0036 - EXISTING EASEMENTS AND ROW Provide for all existing and required easements or rights of way. (Public Works)</p>	Pub Works	<p>Prior to recordation of the Final Map, Subdivider's Surveyor shall include all existing and required easements or rights of way on Final Map.</p>
<p>36. PW0020 - PRIVATE ROADS Designate all subdivision roads as private roads. (Public Works)</p>	Pub Works	<p>Ongoing condition, Subdivider's Surveyor shall designate private roads on final map.</p>
<p>37. PW0014 - DRAINAGE IMPROVEMENT STUDY Provide an on-site/off-site drainage improvement study prepared by a registered Civil Engineer. Study to be approved by Public Works Department and the Water Resources Agency and shall be incorporated in the improvement plans. (Public Works)</p>	Pub Works	<p>Prior to Building/Grading Permits Issuance or recordation of Final Map, Applicant's Engineer shall prepare drainage study and improvement plans for review and approval by DPW.</p>
<p>38. PW0023 - IMPROVEMENT PLANS Provide improvement plans for approval of the Department of Public Works and that the roads be constructed in accordance with the typical section shown on the tentative map. (Public Works)</p>	Pub Works	<p>Prior to Recordation of Final Map Subdivider shall submit improvement plans prepared by his Engineer to DPW for approval. Improvements to be bonded prior to recordation of Final Map.</p>

Conditions of Approval and/or Mitigation Monitoring Measures	Responsible Department	Compliance or Monitoring Actions to be Performed
39. PW0022 - FIRE REQUIREMENTS FOR ROADS Improve roads, including the fire access road between Phase 6 and York Road, in accordance with requirements of the local fire jurisdiction. (Public Works)	Pub Works	Prior to Recordation of Final Map, Subdivider shall submit improvement plans prepared by his Engineer to local fire jurisdiction and to DPW for approval. Roads to be constructed in accordance with approved plans.
40. PW0032 - AS BUILT PLANS A Registered Civil Engineer shall file as built plans (originals) in the Department of Public Works with a letter certifying improvements have been made in conformance to improvement plans and local ordinance. (Public Works)	Pub Works	Prior to Release of Bonds Subdivider/Engineer shall submit as built plans and stamped notice of completion letter to DPW for review and approval.
41. PW0044 - CONSTRUCTION MANAGEMENT PLAN (NON-STANDARD) The applicant shall submit a Construction Management Plan (CMP) to the RMA-Planning Department and the Department of Public Works for review and approval. The CMP shall include measures to minimize traffic impacts during the construction/grading phase of the project and shall provide the following information: Duration of the construction, hours of operation, an estimate of the number of truck trips that will be generated, truck routes, number of construction workers, parking areas for both equipment and workers, and locations of truck staging areas. Hauling shall be limited to the hours of 7:00 am to 7:00 pm. Approved measures included in the CMP shall be implemented by the applicant during the Construction/ grading phase of the project. (Public Works)	Pub Works	This condition shall be included as a note on an additional sheet of the final map and in the CC&Rs. 1. Prior to issuance of the Grading Permit or Building Permit Owner/Applicant/ Contractor shall prepare a CMP and shall submit the CMP to the RMA-Planning Department and the Department of Public Works 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.
42. PW0015 - UTILITY'S COMMENTS Submit the approved tentative map to impacted utility companies. Subdivider shall submit utility company recommendations, if any, to the Department of Public Works for all required easements. (Public Works)	Pub Works	Prior to Recordation of Map Owner/Applicant/Subdivider shall provide tentative map to impacted utility companies for review. Subdivider shall submit utility comments to DPW.
43. PW0018 - ROUGH GRADING FOR SLOPE Where cut or fills at property line exceed 5 feet, driveways shall be rough graded when streets are rough graded. Positive drainage and erosion control shall be provided. (Public Works)	Pub Works	Prior to Recordation of Final Map Subdivider's Engineer shall include notes on improvement plans.
44. PW0025 - GRADING PERMIT A grading permit shall be obtained from the Planning and Building Inspection Department if required. (Public Works)	Pub Works	Prior to commencement of Grading, Subdivider shall submit application for Grading Permit.
45. PW0026 - PLANTING FOR GRADED AREAS		

Conditions of Approval and/or Mitigation Monitoring Measures	Responsible Department	Compliance or Monitoring Actions to be Performed
Plant and maintain all graded areas of the street right-of-way as required by the Department of Public Works to control erosion. The area planted shall include all shoulder areas and all cut and fill slopes. A report and plan prepared by a qualified person shall be submitted for approval of the Department of Public Works and include the following: a. That the cut and fill slopes be stabilized. b. Specific method of treatment and type of planting, by area, for each soil type and slope required to satisfy item (a). c. Type and amount of maintenance required to satisfy item (a). (Public Works)	Pub Works	Prior to Recordation of Final Map Subdivider's Engineer to include erosion control measures on improvement plans.
46. PWSP004 CUT/FILL SLOPE That cut slopes not exceed 1 ½ to 1 except as specifically approved in concurrence with the erosion control report and as shown on the erosion control plan. Slope rounding shall be a minimum of 10 feet by 10 feet to include replacement to topsoil. (Public Works)	Pub Works	Prior to Recordation of Final Map Subdivider/Engineer shall include notes on Improvement Plans.
47. PWSP006 That York Highlands (Road 1) shall be constructed to road geometrics and width, including drainage, subject to the approval of the department of Public Works. (Public Works)	Pub Works	Prior to recordation of Final Map Subdivider shall submit improvement plans prepared by his Engineer to DPW for approval. Improvements to be bonded prior to recordation of Final Map.
48. PWSP009 - ROAD IMPROVEMENT Structural sections on all roads shall be determined by R-value tests. (Public Works)	Pub Works	Prior to Recordation of Final Map Subdivider shall submit improvement plans prepared by his Engineer to DPW for approval. Improvements to be bonded prior to recordation of Final Map.
49. PWSP007 ROAD IMPROVEMENT That all loop roads and cul- de- sacs be paved to a width of 24 feet including drainage control.	Pub Works	Prior to Recordation of Final Map Subdivider shall submit improvement plans prepared by his Engineer to DPW for approval. Improvements to be bonded prior to recordation of Final Map.
50. PW0009 - DEDICATION (OPL) Dedicate to the County of Monterey area within the official plan line of State Highway 68. (Public Works)	Pub Works	Prior to Building/Grading Permits Issuance the Applicant's surveyor shall prepare description of area to be dedicated. DPW can prepare deed.
51. PWSP008 - ROAD IMPROVEMENT		

Conditions of Approval and/or Mitigation Monitoring Measures	Responsible Department	Compliance or Monitoring Actions to be Performed
All stub roads shall have turn-arounds adequate for emergency equipment. (Public Works)	Pub Works	Prior to Recordation of Final Map, Subdivider shall submit improvement plans prepared by his Engineer to local fire jurisdiction and to DPW for approval. Roads to be constructed in accordance with approved plans.
52. PWSP005 Obtain an encroachment permit from CALTRANS and construct left turn channelization on State Highway 68 at the entrance to the subdivision (York Highlands (Road 1) as shown on the vesting tentative map), including acceleration and deceleration tapers. (Public Works)	Pub Works	Prior to Building/Grading Permit Issuance Owner/Applicant shall obtain an encroachment permit from DPW. Improvements are to be completed prior to occupancy or commencement of use. Applicant is responsible to obtain all permits and environmental clearances.
53. WR41 - NOTICE OF WATER CONSERVATION REQUIREMENTS A notice shall be recorded on the deed for each lot stating: "All new construction shall incorporate the use of low water use plumbing fixtures and drought tolerant landscaping, in accordance with County Water Resources Agency Ordinance No. 3932." Prior to recordation of the final map, a copy the completed notice shall be provided to the Water Resources Agency for approval. (Water Resources Agency)	Water	Submit a recorded notice to the Water Resources Agency for review and approval. (Recordation of the notice shall occur concurrently with the final map. A copy of the County's standard notice can be obtained at the Water Resources Agency.)
54. WR42 - LANDSCAPING REQUIREMENTS A notice shall be recorded on the deed for each lot stating: "The front yards of all homes shall be landscaped at the time of construction. Low water use or drought tolerant plants shall be used together with water efficient irrigation systems." Prior to recordation of the final map, a copy the completed notice shall be provided to the Water Resources Agency for approval. (Water Resources Agency)	Water	Submit a recorded notice to the Water Resources Agency for review and approval. (Recordation of the notice shall occur concurrently with the final map. A copy of the County's standard notice can be obtained at the Water Resources Agency.)
55. WR8 - COMPLETION CERTIFICATION The applicant shall provide the Water Resources Agency certification from a registered civil engineer or licensed contractor that stormwater detention/retention facilities have been constructed in accordance with approved plans. (Water Resources Agency)	Water	Prior to final inspection, the owner/applicant shall submit a letter to the Water Resources Agency, prepared by a registered civil engineer or licensed contractor, certifying compliance with approved drainage plan.
56. WRSP1 - STORMWATER DETENTION (NON-STANDARD CONDITION)		

Conditions of Approval and/or Mitigation Monitoring Measures	Responsible Department	Compliance or Monitoring Actions to be Performed
<p>The applicant shall provide a drainage plan, prepared by a registered civil engineer, addressing on-site and off-site impacts with supporting calculations and construction details. The plan shall include detention facilities to mitigate the impact of impervious surface stormwater runoff. Drainage improvements shall be constructed in accordance with plans approved by the Water Resources Agency. (Water Resources Agency)</p>	Water	<p>Prior to filing of the final map submit 3 copies of the drainage plan and supporting calculations to the Water Resources Agency for review and approval.</p>
<p>57. WRSP2 - DRAINAGE & FLOOD CONTROL SYSTEMS AGREEMENT (NON-STANDARD CONC)</p> <p>The developer shall enter into a Drainage and Flood Control Systems Agreement. The Agreement shall contain provisions for an annual drainage report to be prepared by a registered civil engineer. The report shall be submitted to the Water Resources Agency (Agency) for review and approval no later than August 15th of each year. Certification shall be provided that all recommended improvements, have been completed by October 15th of the same year. If the responsible party identified in the Agreement, after notice and hearing, fails to properly maintain, repair, or operate the drainage and flood control facilities in the project, the Agency shall be granted the right by the property owners to enter any and all portions of the property to perform repairs, maintenance, or improvements. The Agency shall have the right to collect the cost for said repairs, maintenance, or improvements from the property owners upon their property tax bills. (Water Resources Agency)</p>	Water	<p>Prior to recordation, submit the signed and notarized original Agreement to the Water Resources Agency for review and approval.</p> <p>A copy of the County's standard agreement can be obtained at the Water Resources Agency or online at: www.mcwra.co.monterey.ca.us</p> <p>The approved agreement shall be recorded concurrently with the final map</p>
<p>58. WRSP3 - NATURAL DRAINAGE CHANNELS (NON-STANDARD)</p> <p>All natural drainage channels shall be designated on the final subdivision map by easements labeled "natural drainage easement" or "scenic easement." Detention ponds, silt traps, and the appurtenant access shall be labeled "drainage easement." New drainage culverts shall be identified as such on the subdivision improvement plans and are subject to review and approval of the County Public Works Director. (RMA-Planning, RMA-Public Works, and Water Resources Agency)</p>	Water	<p>Owner/Applicant shall label all natural drainage channels, detention ponds, silt traps, and appurtenant accesses as required by the condition.</p> <p>The Owner/Applicant shall submit the map for review and approval to the Director of RMA-Planning, the Director of Public Works, and the General Manager of the Water Resources Agency prior to filing of the final map.</p>
<p>59. FIRE002 - ROADWAY ENGINEERING</p>		

The grade for all roads shall not exceed 15 percent. Where road grades exceed 8 percent, a minimum structural roadway surface of 0.17 feet of asphaltic concrete on 0.34 feet of aggregate base shall be required. The length of vertical curves in roadways, exclusive of gutters, ditches and drainage structures designed to hold or divert water, shall not be less than 100 feet. No roadway turn shall have a horizontal inside radius of less than 50 feet. A roadway turn radius of 50 to 100 feet is required to have an additional 4 feet of roadway surface. A roadway turn radius of 100 to 200 feet is required to have an additional 2 feet of roadway surface. Roadway turnarounds shall be required on dead-end roads in excess of 150 feet of surface length. The minimum turning radius for a turnaround shall be 40 feet from the center line of the road. If a hammerhead/T is used, the top of the "T" shall be a minimum of 60 feet in length. (Monterey County Regional Fire District)

Fire

This condition shall be included as a note on an additional sheet of the final map and in the CC&Rs.

1. Prior to issuance of grading and/or building permit, the applicant or owner shall incorporate specification into design and enumerate as "Fire Dept. Notes" on plans.
2. Prior to final building inspection, the applicant or owner shall schedule a fire dept. clearance inspection for each phase of development.

60. FIRE004 - DEAD-END ROADS (2)

For parcels greater than 1 acre and not exceeding 5 acres, the maximum length of a dead-end road, including all dead-end roads accessed from that dead-end road, shall not exceed 1320 feet. All dead-end road lengths shall be measured from the edge of the roadway surface at the intersection that begins the road to the end of the road surface at its furthest point. Where a dead-end road serves parcels of differing sizes, the shortest allowable length shall apply. Each dead-end road shall have a turnaround constructed at its terminus. The minimum turning radius for a turnaround shall be 40 feet from the center line of the road. If a hammerhead/T is used, the top of the "T" shall be a minimum of 60 feet in length. (Monterey County Regional Fire District)

Fire

This condition shall be included as a note on an additional sheet of the final map and in the CC&Rs.

1. Prior to issuance of grading and/or building permit, the applicant or owner shall incorporate specification into design and enumerate as "Fire Dept. Notes" on plans.
2. Prior to final building inspection, the applicant or owner shall schedule a fire dept. clearance inspection for each phase of development.

61. FIRE005 - DEAD-END ROADS (3)

For parcels greater than 5 acres and not exceeding 20 acres, the maximum length of a dead-end road, including all dead-end roads accessed from that dead-end road, shall not exceed 2640 feet. All dead-end road lengths shall be measured from the edge of the roadway surface at the intersection that begins the road to the end of the road surface at its furthest point. Where a dead-end road serves parcels of differing sizes, the shortest allowable length shall apply. Each dead-end road shall have turnarounds at its terminus and at no greater than 1320-foot intervals. The minimum turning radius for a turnaround shall be 40 feet from the center line of the road. If a hammerhead/T is used, the top of the "T" shall be a minimum of 60 feet in length. (Monterey County Regional Fire District)

Fire

This condition shall be included as a note on an additional sheet of the final map and in the CC&Rs.

1. Prior to issuance of grading and/or building permit, the applicant or owner shall incorporate specification into design and enumerate as "Fire Dept. Notes" on plans.
2. Prior to the final building inspection, the applicant or owner shall schedule a fire dept. clearance inspection for each phase of development.

62. FIRE010 - ROAD SIGNS

All newly constructed or approved roads and streets shall be designated by names or numbers, posted on signs clearly visible and legible from the roadway. Size of letters, numbers and symbols for street and road signs shall be a minimum 4-inch letter height, 1/2-inch stroke, and shall be a color that is reflective and clearly contrasts with the background color of the sign. All numerals shall be Arabic. Street and road signs shall be non-combustible and shall be visible and legible from both directions of vehicle travel for a distance of at least 100 feet. Height, visibility, legibility, and orientation of street and road signs shall be meet the provisions of Monterey County Ordinance No. 1241. This section does not require any entity to rename or renumber existing roads or streets, nor shall a roadway providing access only to a single commercial or industrial occupancy require naming or numbering. Signs required under this section identifying intersecting roads, streets and private lanes shall be placed at the intersection of those roads, streets and/or private lanes. Signs identifying traffic access or flow limitations (i.e., weight or vertical clearance limitations, dead-end road, one-way road or single lane conditions, etc.) shall be placed: (a) at the intersection preceding the traffic access limitation; and (b) not more than 100 feet before such traffic access limitation. Road, street and private lane signs required by this article shall be installed prior to final acceptance of road improvements by the Reviewing Fire Authority. (Monterey County Regional Fire District)

Fire

1. Prior to filing final map, the applicant or owner shall incorporate specifications into design and enumerate as "Fire Dept. Notes" on improvement plans.
2. Prior to issuance of building permit(s) for development on individual lots within the phase of the subdivision, the applicant or owner shall schedule a fire dept. clearance inspection for each phase of development.

63. FIRE012 - EMERGENCY WATER STANDARD - WATER SYSTEMS

The provisions of this condition shall apply when new parcels are approved by a local jurisdiction. The emergency water system shall be available on-site prior to the completion of road construction, where a community water system is approved, or prior to the completion of building construction, where an individual system is approved. Approved water systems shall be installed and made serviceable prior to the time of construction. Water systems constructed, extended or modified to serve a new development, a change of use, or an intensification of use, shall be designed to meet, in addition to average daily demand, the standards shown in Table 2 of the Monterey County General Plan, NFPA Standard 1142, or other adopted standards. The quantity of water required pursuant to this chapter shall be in addition to the domestic demand and shall be permanently and immediately available. (Monterey County Regional Fire District)

Fire

- This condition shall be included as a note on an additional sheet of the final map and in the CC&Rs.
1. Prior to issuance of permit, the applicant or owner shall incorporate specification into design and enumerate as "Fire Dept. Notes" on plans.
 2. Prior to final building inspection, the applicant or owner shall schedule a fire dept. clearance inspection for each phase of development.

64. FIRE016 - SETBACKS

Conditions of Approval and/or Mitigation Monitoring Measures

**Responsible
Department**

**Compliance or Monitoring
Actions to be Performed**

All parcels 1 acre and larger shall provide a minimum 30-foot setback for new buildings and accessory buildings from all property lines and/or the center of the road. For parcels less than 1 acre, alternate fuel modification standards or other requirements may be imposed by the local fire jurisdiction to provide the same practical effect. (Monterey County Regional Fire District)

Fire

This condition shall be included as a note on an additional sheet of the final map and in the CC&Rs.

1. Prior to issuance of grading and/or building permit, the applicant or owner shall incorporate specification into design and enumerate as "Fire Dept. Notes" on plans.

2. Prior to final building inspection, the applicant or owner shall schedule a fire dept. clearance inspection.

65. FIRE018 - GREENBELTS

Subdivisions and other developments, which propose greenbelts as a part of the development plan, shall locate said greenbelts strategically as a separation between wildland fuels and structures. The locations shall be approved by the Reviewing Authority. (Monterey County Regional Fire District)

Fire

Prior to filing of final map, the applicant or owner shall schedule fire department clearance inspection for each phase of development.

66. FIRE030 - OTHER NON-STANDARD CONDITION

The fire flow for this subdivision is based on California Fire Code Appendix III-A (Fire Flow Requirements for Buildings). Due to several mitigating factors, such as the fuel modification and residential fire sprinklers, the fire flow has been reduced to the following: One and Two-Family Dwelling Areas - Fire Flow shall be a minimum of 500 gpm at 20 psi residual pressure for a duration of two hours. Hydrant Outlets shall be on e 2-1/2 inch and one 4-1/2 inch NST outlets. Building Other than One and Two-Family Dwelling Areas - Fire Flow shall be a minimum of 750 gpm at 20 psi residual pressure for a duration of two hours. Hydrant Outlets shall be two 2-1/2 inch and one 4-1/2 inch NST. Hydrant Spacing - Locations of fire hydrants shall be according to the Approved Improvement Plan. Hydrant Identification - Blue reflective hydrant markers are required to be installed pursuant to Public Works Department standards (Monterey County Resolution 83-3). (Monterey County Regional Fire District)

Fire

1. Prior to approval of the final map, the applicant shall submit to the fire district and obtain approval of water system improvement plans.

2. Prior to issuance of building permits, the applicant shall obtain approval of fire department final inspection testing and accepting the water system improvements.

67. PKSSP001 6 RECREATIONAL TRAILS EASEMENT (NON-STANDARD)

The Applicant shall offer to dedicate a twenty (20) foot public recreational trail easement over the subdivided property in accordance with the Greater Monterey Peninsula Plan Policy 3.11 by providing a portion of a connection trail along the Jacks Peak Park / Laureles Grade ridgeline and in conference with Parks Department. The trail easement shall be offered to the County through an Irrevocable Offer to Dedicate Agreement, which shall set forth the terms, conditions, restrictions and subsequent use and location of the public recreational trail. The specific trail alignment shall be located entirely within the trail easement as described and shown on the Applicant's Final Map. The Director of Parks and the Director of Planning shall approve the final alignment for the trail easement. The trail easement shall not be opened to the public for trail access until such time as the County accepts the trail easement under the terms and conditions of the Irrevocable Offer to Dedicate, and thereafter assumes the responsibility for use of the public trail. (Parks and RMA-Planning Departments)

Parks

Applicant/Owner shall contact and meet with the Parks Department and the Planning Department to formulate the public recreation trail easement prior to the filing of the Final Subdivision Map.

68. PKSSP002 - RECREATIONAL TRAIL CONSTRUCTION (NON-STANDARD)

The County shall accept from the Developer the Irrevocable Offer to Dedicate ("IOD") a Trail Easement prior to or within two (2) years from the date of filing the final map for the York Highlands subdivision. The Developer shall be obligated to include in the IOD, an Offer to construct the trail in the general location as illustrated in the Trail Illustration Map dated June 17, 2011, subject to the following conditions:

1. Developer shall provide County with written notice of the Filing of the Final Map, which shall serve to commence the two (2) year time period for County's acceptance of the IOD as well as, but exclusive of, the County's acceptance of the Developer's Offer to construct said trail.
2. The County and Developer, through the Parks Department, shall consider the cost of ongoing maintenance and liability for the use of the Trail, the responsible parties and the Improvements thereon.
3. Should the County accept the Offer to construct said trail in addition to accepting the IOD, the Developer shall have three (3) years within which to construct the trail.
4. Said trail shall consist of a 6- to 8-foot wide path of native materials as available and appropriate or as required for erosion control per engineered plans or County specifications ("Improvements"), as approved by the Parks Department, which approval shall not be unreasonably withheld.
5. County shall inspect the Improvements upon Developers' completion of it to ensure that the Improvements were constructed pursuant to the approved plans.
6. Upon determining that the Improvements are substantially consistent with the plans, County shall accept the Improvements by an action of the Board of Supervisors.
7. Thereafter, the Improvements shall be deemed complete and open to public use.
8. Should the County fail to accept this Offer to construct the trail within two (2) years from the date of filing the final map, Developer shall be relieved of its obligation to construct said Improvements.

Parks

The Developer shall provide notice to the Parks Department when filing the Final Subdivision Map, thereafter commencing a two year period upon which time the Parks Department will consider acceptance of the IOD. During this two year period, the Parks Department and Planning Department, meeting with the Developer, will formulate conditions for construction of a public recreation trail that will include the cost of ongoing maintenance and liability for the public use of the trail and the improvements thereon, and which shall require final action by the Board of Supervisors.

Mitigation Monitoring and/or Reporting Plan**Project Name: York Highlands****File No: PLN100020****Approval by: Board of Supervisors Date: October 18, 2011**

**Monitoring or Reporting refers to projects with an EIR or adopted Mitigated Negative Declaration per Section 21081.6 of the Public Resources Code.*

Mitigation Measure	Applicable to York Highlands?	Comments
<p>1. Additional geotechnical field work, including trenching, is required to determine the activity of the Navy and Berwick Canyon Faults, and the structural lineations located between the Navy and Chupines Faults where development is proposed within 200 feet of these features. There is an unknown potential for surface offset along the structural lineation. A 100-foot construction setback is initially recommended on either side of these features and this setback may need to be increased where the features are not precisely located or are concealed. Specifically, the short lineation to the west of the Berwick Canyon landslide passes through proposed Lots 47, 55 and 61; further investigation of the hazard posed by this geologic structure is needed. The major lineation passes through many proposed lots; further evaluation is needed here also. Proposed lots 19-25 lie adjacent to Chupines Fault. As long as any construction remains at least 200 feet from this mapping trace, further fault activity is unlikely due to constrained location of fault zone.</p>	Yes	<p>“Geological and Preliminary Geotechnical Investigation” (LIB110169). Prepared by Environmental Risk Specialties Corporation (ERS), Santa Clara, CA, March 31, 2011 prepared for York Highlands (24 residential lots, associated roads and driveways). An in depth fault investigation was performed to identify geologic conditions that may require special residential setbacks. A landslide investigation was performed for the roads and driveways associated with the residential lots. No faulting associated with the Berwick Canyon Fault or the Chupines fault were identified within the eight lots located within the fault hazard rupture zone as established by Monterey County. The study concludes that no geologic setbacks are necessary for the proposed building envelopes and</p>

Mitigation Measure	Applicable to York Highlands?	Comments
		provides engineering design criteria for construction of proposed roads and driveways.
2. No structures or lakes should be constructed on the Berwick Canyon landslide area until further geotechnical studies are completed to determine the slide activity, the fault location and the potential problems with loading (building on) the slide mass.	Yes	See Comment #1. ERS report cleared all landslide areas within York Highlands.
<p>3. A thorough aerial photo investigation and field investigation of possible slides in all areas proposed for development should be carried out to determine whether the slides are growing headward or laterally; and, to establish reasonable setbacks from specific slides. Specifically:</p> <ul style="list-style-type: none"> a. Proposed Lots 33, 34, and 35 are partially on steep (over 30%) slopes above headscarp area of Berwick Canyon slide. These should be consolidated, eliminated or any structure located a safe distance back from scarp (200 ft.). b. The access road to proposed Lots 62- 69 runs up a drainage way or draw with side slopes over 30%. Natural drainage must be dealt with here. c. The lower third of Lots 63 and 64 are mapped as the headscarp of a large landslide. There are no bedding attitudes mapped here such that further analysis is required to determine safe setbacks for structures if construction proceeds. d. All of Lot 52 and large portions of lots 51, 53, and 54 lie along the of large mapped dipslope landslide. A cul-de-sac is located at the headscarp as well. Stability evaluation is required here. Although perhaps stable under present conditions, the input of significantly increased water through septic leach fields, landscape watering, and increased runoff at the top of dipslope may well destabilize these slopes. e. A previously unmapped landslide forms the lower portions of Lot 82; most of the middle portions of the lot is over 30%. f. The road connecting Lot 118 to 119 crosses a drainage and slope over 30%; needs evaluation. This may be an unnecessary connection. g. Lots 105-110 are at the top of a dipslope; impacts of development and added water required further evaluation. h. Road traversing the steep slope connection Lots 145, 154-166, and the lots themselves are all on a slope with only a single mapped attitude indication a 32° dip in Monterey Shale. This slope is potentially unstable, development and water input adds additional concern which needs resolutions. i. Lots 161-170 lie at the base of the above-mentioned, potentially unstable dipslope. Hazard evaluation needed. j. Lots 235 and 236 and road are on a mapped slide; if this is actually a slide it appears to be incorrectly located and headscarp should be further to the north, at the break-in-slope; resolution is needed. k. Access road to Lots 185-190 runs directly up the center of a major drainage and crosses the toe of a 	Yes – Items d, l & m	<p>Addressed in “Addendum Geologic Report, Proposed Monterra Ranch Subdivision”, prepared by Rogers E. Johnson & Associates, Santa Cruz, CA, February 2, 1987.</p> <p>“Geological and Preliminary Geotechnical Investigation” (LIB110169). Prepared by Environmental Risk Specialties Corporation (ERS), Santa Clara, CA, March 31, 2011 prepared for York Highlands (24 residential lots, associated roads and driveways). This report includes road analysis and specifies the road design criteria.</p> <p>“Drainage Report for York Highlands Re-Subdivision Project” (LIB110170), prepared by Environmental Risk Specialties Corporation,</p>

Mitigation Measure	Applicable to York Highlands?	Comments
<p>major mapped landslide. Lot 185 is on the toe of this apparently old subdued slide. The rear portion of lot 188 is steep scarp and unmapped slide. This lot should be eliminated, or construction set well back from edge and post-construction stability assessed.</p> <p>l. Retention ponds proposed south of lot 208, west of lot 43, and west of lot 8 are located in landslide areas and should be individually assessed and designed to take these conditions into account.</p> <p>m. Any secondary access roads which are found to be necessary by the Planning Department and fire officials should be evaluated for potential geologic problems.</p>		<p>Santa Clara, CA, March 31, 2011. Report prepared to show that stormwater generated within the proposed re-subdivision area will be detained and discharged in compliance with the Monterey County Water Resources requirements. Retention ponds are under construction and have been approved by Water Resources Agency.</p>
<p>4. A geotechnical study on dipslopes should be completed to determine safe dip angles with the Monterey Formation bedrock; and, to recommend foundation and other techniques which will prevent future slope failure in areas where these angles are exceeded.</p>	Yes	See Comment No. 1
<p>5. Soil Conditions at each building site should be evaluated by a soils engineer to determine foundation requirements.</p>	Yes	<p>This is a standard requirement for construction permits per California Building Code Section 1803.</p>
<p>6. An erosion control plan should be prepared for the project. This plan should include all of the following:</p> <ul style="list-style-type: none"> a. all disturbed slopes should be revegetated with a mix of seeds best suited for the climate and soil conditions; b. slopes should be covered with a straw mulch or jute netting after seeding; the straw mulch should be punched in; no hydromulch should be used; c. no grading should occur between October 15 and April 15, unless conforming to Monterey County Code Section 16.12.090; d. where possible, cuts should be revegetated with trees as well as seed, especially in areas where trees are removed to allow roads and driveways; e. removed topsoil should be stockpiled on the site to be uses for revegetation work; f. all road work on slopes over 30% or in landslide or dipslope areas shall require geotechnical 	Yes	<p>Incorporated into Conditions for PLN100020 as Condition No. 13.</p>

Mitigation Measure	Applicable to York Highlands?	Comments
<p>evaluations;</p> <p>g. land should be graded and landscaped in increments of size that can be completed during a single construction season.</p> <p>h. storm water should not be allowed to flow directly down unprotected slopes, devoid of vegetation.</p> <p>i. catch basins should be used to retain sediment within the site area during the construction period.</p> <p>j. the grading operations should be evaluated and inspected by a qualified soils engineer. See also Comment Response 7 in Response to Comments section:</p> <p>k. Fertilizer should be included with seed and straw mulch to overcome nitrogen deficiency created by straw <u>and</u> to help establishment of grass.</p> <p>l. Stockpiled soil must be protected from erosion by vegetative and/or structural means, and</p> <p>m. Disposal of catch-basin soil must be addressed.</p>		
<p>7. The proposed project would increase the peak storm runoff by a factor of 11.4 percent as a result of covering open ground with impervious surfacing in the form of roadways, buildings, pads, tennis courts, etc. Without adequately designed retention facilities, this increase runoff could overflow downstream receiving facilities and increase erosion hazards on and off site. Table 2.2 indicates summary drainage calculations; see Appendix for full reports. Changes in on-site drainage could increase gulling and erosion on-site.</p>	Yes	<p>“Drainage Report for York Highlands Re-Subdivision Project” (LIB110170), prepared by Environmental Risk Specialties Corporation, Santa Clara, CA, March 31, 2011. Report prepared to show that stormwater generated within the proposed re-subdivision area will be detained and discharged in compliance with the Monterey County Water Resources requirements.</p>
<p>8. Future runoff from urban activity areas (roads, driveways, homesites) will contribute to a variety of water quality problems. Contaminant matter includes sand, silt, organic matter, vehicular oils and fuels, heavy metal compounds, non-biodegradable fertilizers, pesticides and vegetative control chemicals. The planned equestrian center could have significant water quality impacts if not properly designed. Groundwater testing indicates that iron and manganese concentrations and</p>	Yes	<p>This is not a measure. The equestrian center is no longer proposed.</p> <p>The applicant will be required by the State Water Resources</p>

Mitigation Measure	Applicable to York Highlands?	Comments
salinity content exceed safe drinking water requirements.		Control Board to prepare a Stormwater Pollution Prevention Plan (SWPPP), which will address urban runoff issues. The applicant has also prepared a drainage report (see comment No. 7) which addresses drainage issues. The water system (Canada Woods Water Company) is a public utility regulated by the State Health Department. The water is treated to meet safe drinking water standards as required by the State Health Department.
9. Retention basins should be designed to retain additional peak runoff due to development, while discharging no more than predevelopment 10-year design runoff. Retention basis should also be designed with overflow or bypass features to allow post-development 100-year storm flows. Each basin will be designed to discharge predevelopment 10-year runoff at two feet of freeboard while storing additional runoff due to development. Each basin will be designed to allow post-development 100-year storm overflows at one foot o freeboard. Pipelines, curbs and gutters and catchment structures will be designed for the 10-year storm, and culverts crossing under roadways in drainage channels will be designed for post-development 100 year storms. Retention basins should be designed to accommodate silt storage.	No	<ul style="list-style-type: none"> - This measure was included as Condition No. 58 with Resolution 87-527. 10/29/2001 memo from Tom Moss of Water Resources Agency confirms that condition is cleared. Retention ponds are currently under construction - Drainage report for York Highlands (LIB110170) documents that off-site 100 year post-development peak flow rates will be limited to the 10 year pre-development peak flow rates.

Mitigation Measure	Applicable to York Highlands?	Comments
10. Based on General Plan Policy 16.2.7, the Project Engineer will design and submit for approval to the County Planning Director after design and submit for approval to the County Planning Director after consulting with the Monterey County Flood Control and Water Conservation District, a complete drainage plan, including engineering studies and calculations, future runoff courses and present and future volume of runoff and silt load. Wherever possible, drainage shall be directed to the seven proposed detention basins. As an addendum to the drainage plan, it shall be determined if these basins are adequate to handle the increased runoff created by the project. Maintenance or pro-rated contribution toward maintenance of the detention ponds shall also be described in the drainage plan addendum.	Yes	Drainage plan is required for York Highlands per Condition No. 56. Drainage plan was required as Condition No. 20 with Resolution 87-527.
11. All natural drainage swales shall be designated on the Final Subdivision Map by easements labeled "natural drainage easements". New drainage culverts should be identified as such on improvement plans and are subject to review and approval of the County Public Works Director.	Yes	Required as Condition No. 58.
12. The project applicant shall contribute the development drainage fee per acre to the County Treasury "Canyon Del Rey Creek Watershed Zone Primary Facilities Updating Fund" for off-site operation, maintenance and updating of primary facilities in this watershed, at the discretion of the MCFC and WCD. This contribution shall be made prior to filing of the Final Subdivision Map.	No	Required as Condition No. 45 with Resolution 87-527. Cleared by Water Resources Agency for Phases 6, 8 and 10.
13. The applicant shall pay for all on-site and a pro-rata share of off-site maintenance and operation of storm drainage facilities and access roadways impacted by the project from the time of installation or filing of the final Map until acceptance of the improvements for the subdivision by the Board of Supervisors, and/or until a Homeowners' Association or other agency, with legal authorization to collect fees sufficient to support the service, is formed to assume responsibility for the service. Mitigations provided in Section 2.3, Soils, requiring erosion control measures shall be implemented in construction and buildout in order to prevent erosion and siltation from increased runoff.	Yes	Required as Condition No. 30.
14. There should be a complete and careful County review of the entire grading plan for the proposed project, before project approval. If it is found that there would be extensive cuts and fills, especially on slopes exceeding 30%, thereby increasing potential for excessive erosion and siltation, then the project should be redesigned to eliminate such plans.	Yes	Grading plans for York Highlands improvements submitted with application. No extensive cuts or fills are proposed on slopes exceeding

Mitigation Measure	Applicable to York Highlands?	Comments
		30 percent.
15. It should be a condition of project approval that a maintenance program agreement be established to ensure that all paved roads and parking areas be mechanically swept at least once a year in early September before the annual rainy season begins. The contaminant matter traps (French drains) should be appropriately maintained. The Monterey County Public works Department should establish a procedure to ensure that maintenance of the facilities is carried out annually. The use of a Homeowner's Association requirement and some form of bonding for the first few years may be appropriate.	Yes	Condition No. 32 requires Homeowners Association and Operations and Maintenance Plan for operation and maintenance of all facilities.
16. A water quality expert should check the water at least twice a year to ensure that maximum contaminant levels set by the California Department of Health are not exceeded. Water Quality test results should be sent to Monterey County's Environmental Health Service for monitoring.	No	Canada Woods Water Company provides reports to the State Health Department as required by water system permit
17. Although the Logan and Anderson-Nichols water studies indicate that there is an ample groundwater supply for the proposed project, water conservation practices should be required and implemented due to high treatment and pumping costs and possible other necessary future uses for this groundwater resource. Various techniques include: installation of water-conserving fixtures (faucets, toilets, showerheads); use of native, low-water requiring plants for landscaping; discouragement/prohibition of exotic plantings; use of drip irrigation systems.	Yes	Required - Incorporated as Condition No. 53
18. If a water mutual is formed, it must meet the standards of Title 22 of the California Administrative Code and the Residential Subdivision Water Supply Standards. It must also be approved by the Monterey Peninsula Water Management District, the State Public Utilities Commission, and the County Environmental Health Service.	No	Canada Woods Water Company is an operational public utility.
19. Direct disturbance or removal of native vegetation cover should be restricted to those areas designated for development only (except as prescribed under Fire Control and Fuel Management).	Yes	Scenic and Conservation Easement required to be conveyed to County over all areas >25% slope and all areas outside of the designated building envelopes – See Condition No. 17.

Mitigation Measure	Applicable to York Highlands?	Comments
20. Wherever possible, existing unpaved roads on the site should be used for access to the homesites. Construction access to and from homesites should be along the same routes that are proposed for residential access. Existing roads that will not be used as residential access routes should be abandoned. The final residential access routes should be completed before homesite construction activities begin. During construction phases, access roads should be frequently watered to minimize the generation of road dust.	Yes	York Highlands proposes to improve existing ranch roads to the maximum extent possible. Construction management plan required as Condition No. 41 will address measures to minimize generation of road dust.
21. The introduction of non-native plant species should be avoided. Native trees (preferably oaks), shrubs, and ground covers should be used for erosion control and landscaping within the designated development envelope surrounding each homesite, the proposed recreation areas, and along the access road system. A landscape plan should be developed incorporating the retention of native trees and vegetation around the building sites. Deed restrictions should be instituted to assure recourse if violated.	Yes	Condition No. 15 requires maintenance of natural habitat. Condition No. 19 requires landscaping plan for all residential development.
22. Exotic plant species that are aggressive colonizers of disturbed areas should be actively eradicated. These species include, but are not limited to, French broom, poison oak, and <u>Eucalyptus</u> .	Yes	Included in Condition No. 15.
23. Off-road vehicle activities should not be allowed on the property.	Yes	Included in Condition No. 15.
24. Livestock (e.g., horses, cattle) should be kept or grazed on the property only at stocking levels comparable to pre-existing use. If desired, use of the existing road and trail system for recreational horseback riding and hiking may be allowed to continue. No livestock should be stabled or boarded on any cluster or estate parcel.	Yes	Included in Condition No. 15.
25. No broad-scale application of pesticides or herbicides should be permitted on the property.	Yes	Included in Condition No. 15.
26. Dead trees and snags, as well as bare and denuded limbs, should be retained. These are valuable as perch or roost sites for raptors and flycatchers, and as nest sites for cavity-nesting birds. Removal should be implemented only when a hazard exists.	Yes	Included in Condition No. 15.

Mitigation Measure	Applicable to York Highlands?	Comments
27. Brush piles and fallen logs should be retained (except as prescribed under Fire Control and Fuel Management). These serve as protective or escape cover, nest sites, and foraging areas for a variety of wildlife species.	Yes	Included in Condition No. 15.
<p>28. Since the 1985 LSA Biotic Report does not quantify wildlife resources or the extent of their distribution, specific mitigation measures are not estimated. The following minimal guidelines should be included in a homeowner's agreement for the entire development. These guidelines would establish basic rules about impacts that may be implemented by one or a few homeowners, but that would negatively impact the resources of the entire development.</p> <p>For example, if no restrictions are established regarding free-roaming dogs, deer will avoid the general vicinity reducing the quality of the rural living environment for all homeowners. The basic concerns to be addressed in such an agreement should include but not be limited to:</p> <ul style="list-style-type: none"> a. Leash and kennel requirements for dogs and bells fitted on cats to impede their predatory impact on wildlife; b. Fencing designs that will not inhibit deer movements; c. Maintenance of natural and diverse vegetation buffers in non-landscape areas; d. Minimal tree removal guidelines; e. Fire control standards should be established and enforced to protect vegetation; f. Restrictions on human activity in designated open space areas; g. Guidelines on maintenance of domestic livestock' h. An annual management/assessment fee for forestry programs, wildlife habitat protection and oak tree management. 	Yes	These measures will be included in the CC&Rs for the project area.
29. Development and construction activities should be conducted with as little vegetation removal and soil disturbance as possible. Tree and shrub root systems should be left intact to help bind the soil. Surface cuts and fills should be made only for designated homesites and associated construction material laydown areas. Development of the existing unpaved road along the ridgeline as construction and residential access to the homesites will prevent soil disturbance on slopes where higher erosion rates are expected. Clearing should not be allowed on slopes greater than ten percent without specific consultation with an erosion control specialist.	Yes	Included in Condition No. 16.
30. A short-term erosion control program should be established on large areas of exposed soil (cuts, fills, etc.), consisting of seeding with an annual grass and herbaceous cover.	Yes	Erosion control plan required by Condition No. 16.

Mitigation Measure	Applicable to York Highlands?	Comments
<ul style="list-style-type: none"> a. Standard seed mixes for erosion control applications may be inappropriate due to relatively high fire hazard and competition with native species. No data were found to suggest that regeneration of oaks would be inhibited by high densities of annual grasses. However, the inhibitory effect of weed competition on chaparral shrub seedling survival is well documented (Horton, 1950; Shultz, et.al., 1955; Hanes, 1977). Gautier (1981) discussed the possibility that seeding of recent burns in chaparral may increase long-term slope erosion by retarding the recovery of native shrub vegetation. Therefore, a seed mix should be designed to include species relatively low in stature and biomass in order to reduce fire hazard and competition effects. Annual fescue (<u>Vulpia megalura</u>, <u>Vulpia octoflora</u>) and soft chess (<u>Bromus hordeaceus</u> spp. <u>hordeaceus</u>) are recommended. To these may be added a mixture of native herbaceous species, including California poppy (<u>Eschscholtzia californica</u>), trefoil(<u>Lotus</u> spp.), clover (<u>Trifolium</u> spp.) and lupine (<u>Lupinus</u> spp.). b. Germination and establishment of seeded grasses and herbs are dependent on proper timing and intensity of precipitation (Hanes, 1977). Seed applications should be made in September, just prior to the onset of the rainy season. c. The success of the seeding effort should be monitored, especially during the first several months following the initial treatment. On an annual basis, seeding should be repeated where necessary to help stabilize areas of exposed soil. 		
<p>31. A long-term erosion control program should be established to revegetate disturbed area using native woody species.</p> <ul style="list-style-type: none"> a. Plan materials used in revegetation and landscaping should be propagated in a nursery from native seeds and cuttings collected on the site. The propagules should be planted in a sandy soil mixture. At least in the period immediately prior to transplanting, soil water conditions should simulate those found on the site. These measures will help reduce transplant shock and mortality. b. Liner planting should follow the method developed by Chan, et.al. (1977). The standard method consists of excavating holes 6 to 12 inches deep and mixing the native substrate with a high loam, potting type soil. On slopes, slight backslopes are constructed above the liner hole to minimize erosion and encourage soil water retention. Each liner is placed within a small (about 8-inch diameter) plastic collar with the bottom removed. The collar serves as a protection against rodents, 	Yes	Erosion control plan required by Condition No. 16. The County Erosion Control Ordinance requires installation of permanent erosion control plantings.

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<p>concentrates precipitation within the root zone, and provides and anchor point for the wire mesh screen used to protect the young seedlings from foraging wildlife (i.e., deer). A mulch of black plastic film embedded between two layers or burlap is placed around each plant to aid in soil water retention and control of competitive weeds and grasses around the transplants.</p> <p>c. Plantings should be conducted in late October or early November, to coincide with the period when soil water tables are reaching surface levels. This planting period is most conducive to liner establishment. It favors extensive root development prior to significant above-ground growth in the spring and helps to eliminate the need for spring and summer watering programs.</p> <p>d. An annual monitoring and maintenance schedule should be adopted to repair or replace screens and collars, remove competitive weeds, provide supplemental watering if warranted, and replanting as necessary.</p>		
<p>32. A controlled burning program should be considered for implementation on the property. Such a program would mimic the effects of natural fires and reduce fire hazard. Maritime chaparral is well adapted to conditions of recurrent fire (Griffin, 1978), and coast live oak is extremely fire-resistant and has the ability to resprout from both trunk and branches following a fire (Plumb, 1979). Controlled burning would reduce the probability of a catastrophic wildfire and would be compatible with the ecological strategies of the predominant vegetation types on the property.</p> <p>a. The scale and frequency of prescribed burning should be commensurate with the maintenance of mature plant communities with minimal fuel loads.</p> <p>b. The controlled burning program should be initiated prior to construction on the homesites. This will result in lessened fuel loads and reduced fire hazard during and after the construction phase of the project.</p> <p>c. A qualified forester or controlled burn specialist should be consulted before initiating a controlled burning program. Representatives of the California Department of Forestry (CDF) may be of assistance in designing a controlled burning program or in recommending knowledgeable experts on the subject. Factors to consider in developing a burn prescription include dead/live fuel ration, fuel volume, live and dead fuel moisture, fuel chemical content, and weather conditions (Green, 1981). Various techniques may be used to limit or control the area of land to be burned at any one time (i.e., construction of fuel breaks, mechanical fuel</p>	No	This was considered but was deemed to be inadvisable due to danger to existing development in the area.

Mitigation Measure	Applicable to York Highlands?	Comments
<p>reduction, spot burning, etc.).</p> <p>d. The landowner should not necessarily be required to bear the entire burden for this program. An agreement with agencies such as CDF, the California Youth Conservation Corps, and the County of Monterey may be pursued to alleviate the cost of the program.</p>		
<p>33. A program of fuel load reduction through direct vegetation removal should also be considered for implementation on the site, either separately or in tandem with a controlled burning program.</p> <p>a. A program of direct vegetation removal or thinning and chipping may be necessary to reduce critically high fuel loads prior to beginning a prescribed burning program. Dead brush may be piled and later consumed by the burn.</p> <p>b. The distribution of native vegetation patterns should be considered in designing and establishing fuel breaks.</p> <p>c. Vegetation removal for fuel management may be accomplished either mechanically or by hand. Hand removal is less cost-effective but results in lower amounts of soil disturbance and subsequent accelerated erosion rates. Mechanical removal should be conducted in a manner that minimizes soil disturbance (e.g., following slope contours).</p> <p>d. The “pruning up” of shrubs (i.e., removing all their lower branches) should be considered as an alternative to outright clearing of chaparral, coastal scrub and the understory of live oak woodland. This technique may prevent fire from reaching the crowns of the larger shrubs and trees and therefore favors cool ground fires. The method has been used effectively in fire control applications in southern California. Use of this technique would produce a minimal amount of soil disturbance compared with mechanical vegetation removal.</p>	Yes	Fuel Management Plan required by Condition No. 18.
<p>34. Estate lots 227 through 235 and 239 proposed in the occurrence area of Hickman’s onion on-site should be eliminated or redesigned and a minimum buffer of 50 feet implemented to preserve the population. This could entail the loss or redesign of these parcels along the proposed Romera Vista Road in the northwestern end of the property. The furthest occurrence to the south could be protected by shifting of the Romera Vista Road to the east. Care should be taken to preserve the present vegetation and soil structure in the areas where these occurrences were found.</p>	No	Outside York Highlands area.

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No corralled livestock should be kept in these areas. Fencing of the occurrences may be appropriate to prevent accidental encroachment by off-road vehicles and construction equipment or their use as laydown areas.		
35. The Hickman's onion population should be monitored both during and after construction to evaluate the adequacy of the protection measures implemented and the vitality of the species.	No	Outside York Highlands area.
36. Residential and other types of development in areas viewed from State Route 68 should be inconspicuous in order to maintain the natural rural character along this scenic corridor. Visually sensitive areas include Work Ranch Ridge, Del Rey Ridge and north-facing slopes and meadows along Canyon Del Rey. Strict architectural control of building plans for lots in these areas should be required.	Yes	Three dimensional building envelopes required for Lots 2, 6 and 44 – Condition No. 22. All of York Highlands is in either VS or D Zoning overlay which requires review of development for aesthetic considerations.
37. A requirement for single-story houses located behind existing vegetation along Work Ranch Ridge, Del Rey Ridge, and slopes bordering State Route 68 should be considered.	Yes	Three dimensional building envelopes required for Lots 2, 6 and 44 – Condition No. 22.
38. Require building permits for Monterra lots to be evaluated utilizing the following design criteria. These criteria are general in nature since overly prescriptive standards of design, given the current preliminary planning stage of the project plan, could be detrimental to the ultimate success of the project. Conformance with these criteria is necessary to provide a project integrated with the natural setting and the planning goals of the County of Monterey and to ensure that the scale of the project allows for development, but also relates to the preservation of the natural character of the State Route corridor.	Yes	All of York Highlands is in either VS or D Zoning overlay which requires review of development for aesthetic considerations. All development will require discretionary approval through Design Approval, Administrative Permit or Use Permit. Development will be evaluated using these criteria.
39. The prominent ridges and native vegetation along the State Route 68 corridor shall be preserved in a natural state, as much as possible, to maintain the natural scenic quality of this area.	Yes	Condition 22 requires that a scenic easement be dedicated

Mitigation Measure	Applicable to York Highlands?	Comments
		over all areas with slopes greater than 25%.
40. Development should be designed to blend with the natural terrain, by using innovative site design, grading techniques, building types, and spacing of buildings.	Yes	See Comment No. 38.
41. All structures should complement one another and the natural landscape, provide visual interest, and create a sense of identity within the development.	Yes	See Comment No. 38.
42. Removal of native vegetation, particularly trees, should be minimized.	Yes	Required as Condition No. 16
43. Grading in hillside areas should be minimized to the portion of the site covered by the structure. Required grading should be finished to blend with the natural contours by avoiding abrupt changes in grade and by rounding off sharp angles along the sides of cut and fill slopes. The mass grading of large building pads and excessive terracing should be avoided.	Yes	See Comment No. 38.
44. Roadways should be designed to reflect the natural topography in order to minimize grading and scarring of hillsides.	Yes	New roads are proposed on existing ranch roads to the extent possible.
45. Exterior colors and materials that blend, rather than contrast with the surrounding soil and vegetative cover should be used. These include natural wood and masonry materials and brown, muted green and gold colors. Highly reflective surfaces and colors should be avoided.	Yes	See Comment No. 38.
46. Structures should not greatly exceed the height of the forest canopy.	Yes	See Comment No. 38.
47. Development along ridge lines should not silhouette against the skyline.	Yes	See Comment No. 38. Three dimensional building envelopes required for Lots 2, 6 and 44 – Condition No. 22. Section 21.66.010 prohibits ridgeline development which will create a substantial adverse visual impact.
48. Exterior lighting should be minimized. Lighting that is necessary should be of low profile	Yes	See Comment No. 38.

Mitigation Measure	Applicable to York Highlands?	Comments
design, unobtrusive and compatible with the rural character of the project area. Consider using warm tone lights on dark standards.		Lighting plans required by Condition No. 20
49. Roofs of buildings at lower elevations should be attractively designed to enhance views of these buildings from adjacent hillside residential areas. In general, sloping, gabled, or vaulted roofs constructed of wood shingles, wood shakes or tiles are preferred over flat, gravel-type roofs. Mechanical equipment on roofs should be avoided or screened so that it is not apparent from the hillside areas.	Yes	See Comment No. 38.
50. Large wall planes without a change in dimension should be avoided.	Yes	See Comment No. 38.
51. Parking and service areas, for the recreational uses should be screened with landscaped berms.	Yes	See Comment No. 38.
52. Architectural detail should consider the appearance of buildings as seen from the hillside areas, as well as from on-grade with the building. Trellises awnings, balconies, and planters should be used to add interest and assist with blending in with the natural setting.	Yes	See Comment No. 38.
53. Edges between active public areas and adjacent private residential areas should be defined by landscaping.	Yes	See Comment No. 38.
54. All utility lines serving the project should be placed underground.	Yes	Included as Condition No. 9
55. Signage identifying the entrance to the Monterra development should be minimized, particularly along State Route 68. Signs should be aesthetically pleasing, blending into the highway corridor. There should be a comprehensive signage motif which is compatible with the building design and surrounding natural setting (e.g., non-illuminated wood signs). Signs identifying individual residences and buildings should be of a uniform low-profile type, easy to identify (and to facilitate emergency access).	Yes	New signs will be required to comply with Section 21.60 (Regulations for Signs) and will be subject to Design Approval.
56. When adequate off-street parking is provided, consideration should be given to reduced street width. Intermittent widening of streets for cluster parking areas, bays, and turnarounds, are encouraged at appropriate locations. Alternatively, parking may be provided along only one side of the street.	Yes	Road design subject to approval by Public Works. Included as Condition No. 47.
57. Streets may be divided into one-way segments on different levels of steeper slopes to better blend with the terrain and minimize grading. Pedestrian paths may also be at a different level from the roadway segments.	Yes	Road design subject to approval by Public Works. Included as Condition No. 47.

Mitigation Measure	Applicable to York Highlands?	Comments
58. The clustering of driveways or use of common access driveways should be encouraged to maximize natural open space preservation.	No	Design of York Highlands precludes use of common access driveways.
59. A comprehensive trail plan should be submitted to the County prior to approval of the tentative map.	yes	Irrevocable offer to dedicate land for public trail required as Condition No. 67. Map showing general location of the trail has been submitted.
60. A continuous system of hiking and equestrian trails following fairly level contours should connect the proposed open space and park areas. Also, open space linkages should be provided between the site and the Ryan Ranch. Solid lot line fencing of yards bordering this narrow open space corridor should be avoided to prevent a "walled" appearance.	Yes	Irrevocable offer to dedicate land for public trail required as Condition No. 67
61. Natural landscaping should be provided around buildings to screen them from internal roadways and from surrounding areas, especially State Route 68.	Yes	See Comment No. 38. Condition No. 19 requires note on the map to notify purchasers of lots that landscape plans will be required for all development.
62. Roadway guard rails and fences should blend into the landscape as much as possible.	Yes	Will be incorporated into Subdivision Improvement Plans.
63. Off-road turnouts should be provided in areas with significant views.	No	Original subdivision proposal included public road connecting Highway 68 and Carmel Valley Road. No public roads are proposed or required for York Highlands.
64. Follow the recommendations of the Greater Monterey Peninsula Area Plan Citizens Advisory Committee in regard to highly sensitive areas along Highway 68: <ul style="list-style-type: none"> a. Development shall be rendered compatible with the visual character of the area using appropriate sitting, design, materials and landscaping; b. Development shall maintain no less than a 100-foot setback from the scenic route right- 	Yes	See Comment No. 38 No lots within York Highlands are within 100 feet of State Highway 68.

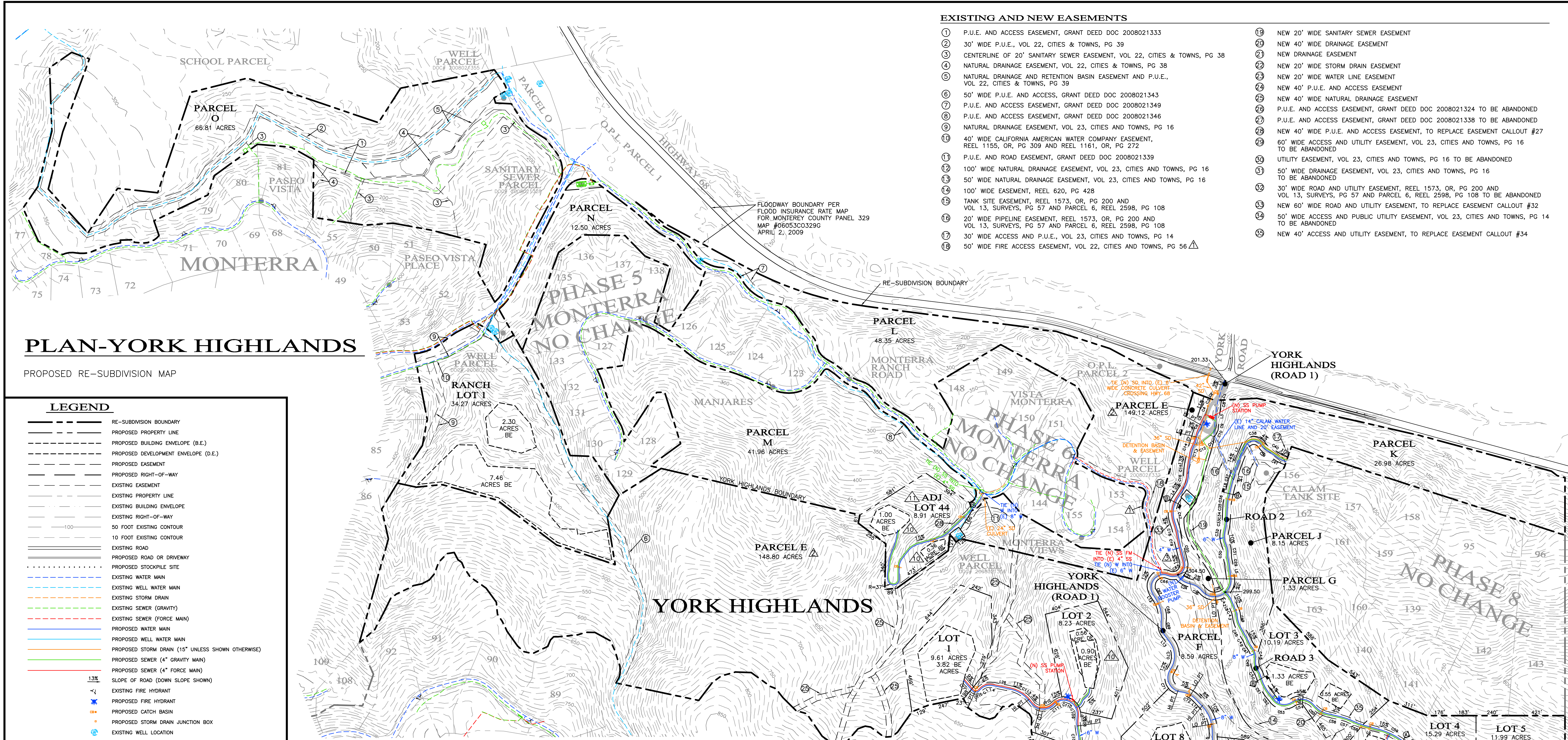
Mitigation Measure	Applicable to York Highlands?	Comments
<p>of-way;</p> <p>c. The impact of any earth movement associated with the development shall be mitigated in such a manner that permanent scarring is not created;</p> <p>d. Tree removal shall be minimized;</p> <p>e. Landscape screening and restoration shall consist of plant and tree species consistent with surrounding native vegetation;</p> <p>f. Architectural review of projects shall be required to ensure visual compatibility of the development with the surrounding area; and</p> <p>g. New development in open grassland areas shown as “sensitive” or “highly sensitive” on the Visual Sensitivity Map should minimize its impact on the uninterrupted viewshed.</p>		
<p>65. Construction phase noise can be mitigated by using properly maintained and muffled equipment. The use of graders and other equipment with tires rather than bulldozers can reduce noise generation. Also the use of nail guns rather than manual hammering can reduce noise generation. Noise intrusion can be reduced by using temporary berms or barriers such as lumber or other stockpile materials.</p>	No	Comment, not a measure.
<p>66. Noise impact from the transportation of materials can be reduced or avoided by selecting haul routes that will be frequently used which do not pass through residential areas or by sensitive receptors and by limiting hauling to the hours between 7:00 am and 7:00 pm.</p>	Yes	Construction Management Plan required by Condition No. 41 includes limitation on hauling to hours between 7:00 am and 7:00 pm.
<p>67. Require an acoustical study of proposed new residential homes within future 55 L dn noise contours. Require sound insulation, if necessary, to mitigate noise impacts in these areas exposed to an existing or future CNEL or L dn of 55 dBA and greater.</p>	No	Proposed homes in York Highlands not within this area. Noise evaluation prepared pursuant to Condition No. 54 of BOS Resolution 87-527 found no need for specific noise mitigations for residential development in Monterra Ranch property.
<p>68. Require developer to disclose noise information in this section and the recommended acoustical study to prospective buyers so that they are aware of short-term annoyance impacts of airport, Ford Ord and Laguna Seca raceway operations, the long-term impacts of airport and vehicular noise sources, and the potential mitigation measures available through appropriate design</p>	No	See Comment No. 67

Mitigation Measure	Applicable to York Highlands?	Comments
and building techniques.		
69. The west entrance to the site should be relocated from Ragsdale Drive to Olmstead Road in order to: utilize the existing traffic signals there; utilize the future full interchange planned there after construction of the Toro Park interchange; remove at least half of the Monterra traffic from two miles of Highway 69 (between Olmstead and the western entrance); eliminate conflicting turning movements on Highway 68 by changing the proposed western entrance to an emergency exit only until and interchange is constructed there. The Monterra subdivision should also participate in funding the intersection improvements at Olmstead Road and Highway 68.	No	Intersection improvements completed with earlier phase.
70. Base on the existing plus through-traffic plus cumulative traffic need for widening Highway 68 and that the Monterra Ranch subdivision will contribute to that need, the Monterra Ranch subdivision should therefore participate in funding the widening of Highway 68 to the adopted plan lines at a rate commensurate to the project traffic assignment. The formula for this fee should be determined by the Planning Department.	No	Fees required to be paid prior to recordation of final maps for each phase pursuant to Condition No. 32 of BOS Resolution 87-527. This condition was cleared by Public Works.
71. An approach lane to Highway 68 on the east entrance should be provided to separate right and left-turn traffic. In addition, a left-turn pocket on Highway 68 with an adequate deceleration lane should be provided to facilitate access to the east entrance of and to the western entrance off of Olmstead Road.	Yes	Required by Condition No. 52
72. The Monterra Ranch subdivision should dedicate a right-of-way consistent with the adopted plan lines for Route 68.	Yes	Required by Condition No. 50
73. The private road designs and construction should be at horizontal and vertical standards unless these standards would cause excessive grading and/or environmental impacts. A determination of specific roadway segments to be exempted from normal county standards, if any, should be made prior to recordation of the final subdivision map.	Yes	Road design subject to approval by Public Works. Included as Condition No. 47.
74. The Monterra subdivision access to Highway 68 will be facilitated by an internal collector loop road which connects east and west entrances. Traffic control should be on the side streets in order to preserve the internal collector's integrity.	No	No internal collector loop within York Highlands which will connect east and west entrances.
75. The subdivision map should be conditioned to grant access rights to the school district and Lt Ng parcels to assure appropriate access to the parcel considering future highway improvements; and to assure secondary access routes for both Lt Ng and Monterra in the future. Please see Figure 1.2 for locations.	No	Access to school property is not within the York Highlands area. At the time this measure was

Mitigation Measure	Applicable to York Highlands?	Comments
		written, a public road connecting Highway 68 and Carmel Valley Road was included as part of the Monterra Ranch Subdivision. With the elimination of the public road, provision of secondary access to the Lt Ng parcel is no longer appropriate.
76. Use dust controls, such as wetting down the soil during excavation and earthmoving operations.	Yes	Required as part of Construction Management Plan – See Condition No. 41
77. Suspend construction activities or increase sprinkling during periods of high wind (greater than 15 mph).	Yes	Required as part of Construction Management Plan – See Condition No. 41
78. Revegetate exposed surfaces as soon as possible.	Yes	Required as part of Erosion Control Plan – See Condition No. 13
79. Consider provision of a park and ride lot, bus stop and turn-out area to be located near the project on Highway 68 to encourage the use of public transit by future residents.	No	Included with Highway 218 improvements
80. As specified in the Air Quality Plan, the Association of Monterey Bay Area Government should review all project plans.	Yes	Negative Declaration circulated to Monterey Bay Air Pollution Control District
81. The developer should be required to distribute local transit, bicycle and carpooling information to prospective buyers during the marketing of the home sites.	Yes	Will be incorporated into CC&Rs
82. Strictly adhere to the sites indicated safe for the location of septic systems in the M. Jacobs and Associates Percolation Study for the Monterra Ranch project.	No	Served by sewer system
83. The Monterey County Health Department should review each specific septic system location and design prior to their placement to ensure that the State of California Basin Plan and the provisions of Monterey County Ordinance 1835 are met.	No	Served by sewer system
84. Septic system should not be built on slopes in excess of 30% or if deemed necessary should be specifically engineered for each site.	No	Served by sewer system
85. * The installation of water conserving fixtures (low flush toilets, flow restrictors on faucet	Yes	Notice of Water Conservation

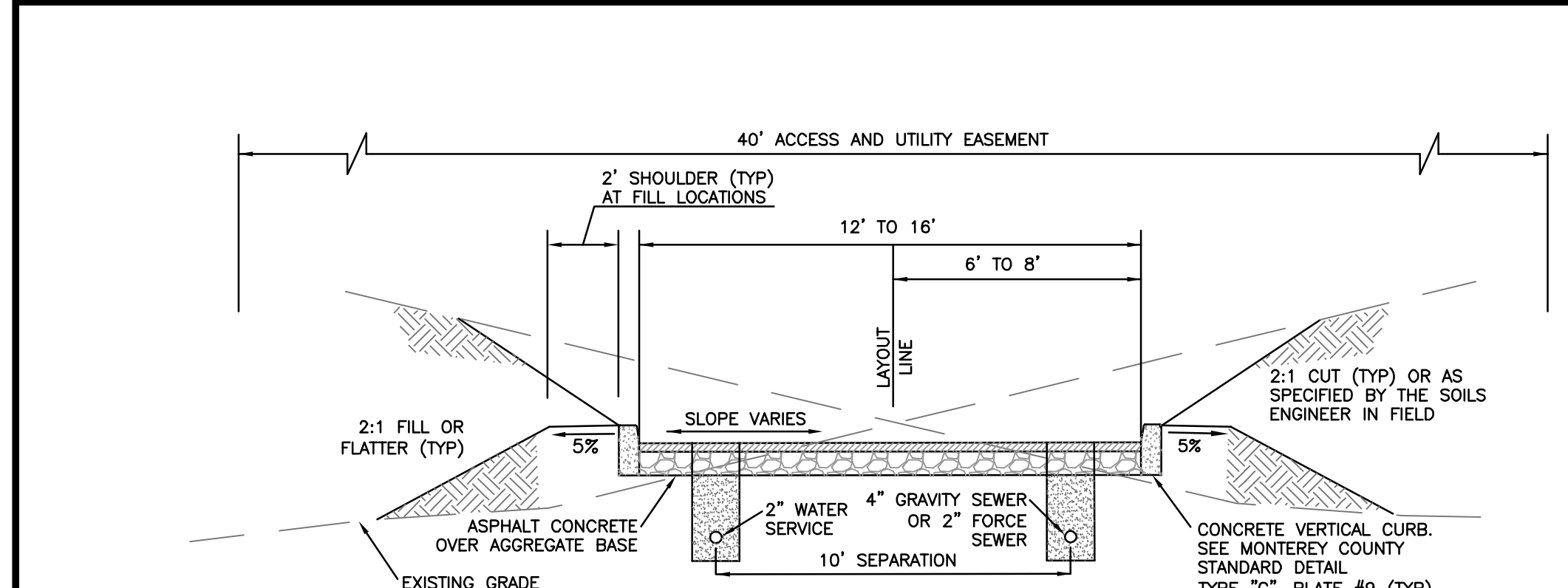
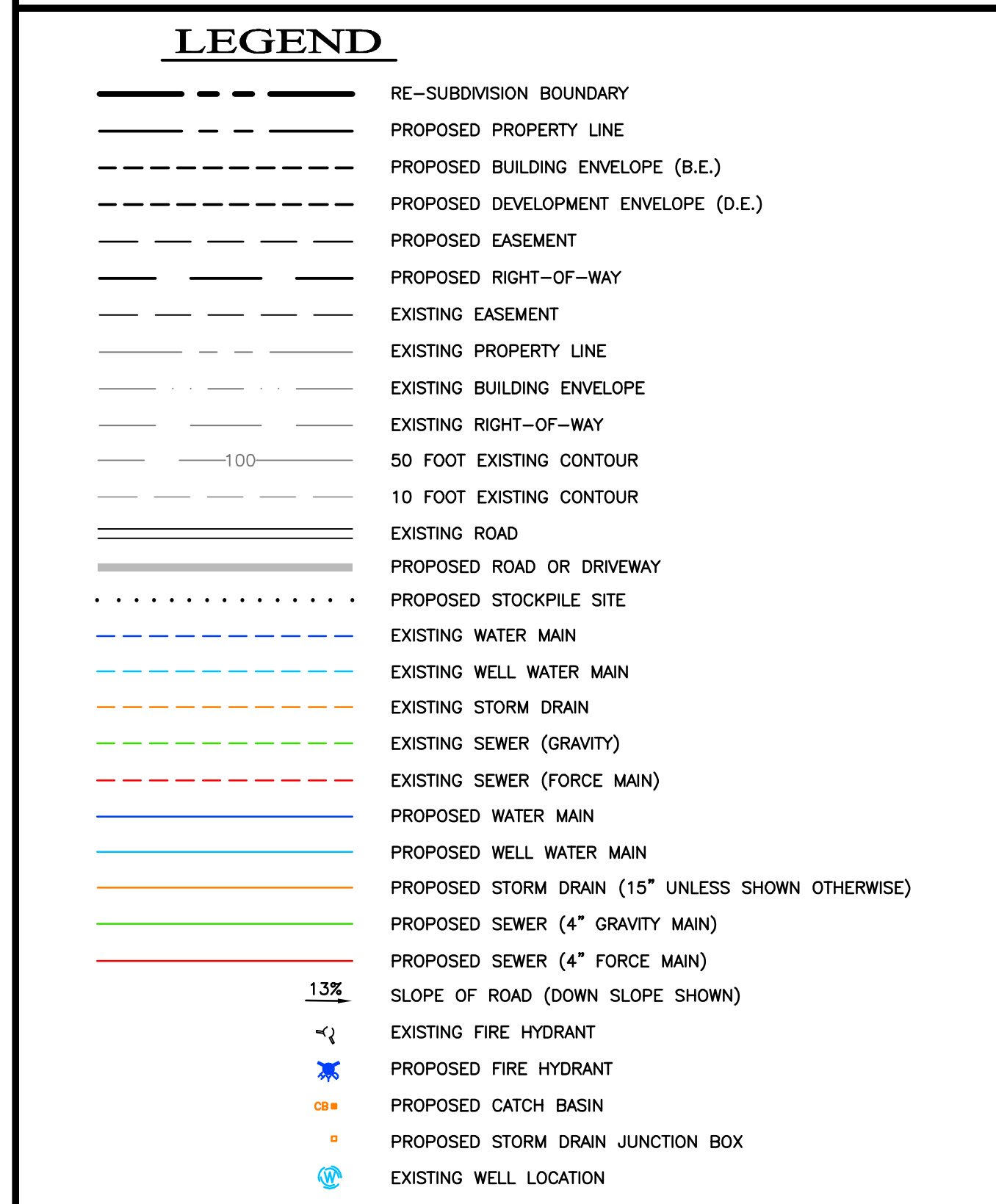
Mitigation Measure	Applicable to York Highlands?	Comments
and shower heads) should be required to reduce the potential for septic system loading. Residents should also be encouraged to use phosphate free detergents because the systems' efficiency will be increased. *Include training/information program about proper use and maintenance of septic systems, by residents via homeowners association.		Requirements required by Condition No. 53
86. The Monterra property should be annexed to the Salinas Rural Fire Protection District, and a fire station site should be provided in the Laguna Seca area. Annexation to CSA 39 and the provision of an interim fire station site on the Monterra property might be an acceptable alternative if the Salinas Rural/ Laguna Seca site preference is not attainable for some reason.	No	Monterra Ranch previously annexed to the SRFPD. Fire Station has been built at Laureles Grade/Highway 68.
87. The developer should enter into an agreement with the Salinas Rural Fire Protection District to help purchase some additional structural and wildfire-fighting equipment.	No	Completed with earlier phases.
88. The developer, Planning Department and fire agency officials should discuss and agree an appropriate resolution of the secondary access issue on cul-de-sacs longer than 1000 feet.	Yes	Condition Nos. 60 & 61 limit length of dead end roads and identifies specifications for turn-arounds.
<p>89. Both the subdivision tentative map and the future improvement plans should be reviewed by the County Fire Warden and Salinas Rural FPD Chief to assure that fire protection and prevention designs features are included. Some of these design features are listed below.</p> <ol style="list-style-type: none"> 1) The development shall provide safe and ready access for fire and other emergency equipment and to handle possible evacuations. Drivers provided for access as provided by amendment to Section 10.31(d) of the 1979 Edition of the Uniform Fire Code. Parking shall be prohibited in turnarounds; signs so indicating shall be posted. 2) Emergency access points shall be provided to all significant public and private water supplies 3) All buildings shall be sprinklered for fire protection in accord with Salinas Rural Fire Protection District regulations. Water distribution and source facilities shall be required of sufficient design to support the flows necessary for the type of development proposed. 4) Flammable ground cover shall be cleared in a 30-foot area around each structure, or to the property line, and replaced with a low fire spread evergreen groundcover or other suitable material approved by the Fire Warden and Planning Director. Where the property line is less than 30 feet from any structure, the Fire Warden shall evaluate the hazard and may require non-combustible siding exterior sprinkler or 	Yes	Application was reviewed by Monterey County Regional Fire Protection District (MCRFPD). Conditions recommended by MCRFPD are included as Condition Nos. 59-66.

Mitigation Measure	Applicable to York Highlands?	Comments
<p>other methods of protection which will reduce the risk of fire spread.</p> <p>5) All building shall be designed and sited so that roofs and other areas may be kept free of leaves, needles and other dead vegetative growth.</p> <p>6) Roof covering for building shall be fire retardant, as defined in the latest edition of the Uniform Fire code (adopted as Ordinance No.1 by the Salinas Rural Fire District).</p> <p>7) All easements for fire breaks for the fire safety of built-up areas shall include access for firefighting personnel and equipment.</p> <p>8) Fire breaks shall be periodically cleared of dead wood and vegetation by the homeowner's association in cooperation with the agency.</p> <p>9) When parking lanes are not provided, turnouts eight feet wide and 15 feet long each side of fire hydrants shall be provided and posted "No Parking".</p> <p>10) Highly flammable underbrush shall be removed from within 20 feet of each side of all roadways if required by the fire agency. Individual or small groups of trees, ornamental shrubbery or similar plants of low combustibility which are used as groundcover need not be removed.</p>		
<p>90. Incorporation of the measures discussed above in future home and building design will reduce the project's impacts on non-renewable energy resources.</p>	No	<p>Not a measure. All new development will be required to meet California Building Code Title 24 Energy Standards.</p>
<p>91. Prior to and during the initial stages of grading, a qualified archaeologist should be consulted to do on-site inspecting, examining the results of grading in those areas judged to have a greater potential of containing archaeological sites such as bedrock outcrops, springs, seeps and the lower ridges should be covered by a controlled intuitive reconnaissance.</p>	Yes	<p>Was included as Condition No. 11 with Resolution 87-527. Reporting on status of this condition was required by Condition No. 82. Included as Condition No. 11 for PLN100020.</p>
<p>92. A condition should be added to the development permit for the subdivision to require a detailed archaeological investigation if development of Ranch Lot #2 is proposed on or in the vicinity of the archaeological site.</p>	No	<p>Archaeological surveys completed with earlier phases.</p>



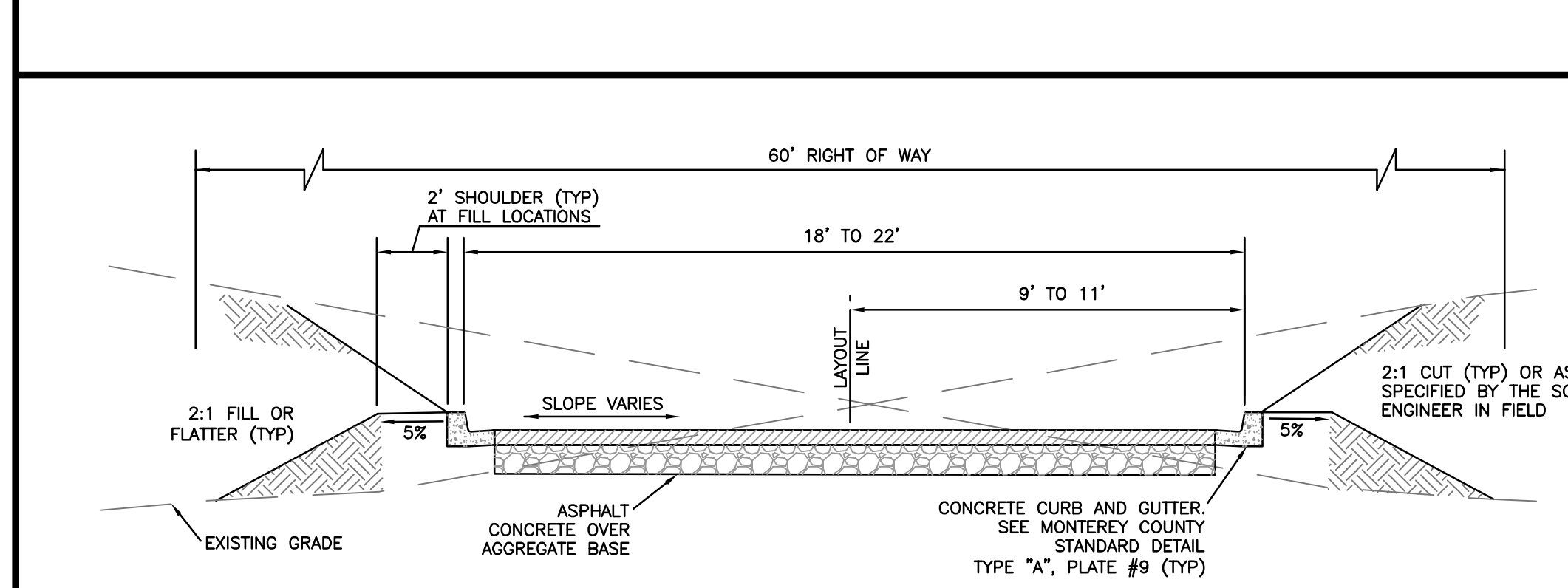
PLAN-YORK HIGHLANDS

PROPOSED RE-SUBDIVISION MAP



TYPICAL SECTION - 12' TO 16' WIDE DRIVEWAY

SCALE: 1" = 4'



TYPICAL SECTION - 18' TO 22' WIDE ROADWAY

SCALE: 1" = 4'

GENERAL NOTES

- RE-SUBDIVISION INCLUDES A.P.N. 259-092-072, 259-092-075, 259-191-018, 259-211-015, 259-231-016 THRU 259-231-026, 259-231-028, 259-241-001, 259-241-004, AND 259-251-001 THRU 259-251-015.
- PROPOSED RESIDENTIAL LOTS - SCENIC EASEMENT IS TO BE DEDICATED OVER ALL RESIDENTIAL LOTS, EXCEPT THE BUILDING AND DEVELOPMENT ENVELOPES. ALL DEVELOPMENT SHALL BE RESTRICTED TO THE BUILDING AND DEVELOPMENT ENVELOPE AREAS EXCEPT ACCESS DRIVEWAYS AND UNDERGROUND UTILITIES AND DRAINAGE FACILITIES.
- THE SIZE, LOCATION AND TYPE OF ALL UTILITIES SHOWN HEREON ARE APPROXIMATE ONLY. ALL NEW UTILITIES SHALL BE PLACED UNDERGROUND.
- TYPICAL ROAD WIDTHS ARE AS SHOWN. ROADS MAY BE NARROWED TO MINIMUM COUNTY STANDARDS TO PRESERVE TREES AND REDUCE IMPACTS. RADIUS OF ALL CURB RETURNS AT ALL ROADWAY INTERSECTIONS EQUAL 28 FT. RADIUS OF ALL CURB RETURNS AT ALL DRIVEWAY ENTRANCES EQUAL 15 FT OR GREATER AS APPROVED BY LOCAL FIRE DEPARTMENT STANDARDS.
- ALL BUILDING AND DEVELOPMENT ENVELOPES SHALL BE USED AS STOCKPILE AND BORROW SITES.
- WELLS: ANY FUTURE WELLS SHALL REQUIRE A MINIMUM FIFTY (50) FOOT DISTANCE SURROUNDING THE WELL DESIGNATED AS THE "WELL PROTECTION ZONE". ALL NEW WELLS SHALL MAINTAIN A MINIMUM FIFTY (50) FOOT SEPARATION FROM ANY SEWER FACILITIES AS REQUIRED BY ALL APPLICABLE STATE AND COUNTY CODES.
- WATER, SEWER, AND DRAINAGE FACILITIES: THE WATER, SEWER, AND DRAINAGE FACILITIES AND THEIR LOCATIONS ARE TO BE LOCATED IN THE OPEN SPACE AREAS. PROPERTY OWNER SHALL GRANT ALL EASEMENTS, RIGHTS OF WAY, AND PARCELS MAY BE REQUIRED TO INSTALL AND MAINTAIN SAID UTILITIES AS REQUESTED BY THE SERVING UTILITY COMPANY OR THE PROJECT ENGINEER.
- ALL LOTS AND PARCELS WITHIN THE YORK HIGHLANDS BOUNDARY ARE TO BE ABANDONED AND REPLACED BY THE RE-SUBDIVISION PROPOSAL. THE RE-SUBDIVISION PROPOSAL SHALL BE A TRAIL AND DECLARATION OF RESTRICTIONS RECORDED AT THE COUNTY CLERK'S OFFICE.
- THE OPEN SPACE PARCELS WITHIN THE YORK HIGHLANDS BOUNDARY ARE SUBJECT TO AN IRREVOCABLE OFFER TO DEDICATE A TRAIL AND DECLARATION OF RESTRICTIONS RECORDED AT THE COUNTY CLERK'S OFFICE.

CORRECTIONS & REVISIONS TO DA

- ROAD 6 REMOVED / EXISTING 50' FIRE ACCESS EASEMENT TO REMAIN. PARCELS E AND L ACREAGE REVISED
- PARCEL E IS NO LONGER SEPARATED. ACREAGE REVISED
- ROAD ALIGNMENT AND INTERSECTION REVISED. PARCELS E, F, & G AND LOTS 9 & 13 ACREAGE REVISED
- CUL-DE-SAC ADDED AT END OF ROAD, LOT 17 ACREAGE REVISED
- STORM DRAIN EASEMENT REVISED
- EXISTING STOCKPILE AREAS ADDED TO MAP
- GENERAL NOTE #6 AND #7 REVISED
- ACREAGE FOR ROADS REVISED
- GENERAL NOTE #9 ADDED TO MAP
- BUILDING ENVELOPE REVISED OR ADDED
- LOT SIZE REVISED
- IDENTIFICATION OF EXISTING FIRE ACCESS

SUBDIVIDER'S STATEMENT

- EXISTING ZONING: RDR/10-UR-D AND RDR/10-UR-VS
- PROPOSED LAND USE: NO CHANGES TO THE ZONING OR LAND USE PROPOSED BY THIS RE-SUBDIVISION
- EROSION CONTROL: SHALL BE IN ACCORDANCE WITH MONTEREY COUNTY EROSION CONTROL ORDINANCES AND REGULATIONS, AND IN CONFORMANCE WITH AN APPROVED GRADING, DRAINAGE AND EROSION CONTROL PLAN.
- WATER SUPPLY: DOMESTIC WATER SUPPLY WILL BE PROVIDED BY CANADA WOODS WATER COMPANY. SEWAGE DISPOSAL: SEWAGE WILL BE PIPED INTO THE EXISTING SYSTEM SERVICING MONTEREIRA RANCH PROPERTIES AND TEHAMA WHICH IS TREATED BY THE SEWAGE TREATMENT PLANT LOCATED ON TEHAMA AT ESTE MADERA
- TREE REMOVAL: PRELIMINARY TREE REMOVAL AS DETERMINED BY ZANDER & ASSOCIATES
- PUBLIC AREAS TO BE DEDICATED: NONE
- COMMON AREA PROPOSED: OPEN SPACE PARCELS "A" THRU "Q" TO BE PRIVATELY OWNED AND MAINTAINED BY OWNERS ASSOCIATION UNDER THE PROVISIONS OF COVENANTS, CONDITIONS AND RESTRICTIONS. SCENIC EASEMENTS PROPOSED: ON OPEN SPACE PARCELS "A" THRU "Q" AND AREAS OUTSIDE BUILDING ENVELOPES AND EASEMENTS ON RESIDENTIAL LOTS.
- MAXIMUM HEIGHT: NOT TO EXCEED COUNTY ZONING LIMITS. STRUCTURE SETBACKS SHALL BE IN ACCORDANCE WITH TITLE 21.
- PROPOSED TYPE OF DEVELOPMENT: RESIDENTIAL SUBDIVISION
- RESIDENTIAL PARCELS WILL BE SOLD AS LOTS, WITHOUT HOMES.
- PROJECT PHASING: THE SUBDIVIDER PLANS TO DEVELOP THE SITE AS SHOWN.
- SOILS ENGINEER WORKING ON THE RE-SUBDIVISION PROJECT: ERS CORPORATION, 2366 WALSH AVENUE, SANTA CLARA, CA 95051 (408) 496-0801

SOLAR ACCESS STATEMENT

- THE PROJECT HAS BEEN DESIGNED WITH AMPLE DISTANCE BETWEEN BUILDING SITES TO ALLOW SUNLIGHT INTO EACH HOUSE DURING THE MOST DIRECT SUN HOURS EACH DAY (10-2 P.M.)
- CLIMATIC CONDITIONS (FOG, CLOUD COVER) IN THE AREA ARE NOT CONDUCTIVE OF WIDESPREAD USE OF SOLAR ENERGY DEVICES. SINCE THE SITE IS DOMINATED BY THE MARINE CLIMATIC INFLUENCE, ORIENTATION OF INDIVIDUAL BUILDINGS WILL HAVE RELATIVELY LITTLE ENERGY IMPACT.
- SEASONAL TEMPERATURE CHANGES IN THIS PORTION OF MONTEREY COUNTY ARE NOT EXTREME, AND THIS SUBSTANTIALLY REDUCES THE NEED FOR SPACE COOLING SYSTEMS IN RESIDENTIAL UNITS. THE PREVAILING AFTERNOON ON SHORE WINDS CAN BE UTILIZED FOR COOLING SINCE THESE WINDS ARE PREDOMINANT DURING THE SUMMER MONTHS.

EXISTING AND NEW EASEMENTS

- P.U.E. AND ACCESS EASEMENT, GRANT DEED DOC 2008021333
- 30' WIDE P.U.E., VOL. 22, CITIES & TOWNS, PG 39
- CENTERLINE OF 20' SANITARY SEWER EASEMENT, VOL. 22, CITIES & TOWNS, PG 38
- NATURAL DRAINAGE EASEMENT, VOL. 22, CITIES & TOWNS, PG 38
- NATURAL DRAINAGE AND RETENTION BASIN EASEMENT AND P.U.E., VOL. 22, CITIES & TOWNS, PG 39
- 50' WIDE P.U.E. AND ACCESS, GRANT DEED DOC 2008021343
- P.U.E. AND ACCESS EASEMENT, GRANT DEED DOC 2008021349
- P.U.E. AND ACCESS EASEMENT, GRANT DEED DOC 2008021346
- NATURAL DRAINAGE EASEMENT, VOL. 23, CITIES AND TOWNS, PG 16
- 40' WIDE CALIFORNIA AMERICAN WATER COMPANY EASEMENT, REEL 1155, OR, PG 309 AND REEL 1161, OR, PG 272
- P.U.E. AND ROAD EASEMENT, GRANT DEED DOC 2008021339
- 100' WIDE NATURAL DRAINAGE EASEMENT, VOL. 23, CITIES AND TOWNS, PG 16
- 50' WIDE NATURAL DRAINAGE EASEMENT, VOL. 23, CITIES AND TOWNS, PG 16
- 100' WIDE EASEMENT, REEL 620, PG 428
- TANK SITE EASEMENT, REEL 1573, OR, PG 200 AND VOL. 13, SURVEYS, PG 57 AND PARCEL 6, REEL 2598, PG 108
- 20' WIDE PIPELINE EASEMENT, REEL 1573, OR, PG 200 AND VOL. 13, SURVEYS, PG 57 AND PARCEL 6, REEL 2598, PG 108
- 30' WIDE ACCESS AND P.U.E., VOL. 23, CITIES AND TOWNS, PG 14
- 50' WIDE FIRE ACCESS EASEMENT, VOL. 22, CITIES AND TOWNS, PG 56
- NEW 20' WIDE SANITARY SEWER EASEMENT
- NEW 40' WIDE DRAINAGE EASEMENT
- NEW DRAINAGE EASEMENT
- NEW 20' WIDE STORM DRAIN EASEMENT
- NEW 20' WIDE WATER LINE EASEMENT
- NEW 40' P.U.E. AND ACCESS EASEMENT
- NEW 50' WIDE NATURAL DRAINAGE EASEMENT
- P.U.E. AND ACCESS EASEMENT, GRANT DEED DOC 2008021324 TO BE ABANDONED
- P.U.E. AND ACCESS EASEMENT, GRANT DEED DOC 2008021338 TO BE ABANDONED
- NEW 40' WIDE P.U.E. AND ACCESS EASEMENT, TO REPLACE EASEMENT CALLOUT #27
- 60' WIDE ACCESS AND UTILITY EASEMENT, VOL. 23, CITIES AND TOWNS, PG 16 TO BE ABANDONED
- UTILITY EASEMENT, VOL. 23, CITIES AND TOWNS, PG 16 TO BE ABANDONED
- 50' WIDE DRAINAGE EASEMENT, VOL. 23, CITIES AND TOWNS, PG 16 TO BE ABANDONED
- 30' WIDE ROAD AND UTILITY EASEMENT, REEL 1573, OR, PG 200 AND VOL. 13, SURVEYS, PG 57 AND PARCEL 6, REEL 2598, PG 108 TO BE ABANDONED
- NEW 60' WIDE ROAD AND UTILITY EASEMENT, TO REPLACE EASEMENT CALLOUT #32
- 50' WIDE ACCESS AND PUBLIC UTILITY EASEMENT, VOL. 23, CITIES AND TOWNS, PG 14 TO BE ABANDONED
- NEW 40' ACCESS AND UTILITY EASEMENT, TO REPLACE EASEMENT CALLOUT #34

ROADWAY/DRIVEWAY CENTERLINE CURVE	TABLE	ROADWAY/DRIVEWAY CENTERLINE CURVE	TABLE CONTINUED				
CURVE	LENGTH	RADIUS	CURVE	LENGTH	RADIUS		
L1	110.50	C00	77.18	300.00	98.50		
L2	12.43	C2	37.37	210.00	C102	48.17	201.50
L3	140.71	C4	55.89	480.00	C103	83.11	59.00
L4	97.33	C8	137.72	1020.00	C104	69.05	66.00
L5	109.70	C12	40.83	240.00	C105	128.59	112.00
L6	86.76	C16	79.62	145.00	C106	101.39	107.50
L7	92.71	C20	135.96	2750.00	C107	164.06	463.00
L8	92.71	C24	77.00	175.00	C108	82.07	257.50
L9	116.83	C28	30.49	118.00	C109	99.91	110.00
L10	135.02	C32	32.16	381.00	C110	32.86	110.00
L11	36.48	C36	304.96	118.00	C111	100.71	95.00
L12	65.11	C40	74.64	500.00	C112	197.53	110.00
L13	75.23	C44	88.25	200.00	C113	191.25	250.00
L14	138.50	C48	89.47	250.00	C114	110.17	100.00
L15	106.76	C52	117.47	880.00	C115	56.45	32.00
L16	76.56	C56	120.10	525.00	C116	117.27	500.00
L17	136.50	C60	151.22	360.00	C117	118.73	40.00
L18	152.44	C64	135.96	2750.00	C118	50.26	150.00
L19	140.96	C68	129.45	350.00	C119	88.39	140.00
L20	NOT USED	C72	NOT USED		C120	70.26	187.50
L21	86.05	C76	21.41	50.00	C121	77.64	320.00
L22	50.63	C80	77.00	175.00	C122	72.01	100.00
L23	92.36	C84	183.76	261.00	C123	83.10	100.00
L24	91.84	C88	102.75	150.00	C124	124.39	160.00
L25	133.66	C92	32.16	381.00	C125	28.47	32.00
L26	87.02	C96	304.96	118.00	C126	30.90	150.00
L27	76.56	C100	74.64	500.00	C127	108.04	130.00
L28	28.45	C104	30.41	100.00	C128	108.04	130.00
L29	24.29	C108	30.41	100.00	C129	27.54	50.00
L30	146.63	C112	98.54	150.00	C130	42.59	55.00
L31	99.33	C116	120.20	500.00	C131	38.17	144.00
L32	47.87	C120	57.54	450.00	C132	58.75	155.00
L33	NOT USED	C124	32.60	200.00	C133	30.80	60.00
L34	36.64	C128	281.45	1500.00	C134	7.77	45.00
L35	40.91	C132	154.16	70.00	C135	NOT USED	
L36	91.76	C136	54.67	100.00	C136	NOT USED	
L37	82.56	C40	74.64	500.00	C137	35.13	50.00
L38	82.56	C44	89.49	250.00	C138	73.45	200.00
L39	61.36	C48	31.04	100.00	C139	102.87	100.00
L40	158.24	C52	32.92	100.00	C140	136.21	90.00
L41	34.02	C56	88.25	200.00	C141	101.72	675.00
L42	44.87	C60	53.44	575.00	C142	106.76	160.00
L43	46.84	C64	27.53	100.00	C143	117.04	75.00
L44	28.84	C68	38.36	100.00	C144	36.05	75.00
L45	51.18	C72	47.39	100.00	C145	61.95	50.00
L46	15.44	C76	48.29	150.00	C146	59.72	60.00
L47	62.26	C80	35.79	125.00	C147	95.20	60.00
L48	143.35	C84	129.45	350.00	C148	56.57	100.00
L49	80.40	C88	47.00	1000.00	C149	40.71	128.00
L50	56.96	C92	154.57	100.00	C150	67.39	100.00
L51	109.08	C96	176.10	1172.00	C151	46.17	70.00
L52	45.72	C100	128.81	187.50	C152	46.17	70.00
L53	105.48	C104	95.90	2012.50	C153	218.60	200.00
L54	57.69	C108	97.00	500.00	C154	117.84	600.00
L55	87.58	C112	87.58	500.00	C155	88.10	59.00
L56	NOT USED	C116	174.97	160.00	C156	140.36	250.00
L57	47.02	C120	207.60	400.00	C157	358.59	2000.00
L58	6.14	C124	158.67	350.00	C158	74.63	145.00
L59	83.55	C128	173.02	200.00	C159	376.38	1385.00
L60	87.89	C132	77.13	1279.00	C160	124.29	170.00
		C136	218.84	260.00	C161	196.97	275.00
		C140	81.95	150.00	C162	128.80	60.00
		C144	158.67	350.00	C163	19.19	200.00
		C148	60.49	200.00	C164	86.97	60.00
		C152	88.83	100.00	C165	80.10	150.00
		C156	86.47	100.00	C166	123.72	200.00
		C160	270.94	3000.00	C167	52.23	120.00
		C164	52.14	61.50	C168	125.00	200.00
		C168	220.10	225.00	C169	101.72	675.00
		C172	71.22	300.00	C170	91.45	314.00
		C176	64.56	300.00	C171	133.45	185.00
		C180	430.95	500.00	C172	89.28	200.00
		C184	143.04	150.00	C173	87.93	125.00
		C188	172.97	150.00	C174	119.50	300.00
		C192	105.96	150.00	C175	203.91	325.00
		C196	114.35	300.00	C176	94.09	600.00
		C200	95.61	61.00	C177	68.35	81.00
		C204	52.14	61.50	C178	81.54	100.00
		C208	67.32	198.50	C179	160.12	675.00
		C212	29.76	20.00	C180	65.59	150.00
		C216	103.72	363.50	C181	142.07	300.00
		C220	142.92	201.50	C182	33.65	100.00
					C183	26.76	81.00
					C184	84.92	114.00
					C185	71.21	91.00
					C186	71.21	91.00
					C187	114.29	901.00
					C188	64.93	499.00
					C189	44.81	50.00
					C190	98.16	500.00
					C191	NOT USED	
					C192	NOT USED	
					C193	NOT USED	
					C194	NOT USED	
					C195	NOT USED	
					C196	NOT USED	
					C197	NOT USED	
					C198	NOT USED	
					C199	NOT USED	
					C200	78.13	200.00
					C201	148.88	100.00
					C202	30.06	200.00
					C203	40.14	50.00
					C204	64.49	200.00
					C205	119.41	100.00

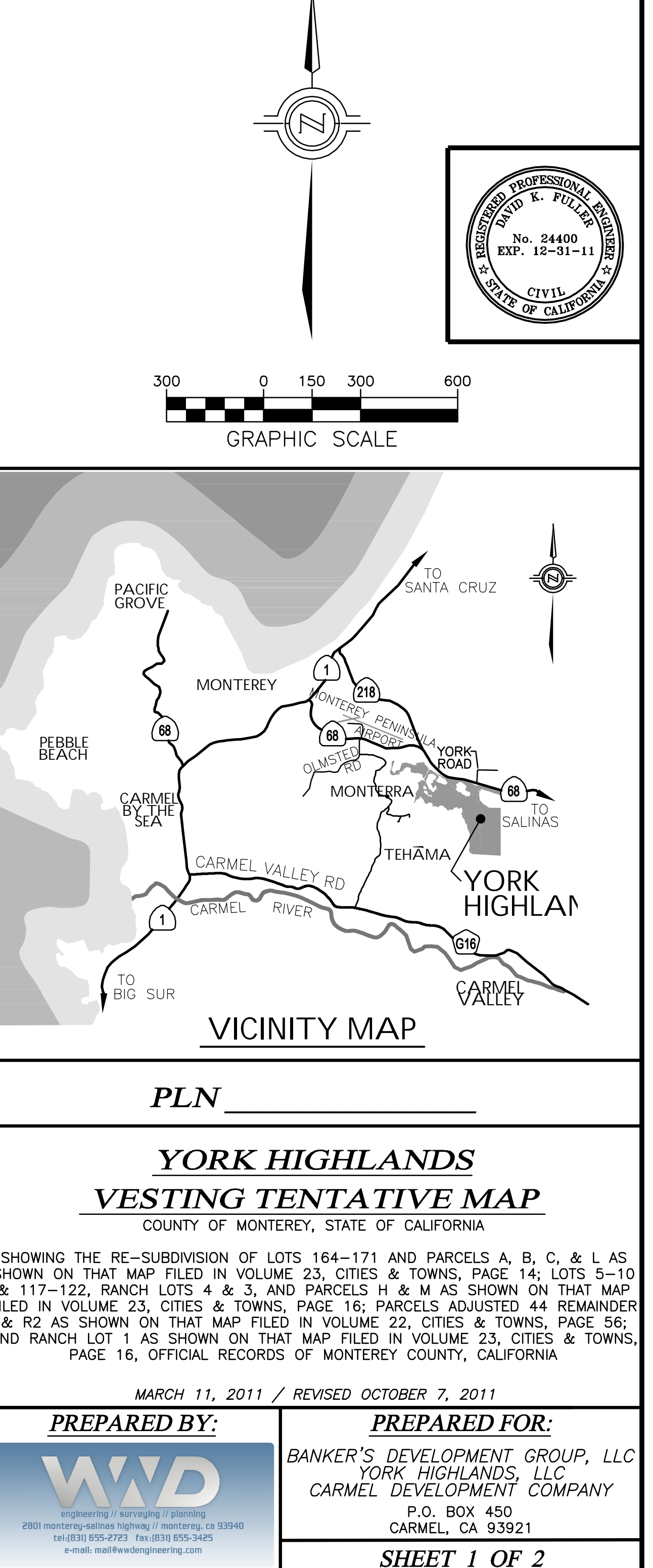


Exhibit D
Addendum to Previously
Certified EIR No. 84-007

Banker's Development Group, LLC
York Highlands
PLN100020

Board of Supervisors
October 18, 2011

EXHIBIT D

Addendum Pursuant to the California Environmental Quality Act Article 11, Section 15164

York Highlands Planning File No. PLN100020 General Plan Amendment and Combined Development Permit

1. Introduction

The Board of Supervisors approved the original Monterra Ranch Subdivision and certified the EIR for the project (EIR No. 84-007) on October 6, 1987 (Resolution No. 87-527). The original project consisted of a vesting tentative map for the phased subdivision of 2,911.60 acres into 283 parcels ranging in size from 2 acres to 60 acres and included a recreation, tennis, and equestrian complex, a 47-acre parcel for inclusionary housing, and 115 acres of dedicated parkland. The applicant chose to file multiple final maps for "phases" of the subdivision, all of which have been approved by the Board of Supervisors and recorded for each phase of the subdivision.

The York Highlands Combined Development Permit modifies phases 6, 8, and 10 of the Monterra Ranch Subdivision by merging and resubdividing the 24 lots approved in the final maps for these three phases into 24 new lots. The proposed project also includes a use Permit for tree removal, an Administrative Permit for grading, a Use Permit for development on slopes exceeding 25%, and a General Plan Amendment from the land use designation of Public Quasi-Public to the land use designation of Rural Density Residential. The proposed project involves the merger and resubdivision of lots on a portion of the original subdivision that has a General Plan Designation of Public Quasi-Public that was the location of a recreation center and equestrian center. These uses are no longer a component of the project.

2. Scope and Purpose of this Addendum

An EIR for the Monterra subdivision was certified on October 6, 1987 by the Board of Supervisors in Resolution No. 87-527. The EIR is incorporated herein by reference. This Addendum has been prepared pursuant to Section 15164 of the California Environmental Quality Act Guidelines because some changes or additions to the EIR are necessary but none of the conditions described in Public Resources Code section 21166 or CEQA Guidelines section 15162 triggering a supplemental or subsequent EIR have occurred. None of the conditions described in Section 15162 (a) calling for the preparation of a subsequent EIR have occurred:

1. No substantial changes are proposed in the project which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.
2. No substantial changes have occurred with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; and
3. No new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete exists to show that the project will have significant effects not discussed in the previous EIR or that substantial effects previously examined will be more severe than shown in the previous EIR.

Substantial evidence supports this conclusion, including the initial study which is attached hereto and incorporated herein by reference. The initial study was prepared and circulated to the public with a proposed Negative Declaration from September 8, 2011 through September 27, 2011. Because the initial study demonstrated that none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred, a determination has been made that this Addendum is more appropriate than a Negative Declaration; the underlying analysis has not changed. The Planning Department had initially proposed a Negative Declaration because the project involves a General Plan Amendment (GPA); however, analysis of the proposed General Plan amendment in the initial study shows that the General Plan Amendment does not result in the involvement of new environmental effects not previously identified in the EIR or result in a substantial increase in the severity of the previously identified effects. Therefore, the inclusion of a GPA in the project does not per se necessitate a subsequent or supplemental EIR or Negative Declaration. An additional reason for the proposed Negative Declaration was to enhance public review, and the initial study circulated for public review with a proposed Negative Declaration. An Addendum is not required to be circulated for public review (CEQA Guideline section 15164). Although County determined subsequent to the circulation period that an Addendum is more appropriate than a Negative Declaration, this process resulted in more public review than required by law for an Addendum and does not preclude the preparation of an Addendum.

The initial study and the administrative record as a whole demonstrate that the changes to the project proposed by the resubdivision do not result in the involvement of new environmental effects not previously identified in the EIR or result in a substantial increase in the severity of the previously identified effects. The resubdivision will result in the creation of larger lots with building envelopes placed in the natural clearings instead of concentrating the development on smaller lots within an oak woodland habitat. The proposed project requires less grading than the original subdivision. The proposed project will result in fewer impacts to biological resources. The project does not involve the creation of new lots. Additionally, the initial study demonstrates that there are no changes in circumstances or new information of substantial importance that would result in the involvement of new environmental effects not previously identified in the EIR or a substantial increase in the severity of the previously identified effects.

Applicable mitigation measures included in the previously certified EIR have been incorporated as conditions of approval, and a Mitigation Monitoring and Reporting Plan has been prepared to ensure compliance with the mitigation measures.

Attachment: Initial Study for the York Highlands Combined Development Permit File Number PLN100020, dated September 7, 2011

Reference: Certified Environmental Impact Report for the Monterra Ranch Subdivision, dated October 6, 1987, Resolution No. 87-527. The EIR is available for public inspection at:
http://www.in.co.monterey.ca.us/planning/major/York_Highlands_Monterra_Ranch_Properties_LLC/York_Highlands_Monterra_Ranch_Properties_LLC.htm ;
Clerk to the Board, 168 W. Alisal Street, First Floor, Salinas, CA
RMA-Planning Department, 168 W. Alisal Street, Second Floor, Salinas, CA

Exhibit D
Addendum to Previously Certified
EIR No. 84-007
1. Initial Study

Banker's Development Group, LLC
York Highlands
PLN100020

Board of Supervisors
October 18, 2011

MONTEREY COUNTY

RESOURCE MANAGEMENT AGENCY

PLANNING DEPARTMENT

168 WEST ALISAL ST., 2nd FLOOR, SALINAS, CA 93901

PHONE: (831) 755-5025 · FAX: (831) 757-9516



INITIAL STUDY/ NEGATIVE DECLARATION

I. BACKGROUND INFORMATION

Project Title: York Highlands Combined Development Permit

File No.: PLN100020

Project Location: South of the intersection of Highway 68 and York Road,
Salinas (Greater Monterey Peninsula Area Plan)

Name of Property Owner: Banker's Development Group LLC; Carmel Development
Company; York Highlands LLC

Name of Applicant: Banker's Development Group LLC; Carmel Development
Company; York Highlands LLC

Assessor's Parcel Number(s): 259-241-001-000; 259-241-004-000 259-092-072-000; 259-
092-075-000; 259-191-023-000; 259-191-024-000 259-211-
016-000; 259-231-016-000; 259-231-017-000; 259-231-018-
000; 259-231-019-000; 259-231-020-000; 259-231-021-000;
259-231-022-000; 259-231-023-000; 259-231-024-000; 259-
231-025-000; 259-231-026-000; 259-231-028-000; 259-251-
001-000; 259-251-002-000; 259-251-003-000; 259-251-004-
000; 259-251-005-000; 259-251-006-000; 259-251-007-000;
259-251-008-000; 259-251-009-000; 259-251-010-000; 259-
251-011-000; 259-251-012-000; 259-251-013-000; 259-251-
014-000; and 259-251-015-000

(Note: Listed APNs are a combination of lots of record, Scenic
Easement and/or Open Space parcels and roads)

Acreage of Property: Approximately 900 acres

General Plan Designation: Residential, Public Quasi Public

Zoning District: RDR/10-UR-D and RDR/10-UR-VS

Lead Agency: Monterey County RMA- Planning Department

Prepared By: Nadia Amador, David Mack and Craig Spencer, Associate Planners

Date Prepared: September 6, 2011

Contact Person: Delinda Robinson, Senior Planner

Phone Number: (831) 755-5198

II. DESCRIPTION OF PROJECT AND ENVIRONMENTAL SETTING

A. Description of Project:

Overview-

The York Highlands Vesting Tentative Map (hereinafter referred as *York Highlands*) involves the merging of portions of recorded but undeveloped Phases 6, 8 and 10 of the Monterra Ranch Subdivision and the approval of a new subdivision with new lots, building envelopes, roads and scenic easements. The project also includes a General Plan Amendment to change the General Plan Designation of a portion of the property (*Parcel H*) currently designated Public Quasi-Public to Rural Density Residential, 10 acres per unit. The entire project area is approximately 900 acres. The project will not result in the creation of additional lots, but involves the merger and re-subdivision of 24 existing lots.

The table below identifies the existing residential lots which are part of the York Highlands re-subdivision in association with the final map that created them:

<i>Monterra Ranch Phase/Tract Number:</i>	<i>Original Lot #s filed:</i>	<i>Recorder's File Number/Date of Filing:</i>
Phase 6; Tract 1419 (Source: IX. 4)	Lot 44	Cities and Towns, Vol. 22, Page 56; June 16, 2004
Phase 8; Tract 1450 (Source: IX. 5)	164, 165, 166, 167, 168, 169, 170, 171;	Cities and Towns, Vol. 23, Page 14; September 14, 2005
Phase 10; Tract 1452 (Source: IX. 6)	Lots 5, 6, 7, 8, 9, 10, 117, 118, 119, 120, 121, and 122, Ranch Lot 1, 3 and 4.	Cities and Towns, Vol. 23, Page 16; December 1, 2005

York Highlands uses a different design concept than Phase 10 and Phase 8 of Monterra Ranch. The design of Phase 8 (Lots 164-171) and Phase 10 (Lots 5-10 and Lots 117-122) include clusters of smaller lots. This design was done to concentrate the impacts of development to a limited area leaving larger open space parcels intact to preserve the existing natural habitat areas. This resulted in the lots on Phase 10 being concentrated within an oak woodland which results in significant tree removal in that location to implement the recorded map. This is balanced by the remainder of Monterra Ranch being set aside as open space. York Highlands will use a different approach to subdividing this property through the use of larger lots with building envelopes placed in natural clearings. The areas around the building envelopes within the individual lots will be retained in scenic and conservation easements to protect the existing natural habitat. The lot pattern is designed off a road network which follows existing jeep trails and ranch roads.

The proposal would reduce grading and tree removal primarily by the reduction in roadway improvements and placing building envelopes in areas with the least amount of oak tree and/or grading impacts. Grading would be minimized by approximately 20,000 cubic yards (IX. 12) and the impacts to oak woodland habitat would decrease by approximately 20 acres (IX. 12) in comparison to implementing the existing recorded maps.

General Plan Amendment- The General Plan Amendment is required because the merger and re-subdivision would involve the placement of lots on a portion of current *Parcel H* that has a General Plan Designation of Public Quasi-Public (see Source X. 2). The PQP Land Use Designation is used to identify the locations for schools, parks, regional parks, public works facilities and hospitals that serve the Public at Large (2010 General Plan Policy LU-6.1). At this time it is not understood why this portion of the property was designated for PQP, but the record indicates that the PQP was designated when the Greater Monterey Peninsula Area Plan was adopted in 1984. The original tentative map for Monterra Ranch showed this area to be used for an equestrian center and a recreational center. The land use of this area would be changed to Rural Density Residential, 10 acres per unit, with an Urban Reserve General Plan Designation Overlay, consistent with the surrounding land use. The Zoning on the property does not need to be modified as the existing zoning is Rural Density Residential at 10 acres per unit.

County entitlements- The proposed York Highlands Vesting Tentative Map requires the following entitlements from the County of Monterey:

Combined Development Permit consisting of:

1. Vesting Tentative Map for the re-subdivision of Monterra Ranch Final Map Phases 6, 8 & 10 consisting of the reconfiguration of 24 residential lots (Phase 6: Adj Lot 44 Remainder; Phase 8: Lots 164 - 171; Phase 10: Lots 5-10, 117 - 122, Ranch Lots 1, 3 and 4), 3 open space parcels (Phase 8: Parcels A, B & C), 1 scenic easement parcel (Phase 10, Parcel H), and 3 road and utility parcels (Phase 6: Parcel R2; Phase 8: Parcel L; Phase 10: Parcel M);
2. Use Permit for tree removal for subdivision improvements only (not for building envelopes);
3. Administrative Permit for grading of less than 131,100 cubic yards (70,500 cubic yards cut and 60,600 cubic yards fill) in a Visually Sensitive District;
4. Use Permit for development on slopes greater than 25 percent;

Prior CEQA Findings and focus of Initial Study-

The Monterey County Board of Supervisors (Board) certified the Monterra Ranch Subdivision Environmental Impact Report (EIR) No. 84-007 (IX.2) and approved the Monterra Ranch Standard Subdivision Tentative Map on October 6, 1987 by Resolution No. 87-527 (IX. 3).

This Initial Study tiers from the Certified Monterra Ranch Subdivision EIR. The baseline for this project must consider that there are existing lots of record which can currently be built upon. The application will not add to the number of lots that currently exist. The subdivision will redistribute lots onto *Parcel H* which was to be the location of a recreation center and equestrian center. These uses will no longer be a component of this project. This is a net reduction in development density. The Initial Study will examine the environmental impacts from the perspective of the identified baseline. In addition, York Highlands is subject to the policies of the 2010 Monterey County General Plan which has been adopted since approval of the Monterra Ranch project.

The EIR identified the increase of traffic resulting from the Monterra Ranch Subdivision as an *unavoidable significant adverse impact*. The Board found six project benefits which outweighed the project's unavoidable significant adverse traffic impacts. Therefore, the Monterra Ranch Subdivision was approved with *Statements of Overriding Consideration*.

One overriding consideration was the project's careful placement of building sites resulting in no visibility of development from State Highway 68 or Carmel Valley Road (IX. 3, Exhibit B, *Statement of Overriding Consideration for Monterra Ranch Subdivision*, Item 5). This statement was based on an assurance made at a Board hearing by the developer's architect/planner, Mr. Holm (IX. 4, Exhibit A, Board Order, page 3) that no units would be seen from State Highway 68. The EIR did not assume that no units would be visible but understood that units would be inconspicuous. The EIR also recommended design measures, which included that development along ridge lines would not silhouette against the skyline. The applicant for York Highlands is requesting to allow some visibility from State Highway 68 for proposed Lots 2, 6 and 44. See Section VI. 1. *Aesthetics* and Section VI. 10 *Land Use and Planning* for a detailed discussion...

B. Surrounding Land Uses and Environmental Setting:

The project site involves approximately 900 acres of land within the gated community of Monterra Ranch, located along the south side of State Highway 68 between Olmsted Road and York Road. The project site is zoned residential and is within the Greater Monterey Peninsula Area Plan of the County of Monterey. The site also has an Urban Reserve Zoning Overlay, given its close proximity to the City of Monterey. Thus, development review must consider impacts on the City of Monterey.

The site consists of relatively steep to rolling terrain of undeveloped land. Major vegetation communities include: grassland, mixed coastal scrub and oak woodlands and savanna. The site is comprised of northeast-facing slopes above a small, northwest-flowing contributory drainage (IX. 13) to Canyon Del Rey, south of the intersection of State Highway 68 and York Road in Monterey County. The site is currently accessed from the northwestern gate to Monterra Ranch, located off State Highway 68 or via existing roads within the Monterra Ranch Subdivision. The project will construct an entrance opposite of York Road (off of State Highway 68) which was considered and approved as part of the Monterra Ranch approval.

The site borders Ryan Ranch and Laguna Seca Ranch (located to the north), Hidden Hills residential subdivision (located to the east) Tehama residential subdivision (located to the south) and Jacks Peak Regional Park (located to the west). The Monterey Peninsula Airport does not

immediately border the site but it is located approximately 3 miles northwesterly from the project site.

C. Other public agencies whose approval is required: (e.g. permits, financing approval, or participation agreement)

Caltrans- The applicant is required to obtain encroachment permits from the California Department of Transportation (Caltrans) for encroachment off of York Road onto State Highway 68.

III. PROJECT CONSISTENCY WITH OTHER APPLICABLE LOCAL AND STATE PLANS AND MANDATED LAWS

Use the list below to indicate plans applicable to the project and verify their consistency or non-consistency with project implementation.

General Plan/Area Plan	<input checked="" type="checkbox"/>	Air Quality Mgmt. Plan	<input checked="" type="checkbox"/>
Specific Plan	<input type="checkbox"/>	Airport Land Use Plans	<input checked="" type="checkbox"/>
Water Quality Control Plan	<input type="checkbox"/>	Local Coastal Program-LUP	<input type="checkbox"/>

General Plan/Area Plan. The proposed project was reviewed for consistency with the 2010 Monterey County General Plan. Section IV.10 (Land Use and Planning) discusses whether the project physically divides an established community; conflicts with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project or conflicts with any applicable habitat conservation plan or natural community conservation plan (Source: IX.8). The Greater Monterey Peninsula Area Plan includes policies to protect the scenic nature of the viewshed along State Highway 68. These policies are discussed in more detail below in Section VI.1 Aesthetics. The proposed project would redistribute the same number of lots on the subject site. The redistribution of the lots will include placing lots over a portion of the property with a General Plan Land Use Designation of Public Quasi-Public and Urban Reserve. It is unknown exactly why this land use designation exists here. This area has a Zoning Designation of Rural Density Residential, 10 acres per unit and Urban Reserve. The proposed project includes a General Plan Amendment that will change the General Plan Land Use Designation of the subject area from Public Quasi-Public and Urban Reserve to Rural Density Residential, 10 acres per unit and Urban Reserve. There is not a public need to maintain this PQP Land Use on the subject site and it is not known why this land use designation was put in place. Modifying the Land Use Designation will be consistent with the surrounding land use designation. Therefore, the proposed project is consistent with the General Plan Land Use Designation. **CONSISTENT**

2008 Air Quality Management Plan for the Monterey Bay Region (AQMP). Consistency of a residential project is determined by comparing the project population at the year of project completion with the population forecast for the appropriate five year increment that is listed in the AQMP. If the population increase resulting from the project would not cause the estimated

cumulative population to exceed the relevant forecast, the project would be consistent with the population forecasts in the AQMP. Therefore, the project will be consistent with the AQMP.
CONSISTENT

Comprehensive Land Use Plan for Monterey Peninsula Airport. The project site is within the sphere of influence of the Monterey Peninsula Airport (Plan). The Plan intends to safeguard the general welfare of the residents within the sphere of influence and to assure the safety of air navigation and specifically it seeks to protect the public from the adverse effects of aircraft noise. The subject site is not within the following areas which would determine a Primary Planning Area within the sphere of influence: a building restriction area, such as a *clear zone* and/or *extended safety area*, an *imaginary surface area* or directly under a flight path or area within the 65 CNEL (Community Noise Equivalent Levels). However, the Certified EIR for Monterra Ranch did find the subject site to have noise levels of less than 55 Ldn (daylight equivalent noise levels) caused by various aircraft operations such as engine runoff before take off, landings and takeoffs. Therefore, the Monterra Subdivision Tentative Map was approved subject to an Avigation Easement condition. The Avigation Easement instrument has been recorded (Monterey County Recorder's Office, Reel 2461, Page 1084, January 19, 1990) for Monterra Ranch Properties. Pursuant to the recordation of the Avigation Easement, the project is consistent with the Comprehensive Land Use Plan for Monterey Peninsula Airport.
CONSISTENT

IV. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED AND DETERMINATION

A. FACTORS

The environmental factors checked below would be potentially affected by this project, as discussed within the checklist on the following pages.

- | | | |
|--|---|--|
| <input checked="" type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture and Forest Resources | <input checked="" type="checkbox"/> Air Quality |
| <input checked="" type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Cultural Resources | <input checked="" type="checkbox"/> Geology/Soils |
| <input checked="" type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards/Hazardous Materials | <input checked="" type="checkbox"/> Hydrology/Water Quality |
| <input checked="" type="checkbox"/> Land Use/Planning | <input type="checkbox"/> Mineral Resources | <input checked="" type="checkbox"/> Noise |
| <input type="checkbox"/> Population/Housing | <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Transportation/Traffic | <input type="checkbox"/> Utilities/Service Systems | <input checked="" type="checkbox"/> Mandatory Findings of Significance |

Some proposed applications that are not exempt from CEQA review may have little or no potential for adverse environmental impact related to most of the topics in the Environmental Checklist; and/or potential impacts may involve only a few limited subject areas. These types of

projects are generally minor in scope, located in a non-sensitive environment, and are easily identifiable and without public controversy. For the environmental issue areas where there is no potential for significant environmental impact (and not checked above), the following finding can be made using the project description, environmental setting, or other information as supporting evidence.

☐ Check here if this finding is not applicable

FINDING: For the above referenced topics that are not checked off, there is no potential for significant environmental impact to occur from either construction, operation or maintenance of the proposed project and no further discussion in the Environmental Checklist is necessary.

EVIDENCE:

- 1) Aesthetics. See Section VI.1
- 2) Agriculture and Forest Resources. The project site is not designated as Prime, Unique or Farmland of Statewide or Local Importance and the proposed project would not result in conversion of prime agricultural lands to non-agricultural uses. The site is not under a Williamson Act Contract. The project will not result in the loss of forest land or conversion of forest land into non-forest land, nor conflict with existing zoning or cause rezoning of forest land or timberland to a non-forest use. The project will not change the existing residential zoning of the property (Source: II and IX. 1, 2, 3, 7, 8, 10). Therefore, the project will have no impacts to agricultural or forest resources.
- 3) Air Quality. The impacts to Air Quality for the York Highlands re-subdivision are within and under the thresholds of the Certified Monterra Ranch Subdivision EIR 84-007. When compared to the existing approved final maps (portions of Phase 6, 8 and 10), the York Highlands re-subdivision does not include any new development, does not result in additional traffic trips, has no effect on the population forecasts of the Air Quality Management Plan (AQMP), does not change (i.e. increase) the results of air quality, odors or construction related emissions. Furthermore, the grading impacts for York Highlands are significantly reduced by approximately 20,000 cubic yards. Any future development on specific lots of record will be subject to separate discretionary review (Source: II and IX.1,2,3,5,6,7,10,11,12). Therefore, the proposed project would have no impact to Air Quality.
- 4) Biological Resources. See Section VI. 4
- 5) Cultural Resources. See Section VI.5
- 6) Geology and Soils. See Section VI. 6
- 7) Green House Gas Emissions. See Section VI. 7

- 8) Hazards and Hazardous Materials. See Section VI. 8 (No Impact discussion)
- 9) Hydrology and Water Quality. See Section VI. 9
- 10) Land Use/Planning. See Section VI. 10
- 11) Mineral Resources. The project site does not contain a mineral resource of value to the region, the residents of the state or is the site a locally important mineral recovery site delineated on a local general plan, specific plan nor other land use plan. Therefore, the project will have no impact to mineral resources (Source: II and IX. 1,2,3,8)
12. Noise. See Section VI. 12
13. Population and Housing. The project does not affect population or housing. It does not destroy any housing or affect the population anticipated in a previously approved final map. The project re-subdivides an existing approved final map into the same number of lots in a different configuration. No residential development has occurred on the existing lots of record, and lot specific residential development is not included in the proposed project. (Source: II and IX.1,2,3,8)
14. Public Service. There would be no increase in need for emergency service as a result of reconfiguring the lots. Accessibility of the lots to and by the public agencies would be improved by locating the lots in a different configuration and constructing the previously approved access gate located at the York Road/State Route-68 intersection. (Source: II and IX.1,2,3,8)
15. Recreation. The project does not create any additional need for recreation facilities nor does it disturb any existing facilities. (Source: II and IX.1,2,3,8)
16. Transportation. No new lots are being created so there would be no increase in potential traffic beyond what was anticipated and evaluated in the previously certified Environmental Impact Report (EIR) for the Monterra Subdivision. Access for the area would remain as approved, located at the York Road/State Route-68 intersection, and will not increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). The York Road/State Route-68 intersection will require the same level of improvements as documented and approved in the conditions of approval and mitigations measures of the previously approved EIR for Monterra Subdivision (EIR# 84-007/Resolution #87-527). Prior mitigation measures require:
 - Construction of approach lanes on Highway 68 for the east entrance (York Road) to separate right and left turn traffic, including a left turn pocket on Highway 68 with adequate deceleration lane" (MM No. 71);
 - That road designs and construction meet current horizontal and vertical standards unless excessive grading and environmental impacts would result, in which case a

determination of roadway segments to be exempt from current standards, if any, shall be made prior to recordation of the final map (MM No. 73); and

- Access to Highway 68 will be "facilitated by internal collector loop road which connects east and west entrances." (MM No. 74).

All previous conditions of approval and mitigation measures not yet satisfied and documented, including those mentioned above, shall be carried forward for the proposed project, and all intersection improvements will meet the standards and specifications of the California Department of Transportation (CalTrans). See Section 4 for discussion of Biological Resources as it relates to said access. (Source: II and IX.1,2,3,8)

17. Utilities. The project does not affect utilities or service systems. It does not exceed wastewater-treatment requirements nor require or result in the construction of new water, wastewater or storm water facilities or the expansion of existing facilities. The proposed re-subdivision will utilize previous water supply allocations and will not result in an increase of residential lots; therefore will not require allocations beyond what has been previously approved for the Monterra Subdivision. The re-subdivided lots will not result in an increase of service by the regional landfill than has already been anticipated and approved in the original subdivision (Res. 87-527). The proposed project will not result in non-compliance with federal, state, and/or local statutes and regulations related to solid waste. The project re-subdivides an existing approved final map into the same number of lots in a different configuration. No residential development has occurred on the existing lots of record, and lot specific residential development is not included in the proposed project. (Source: II and IX.1,2,3,8)

18. Mandatory Findings of Significance. See Section VII


B. DETERMINATION

On the basis of this initial evaluation:

- ☒ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☐ I find that although the proposed project could have a significant effect on the environment there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one

effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.



Signature

Nadia Amador

Title: Associate Planner

September 6,
2011

V. EVALUATION OF ENVIRONMENTAL IMPACTS

- 1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on project-specific screening analysis).
- 2) All answers must take into account the whole action involved, including offsite as well as onsite, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

- 4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level mitigation measures from Section XVII, "Earlier Analyses," may be cross-referenced).
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a) Earlier Analysis Used. Identify and state where they are available for review.
 - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) The explanation of each issue should identify:
 - a) The significance criteria or threshold, if any, used to evaluate each question; and
 - b) The mitigation measure identified, if any, to reduce the impact to less than significance.

VI. ENVIRONMENTAL CHECKLIST

1. AESTHETICS					
Would the project:		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a)	Have a substantial adverse effect on a scenic vista? (Source: IX. 1,2,3,4,5,6,7,8,9,11,20)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b)	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? (Source: IX. 1,2,3,4,5,6,7,8,9,11,20)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c)	Substantially degrade the existing visual character or quality of the site and its surroundings? (Source: IX. 1,2,3,4,5,6,7,8,9,11,20)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d)	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? (Source: IX. 1,2,3,4,5,6,7,8,9,11)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion/Conclusion/Mitigation:

Discussion:

Existing site condition. The project site is located along State Highway 68, a designated state scenic highway. State Highway 68 is approximately 20 miles long connecting the City of Monterey to the Salinas Valley. State Highway 68 winds through Canyon del Rey, which offers vistas of pastoral, semi-rural land consisting of high ridges, open rolling grassland, oak, sycamore and pine trees. The project site setting consists of visually prominent ridges and canyons near the intersection of State Highway 68 and 218. The project site is undeveloped, but neighboring approved Monterra phases have been developed with residences.

Background-Certified EIR No. 84-007 for Monterra Ranch Subdivision. As explained in the *Project Description* (Section II. A), in 1987 the Board of Supervisors certified the Monterra Ranch Subdivision Environmental Impact Report (EIR). The EIR identified the increase of traffic resulting from the Monterra Ranch Subdivision as an *unavoidable significant adverse impact*. The Board found six project benefits which outweighed the project's unavoidable significant adverse traffic impacts and therefore, the Board approved the Monterra Ranch Standard Subdivision Tentative Map with a Statement of Overriding Consideration (IX. 2, 3).

One overriding consideration was the project's careful placement of building sites resulting in no visibility of development from State Highway 68 or Carmel Valley Road (IX. 3, Exhibit B, *Statement of Overriding Consideration for Monterra Ranch Subdivision*, Item 5), which reads (in part):

"The proposed subdivision for Monterra Ranch calls for viewshed protection and building sites have been situated so that they are not visible from Highway 68 or Carmel Valley Road. No development is planned for ridgelines..."

This statement was based on an assurance made at a Board hearing by the developer's architect/planner, Mr. Holm (IX. 4, Exhibit A, Board Order, page 3) that no units would be seen from State Highway 68. The EIR did not assume that no units would be visible but understood that units would be *inconspicuous*.

This Initial Study tiers from the Certified Monterra Ranch Subdivision EIR No. 84-007. As such, York Highlands is required to be consistent with this EIR. To meet aesthetic consistency, the units on each proposed lot from State Highway 68 must be inconspicuous which means the units *shall not be clearly visible or attract attention*. In addition, aesthetic mitigation measures were applied to the Monterra Tentative Map project. One of these measures included requiring building permits to be evaluated utilizing specific design criteria and requiring that development along ridge lines shall not silhouette against the skyline. The list of specific *Site Design* criteria listed in the *Certified Final Environmental Impact Report for the Monterra Ranch Subdivision EIR No. 84-007* under *aesthetic Mitigation Measures 2.6.1.3* (pages 94-98, commencing with item 38 and ending at item 64) are as follows:

38. Require building permits for Monterra lots to be evaluated utilizing the following design criteria. These criteria are general in nature since overly prescriptive standards of design, given the current preliminary planning stage of the project plan, could be detrimental to the ultimate success of the project. Conformance with these criteria is necessary to provide a project integrated with the natural setting and the planning goals of the County of Monterey and to ensure that the scale of the project allows for development, but also relates to the preservation of the natural character of the State Route corridor.

Site Design.

39. The prominent ridges and native vegetation along the State Route 68 corridor shall be preserved in a natural state, as much as possible, to maintain the natural scenic quality of this area.
40. Development should be designed to blend with the natural terrain, by using innovative site design, grading techniques, building types, and spacing of buildings.
41. All structures should complement one another and the natural landscape, provide visual interest, and create a sense of identity within the development.
42. Removal of native vegetation, particularly trees, should be minimized.
43. Grading in hillside areas should be minimized to the portion of the site covered by the structure. Required grading should be finished to blend with the natural

contours by avoiding abrupt changes in grade and by rounding off sharp angles along the sides of cut and fill slopes. The mass grading of large building pads and excessive terracing should be avoided.

44. Roadways should be designed to reflect the natural topography in order to minimize grading and scarring of hillsides.
45. Exterior colors and materials that blend, rather than contrast with the surrounding soil and vegetative cover should be used. These include natural wood and masonry materials and brown, muted green and gold colors. Highly reflective surfaces and colors should be avoided.
46. Structures should not greatly exceed the height of the forest canopy.
47. Development along ridge lines should not silhouette against the skyline.
48. Exterior lighting should be minimized. Lighting that is necessary should be of low profile design, unobtrusive and compatible with the rural character of the project area. Consider using warm tone lights on dark standards.
49. Roofs of buildings at lower elevations should be attractively designed to enhance views of these buildings from adjacent hillside residential areas. In general, sloping, gabled, or vaulted roofs constructed of wood shingles, wood shakes or tiles are preferred over flat, gravel-type roofs. Mechanical equipment on roofs should be avoided or screened so that it is not apparent from the hillside areas.
50. Large wall planes without a change in dimension should be avoided.
51. Parking and service areas, for the recreational uses should be screened with landscaped berms.
52. Architectural detail should consider the appearance of buildings as seen from the hillside areas, as well as from on-grade with the building. Trellises awnings, balconies, and planters should be used to add interest and assist with blending in with the natural setting.
53. Edges between active public areas and adjacent private residential areas should be defined by landscaping.
54. All utility lines serving the project should be placed underground.
55. Signage identifying the entrance to the Monterra development should be minimized, particularly along State Route 68. Signs should be aesthetically pleasing, blending into the highway corridor. There should be a comprehensive signage motif which is compatible with the building design and surrounding natural setting (e.g., non-illuminated wood signs). Signs identifying individual

residences and buildings should be of a uniform low-profile type, easy to identify (and to facilitate emergency access).

56. When adequate off-street parking is provided, consideration should be given to reduced street width. Intermittent widening of streets for cluster parking areas, bays, and turnarounds, are encouraged at appropriate locations. Alternatively, parking may be provided along only one side of the street.
57. Streets may be divided into one-way segments on different levels of steeper slopes to better blend with the terrain and minimize grading. Pedestrian paths may also be at a different level from the roadway segments.
58. The clustering of driveways or use of common access driveways should be encouraged to maximize natural open space preservation.
59. A comprehensive trail plan should be submitted to the County prior to approval of the tentative map.
60. A continuous system of hiking and equestrian trails following fairly level contours should connect the proposed open space and park areas. Also, open space linkages should be provided between the site and the Ryan Ranch. Solid lot line fencing of yards bordering this narrow open space corridor should be avoided to prevent a "walled" appearance.
61. Natural landscaping should be provided around buildings to screen them from internal roadways and from surrounding areas, especially State Route 68.
62. Roadway guard rails and fences should blend into the landscape as much as possible.
63. Off-road turnouts should be provided in areas with significant views.
64. Follow the recommendations of the Greater Monterey Peninsula Area Plan Citizens Advisory Committee in regard to highly sensitive areas along Highway 68:
 - a. Development shall be rendered compatible with the visual character of the area using appropriate siting, design, materials and landscaping;
 - b. Development shall maintain no less than a 100-foot setback from the scenic route right-of-way;
 - c. The impact of any earth movement associated with the development shall be mitigated in such a manner that permanent scarring is not created;
 - d. Tree removal shall be minimized;
 - e. Landscape screening and restoration shall consist of plant and tree species consistent with surrounding native vegetation;

- f. Architectural review of projects shall be required to ensure visual compatibility of the development with the surrounding area; and
- g. New development in open grassland areas shown as "sensitive" or "highly sensitive" on the Visual Sensitivity Map should minimize its impact on the uninterrupted viewshed.

In addition, York Highlands is also subject to the policies of the 2010 Monterey County General Plan (2010 General Plan) which was adopted since the original approval of the Monterra Ranch project. Policies in the 2010 General Plan which relate specifically to York Highlands include GMP-3.3d and OS-1.5:

GMP-3.3 d. states that "highly sensitive" properties should not site new development, unless there is evidence that such development maximize the goals, objectives and policies of the plan, development can be sited in a manner that minimizes visible effects of proposed structures and roads to the greatest extent possible; and

OS-1.5 states that new subdivisions shall avoid lot configurations which create building sites that will constitute ridgeline development.

Focus of the Initial Study for York Highlands/ Consistency with Certified Final Environmental Impact Report for the Monterra Ranch Subdivision EIR No. 84-007 and 2010 General Plan. The proposed York Highlands project is consistent with the Aesthetic mitigation measures outlined in the Monterra Ranch EIR No. 84-007, listed above (items 38 to 64) and with Policy OS-1.5 (as listed above) of the 2010 General Plan. York Highlands is not proposing lots which will create building sites that will constitute ridgeline development. The project proposes development standards designed to blend development with the natural terrain, by using innovative site design, grading techniques, building types, and spacing of buildings. Roadways are proposed to reflect the natural topography in order to minimize grading and scarring of hillsides. Structures would not greatly exceed the height of the forest canopy. The aesthetic analysis will focus on proposed lots 2, 6 and 44, which are lots with visibility from State Highway 68. No aesthetic issues were found with the rest of the proposed York Highlands re-subdivision because the sites are not visible from State Highway 68 or Carmel Valley Road.

The York Highlands design would result in potentially visible development from State Highway 68 for proposed Lots 2, 6 and 44. Development on these lots can be considered consistent with the Certified EIR No. 84-007 for Monterra Ranch, which calls for "inconspicuous" development of lots and be considered consistent with the policies of the 2010 General Plan if the lots use sufficient design techniques to minimize visibility. The General Plan does not prohibit development in this area, but seeks to protect the scenic viewshed along State Highway 68.

The applicant has demonstrated through on-site staking of proposed Lots 2, 6 and 44, with corresponding three dimensional building envelope plans (Source IX. 20) and with a narrative description of how the lots will function (Source IX.20 and X. 1), that development on Proposed Lots 2, 6 and 44 is consistent with County policies and with the Certified EIR.

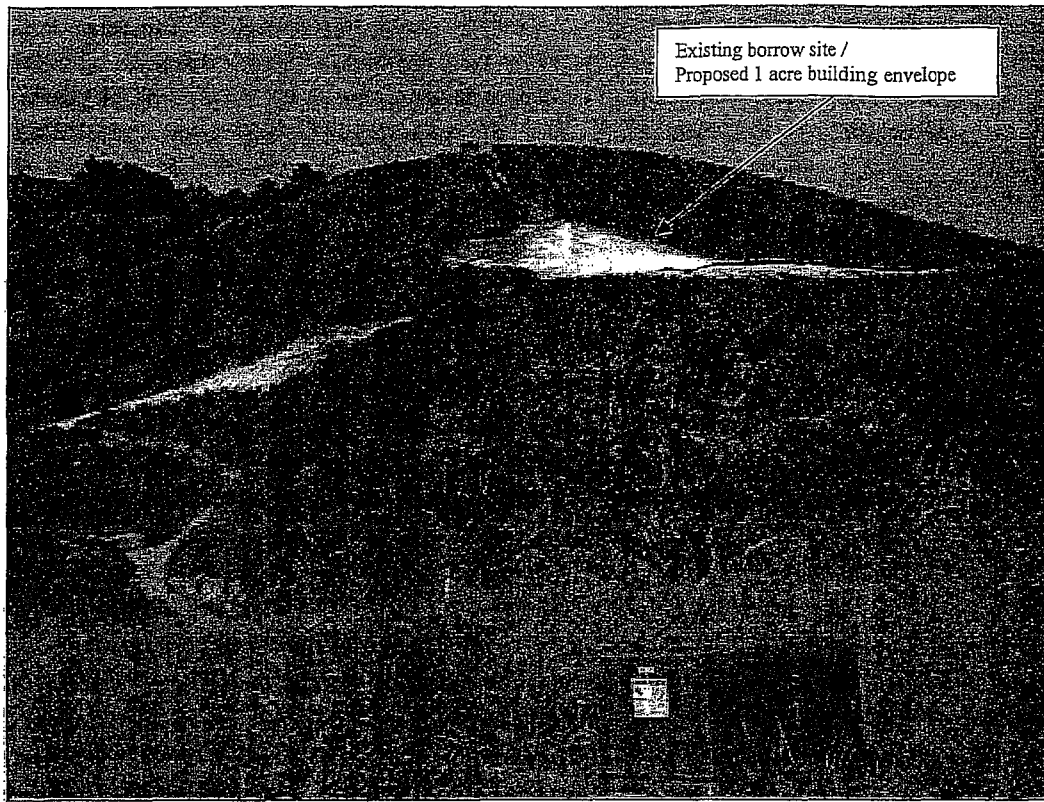
In evaluating these specific criteria, it is important to understand the regulatory context. Proposed Lots 2, 6, and 44 and other lots within the proposed project have a Visual Sensitivity ("VS") Zoning District Overlay. Lots designated as such are subject to the regulations of Chapter 21.46 "VS Districts", which requires flagging and staking of any proposed development in order for the County Planning Department to determine whether the development will create a substantially adverse visual impact when viewed from a common public viewing area. If during the field review of the staking and flagging, County Planning staff determines that any portion of the development has the potential to create substantial adverse visual impact when viewed from a common public viewing area, the project is then processed as a Use Permit and the appropriate authority to consider the Use Permit is the Monterey County Planning Commission. The applicant's proposed design guidelines include a proposal making the Director of Planning the appropriate authority in reviewing residential design on these specific lots. The VS Zoning will determine the appropriate level of review for all the lots. Staff proposes a condition of approval that all lots in York Highlands with a VS Zoning overlay, be subject to *Chapter 21.46, Regulations for Visual Sensitivity Zoning Districts or "VS" Districts*.

The following sections analyze Proposed Lots 44, 2 and 6 separately:

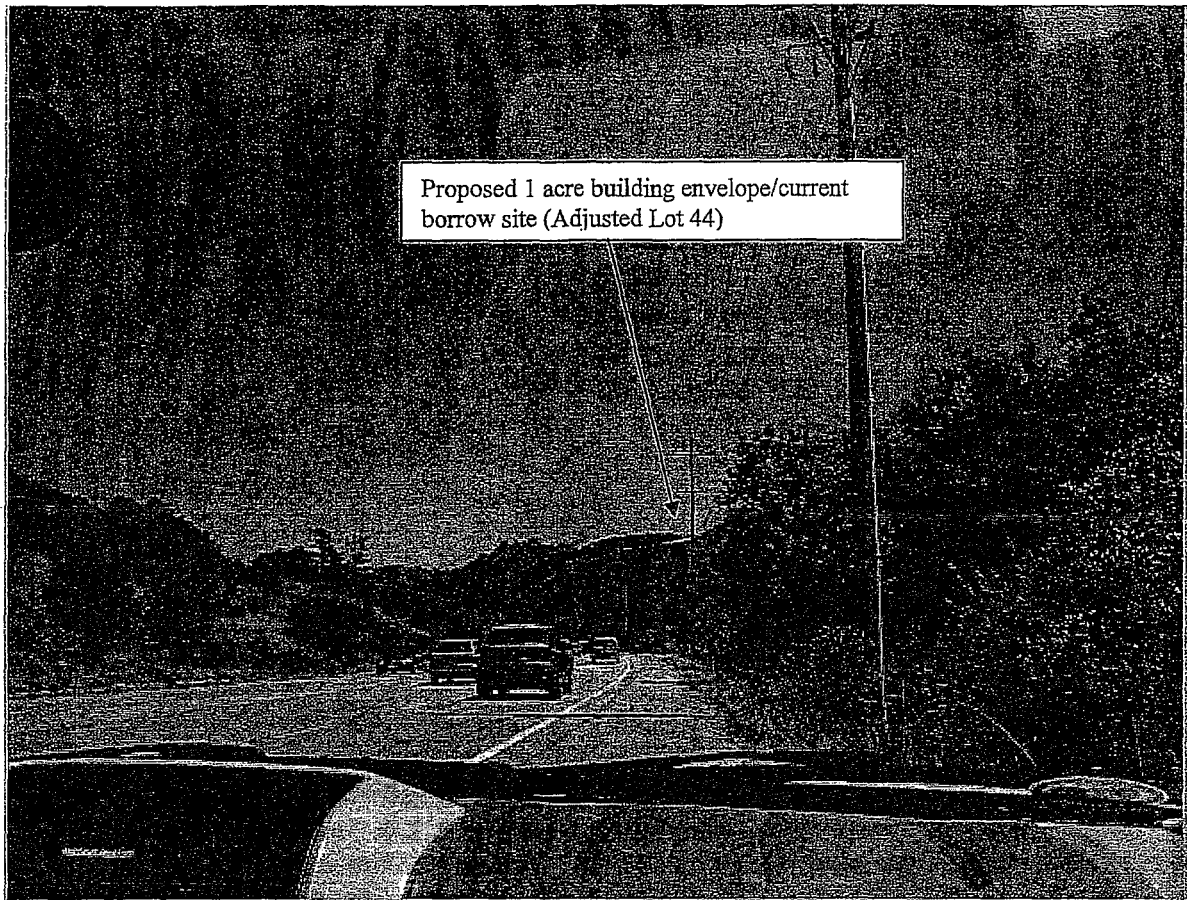
Proposed Lot 44-

Lot 44 is proposed as an 8.91 acre lot with two building envelopes of 1 acre and 0.36 acres. The smaller building envelope is intended for an accessory dwelling unit and/or a non-habitable accessory structure. This smaller building envelope sits next to the driveway at a lower elevation from the larger building envelope. The smaller 0.36 acre building envelope has no visibility when viewed from State Highway 68.

The proposed 1 acre building envelope is intended for the primary residence and is located at the highest elevation of the site. The 1 acre area was created as the result of grading conducted as part of the approvals associated with Monterra Ranch. It was used as a "borrow site" where soil was removed to be used in other locations. The grading permit for the borrow site is active and on-going. The photograph below shows the current borrow site location where the larger 1 acre building envelope is being proposed (Note: photograph was taken from inside the Monterra Ranch Subdivision (not from a public viewing area):



The location of the site is currently visible when viewed from State Highway 68. The photograph below of the current borrow site/ proposed 1 acre building envelope was taken while sitting in the passenger seat of a vehicle traveling east on State Highway 68:



The Certified Monterra Ranch EIR did not assume that units would be invisible, but understood that units would be *inconspicuous*. Inconspicuous is defined as “*not clearly visible or attracting attention.*” Placement of a house on the 1-acre building envelope of proposed Lot 44, can be achieved, but through proper site design criteria. A three dimensional building envelope has been created for this lot. This building envelope has been designed to place a structure on the existing graded area such that the roof line of the structure ties into the existing topography. This has been verified through staking that has been completed on-site showing the limits of the three dimensional building envelope. The edges around the building envelope will be softened by planting of native plants and trees as part of the subdivision improvements and a mixture of additional native trees will be planted at the time a future residence is constructed (Source IX. 20). The result will be a building site that fits within the natural topographic contours of the site and uses native vegetation to screen the edges of the proposed development. The proposed design is located in the *Conclusion* section for *Aesthetics (a-c)*.

Based upon this approach, proposed Lot 44 is consistent with Policy GMP-3.3 d of the 2010 General Plan. Pursuant to the Greater Monterey Peninsula Scenic Highway Corridors and Visual Sensitivity Map, Lot 44 is entirely within the Highly Sensitive designation, which deems the area “protected”. GMP-3.3 d., requires that “highly sensitive” properties should not site new development, unless there is evidence that such development maximize the goals, objectives and policies of the plan, development can be sited in a manner that minimizes visible effects of proposed structures and roads to the greatest extent possible.

As noted above, the upper building envelope and the access drive were created as part of the subdivision improvements for Monterra Ranch. This building pad and the road leading to it were constructed as a borrow site. The result is that the grading for this building pad has already been completed. No new disturbance of existing native vegetation or topography is needed. Conversely, if this location were not approved for development, the lot would need to be moved to another location where additional grading and clearing would be needed. Development of the building envelope subject to the specific and strict design guidelines can make the placement of a house at this location "inconspicuous" when viewed from State Highway 68. The remainder of Lot 44 will be designated as Scenic Easement. Given the reasons explained above, developing Lot 44 with the proposed buildable lot and building envelope locations would maximize the goals, objectives and policies of the General Plan.

Proposed Lot 2-

Proposed Lot 2 is located at the knoll of a hill and has the potential to be very visible from State Highway 68 and to result in ridgeline development. A three dimensional building envelope has also been developed for this lot in order to use the existing topography and existing trees to minimize the visibility of any future structures. There are angles in which the existing three dimensional building envelope is visible. The most visible is from the York Road/State Highway 68 intersection. In order to mitigate this, the applicant proposes to plant native trees outside the building envelope as part of the subdivision improvements. The future structure will require a discretionary review to determine if it constitutes ridgeline development. If it is determined to be ridgeline, the size or location of the structure will need to be modified. The applicant's proposal includes additional tree planting as part of the future construction of a residence.

Proposed Lot 6-

The building envelope for proposed Lot 6 is located along a saddle formation at a significant distance from State Highway 68. It is only visible from State Highway 218 corridor. The location itself is difficult to see with the unaided eye. A three dimensional building envelope has been prepared for this lot. The maximum height of the roof will tie into the higher hill to the south of the lot and to trees located on the northern portion of the lot. There could be some visibility of the area between the slope and trees, but the height limitation of the three dimensional building envelope will make it difficult to see the structure. In order to ensure that the building ties into the topography and trees, the applicant proposes that trees be planted as part of the future house design to break up any solid angles which may be noticeable.

Conclusion:

Aesthetics (a-c) – Less Than Significant Impact.

The location of a building site on proposed Lot 44, 2 and 6 will have a less than significant adverse visual impact on the sensitive view corridors of State Highway 68, State Highway 218 and York Road, with implementation of the design measures proposed as part of the project. These design measures are consistent with the original aesthetic mitigation measures under Certified EIR 84-007 for the Monterra Ranch Subdivision.

A condition of the tentative map will require that prior to recordation of Final Map, a note shall be recorded on the final map stating the design criteria must be implemented as part of any future development and be incorporated into the CC&R's of the subdivision. The implementation of these design criteria as implemented through the subdivision improvements and implementation through the lot development review process will mitigate any impacts to a less than significant impact.

Therefore, given the conditions stipulated above, the proposed project will have a less than significant impact on Aesthetic Resources and is consistent with the *Certified Final Environmental Impact Report for the Monterra Ranch Subdivision EIR No. 84-007* and with the *2010 Monterey County General Plan*.

Aesthetics (d) – Less Than Significant Impact.

The York Highlands project has the potential to create new source of light or glare from the residential lots. The proposed project would be required to comply with County 2010 General Plan Policy LU-1.13, which all exterior lighting shall be unobtrusive and constructed or located so that only the intended area is illuminated, long range visibility is reduced, and offsite glare is fully controlled." This design criteria will be implemented as part of the design criteria for the subdivision, so that future lot owners will know what the light limitations are. In addition, the zoning for the subject area, requires a discretionary permit for construction of a residence. The County submittal of an Exterior Lighting Plan, subject to review and approval by the Resource Management Agency - Planning Department. With the implementation of this criteria through the review process, the project is consistent County 2010 General Plan Policy LU-1.13. Therefore, the project's new source of light would have a *less than significant effect* on aesthetic resources.

2. AGRICULTURAL AND FOREST RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion/Conclusion/Mitigation: See Section IV.

3. AIR QUALITY

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in significant construction-related air quality impacts?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion/Conclusion/Mitigation: See Section IV.

4. BIOLOGICAL RESOURCES				
Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?(Source: IX.2,3,10,13,14,19)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?(Source: IX.2,3,10,13,14,19)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? (Source: IX.2,3,10,13,14,19)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? (Source: IX.2,3,10,13,14,19)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? (Source:IX.2,3,10,13,14,19)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? (Source: IX.2,3,10,13,14,19)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion/Conclusion/Mitigation:

There are two areas to be addressed. The modification of the General Plan Land Use Designation and the impacts from the project. The existing PQP land use would allow development of public facilities on the property. The change from PQP to residential does not add any new entitlement to the property; it allows the dispersion of 24 lots over a larger area. The net result is the same number of lots, without an equestrian center or recreation center.

Biological Resources (c) –No Impact.

The analysis contained in the biological reports did not identify any federally protected wetlands on-site. Therefore, *no impact* to federally protected wetlands exists.

Biological Resources (a, b, d, e, f) –Less Than Significant Impact.

Two biological analyses (IX. 13, 14) were prepared for the proposed York Highlands re-subdivision. Both analyses conclude that the proposed York Highlands re-subdivision would significantly reduce impacts to biological resources when compared to the undeveloped approved final maps for this area. York Highlands reduces the total building envelope coverage, increases open space area and re-aligns roads resulting in a reduction in the overall impact to the natural habitat of the area.

Sensitive Species

No sensitive animal species were sighted. The biological analyses (IX. 13) determined that the project area did not contain suitable habitat for California tiger salamanders.

Sensitive plant species identified as having the potential to occur at the project site were the Monterey pine (*Pinus radiata*) and the Carmel Valley bush mallow (*Malacothamnus palmeri* var. *involucratus*). The biological assessment states (IX. 13): "The preferred method for protecting sensitive plants is to avoid them by surrounding their growing site with open space." The sensitive plant species were located on Lot 13 and 7. In both lots the sensitive species occur outside the building envelope in the "open space" areas. Therefore, the proposed York Highlands re-subdivision would have a less than significant impact on sensitive species.

Special Status Species

The biological analysis (IX. 14) identified that no special status species occur on any of the proposed building envelopes. Although the analysis in the Certified Monterra Ranch Subdivision EIR (IX. 2) identified the occurrence of Hickman's onion, a special status plant, at specific locations in the Monterra property, the biological analysis (IX. 14) stated that Hickman's onion "were well outside of the areas now proposed for lot and building envelope readjustment." The biological analysis also identified that no special status animal species were likely to be significantly affected by the project, because the habitat types that support these species were not present (i.e. riparian woodland, aquatic habitats, friable sandy soils). Therefore, the proposed York Highlands re-subdivision would have a less than significant impact on special status species.

Oak Woodland Habitat

Oak woodland habitat is a significant native plant community on the site. Under the proposed re-subdivision, approximately 22 acres of oak woodland would be affected for the York Highlands subdivision improvements.

Proposed Building Envelopes- Out of the 22 acres oak woodland habitat, approximately 7 acres are located in the proposed building envelopes. However, removal of trees within the building envelopes will be limited to comply with County tree removal policies. Such policies include the requirement that specific findings be made for the removal of protected trees (i.e. Oaks) and therefore, clearance of the entire building envelope for the placement of a residence would probably not be allowed, making the oak woodland impacts less. In addition, tree removal policies require that during the bird nesting season (February 22 through August 1) tree consultants identify any nests within 300 feet of the proposed tree removal(s) in the tree assessment. If a nest is found, a qualified biologist must conduct a nest survey prior to the

approval of the tree removal permit. The biologist's recommendations will be added as a condition of approval of the tree removal permit.

Proposed Road Re-Alignment- The biological analysis explains that under the approved plans, nearly two miles of new roadways (emphasis added) were approved to be graded through otherwise undisturbed habitat while in the reconfigured plan (York Highlands), less than one mile of undisturbed habitat would be affected by new roadways (not including new driveways to existing lots).

Habitat Fragmentation- Habitat fragmentation was identified in the biological analysis to "slightly increase" under the reconfigured project since it disperses residential units over a larger area of the site," while the existing approved configuration is clustered. However, development of the clustered lots would require more habitat removal because the new roads and parcel improvements were within a very dense oak woodland forest. The York Highlands building envelopes were carefully placed to minimize impacts and the proposed open space (scenic easement) areas that will be designated outside the building envelopes will continue to function as habitat. The biology report suggests that appropriate management and use restrictions such as no perimeter fencing and landscaping with native plants along with scenic easements, would offset impacts to habitat fragmentation. As it currently stands, the recorded CC&R's for Monterra Ranch (Source: IX. 19) have existing language which minimizes impacts to biological resources with respect to habitat fragmentation. Such language includes the prohibition for any alteration to the existing landscaping or other natural scenic features of property under a Conservation and Scenic Easement, development limitations within lots, such as landscaping with native species within the building envelope. The York Highlands re-subdivision would have a condition of approval requiring application of these CC&R's.

Grassland and Coastal Scrub Impacts

Approved final maps- Under the approved final maps, grassland impacts from the development were estimated at 23.13 acres in the building envelopes and 0.81 acres for new road improvements, for a total of approximately 24 acres. Coastal scrub impacts under the approved final maps were estimated at 21.30 acres in the building envelopes and 1.69 acres for new road improvements, for a total of approximately 23 acres.

York Highlands- York Highlands proposal estimates grassland impacts at 19.97 acres for building envelopes and 0.81 acres for road improvements, for a total of approximately 21 acres. Coastal scrub impacts are estimated at 31.63 acres for building envelopes and 0.94 acres for road improvements for a total of approximately 33 acres.

Comparison- Given the information above, the impacts of the York Highlands re-subdivision is approximately 3 acres less for grasslands and approximately 10 acres more for Coastal scrub, when compared to the current approved final maps. Although, York Highlands impacts to Coastal scrub increase by 10 acres, the increase in Coastal scrub impact must be weighed against the significant reduction in impacts to Oak woodland forest. For example, under the approved final maps, oak woodlands impacts are approximately 45 acres, while the proposed York Highlands impacts would be approximately 22 acres.

Conclusion:

The proposed York Highlands re-subdivision will reduce impacts to oak woodlands without significantly increasing impacts to other vegetation and wildlife habitat. In total, the impact to all three communities (grassland, coastal scrub and Oak woodlands) is reduced to a total of 92 acres to 76 acres. With the incorporation of certain conditions of approval described above, the impacts to biological resources would be less than significant.

5. CULTURAL RESOURCES	Less Than Significant			
	Potentially Significant Impact	With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in 15064.5? (Source: IX.1,2,3,8)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to 15064.5? (Source: IX.1,2,3,8,17,18)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? (Source: IX.1,2,3,8,17,18)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?(Source: IX.1,2,3,8,17,18)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion/Conclusion/Mitigation:

Cultural Resources (a) –No Impact.

The Certified Monterra Ranch Subdivision EIR 84-007 did not identify any historic resource as identified in 15064.5. Therefore, *no impact* will occur to a historic resource.

Cultural Resources (b,c,d) –Less than Significant Impact.

The subject site is located in a Moderate Archaeological Sensitivity Zone as mapped by County resource maps. An archeological report is required for any development project located in a Moderate Archaeological Sensitivity Zone if the development requires environmental assessment. In the case of the subject York Highlands re-subdivision which is a development project that would require an archeological report, such report was not required because previous reports have been prepared for the site by a qualified archaeologist and such reports clearly and adequately included the currently proposed development site within the scope of its survey.

Previous archaeological studies-

Archaeological reconnaissance and reports were conducted and prepared for the subject site in 1984 and 1989. The 1984 report was part of the cultural resources analysis in the Certified Monterra Ranch Subdivision EIR 84-007 for the Monterra Ranch Tentative Map. The EIR analysis identified that potential impacts to cultural resources may occur with the development of

Estate Lots 12-26 or in the vicinity of these lots (shown on the Monterra Ranch Tentative Map) and provided mitigation to reduce the impacts to a less than significant level. This area has since been renumbered and is currently those lots approved as *Monterra Ranch Phase 6*, which is within the "vicinity" of York Highlands Proposed Lot 44.

Mitigation Measure (Condition No. 17) was imposed for the Monterra Ranch Subdivision Tentative Map requiring a detailed archaeological investigation and report be prepared by a qualified archaeologist for the areas identified in the EIR. This requirement was satisfied in 1989 with a subsequent archaeological reconnaissance and report which was approved by the Director of Planning. The report did not find surface evidence of potential significant resources and recommended that the project move forward.

Conclusion- Mitigation Measure 17 of the Monterra Ranch Tentative Map (BOS Resolution No. 87-527) has been complied with, requiring no further analysis of cultural resources. A condition of approval from the original tentative map applies to York Highlands which requires that archaeological monitoring be retained to monitor the initial excavation and grading of subdivision improvements for each phase (Condition No. 11 or BOS Resolution No. 87-527). With this condition of approval, the project would have *a less significant impact* to archaeological resources.

6. GEOLOGY AND SOILS		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:					
a)	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i)	Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Source: IX. 1,2,3,8,15,16) Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii)	Strong seismic ground shaking? (Source: IX. 1,2,3,8,15,16)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii)	Seismic-related ground failure, including liquefaction? (Source: IX. 1,2,3,8,15,16)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv)	Landslides? (Source: IX. 1,2,3,8,15,16)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b)	Result in substantial soil erosion or the loss of topsoil? (Source: IX. 1,2,3,8,15,16)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

6. GEOLOGY AND SOILS				
Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? (Source: IX. 1,2,3,8,15,16)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property? (Source IX. 1,2,3,8,15,16)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater? (Source: IX. 1,2,3,8,15,16)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion/Conclusion/Mitigation:

Discussion:

Initial fault investigation requirements were first established in 1972 when the State of California passed the Alquist-Priolo Special Studies Zone Act (A-P Act). In 1994, the A-P Act was renamed the Alquist-Priolo Earthquake Fault Zoning Act. Subsequent to A-P Act legislation, individual counties in California adopted similar investigation guidelines for faults not identified by the 1972 legislation. Under the A-P Act, faults are zoned and development across them is regulated if they are deemed "sufficiently active" and "well defined". A fault is regarded as "sufficiently active" if one or more strands exhibit evidence of Holocene displacement. A fault is "well defined" if its trace can be clearly identified as a physical feature at or just below the ground surface by a trained geologist using standard professional techniques, criteria and judgment.

The primary purpose of either the State legislation or individual County ordinances is to protect life during a seismic event. Monterey County's 2010 General Plan (Sections S-1.1 through S-1.9) outlines County requirements for development in high hazard areas (including zones that extend 1/8 mile from active or potentially active faults).

Environmental Risk Specialties Corporation (ERS) conducted geological and geotechnical investigations on 24 single family lots (Lots 1-22, Lot 44, and Ranch Lot 1) and associated roads/driveways located within the proposed project area. A total of 29 proposed building envelopes exist within the 24 lots; two proposed building envelopes exist on lots 3, 4, 8, 21, and Ranch Lot 1.

ERS performed focused Fault Investigations on Lots 2, 6, 10, 11, 16, 19, 21, and Lot 44. The remaining lots did not require geological trenching work, since they are not located within the County identified fault zone. Further geotechnical investigations will be conducted at such time as individual residences are designed.

Landslide Investigations were performed within the building envelopes for Lots 1, 8, 9, 12, 18, 20, 21 and 22. ERS cleared building envelopes 13, 14, 15, and 17 as a result of data previously gathered during preparation of prior reports within the area, therefore no additional investigations were required. The remaining lots also do not require landslide trenching as no landslides are mapped on these lots. Each of these lots is cleared for development provided a detailed geotechnical investigation is performed for the individual residences prior to the issuance of building permits.

Conclusion:

Geology and Soils (a.i-iv)-Less than Significant. The site does not lie within a currently designed A-P Act fault zone, however, it lies within a mandated fault investigation zone as established by Monterey County. Pursuant to County regulations, ERS completed in-depth fault investigations within the proposed project, to identify sufficiently active, well-defined fault traces associated with the mapped north branch of the Navy fault that passes northwest of the project site. The reconnaissance and investigation conducted by ERS concluded that although possible, it is unlikely that surface rupture would occur within the project site, and that habitable construction within the project area would not result in unacceptable risk for direct faulting activities. No faulting activity was noted during the trenching studies with Lots 2, 6, 7, 10, 11, 19, 21, and/or Lot 44. No residential fault setbacks are required for these lots. Residential lots not located within the County fault hazard or landslide hazard zone did not require trenching to identify potential hazards and no setbacks are required. Therefore the project will not expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving rupture of a known earthquake fault, strong seismic ground shaking, seismic-related ground failure, and/or landslides. The project will have *a less than significant impact*.

Geology and Soils (b, c, d)-No Impact. The site does not is located on a geologic unit or soil that is unstable or would become unstable as a result of the project. The project is not located on highly expansive soil, and will not result in substantial soil erosion or the loss of topsoil. *No impact.*

Geology and Soils (e)-No Impact. The proposed project will not involve the use of septic tanks or alternative wastewater disposal systems. Sanitary sewer lines will be installed for each lot to provide effluent disposal. *No impact.*

7. GREENHOUSE GAS EMISSIONS

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? (Source: 1,2,3,4,8,10,11)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? (Source: 1,2,3,4,8,10,11)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion/Conclusion/Mitigation:

Discussion:

At the time the Environmental Impact Report (EIR) was prepared and certified for the Monterra Ranch Subdivision (prepared 1986, certified 1987) greenhouse gases were not required to be addressed. Starting in 2008-2009 the Office of Planning and Research (OPR) mandated evaluation of Greenhouse Gas (GHG) impacts through the California Environmental Quality Act (CEQA) review process. In 2010, amendments to the CEQA guidelines were adopted to incorporate GHG analysis in CEQA. Although evaluation of GHG impacts is now a requirement of CEQA, there has been a recent court case ruling that found that a new EIR does not need to be prepared when a project EIR was certified prior to the requirement to analyze GHG emissions (Citizens for Responsible Equitable Environmental Development (CREED) v. City of San Diego). In this case the court upheld the use of a 2008 addendum to a 1994 EIR used in connection with approving a revised project. The courts found that a new GHG analysis was not required because it is not new information that could not have been known in 1994 when the EIR was certified. The Court found that GHG impacts were known as early as the 1970s.

The 1986 Monterra Ranch Subdivision EIR identifies overall air quality impacts based on vehicle trips and discusses in Section 2.9.4 "Energy Conservation". The following is a qualitative analysis tiering and streamlining from the original EIR and introducing new policies and information relative to the 2010 Monterey County General Plan which does address GHG emissions on a programmatic basis.

Conclusion:

Greenhouse Gas Emissions (a) – Less Than Significant.

The proposed merger and re-subdivision does not directly result in any additional greenhouse gas emissions. Indirect greenhouse gas emissions from construction and development of roads, infrastructure, and homes on the reconfigured lots will occur; however, these emissions are in keeping with or less than the emissions that would result under a "no project" scenario. With the re-subdivision, the number of buildable lots will not change and the location of the lots is similar for the purposes of determining vehicle miles traveled. Therefore, impacts resulting from GHG producing activities such as vehicle trips, household waste, and new stationary sources resulting

from construction of new structures will not change. Mitigation from the original project EIR for energy conservation will still be complied with. The EIR mitigation states:

“Incorporation of the measures discussed above [passive solar design guidelines] in future home and building design will reduce the project’s impacts on non-renewable energy resources.”

The current California Building Codes (Title 24) require minimum efficiency levels in all new construction that will insure implementation of this mitigation measure.

Other sources not discussed above include emissions from construction equipment and impacts resulting from loss of trees and vegetation which if not removed sequester Carbon Dioxide (CO²) and remove GHGs from the environment. Indirect GHG emissions relative to loss of sequestration from vegetation removal and from construction and grading related emissions will actually be reduced from current conditions. The merger and re-subdivision includes relocating building sites and roads to take advantage of openings in tree canopies and to make use of existing ranch roads at the site. This effort results in a reduction in the amount of grading required to construct roads and building pads and reduces the overall number of trees to be removed as compared to the approved configuration.

No thresholds of significance for GHG emission have been adopted in Monterey County; however, there is evidence in the record to qualitatively conclude that the proposed project will have fewer impacts on GHG emissions than the currently approved configuration. Therefore, the project will have a less than significant impact environment as a result of GHG emissions.

Greenhouse Gas Emissions (b)– Less Than Significant.

There are a number of plans and regulations that have been passed or adopted with the intent of regulating and reducing greenhouse gas emissions. One of the main pieces of legislation is California Assembly Bill 32 (AB 32). AB 32 requires the California Air Resources Board (CARB) to adopt rules and regulations that would achieve GHG emissions equivalent to state-wide levels in 1990 by 2020. AB 32 does not specifically mandate action at the local level; however, because CEQA is defined by the state as a primary tool for addressing climate change, many local agencies are being proactive by developing policies and programs aimed at reducing GHGs generated within their jurisdictions to reduce climate change impacts identified in the CEQA process.

Currently, neither CARB, the Monterey Peninsula Unified Air Pollution Control District (MPUAPCD), nor Monterey County have adopted thresholds of significance for GHG emissions; however, the 2010 Monterey County General Plan contains policies that require preparation of GHG reduction plans. The following General Plan policies address GHG emissions:

- OS – 10.11 requires preparation of a Greenhouse Gas Reduction Plan within 24 months of adoption of the General Plan. This plan has not been adopted yet. The project will not interfere with the preparation of this ordinance or be incompatible with the criteria that must be addressed pursuant to the policy;

- OS – 10.12 requires preparation of a Green Building Ordinance within 24 months of adoption of the General Plan. This plan has not been adopted yet but there are criteria in the policy that would require consideration of solar building orientation, solar roofs, cool pavements, and planting of shade trees in new residential projects of 6 units or more;
- OS – 10.13 requires preparation of an Alternative Energy Promotion ordinance. The project will not conflict with the preparation of this ordinance; and

As mentioned in section 7a above, the project actually reduces GHG emissions from the levels permitted under the existing recorded map. Implementation of Air Quality measures and application of the current Building Codes will ensure consistency with the original subdivision EIR and the project will not substantially conflict with any applicable plans, policies, or regulations to reduce GHG emissions. Therefore, the project will have a less than significant impact.

8. HAZARDS AND HAZARDOUS MATERIALS	Less Than Significant			
	Potentially Significant Impact	With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? (Source: IX. 1,2,3,8,9,11,12,13,14,15,16)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? (Source: IX. 1,2,3,8,9,11,12,13,14,15,16)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? (Source: IX. 1,2,3,8,9,11,12,13,14,15,16)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? (Source: IX. 1,2,3,8,9,11,12,13,14,15,16)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? (Source: IX. 1,2,3,8,9,11,12,13,14,15,16)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

8. HAZARDS AND HAZARDOUS MATERIALS				
Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area? (Source: IX. 1,2,3,8,9,11,12,13,14,15,16)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? (Source: IX. 1,2,3,8,9,11,12,13,14,15,16)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? (Source: IX. 1,2,3,8,9,11,12,13,14,15,16)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion/Conclusion/Mitigation:

Discussion:

The project involves the merger and re-subdivision of residential lots. The anticipated residential use of the properties will not involve the use or transport of hazardous substances. The original EIR did not identify any impacts relating to hazards and hazardous materials other than wildland fires; however, some of the lots were, and will continue to be, located within the Monterey Peninsula Airport Land Use Plan area, near a flight path. This location near the airport was identified and discussed in the original EIR in terms of noise impacts but not in terms of hazards. Noise impacts are addressed in Section VI.12 of this report.

Conclusion:

Hazards and Hazardous Materials (a-d) – No Impact.

The anticipated residential use of the properties within the Monterra Ranch subdivision will not involve the use or transport of hazardous materials other than the common gas lines or propane tanks used to serve the structures with natural gas. The nearest school is York School located across Highway 68 more than ¼ mile away from the nearest residential lot. The site is not listed in the California Department of Toxic Substances Control Hazardous Waste and Substances Site List and there is no evidence that there are hazardous materials present in the study area. Therefore there is a less than significant impact involving the hazardous materials

Hazards and Hazardous Materials (e) – No Impact.

Some of the project site is located with the Monterey Peninsula Airport Land Use Plan area. The approach and flight path for the airport runway is not directly over the site but is generally located across highway 68 over the Ryan Ranch office park area. It is highly unlikely that aircraft would present an unusual danger for structures and people at the site. The location and new configuration of the proposed lots are in and among hills and valleys south of Highway 68 and

the 30 foot height limit for structures will ensure that no new structure could conflict with low flying aircraft. The reconfigured lots pose no more risk to people or development than the original lots in their original configuration. Therefore, the project will have no impact on safety hazards due to the project location within an Airport Land Use Plan area.

Hazards and Hazardous Materials (f) – No Impact.

The project is not located in the vicinity of any private air strips. Therefore, the project will have no impact on safety of people due to location near a private air strip.

Hazards and Hazardous Materials (g) – No Impact.

The project involves minor changes to the locations of roads and driveways accessing the subject lots; however, the access points for ingress and egress to the Monterra Ranch subdivision along with the regional emergency evacuation routes for the area will remain unchanged and unaffected. The re-subdivision will result in the same number of lots as those previously analyzed thereby resulting the same number of evacuees in the event of a disaster and the access point at the York Road and Highway 68 intersection has always been anticipated as part of the project. In addition to the York Road access point; there is also inter-connectivity of streets to two other access points on Highway 68 west of York Road providing alternate routes that may be used to access the regional roads and highways. Therefore, there will be no impact on emergency planning and evacuation plans.

Hazards and Hazardous Materials (h) – No Impact.

The original Final EIR, Section 2.9.3 starting on page 117 discusses fire protection. Much of the discussion focused on fire protection services including the need to annex the project area into the Salinas Rural Fire Protection District and to provide a station in close proximity. The site is now within the Monterey Regional Fire protection district (formally Salinas Rural Fire) and is served by the Laureles Station at the corner of Laureles Grade and Highway 68. The current conditions are in keeping with mitigation measures 86 and 87 of the original EIR, effectively providing adequate fire protection services to the area. Two other impacts were identified based on introduction of people into a moderate to high fire hazard area and the design of cul-de-sacs that exceed the 1000-foot maximum length standard established in the Greater Monterey Peninsula Area Plan.

The need for fire protection controls due to the introduction of people into the moderate to high fire hazard areas were identified in the original EIR. Mitigation Measure 89 describes the desire to have future improvement plans reviewed by Salinas Rural Fire Department to assure that fire protection and prevention design features included. This is followed by a list of design features that are summarized as follows:

- a. Adequate access provisions for fire equipment;
- b. Adequate fire suppression such water tanks and/or fire hydrants;
- c. Fire sprinklers for all buildings;
- d. Flammable ground cover clearance of 30-feet around each structure;
- e. Building setbacks and clearance from dead vegetative growth;
- f. Fire retardant roof coverings;
- g. Easements and access for fire breaks;

- h. Periodic clearing of dead vegetation along fire breaks by the homeowner's association;
- i. Need for parking lanes or turnouts for access to fire hydrants with associated parking restrictions; and
- j. Highly flammable underbrush clearance within 20 feet of each side of all roadways if required by the fire agency.

All of these measures are adequately implemented by current practices and fire standards. The subject re-subdivision has been reviewed by the Monterey Regional Fire Department who has recommended conditions of approval for the project that will be carried forward. Review of the project by the Fire Department includes considering the design of the subdivision improvements and the need for conditions to ensure consistency with Chapter 18.56 of the Monterey County Code. Chapter 18.56 establishes regulations for road design and fire access, water suppression requirements, addressing of structures, and fuel modification standards. In addition, current Fire and building codes require fire retardant roofing and fire sprinklers for all new development in high fire hazard areas. Compliance with chapter 18.56 is also required by the Fire Safety chapter of the 2010 General Plan. Fuel modification plans that address a 100-foot defensible space area around structures rather than the 30-feet previously required under the original mitigation is also required. All future development will be reviewed by the Monterey Regional Fire District and conditions requiring adequate fire protection measures including sprinklers, appropriate building materials, appropriate access and turnarounds, and 100-feet of defensible space will be applied in each case. With the exception of the change from 30-feet of defensible space to 100-feet of defensible space the mitigation, as written, remains adequate to address the impact identified and there is no change in the severity of the impact from the original to the proposed project.

With respect to the 1,000-foot cul-de-sac limitation from the Greater Monterey Peninsula Area Plan, the 2010 General Plan amended the Greater Monterey Peninsula Area Plan and eliminated this specific policy in favor of the more generally applicable policies with the safety element of the General Plan. The current re-subdivision is being considered under the 2010 General Plan and the project is consistent with the policies implementing the General Plan goal of minimizing the risks from fire. Consistency is determined based on review from the applicable Fire Department, conformance with Chapter 18.56 of the Monterey County Code, and implementation of the existing mitigation measure. Therefore, the project with implementation of existing mitigation will have no impact involving exposure of people and structures to loss, damage, or death from wildland fires.

Note: It is also noted that biological mitigations suggest development of a controlled burning plan. As it relates to fire hazards for the re-subdivision, controlled burns are probably not appropriate for the study area but may still be considered in consultation with the Fire Department for other areas containing large expanses of open space within the larger Monterra Ranch subdivision.

9. HYDROLOGY AND WATER QUALITY

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements? (Source: IX.1,2,4,8,11,15,16)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? (Source: IX.1,2,4,8,11,15,16)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site? (Source: IX.1,2,4,8,11,15,16)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site? (Source: IX.1,2,4,8,11,15,16)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff? (Source: IX.1,2,4,8,11,15,16)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality? (Source: IX.1,2,4,8,11,15,16)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? (Source: IX.1,2,4,8,11,15,16)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows? (Source: IX.1,2,4,8,11,15,16)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam? (Source: IX.1,2,4,8,11,15,16)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow? (Source: IX.1,2,4,8,11,15,16)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion/Conclusion/Mitigation:

Discussion:

The Monterra Ranch subdivision EIR analyzed water availability and ground water impacts from the proposed subdivision. It was determined that the project is located in the Monterey Shale fractured rock formations which is geologically isolated from neighboring properties, and that the intensely fractured rock contains a sizeable supply of groundwater. Some impacts were identified due to water quality. The ground water was found to contain high concentrations of iron, manganese, and salts. Water treatment to reduce contaminants to acceptable levels was required. The installation of septic systems within the fractured rock area was identified as another potential impact due to the potential for nitrate contamination of the ground water.

Impacts resulting from erosion, siltation, and run-off were also addressed in the Monterra Ranch subdivision EIR. Some of the areas of the site have shallow loose soils underlain by a hard clay surface which creates a high potential for erosion and run-off, particularly on slopes and in areas disturbed by grading and construction activities. The EIR also recognizes that the development of impervious surface at the site would increase run-off and that this run-off could lead to water quality problems. Run-off from roads, driveways, and home-sites contain contaminants such as sand, silt, organic matter, vehicular oils and fuels, heavy metal compounds, non-biodegradable fertilizers, pesticides, and vegetative control chemicals. Mitigations and design considerations were discussed to address these identified impacts.

None of the reconfigured building sites are within a flood plain and there is no risk of impacts resulting from a seiche or tsunami because the site is not in close proximity to major water bodies. The proposed re-subdivision will result in a lot configuration that is slightly more distributed throughout the study area than the clustered design previously reviewed. This has the effect of necessitating additional impervious surfaces from construction of roads and driveways to access the sites over that required under the original design; however, the proposed site and road locations better conform to site topography and tree cover thus minimizing the grading and disturbance areas. The remaining Hydrology and Water Quality issues would remain substantially unaffected.

Conclusion:

Hydrology and Water Quality (a, b) – No Impact.

The Monterra Ranch subdivision EIR stated that the demand to serve the newly created lots can be accommodated by groundwater contained in the fractured siltstone and that production of the net demand of 117 acre feet of water per year (afy) will have no adverse effect on developments along Highway 68 or in Seaside. Currently, the site is served by the water system established for the Monterra subdivision which draws water from the fractured rock. The large water system is subject to regular inspection and oversight from the Monterey County Environmental Health Division. The Monterra Ranch EIR evaluated impacts based on a total of 283 lots. This number is greater than the actual number of lots that have been created within the overall subdivision and the subject re-subdivision will remain well within this number and will not increase the number of lots proposed within the subject Phase thereby not changing any water demand. The existing water system that serves the Monterra Ranch subdivision has a sophisticated treatment system in

accordance with mitigations suggested in the FEIR which has been effectively treating water to serve the development in the subdivision.

Wastewater generated by all future development in Monterra Ranch is disposed through an existing sewer system and treatment plant operated by Canada Woods. Some individual home sites may require septic systems but those septic systems are also connected to the sewer system. Because the project site is served by approved water and sewer systems, the re-subdivision will not violate water quality or waste discharge requirements.

Hydrology and Water Quality (c-f) – Less Than Significant.

Impacts involving drainage and erosion were identified in the Monterra Ranch EIR. These impacts included an increase in storm water runoff and potential impacts to water quality from urban runoff due to the introduction of new impervious surfaces and an equestrian facility.

Erosion can occur from wind, water, and human disturbance and generally is addressed in the grading and development phase. When bare soils are exposed by removal of vegetation and earth-moving activities, the resulting loose top soils on the exposed surface areas become susceptible to movement by wind and rain events. Wind borne soils can result in a decrease in Air Quality and soils erosion from saturation can cause off-site siltation which decreases water quality. Monterey County requires erosion control plans for all grading operations involving more than 100 cubic yards of soils through the Planning and Grading Permit processes.

Run-off, as referred to in the EIR and this section, involves the movement of water from post-development activities. Run-off occurs when rain falls on impervious surfaces such as buildings; driveways, patios, streets, and sidewalks. An increase in impervious area can result in flooding and other water-related impacts down slope or down stream from the impervious areas.

Currently, there is an issued and active Grading Permit that allows subdivision improvements pursuant to the approved Monterra Ranch subdivision. A revised Grading Permit will be required for the proposed road and lot reconfiguration. Erosion control plans prepared by a licensed engineer will be required to address erosion during grading. Commonly, projects minimize erosion impacts by watering disturbed sites to minimize wind erosion and using straw wattles or silt fences to contain erosion at the site. Also, as soon as possible after grading, all disturbed areas are re-seeded with native plant species and netting or mulch is used on slopes until vegetation is re-established. Erosion Control plans are required pursuant to Monterey County Code Title 16 Section 16.12.060 and standard conditions of approval. This is in keeping with the same requirements applied to the Monterra Ranch Subdivision and the reconfigured improvements will not affect the severity or applicability of the analysis.

Storm water run-off and drainage control will also be handled in a manner consistent with Monterey County Code (Title 16, Chapter 16.14) and the evaluation and mitigation contained in the Monterra Ranch EIR. Mitigations suggested in the EIR included appropriate design of on-site retention basins to accommodate 100 year storm flows and design each basin so that storm water runoff does not exceed natural runoff rates. Additional mitigation included designation of natural drainage easements and identification of drainage culverts on final maps subject to review and approval of the Department of Public Works.

An updated Drainage study was submitted for the proposed re-subdivision. The study verifies that the design of the detention basins can accommodate 100 year storm flows and maintain a runoff not exceeding natural runoff rates. The Drainage Study prepared by David Fuller of WWD, April 2011 discusses three different watershed patterns in the project area and two on-site detention basins designed and located to accommodate the runoff from these areas.

Although the project will increase impervious surfaces due to the construction of an expanded road network to access the reconfigured lots, these roads have been sited to take advantage of existing ranch roads and impacts from erosion will be reduced. Contaminants within the increased run-off from impervious surfaces will be substantially the same as under the original configuration because the number of lots and the nature of the project will not change. Therefore there is a less-than-significant impact from erosion and drainage.

Hydrology & Water Quality (g-j) – No Impact.

The project area is not located within a 100 year flood plain or floodway fringe according to the FEMA flood maps. The nearest waterway is the Canyon Del Rey Creek that is located on the northern side of Highway 68. This creek area has limited flood capacity and the 100-year flood plain maps do not include any area south of Highway 68 where the subject site is located. The area where the re-subdivision is proposed is fairly mountainous and is not close enough to the ocean or to any major lakes that could present the threat of a tsunami or seiche. Therefore, there is no impact from flooding hazards, tsunamis, or seiches.

10. LAND USE AND PLANNING		Less Than Significant	Less Than Significant	No Impact
	Potentially Significant Impact	With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Physically divide an established community? (Source: IX. 1,2,3,4,8,11)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? (Source: IX. 1,2,3,4,8,11)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan? (Source: IX. 1,2,3,4,8,11)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion/Conclusion/Mitigation:

Discussion:

At this time, without the project (York Highlands re-subdivision) the Monterra Ranch subdivision improvements could be completed and lots could be sold and developed. With this understanding, this Initial Study focuses on discussion about the effects of the re-subdivision in

light of the analysis in the certified EIR for the Monterra Ranch project. CEQA thresholds identify the need for additional review when there are substantial changes requiring major revisions to the previous EIR, substantial changes in circumstances under which the project is undertaken, or new information of substantial importance which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified. The notable changes that have occurred include changes to the regulatory setting under CEQA (i.e. the requirement to discuss Green house Gases) and the applicable General Plan policies. Based on initial review, and as discussed in this Initial Study, the re-subdivision has positive effects on trees and grading impacts which actually promotes local goals and policies. Many other resources or environmental effects remain substantially unchanged because the project occupies the same area and results in the same number of lots. Section (b) below, analyzes the issues that resulted from the proposed project and how these issues were addressed in order to meet consistency with the applicable plans, policies and regulations adopted for the area.

Conclusion:

Land Use and Planning (a) – No Impact.

The project will not divide and established community. The proposed project simply reconfigures approved residential lots and corresponding road access without passing through areas where development already exist. The area will continue to be a low density residential area, consistent with the area around it. Therefore there will be no impact related to physically dividing an established community.

Land Use and Planning (b) – Less Than Significant.

Preservation of visual resources-

Greater Monterey Peninsula Area Plan, Policies GMP-3.2 and GMP-3.3 require preservation of visible areas along scenic roads to the “maximum extent feasible” and where development in highly sensitive visual areas can not be avoided, design considerations that minimize visibility are required. There is some potential for the reconfigured lots to conflict with Policies GMP-3.2 and GMP-3.3 in that there are three lots (Lots 44, 2 and 6) that may be visible from Highway 68. Of the three lots that may be visible, one lot is potentially highly visible (Lot 44) and likely to adversely effect the Highway 68 scenic corridor. Design considerations for these lots have been discussed in Aesthetics, VI. Section 1 and pursuant to these specific requirements, the proposed York Highlands project would *be a less than significant impact* on visual resources.

Development on Slopes of 25% or greater-

Also related to new lot placement within the project area, is the issue of development on slopes. The original approval included review of impacts from development on slopes greater than 30% pursuant to the 1982 General Plan policies and Title 21 Zoning Ordinance requirements. The recently adopted 2010 General Plan changed the policy limitations to restrict development on slopes of 25% or more. The project involved development on slopes exceeding 30% as originally designed and as proposed will require development on slopes greater than 25%. Development on slopes greater than 25% may only be allowed if permitted through a discretionary process with at least one of the following findings made:

1. There is no feasible alternative which would allow development to occur on slopes of less than 25%.
2. The proposed development better achieves the resource protection objectives and policies contained in the Monterey County General Plan, accompanying Area Plans, and all applicable master plans.

The project meets the finding 2 above in that the proposed development better achieves the resource protection objectives and policies of the County's General Plan. York Highlands creates larger lots with building envelopes placed in natural clearings. These building envelopes may have portions of land over 25 percent slope, but the areas around the building envelopes within the individual lots will be retained in scenic and conservation easements to protect the existing natural habitat that is there. The lot pattern has been designed to follow proposed roads which follow existing jeep trails and ranch roads. These existing jeep trails and ranch roads have areas over 25 percent slopes, but utilizing the existing roads and trails would minimize tree-removal and excessive grading. In the overall, York Highlands would reduce grading and tree removal primarily by the reduction in roadway improvements and placing building envelopes in areas with the least amount of oak tree and/or grading impacts. Grading would be minimized by approximately 20,000 cubic yards (IX. 12) and the impacts to oak woodland habitat would decrease by approximately 20 acres (IX. 12). Therefore, the proposed development includes a Use Permit for development on portions over areas in excess of 25 percent slopes. Given the evidence described above, the project better achieves the resource protection objectives and policies of the subject area.

General Plan Amendment-

York Highlands also involves a General Plan Amendment because the proposed lots will be placed in a portion of current *Parcel H* that has a General Plan Designation of Public Quasi-Public with an Urban Reserve Overlay (see Source X. 2). This portion will be designated as Rural Density Residential, 10 acres per unit and will continue to have an Urban Reserve General Plan Designation Overlay. Currently, this area is within a land use zoning district of Rural Density Residential, 10 acres per unit with an Urban Reserve Zoning Overlay. The General Plan Amendment would bring consistency between the General Plan Designation and the Zoning District designation.

There appears to be no other inherent conflicts with Monterey County plans and policies. Subject to the design criteria, as analyzed in Aesthetics (Section VI. 1) and with the General Plan Amendment proposed as part of the York Highlands project, the project will have a less than significant impact as a result of conflicts with plans or policies designed to avoid or mitigate environmental effects.

Land Use and Planning (c) – No Impact.

The proposed project would not conflict with any habitat conservation plan or natural community conservation plan, as none are applicable to the project site (see Biological Resources, Section VI. 4.

11. MINERAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion/Conclusion/Mitigation: See Section IV.

12. NOISE

Would the project result in:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? (Source: IX.1,2,3,4,8,11)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? (Source: IX.1,2,3,4,8,11)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? (Source: IX.1,2,3,4,8,11)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? (Source: IX.1,2,3,4,8,11)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? (Source: IX.1,2,3,4,8,11)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? (Source: IX.1,2,3,4,8,11)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion/Conclusion/Mitigation:

Discussion:

Two main off-site noise generators in proximity to the site were identified in the Monterra Ranch EIR including the Monterey Airport and Highway 68, although Laguna Seca Raceway was also discussed as a "minor, but annoying noise source. The project site is within 2 miles of the Monterey Airport. The runway for the airport is oriented so that the flight path is directly over the existing Ryan Ranch and Laguna Seca Office Park just north of Highway 68 and the project site. As part of the original mitigation, an aviation easement was recorded for the site. This easement will remain unaffected by the proposed project.

Conclusion:

Noise (a, e) – Less Than Significant.

Impacts from Aircraft, ground transportation, and construction noise were discussed in the EIR. At the time impacts were considered in terms of the 1982 General Plan requirements which identified a "normally acceptable" threshold of 50-55 dBA Community Noise Equivalent Level (CNEL) and a "conditionally acceptable" threshold of 55-70 dBA CNEL for low density residential projects. These thresholds remain the same in the 2010 General Plan. Noise levels exceeding the "conditionally acceptable" level were identified for lots within 1,200 feet of the centerline of Highway 68. When the air craft noise was added in the fold, it was projected to create a 3 dBA increase over the transportation related levels.

Construction related noise shall be reduced by properly maintaining mufflers on equipment, the use of graders with wheels rather than bulldozers, and the selection of haul routes that avoid residential areas combined with limiting hours of operation for construction activities from 7:00 AM to 7:00 PM. Long-term noise related impacts including road and air craft noise, would be minimized by using building materials and insulation required for new construction in areas exposed to CNEL of 55 dBA or greater (presumably the 1,200 foot wide strip of land along Highway 68) and disclosure by the developer of noise annoyances to prospective buyers.

The original EIR analysis is applicable to the reconfigured lots. No change in circumstances other than the abandonment of the Highway 68 widening project has occurred with respect to noise. The Highway 68 road widening project would actually have created a larger strip of land in which noise impacts would be greater than "normally acceptable". The reconfigured lots do not substantially alter the number of lots that may be impacted by noise and the General Plan thresholds have remained constant. Therefore, with the implementation of the original mitigations the project will have a less than significant impact from exposure of people to noise including within the vicinity of a public airport.

Noise (b, c, d, f) – No Impact.

The proposed re-subdivision will result in a project that requires less grading and will not change the nature of the foreseeable uses or the number of lots being created. The residential nature of the project, in this location, was not considered to be a substantial noise generator and there would be no associated activities that would produce noticeable ground-borne vibrations. Because the number of lots will not change, and the location of the lots is still in the same general area and proximity to other uses, the noise generated by introduction of residential uses

to the site will not change from the original analysis. The project is also not located in close proximity to any private air strips. Therefore, the project will have no impact resulting from ground-borne vibrations, temporary or permanent increases in ambient noise levels, or location near a private air strip.

13. POPULATION AND HOUSING		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:					
a)	Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b)	Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c)	Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion/Conclusion/Mitigation: See Section IV.

14. PUBLIC SERVICES		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project result in:					
Substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:					
a)	Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b)	Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c)	Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d)	Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e)	Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion/Conclusion/Mitigation: See Section IV.

15. RECREATION	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion/Conclusion/Mitigation: See Section IV.

16. TRANSPORTATION/TRAFFIC	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

16. TRANSPORTATION/TRAFFIC				
Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities? (<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion/Conclusion/Mitigation: See Section IV.

17. UTILITIES AND SERVICE SYSTEMS				
Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion/Conclusion/Mitigation: See Section IV.

VII. MANDATORY FINDINGS OF SIGNIFICANCE

NOTE: If there are significant environmental impacts which cannot be mitigated and no feasible project alternatives are available, then complete the mandatory findings of significance and attach to this initial study as an appendix. This is the first step for starting the environmental impact report (EIR) process.

Does the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? (Source: IX.1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have impacts that are individually limited, but cumulatively considerable? (Source:) ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)? (Source: IX.1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? (Source: IX.1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion/Conclusion/Mitigation:

(a) (b) (c) - Less than Significant Impact.

For (a) and (b) refer to Section VI. 4 -Biological Resources and VI. 5 -Cultural Resources.

(c) The project, subject to standard conditions of approval, should have a less than significant effect on human beings, either directly or indirectly.

Note: Authority cited: Sections 21083 and 21083.05, Public Resources Code. Reference: Section 65088.4, Gov. Code; Sections 21080(c), 21080.1, 21080.3, 21082.1, 21083, 21083.05, 21083.3, 21093, 21094, 21095, and 21151, Public Resources Code; *Sundstrom v. County of Mendocino*, (1988) 202 Cal.App.3d 296; *Leonoff v. Monterey Board of Supervisors* (1990) 222 Cal.App.3d 1337; *Eureka Citizens for Responsible Govt. v. City of Eureka* (2007) 147 Cal.App.4th 357; *Protect the Historic Amador Waterways v. Amador Water Agency* (2004) 116 Cal.App.4th at 1109; *San Franciscans Upholding the Downtown Plan v. City and County of San Francisco* (2002) 102 Cal.App.4th 656.

VIII. FISH AND GAME ENVIRONMENTAL DOCUMENT FEES

Assessment of Fee:

The State Legislature, through the enactment of Senate Bill (SB) 1535, revoked the authority of lead agencies to determine that a project subject to CEQA review had a "de minimis" (minimal) effect on fish and wildlife resources under the jurisdiction of the Department of Fish and Game. Projects that were determined to have a "de minimis" effect were exempt from payment of the filing fees.

SB 1535 has eliminated the provision for a determination of "de minimis" effect by the lead agency; consequently, all land development projects that are subject to environmental review are now subject to the filing fees, unless the Department of Fish and Game determines that the project will have no effect on fish and wildlife resources.

To be considered for determination of "no effect" on fish and wildlife resources, development applicants must submit a form requesting such determination to the Department of Fish and Game. Forms may be obtained by contacting the Department by telephone at (916) 631-0606 or through the Department's website at www.dfg.ca.gov.

Conclusion: The project will be required to pay the fee.

Evidence: Based on the record as a whole as embodied in the Planning Department files pertaining to PLN100020 and the attached Initial Study/ proposed Negative Declaration.

IX. REFERENCES

1. Project Application/ York Highlands Vesting Tentative Maps (including Slope Density Analysis Map, Aerial Photo Map)
2. Certified Environmental Impact Report (EIR) for Monterra Ranch Subdivision EIR 84-007, October 6, 1987
3. Board of Supervisors Resolution No. 87-527 certifying the EIR for Monterra Ranch Subdivision (SB826) and approving the Monterra Ranch Tentative Subdivision Map
4. *Report to the Monterey County Board of Supervisors*, dated October 6, 1987 (Agenda Number S-3) considering Monterra Ranch (836) Standard Subdivision Tentative Map and Certification of the Environmental Impact Report, with attached Exhibit A, Board of Supervisors Order of September 8, 1987
5. Monterra Ranch Phase 6; Cities and Towns, Vol. 22, Page 56, June 16, 2004
6. Monterra Ranch Phase 8; Cities and Towns, Vol. 23, Page 14, September 14, 2005
7. Monterra Ranch Phase 10; Cities and Towns, Volume 23, Page 16, December 1, 2005
8. 2010 Monterey County General Plan

9. Title 21 of the Monterey County Code (Zoning Ordinance)
10. 2008 Air Quality Management Plan (AQMP) for the Monterey Bay Region, Monterey Bay Unified Air Pollution Control District, Revised August 2008. Sixth Revision to the 1991 AQMP for the Monterey Bay Region
11. Site Visit conducted by the planning staff on July 6, 2011
12. York Highlands Grading letter, prepared by WWD Engineering, June 14, 2011
13. Biological Impact Letter (LIB) prepared by Vern Yaden, Pacific Grove, California, March 11, 2011
14. Supplemental Biological Assessment York Highlands (LIB110168), prepared by Zander Associates, San Rafael, California, May 9, 2011
15. Geological and Preliminary Geotechnical Investigation (LIB110169), prepared by Environmental Risk Specialties Corporation, Santa Clara, California, March 31, 2011
16. Drainage Report for York Highlands Re-Subdivision Project (LIB110170), prepared by WWD Engineering, Monterey, California, April, 2011
17. *Agreement and Monitoring Program for the Implementation of Certain Conditions Applied to the Monterra Ranch Subdivision*, recorded September 1992 with the Monterey County Recorder's Office, Reel 2851, pages 775-792
18. Preliminary Cultural Resources Reconnaissance of a Portion of the Montera Ranch, Monterey, Monterey County, California, prepared by Archaeological Consulting, Salinas, California, August 21, 1989
19. *Amended and Restated Declaration of Covenants, Conditions and Restrictions for Monterra Ranch of Monterey*, Monterey County Recorder's Office Document No. 2003-114694, September 19, 2003
20. Applicant's submittal to County staff dated September 1, 2011, detailing applicant's proposal of conditions of approval for proposed lots 2, 6 and 44

X. ATTACHMENTS

1. Applicant's submittal to County staff dated September 1, 2011, detailing applicant's proposal of conditions of approval for proposed lots 2, 6 and 44
2. General Plan Amendment Map (Parcel H)
3. York Highlands Vesting Tentative Map

X. ATTACHMENTS

1. Applicant's submittal to County staff dated September 1, 2011, detailing applicant's proposal of conditions of approval for proposed lots 2, 6 and 44;
2. General Plan Amendment Map (Parcel H);
and
3. York Highlands Vesting Tentative Map.

Attachment 1

APPLICANT SUBMITTAL

9-1-2011

Applicant's proposal of conditions
of approval for proposed Lots 2, 6 & 44

Specific three dimensional building envelopes have been created for Lot 44, Lot 2 and Lot 6. These three dimensional building envelopes identify the building site area and the maximum allowable building height elevations for these lots. All development on these lots shall conform to these three dimensional building envelopes. A note shall be placed on the Final Map stating that three dimensional building envelopes have been prepared for these lots, and that these lots are subject to building restrictions as identified therein.

Development on Lots 44, 2 and 6 shall also include the following measures:

Lot 44. Development within the building envelope on Lot 44 shall use appropriate design, materials and landscaping to maintain compatibility with the visual character of the area as follows:

- The Subdivider shall reseed the area on Lot 44 that has been used as a borrow site under existing grading permits in the area located outside of the Lot 44 building envelope as identified on the three dimensional building envelope above Points E to D to allow restoration of native vegetation (native grasses and native plant material consistent with the local area) to occur in the disturbed areas.
- The Subdivider shall also provide landscaping and restoration consisting of locally native plants and vegetation consistent with surrounding vegetation, and shall include plantings placed in appropriate locations between Points C-B-A-H around the three dimensional building envelope for Lot 44. Such plantings in this area shall include the broadcasting of pine or coffeeberry seeds outside of the building envelope between Points C-B-A-H to ensure a minimum planting of ten (10) trees and the additional planting of ten (10) oak trees. The oak trees shall be 36"-48" inch square box size and from local genetic stock.
- Architectural review of Lot 44 shall be required to ensure visual compatibility of the development with the surrounding area and the Lot Owner shall provide landscaping with native trees and vegetation in the areas between Points E-F-G-H as identified on the three dimensional building envelope for Lot 44 to achieve a breaking and blending of the architectural form into the natural setting. Such plantings in this area shall include three (3) to five (5) oak trees within

APPLICANT SUBMITTAL

the building envelope, which shall be 36"-48" inch square box size and from local genetic stock.

- Appropriate design and materials shall include either use of darker roof or wall colors to achieve blending, or roof design to shadow walls to achieve a blending into the natural environment.
- Residential design is subject to review by the Director of Planning.
- There shall be a 3-5 year monitoring plan to ensure establishment of plantings required for Lot 44 and all monitoring responsibilities shall be borne by the Lot Owner and their successors in interest.

Lot 2. Development within the building envelope on Lot 2 shall use appropriate design, materials and landscaping to maintain compatibility with the visual character of the area as follows:

- The Subdivider shall provide landscaping and restoration consisting of locally native plant and tree species consistent with surrounding vegetation, and shall include plantings placed in appropriate locations between Points C and E as identified on the three dimensional building envelope for Lot 2.
- Architectural review of Lot 2 shall be required to ensure visual compatibility of the development with the surrounding area and the Lot Owner shall provide landscaping with native trees and vegetation between Points A and F as identified on the three dimensional building envelope for Lot 2 to achieve a breaking and blending of the architectural form into the natural setting. Such plantings in this area shall be planted between the proposed home and within or outside of the building envelope between Points A and F to blend angles of the structure. Such required planting shall include three (3) to five (5) native trees such as oaks, pines or coffeeberries that consist of planting larger sized trees of 36"-48" inch square box size from local genetic stock or transplanting local trees of similar or larger size.
- Appropriate design and materials shall include either use of darker roof or wall colors to achieve blending, or roof design to shadow walls to achieve a blending into the natural environment.
- Tree removal shall be minimized to maintain visual character of the area.
- Residential design is subject to review by the Director of Planning.

APPLICANT SUBMITTAL

- There shall be a 3-5 year monitoring plan to ensure establishment of plantings required for Lot 2 and all monitoring responsibilities shall be borne by the Lot Owner and their successors in interest.

Lot 6. Development within the building envelope on Lot 6 shall use appropriate design, materials and landscaping to maintain compatibility with the visual character of the area as follows:

- The Subdivider shall provide landscaping and restoration consisting of locally native plant and tree species consistent with surrounding vegetation, and shall include plantings placed in appropriate locations outside of the building envelope between Points A-B-C as identified on the three dimensional building envelope for Lot 6.
- Architectural review of Lot 6 shall be required to ensure visual compatibility of the development with the surrounding area and the Lot Owner shall provide landscaping with native trees and vegetation between Points B-C-D as identified on the three dimensional building envelope for Lot 6 to achieve a breaking and blending of the architectural form into the natural setting.
- Appropriate design and materials shall include either use of darker roof or wall colors to achieve blending, or roof design to shadow walls to achieve a blending into the natural environment.
- Tree removal shall be minimized to maintain visual character of the area.
- Residential design is subject to review by the Director of Planning.
- There shall be a 3-5 year monitoring plan to ensure establishment of plantings required for Lot 6 and all monitoring responsibilities shall be borne by the Lot Owner and their successors in interest.

Attachment 2

General Plan Amendment Map
(Parcel H)

LA RANCH RD

SOUTH BOUNDARY RD

YORK RD

68

TO BE AMENDED FROM
"PUBLIC/QUASI-PUBLIC
URBAN RESERVE" TO
"RURAL DENSITY RESIDENTIAL
10 ACRES/UNIT URBAN RESERVE"

LAND USE PLAN AMENDMENT, GREATER MONTEREY PENINSULA

MONTEREY COUNTY GENERAL PLAN FIGURE #LU5

FILE # PLN100020, YORK HIGHLANDS

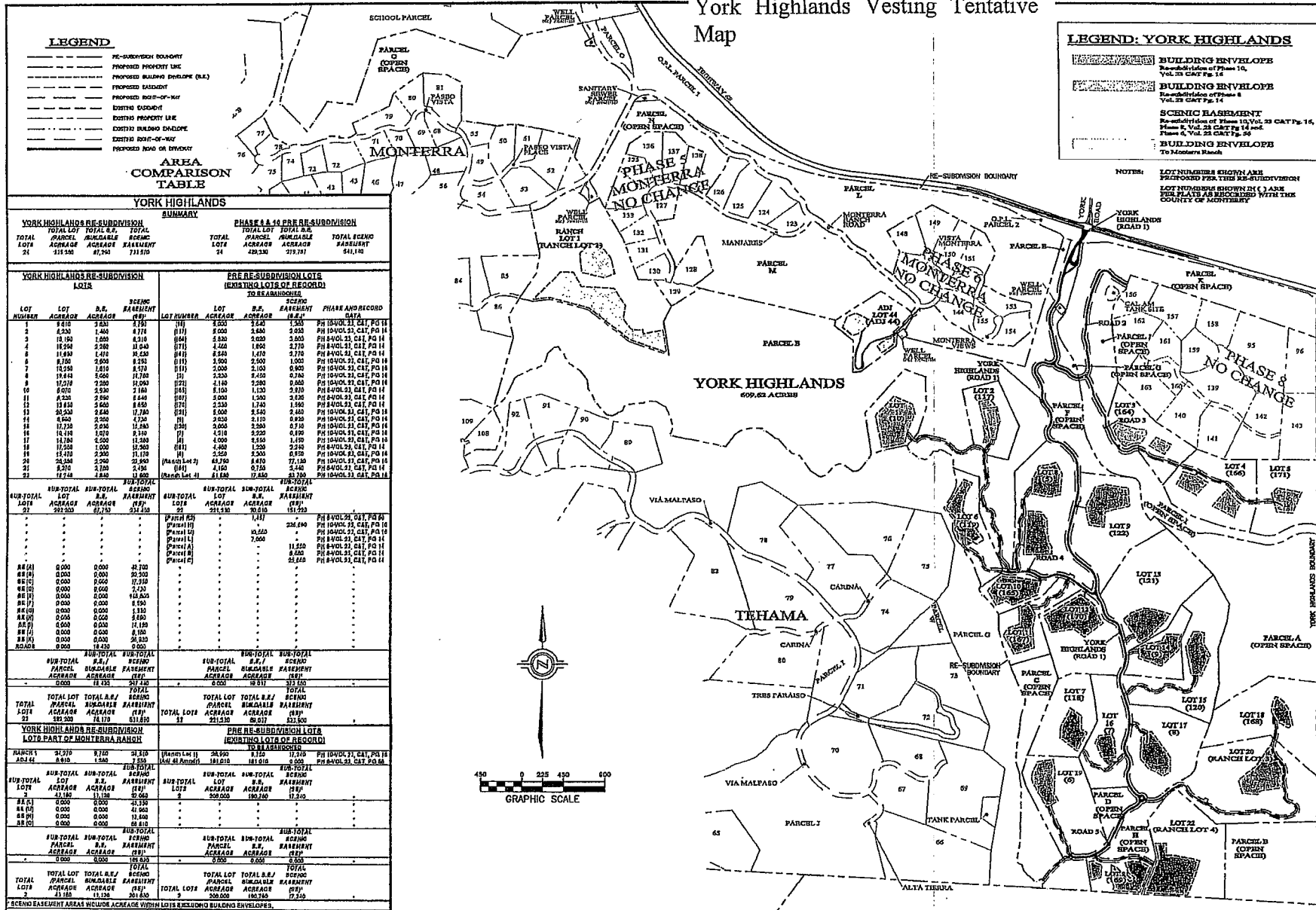


0 1,000
Feet



Attachment 3

York Highlands Vesting Tentative
Map



507-653-6200 ext. 622-531 (M-F)
 507-653-6244
 2000 W. Broadway, Suite 200
 St. Paul, MN 55103
 www.dwyer.com

DRAWN BY: MRS
DESIGNED BY: MRS
DATE: MARCH 11, 2011
SCALE: AS SHOWN
JOB NUMBER: 01-444
LAST REVISED: SEPT 6, 2011
REVISED BY: MRS

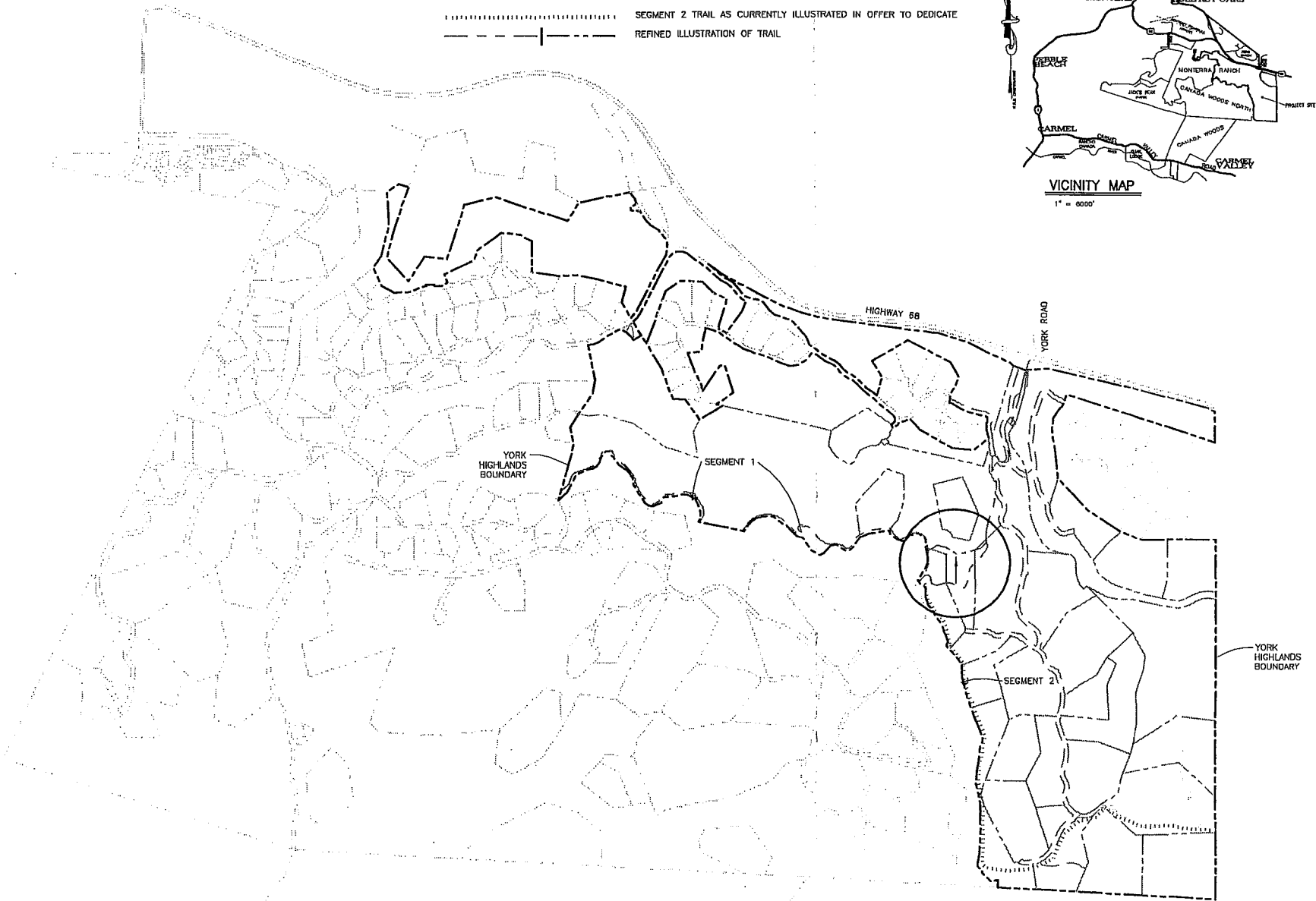
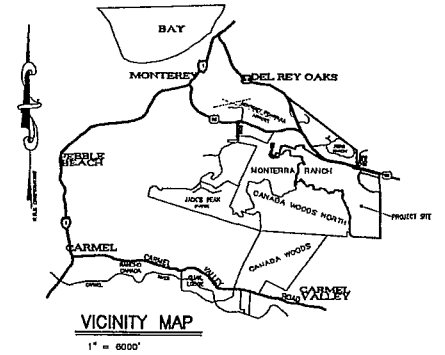
YORK HIGHLANDS
TENTATIVE
RE-SUBDIVISION MAP

PREPARED FOR:
BANKER'S DEVELOPMENT GROUP, LLC
YORK HIGHLANDS, LLC
CARMELO DEVELOPMENT COMPANY

EXHIBIT A

LEGEND

- SEGMENT 1 TRAIL AS CURRENTLY ILLUSTRATED IN OFFER TO DEDICATE
- SEGMENT 2 TRAIL AS CURRENTLY ILLUSTRATED IN OFFER TO DEDICATE
- REFINED ILLUSTRATION OF TRAIL



R. Alan Williams
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(831) 555-2725 FAX: (831) 655-3425

TRAIL ILLUSTRATION MAP

YORK HIGHLANDS
RE-SUBDIVISION

DATE: 8-17-11
REV:
DRAWN BY: JH
SHEET # 1 OF 1



Exhibit D

2. Environmental Impact Report

Banker's Development Group, LLC
York Highlands
PLN100020

Board of Supervisors
October 18, 2011



LLS PLANNING ASSOCIATES
119 National Street • Santa Cruz, California 95060 • (408) 429-8660

COMPREHENSIVE PLANNING SERVICES

**FINAL ENVIRONMENTAL IMPACT REPORT
FOR
THE MONTERRA RANCH SUBDIVISION**

SB826

EIR No. 84-007

Subdivision 815

AP Nos. 103-071-16, 17;
259-011-35, 39, 40, 41, 42,
43, 44, 45, 46, 65;
416-101-01, 02, 03, 04;
a portion of 259-011-64
County Base Map 17
County Planning Area 02

Prepared for
Monterey County

February 1986

SUMMARY OF IMPACTS AND MITIGATION MEASURES

This section presents a summary of the project's impacts on the environment and mitigation measures to prevent or lessen these impacts. Impacts and mitigation measures are consecutively numbered in the report, and a summary is presented here; see full report for detailed wording of impacts and mitigation measures.

BRIEF PROJECT DESCRIPTION

Hanover Monterra Investors II propose to develop their 2,831 acre property into 283 lots, and a recreational tennis and equestrian complex for residents and their guests; and, to dedicate 115 acres for an addition to Jack's Peak Park. The 283 single-family lots will consist of 10 ranch lots and 273 estate lots; the overall average density is one lot per 10 acres of land. An internal private loop road system is proposed with entry gates on Highway 68 at York Road and Ragsdale Drive (Ryan Ranch entrance).

GEOLOGY IMPACTS AND MITIGATION MEASURES

Impacts

1. Absent the completion of additional specific geotechnical studies identified in this EIR, and adherence to recommendations which come out of those studies, there is the potential for adverse geologic impacts in several areas of the subdivision. Areas subject to impacts, absent these studies, include the entire Berwick Canyon Fault and Landslide, lots located along the structural lineation in the central-southwestern portion of the site, and lots located in dip slope areas. Specific studies needed are listed below under Mitigation Measures. Specific lot numbers are described in the Geology section.
2. Future homes built on subdivision lots will be subject to strong seismic shaking in the event of an earthquake along the San Andreas Fault.
3. Landslide areas have not been studied in enough detail necessary to establish appropriate setback criteria.

Mitigation Measures

1. Additional geotechnical field work, including trenching, is required to determine the location of the Navy and Berwick Canyon Faults, and the

structural lineations located between the Navy and Chupines Faults. There is great potential for surface offset along the structural lineation. A 100 foot construction setback is initially recommended on either side of these features and this setback may need to be increased where the features are not precisely located or are concealed.

2. No structures or lakes should be constructed on the Berwick Canyon landslide area until further geotechnical studies are completed to determine the slide activity, the fault location and the potential problems with loading (building on) the slide mass.
3. A thorough aerial photo investigation and field review of possible slides in all areas proposed for development should be carried out to determine whether the slides are moving headward or laterally; and, to establish reasonable setbacks from specific slides. See Section 2.1.5 for specific lots involved.
4. A geotechnical study on dipslopes should be completed to determine safe dip angles with the Monterey Formation Bedrock; and, to recommend foundation and other techniques which will prevent future slope failure in areas where these angles are exceeded.

SOILS IMPACTS AND MITIGATION MEASURES

Impacts

4. The foundations of proposed structures could be subject to corrosion of unprotected steel and concrete.
5. Access roads to Lots 185-190, 146-184, 62-69, 57-60, connecting 118 and 119, cross 30% or greater slopes in potentially thin and erosive soils.
6. Topography could constrain development in several areas where lots contain less than 4000 square feet of land with slopes for building sites less than 30%. Lots 44, 45, 58, 59, 60, 75, 82, 85, 86, 275 and 276 are all in this category.

Mitigation Measures

5. On-site soil conditions at each building site should be evaluated by a soils engineer to determine foundation requirements. Geotechnical expertise may also be required in some cases; see geologic impacts above.
6. An erosion control plan should be prepared for the project. This plan should include all of the following:
 - all disturbed slopes should be revegetated with a mix of seeds best suited for the climate and soil conditions;
 - slopes should be covered with a straw mulch or jute netting after seeding; the straw mulch should be punched in; no hydromulch should be used;
 - no grading should occur between October 15 and April 15, unless conforming to Monterey County Code Section 16.12.090;
 - where possible, cuts should be revegetated with trees as well as seed, especially in areas where trees are removed to allow roads and driveways;
 - removed topsoil should be stockpiled on the site to be used for revegetation work;
 - all road work on slopes over 30% or in landslide or dipslope areas shall require geotechnical evaluations;
 - land should be graded and landscaped in increments of size that can be completed during a single construction season;
 - storm water should not be allowed to flow directly down unprotected slopes, devoid of vegetation;
 - catch basins should be used to retain sediment within the site area during the construction period;
 - the grading operations should be evaluated and inspected by a qualified soils engineer;

7. Building envelope locations should be required on lots which include slopes greater than 30%, or those adjacent to slide areas, dipslopes, faults or lineations deemed hazardous.
8. Relocate access roads which cross 30%+ slopes or require specific geologic, grading and erosion control plans to mitigate impacts.

HYDROLOGIC AND DRAINAGE IMPACTS AND MITIGATION MEASURES

Impacts

7. There will be an 11.4 per cent increase in runoff over pre-development levels. During construction, there is the potential for erosion of on-site soil and sedimentation in off-site, downstream drainage areas, including Laguna Grande and Roberts Lakes. Future runoff from urban activity areas (roads, driveways, homesites) will contribute to a variety of water quality problems. Contaminant matter includes sand, silt, organic matter, vehicular oils and fuels, heavy metal compounds, non-biodegradable fertilizers, pesticides and vegetative control chemicals. The planned Equestrian Center could have significant water quality impacts if not properly designed and maintained. Groundwater quality testing indicates that iron and manganese concentrations and salinity content exceed safe drinking water requirements.

Mitigation Measures

9. Retention basins should be designed to retain additional peak runoff due to development, while discharging no more than predevelopment 10-year design runoff. Retention basins should also be designed with overflow or bypass features to allow post-development 100-year storm flows. Each basin is designed to discharge predevelopment 10-year runoff at two feet of freeboard while storing additional runoff due to development. Each basin is designed to allow post-development 100-year storm overflows at one foot of freeboard. Pipelines, curbs and gutters and catchment structures will be designed for the 10-year storm, and culverts crossing under roadways in drainage channels will be designed for post-development 100-year storm.

10. Based on General Plan Policy 16.2.7, the Project Engineer will design and submit for approval to the County Planning Director after consulting with the Monterey County Flood Control and Water Conservation District, a complete drainage plan, including engineering studies and calculations, future runoff courses, and present and future volume of runoff and silt load. Wherever possible, drainage shall be directed to the seven proposed detention basins. As an addendum to the drainage plan, it shall be determined if these basins are adequate to handle the increased runoff created by the project. Maintenance or a pro-rated contribution toward maintenance of the detention ponds shall also be described in the drainage plan addendum.
12. The project applicant shall contribute the development drainage fee per acre to the County Treasury "Canyon Del Rey Creek Watershed Zone Primary Facilities Updating Fund" for off-site operation, maintenance and updating of primary facilities in this watershed, at the discretion of the MCFC and WCD. This contribution shall be made prior to filing of the Final Subdivision Map.
13. The applicant shall pay for all on-site and a pro-rata share of off-site maintenance and operation of storm drainage facilities and access roadways impacted by the project from the time of installation or filing of the Final Map until acceptance of the improvements for the subdivision by the Board of Supervisors, and/or until a Homeowner's Association or other agency, with legal authorization to collect fees sufficient to support the service, is formed to assume responsibility for the service. Mitigations provided in Section 2.3, Soils, requiring erosion control measures shall be implemented in construction and buildout in order to prevent erosion and siltation from increased runoff.
14. There should be a complete and careful County review of the entire grading plan for the proposed project, before project approval. If it is found that there would be extensive cuts and fills, especially on slopes exceeding 30%, thereby increasing potential for excessive erosion and siltation, then the project should be redesigned to eliminate such plans.

15. It should be a condition of project approval that a maintenance program agreement be established to ensure that all paved roads and parking areas be mechanically swept at least once a year in early September before the annual rainy season begins. The contaminant matter traps (French drains) should be appropriately maintained. The Monterey County Public Works Department should establish a procedure to ensure that maintenance of the facilities is carried out annually. The use of a Homeowner's Association requirement and some form of bonding for the first five years may be appropriate.

16. A water quality expert should check the water at least twice a year to ensure that maximum contaminant levels set by the California Department of Health are not exceeded. Water quality test results should be sent to Monterey County's Environmental Health Service for monitoring.

17. Although the Logan water studies indicate that there is an ample groundwater supply for the proposed project, water conservation practices should be considered and implemented whenever possible. Various techniques include: installation of water-conserving fixtures (faucets, toilets, showerheads); use of native low-water requiring plants for landscaping; discouragement/prohibition of exotic plantings; use of drip irrigation systems.

18. If a water mutual is formed, it must meet the standards of Title 22 of the California Administrative Code and the Residential Subdivision Water Supply Standards. It must also be approved by the Monterey Peninsula Water Management District, the State Public Utilities Commission, and the County Environmental Health Service.

VEGETATION/WILDLIFE IMPACTS AND MITIGATION MEASURES

Impacts

34. Development of lots 227 and 234 through 239 and the cul-de-sac road leading to them will displace and remove the rare plant species, Hickmans Onion, resulting in a 90 per cent reduction of this population and available habitat on-site. This would be a significant adverse impact.

9. Approximately 53.5 per cent of the Monterra Ranch Property would be directly affected to some degree by the proposed subdivision development. This effect ranges from direct removal of vegetation cover to indirect modification of the vegetation due to the introduction of invasive landscape, alteration of environmental factors controlling vegetation and habitat development (ie., prevention of fire strategies), and loss of habitat diversity due to monocultural practices or reduction in habitat size.
10. A total of 53.5 per cent or 1,563 acres of existing habitat on the Monterra Ranch may be subject to modification or indirect impacts resulting from this project. Nearly 72 per cent of oak tree habitat may be affected. However, half of that is found on the ranch lot parcels which should not directly disturb more than 10 per cent of the average 50 acre parcels. More significant direct losses of habitat are anticipated within those parcels designed as estate lots, and the recreation and equestrian complex. The higher density of structures and human use in these areas are likely to result in greater direct impact losses to the vegetation and associate wildlife.
12. The activities of fire prevention following the development of the Monterra Ranch property may have a significant long-term impact on vegetation. The accumulation of woody fuels may pose a severe fire hazard over time, and regeneration of existing vegetation conditions would take many years following a catastrophic wildfire.
13. Other indirect impacts to vegetation resulting from the introduction of residences to the landscape include the possible introduction to competitive, adventive landscape species such as eucalyptus, pampas grass, periwinkle, english ivy, etc. that can escape into the surrounding native habitat and displace native species. Increased summer irrigation of landscape vegetation could cause shifts in the vegetation composition or result in soil conditions unfavorable to mature trees that have adapted to a regime of winter wet/summer dry cycles characteristic of California's mediterranean climate. Saturation of oak root zones in the summer have resulted in increases in oak root fungus and decay. This has been shown to be a significant impact in oak woodland

landscapes in association with residential development.

16. The proposed development will reduce the available habitat for wildlife species found in several plant communities discussed elsewhere (LSA 1985). The habitat losses for small mammals and birds will, in turn, reduce the availability of prey for mammalian and avian predators. Losses of forage plant species will reduce deer numbers and their utilization of the area. The result will be a general reduction in wildlife utilization of the area of development.
17. Introduction of domestic cats and dogs could result in increased wildlife conflicts by predation and displacement of native prey species. Deer are very susceptible to attacks by domestic dogs in packs. Cats are effective predators of small game, in particular song birds.
18. Impenetrable fencing around estate and clustered housing tracts could effectively focus deer browsing and restrict migration to linear corridors. This could result in overgrazing impacts of the designated open space areas.

Mitigation Measures

The following mitigation measures are summarized from a more extensive list in Section 2.5.3.

34. Development proposed in the occurrence area of Hickman's onion on-site should be eliminated and a minimum buffer of 50 feet implemented to preserve the population. This would entail the loss or redesign of numerous parcels along the proposed Romera Vista Road in the northwestern end of the property. The furthest occurrence to the south could be protected by shifting of the Romera Vista Road to the east. Care should be taken to preserve the present vegetation and soil structure in the areas where these occurrences were found. No coralled livestock should be kept in these areas. Fencing of the occurrences may be appropriate to prevent accidental encroachment by off-road vehicles and construction equipment or their use as laydown areas.

19. Direct disturbance or removal of native vegetation cover should be restricted to those areas designated for development only (except as prescribed under Fire Control and Fuel Management).
20. Wherever possible, existing unpaved roads on the site should be used for access to the homesites. Construction access to and from homesites should be along the same routes that are proposed for residential access. Existing roads that will not be used as residential access routes should be abandoned. The final residential access routes should be completed before homesites construction activities begin. During construction phases, access roads should be frequently watered to minimize the generation of road dust.
21. The introduction of non-native plant species should be avoided. Native trees (preferably oaks), shrubs, and ground covers should be used for erosion control and landscaping within the designated development envelope surrounding each homesite, the proposed recreation areas, and along the access road system. A landscape plan should be developed incorporating the retention of native trees and vegetation around the building sites. Deed restrictions should be instituted to assure recourse if violated.
28. The following minimal guidelines should be included in the code, covenants and restrictions for the entire development. These guidelines would establish basic rules about impacts that may be implemented by one or a few homeowners but that would negatively impact the resources of the entire development.

For example, if no restrictions are established regarding free-roaming dogs, deer will avoid the general vicinity reducing the quality of the rural living environment for all homeowners.

The basic concerns to be addressed in such an agreement should include but not be limited to: leash and kennel requirements for dogs and bells fitted on cats; fencing designs that will not inhibit deer movements; maintenance of natural and diverse vegetation buffers in non-landscaped areas; minimal tree removal guidelines; fire control standards

should be established and enforced to protect vegetation; restrictions on human activity in designated open space areas; and guidelines on maintenance of domestic livestock.

29. A formal erosion control and revegetation program should be developed in consultation with U.S. Soil Conservation Service representatives and key County Planning Department staff. Detailed measures recommended for incorporation into an erosion control program are included in Section 2.5.3.

32. A controlled burning program should be considered for implementation on the property. Such a program would mimic the effects of natural fires and reduce fire hazard. Maritime chaparral is well adapted to conditions of recurrent fire (Griffin 1978), and coast live oak is extremely fire-resistant and has the ability to resprout from both trunk and branches following a fire (Plumb 1979). Controlled burning would reduce the probability of a catastrophic wild-fire and would be compatible with the ecological strategies of the predominant vegetation types on the property.

33. A program of fuel load reduction through direct vegetation removal should also be considered for implementation on the site, either separately or in tandem with a controlled burning program. A program of direct vegetation removal or thinning may be necessary to reduce critically high fuel loads prior to beginning a prescribed burning program. Dead brush may be piled and later consumed by the burn. The distribution of native vegetation patterns should be considered in designing and establishing fuel breaks.

VISUAL IMPACTS AND MITIGATION MEASURES

Impacts

20. There is the potential for a noticeable decrease in the rural character of the State Route 68 scenic corridor. From State Route 68, proposed essential uses could, depending upon specific design, be visible on Del Rey Ridge, on the ridge west of Work Canyon South, on slopes which face the road-way north of Tarpey Flats, and north-facing slopes between Work Canyon South and York Canyon.

21. There will be minor impacts on the visibility of the project from downtown Monterey, the Toyon residential area west of the site, Seaside, the Hidden Hills residential area, Laguna Seca residences and golf ranch, and homes southeast of the site at the end of Tierra Grande Drive. Views of the site from these areas are either quite distant or largely blocked by intervening topography and vegetation. Views of the project would be limited to lighting at night.

Mitigation Measures

36. Residential and other types of development in areas viewed from State Route 68 should be inconspicuous in order to maintain the natural rural character along this scenic corridor. Visually sensitive areas include Work Ranch Ridge, Del Rey Ridge and north-facing slopes and meadows along Canyon Del Rey. Strict architectural control of building plans for lots in these areas should be required.
37. A requirement for single-story houses, or the location of houses behind existing vegetation along Work Ranch Ridge, Del Rey Ridge, and slopes bordering State Route 68 should be considered.
38. Require building permits for Monterra lots to be evaluated utilizing specific design criteria; see Section 2.6.1.3 for criteria. These criteria are general in nature since overly prescriptive standards of design, given the current preliminary planning stage of the project plan, could be detrimental to the ultimate success of the project. Conformance with these criteria is necessary to provide a project integrated with the natural setting and the planning goals of the County of Monterey and to ensure that the scale of the project allows for development, but also relates to the preservation of the natural character of the State Route 68 corridor.

NOISE IMPACTS AND MITIGATION MEASURES

Impacts

22. Two ranch lots adjacent to Highway 68 on either side of the York Road entrance and 19 estate lots near Highway 68 on either side of the Ragsdale Drive (Ryan Ranch) entrance will be exposed to 55-60 dBA

Day/Night (Ldn) noise levels generated by aircraft operations and vehicular traffic along the highway.

22. All residential lots in the subdivision will experience annoyance from noise levels less than 55 Ldn caused by various aircraft operations such as engine runoff before takeoff, landings and takeoffs; by periodic Laguna Seca auto races and by testing of military ordnance at Fort Ord.

25. High noise levels will be generated on-site by various grading, and other heavy equipment during the construction phase of the project.

Mitigation Measures

67. Require an acoustical study to determine appropriate insulation and window specification requirements for new residential homes on lots adjacent to Highway 68 and on estate lots included in present or future airport noise contours outlined in Figures 2.14 and 2.15.

68. Require developer to disclose noise information in this EIR and the recommended acoustical study to prospective buyers so that they are aware of the short-term annoyance impacts of airport operations, the long-term impacts of airport and vehicular noise sources, and the potential mitigation measures available through appropriate building techniques.

65. Require construction equipment to be properly muffled and limit construction-related hauling and other construction activities to the hours between 7:00 A.M. and 7:00 P.M.

TRAFFIC IMPACTS AND MITIGATION MEASURES

Impacts

26. The project will generate 2,830 daily automobile trips with 178 inbound and 88 outbound trips during the evening peak hour. The additional trips represent a 15.7 per cent increase over existing traffic volumes on the existing two-lane Highway 68, and will have significant adverse impacts in that this highway is currently operating at Level of Service F--beyond its design capacity.

28. The proposed project will add two access points to the congested Highway 68, at Ragsdale Drive/Ryan Ranch and at York Road. The new Ragsdale Drive access point represents a significant adverse impact when compared to an alternative access point off Olmsted Road which is now equipped with a traffic light at Highway 68.

Mitigation Measures

69. The west entrance to the site should be relocated to Olmsted Road in order to: utilize the existing traffic signals there; utilize the future full interchange planned there; remove at least half the Monterra traffic from two miles of High 68 (between Olmsted and the western entrance); eliminate conflicting turning movements on Highway 68 by changing the proposed western entrance to an emergency exit only until an interchange is constructed there. The Monterra subdivision should also participate in funding the interchange improvements at Olmsted Road and Highway 68.
70. Based on the existing plus cumulative traffic need for widening and interchange improvements to Highway 68 and that the Monterra Ranch Subdivision will contribute to that need, the Monterra Ranch Subdivision should participate in funding the widening of Highway 68 to the adopted plan lines at a rate commensurate to the project traffic assignment.
71. An approach lane to Highway 68 on the east entrance should be provided to separate right and left turn traffic. In addition, a left turn pocket on Highway 68 with an adequate deceleration lane should be provided to facilitate access to the east entrance of and to the western entrance off of Olmsted Road.
72. The Monterra Ranch Subdivision should be required to dedicate right of way consistent with Adopted Plan lines for Route 68.
73. The private road designs and construction should be at standard horizontal and vertical standards unless these standards would cause excessive grading and/or environmental impacts. A determination of specific roadway segments to be exempted from normal county

standards, if any, should be made prior to recordation of the final subdivision map.

74. The Monterra subdivision access to Highway 68 will be facilitated by an internal collector loop road which connects east and west entrances. Traffic control should be on the side streets in order to preserve the internal collector's integrity.

75. The subdivision map should be conditioned to grant access rights to the school district and Lt Ng parcels to assure appropriate access to these parcels considering future highway improvements; and to assure secondary access routes for both Lt Ng and Monterra in the future.

AIR QUALITY IMPACTS AND MITIGATION MEASURES

30. The proposed projects will contribute to an incremental degradation of local and regional air quality.

31. The construction phase of the project will generate localized increases in particulate levels and pollutant emissions from construction vehicles.

Mitigation Measures

81. The developer should be required to distribute local transit, bicycle and carpooling information to prospective buyers during marketing of the homesites.

76. Dust control techniques, such as wetting down the soil during excavation and earthmoving operations, and suspending earthmoving activities or increasing sprinkling during periods of high wind (greater than 15 m.p.h.), should be employed during project construction.

WASTEWATER IMPACTS AND MITIGATION MEASURES

Impacts

32. The proposed project will generate 84,900 gallons of wastewater per day from the 283 residential homes.

Mitigation Measures

82. Strictly adhere to the sites indicated safe for the location of septic systems in the M. Jacobs and Associates Percolation Study for the Monterra Ranch project.
83. The Monterey County Health Department should review each specific septic system design and location prior to placement to ensure that the State of California Basin Plans and the By-laws of Monterey County Ordinance 1835 are met.
84. Systems shall not be built on slopes in excess of 30% or, if deemed necessary, should be specifically engineered for such sites; 100 percent expansion areas shall be provided.
85. The use of water conserving fixtures (low flush toilets, flow restrictors on faucet and shower heads) will also reduce the potential for septic system loading. Residents should also be given a brochure during the project marketing stage regarding the use of phosphate free detergents because the system's efficiency will be increased.

FIRE PROTECTION IMPACTS AND MITIGATION MEASURES

Impacts

33. There will be significant fire protection impacts without the provision of a Salinas Rural Fire Protection District station closer to the property than the present Station No. 3 which is 9-10 minutes away. The existing station is simply too far away to adequately provide structural fire protection to the proposed project.
34. There will be an increase in the potential for wildland fires by the introduction of people into this moderate-high fire hazard areas.

Mitigation Measures

86. The Monterra property should be annexed to the Salinas Rural Fire Protection District, and a fire station site should be provided in the Laguna Seca area. Annexation to CSA 39 and the provision of an interim fire station site on the Monterra property might be an acceptable alternative if the Salinas

Rural/Laguna Seca site preference is not attainable for some reason.

87. The developer should enter into an agreement with the Salinas Rural Fire Protection District to help purchase some additional structural and wildfire-fighting equipment.

89. Both the subdivision tentative map and the future improvement plans should be reviewed by the County Fire Warden and Salinas FPD Chief to assure that fire protection and prevention design features are included. These design features are listed in Section 2.9.3 of this report.

88. The developer, Planning Department and fire agency officials should discuss and agree on an appropriate resolution of the secondary access issue on cul-de-sacs longer than 1000 feet.

SCHOOL IMPACTS AND MITIGATION MEASURES

Impacts

36. The proposed project will generate 23 elementary school children, 17 junior high school age, and 17 high school age young adults. Since these additional students can be accommodated by existing school facilities in the Monterey Peninsula Unified School District, no school mitigation measures are necessary.

ARCHAEOLOGICAL IMPACTS AND MITIGATION MEASURES

Impacts

38. Development in the area of Estate Lots 12-26 could impact an isolated bedrock mortar discovered there as part of an archaeological reconnaissance. Discovery of this mortar indicates that there may be additional archaeological artifacts of importance that are undetectable to a surface reconnaissance due to the effects of vegetative cover and normal ranch operation over the years.

Mitigation Measures

91. Prior to and during the initial stages of grading, a registered archaeologist should be consulted to do on-site inspecting, examining the results of grading in those areas judged to have a greater potential of containing archaeological sites such as bedrock outcrops, springs, seeps and the lower ridges should be covered by a controlled intuitive reconnaissance.
92. A condition should be added to the subdivision permit to require a detailed archaeological investigation if development on Estate Lots 12-26 is proposed on or in the vicinity of the archaeological site.

RESPONSE TO COMMENTS

This section of the Final EIR responds to all comments received by the Monterey County Planning Department during the EIR public review period. During this period, public agencies and interested citizens are encouraged to comment on the factual content of the Draft EIR. This Response to Comments section, together with the Draft EIR (DEIR), constitutes the Final Environmental Impact Report on the Monterra Ranch Subdivision project. The DEIR on the project was circulated for public review and comment through the State and Regional (AMBAG) Clearinghouses.

Comment letters received are included in Appendix D, page 174. All comments are acknowledged and those which question the factual information in the DEIR are given specific responses below. Comments and Responses are numbered and the comment letters in Appendix D are marked with corresponding numbers. Various changes to certain pages of the EIR have been made to respond to some comments.

State Office of Planning and Research, John B. Ohanian, 12/30/85
- Acknowledged, no response required.

State Department of Transportation, Division of Aeronautics, Jack D. Kemmerly, 12/23/85 - Acknowledged, no response required.

State Department of Fish & Game, Jack C. Parnell, 12/23/85 - Acknowledged, no response required.

State Department of Transportation, Caltrans, A.C. Carlton, 12/11/85 - Acknowledged, no response required.

State Native American Heritage Commission, Annette Ospital, 12/12/85 - Acknowledged, no response required.

Monterey County Health Department, Al Freidrich, R.S., 1/2/86,
Acknowledged, no response required.

Bestor Engineers, Carl L. Cooper, 12/23/85.

Comment 1

The portion of the DEIR relating to Canada de La Segunda Road (p. 109 et.seq.) is inaccurate. The EIR erroneously states that the western route would require a cut of 85 to 125 feet. Homes on lots along the westerly route will not be observable from any

area north of Monterra. The worst error is in the final paragraph which states the easterly route to be "about one and a half minutes difference in travel time", apparently speaking of trips to areas west of the 218/68 intersection.

Response 1

Statements in the EIR regarding the Canada de la Segunda roadway were reviewed with County Public Works and Planning Department personnel. They indicated that the issues regarding the western versus eastern routes for this proposed roadway were aired during the hearings on the Monterey Peninsula Area Plan. At the conclusion of those hearings, the eastern route was clearly favored because of concerns regarding the existing Cal-Am facilities along the western route and the grading which would be necessary for that route.

Comment 2

Table 2.5 is totally in error with regard to Level of Service capacities, especially regarding 2-lane roads.

Response 2

This table is adapted from the State Highway Capacity Manual and is not in error. Please refer to Comment and Response 64.

Monterey Peninsula Water Management District, Ken Greenwood,
12/19/85

Comment 3

Page 27 - USGS recommends that an additional site investigation be done to look into specific seismic problems. Has this been done with respect to the Navy and Berwick Faults?

Response 3

Mitigation Measure No. 1 (page 34) recommends additional geotechnical field work to determine the activity of the Navy and Berwick Faults.

Comment 4

Describe "cat tracking of slopes". This could cause compaction and subsequent erosion, and should be addressed.

Response 4

"Cat-tracking of slopes" refers to an erosion control technique in which a caterpillar tractor compacts the dirt which is side-cast during the grading process. If cat-tracking is done perpendicular to the slope (and not parallel), the tracks will

act like "steps" to dissipate the velocity of water runoff flowing downhill, and thereby lessen erosion. Additionally, some compaction of such side-cast dirt will also serve to lessen erosion.

Comment 5

Further description is needed of the nature of the "very specific engineering recommendations" for the proposed Berwick Canyon Road.

Response 5

The M. Jacobs Berwick Canyon Roadway Study is incorporated into the EIR by reference. The phrase "very specific engineering recommendations" is intended to refer to and describe 25+ pages of detailed soils engineering specifications for the construction of this roadway. It is not appropriate or necessary to repeat such specifications in the EIR.

Comment 6

The LKA Soil and Geologic Investigation Reports were done in 1974 and 1979. Any areas with questionable stability should be investigated again to assess winter 1982 and 1983 impacts.

Response 6

Mitigation Measures 1-5 in the geology and soils section address this concern.

Comment 7

The following items should be added to those listed under Mitigation Measure No. 6 (page 40):

- A) Fertilizer should be included with seed and straw mulch to overcome nitrogen deficiency created by straw and to help establishment of grass;
- B) Stockpiled soil must be protected from erosion by vegetative and/or structural means; and
- C) Disposal of catch basin soil must be addressed.

Response 7

LLS concurs with these suggested additions and reference is made to them on page 40.

Comment 8

Page 44, No. 8 - More specific description is needed of "significant water quality impacts" of an improperly designed equestrian

center (i.e., runoff, erosion, percolation of nitrates and pesticides, etc.).

Response 8

The "significant water quality impacts" of an improperly designed equestrian facility refer to the potential for contamination of groundwater and wells by runoff and percolation of water contaminated by the natural waste products of a concentrated number of horses. These could best be mitigated by a thorough and effective maintenance program to be reviewed by the County Health Department. The two main components of this program would involve the regular collection and disposal of animal waste products and appropriate control procedures. A reference has been added to page.

Comment 9

Page 45, No. 9 - Please discuss the ability of detention basins to handle 100-year stormwater and debris that would be included in flows of that magnitude.

Response 9

Detention basins must be maintained on a regular basis and must be monitored during storm events to remove debris that may accumulate. There are similar concerns with urban area storm drainage systems. Upstream removal is an important and often overlooked (and unpopular) method of "storm readiness". Such a program was undertaken along the upper watershed of Soquel Creek in Santa Cruz County after a bridge logjam caused major flooding in 1982.

Comment 10

Page 46, No. 15 - Further describe "appropriate maintenance" of "french drains".

Response 10

French drains should be serviced and maintained on an annual schedule just prior to the rainy season. Maintenance includes the removal of silt and contaminant matter from the interior collection box.

Comment 11

Table 2.2 - Area I (946 ac) has a lower post-development discharge (Qp). This appears to be a typo.

Response 11

This is a typo and should read 230.5 as can be seen on page 145 (hydrology appendix). The correction has been made to Table 2.2.

Comment 12

Page 48 - First paragraph, fourth line - "was hired by the County..." should read "was retained by MPWMD". Furthermore, these reviews are completed and a subsequent "Water and Wastewater Management Report" has been requested and is in progress. This information should be brought up to date and should agree with that on page 50 (Review of Reports).

Response 12

The Draft EIR contains the latest information which was available when it was printed. Pages 48 through 51 have been updated to include the latest information from the Anderson-Nichols Report.

Comment 13

Pages 49 & 50 - Recharge, Nitrate Loading, Review of Reports - see Anderson-Nichols Report. State Standard (Title 22) is 10.0 Mg/L as N, not 100 Mg/L as stated.

Response 13

These sections have been rewritten to include new information from the July 1985 Anderson-Nichols Monterra Ranch Water Supply Report which is incorporated into the EIR by reference.

Comment 14

Page 50, No. 8 - As stated in Anderson-Nichols Report, groundwater withdrawal will impact wells at the Naval Postgraduate School golf course. Therefore, an off-site water supply will be impacted. This must be address.

Response 14

The Anderson-Nichols Report states that their estimates indicate that the groundwater basin (supplying Monterra and the Naval Postgraduate School golf course) has sufficient recharge to supply both developments; with total recharge exceeding demand by only 50 acre-feet/year. Future proposals to withdraw significant additional amounts of water should be required to recheck the regional water balance. This latter statement has been added to Impact 8 on page 50.

Comment 15

Title 22 should be cited as the source of contamination level standards. Anderson-Nichols studies indicate that water conserving fixtures should be required for two reasons:

1. due to treatment and pumping costs, the available water will be very expensive,

2. other uses of this groundwater resource may be necessary in the future.

Response 15

Comment acknowledged and a change has been made to No. 17 on page 51.

Comment 16

Page 81 - Fertilizer should be added to the Native grass species. Refertilization could be considered after the first year.

Response 16

Comment acknowledged and reference added to page 81.

Comment 17

Page 84, 32 d - The CDF has a Chaparral Management Program (CMP) that provides direct financial and manpower assistance.

Response 17

Comment acknowledged and reference added to page 84.

Comment 18

2.9.2.2 Impacts (page 115) - Rewrite with Anderson-Nichols information. The potential influence of fractured medium upon entry of NO₃ to aquifer needs to be discussed.

Response 18

Section 2.9.2.2 has been modified to include relevant information from the Anderson-Nichols Report.

Comment 19

Page 117, No. 85 - Include training/information program about proper use and maintenance of septic systems by residents via homeowner's association.

Response 19

Comment acknowledged and reference added to page 117.

Monterey County Health Department, Walter Wong, 9/4/85 - Acknowledged, no response required.

Monterey County Flood Control and Water Conservation District,
Owen Stewart, 12/23/85.

Comment 20

Reviews of the Anderson-Nichols Report should be included in the Final EIR.

Response 20

This has been done; please refer to above comments from MPWMD.

Comment 21

The EIR states that the site is not within but adjacent to the California-American Water Company District. Perhaps there should be a discussion in the EIR considering annexation to and service by Cal-Am as an alternative, should on-site water supplies not prove to be viable.

Response 21

The Logan and Anderson-Nichols Monterra Water Supply Studies which have been completed to date document that the on-site well system is a viable source of water for the project. Until additional water resources are developed by Cal-Am, Annexation to and service by it represents a less viable source of water for the proposed project.

Comment 22

Figure 26 (page 42) does not correctly depict the 100-year floodplain and should be revised for the Final EIR.

Response 22

This figure has been revised.

Comment 23

The WWD Corporation letter (page 157) recognizes the need for designing the detention ponds to accommodate silt storage. This should be discussed in the text of the Final EIR in the soils and drainage sections.

Response 23

Comment acknowledged. An addition to Mitigation Measure 9 on page 45 has been made to address this concern.

City of Monterey, Bill Wojtkowski, 12/11/85

Comment 24

Figure 1.3 should be corrected so as not to include MPUSD (school district) property as part of the project area.

Response 24

Figure 1.3 has been corrected.

Comment 25

Section 2.4.2.1 (page 47) states that there is no water service to the Monterra Ranch at this time. The City's Highway 68 Area Plan Policy 2 states: "Water sources should be from other than presently existing Cal-Am sources for areas not presently in Cal-Am service jurisdiction unless Cal-Am service capacity is increased." This policy should be pointed out in the DEIR.

Response 25

Comment acknowledged. Development, as proposed, is consistent with this city policy. It should be noted that city policies technically don't apply as long as the property is located outside the city incorporated area.

Comment 26

A requirement for an annual management/assessment fee for forestry, wildlife habitat protection and an oaktree management program (suggested on page 78) could be set forth within Mitigation Measures 21 through 33.

Response 26

Comment acknowledged. Mitigation Measure No. 28 has been revised to suggest an annual management/assessment fee.

Comment 27

Mitigation No. 32 (page 83) states: "A controlled burning program should be considered to minimize fire hazards." Several City General Plan Policies are suggested as alternatives for fire protection. See letter for policy language.

Response 27

While the suggested policies are good and noteworthy, a controlled burning program is considered more effective and appropriate. This is especially true in that once the property is developed, controlled burns will become difficult or impossible.

Comment 28

Page 86, Mitigation 35 does not specify any protection measures and does not identify who the responsible party will be to monitor the success of such measures if implemented.

Response 28

Mitigation 34 includes protection measures for Hickman's Onion. The State Department of Fish and Game should be designated to monitor the success of the protection measures.

Comment 29

On Figure 2.8, the project site includes land north of the MPUSD site. However, on Figure 1.2, the project site does not include land north of the MPUSD site. Clarification is needed.

Response 29

The Monterra property does include land north of the MPUSD site. However, since that land lies within the city limits of Monterey, it is not a part of this subdivision proposal.

Comment 30

Within the first paragraph on page 87, the last sentence references a figure but no number is given.

Response 30

This should refer to Figure 2.8. This correction has been made.

Comment 31

Section 2.6 (page 91) states that 6.3 percent of the project site would be converted to buildings, roadways, paved areas and landscaping and 93.7 percent would remain in its existing natural state. This conflicts with Impact 9 (page 73) which states that 53.5 percent of the site would be affected to some degree.

Response 31

These two percentages refer to two different things: visual impacts (6.3 percent) and wildlife habitat impacts (53.5 percent). The first refers to that small amount of land which will actually be directly built on--roads, pavement, houses. The second refers to that area which will be affected in various ways ranging from direct removal of vegetative cover to indirect modification of environmental factors controlling vegetation and habitat development (i.e., prevention of fire strategies), and loss of habitat diversity due to monocultural practices or reduction in habitat size.

Comment 32

The third paragraph on page 91, a figure is referenced without a number.

Response 32

The following two figures should be referenced Figures 1.2 and 2.8.

Comment 33

Mitigation 36 (page 94), regarding residential development on visually sensitive areas such as Work Ranch Ridge, Del Rey Ridge, and north-facing slopes and meadows along Canyon Del Rey, should be modified to include the alternative of no development on these prominent ridges.

Response 33

LLS Planning believes that strict architectural controls, including restrictions allowing only single-story homes on such prominent ridges, will be adequate to mitigate potential visual impacts. Mitigation Measures on pages 94 through 98 should be incorporated into a Design Review Sub-Committee of the Homeowner's Association.

Comment 34

Development on slopes greater than 30 percent is a significant impact which is not clearly identified in Impact 6, nor which is adequately mitigated within Mitigation 7 (pages 39 & 40). The City clearly objects to the development of lots on 30 percent slopes. The Highway 68 Area Plan states that no building construction shall take place on slopes over 25 percent.

Response 34

County General Plan Policy 26.1.10 (page 10 of EIR) prohibits development on slopes greater than 30 percent. LLS agrees that development on slopes greater than 30 percent constitutes a significant environmental impact. Impact 6 identifies lots which contain less than 4000 square feet of land with slopes less than 30 percent. Mitigation 7 suggests requiring building envelopes for such lots with the intention of prohibiting any development on areas with slopes in excess of 30 percent, and in areas adjacent to slide areas, dipslopes, faults or lineations deemed hazardous. Impact 6 and Mitigation 7 will be reworded to refer to General Plan Policy 26.1.10.

Comment 35

Mitigation 64 g (page 98) refers to a Visual Sensitivity Map. It is unclear whether this refers to Figure 2.8 or another map.

Response 35

Mitigation 64 g refers to Figure 17, Visual Sensitivity and Scenic Routes, in the Greater Monterey Peninsula Area Plan Inventory and Analysis document. This map shows the Highway 68 corridor as highly sensitive; it is included as Appendix E of this report.

Comment 36

Impact 22 (page 100) - The language regarding aircraft noise impacts is inconsistent. The statement: "All residential lots in the subdivision will also experience annoyance from noise levels less than 55 LdN caused by various aircraft operations..." should probably read "...more than 55 LdN...". In addition, the 1980 ANCLUC study adopted a threshold of 60 dBA for acoustical study and sound insulation requirements as needed for noise sensitive land uses.

Response 36

The impact language is correct. Numerous residential lots adjacent to the two entrance roads off of Highway 68 are located within the predicted 55 LdN noise contour for the airport. In addition, the entire Monterra Ranch is close enough to the airport that residents will experience various single-event noise occurrences higher than 55 dBA but not consistent enough to result in their inclusion in a 55 LdN contour. In other words, future residents throughout the subdivision will hear and probably be annoyed by "noisy" aircraft operations; however, those near the two entrance roads (within the 55 LdN contour) will be subjected to such events often enough so that the average day/night noise level (LdN) will be 55 dBA. The Monterey County General Plan requires acoustical studies when noise levels are between 55 and 70 dBA LdN.

Comment 37

The traffic section (page 106) discusses the probability that 25 percent of the homes in Monterra Ranch would most likely be second homes. This statement is unsubstantiated. Although not used as a traffic reduction factor, this implication is set forth by inclusion of the statement.

Response 37

The subject of the likely percentage of second homes in this development is open to debate. The important thing is that the traffic analysis assumed that all homes would be permanently occupied.

Comment 38

Monterra's addition of 6-8 percent more traffic to Highway 68 west of the project after 1990 will result in a Level of Service (LOS) "E" on the highway in that area. Both the City and County have adopted a LOS "C" as desirable for Highway 68. Additionally, the City's Highway 68 Area Plan states: "No new development will be permitted once LOS "D" is reached unless increased capacity is provided." This threshold for needed additional traffic should be mentioned in the EIR, given the significant impact LOS "E" will create on Highway 68.

Response 38

Transportation policies from the County and City Plans are listed on pages 6, 14, 15 and 19 of the EIR. Additionally, Table 1.2 indicates that the project is either "Consistent With Project Conditions" or "Possibly Inconsistent" with transportation policies 37.2.1 and 39.1.4. Both of these policies involve highway capacity issues. A reference to General Plan policy 37.2.1 has been added to Impact 26 on page 107.

Comment 39

Mitigation 71 (page 112) - Stacking and turning lanes should be considered an interim solution to a much larger impact. The DEIR should discuss a Mitigation which would address the needed added capacity in an all-encompassing expansion of Highway 68 capacity. Working with the City and County the project should pay its proportionate share of the overall expansion of Highway 68 traffic capacity.

Response 39

Mitigation 70 (page 112) states that the Monterra Ranch subdivision should participate in funding the widening of Highway 68 to adopted plan lines at a rate commensurate to the project traffic assignment. This is also discussed on page 128 under Cumulative Impacts. The County Transportation Commission, in conjunction with city and county governments, is responsible for establishing funding mechanisms adequate to resolve highway capacity problems such as this one. Monterra's physical and/or financial contributions should be tailored to fit into an overall financial plan established by the Transportation Commission and relevant city and county agencies.

Comment 40

Mitigation 84 (page 117) states that septic systems should not be built on slopes in excess of 30 percent. Should a Mitigation that no development be allowed for areas greater than 30 percent slopes be offered in a future revision of the EIR (see Comment 34), this will eliminate the potential of having houses and septic tanks on slopes greater than 30 percent.

Response 40

See Response 34.

Comment 41

Section 2.9.3 (page 117) should address the fact that the area is identified by LAFCO as part of the City of Monterey's Sphere of Influence for the logical provision of municipal services such as fire protection if the area is ever annexed into the city limits. This is a viable Mitigation for a significant impact.

Response 41

The proposed project is a rural density subdivision located within county jurisdiction. Normally, cities do not or will not provide fire protection services to properties outside their jurisdiction. Therefore, annexation to the Salinas Rural District is the most realistic mitigation measure for the proposed project.

Comment 42

Table 3.1 (page 128) should be modified as follows: add an 802,000 square foot office park proposed for Tarpey Flats; change Laguna Seca Office Park to 260,000 square feet on 18 lots on 38 acres; change Ryan Ranch Industrial Park to 30 lots on 234 acres.

Response 42

Comment acknowledged and changes have been made to Table 3.1.

Comment 43

Impact 9 (page 130) states that annexation to the City of Monterey and development at higher densities will be precluded. Since the project is within the City of Monterey's Sphere of Influence, this statement is untrue.

Response 43

This statement should perhaps read "...annexation will be unlikely." As stated in Section 3.3.3 (page 132), if this subdivision is approved and built out, it is unlikely that there will be any additional housing proposed. There would be little reason to annex to the city unless more housing was contemplated.

Comment 44

The last paragraph on page 131 states that implementation of a 15 percent affordable to moderate-income housing requirement would be difficult in light of other transportation and public sewer improvements required if the site were developed under the City's

Highway 68 Area Plan. This is unsubstantiated and a subjective statement.

Response 44

The statement says such housing provision might be difficult, not would be difficult.

Comment 45

The second paragraph of Section 3.3.3 states that it is highly unlikely that there will be any additional housing proposed for the project site. This is unsubstantiated.

Response 45

The point of this statement is that this subdivision, if approved and built out, will essentially "burn the urban bridge behind it". Once lots are cut, houses are built and neighborhood densities are established, it is difficult and controversial to infill at higher densities. It is true that future revisions for increased density could be proposed. However, this option becomes less and less viable as a subdivision becomes built out and established. In addition, wording of the covenants, conditions and restrictions of the Homeowner's Association Agreement may legally preclude future increases in density.

League of Women Voters of the Monterey Peninsula, Lorita Fisher, 12/20/85

Comment 46

We do not consider Mitigation 37 (page 94) to be sufficient. Additionally, Mitigation 46 should be changed to state: "Structures should not exceed the height of the existing forest canopy."

Response 46

See Response 33 above.

Comment 47

We believe that General Plan Policy 26.1.10 should be strictly adhered to and that development on slopes greater than 30 percent must be prohibited. We do not consider Mitigation 6 (page 40) satisfactory.

Response 47

See Response 34 above.

Comment 48

In accordance with Policy 39.1.1 (GMP), we propose that the County work with the state, local agencies and citizens to alleviate the existing traffic congestion prior to allowing any more development along this section of Highway 68.

Response 48

See Responses 38 and 39 above.

Association of Monterey Bay Area Governments, Nicolas Papadakis,
12/11/85

Comment 49

The following additions would enhance the usability of the EIR:

- 1) differentiation of Mitigation Measures:
 - a) proposed as part of the project,
 - b) recommended by the consultant, and
 - c) those required by existing ordinances or regulations;
- 2) determination of project consistency with general plan and regional plan policies.

Response 49

The EIR's Mitigation Measures do not fall neatly into the suggested categories for several reasons. First, EIR Mitigation Measures are normally very specific with regard to the property/development under review. For example, while a General Plan policy regarding wildlife might state: "Development shall be carefully planned in areas having high value for fish and wildlife reproduction.", an EIR usually specifically outlines a number of measures which will carry out this policy. Therefore, it is difficult to judge which Mitigation Measures are clearly required by the General Plan policies. Second, it would be unfair to judge which Mitigation Measures are "proposed" by the developer. The developer of Monterra has done many environmental resource studies on this property over the years and has planned the development utilizing this information. If queried, the developer would probably agree with the great majority of Mitigation Measures listed in the EIR. However, it is not the normal process for them to be proposed by the developer. Finally, all of the EIR's Mitigation Measures must be considered during the subdivision hearings. Many, if not all, are typically added as conditions of the subdivision approval.

Table 1.2 (opposite page 17) outlines the project's consistency with County General Plan policies.

Comment 50

Implementation of the project would conflict with County General Plan Policies 37.2.1 and 39.1.4 regarding highway capacity.

Response 50

Table 1.2 (opposite page 17) lists the project as possibly inconsistent with these two policies. As the table indicates, determination of policy compliance is most properly handled by the County Planning Department, Planning Commission, and ultimately, the Board of Supervisors.

Comment 51

According to the Draft Final FAR Part 150 Noise Compatibility Study for the Monterey Peninsula Airport, various aircraft overflights will occur over the property. The safety impacts of these overflights should be addressed.

Response 51

The Monterra property is located well away from and outside the "clear zones" at the ends of the Monterey Airport runways. As the name implies, the "clear zone" is the area where no buildings may be constructed because aircraft take off and land at low altitudes, directly over these areas. The areas at the ends of airport runways are the most common crash areas as a result of failed takeoffs and landings. As one gets further and further away from the airport runways, relative safety increases. The noise contours in the EIR indirectly indicate the amount of aircraft activity over the project site. Only a small area of the site is located close enough to the airport to be included in noise contours.

Additionally, it should be noted that the rural density proposed for the Monterra property will result in relatively few people who might be subjected to aircraft overflights and noise. There are numerous examples of airports being surrounded by urban density development and later being either closed or operationally hampered because of land use compatibility problems.

Comment 52

An error was made in the traffic section. The outbound trips per dwelling unit should be .37 not .31, resulting in 105 outbound trips per dwelling unit in the P.M. peak hour, not the 84 indicated.

Response 52

Larry Seeman & Associates authored the EIR traffic section utilizing the most recent areawide traffic report which had been prepared on this Highway 68 area--the 1984 Traffic Impact

Analysis of the Highway 68 Area Plan by D. Jackson Faustman, Inc. That report utilized the .31 factor for peak hour outbound trips, based on the 1979 ITE Trip Generation Report. In any event, the 17 additional peak hour trips (generated if the .37 factor is utilized) amounts to less than one percent of the peak hour capacity of the highway. Additionally, the traffic analysis was largely based on average daily traffic volumes, not peak hour volumes.

Comment 53

Page 112, Mitigation 69 - The ultimate fate of the western entrance (suggested as an emergency exist only in the EIR) should be specified. Will the exit be closed completely when an interchange is constructed at Olmsted Road or will it serve some other purpose?

Response 53

This emergency exit should be completely closed when the Olmsted interchange is constructed. One alternative would be to make it a right-turn-only exit until the freeway is constructed in this area.

Comment 54

Funding participation by the developers should be specified for Highway 68 improvements identified as Mitigation Measures.

Response 54

See Response 39 above.

Comment 55

Mitigation Measures should include the provision of transit facilities in the roadway layout and design as requested by Monterey Salinas Transit and school transportation authorities.

Response 55

Mitigation Measures 79, 80 and 81 (page 115) address this issue.

Monterey-Salinas Transit, Patricia M. Goodchild, 12/5/85

Comment 56

Given the dispersed nature of the trip ends presented in Table 2.6 of the DEIR, a park-and-ride lot capable of accommodating 100 vehicles would be an appropriate Mitigation Measure both for traffic and for air quality. The park-and-ride lot as well as the access improvements to reach it should be paid for by the

developer. The wording in the EIR should require the provision of such a park-and-ride lot.

Response 56

It is appropriate that the Board of Supervisors consider the requirement for such a park-and-ride lot. Reference to this comment and response has been added to pages 113 and 115. It should be noted that such a park-and-ride lot could have major visual impacts, especially along Highway 68. The location of such a lot would require extensive visual analysis and landscaping treatment.

Monterey County Department of Public Works, Ron Lundquist,
12/13/85

Comment 57

Mitigations 69 and 70 do not specify the amount of money to be contributed to the interchange nor the method of cost distribution to the residents.

Response 57

See Response 39 above.

Comment 58

Mitigation 71 - The funding and timing of this measure (regarding left-turn lanes from Highway 68 and Olmsted Road into the project) should be discussed.

Response 58

This Mitigation should be a condition of any subdivision approval. Left-turn lanes should be built prior to the final sign-off of any building permits for homes on the property.

Comment 59

Policy 37.2.1 is not addressed in the Impact and Mitigation section.

Response 59

A reference to this policy has been added to page 107.

Comment 60

Page 21 - The Route 68 Study to Develop a Program of Improvements was issued by the Monterey County Department of Public Works, not the Monterey County Transportation Commission.

Response 60

This correction has been made.

Comment 61

Page 33 - There is no mention of the 1984 Update of the Regional Transportation Plan.

Response 61

Page 23 has been updated with information from the March 1985 Monterey County Transportation Improvement Plan.

Comment 62

Page 109 - Canada de la Segunda Road - Consideration should be given to the developer's participation in this road. Mitigating could include dedication of right-of-way and construction of or contribution to roadway improvements. Actual Mitigation will be determined in the subdivision process.

Response 62

The developer proposes to dedicate to the County a right-of-way for the Canada de la Segunda Roadway. As the comment indicates, the details of the actual Mitigation will be determined in the subdivision process.

Salinas Rural Fire District, Ron Zeise, 12/10/85

Comment 63

Section 2.9.3.3, Mitigation 89 f (page 121) should be changed to read: "Roof coverings for buildings shall be fire retardant, as defined in the latest addition of the Uniform Building Code, as adopted by Ordinance No. 1 of the Salinas Rural Fire Protection District."

Response 63

Comment acknowledged and the proposed change has been incorporated into the Final EIR.

Noland, Hamerly, Etieene & Hoss, Anthony L. Lombardo, 12/6/85

Comment 64

We disagree with the conclusion reached in the Draft EIR that the additional traffic generated by the Monterra Subdivision will have a significant impact on Highway 68. A report by WWD Engineering (attached to letter) argues that State Highway

Capacity Manual standards are not appropriate for analyzing Highway 68, and concludes that the highway is capable of accepting additional traffic without exceeding an appropriate level of service.

Response 64

All recent traffic reports utilize the State Highway Capacity Manual methodology for computing the Level of Service for Highway 68. What needs to be taken into consideration here is that "Level of Service" is identified by a range of traffic volumes--not a single number. More specifically, Level of Service E could range from 1500 vehicles per hour (vph) to 2400 vph depending on the circumstances. Capacity in the Highway Capacity Manual is defined as the highest volume attainable under Level of Service E.

Level of Service E is not generally an acceptable level of service because of some delay associated with travel and because of the volatile nature of the traffic flow. Adding to the traffic streams at these levels can be significant. Traffic operating at this level of service is difficult to predict. There are numerous other instances in which traffic greater than this is accommodated without serious problems. However, this is not a desirable condition because it is unstable and susceptible to major delays under breakdown or accident situations.

Comment 65

Considering the WWD report, the impact of the entryway opposite Ragsdale Drive will be insignificant. Removing this entryway would require emergency vehicles to traverse the entire length of the subdivision in responding to police or fire assistance calls. Removal of this entrance creates a far more significant public safety impact than the minor amount of traffic which this entryway would cause to enter and exit Highway 68. It is also unwise to unnecessarily increase internal traffic flow.

Response 65

LLS maintains the DEIR recommendation that this entryway be changed to exit right-turn-only and eventually closed. The 12/11/85 Caltrans letter included in Appendix D also recommends that this entrance be moved to Olmsted Road. The public safety concerns can be satisfied with the construction of a permanent road between Lot 104 and the Lot 22 cul-de-sac. There is an existing dirt road which connects these two points.

Comments 66

An alternative proposal for a four-lane "parkway" has been suggested by property owners along Highway 68. This alternative is both affordable and a substantial portion of its cost would be paid for by the property owners along the highway.

Response 66

Comment acknowledged. The type of improvements to Highway 68 which are necessary to accommodate future traffic range from the parkway suggested to a non-access freeway. The City, County and Transportation Commission are the appropriate agencies to make such a decision.

Noland, Hamerly, Etienne and Hoss, Myron L. Etienne, Jr.,
11/27/85

Comment 67

We have commissioned Larry Seeman & Associates to review Mitigation Measure No. 34 regarding the redesign and relocation of certain lots and roadways to avoid the areas of occurrence of Hickman's Onion. The LSA report (attached to letter in Appendix D) proposes that the Hickman's Onion population be moved and replanted away from the proposed lots and roadways. We request that the Final EIR incorporate this measure as an alternative Mitigation Measure to the impact on Hickman's Onion.

Response 67

Biosystems Analysis, LLS's subconsultants on the biotic section of the DEIR, has reviewed the LSA Report regarding the alternative Mitigation Measure for the Hickman's Onion population. Their review is presented in the following paragraphs.

The mitigation of removing or disturbing existing rare plants and their habitats for the purpose of relocation away from proposed areas of projected impacts has been viewed by professional and academic botanists with great skepticism. In the past, this form of rare plant mitigation has not proven to be a very successful way of ensuring the continued existence of the species. The techniques for transplantation of native plant species in the wild has to date been one of uncertainty with few examples of long-term viable success and several examples of failures. This botanist can attest to several examples of difficulties that can result from such actions.

The approach proposed for the transplanting of Hickman's Onion on the Monterra Ranch property appears to have been given thoughtful consideration. However, the proposal makes it appear a simple process. Appropriate methods for propagation and transplanting of native plants have not to date been extensively tested nor published in the literature. What may appear to be a simple process of digging up bulbs and transplanting to a new site may instead be a process of defining specific environmental parameters for growth, edaphic specifications, and even specific mycorrhizal associations. There is so little that we know about these plant specific requirements that it becomes imperative that

no proposal of this kind be implemented without a rigidly designed and peer reviewed experimental program. This includes the framework of LSA's proposal expanded to meet statistical evaluation criteria and to provide safeguards for the existing population in the event of long-term transplant failure.

At a minimum this program should include a field test approach in which only a small portion of the existing stands are disturbed for transplant material. The transplanted areas should be evaluated for a minimum of three years, preferably five, to assess long-term viability and the rate of natural increase in population size in the new transplant sites. During this time the existing populations should be protected from development in case the transplanting effort proves to be unsuccessful. Monitoring and follow-up to the initial transplant effort is mandatory. The successes and failures should be reported on an annual basis and reviewed by a qualified agency (i.e., California Department of Fish and Game).

Hickman's Onion is presently known from only 17 locations in the state. All the locations in the Monterey Bay region are unprotected and under some potential impact from private development or public land use. The populations now known on the Monterra Ranch represent a considerable percentage, by number of individuals, of the total number of Hickman's Onion individuals. Generally, it is believed that rare plants occupy a large percentage of their available habitat. If the species could occur elsewhere on a site it probably would by now. For this reason removal of rare species from an environment in which it has demonstrated a viable, reproductive presence, and its introduction to an environment it does not currently occupy is the least acceptable alternative and potentially the most endangering of all proposed mitigations, short of no protection and destruction of the habitat.

Comment 68

Page 118 - The first sentence on this page is incorrect and contains assumptions not valid. The sentence should read: ...CSA No. 39 (serving Josselyn, Aguajito and Del Monte Fairways) is dependent upon CSA No. 43 and Pebble Beach CSD to east, and its sphere of influence does not cover the area: and Monterey City normally serves only lands within the city limits.

Response 68

Comment acknowledged, and page 118 has been changed as indicated.

Comment 69

The DEIR is incomplete as it lacks a detailed traffic impacts study on Canyon Del Rey Road (Highway 218). We would like to see in the report a complete statement of traffic impacts on Highway 218 and their proposed mitigation.

Response 69

Traffic volumes predicted for Highway 218 are described in the following table.

Year	Roadway Segment	Highway 218 Volumes (Del Rey Oaks/Fremont to North/South Road)	Highway 218 Volumes (North/South Road to Highway 68)
Base 1987*		15,600	7,100
Base 1990		16,780	7,860
Project Traffic		200	300
1990 + Project		16,980	8,160
Base 2000*		17,700	9,010
2000 + Project		17,900	9,310

*Without Project

As this table indicates, the Fremont end of the segment of Highway 218 between Fremont and North/South Road will be operating at Level of Service E in 1987 (without the project) similar to Highway 68. The portion of Highway 218 between Highway 68 and North/South Road will be operating at Level of Service C through the year 2000 with project; please refer to table 2.5 for two-lane roadway capacity criteria. Therefore, the project traffic will have a cumulative impact on Highway 218 near Fremont Boulevard as it will further exacerbate a Level of Service E condition.

Mitigation of this impact would best be achieved through a developer contribution toward roadway and/or intersection improvements to Highway 218 near Fremont Boulevard. The amount of this contribution should be based on a fair share formula based on the Monterra development's share of future traffic generation. This contribution should be granted to the appropriate agency responsible for such improvements (Caltrans, Seaside and/or Del Rey Oaks).

Monterey Regional Water Pollution Control Agency, Kenneth R. DeMent, 11/14/85

Comment 70

Pages 115 and 116, Section 2.9.2 proposes disposal by septic tank systems. Our agency is presently planning for treatment capacity beginning between 1990 and 2000 for the Monterra Ranch development.

Response 70

Since this area is within the City of Monterey Sphere of Influence, it is appropriate that your agency include it in your future treatment capacity.

Monterey County Building Department, Bill Clark, 11/8/85 - Acknowledged, no response required.

Monterey Bay Unified Air Pollution Control District, Douglas Quentin, 12/20/85

Comment 71

Section 2.8 - Recent air quality data should be used. Mitigation Measures are not quantified as presented.

Response 71

The most recent available air quality data were utilized to update Section 2.8.

Quantification of air quality Mitigation Measures is not within the scope of this EIR contract. Readers are referred to the 1982 AMBAG Air Quality Plan for a discussion of the relative value of various air quality improvement techniques. Please also refer to Comment and Response 56 regarding a park-and-ride lot.

Comment 72

Table 2.7 should present data in common units.

Response 72

This table has been revised so that data is presented in common units.

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This Environmental Impact Report was prepared for the County of Monterey. LLS Planning Associates have used their best efforts to prepare a complete and reliable report, but they shall not be liable for damages or costs of any client or third party due to judicial or administrative action, whether or not such action is based on the form and/or content of this report of any portion thereof.

1.0 INTRODUCTION

1.1 Authorization and Purpose

In 1984, the developer and the County Planning Department agreed that an Environmental Impact Report (EIR) be prepared for the proposed project. The scope of work for this report was defined by County Planning Department. Subjects that the Initial Study (see Appendix) identified as having a potential significant impact on the environment are included in this report.

LLS was contracted to prepare this EIR utilizing a number of studies which have been completed during the past ten years, including a number of specific recent studies prepared by the applicant's consultants. These recent studies include: percolation tests, vegetation and wildlife survey, a visual analysis, an archaeological survey, a description of existing ranch operations, a traffic report, groundwater reports, and an engineered drainage study. LLS has relied on these studies for the Existing Conditions portions of the report and has prepared independent Impact and Mitigation Measures sections.

This report provides useful information to members of the public, decision makers, organizations, and concerned public agencies regarding the beneficial and negative environmental impacts and conditions that will result from the proposed project's construction.

1.1.1 Environmental Review Process

After this EIR is required by the County and prepared by the Consultant a preliminary draft is reviewed by the county Staff for thoroughness and consistency with State and County EIR guidelines. The Consultant then makes any necessary changes in the preliminary draft and the report becomes a full draft EIR. This Draft EIR is then available for public review and comment. It is during this review period that responsible agencies and concerned citizens may offer comments and criticism of the draft report. At the conclusion of the review period, the Consultant must respond to all substantial comments received. These comments and responses are appended to the Draft EIR which are then, in a final EIR form, considered for certification as a final EIR by the Monterey County Board of Supervisors.

1.1.2 Content and Format

This report is organized so that its findings and conclusions can be directly applied to various aspects of project design and construction. Besides serving as a full disclosure document, its major intent is to clarify and offer feasible resolutions to concerns voiced by the County regarding residential use of the subject property.

The topical sections of this report each utilize an Existing Conditions section, an Impacts section, and Mitigation Measures section. The report also includes a summary which gives the reader an overview of the impacts of the proposed project.

1.2 PROJECT DESCRIPTION

1.2.1 Location

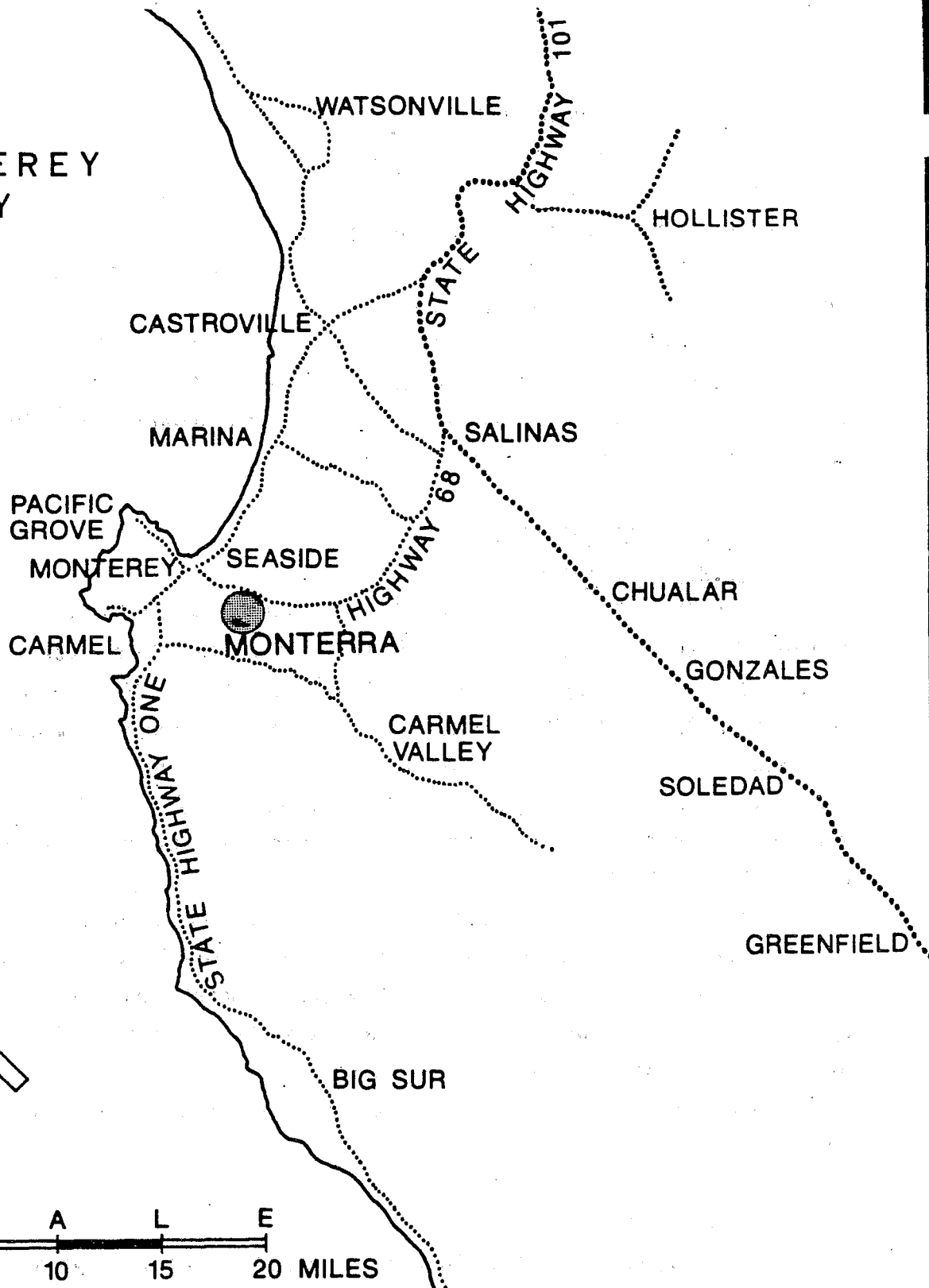
The Monterra project site is 2,831 acres, located along Highway 68 on the eastern outskirts of the City of Monterey. The site extends along the south side of Highway 68 for approximately 2.5 miles, from Olmsted Road to a point one mile east of York Road. Its topography ranges from 200 feet above sea level up to 1000 feet at the crest of the ridge separating this area from Carmel Valley. The Monterra property includes undeveloped ridges, valleys and meadows of both watersheds that enter Carmel Valley and lands north of the crest in the Highway 68 area.

Highway 68 forms the property's northern boundary. The southern boundary is roughly 4000 feet south of the ridgeline between the Highway 68 Valley and Carmel Valley. At its most westerly point, the property is bounded by Olmsted Road; however, the primary western boundary is 2/3 mile east of Olmsted Road. The eastern boundary is approximately one mile east of the York Road/Highway 68 intersection. Figure 1.1 shows the regional location of the project.

1.2.2 Project Objectives

The objective of the Hanover Monterra Investors II (developers) is to seek a rezoning to allow a 283-lot subdivision and a recreation, tennis and equestrian complex for use of residents and their guests; and to dedicate 115 acres of land for an addition to Jack's Peak Park. The tentative map outlines the following four phases (from 1 to 4): 102 lots and recreation and

MONTEREY
BAY



REGIONAL LOCATION FIGURE 1.1



equestrian center; 86 lots; 71 lots; and 24 lots.

1.2.3 Characteristics of the Project

1.2.3.1 Background

The project site is a portion of the old Saucito Rancho, owned by the Saucito Land Company, and by descendants of the late T.A. Work. The property is currently used as a cattle ranch.

Development of the Monterra property (and the surrounding properties) has been discussed by the community and various governmental bodies for a number of years. In 1975, a concept plan for a Monterra Planned Residential Community was approved by the Monterey City Planning Commission. This plan called for 2893 residential units, office/professional uses, parks and public facilities. In March 1976, the Monterey City Council adopted the Monterey II General Plan Element which would permit a maximum of 3000 residential units and other appropriate commercial, office and public facilities. Some time after adoption of this plan, a revised 3386-residential unit project was proposed for the Monterra property. Additionally, a regional shopping center was proposed for the adjacent Tarpey Flats area by another developer.

In February 1982, Monterey City voters adopted Measure "M", a citizens' initiative which repealed the Monterey II Plan and required that, prior to City approval of any land use change in the Highway 68 area, "the proposed plan must be approved by the voters of the City of Monterey." A Highway 68 Plan, dictated by Measure "M", was ratified by City voters at the November 6, 1984 election. This plan is discussed in Section 1.3.3.1.

The developer has stated that the 283-lot subdivision is being proposed because of prohibitive off-site infrastructure costs for a project under the City's Highway 68 Plan.

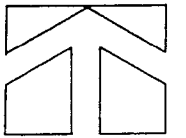
1.2.3.2 Existing Improvements

Existing improvements include an old ranch house, barn, and sheds and dirt ranch roads utilized for the current cattle ranch operation; most buildings will be removed when subdivision improvements are made. There are also some California-American Water Company transmission lines and water tanks on the property.

Monterra Ranch

Monterey California

0 200 400 800 1200 1600 2000 2400
Scale in feet



LAND USE: Lots & Parcels

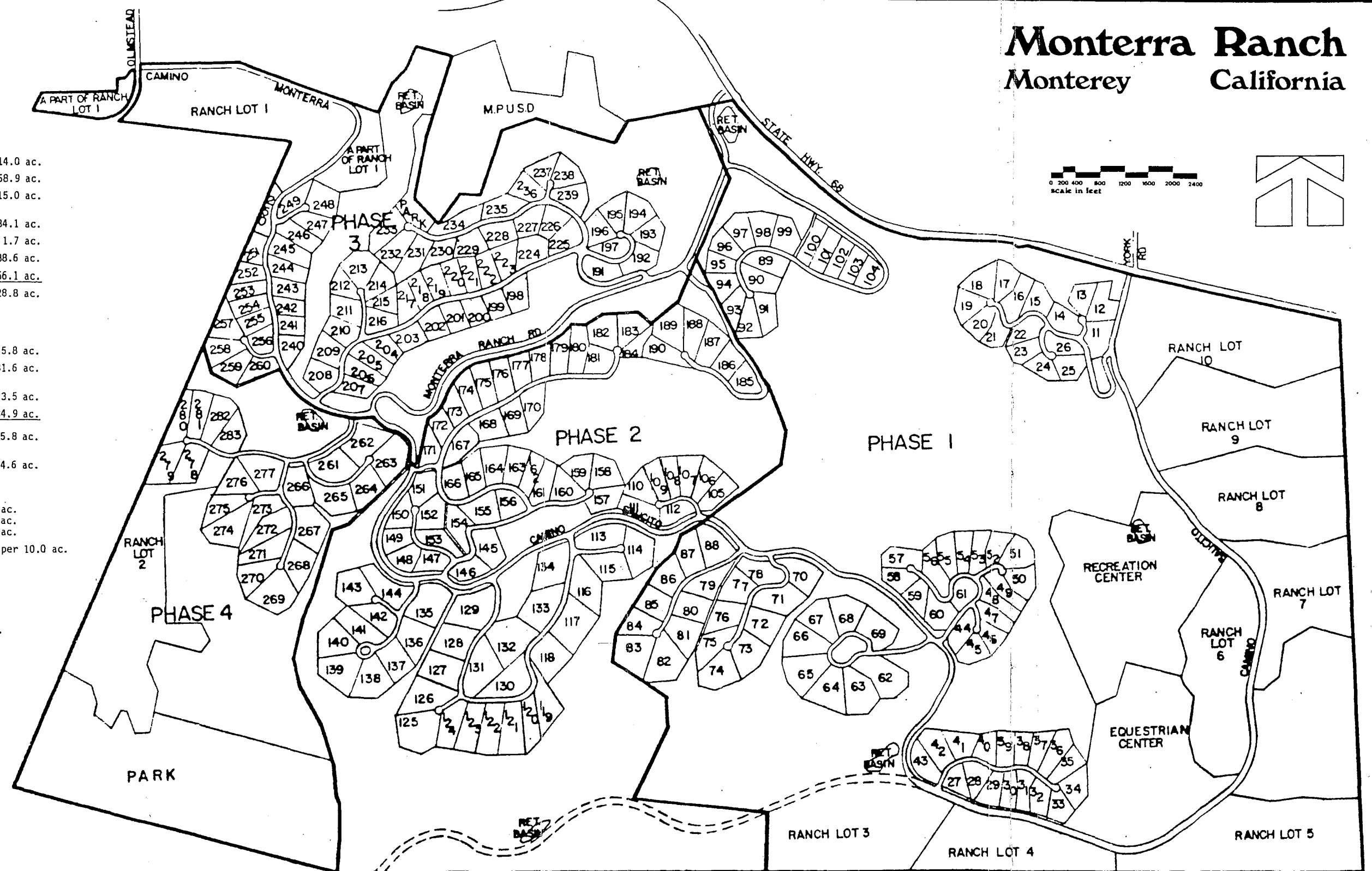
2-5 ac. Estate Lots	273 lots . 814.0 ac.
30-75 ac. Ranch Lots	10 lots 468.9 ac.
Dedicated Park	115.0 ac.
Land Located in the City of Monterey, Parcel D*	84.1 ac.
Parcel A*	1.7 ac.
Parcel B (Recreation Center)	88.6 ac.
Parcel C (Equestrian Center)	56.1 ac.
Subtotal	1628.8 ac.

LAND USE: Common Area

Private Park	5.8 ac.
Private Roadway	131.6 ac.
Future Canada De La Segunda Plan Line	13.5 ac.
Remaining Common Area	1134.9 ac.
Subtotal	1285.8 ac.
Total Area Within Subdivision Boundary	2914.6 ac.

Total number lots	283
Total lot area	1283.3 ac.
Average lot size	4.5 ac.
Minimum lot size	2.0 ac.
Total Monterra Ranch density	1 unit per 10.0 ac.

*Note: Parcel D and Parcel A land to be retained by Saucito Land Co.



TENTATIVE SUBDIVISION MAP

FIGURE 1.2



1.2.3.3 Proposed Improvements

Proposed subdivision improvements are shown on Figure 1.2 and are described below and in Table 1.1.

- An 87-acre residential/guest recreational complex (swimming pool, exercise rooms, etc.), and a tennis center with shops and 14 tennis courts;
- a 56-acre equestrian center with a riding ring, stables and paddocks; two lakes in the vicinity of the equestrian and tennis centers;
- 1283 acres in single-family homesites broken down into 10 ranch lots (30-75 acres in size) and 273 estate lots (2-5 acres in size);
- an internal private loop road system with entry gates at the York Road/Highway 68 and Ryan Ranch/Highway 68 intersections, and a series of private cul-de-sacs serving the 273 detached cluster lots, and an emergency access road connecting to Olmsted Road and Foothill Elementary School;
- 1286 acres of land held in common open space, private roadways, equestrian and hiking trails;
- an 115-acre dedication to Jack's Peak Park on the southwestern corner of the property;
- dedication of the proposed Canada De La Segunda Road right-of-way;
- construction of a series of retention basins, based on 100-year flood criteria, to retain storm drainage on site during peak periods;
- treatment of sewage to be handled by individual septic tank systems for subdivision lots and by community leachfield systems for the recreation, tennis and equestrian centers;
- provision of domestic water by an on-site well system which will include water treatment and storage facilities consistent with Monterey County Health Department requirements;
- provision of adequate water storage and distribution to meet fire protection requirements;

TABLE 1.1
TENTATIVE MAP ACREAGE BREAKDOWN

<u>LAND USE: Lots & Parcels</u>			<u>PHASE 1</u>	<u>PHASE 2</u>	<u>PHASE 3</u>	<u>PHASE 4</u>	<u>*</u>
2-5 ac. Estate Lots	273 lots	814.0 ac.	94 lots 285.5 ac.	86 lots 269.3 ac.	70 lots 178.3 ac.	23 lots 81.3 ac.	--
30-75 ac. Ranch Lots	10 lots	468.9 ac.	8 lots 336.6 ac.	--	1 lot 72.1 ac.	1 lot 60.2 ac.	--
Dedicated Park		115.0 ac.	--	--	--	115.0 ac.	--
Land Located in the City of Monterey, Parcel D*		84.1 ac.	--	--	--	--	84.1 ac.
Parcel A*		1.7 ac.	--	--	--	--	1.7 ac.
Parcel B (Recreation Center)		88.6 ac.	88.6 ac.	--	--	--	--
Parcel C (Equestrian Center)		<u>56.1 ac.</u>	<u>56.1 ac.</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>--</u>
Subtotal		1628.8 ac.	766.8 ac.	269.3 ac.	250.4 ac.	256.5 ac.	85.8 ac.
<u>LAND USE: Common Area</u>							
Private Park		5.8 ac.	--	--	5.8 ac.	--	--
Private Roadway		131.6 ac.	54.6 ac.	32.8 ac.	32.0 ac.	12.2 ac.	--
Future Canada De La Segunda Plan Line		13.5 ac.	4.0 ac.	9.5 ac.	--	--	--
Remaining Common Area		<u>1134.9 ac.</u>	<u>559.3 ac.</u>	<u>331.5 ac.</u>	<u>139.5 ac.</u>	<u>104.6 ac.</u>	<u>--</u>
Subtotal		1285.8 ac.	617.9 ac.	373.8 ac.	177.3 ac.	116.8 ac.	--
Total Area Within Subdivision Boundary		2914.6 ac.	1384.7 ac.	643.1 ac.	427.7 ac.	373.3 ac.	85.8 ac.

*Note: Parcel D and Parcel A land to be retained by Saucito Land Co.

Total number lots 283
Total lot area 1283.3 ac.
Average lot size 4.5 ac.
Minimum lot size 2.0 ac.

Total Monterra Ranch density 1 unit per 10.0 ac.

1.2.3.4 Vicinity and Neighboring Land Use

Figure 1.3 indicates land use in the area. The terrain of Monterra is similar to surrounding properties to the east, west and south. The east is the Lit Ng property and beyond that the Hidden Hills subdivision of rural homesites. On the west are Jack's Peak Regional Park, the Aguajito area which is in large acreage holdings, Foothill Elementary School, the Fisherman's Flats residential area, and Tarpey Flats.

To the south are the undeveloped Canada De La Segunda and Housing Authority (former Eastwood) properties which step down topographically to the Carmel Valley floor. To the north lie the undeveloped school district property (south of Highway 68), the Monterey Peninsula Airport, various office/industrial uses between the airport and Highway 218, the as-yet-undeveloped Ryan Ranch research/industrial park subdivision, York School and the Laguna Seca residential development.

1.3 GENERAL PLAN ZONING AND REGIONAL PLANS

1.3.1 Sectional Plan

1.3.1.1 Monterey County General Plan (September 1982)

The Monterra property is designated Resource Conservation and Urban Reserve in the Monterey County General Plan. The minimum parcel size allowed under the resource Conservation Designation is 10 acres. The Urban Reserve Overlay designation is used to denote areas which the County believes should be annexed and developed in a phased manner as part of an incorporated city in order to ensure effective provision of urban services. Until annexation occurs, the County will allow development consistent with the underlying Resource Conservation designation, at a 10-acre minimum parcel size density.

The project, proposed at 1 unit/10 acres, is consistent with the 1 unit/10 acre density permitted under the Resource Conservation Designation. The recreation complex, tennis and equestrian center, intended for use by residents and their guests, is also consistent with the General Plan designation.

The paragraphs below list General Plan policies, relevant to the proposed project, covering transportation, housing, seismic safety, vegetation and wildlife, fire hazards, noise, scenic highways and growth management.

Transportation. Existing conditions and needed improvements on Highway 68 are discussed in Section 2.7. Four important General Plan policies related to transportation are:

Policy 3 7.2.1--Transportation demands of proposed development shall not exceed an acceptable level of service for existing transportation facilities, unless appropriate increases in capacities are provided.

Policy 3 9.1.1--All available public and private sources shall be used for the funding of road and highway development, improvement, and maintenance.

Policy 3 9.1.2--The cost of new roads shall be borne as equitably as possible among benefitting property owners and/or users.

Policy 3 9.1.4--New development shall be located where there is existing road and highway capacity or where adequate road and highway capacity will be provided.

Scenic Highways. Aesthetic impacts of the project on Highway 68 and Jack's Peak Park are discussed in Section 2.6. General Plan Policy 40.2.2 states that "land use controls shall be applied or retained to protect the scenic corridor and to encourage sensitive selection of sites and open space development."

Noise. General Plan Policy 22.2.1 requires new development to conform to noise parameters suggested by the State Health Department's Office of Noise Control (Table 6 of the General Plan). New residential construction is Normally Acceptable (without any special insulation) in the 50-55 LdN noise range; and is Conditionally Acceptable (requires noise analysis and additional insulation) in the 55-70 range.

Seismic and Geologic Hazards. Several General Plan policies related to seismic and geologic hazards are relevant to this project.

Policy 15.1.2--Faults classified as "potentially active" shall be treated the same as "active faults" until geotechnical information demonstrating that a fault is not "active" is accepted by the County.

Policy 15.1.3--The lands within 1/8 mile of active or potentially active faults shall be treated as a fault zone until accepted geotechnical investigations indicate otherwise.

Policy 15.1.4--All new development and land divisions in designated high hazard zones shall provide a preliminary seismic and geologic hazard report which addresses the potential for surface ruptures, ground shaking, liquefaction, and landsliding before the application is considered complete. This report shall be completed by a registered geologist and conform to the standards of a preliminary report adopted by the County.

Policy 15.1.5--A detailed geological report shall be required for all standard subdivisions. In high hazard areas, this report shall be completed by a registered geologist, unless a waiver is granted, and conform to the standards of a detailed report adopted by the County.

Policy 15.1.8--The County shall require a soils report on all building permits and grading permits within areas of known slope instability or where significant potential hazard has been identified.

Policy 15.1.10--All structures and private utility lines shall be designed and constructed to conform to the standards of the latest adopted Uniform Building Code.

Policy 15.1.11--For high hazard areas, the County shall condition development permits based on the recommendations of a detailed geological investigation and soils report.

Policy 15.1.12--The County shall require grading permits to have an approved site plan which minimizes grading and conforms to the recommendations of a detailed soils or geology investigation where required.

Policy 15.1.13--The County shall require septic leachfields and drainage plans to direct runoff and drainage away from unstable slopes.

Policy 15.1.15--Side castings from the grading of roads and building pads shall be removed from the site unless they can be distributed on the site so as not to change the natural landform. An exception to this policy will be made for those cases where changes in the natural landform are required as a condition of development approval.

Vegetation and Wildlife. Section 2.5 of this report discusses the setting, impacts and mitigation measures related to vegetation and wildlife. Relevant General Plan policies are as follows:

Policy 7.1.1--Development shall be carefully planned in, or adjacent to, areas containing limited or threatened plant communities, and shall provide for the conservation and maintenance of plant communities.

Policy 7.1.2--The County shall encourage the protection of limited or threatened plant communities through dedications of permanent conservation easements and other appropriate means.

Policy 7.2.1--Landowners and developers shall be encouraged to preserve the integrity of existing terrain and natural vegetation in visually sensitive areas such as hillsides and ridges.

Policy 7.2.2--Native and native-compatible species, especially drought-resistant species, shall be utilized to the extent possible in fulfilling landscaping requirements imposed as conditions of discretionary permits.

Policy 9.1.1--Development shall be carefully planned in areas known to have particular value for wildlife and, where allowed, shall be located so that the reasonable value of the habitat for wildlife is maintained.

Policy 9.1.2--Development shall be carefully planned in areas having high value for fish and wildlife reproduction.

Policy 9.2.1--Land use practices which could result in siltation and pollution of inland and marine waters shall be carefully managed in order to assure a clean and productive habitat.

Policy 11.1.1--The California Native Plant Society shall be consulted and appropriate measures shall be taken to protect rare and endangered plant species and their habitats.

Policy 11.1.2--The California Department of Fish and Game shall be consulted and appropriate measures shall be taken to protect areas of Special Biological Importance.

Fire Hazards. Section 2.9.3 discusses fire hazards and protection. County General Plan policies 17.3.1 through 17.5.2 contain numerous detailed requirements to assure that new developments are not exposed to and do not contribute to fire hazards. These fire policies require roads of adequate width, road maintenance agreements for private roads, adequate water supplies, location within a fire district capable of providing a 15-minute response time, adherence to fire agency requirements prior to building permit issuances, and consideration of fuel modification zones. Some of the General Plan Fire policies relevant to this project are listed below.

Policy 17.3.3--The County shall encourage all new development to be located within the response time of 15 minutes from the fire station responsible for serving the parcel. If this is not possible, on-site fire protection systems (such as fire breaks, fire-retardant building materials, and/or water storage tanks) approved by the fire jurisdiction must be installed or development may only take place at the lowest density allowed for the parcel by the General Plan.

Policy 17.3.4--The County shall require all new development to have adequate water available for fire suppression. Water availability can be provided from a conventional water system; from an approved alternative water system if within 300 feet of a habitable structure; by the fire fighting equipment of the fire district within which the property is located; or by an individual water storage facility--water tank, swimming pool, etc.--on the property itself. The fire and planning departments shall determine the adequacy and location of individual water storage to be provided.

Policy 17.3.6--All new development located within a 15-minute response time from a fire station shall be required to annex to the appropriate fire district.

Policy 17.4.1--All residential, commercial, and industrial structural development (not including accessory uses) in high and extreme fire hazard areas shall incorporate recommendations by the local fire district before a building permit can be issued.

Policy 17.4.7--The County shall require all subdivisions, multi-unit residential complexes, and commercial and industrial complexes to obtain, prior to permit approval, a statement from the fire department that adequate structural fire protection is available within minimum response time established by this Plan.

Policy 17.4.11--All new swimming pools shall be plumbed to allow connection to fire fighting equipment, if requested by the local fire jurisdiction.

Policy 17.4.12--A zone which can inhibit the spread of wildland fire shall be required of new development in fire hazard areas to protect development. Such zones should consider irrigated greenbelts, streets, and fuel modification zones in addition to other suitable methods that may be used. The County should not accept dedications of any open space lands required as part of this fire prevention zone.

Policy 17.5.1--Where new developments are required to provide for fuel modification zones, the cost of such construction shall be borne by the developer. Future maintenance of such fuel modification zones shall be in accordance with the fire warden's recommendations.

Policy 17.5.2--Where it is established by the fire warden that a fuel modification program and zone must be constructed in order to establish an acceptable level of risk for fire protection and that such modification is determined by the board of supervisors to be unacceptable environmentally, then such development shall be modified to reduce the requirement for fuel modification.

Land Use. One relevant land use policy involves development on 30%+ slopes:

Policy 26.1.10--The County shall prohibit development on slopes greater than 30%. It is the general policy of the County to require dedicating of scenic easements on slopes greater than 30%. Exception may be made for development which can maximize the goals, objectives and policies of this plan.

Housing. General Plan Housing policies which are relevant to the Monterey property are intertwined with the property's Urban Reserve designation, its location with Monterey City's Sphere of Influence, and the future possibilities for the provision of urban level services and therefore higher density housing.

Policy 60.3.1--The County shall work with the cities and LAFCO to formulate agreements and procedures to encourage location of housing adjacent to or within urban service area away from agricultural lands.

Policy 60.2.1--Development Incentive Zone study areas (includes Monterey II) shall be evaluated as part of the General Plan update process and shall include general investigations of all factors listed above. If appropriate, the Housing Element shall be amended to include one or more of the study areas as Development Incentive Zones during the time frame of this Housing Plan and/or the next revision of the Housing Plan.

Growth Management. The County's growth management policy sets the following priorities for growth in the county:

1. infilling existing urban areas;
2. developing lands adjacent to existing and densely settled urban areas;
3. growing areas adjoining urban areas shall be within spheres-of-influence and shall coincide with the areas to which cities are providing services.

1.3.1.2 Greater Monterey Peninsula Area Plan (1984)

The Greater Monterey Peninsula Area Plan was adopted in 1984. This Greater Monterey Peninsula Area General Plan designates the property as Resource Conservation and Urban Reserve, the same as the Monterey County General Plan discussed above. This area plan contains supplemental policies which must be utilized in conjunction with policies in the county-wide General Plan. Relevant supplemental policies are listed below.

Water Resources.

Policy 5.1.3 (GMP)--Monterey County will encourage development projects to be served by water from public utilities or mutual water companies. If this is not possible, the County shall consider the cumulative effects of the development's water use on wildlife, fish and plant communities and the supply available to existing users.

Environmentally Sensitive Areas.

Policy 11.1.6 (GMP)--Environmentally sensitive areas as shown on the Greater Monterey Peninsula Environmentally Sensitive Areas Map should be preserved as open space. When an entire parcel cannot be developed because of this policy, a low-intensity, clustered development may be approved. However, the development should be located on those portions of the land least biologically significant.

Seismic and Other Geologic Hazards.

Policy 15.1.1.1 (GMP)--The Greater Monterey Peninsula Seismic Hazards Map and Landslide and Erosion Susceptibility Map shall be used to delineate high hazard areas addressed by the county-wide General Plan and this area plan. Hazard categories IV, V, and VI from these maps shall be considered to be "high hazard" areas for the purpose of applying General Plan and/or area plan policies in the Greater Monterey Peninsula Planning Area. These maps may be revised as new, accepted investigations dictate.

Policy 15.1.11.1 (GMP)--For high hazard areas, the County shall require, as a condition of development approval, a detailed geological investigation and soils report and shall further require, as a condition of approval, that the recommendations of that report be followed.

Fire Hazards.

Policy 17.3.1.3 (GMP)--In high and extreme wildland fire hazard areas, roof construction of fire retardant materials shall be required as per Section 3203 (e) (excluding 11) of the Uniform Building Code, or as approved by the fire protection agency. For existing wood roof replacement and new exterior wall construction, use of fire resistant materials is recommended but not required.

Policy 17.3.1.2 (GMP)--Alternate routes of escape that will safely handle evacuations and emergency equipment should be established. In areas of high and extreme wildland fire hazard as designated by the California Department of Forestry, no dead-end road or cul-de-sac should be over 1,000 feet in length. In cases where development is to be served by a dead-end road over 1,000 feet in length, the County Planning Department staff shall meet with a representative of the local fire protection agency and the developer to formulate a plan for provision of secondary access. Such a plan for secondary access shall be implemented by the developer during pending and/or subsequent phases of development. If secondary access cannot be developed, or if, in the case of individual lots of record, the requirement for secondary access would place an unfair economic burden on the property owner, other alternatives to mitigate safety concerns should be considered. For the purpose of this policy only, development shall be defined as the subdivision of land and/or the construction of one or more structures intended for human occupancy.

Policy 17.4.1.1 (GMP)--In high and extreme fire hazard areas, where practical, development should be clustered and should be separated from the wildland by fuel modification zones in order to facilitate fire protection and prevention.

Policy 17.4.1.3 (GMP)--If a fuel modification zone is to be established, provision must be made for its permanent maintenance.

Noise Hazards.

Policy 22.2.1.1 (GMP)--Development in the vicinity of the Monterey Peninsula Airport, Fritzsche Army Airfield, and areas adjacent to the Fort Ord boundary should be sited, designed and/or constructed to minimize noise hazards from aircraft and other sources. The County should consider the Airport Noise Control and Land Use Compatibility (ANCLUC) standards for the areas in the vicinity of Monterey Peninsula Airport.

Land Use.

Policy 26.1.6.2 (GMR)--Open space, low intensity educational and recreational uses are considered to be the most appropriate and compatible land uses in environmentally sensitive areas and areas of high visual sensitivity.

Policy 26.1.9.1 (GMP)--Development on canyon edges and hilltops shall be designed to minimize the visual impact of the development.

Transportation.

Policy 39.1.1.1 (GMP)--The County shall prepare an overall financial plan in order to expedite funding and construction of road and highway improvements in the Planning Area.

Policy 39.1.1.2 (GMP)--The County shall be encouraged to work with the state, local agencies and citizens group to alleviate traffic congestion and promote traffic safety on Highway 68 while maintaining its scenic beauty.

Policy 39.1.1.3 (GMP)--Improvement of Highway 68 intersections, construction of alternate passing lanes, public transit roadway improvements, and improved bicycle safety measures should be undertaken at the earliest time that funding becomes available.

Policy 39.1.1.4 (GMP)--The County shall promote the use of Blanco and Reservation Roads as alternate routes between the Monterey Peninsula and Salinas to alleviate traffic on Highway 68.

Policy 40.2.4 (GMP)--The Greater Monterey Peninsula Visual Sensitivity Map shall be used to designate visually "sensitive" and "highly sensitive" areas generally visible from scenic routes. However, due to map scale, coding an area as visually "sensitive" or "highly sensitive" does not necessarily mean all of that area is visible from the scenic route. All subsequent uses of the terms "sensitive" or "highly sensitive" shall be interpreted within the meaning of this policy.

Policy 40.2.5 (GMP)--Landowners will be encouraged to dedicate scenic easements to an appropriate agency or nonprofit organization over portions of their land shown as "sensitive" or "highly sensitive" on the Greater Monterey Peninsula Visual Sensitivity Map or, where easements already exist, to continue this protection.

Policy 40.2.6 (GMP)--Areas shown as "highly sensitive" on the Greater Monterey Peninsula Visual Sensitivity Map should be preserved as open space to the maximum extent possible through scenic easements or, if necessary, fee acquisition.

Policy 40.2.7. (GMP)--New development should not be sited on those portions of property which have been mapped as "highly sensitive". Where exceptions are appropriate to maximize the goals, objectives and policies of this plan, development shall be sited in a manner which minimizes visible effects of proposed structures and roads to the greatest extent possible and shall utilize landscape screening and other techniques to achieve maximum protection of the visual resource.

Policy 40.2.8 (GMP)--In cases where the extent of visibility of development proposed in "highly sensitive" areas is not clear, individual on-site investigations by the Planning Department staff shall be required.

Policy 40.2.9 (GMP)--New development to be located in areas mapped as "sensitive" or "highly sensitive" and which will be visible from the scenic route shall maintain the visual character of the area. In order to adequately mitigate the visual impacts of development in such areas, the following shall be required:

- a) Development shall be rendered compatible with the visual character of the area using appropriate siting, design, materials and landscaping;
- b) Development shall maintain no less than a 100' setback from the scenic route right-of-way;
- c) The impact of any earth movement associated with the development shall be mitigated in such a manner that permanent scarring is not created;
- d) Tree removal shall be minimized;
- e) Landscape screening and restoration shall consist of plant and tree species consistent with surrounding native vegetation;
- f) Architectural review of projects shall be required to ensure visual compatibility of the development with the surrounding area; and
- g) New development in open grassland areas shown as "sensitive" or "highly sensitive" on the Visual Sensitivity Map should minimize its impact on the uninterrupted viewshed.

- h) Exceptions to the above may be considered if compelling circumstances are demonstrated.

Public Services and Facilities.

Policy 51.1.4 (GMP)--Riding and hiking trails should be acquired and developed with the intent of creating a coordinated, area-wide trails system. All motorized vehicles shall be prohibited from using these trails.

In supporting a coordinated area-wide trails system, the County should give the highest priority to establishing the following trails systems:

- a) establish a permanent riding and hiking trail from Roach Canyon to Jacks Peak Park;
- b) establish an easterly ridgeline trail from Jacks Peak Park to Laureles Grade;
- c) establish a major trail link which generally traverses in a southeasterly direction from Carmel Valley and forms a trail connection with the Los Padres National Forest trail system; and
- d) establish a connection trail from the Jacks Peak Park/Laureles Grade ridgeline trail to the entrance of Laguna Seca Recreation Area to be used as a point of departure to Toro Regional Park along Highway 68.

Policy 53.1.3.1 (GMP)--At the County's discretion, applicants may be required to submit a hydrologic report certifying sustained yield of the water source to serve new development outside of existing water utility service areas.

Policy 53.1.7 (GMP)--The County shall, to the maximum extent possible coordinate with the Monterey Peninsula Water Management District when reviewing development proposals for properties located outside the Water Management District boundaries but within the watershed of tributary streams and/or aquifers which recharge the Carmel Valley Aquifer.

General Plan Policy Compliance.

Table 1.2 indicates the proposed project's compliance with the policies listed above. The project will be consistent with the majority of the policies if appropriate permit conditions are enacted. As noted on the table, the Board of Supervisors ultimately determines policy compliance.

TABLE 1.2
GENERAL PLAN POLICY COMPLIANCE*

Policy Number	Consistent	Consistent with Permit Conditions	Possibly Inconsistent	Policy Number	Consistent	Consistent with Permit Conditions	Possibly Inconsistent	Policy Number	Consistent	Consistent with Permit Conditions	Possibly Inconsistent
<u>Monterey County General Plan</u>				15.1.15		X		17.4.13		X	
37.2.1		X	X?	17.3.3	X			22.2.1.1		X	
39.1.1		X		17.3.4		X		26.1.6.2		X	X?
39.1.2		X		17.3.6		X		26.1.9.1		X	
39.1.4		X	X?	17.4.1		X		39.1.1.1	X		
7.1.1	X	X		17.4.7		X		39.1.1.2	X		
7.1.2	X	X		17.4.11		X		39.1.1.3	X		
7.2.1		X		17.4.12		X		39.1.1.4	X		
7.2.2		X		17.5.1		X		40.2.4	X		
9.1.1	X	X		17.5.2		X		40.2.5		X	
9.1.2	X	X		22.2.1	X	X		40.2.6		X	
9.2.1	X	X		40.2.2	X	X		40.2.7		X	
11.1.1		X		60.3.1	X	X		40.2.8		X	
11.1.2	X	X		60.2.1	X			40.2.9		X	
15.1.2	X	X		<u>Greater Monterey Peninsula Area Plan</u>				51.1.4		X	
15.1.3	X	X		5.1.3	X	X		53.1.3.1	X		
15.1.4	X			11.1.6	X	X		53.1.7	X		
15.1.5		X		15.1.1.1	X						
15.1.8		X		15.1.11.1		X					
15.1.10	X	X		17.3.1.2		X					
15.1.11		X		17.3.1.3		X					
15.1.12		X		17.4.1.1	X	X					
15.1.13		X									

Note: This table was prepared utilizing the best judgment of LLS. It should be understood that the determination of policy compliance is most properly handled by the County Planning Department, Planning Commission, and, ultimately, the Board of Supervisors.

1.3.1.3 Carmel Valley Master Plan

Approximately one-third of the Monterra property is located in the Carmel Valley planning area. The Carmel Valley Master Plan designates the property as Rural Density (10 acres/unit) and Urban Reserve, very similar to the designation in the Greater Monterey Peninsula Area Plan. Policies in the Carmel Valley Master Plan are very similar to those listed above for the other two General Plans.

The Carmel Valley Master Plan area is currently under a development moratorium imposed by a court injunction issued in the case of City of Carmel v. County of Monterey. This case challenged the adequacy of the EIR prepared for the Carmel Valley Master Plan. This injunction prohibits the Monterey County Planning Department from accepting any applications for development approval for any of the area within the Master Plan boundaries. Under stipulation and Order No. 75918, issued by the Superior Court of California, County of Monterey, the Monterra Ranch subdivision application (which includes 1,005 acres in the Carmel Valley Master Plan area) is excluded from the development moratorium based on findings adopted by the City of Carmel.

1.3.1.4 Monterey County Inclusionary Housing Ordinance

The Monterey County's Inclusionary Housing Ordinance (Chapter 18.40) contains the following alternatives for providing housing for low and moderate income households:

- (i) provide 15% inclusionary housing on-site as part of the project;
- (ii) provide 15% inclusionary housing off-site but within same housing market area (the county has four market areas);
- (iii) dedicate land on-site to the housing authority equivalent to 15% of the approved lots or units;
- (iv) dedicate land off-site (but within same housing market area) equivalent to 15% of the approved lots or units;
- (v) payment of an in lieu fee to the County Housing Authority equal to 15% of the median single-family home sale price multiplied by the inclusionary requirement.

The developer of this project is proposing to use option (v), the payment of in lieu fees.

1.3.2.2 Existing Zoning

The existing zoning on the Monterra property is T-V-B-4. The "T" district is considered a holding district until more detailed land use studies can be made and more precise zoning adopted. The "V" portion of the zoning prohibits the use of trailers or mobile homes as living quarters without first securing a use permit. The "B-4" portion of the zoning requires a minimum parcel size of one acre. See Figure 1.4.

1.3.2.2 Proposed Zoning

The proposed zoning for the project site is K-B-6 for the residential lots and O for the common areas and the tennis, recreation and equestrian centers. The "K" district is for agriculture-residential areas. The B-6 portion of the zoning indicates the lot sizes are as shown on an approved subdivision map. The "O" district is for open space use areas. The SC-B-6 district may be applied to lots in the scenic corridor for Highway 68 that contain homesites with the potential for visual impact. The SC (Scenic Conservation) district requires an SC permit for building a home to be reviewed by the Planning Commission for site location and design.

1.3.3 Other Applicable Plans

1.3.1.1 City of Monterey Highway 68 Area Plan (March 1984)

The City Council of Monterey approved the Highway 68 Area Plan on June 19, 1984. The need for this plan arose with the passage, by city voters, of Measure "M" in February 1982. Measure "M" repealed the previous Monterey II Plan and required that prior to City approval of any land use change in the Highway 68 area, "the proposed plan must be approved by the voters of the City of Monterey". The Highway 68 Area Plan was approved by city voters in November 1984.

The Highway 68 Area Plan contains specific policies for the Monterra property which would allow a maximum of 1700 residential units, and neighborhood shopping areas to meet the basic needs of future residents. This Area Plan also contains policies related to environmental resources, social

needs, economic issues, and facilities, utilities and services, which apply to the entire Monterey II Area. One important overall policy related to transportation states that no new development will be permitted once Level of Service D is reached unless increased capacity is provided.

1.3.3.3 LAFCO Monterey City Sphere of Influence

The Monterey County Local Agency formation Commission (LAFCO) adopted the Monterey City Sphere of Influence on March 30, 1983. The Monterra property is included within this Sphere-of-Influence boundary.

The definition of a Sphere-of-Influence is "the probable 20-year physical boundary and service area of a local government agency." Inclusion of the Monterra property within the City of Monterey Sphere-of-Influence therefore indicates LAFCO's belief that long-term public services to this property will be best provided by the City of Monterey.

In addition to including the entire property within the City's Sphere-of-Influence, LAFCO designated roughly the western half of the property as an Urban Service Area and the eastern remainder as an Urban Transition Area. An Urban Service Area is an area now served or proposed to be served (within the next five years) by urban facilities, utilities and services. An Urban Transition Area is an area which is not programed for urban facilities or utility expansion within the next five years; or an area which will most likely be used for urban expansion within five to twenty years.

1.3.3.4 Monterey Peninsula Airport Plan

The Monterey Peninsula Airport is located across Highway 68 from the Monterra property. The most recent master planning documents for the airport are the 1975 Master Plan, the 1980 Airport Noise Control and Land Use Compatibility Study (ANCLUC) and the November 1983 Environmental Impact Report for the Proposed Airport and Runway Development Program. The 1983 EIR analyzes the impacts of airport improvement projects suggested in the earlier documents. These improvements are intended to improve the airport's operating efficiency, enhance safety aspects, mitigate airport noise impacts on adjacent residential areas, and improve the district's revenue base.

The improvements proposed by the three studies include the following:

- (i) extension of Runway 10-28 (east-west runway) 1,000 feet to the east;
- (ii) construction of a new 3,500-foot long general aviation runway parallel to Runway 10-28;
- (iii) closure of Runway 6-24 (north-south runway) after 3,500-foot long parallel runway is constructed;
- (iv) facilities for aviation-related industry, light industry, and office/research facilities on the north side of the airfield.

Since aircraft utilizing the airport do not take off or land over the Monterra property, airport operations will have minor impacts on proposed development there. Noise impacts are discussed in Section 2.6.2 of this report.

The Airport Land Use Commission is currently updating the 1982 ANCLUC study and is also assembling land use planning information for surrounding communities. It is anticipated that the commission will adopt an airport land use plan very similar to the land use plans of its surrounding communities.

1.3.3.5 AMBAG 208 Water Quality Plan

The AMBAG 208 Water Quality Plan pays special attention to Laguna Grande and Roberts Lakes, downstream of the Monterra property. Laguna Grande Lake is infilling from sedimentation created by erosion from upstream developments. Roberts Lake is suffering from infilling due to windblow dune deposits.

The AMBAG plan suggests the following measures to mitigate impacts on these two lakes:

- (i) street sweeping and paved driveways;
- (ii) a sediment trap at Laguna Grande Lake, either at War Memorial Park or at the lake inlet;
- (iii) on-site retention of stormwater and sediment for any proposed upstream developments;
- (iv) cluster development;
- (v) continuing education regarding erosion control.

1.3.3.6. Route 68 Study to Develop Program of Improvements

On February 1, 1984, the Monterey County Public Works Department issued a study and recommendations on an improvement program for Highway 68. This study and recommendations have been adopted in concept by the Board of Supervisors.

This study's summary of needed improvements by priority is listed below:

1. Toro Park Interchange and Freeway Extension

Description: Extension of the freeway from 0.3 mile west of Reservation Road to 0.4 mile east of Torero Drive. Construct interchange at Toro Park entrance. Limits - P.M. 16.80/15.10, length - 1.69 M. AADT (1981) - 16,700, L.S. (1981) - Cost (1984) \$5,800,000.

2. Olmsted Road Interchange and Freeway Extension

Description: Extension of the freeway from 0.20 miles east of Olmsted Road to the beginning of existing freeway. Construct improvements from Olmsted Road to the beginning of existing freeway. Construct interchange at Olmsted Road. Limits - P.M. 5/81/4.49, length - 1.32 M, AADT (1981) - 14,800, L.S. (1981) - D, Cost (1984) \$7,900,000

3. Corral de Tierra Bypass

Description: Construction of a two-lane bypass on adopted plan lines from 0.3 mile west of Torero Drive to 0.25 mile west of Corral de Tierra and would include grading (earth work) to ultimate four-lane design. Limits - P.M. 14.85/12.66, length - 1.69 M, AADT (1981) - 16,700, L.S. (1981) - D, Cost (1984) - \$7,200,000

4. Laureles Grade Bypass

Description: Construction of a two-lane bypass on adopted plan lines from 0.25 mile west of Corral de Tierra to 1.00 mile west of Laureles Grade and would include grading to ultimate four-lane design. Limits - P.M. 12.66/10.22, length - 2.44 M. AADT (1981) - 14,400, L.S. - D, Cost (1984) - \$4,200,000

5. York Road
Description: Construction of a two-lane bypass on adopted plan lines from 0.2 mile east of York Road to 0.20 mile east of Olmsted Road and would include grading to ultimate four-lane design. Limits - P.M. 8.32/5.81, length - 2.51 M, AADT (1981) - 14,800, L.S. - D, Cost (1984) - \$4,200,000
6. Laguna Seca
Description: Construction of a two-lane bypass on adopted plan lines from 1.00 mile west of Laureles Grade to 0.20 mile east of York Road and would include grading to ultimate four-lane design. Limits - P.M. 10.22/8.32, length - 1.90 M. AADT (1981) - 15,600, L.S. - D, Cost (1984) - \$3,600,00
7. Corral de Tierra Bypass
Description: Upgrading to four-lane expressway. Cost (1984) - \$2,400,000
8. Laureles Grade Bypass
Description: Upgrading to four-lane expressway. Cost (1984) - \$1,800,000
9. York Road
Description: Upgrading to four-lane expressway. Cost (1984) - \$1,800,000
10. Laguna Seca
Description: Upgrading to four-lane expressway. Cost (1984) - \$1,200,000
11. Corral de Tierra Bypass Interchanges. Cost (1984) - \$10,800,000
Torero Interchange
San Benancio Overcrossing
Corral de Tierra Interchange
12. Laureles Grade Bypass Interchange. Cost (1984) - \$4,000,000
Laureles Grade Interchange
13. York Road Interchanges Cost. (1984) - \$8,400,000
York Road Interchange
Highway 218 Interchange
14. Laguna Seca Interchanges Cost. (1984) - \$4,800,000
Laguna Seca Interchange

1.3.3.7 1985 Monterey County Transportation Improvement Program

The 1985 Regional Transportation Improvement Program (RTIP) includes the following project: H68-Toro Park, 1986-87 F.Y., \$7,183,000 - from .4 mile east of Torero Drive to .3 mile west of Reservation Road and constructing the Toro Park interchange. The State Transportation Improvement Program includes this same project as a "funded project" under the State Highway Account.

1.3.3.8 Monterey Peninsula Water Management District Water Allocation Plan

The Monterey Peninsula Water Management District (MPWMD) Water Allocation Plan allocates 6,501.1 acre-feet of water per year to the Monterey County portion of its district (fiscal year 84/85). As of that year, the County portion was utilizing 5,625 acre-feet; and therefore there was 876.1 acre-feet per year (13.5 percent of allocation) left over which could be allocated to new developments.

New developments which are served by water agencies within this district must have their new water connections approved by MPWMD. Developments which utilize their own wells, such as those proposed for Monterra, are not subject to the Water Allocation Plan. However, detailed hydrologic studies must be performed prior to approval of new wells; see hydrologic and public water supply sections in this report.

2.0 ENVIRONMENTAL SETTING

2.1 Regional Setting

The 2,831-acre Monterra property is located on the southern side of Highway 68 on the eastern outskirts of the City of Monterey. Within the Monterey Bay region, the property is located between Del Rey Oaks, Seaside, Fort Ord and Marina on the north, Carmel Valley on the south, Monterey, Pacific Grove and Carmel on the west, and the rural Highway 68 corridor, Salinas and greater Salinas Valley on the east.

2.2 Geology

2.2.1 Introduction

This section was prepared utilizing numerous public agency planning documents, and geologic and soils reports prepared specifically for the Monterra project site (Lowney-Kaldveer Associates and Jacobs and Associates). Gary Griggs, Ph.D., a registered geologist, conducted additional research, aerial photo interpretation, and field investigation for three man-days to supplement this previous work.

2.2.2 Regional Geological Setting

The Monterey Peninsula is located on the northern end of the Santa Lucia Mountain Range within the Coastal Ranges Geomorphic Province of California. This province is a linear system of more or less parallel and discontinuous mountain ranges and intervening valleys trending northwest/southeast. The geologic structure of the Coastal Range is highly complex. The rock masses have been closely folded, broken into fault blocks, and substantially eroded. Tectonic activity continues to the present day.

A major feature of the Coastal Ranges is the numerous northwest-trending, active faults, dominated by the San Andreas Fault which extends for more than 600 miles. These faults often follow the boundaries of mountain valleys for a short distance and then cut obliquely across the topography to adjacent mountain fronts. Drainage networks typically display a trellis pattern that parallels the regional structure.

The western Santa Lucia Range shows similarities to the other Coastal Range sections, except that the widely exposed basement rocks include a highly metamorphosed sedimentary rock known as the Sur Series gneiss, in addition to granitic rock and Franciscan metasediments. The Sur Series gneiss has been intruded by the Santa Lucia granitic rocks. The granite and gneiss basement formed a rigid block covered by younger sediments. Where Tertiary sediments overlie Franciscan and Cretaceous rock, intense folding has taken place.

The three active faults or fault zones in Monterey County are the San Andreas Fault along the eastern edge of the county, the Palo Colorado-San Gregorio Fault zone which lies along the coast, and the Monterey Bay Fault zone, nine miles north of the project site within the bay, which passes onshore between Marina and Monterey.

Two northwest-trending faults, the Berwick Canyon and Navy Faults, and one west-trending fault, the Chupines Fault, pass directly through the project area and are considered potentially active. The Navy Fault has been mapped as an onland extension of a trace of the active Monterey Bay Fault zone; the Berwick Canyon and Chupines Faults appear to be connected to this fault zone as well. Each of these faults is believed to be potentially capable of producing ground offset or displacement along its trace (Clark, et.al., 1974).

At the present time, only generalized predictions can be made for the probable occurrence of major earthquakes. In view of the seismic activity in the area, it is reasonable to expect strong ground shaking (caused by earthquakes along one of the active or potentially active faults) to affect the project area within the next several decades. Other seismic effects that could possibly occur in the area include ground rupture (displacement along fault traces) and landsliding, particularly along dip slopes and existing landslide masses, and potential liquefaction or settlement along the Canyon Del Rey area.

2.2.3 Site Geology

The project site is situated on a topographically and geologically complex mountain block which trends east/west and is bounded by the Carmel Valley to the south and Canyon Del Rey and the foothills of Fort Ord Military Reservation to the north. The site contains rugged slopes and deeply incised

drainageways. Elevations range from 200 feet (above mean sea level) along Canyon Del Rey to nearly 1000 feet near the crest of the drainage divide in the southeast portion of the site.

Bedrock Geology. The geologic formations or bedrock units exposed on the site are similar to those found in the adjacent southern Monterey Bay area (Figure 2.1). The most extensive of these is the Monterey Formation which is composed of two distinct members or units--the upper diatomaceous shale and the lower siliceous shale. This formation, which is over 3000 feet thick, strikes generally east/west or northwest/southeast. The shale dips as little as 2° in the southwestern corner of the parcel and as steeply as $55-65^{\circ}$ in the northeastern portion. Physical properties of the Monterey Shale, as a potential foundation material, are fairly constant from west to east through the site along the strike of the beds. However, there is a pronounced change in the nature of the Monterey shale and attitude of the bedrock going from the south-central portion of the site to the more northern portions.

Over the northern portion of the property, the generally flat-lying deposits of the Paso Robles Formation, Aromas Sands, and Older Alluvium occur. All of these relatively young granular deposits have similar engineering properties--generally consisting of silty sand or a mixture of silty sand and gravel grading from medium dense to dense below the soil mantle. These deposits exhibit a high degree of stability even on some steeply incised slopes due to their cementation and flat-lying bedding. Only in areas where roadways have altered the natural drainage and created erosion on barren slopes or where the underlying diatomaceous shale has failed, have slope failures occurred in these materials.

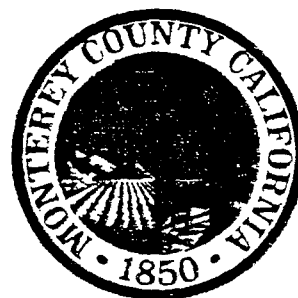
Faults and Seismicity. The site is located about 21 miles southwest of the San Andreas Fault, and about 11-12 miles northeast of the San Gregorio/Palo Colorado Fault zone, both of which are seismically active (Greene, et.al., 1973). The Monterey Bay Fault zone, which is also seismically active, lies between these two other fault zones, and trends onshore between Marina and Monterey. Green, et.al. (1973) and Clark, et.al. (1974) have traced these faults onshore where they have been continued as the Navy, Seaside, Ord Terrace and other un-named faults.

MONTEREY COUNTY

PLANNING DEPARTMENT

(408) 422-9018 - P.O. BOX 1208 - SALINAS, CALIFORNIA 93902

ROBERT SLIMMON, JR.
DIRECTOR OF PLANNING



February 20, 1986

Monterra Ranch
c/o Hanover Monterra Investors II
2029 Century Park East #3335
Los Angeles, CA 90067

Dear Applicant:

This is to notify you that a staff review of your tentative subdivision map (826) application finds it to be:

_____ incomplete, and more information is necessary. A list of the additional information required is attached.

_____ complete and has been placed on an agenda to determine environmental effect for _____. A copy of the staff's "Environmental Assessment and Recommendation" including date and time of your application will be sent to you prior to that meeting.

_____ complete and has been placed on an agenda to determine environmental effect and has been set for public hearing for _____.

_____ complete and has a categorically exempt environmental status. The application has been set for public hearing for _____.

X complete. The application has been set for public hearing for March 13, 1986 before the Subdivision Committee

Feel free to contact us for any additional information you may require.

Sincerely,

MONTEREY COUNTY PLANNING DEPARTMENT

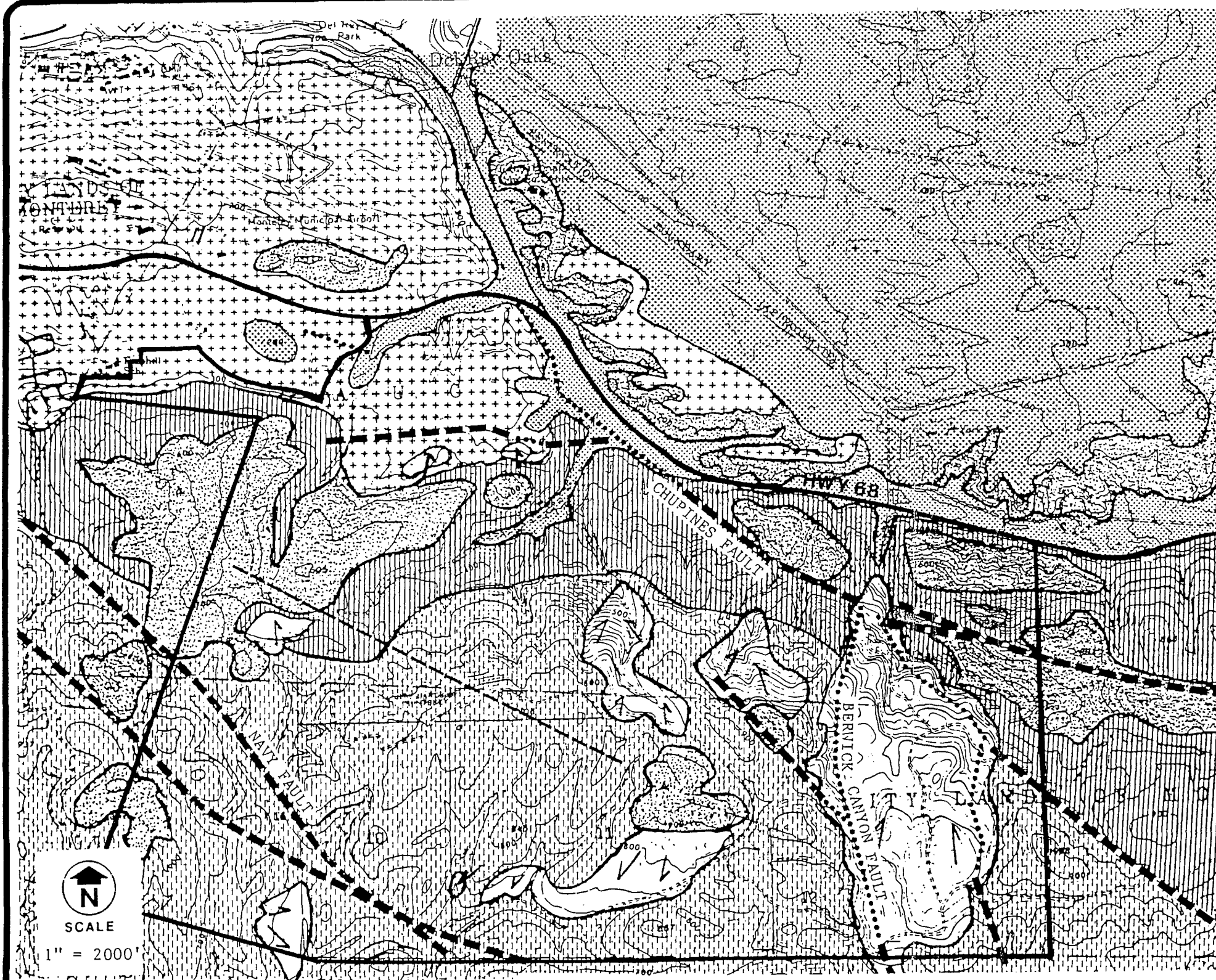
Wm. J. Card

William J. Card
Planner II

WJC/cw

B6

cc: Anthony Lombardo; Anne Secker; ~~WJC Corporation~~



LEGEND

- ALLUVIUM (Qa)
- OLDER ALLUVIUM (Qoa)
- LANDSLIDE DEPOSITS (Qls)
- PASO ROBLES FORMATION (Qtp)
- ARÔMAS SAND (Qar)
- SANTA MARGARITA SANDSTONE (Tsm)
- MONTEREY SHALE, DIATOMITE MEMBER (Tmd)
- MONTEREY SHALE, SILICEOUS SHALE, MEMBER UNDIFFERENTIATED (Tm)
- STRUCTURAL LINEATION; DASHED WHERE INFERRED
- FAULT; DASHED WHERE APPROXIMATELY LOCATED, DOTTED WHERE CONCEALED OR INFERRED

SOURCES: LOWNEY- KALDVEER ASSOCIATES, 1979
CLARK et. al., 1974

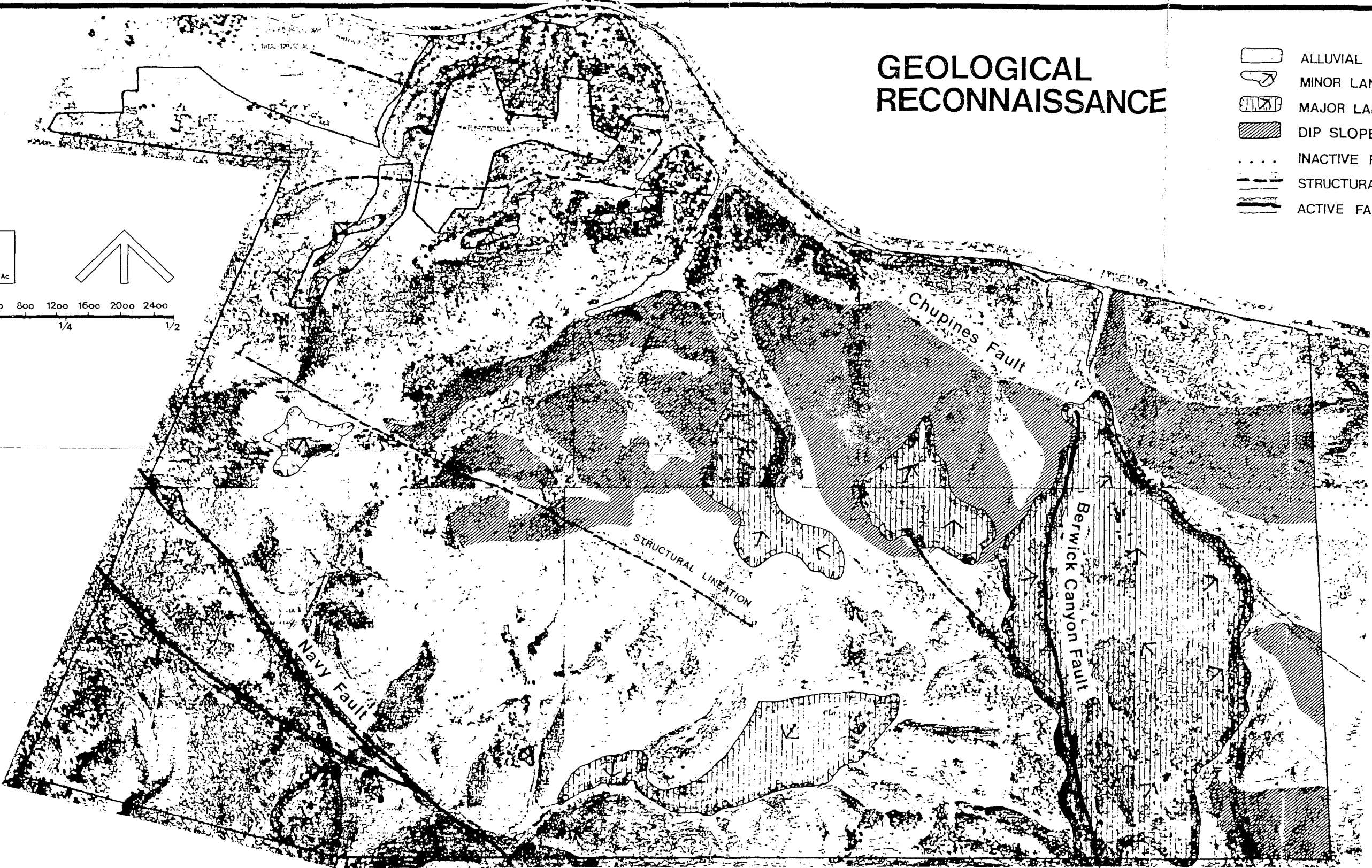
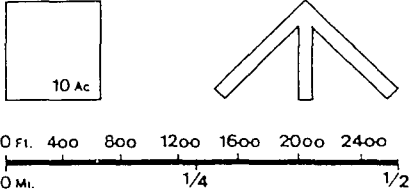
BEDROCK GEOLOGY, FAULT ZONES & LANDSLIDE DEPOSITS

FIGURE 2.1



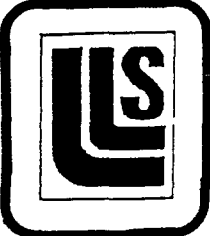
GEOLOGICAL RECONNAISSANCE

- ALLUVIAL SOIL
- MINOR LANDSLIDE
- MAJOR LANDSLIDE
- DIP SLOPE
- INACTIVE FAULT
- STRUCTURAL LINEATION
- ACTIVE FAULT



LANDSLIDES, DIP SLOPES & FAULT ZONES

FIGURE 2.2



The Navy, Chupines and Berwick Canyon Faults all traverse the project site and may all be onland traces of the offshore, seismically active Monterey Bay Fault zone.

The Navy Fault exists as two branches where it crosses the southwestern corner of the site. Based on field work by the U.S. Geological Survey (Clark, et.al., 1974) and the reconnaissance geological investigation of the site by Lowney-Kaldveer and Associates (1974), the Navy Fault is recognized by its topographic lineations. Zones of crushed Monterey shale, and the alignment of springs, scarps and aligned drainages onshore and offset of the seafloor along the seaward extension of the fault (Greene and others, 1973) indicate that the Navy Fault may be active. A 1.6 Richter Magnitude earthquake occurred on the Navy Fault within the project property in 1972. Although no consistent offsets of curbs or other man-made features were found by the U.S.G.S. to be associated with the fault, most of these features would have been constructed so recently that they would not have had time to show much movement. The U.S. Geological Survey recommends that site investigations by geologists should be made on the Navy Fault before development is contemplated on it (Clark, et.al., 1974).

The Chupines Fault can be mapped discontinuously from the eastern boundary of the Seaside Quadrangle northwestward for about four miles to where it reaches Quaternary alluvium of Canyon Del Rey. The Paso Robles Formation of Pleistocene age has been offset about six to ten feet although no evidence has yet been found to indicate the fault is presently active (Clark, et.al., 1974).

Most of the Berwick Canyon Fault, which trends northwesterly onto the site from the south, is concealed on the site beneath a very large landslide. This fault appears to offset older alluvium of probable Pleistocene age and is, therefore, considered geologically young and potentially active. The U.S.G.S. also recommends detailed investigation by engineering geologists before contemplating any development (Clark, et.al., 1974) in this fault area.

Although the approximate locations of all three faults are shown on the project geology map, both the original consultant (Lowney-Kaldveer Associates, 1974) and the County reviewer (Levish, 1975) state clearly that, prior to planning a development, further evaluation will be required in order to more accurately locate these faults. This is particularly important at the

southwestern corner of the site where the Navy Fault consists of two traces which pass within 500 feet of proposed dwelling units.

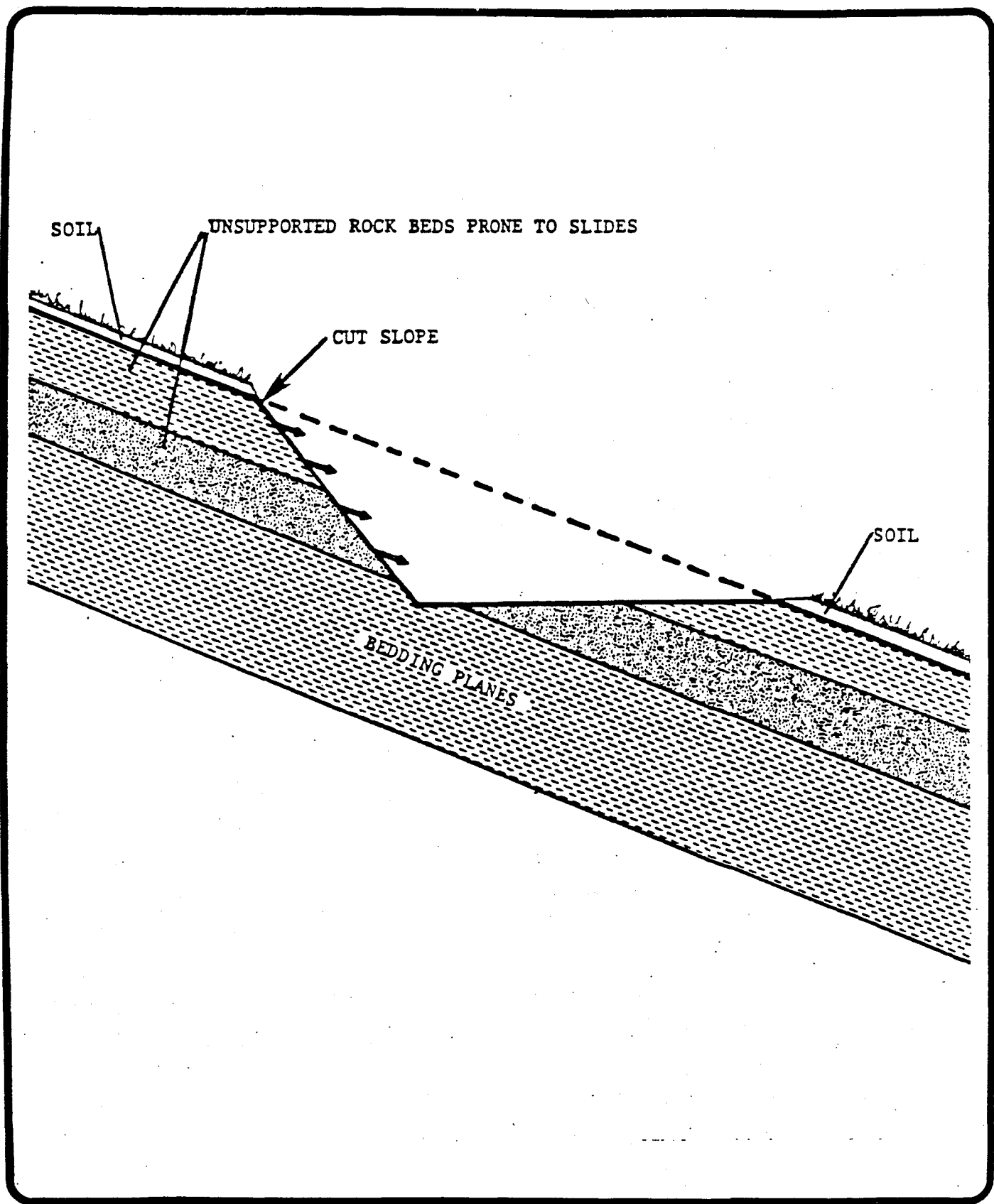
A structural lineation which trends northwest/southeast nearly midway between the Navy and Chupines Faults also requires more thorough evaluation. This feature may be a fault or shear zone associated with the named faults. Development is proposed along the trace of this feature and its significance needs resolution. Two additional lineations shown on the geology map which pass near or through the proposed school site need similar evaluation, as does a short lineation just west of the Berwick Canyon slide.

In order to accurately locate these faults and lineations as well as determine their importance or recency of activity relative to the proposed development, careful aerial photo work, followed by field mapping and trenching is strongly recommended.

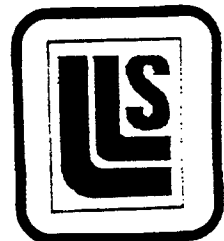
Slope Stability and Landslides. Landslides and areas of potential slope instability are found over large portions of the project site. For the most part, the existing failures and potentially unstable areas lie within the Monterey Formation which underlies most of the steeper portions of the site. The Monterey shale is notoriously unstable throughout southern and central California for several reasons: 1) the presence of the expansive clay bentonite which, due to its ability to shrink and swell seasonally with change in water content, is prone to failure, and 2) the presence of dipslopes in the Monterey shale on which the bedding planes and hillsides have similar slopes, thereby generating block glides or large-scale rock slides (Figure 2.3). Faulting on the project site has further weakened the Monterey shale through shearing, fracturing, and subsequent weathering.

Dipslopes underlie most of the north-facing slopes which form the northern half of the site. Two large, deep-seated slides and a portion of the Berwick Canyon slide have been mapped on these dipslope areas (see Figure 2.2) and should be recognized as clear indications of the inherent instability of the Monterey Formation under dipslope conditions.

Dipslopes are not the only areas of concern within the Monterey Formation, however, as several large slides have occurred along the southern side of the property where dipslope conditions do not exist. Sixty-one percent of the site consists of hillslopes in excess of 30% which is another



DIPSLOPE ILLUSTRATION FIGURE 2.3



key factor in producing this slope instability; see Figure 2.4.

Although ten large slides have been mapped on the project site (including the Berwick Canyon slide which is just over a mile long and 2/3 of a mile wide), little has been said in the Lowney-Kaldveer geotechnical investigation about the aerial photo analysis and the presence of smaller slide masses or the recency of slide movement. With over 50 years of stereo air photo coverage, it should be evident whether all or any of these slides have either grown or been remobilized during that time interval. Freshness of head scarps and presence or age of vegetation growing on these scarps can also clarify this issue. Based on more detailed investigations of this sort, setbacks from the head and lateral scarps of the slides can be realistically delineated. Levish (1975) in his review draws the same conclusions regarding setbacks from landslides. At present, a number of proposed home sites are within several hundred feet of landslide head scarps. Careful site-specific evaluations of these areas are needed at this stage of planning.

Field reconnaissance and aerial photo analysis suggest that these large, previously mapped slide masses are relatively old. The topography is quite subdued, headscarp areas are not at all fresh on photos or in the field and vegetation on the mapped slides appears undisturbed, although in some instances distinguishable from the surrounding areas. The vegetation on the site, however, chaparral, oaks and some pines, is not very useful (as are redwoods, for example) in recording slope movements.

Two previously unmapped smaller landslides (on Lot 265 and Lot 82) were delineated as a result of aerial photo evaluation. In addition, although two very large landslides were delineated along the north-facing dipslopes in the north central portions of the site, two other slightly smaller areas with similar characteristics and appearance on the aerial photos occur just to the west of these two slides, but were previously unmapped. None of these appear to be young active slides, but each of these areas should be evaluated further where development is proposed within them.

2.2.4 Impacts

1. There is the potential for significant impacts if additional geotechnical studies are not carried out to determine specific project requirements as outlined below. Lowney-Kaldveer and Associates (1974) state repeatedly in their report that "further evaluation will be required", and that "we recommend that detailed geotechnical studies be made in any geological hazard areas where development is proposed", etc. Detailed geological and geotechnical evaluation is now necessary before any final approvals are given to the proposed project. The same conclusion is reached in the Levish (1975) review.

The project site is mapped as a moderate to high hazard area on the County General Plan Map of potential seismic and geological hazards. Detailed geological reports are required for standard subdivisions in such areas. The 1979 Lowney-Kaldveer geologic report for a previously proposed subdivision on the project site clearly needs to be supplemented with additional geologic studies on specific impact areas described in this and previous sections.

The geological and geotechnical features that now require more detailed study and evaluation regarding the impact they will have or the control they will place on any proposed development are described in the following impacts discussions.

2. Faults: Locations and Activity Levels. Three major hazards are associated with faulting and earthquakes: 1) seismic shaking, 2) surface offset, and 3) ground failure. Each will be discussed individually.

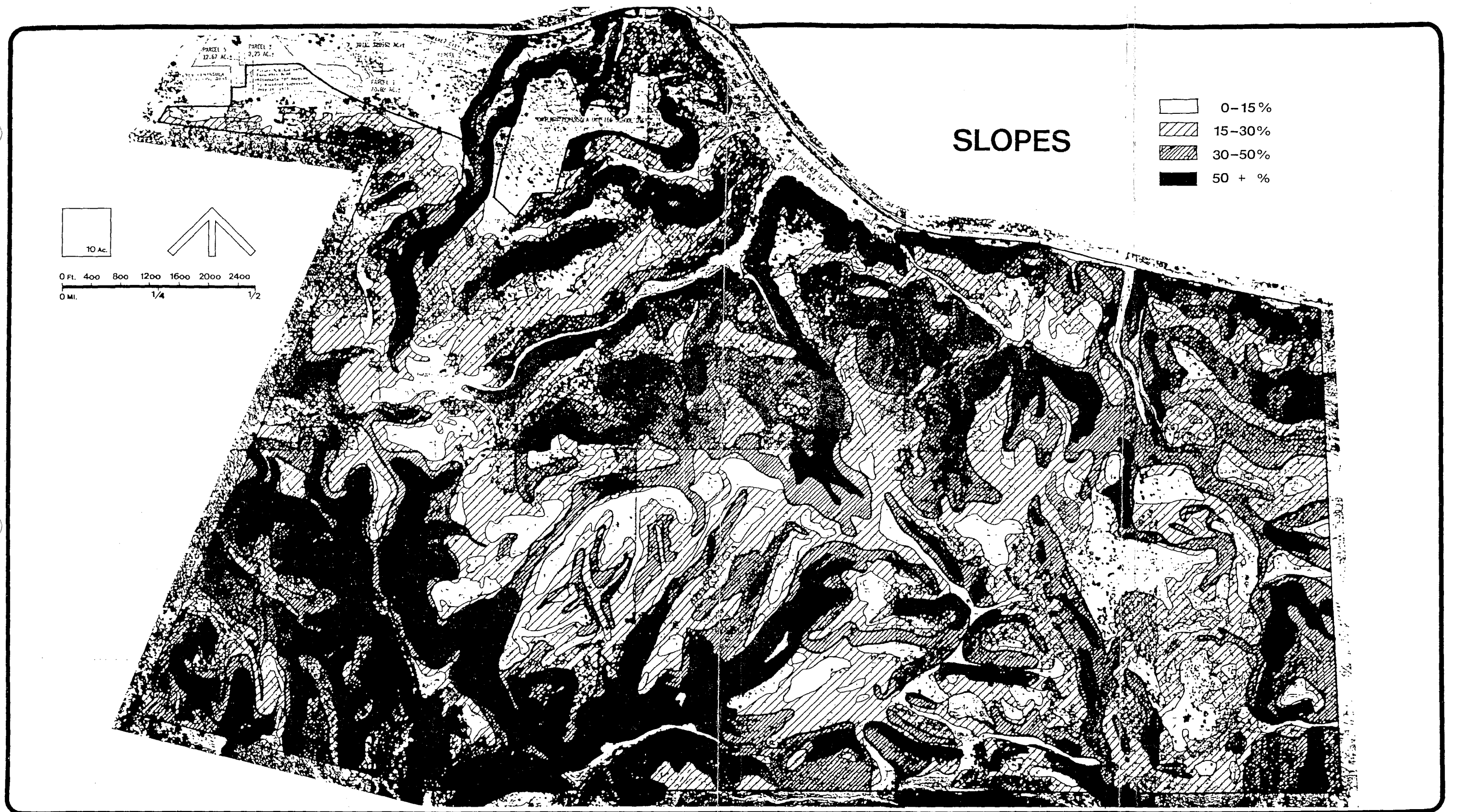
A. Seismic Shaking. Seismic shaking can be expected to be very strong to severe in the vicinity of the project site (VI-VIII on the Rossi-Forel Scale; McCrory, et.al. 1977). The intensity of shaking at a particular location depends not only on the strength (magnitude) of the earthquake and distance from the earthquake focal point, but also on local geologic conditions. Data from many historic earthquakes indicate that intensities are generally heavier in areas underlain by thick deposits of unconsolidated sediment than in adjacent bedrock areas. The Canyon Del Rey area is the portion of the site where shaking can be expected to be

most intense and this area is not apparently projected for development.

The San Andreas Fault, because of its high activity level and despite its distance from the site, represents the greatest threat in terms of seismic shaking. Although the Navy and Berwick Canyon Faults are potentially capable of generating earthquakes, the likelihood of a large earthquake on the San Andreas Fault is considerably greater. Any proposed construction or improvements need to give serious consideration to resisting and reducing the impact of strong seismic shaking through recommendations such as those given by Yanev (1974).

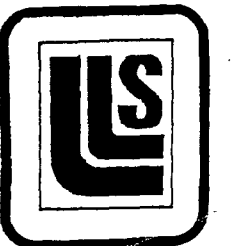
B. Surface Offset. Existing evidence indicates that the Navy and Berwick Canyon Faults are active or potentially active. There is the potential for significant adverse impacts unless additional field work including trenching is required to evaluate this potential more accurately. A similar investigation of the two major lineations crossing the site is also necessary in order to evaluate the hazard they pose. A construction setback from the active or potentially active features or appropriate width must be established along the length of each feature. A 100-foot setback to either side is recommended; where the trace is not precisely located or is concealed, this distance may need to be increased. The recreation complex along the Berwick Canyon Fault (and on the landslide surface) is an example of this problem. Due to the uncertainty of the slide activity, and the fault's location as well as the potential problems of loading the slide mass, no structures should be built in this area until further studies are completed.

The area of greatest potential concern for surface offset lies along the lineation lying between the Navy and Chupines Faults. The present proposal establishes no setbacks along this zone and building sites have been delineated along its length. Its significance and the potential threat of surface offset needs careful evaluation. A similar concern exists with the short



SLOPE MAP

FIGURE 2.4



lineation just west of the Berwick Canyon slide.

- C. Ground Failure. Earthquake-induced ground failure is a significant aspect of seismic shaking but is difficult to predict. It is known that many of the very large slides in the Santa Cruz Mountains to the north were induced by the 1906 San Francisco earthquake. If a large earthquake were to occur during a particularly wet winter, the potential for inducing new landslides or reactivating older slides is significantly increased. Again, based on existing data, no building construction is recommended on the Berwick Canyon slide area. Due to the size of this slide complex, stabilization is not a viable option; avoidance of the potential hazard is considered the only reasonable mitigation. Any structures or proposals to impose water on the surface of the Berwick Canyon slide should be totally avoided based on limited existing information. Loading with the water itself creates the potential for destabilizing the slide complex. However, if movement continues, during seismic shaking or under non-seismic conditions, any reservoir lining could rupture, leading to the entry of additional water into the subsurface and further activating the slide.

The geological consultants recommend similarly "that development planning (in this area) be restricted to roads, green areas, or possibly a golf course, until further studies can assess the activity of the slides. Any grading for roads (and the associated runoff) should be carefully planned to minimize surface water infiltration and erosion which might decrease the existing stability of the slide masses."

Liquefaction or ground settlement may also occur during large earthquakes in areas underlain by clean silts and sands with high water tables. With the exception of the Canyon Del Rey drainage, the geological investigation by Lowney-Kaldveer and Associates (1974) found few areas where this type of seismically induced ground failure would constitute a potential problem. Soil properties and depth to water table are unknown, however, within

some of the larger slide masses and within some of the drainages, particularly along the southern boundary of the property, further geotechnical investigations are required in these areas prior to final development approvals (Lowney-Kaldveer and Associates, 1974).

3. Slope Stability and Landslides. Landsliding under seismic conditions has been previously discussed. Slope failure no doubt has and will continue to occur under non-seismic conditions as well. A very thorough aerial photo investigation of possible slides in all areas proposed for development should now be carried out, followed by field investigation. The recency of slide movement as expressed in freshness of topography and condition and vegetation of the head scarp areas needs evaluation. Borings or trenching would also be needed to define depth of failure surface if slide reconstruction is proposed.

The historic aerial photo record also needs careful analysis in order to determine whether the slides are growing headward or laterally. Such data is necessary in order to establish reasonable setbacks from the slides. The present proposal places a number of homesites directly upslope from large slides. More detailed investigations are needed in these areas.

Although large dipslope areas have been previously delineated along the northern portion of the site and seven of the ten large slides occur in dipslope areas, little evaluation has been carried out on the stability of the remaining portions of the site underlain by dipslopes. The number of bedrock attitudes on the geologic map is limited such that it is difficult to know how steeply the shale beds dip in many areas.

A number of proposed homesites along the slopes immediately west of the large dipslope failures are in areas designated as dipslopes or potentially hazardous areas. Considering the widespread extent of dipslope failures in the Monterey Formation elsewhere in California, as well as on the project site, development in such areas, whether grading for road construction or actual structures, is not recommended without detailed study indicating such development is safe. Safe dip angles within the Monterey bedrock need to be established and where these angles are exceeded, geological and geotechnical data needs to be presented which indicates construction in such

areas will not be subject to future slope failure. Although portions of these slopes are presently stable, the impacts of grading, construction, increased runoff and increases subsurface water (irrigation and septic leach fields) all have the ability to destabilize these Monterey Formation dipslopes.

2.2.5 Mitigation Measures

1. Additional geotechnical field work, including trenching, is required to determine the activity of the Navy and Berwick Canyon Faults, and the structural lineations located between the Navy and Chupines Faults where development is proposed within 200 feet of these features. There is an unknown potential for surface offset along the structural lineation. A 100-foot construction setback is initially recommended on either side of these features and this setback may need to be increased where the features are not precisely located or are concealed. Specifically, the short lineation to the west of the Berwick Canyon landslide passes through proposed Lots 47, 55 and 61; further investigation of the hazard posed by this geologic structure is needed. The major lineation passes through many proposed lots; further evaluation is needed here also. Proposed lots 19-25 lie adjacent to Chupines Fault. As long as any construction remains at least 200 feet from this mapped trace, further fault activity is unlikely due to constrained location of fault zone.

2. No structures or lakes should be constructed on the Berwick Canyon landslide area until further geotechnical studies are completed to determine the slide activity, the fault location and the potential problems with loading (building on) the slide mass.

3. A thorough aerial photo investigation and field investigation of possible slides in all areas proposed for development should be carried out to determine whether the slides are growing headward or laterally; and, to establish reasonable setbacks from specific slides. Specifically:

- Proposed Lots 33, 34, and 35 are partially on steep (over 30%) slopes above headscarp area of Berwick Canyon slide. These should be consolidated, eliminated or any structure located a safe distance back from scarp (200 ft.).
- The access road to proposed Lots 62-69 runs up a drainage way or draw with side slopes over 30%. Natural drainage must be dealt with here.
- The lower third of Lots 63 and 64 are mapped as the headscarp of a large landslide. There are no bedding attitudes mapped here such that further analysis is required to determine safe setback for structures if construction proceeds.
- All of Lot 52 and large portions of lots 51, 53 and 54 lie along the head of a large mapped dipslope landslide. A cul-de-sac is located at the headscarp as well. Stability evaluation is required here. Although perhaps stable under present conditions, the input of significantly increased water through septic leachfields, landscape watering, and increased runoff at the top of a dipslope may well destabilize these slopes.
- A previously unmapped landslide forms the lower portion of Lot 82; most of the middle portion of the lot is over 30%. Stability/setback evaluation needed if lot is retained.
- The road connecting Lot 118 to 119 crosses a drainage and slope over 30%; needs evaluation. This may be an unnecessary connection.
- Lots 105-110 are at the top of a dipslope; impacts of development and added water require further evaluation.
- Road traversing the steep slope connecting Lots 145, 154-166, and the lots themselves are all on a slope with only a single mapped attitude indicating a 32° dip in Monterey Shale. This slope is potentially unstable, development and water input adds additional concern which needs resolution.
- Lots 161-170 lie at the base of the above-mentioned, potentially unstable dipslope. Hazard evaluation needed.

- Lots 235 and 236 and road are on a mapped slide; if this is actually a slide it appears to be incorrectly located and headscarp should be further to the north, at the break-in-slope; resolution is needed.
- Access road to Lots 185-190 runs directly up the center of a major drainage and crosses the toe of a major mapped landslide. Lot 185 is on the toe of this apparently old subdued slide. The rear portion of Lot 188 is steep scarp and unmapped slide. This lot should be eliminated, or construction set well back from edge and post-construction stability assessed.
- Retention ponds proposed south of lot 208, west of lot 43, and west of lot 8 are located in landslide areas and should be individually assessed and designed to take these conditions into account.
- Any secondary access roads which are found to be necessary by the Planning Department and fire officials should be evaluated for potential geologic problems.

4. A geotechnical study on dipslopes should be completed to determine safe dip angles with the Monterey Formation bedrock; and, to recommend foundation and other techniques which will prevent future slope failure in areas where these angles are exceeded.

2.3 Soils

This section is based upon the Lowney-Kaldveer Associates geologic/soils report and on the Monterey County Soil Survey.

2.3.1 Existing Conditions

2.3.1.1 Soil Types

The USDA Soil Conservation Service Maps indicated two major soil types on the site: Santa Lucia Reliz Association and Santa Lucia Shaly Clay Loam.

The Santa Lucia-Reliz Association is found on slopes between 30 and 75%. Because of these slopes, runoff is very rapid and erosion hazard is high. Additionally, this soil has a high corrosion hazard for uncoated steel and concrete, and low shrink-swell.

The Santa Lucia Shaly Clay Loam is found on three different slope ranges: 2-15%, 15-30%, and 30-50%. As the slope increases, so does the erosion hazard and runoff rate. This soil has a high potential for corroding concrete and uncoated steel. On 2-15% cross slopes, building hazard is moderate because of slope and depth to rock. On steeper slopes (15-50%), the building hazard is severe; see Table 2.1.

2.3.1.2 Erosion in Canyon Del Rey Watershed

During periods of high runoff, extensive erosion can occur in the Canyon Del Rey watershed. Large quantities of sand, silt, and clay are transported from headwater regions and side slopes to be deposited on the valley floor. Sedimentation occurs predominantly in Laguna Grande Lake, Roberts Lake, and in the areas immediately east of the box culvert under Monte Mart at Fremont Avenue (MCFC and WCD, 1977). Almost all sediment presently being contributed to Canyon Del Rey Creek is derived from the southern slopes of its watershed. The slopes in this area are generally steep and soils have high runoff rates and high to very high erosion rates (U.S.D.A. Soil Conservation Service, 1979). The northern slopes of the watershed have lower slopes and very permeable soils. While erosion can occur on these less steep slopes, almost all of the eroded material is deposited within a short distance downstream and very little sediment is transported into Canyon Del Rey Creek (MCFC and WCD, 197).

Under the existing vegetation cover, there are no areas on the site where extensive erosion is taking place. The most rapidly eroding areas on the site occur in the lower elevation of the site along drainage channels contributory to Canyon Del Rey which are incised into the alluvial deposits and the diatomaceous shale unit of the Monterey Formation. Extensive gullying has also occurred along a number of the steep, existing roads on the site as a result of vegetation removal and concentrated runoff. The potential for erosion is, therefore, clear.

TABLE 2.1
SOIL CHARACTERISTICS

Soil Type \ Characteristic	Erosion Hazard	Runoff	Permeability (in/yr.)	Foundations	Soil Suitability
Santa Lucia-Reliz (Sq) 30-75%	High	Rapid	.6-2.0	High conc. and unc. steel	Severe slope
Santa Lucia Shaly Clay Loam (SFE) 15-30%	Moderate	Medium	5.1-6.5	High conc. and unc. steel	Severe slope
Santa Luca Shaly Clay Loam (SfF) 30-50%	High	Rapid	5.1-6.5	High conc. and unc. steel	Severe slope

2.3.1.3 Drainage Report for Monterra Development July 1984

In addition to drainage control proposals for the development itself, this report recommends the following methods of preventing erosion and siltation during construction:

1. cat tracking slopes;
2. temporary excavated swales;
3. hay bales placed in water courses to pond water and retain silt;
4. temporary retention basins adjacent to developed area;
5. fabric fences which will allow water to pass while retaining silts--example, Geofab (see brochure in the Appendix);
6. incorporate straw in soil.

2.3.1.4 M. Jacobs and Associates Percolation Study

In May and June 1984, M. Jacobs and Associates conducted extensive soil borings and percolation tests to determine the rate of potential infiltration of subsurface soils.

The majority of tests run indicated percolation rates within the specified County Health Department requirements for septic systems. Further testing is planned for holes which did not meet the requirements. Of the 86 borings, four did not meet minimum percolation rate requirements, five had excessive percolation rates.

2.3.1.5 M. Jacobs and Associates Soil Investigation for the Berwick Canyon Roadway

A 1984 soils investigation for the Berwick Canyon Roadway is described in the geologic impacts section above. The report concludes that the proposed roadway can be built over the Berwick Canyon landslide as long as very specific engineering recommendations are followed.

2.3.1.6 Lowney Kaldeveer Associates Soil and Geologic Investigations

Lowney Kaldeveer Associates (LKA) conducted preliminary geologic and soils investigations of the larger 2893-3386 unit Monterra projects in 1974 and 1979. These reports are extensively discussed in the geologic section above.

The LKA reports conclude that soils and foundation conditions, except where involved with some hazardous condition of slope stability or faulting are generally adequate. Some of the soils developed over areas of the diatomite member of the Monterey Formation may possess some unusual characteristics which require careful additional evaluation. Compaction subsidence may be a problem when developed areas are settled; this should be examined as a part of further soils investigations. Moderately expansive soils exist on the site and further site-specific analysis is recommended in order to determine where these soils will occur and thereby affect development.

LKA found few areas, with the exception of the drainage of Canyon Del Rey, susceptible to liquefaction under shaking from a large earthquake. However, water table conditions and soil properties are unknown (and warrant further investigation) within some of the broader tributary drainage channels, particularly along the southern boundary of the property.

2.3.2 Impacts

4. Foundations of proposed structures could be subject to corrosion of unprotected steel and concrete.

5. Access roads to Lots 185-190, 146-184, 62-69, 57-60, connecting 118 and 119 cross 30% or greater slopes in potentially thin and erosive soils.

6. General Plan Policy 26.1.10 prohibits development on slopes greater than 30 percent. Topography could constrain development in several areas where lots contain less than 4000 square feet of land with slopes for building sites less than 30%. Lots 44, 45, 58, 59, 60, 75, 82, 85, 86, 275 and 276 are all in this category.

2.3.3 Mitigation Measures

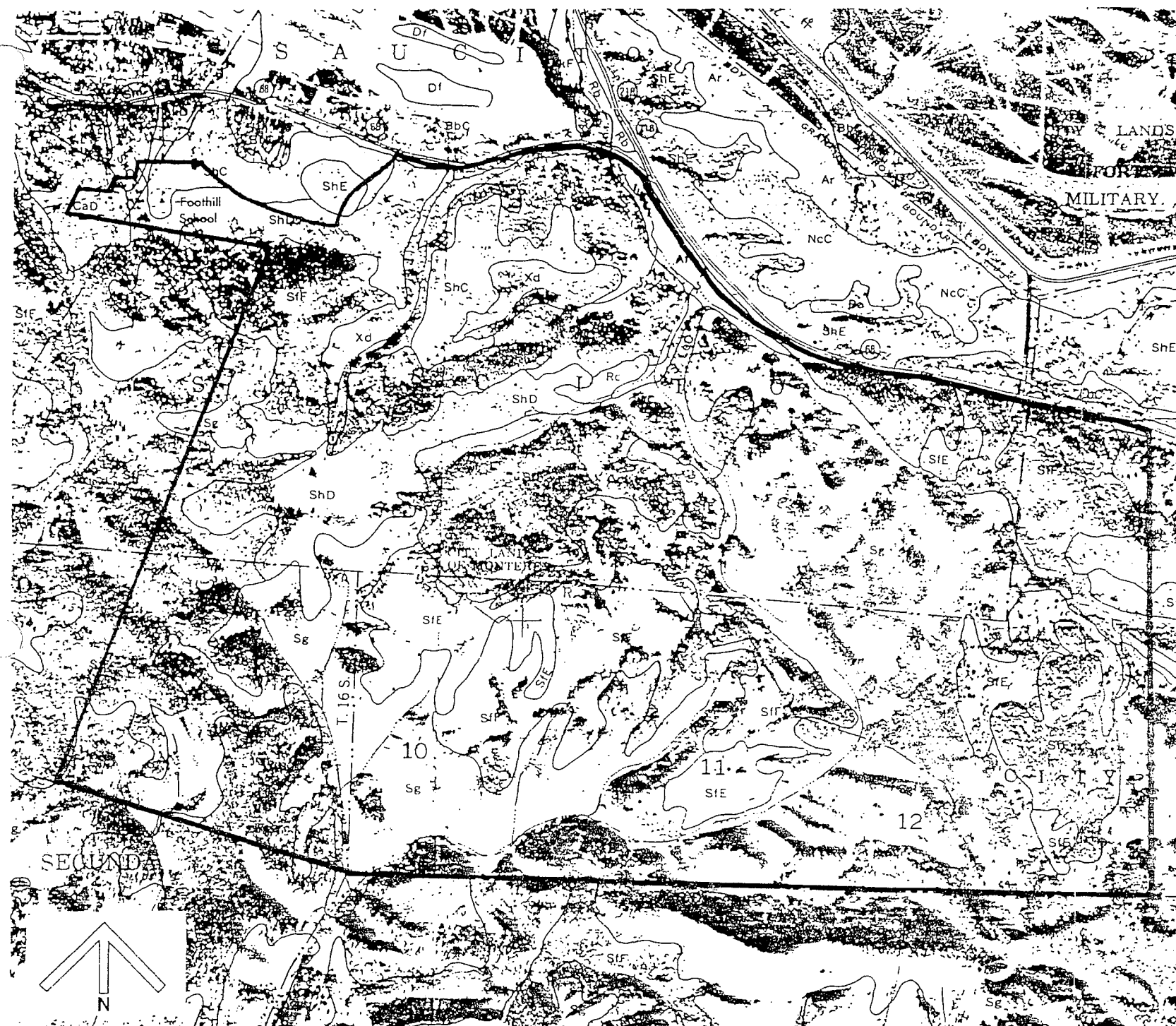
5. Soil Conditions at each building site should be evaluated by a soils engineer to determine foundation requirements.

6. An erosion control plan should be prepared for the project. This plan should include all of the following:

- all disturbed slopes should be revegetated with a mix of seeds best suited for the climate and soil conditions;
- slopes should be covered with a straw mulch or jute netting after seeding; the straw mulch should be punched in; no hydromulch should be used;
- no grading should occur between October 15 and April 15, unless conforming to Monterey County Code Section 16.12.090;
- where possible, cuts should be revegetated with trees as well as seed, especially in areas where trees are removed to allow roads and driveways;
- removed topsoil should be stockpiled on the site to be used for revegetation work;
- all road work on slopes over 30% or in landslide or dipslope areas shall require geotechnical evaluations;
- land should be graded and landscaped in increments of size that can be completed during a single construction season.
- storm water should not be allowed to flow directly down unprotected slopes, devoid of vegetation.
- catch basins should be used to retain sediment within the site area during the construction period.
- the grading operations should be evaluated and inspected by a qualified soils engineer.
- See also Comment Response 7 in Response to Comments section.

7. Building envelopes should be required on lots which include slopes greater than 30%, or those adjacent to slide areas, dipslopes, faults or lineations deemed hazardous. General Plan Policy 26.1.10 prohibits development on slopes greater than 30 percent.

8. Relocate access roads which cross 30%+ slopes or require specific geologic, grading and erosion control plans to mitigate impacts.

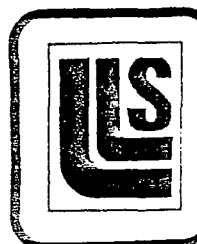


SOILS LEGEND

- CaD Chamise shaly loam, 9 to 15 percent slopes.
- Rc Rock outcrop-Xerorthets association.
- Sfe Santa Lucia shaly clay loam, 15 to 30 percent slopes.
- Sff Santa lucia shaly clay loam, 30 to 50 percent slopes.
- Sg Santa Lucia-Reliz association.
- ShC Santa Ynez fine sandy loam, 2 to 9 percent slopes.
- ShD Santa Ynez fine sandy loam, 9 to 15 percent slopes.
- ShE Santa Ynez fine sandy loam, 15 to 30 percent slopes.
- Xd Xerorthents, dissected.

SOILS MAP

FIGURE 2.5



2.4 Hydrology and Drainage

2.4.1.1 Existing Conditions: Area Watershed

The 2,831-acre project site is situated on a mountain block containing rugged slopes and deeply incised drainways. The crest of the drainage divide between Canyon del Rey and Carmel Valley trends northwest/southeast through the site. Sixty-three percent of the site drains to the Canyon del Rey watershed, thirty-five percent drains south to Canada de la Segunda or Carmel Valley, and two percent drains west to Monterey. Encompassing an area of 16.8 square miles and drained by Canyon Del Rey Creek, this watershed originates at an elevation of about 1,000 feet.

Approximately two-thirds of the site lies within the Canyon Del Rey watershed, and drains northwestward via Canyon Del Rey, Laguna Grande, and Roberts Lake, to the Pacific Ocean at Monterey Bay. About 50 acres of the northwesterly panhandle of Monterra presently drains across Tarpey Flats at Route 68 and then westward and northwestward to Monterey Bay via Route 68 and the Naval Postgraduate School. The remainder of Monterra drains south to the Carmel River, via Canada de la Segunda, and ultimately to the ocean at Carmel Bay.

The northern slopes of the watershed consist of sand dune fields and mesa-like terraces; surficial soils are sandy and permeable. The south slopes of the watershed predominantly consist of shale hills. Slopes are relatively steep and surficial soils generally have a low to moderate permeability. The floor of Canyon Del Rey is composed of deep alluvium. The channel of Canyon Del Rey Creek is incised five to ten feet into the alluvial plain.

Runoff and Flooding. Mean annual precipitation within the drainage area varies from 12 to 16.5 inches. Incident rainfall generally does not produce large quantities of runoff. Soils in the basin are generally pervious, particularly on the northern slopes and the valley floor, and therefore permit high infiltration rates. Most of the precipitation from smaller, frequently occurring storms infiltrates into the soils where it flows beneath the ground surface toward the valley alluvial deposits. However, the pervious surficial soils in many areas of the watershed are shallow and underlain by impervious clayish hardpan layers or shale bedrock. During large infrequent storms or when there has been substantial antecedent precipitation,

the surface soils become saturated and a much larger proportion of the precipitation runs off as stream flow. The 100-year flood in Canyon Del Rey is, therefore, much larger than the 10-year flood under existing conditions (Monterey County Flood Control and Water Conservation District, MCFC and WCD, 1977).

The 100-year floodplain along Canyon Del Rey Creek which runs along Highway 68 and the northeastern boundary of the project site is shown in Figure 2.6. The 100-year flood is the flood magnitude which has a probability of occurring on the average of once every 100 years or a one percent probability of occurring in any given year. The 100-year flood has been established by the Federal Insurance Administration as the basis for flood hazard evaluation and the determination of flood insurance rates.

Watershed Sub-basins. six of the 28 total sub-basins of the Canyon Del Rey Watershed are located on the Monterra property, according to the Monterey County Master Drainage Plan (June 1977). Following is a brief description of the five major sub-basins (see Figure 2.6):

- Sub-basin 10 is a triangular shaped, 1018-acre watershed which includes areas outside the project site. It is the largest of the drainage basins on the site. Its main watercourse is well defined and passes under State Route 68 through a six by three-foot reinforced concrete box.

- Sub-basin 11 is 332 acres in area. Runoff from most of this basin flows directly into Canyon del Rey Creek. Runoff from the eastern corner of the basin collects in the south drainage ditch along State Route 68, and then flows under the highway and into the creek through an 18-inch culvert; the culvert.

- Sub-basin 12 has a tributary drainage of 469 acres. The watershed itself becomes very narrow in downstream area and runoff concentrates in a single watercourse parallel to a private ranch roadway. The watercourse becomes indistinct as it approaches Canyon del Rey Creek. The water from Canyon del Rey Creek passes

under the private road through a 3.5-foot by 8.5-foot box culvert, located a few feet from and parallel to State Route 68.

- Sub-basin 13 is a small, 170-acre watershed that primarily consists of a single drainageway without a distinct watercourse. Runoff from the basin flows directly into Canyon del Rey Creek on the south side of State Route 68.
- Sub-basin 14 has a tributary drainage of 366 acres, including some areas not within the project site boundaries. The basin has one well defined watercourse that joins Canyon del Rey Creek before the creek crosses State Route 68 through a 48-inch culvert.

All five of the tributary drainage basins contain slopes greater than twenty-five percent. Soils on these slopes consist of clay loams, which are generally shallow and characterized by low to moderate permeability, high runoff rates, and high erosion potential.

Poorly drained areas occur in the northern portion of the site along much of the course of Canyon del Rey Creek. Other local areas of poor drainage are associated with landslide deposits (particularly in sub-basin 10), "sag" ponds along the Berwick Canyon Fault traces, and constructed stock ponds.

Water Quality Management Plan. The Association of Monterey Bay Area Governments (AMBAG) study, titled A Water Quality Management Plan for the Monterey Bay Region, was funded through a grant under Section 208 of the Federal Water Pollution Control Act and contains specific concerns over the potential impact of development on Laguna Grande and Roberts Lakes. The two coastal lakes are located between Seaside and Monterey. The report revealed that the lakes are being filled with sediment from urban runoff and upstream watershed erosion. The Plan made a number of findings and recommended specific actions which could be taken to reduce the deterioration of the lakes. Siltation in the lakes is also addressed in the County Master Drainage Plan and recommended mitigation measures include development of on-site sedimentation and detention basins where feasible and minimization of

impervious surfaces.

2.4.1.2 Applicant's Proposed Drainage Plan

The applicant's engineer, David Fuller of WWD Corporation, proposed a drainage plan in the July 1984 Drainage Report for the Monterra Development. This plan includes the following elements.

- overland flow to street gutters and drain lines to existing natural drainage swales;
- pipelines, curbs and gutters, and catchment structures will be designed for the 10-year storm, and culverts crossing under roadways in drainage channels will be designed for post-development 100-year storms;
- seven retention basins (322,856 cubic feet of storage) designed to retain additional peak runoff due to development, while discharging no more than pre-development 10-year design runoff. Retention basins will also be designed with overflow or bypass features to allow post-development 100-year storm overflows at one foot of freeboard.

2.4.1.3 Impacts

7. The proposed project would increase the peak storm runoff by a factor of 11.4 percent as a result of covering open ground with impervious surfacing in the form of roadways, buildings, pads, tennis courts, etc. Without adequately designed retention facilities, this increased runoff could overflow downstream receiving facilities and increase erosion hazards on and off site. Table 2.2 indicates summary drainage calculations; see Appendix for full report. Changes in on-site drainage could cause increased gullying and erosion on-site.

8. Future runoff from urban activity areas (roads, driveways, homesites) will contribute to a variety of water quality problems. Contaminant matter includes sand, silt, organic matter, vehicular oils and fuels, heavy metal compounds, non-biodegradable fertilizers, pesticides and vegetative control chemicals. The planned equestrian center could have

significant water quality impacts if not properly designed. Groundwater quality testing indicates that iron and manganese concentrations and salinity content exceed safe drinking water requirements.

2.4.1.4 Mitigation Measures

9. Retention basins should be designed to retain additional peak runoff due to development, while discharging no more than predevelopment 10-year design runoff. Retention basin should also be designed with overflow or bypass features to allow post-development 100-year storm flows. Each basin will be designed to discharge predevelopment 10-year runoff at two feet of freeboard while storing additional runoff due to development. Each basin will be designed to allow post-development 100-year storm overflows at one foot of freeboard. Pipelines, curbs and gutters and catchment structures will be designed for the 10-year storm, and culverts crossing under roadways in drainage channels will be designed for post-development 100-year storms. Retention basins should also be designed to accommodate silt storage.

10. Based on General Plan Policy 16.2.7, the Project Engineer will design and submit for approval to the County Planning Director after consulting with the Monterey County Flood Control and Water Conservation District, a complete drainage plan, including engineering studies and calculations, future runoff courses, and present and future volume of runoff and silt load. Wherever possible, drainage shall be directed to the seven proposed detention basins. As an addendum to the drainage plan, it shall be determined if these basins are adequate to handle the increased runoff created by the project. Maintenance or a pro-rated contribution toward maintenance of the detention ponds shall also be described in the drainage plan addendum.

11. All natural drainage swales shall be designated on the Final Subdivision Map by easements labeled "natural drainage easements". New drainage culverts should be identified as such on improvement plans and are subject to review and approval of the County Public Works Director.

TABLE 2.2

DRAINAGE CALCULATIONS
SUMMARY TABLE

<u>Area</u>		<u>Post Development C</u>	<u>Time of Concentration Tc</u>	<u>Qp (CFS) Pre- Development</u>	<u>Qp (CFS) Post- Development</u>	<u>Req'd Retention Storage Volume (Cubic Feet)</u>
I	946 AC	0.2207	39.1 min.	208.877	230.50	87,205
II	1300 AC	0.2344	60.0 min.	231.40	271.20	155,852
III	112 AC	0.2100	60.0 min.	19.94	20.93	3,739 *
IV	173 AC	0.2100	52.7 min.	32.87	34.51	5,824 *
V	1056 AC	0.2179	60.0 min.	187.97	204.79	70,236
Total Storage Required =						322,856

Notes:

- * 1. No retention basins required.
- 2. Design based on 10-year design and intensity curves found on Plate 25 of Monterey County Standards.
- 3. See Figure 1.3 for possible retention basin locations. Final location and size to be determined during final map review of phase being considered.

12. The project applicant shall contribute the development drainage fee per acre to the County Treasury "Canyon Del Rey Creek Watershed Zone Primary Facilities Updating Fund" for off-site operation, maintenance and updating of primary facilities in this watershed, at the discretion of the MCFC and WCD. This contribution shall be made prior to filing of the Final Subdivision Map.

13. The applicant shall pay for all on-site and a pro-rata share of off-site maintenance and operation of storm drainage facilities and access roadways impacted by the project from the time of installation or filing of the Final Map until acceptance of the improvements for the subdivision by the Board of Supervisors, and/or until a Homeowners' Association or other agency, with legal authorization to collect fees sufficient to support the service, is formed to assume responsibility for the service. Mitigations provided in Section 2.3, Soils, requiring erosion control measures shall be implemented in construction and buildout in order to prevent erosion and siltation from increased runoff.

14. There should be a complete and careful County review of the entire grading plan for the proposed project, before project approval. If it is found that there would be extensive cuts and fills, especially on slopes exceeding 30%, thereby increasing potential for excessive erosion and siltation, then the project should be redesigned to eliminate such plans.

15. It should be a condition of project approval that a maintenance program agreement be established to ensure that all paved roads and parking areas be mechanically swept at least once a year in early September before the annual rainy season begins. The contaminant matter traps (French drains) should be appropriately maintained. The Monterey County Public Works Department should establish a procedure to ensure that maintenance of the facilities is carried out annually. The use of a Homeowner's Association requirement and some form of bonding for the first few years may be appropriate.

*Please refer to Comment/Response 8.

2.4.2.1 Existing Conditions--Groundwater.

The shale bedrock forming the bulk of the project site is intensely fractured and contains a sizeable supply of groundwater. The shales receive a large supply of recharge through rainfall (Logan, 1979). Several springs exist on the site, particularly in the northern portion along Canyon Del Rey and along fault traces.

The alluvial deposits on the canyon floor contain large amounts of groundwater, although these deposits have not been noted in water resource literature as a water supply source. Several wells in the project area extract water from the alluvium for irrigation use.

The Santa Margarita sandstone, a productive aquifer in areas east of the project site, underlies the northern slopes of the Canyon Del Rey watershed. This aquifer is truncated by the Chupines Fault and does not occur in the southern portion of the watershed. The Monterey shale which forms the bulk of the hill on the south slopes of the watershed is also a potentially productive aquifer. Although shales are normally impermeable, the prevalent fractures throughout these rocks allow water to move through them easily. Rainfall supplies a large quantity of recharge to the shales. Several wells extracting water from this unit in the project area have fairly productive records (Logan, 1979).

Existing domestic and livestock water uses are served by on-site wells. There is no water service currently available for the site, nor is the site within the California-American Water Company District. However, the site is adjacent to the district boundaries and the water company owns a landlocked area within Monterey's boundaries and has an easement to this parcel under and across the project site.

2.4.2.2 Applicant's Proposed Water Supply System

The project applicants intend to utilize on-site wells to meet the project's water supply needs. The applicant's consulting hydrologist, John Logan, completed a study titled A Water Supply for Monterey in June 1984. After review of this study by Walter Wong and Al Friedrich of the Monterey County Environmental Health Service, additional information was requested and delivered in a November 1984 addendum. Additional data concerning these water studies is included in two February 1984 reports--Well

Data Summary-Monterra and Nitrate Loading at Monterra.

All of these reports have been reviewed by the above staff of the County Environmental Health Service, and also by staff of the Monterey Peninsula Water Management District. Additionally, an independent engineering firm, Anderson Nichols of Palo Alto, was retained by MPWMD to review and comment on the Logan reports. These reviews have been completed. The paragraphs below summarize the system proposed in the Logan reports and present the latest information regarding their review as of February, 1986. For further information, the reports themselves should be consulted.

Demand and Supply. The Monterra project water demand is estimated to be 140 acre feet per year; this includes recreational facilities demand, 20 percent for system losses and 20 percent for desalinizer wastage. Of this 140 acre feet per year, 117 acre feet per year is the estimated net demand. This demand (140 af/yr) is equivalent to 87 gallons per minute (gpm) or 125,000 gallons per day (gpd). Tests on the "Jacks" well indicate that it alone could meet the demand by pumping 9.5 hours per day, with the "Monterra 1" well being a backup. As an alternative, a new large diameter well could be constructed near "Monterra 1" with an additional backup well.

Pumping Tests. Three pertinent pumping tests have been conducted at Monterra and are summarized as follows:

1. Jacks well; Aug. 1977; 4 hours; 225 gallons per minute (gpm); no other data.
2. Jacks well; Mar. 1980; 17.3 hours; 220 gpm; static level, 136.5 ft; pumping level, 170.5 ft; specific capacity, 6.5 gpm/ft; pumping level was unchanged for the last two hours, indicating a leaky regime; transmissivity, 6000 gpd/ft.
3. Monterra No. 1; Mar. 1980; 6.5 hours; 79 gpm (limited by a small pump); static level, 3.0 ft; pumping level, 34.3 ft; specific capacity, 2.5 gpm/ft; confined regime; transmissivity, 2700 gpd/ft; storativity, 0.003.

Groundwater Basins. The demand can be met by groundwater contained in the fractured siltstones and shales of the Monterey Formation that may be more than 1000 feet thick below the property. Monterra's groundwater basin is geologically isolated from neighboring properties except for those which underlie the area near Monterey Peninsula Airport. Production of the net demand of 117 af/yr will have no adverse effect on the developments along Highway 68 or in Seaside. However, any proposals for significant additional withdrawals of water from aquifers in the area will warrant a reassessment of the regional water balance.

Recharge. One portion of rainfall reaching the ground produces runoff; another is returned to the atmosphere by evapotranspiration; and the remainder infiltrates to the ground. Estimates of infiltration at Monterra are 1.3-4.4 inches/year.

Drought Reserve. The volume of groundwater stored under Monterra is a function of effective porosity and aquifer thickness. Assuming a 2-4 percent effective porosity and 200-400 feet of thickness, the volume of available groundwater is 2,700 -40,000 af/year--more than an adequate amount to provide for drought situations.

Nitrate Loading from Septic Systems. Based upon Anderson-Nichols' equilibrium nitrate concentration predictions, it appears that there will not be a nitrate groundwater problem from residential septic tank discharge. However, the placement of septic tank systems in a fractured shale formation must be done with great care. Local percolation tests performed by Logan (1984b) indicate the presence of rapid pathways not only for recharge, but also for septage. The possibility of high nitrate concentrations reaching the aquifer via fractures exists.

Septic systems should be located as far from the wells as possible and not along fractures that intersect the well locations. The potential for groundwater contamination can be further reduced by limiting the construction of impervious surfaces and structures in critical recharge areas, thus maximizing the surface area available for infiltration of water to mix with the septage.

If a reverse osmosis system is installed to reduce the existing salinity, the majority of nitrate present in the groundwater will also be removed. This will provide additional protection to the residents of Monterra against the threat of water contaminated by nitrates. However, the wise use of the aquifer on a regional scale requires that the contamination of the groundwater be minimized so that any downgradient users are also protected.

Review of Reports. The Anderson Nichols report, reviewing the completeness and adequacy of the Logan reports, generally concludes that water quantity is not a problem but there is enough uncertainty regarding water quality to require additional testing. The major water quality concern is the potential for mixing of septic leachates with groundwater and disposal of wastage from the water treatment operation.

The County Environmental Health Service and Monterey Peninsula Water Management District staff have reviewed all of the above reports. Discussions between these agencies and the applicant concluded that: (i) a longer pump test will be required to demonstrate sustained yield; (ii) a wastewater management plan for the development's septic systems will be required to assure the existence of a ten-foot soil mantle beneath proposed systems; (iii) and a specific water treatment plan will have to be submitted outlining the specific treatment process, the amount of wastage from treatment and the method of disposal. After submission of these documents, further review and refinement will be necessary by the applicant, the Health Department, and the Monterey Peninsula Water Management District.

2.4.3.3 Impacts

8. Monterra's groundwater will require treatment to reduce iron and manganese concentrations and salinity content; and, this treatment will generate wastewater which will require disposal.

Since Monterra's groundwater basin is generally isolated from neighboring properties and since productions of net demand for Monterra will have no adverse effect on other developments along Highway 68 or in Seaside, there are no impacts associated with off-site water supplies. Estimates do indicate that any future proposals to withdraw additional amounts of water should be required to recheck regional water balance.

2.4.3.4 Mitigation Measures

16. A water quality expert should check the water at least twice a year to ensure that maximum contaminant levels set by the California Department of Health are not exceeded. Water quality test results should be sent to Monterey County's Environmental Health Service for monitoring.

17. Although the Logan and Anderson-Nichols water studies indicate that there is an ample groundwater supply for the proposed project, water conservation practices should be required and implemented due to high treatment and pumping costs and possible other necessary future uses for this groundwater resource. Various techniques include: installation of water-conserving fixtures (faucets, toilets, showerheads); use of native, low-water requiring plants for landscaping; discouragement/prohibition of exotic plantings; use of drip irrigation systems.

18. If a water mutual is formed, it must meet the standards of Title 22 of the California Administrative Code and the Residential Subdivision Water Supply Standards. It must also be approved by the Monterey Peninsula Water Management District, the State Public Utilities Commission, and the County Environmental Health Service.

2.5 Vegetation and Wildlife

This section was prepared utilizing a Biological Resources report prepared by LSA/Larry Seeman Associates, Inc. in June 1985, to describe the Existing Conditions. Biosystems Analysis, Inc. prepared the Impacts and Mitigations.

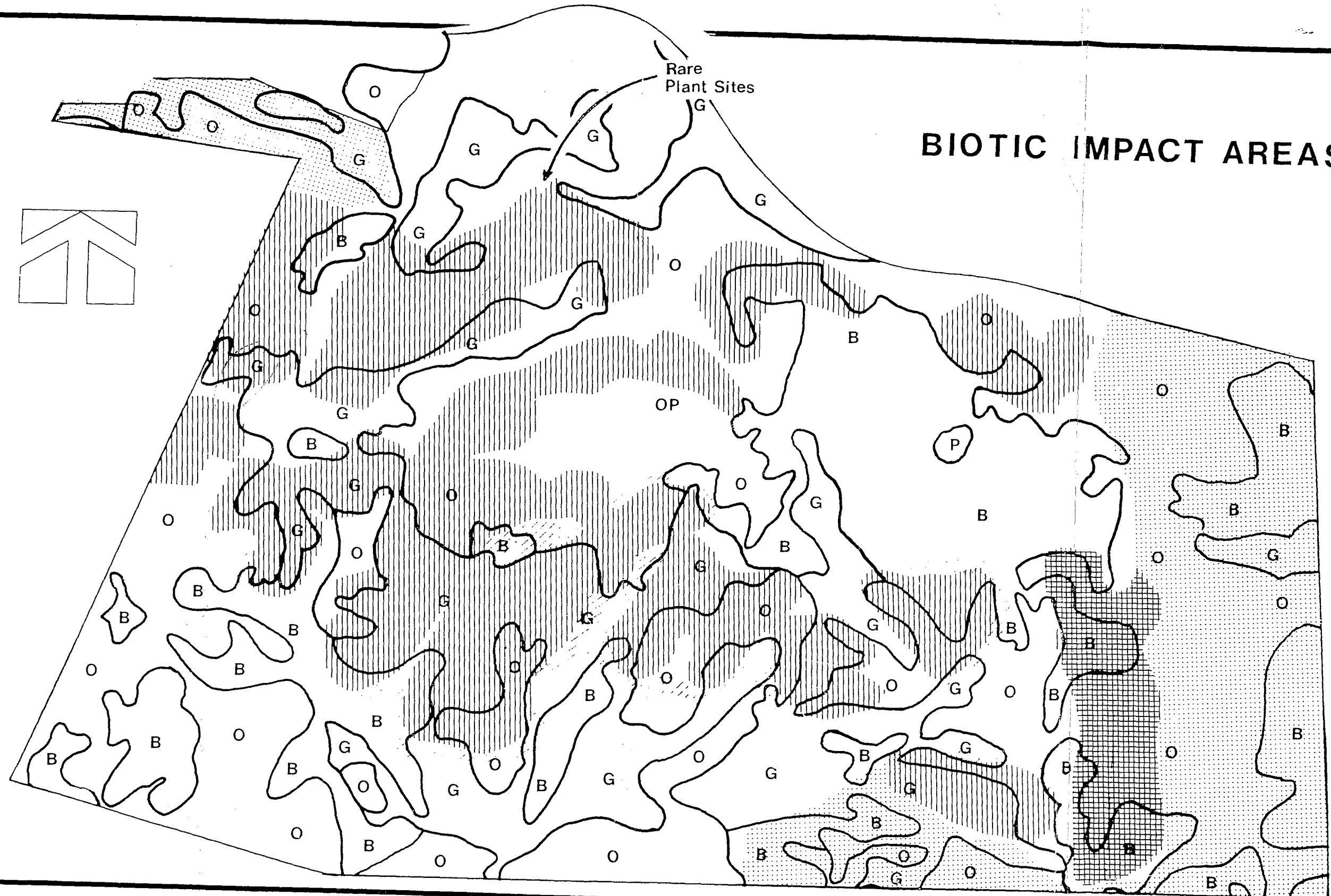
2.5.1 Existing Conditions

The description of the existing resources is based on field survey work, experience with the resources on nearby and adjacent property, and previous work by other individuals and firms. The field survey included an extensive survey to determine the distribution and abundance of rare plant species that other more general resource and planning reports covering this area of Monterey County suggested could potentially occur on-site. Those species are Hickman's onion, Toro manzanita, and sandmat manzanita. No animal species listed by the state or federal government as endangered, threatened, rare, or sensitive are known to occur on Monterra Ranch. However, several species of concern do have home ranges which could overlap the project site or require habitat which occurs on-site.

2.5.1.1 Existing Biological Resources






The Monterra Ranch supports a mosaic of vegetation types including grassland, mixed coastal scrub, oak woodland, oak-pine forest, and, in small areas, relatively pure Monterey pine forest. These types are of almost equal coverage, except for the pure Monterey pine forest, which covers comparatively few acres.

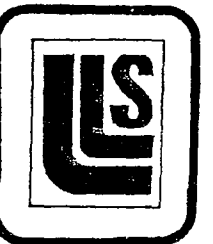
For each vegetation type, the following sections describe: 1) the general site conditions within which the type is found; 2) its structure and composition; 3) the fuels present and the fire hazard rating; and 4) the associated wildlife community. Brief statements are made regarding vegetation dynamics where considerations of change over time are relevant to the project. Following these type descriptions subsequent sections provide information on species that are listed by the state and federal government, on harvest species, and on kangaroo rats, three species of which are known to occur in Monterey County.



BIOTIC IMPACT AREAS

BIOTIC IMPACT AREAS FIGURE 2.7

- | | | | |
|--------------|---------------|--|---|
| O OAK TREES | B BRUSH AREAS |  HIGH BIOTIC IMPACT |  INSIGNIFICANT BIOTIC IMPACT |
| P PINE TREES | G GRASSLANDS |  MEDIUM BIOTIC IMPACT |  UNDETERMINED BIOTIC IMPACT |
| | |  LOW BIOTIC IMPACT | |



Appendix C contains a plant species list for each vegetation type present on Monterra Ranch. Appendix C contains lists for bird, mammal, and amphibian and reptile species.

Grassland. The grassland type generally occupies the most gently sloping terrain on the Monterra site. Slopes vary from 0 to 50 percent but most of the grassland slopes are between 10 and 30 percent. The soils in the areas occupied by the grassland type belong to three series, the Santa Ynez series, the Santa Lucia series, and the Reliz series, the latter occurring as a member of a more general association-level soil body on the project site (the Santa Lucia-Reliz association). The other types found at Monterra occur on the Santa Lucia soils, but a good correlation exists between the distribution of the Santa Ynez series and the occurrence of grassland. Grazing and other human activities have affected the distribution of grassland as well as its composition but the Santa Ynez series is generally considered a rangeland soil (U.S. Soil Conservation Service 1978). Although the grassland contains scattered trees and shrubs the soils possess an indurated layer or claypan which restricts root penetration to as little as 16 inches in some places.

The composition of the grassland illustrates the effect of human introductions; many of the dominant species are annual forbs and grasses introduced from Europe. The species observed in the grasslands are listed in Appendix A. At the time of the field survey, the grassland had dried and the aspect was such that the annual and perennial grasses appeared to be dominant. These grasses include soft chess, wild oats, hairgrass, fescue, needlegrass, and Italian ryegrass. The tarweeds, geranium, mariposa lily, and cransbill were the most obvious forbs. Compositionally, the grassland resembles grasslands on adjacent property south of Highway 68, in both the Canyon Del Rey and the Carmel Valley watersheds.

The grassland contains shallow swales and depressions where sedges (Carex and Cyperus spp.) are present. Many of the depressions appear to have been man-made, used for watering cattle, a purpose for which several are still in use. A few, however, are not used. These support vegetation when they are wet during the winter and spring, but when they dry out they are devoid of cover. The primary species are brass buttons and a variety of sedges.

In the northern half of the property, the margins of many of the grasslands coincide with rock outcrop ledges or the limits of terraces below which the slope increases steeply (and coast live oak woodland typically occurs). The soils at the margins of these terraces are very shallow, indicating lower soil moisture availability and dry plant growth conditions, particularly on those sites with southerly exposures where surface and subsurface drainage is directed away from the terrace margin. Elsewhere, the terrace slopes slightly to the north and water from the grassland area drains toward the rock outcrop ledges, possibly accumulating there during the spring, creating favorable conditions with which Hickman's onion appears to be associated.

The grassland type also supports woody vegetation. In some areas, it surrounds islands of shrub-dominated vegetation which, when large enough, can be considered stands belonging to the mixed coastal scrub. The grassland also contains a large number of coast live oak, chamise, baccharis (coyote brush), poison oak, California sagebrush, and bush monkey flower. The coast live oak often contain bare understories, the lack of cover being attributable to rock outcrops and minimal soil or to past compaction of the soil and grazing by cattle. Where vegetation is present in the understories of these coast live oak, it is often poison oak, bush monkey flower, or chamise, the result being a multi-layered woody element in the midst of an herbaceous grass mosaic.

The grassland type contains relatively "flashy live and dead" fuels. The Monterey County General Plan fire hazard map shows that the Monterra Ranch is located in a high-hazard area. However, the General Plan does not possess a level of resolution great enough to portray the variability in fuels and fire hazard at the site. The California State Department of Forestry (CDF) (1973) has developed a system which, in spite of the broad classifications resulting, produces a product which is more detailed than the County General Plan Map. This system, called the Fire Hazard Severity Classification System, can be used to rate the fire hazard in wildland, undeveloped, and naturally vegetated areas. Ratings are based on climate, the fuels associated with three basic types of vegetation (grass, scrub, and woods-brushland), and the slope of the terrain (using slope classes of 0-40 percent, 41-60 percent, and 60+ percent). Climate is usually evaluated over entire USGS topographic quadrangles and is given a uniform rating over the area covered. The Seaside quadrangle, within

which Monterra Ranch is located, is given a rating of I, which means that, on the average, the area is characterized by one day or less each year within which the fire weather is "very high" or "extreme". For this reason, the differences, in fuels associated with the vegetation on the property and differences in slope are primarily responsible for the fire hazards.

Fire hazard on the property is moderate to high based on the CDF Fire Hazard Severity Scale. On slopes less than 60 percent in the grassland type the fuels are light and the fire hazard is considered to be moderate. This is the lowest possible rating with this system; no fuel-slope-climate combination is assigned a low rating. Fires initiated or carried into the grassland on windy days can move rapidly depending upon the slope and the direction of entry. A fire moving into the grassland type at the bottom of a long slope exceeding 50 percent could be carried swiftly to the top because the fuels ignite readily. Therefore, although the fire hazard in the grassland type is classified uniformly as being moderate, it is lower on slopes less than 5 percent and greater in areas where the slopes are over 40 percent.

The grassland type serves as the principal habitat for a limited number of species, primarily small birds and mammals. It is also important feeding and hunting area for a great many others. Grassland supports resident populations of small rodents including botta pocket gopher, California meadow mouse, and western harvest mouse. Resident bird species in the grassland include the lark sparrow and horned lark. These species serve as the prey base for a variety of predators, among which are raptorial birds such as the red-tailed hawk, American kestrel and great horned owl. Mammalian predators which hunt the grassland include the ray fox, coyote, long-tailed weasel, striped skunk, and bobcat.

In addition to the predators mentioned above, a variety of other species use the grassland for only part of their habitat requirements. They move between the grassland and the other habitat types, primarily feeding in the grassland and seeking cover in these other habitat types. Most species following this pattern of activity are described in the subsequent section on the mixed coastal scrub. Other species found in the grassland which would come primarily from the oak woodland and the oak-pine forest include common flicker, scrub jay, robin, and mourning dove.

Mixed Coastal Scrub. Mixed coastal scrub stands occupy the more steeply sloping portions of the Monterra site. Coast live oak woodland occurs on equally steep slopes but not as widely on the soil series associated with these slopes. The mixed coastal scrub occurs primarily on soils belonging to the Santa Lucia-Reliz Association and secondarily on Santa Lucia shaly clay loams and the very poorly developed rocky soils. The Santa Lucia-Reliz Association contains very weakly developed soils in which no B horizon has yet developed. The slopes are steep, runoff is rapid to extremely rapid, and the incorporation of organic matter and the movement of clay from the surface to the subsurface (to form a clay-like B horizon) have not occurred. The pockets of Reliz series soils (which are too small in the area to map independently) included within the area occupied by Santa Lucia soils are, on the average, no deeper than 20 inches. At that depth, roots encounter hard, fractured shale of the Monterey Formation. The Santa Lucia soils are slightly deeper but, on the average, do not exceed 24 inches in depth. On steeper slopes, soil depth may be as little as 4-6 inches and rock outcrops are present. In such conditions, water and nutrient availability are extremely limited. Rocky soils are equally shallow but the U.S. Soil Conservation Service provides no profile information for them.

The steep slopes covered by mixed coastal scrub often abut gentler slopes which are covered by grassland or oak woodland vegetation. The transition between types is quite gradual in some locations with either oaks or grassland species occurring jointly with shrub species over some horizontal distance; elsewhere the transition is abrupt, producing a strong visual discontinuity and a rapid change in the species composition of the vegetation. The terrace grassland described above (northwest corner of the site proper) is a case in which the transition is abrupt. Oak trees and/or mixed coastal scrub species grow on the steeper slopes and are rooted up to the top of the edge of the marginal rock ledge. Above the ledge the grassland type develops immediately.

The mixed coastal scrub is dominated by six primary species. These are baccharis (coyote brush), chamise, California sagebrush, black sage, poison oak, and bush monkey flower. The above six species produce over 90 percent of the total cover except where the type is being locally invaded by coast live oak or Monterey pine. Other minor shrub species in the type are

redberry (Rhamnus crocea), toyon, bush lupine (Lupinus aboreus), blue blossom, blackberry, and coffeeberry. These species are listed as type constituents in Appendix C to this report.

Generally, the scrub stands are between two and eight feet in height. The coyote brush, poison oak, chamise, and sage can all exceed eight feet in height but generally do not except on gentler slopes (better sites). Unlike the grassland type which usually exhibits 100 percent cover, the mixed scrub type usually exhibits cover of 75 percent or less.

Scrub stands occur adjacent to stands of coast live oak and Monterey pine and tree seedlings and saplings have become established in and are growing up through them. Many of the coast live oak that have become established in scrub stands are heavily browsed by deer as their bushy forms show. Those that display the most rapid height growth have become established, not between shrubs, but beneath them and have grown vertically with less interruption. Monterey pine can also establish itself in scrub stands and appear to undergo less browsing pressure than the oak. As in the oak woodland stands (described below), Monterey pine can exhibit excellent height growth when it becomes established in scrub stands.

Scrub stands also occur as patches within the oak woodlands and the oak-pine forests. These patches are commonly associated with openings and are typically formed of coyote brush, California sage, and/or poison oak. Apparently, some of these scrub stands are residuals of a previous locally dominant larger scrub stand which has been invaded and replaced by Monterey pine or coast live oak. Such scrub stands are found at the margins of oak woodland and Monterey pine forest stands adjacent to large scrub brushfields.

Coyote brush, California sage, and poison oak also invade the grassland type on the property. Both the grassland and the scrub have been grazed by cattle, but regardless of the grazing activities, seedlings and mature shrubs of each of these three species are found throughout many of the grassland stands.

Because of its greater fuel volume and the generally steeper slopes, the fire hazard associated with the mixed scrub type is greater than that associated with the grassland type. According to the California Department of Forestry's Fire Hazard severity Classification System, the hazard in the mixed coastal scrub type found at Monterra would be moderate on slopes less than 50

percent and high on slopes exceeding 60 percent. Fire does not move as rapidly in the scrub type as it does in the grassland type but because of the slope, the greater fuel volume and the relative impenetrability of the vegetation, it is much more difficult to control and contain. Fuel moisture is reduced more rapidly and the slopes are drier and hotter in south- and southwest-facing areas. These areas are generally capable of supporting (carrying) fires of greater intensity than on north-facing slopes, which are the dominant slopes or aspects of Monterra.

Wildlife use of the mixed coastal scrub can be divided into two subtypes. The subtypes are primarily determined by slope aspect because plant species composition of the two subtypes is generally the same. Slopes facing north or east generally support denser growth due to the greater soil moisture availability on these slopes. The plants grow together forming a dense, impenetrable mass, are often six or more feet in height, and leaf litter is generally present on the ground. Bird species which favor this subtype include California quail, common bushtit, Bewick's wren, California thrasher, hermit thrush, purple finch, and song sparrow.

Scrub on south or west-facing slopes grows under much drier conditions. Plant growth is not as dense or as high and there is very little leaf litter. Open patches of ground are larger and a sparse covering of grasses, bare soil, or rock are often interspersed throughout these brush stands. Fewer bird species are present and species composition changes. Bird species found on these slopes include poor-will, roadrunner, lesser goldfinch, and rufous-crowned sparrow.

Several species are equally common in either scrub subtype. Numbers may vary locally with the plant composition of a stand or some aspect of its physical structure. Bird species found in both subtypes include Anna's hummingbird, wrentit, scrub jay, rufous-sided towhee, and fox sparrow. Mammals found primarily in the scrub which utilize both subtypes include dusky-footed woodrat, California mouse, and white-footed mouse.

Scrub stands are often found adjacent to grassland on the Monterra site. Where grassland and scrub types meet, they form an "edge" which attracts a number of species which are not solely dependent on either type. These species move back and forth between the two, feeding primarily in the grassland and seeking cover in the scrub. Bird species exhibiting this

activity pattern include the California quail, brown towhee, dark-eyed junco, white-crowned sparrow, and golden-crowned sparrow. Most mammals found in the scrub also follow this pattern of feeding or hunting in the grassland and seeking shelter in the scrub. This group includes the brush rabbit, gray fox, babcat, and black-tailed deer.

Oak Woodland. The oak woodland type occurs on the same soils series as the mixed coastal scrub type but the slopes are not as steep and usually the soils are slightly better developed (each soil series is characterized by a range in properties, including depth and slope). Oak woodland extends into the grassland types, is replacing it in some areas and is usually found on slopes of greater than 15 percent.

The oak woodland is dominated by coast live oak. It is represented by several large stands and smaller patches widely distributed over the property over a range in slopes and aspects, and is mixed among stands and patches of the other vegetation types present. The vegetation map prepared by Earthmetrics (1980) for a previous EIR shows the distribution.

Although coast live oak is the primary overstory species, the overstory also includes California buckeye and Monterey pine. Buckeye are scattered throughout the oak woodland type at the lower elevations. Monterey pine are scattered throughout the type over the entire property and locally are abundant enough to warrant recognition of an oak-pine forest dominated by both species.

The coast live oak overstory ranges in height from 15 to 50 feet and the trees that form it range in diameter from 3 to 32 inches at breast height (dbh). Many of the trees have originated as sprouts from stumps of trees previously killed or cut. Few seedlings are present and many of the shorter oaks are shrub-like. The absence of seedlings can be attributed to the work of predators such as insects, which destroy acorns and seedlings, birds (scrub jays, woodpeckers, etc.), small mammals such as pocket gophers, and deer. Browsing by deer also explains the frequent bushy form of smaller oaks, particularly at the edge of oak stands near mixed coastal scrub.

Monterey pine are scattered throughout the oak woodland stands at Monterra. Mature pine are considerably taller, commonly 80 feet tall, and emerge well above the surrounding oak canopy. Pole-sized, sapling, and seedling pines are also present, the poles taller than the oaks, the saplings equal in height, and the seedlings shorter. Typically, the pine shows excellent height growth throughout the oak woodland type and groups of pine that include trees of several ages aggregated around mature parent trees can close their crowns above the oak. This crown closure may be accompanied by the death of the oaks below depending upon slope, soil depth, aspect, and the amount of light that can reach them. This change results in the oak-pine described in the subsequent discussion.

The understory in the oak woodland type includes several shrub, forb, and grass species. The most common species are poison oak (Rhus diversiloba), french broom (Cytisus monspessulanus), fuchsia-flowered gooseberry (Ribes speciosum), straggly gooseberry (R. divaricatum), ocean spray (Holodiscus discolor), toyon (Heteromeles arbutifolia), and snowberry (Symphoricarpos sp.). Poison oak is by far the most abundant and most abundantly reproducing, both by seedling and through sprouts from runners of the understory species. At the margin of oak woodlands, in openings, and near roads, point hemlock (Conium maculatum), blackberry (Rubus sp.), coyote brush (Baccharis pilularis), and french broom produce a dense edge with almost 100 percent cover. Shrub cover away from the edges ranges from 10 to 50 percent.

The forb-grass layer in the oak woodland types includes several dozen species. Because of their number, they are not included here but are listed in Appendix C.

A previous report prepared for the Monterra site by Dawkakin (1974) contains a discussion of the types of insects and pathogens which are known to attack coast live oak. These include the oak moth and the oak bark beetle, both insects, and oak root fungus. These are mentioned here to supply a basis for subsequent reference in the discussion of planning considerations and mitigation measures.

The fuels in the oak woodland type can be considerable depending upon the distribution of foliage in the understory. Combinations of pine and oak or pine, oak, and dense understory brush can create "ladder fuels" capable of allowing a ground fire to "climb" into the canopy. The potential for crown

fires developing from ground fires that move into the oak woodland increases with increasing slope; as slopes increase the distance between the bottoms of the oaks and the tops of the understory shrubs can decrease. Oak woodland fuels in this type are the heaviest of those found on the Monterra site. The fire hazard is rated as high (according to the CDF system) regardless of the slope.

The oak woodland is an important habitat for a variety of wildlife species. It attracts, with the possible exception of the Monterey pine forest, the greatest diversity of wildlife species. Several factors account for this. The struture of the vegetation (its vertical arrangement) contains plants in all major layers--tree, shrub, and herbaceous. As many species, particularly birds, are confined or most commonly found in a particular layer of the vegetation, this diversity in the arrangement of the vegetation increases the number of species found here. An additional important factor is the older oaks often have dead limbs and cavities which are used as nesting or den sites by many species. The oak woodland is also a highly productive habitat type. Several plant species produce abundant food crops. Acorn production by the coast live oak varies from year to year but acorns are always highly sought by a number of species. In addition, the berry crop of several shrubs, including toyon, poison oak, and coffeeberry, are important wildlife food items. The woodland also supports a large number of insects which attract a correspondingly large number of insectivorous birds, primarily summer residents and nesting seedeaters which feed their nestlings primarily with insects.

Use of the oak woodland by birds is highly variable and depends on a species habitat requirements. Several species are found primarily in the crown canopy such as the Nuttall's woodpecked, western flycatcher, chestnut-backed checkadee, and Hutton's vireo. Other species, such as the Bewick's wren, orange-crowned warbler, rufous-sided towhee, and fox sparrow, are found primarily in the shrub and herbacious understory, while others move between the crown canopy and the ground such as the common flicker or robin, or the crown canopy and the brush understory such as the bushtit or ruby-crowned kinglet. Some species such as the scrub jay, move between all plant layers of the woodland.

Mammals are also common in the woodland although their use of it is not as structured or restricted to one particular portion of it. Gray squirrels are found in the woodland, with the greatest numbers occurring in the fall when the acorn crops mature. This species is the most easily observed mammal in this type. The dusky-footed woodrat is also common, as is evidence of its presence--large, conical-shaped mounds of sticks forming its nest. This species is nocturnal and rarely seen. Other common mammals in the woodland include the broad-handed mole, opossum, gray fox and white-footed mouse.

Oak-Pine Forest. Monterey pine occur at four locations at the Monterra Ranch. One of these locations is in the north central part of the property, where it occurs in a pure stand as an island in the middle of north coastal scrub. In the other areas where Monterey pine occur, it is found in association with coast live oak. Small groups of pine trees create a pine-dominated overstory at numerous locations within the oak woodland. At these locations, the vegetation can be appropriately described as either oak-pine forest or Monterey pine forest.

The oak-pine forest type occurs on both north- and south-facing slopes intermediate in steepness between those on which the grassland and the mixed coastal scrub types occur. The soils are Santa Lucia and are shaly clay loams.

Where the oak-pine forest is truly a mixed-tree type, the Monterey pine occur in small aggregations of closely spaced trees which stand above the few included coast live oak or as more widely spaced solitary individuals between which several coast live oak are rooted. The oak-pine type is actually a mosaic of stands of pure oak, stands of pure pine, and mixed stands. The Monterey pine grow taller than the coast live oak and can form an emergent layer or taller overstory when they attain diameters of 24 inches and greater at breast height (dbh) but do not live as long as the coast live oak. Monterey pine live longer than 150 years only in unusual circumstances and most trees live less than 120 years. Coast live oak, on the other hand, can live beyond 200 years.

The structural combinations found in the oak-pine type are described above in the section on oak woodland. The understory poles and saplings are available to replace the older pine as they die and can also close a canopy over the coast live oak. Depending upon the age and condition of the oak growing amongst the pine, the latter can overtop the oak, reduce its vigor, cause its decline, and potentially its death.

The understory of the oak-pine forest varies from being very similar to that in the oak woodland to being relatively open. Under pure Monterey pine, the shrub and ground layers are much more open. Pine litter does not decompose as readily as oak litter and the layer of litter is thick enough to prevent successful germination and establishment of shrubs, forb, and grass species. Shrubs are present, however the most common species being poison oak, french broom, fuchsia-flowered gooseberry and others found in the oak woodland type. Poison oak assumes a vinelike form and twines up pine trees as well as growing in the typical shrub form.

The understory forb and grass layer is not as rich as that in the oak woodland type, but nonetheless contains a large number of species. Bedstraws (Galium sp.), vetches (Vicia spp.), lupines (Lupinus spp.), and annual and perennial grasses are more abundant in the larger Monterey pine-dominated area and provide most of the cover in the ground layer. Other ground layer or forest floor species are listed in Appendix C.

Dowdakin (1974) identified a number of forest pests which attack Monterey pine. These include the red turpentine beetle, engraver beetles (Ips), twig beetles, the flat-head borer, and the pitch moth. Mistletoe and gall rust also use Monterey pine as a host. These insects and disease agents can seriously weaken trees and, depending upon the age, size, and condition of the trees, cause their death.

Fuels in the oak-pine forest are high. Ladder fuels are created wherever Monterey pine is present in the understory of either oak or pine. Fuels in the pure pine aggregations can be lower than those in the pure coast live oak aggregations if the pine aggregation is large enough. The fire hazard in the oak-pine forest would, however, be high regardless of local type variations.

The oak-pine forest is the most diverse habitat type on the property. The presence of the pines increases the number of wildlife species attracted to the type by increasing its structural diversity.

The greatest diversity of bird species is found where pine forms the upper tree layer, coast live oak forms a second tree layer, a layer of mixed brush species is found beneath the trees, and herbaceous species are found on the forest floor. In stands of this type, hairy woodpecker, olive-sided flycatcher, Steller's jay, chestnut-backed chickadee, pygmy nuthatch, and pine siskin are primarily associated with the pine; Nuttall's woodpecker, acorn woodpecker, western flycatcher, bushtit, and Hutton's vireo are most commonly found in the oak; wrentit, Bewick's wren, and orange-crowned warbler forage in the brush; and California quail, hermit thrush, rufous-sided towhee and fox sparrow forage on the ground. The species composition of the oak-pine forest varies depending on the number of plant layers found in it at a particular location.

In locations where there is no woody understory beneath the pines, the composition of bird species present varies from that described above. Species found primarily in the pine include trunk gleaners such as the hairy woodpecker and brown creeper as well as those species which feed primarily in the pine canopy; chestnut-backed chickadee, pygmy nuthatch, ruby-crowned kinglet, and Townsend's warbler are still present but few of the bird species found in the understory are present. These species depend on the relatively dense, woody undstory. Bird species above who utilize the open forest floor include common flicker, mourning dove, American robin and dark-eyed junco.

An important element in the oak-pine forest which helps to increase bird diversity is the presence of dead trees (snags), branches, and stubs of limbs. They provide perch sites, a food source and most importantly provide nest sites for a variety of cavity nesting species. Grinnell and Linsdale (1936) found most cavity nests in the Monterey pine forests in snags or stumps of pines. Primary cavity nesting species (species which excavate their own holes) include common flicker, hairy woodpecker, and pygmy nuthatch. Secondary cavity nesters (species which use previously excavated cavities) include American Kestrel, violet-green swallow, chestnut-backed chickadee, brown creeper, and western bluebird.

Mammals are also common in the oak-pine forest although they are not as easily seen because most species are nocturnal. As in the oak woodland, the gray squirrel is the most easily observed mammal in the oak-pine forest. It is particularly abundant in this habitat type and if it is not actually seen, evidence of its presence can be easily found. This includes large stick nests high in the tree canopy, scaled pine cones, fresh cut cones, twigs cut during cone harvesting, and during the winter and spring fungi with portions eaten from them. Other mammal species found in the pine forest include opossum, broad-handed mole, dusky-footed woodrat, raccoon, and gray fox.

The fallen trunks and limbs of the pine provide shelter for many small animals. Amphibians and reptiles find moisture and concealment under the logs more often than in any other situation on the property. Western fence lizards use downed logs as hunting and sunning sites as well as for cover. Small mammals also frequently tunnel beneath and seek shelter under or in these fallen logs.

2.5.1.2 Environmentally Sensitive Habitat and Rare Plant Survey

Environmentally Sensitive Habitat. The project site occurs in close proximity to areas which the County has defined as Environmentally Sensitive Habitats. These habitats are mapped in Figure 3 of the County's Plan for the Greater Monterey Peninsula Planning Area. One of these areas, defined as a Natural area, is Jack's Peak Regional Park, which shares a common boundary along the western margin of the project site. The other sites are mapped in this figure. They mark the habitats of plants considered to be rare by the County and/or the California Native Plant Society (CNPS).

Rare Plant Survey. Under the assumption that one or more rare plant species could potentially occur on the Monterra Ranch, the following steps were taken to organize the conduct a rare plant survey.

1. The California Natural Diversity Data Base (CNDDB) of the Department of Fish and Game was contacted and a request was made for a search of CNDDB records for any and all rare plant occurrences known in the vicinity of the project site.

2. Upon receipt of the report summarizing the search results, the known locations were mapped on the Seaside 7.5-minute USGS topographic quadrangle. In the vicinity of Monterra Ranch, locations were mapped for Toro manzanita (Arctostaphylos montereyensis), sandmat manzanita (A. pumila), Seaside bird's beak (Cordylanthus rigidus var. littoralis), Eastwood's ericameria (Ericameria fasciculata), and Hickman's onion (Allium hickmanii). A known location for Hickman's onion was mapped on the project site.

All of these species are listed as rare and endangered by the CNPS but none has either state or federal status. The U.S. Fish and Wildlife Service publishes opinions on the status of plant species in the Federal Register. An original review, with recommendations for federal listing, was conducted in 1980 and a supplemental review was conducted in 1983. According to these reviews, the U.S. Fish and Wildlife considers federal listing as appropriate for Eastwood's ericameria, Seaside bird's beak, and Hickman's onion. for Sandmat manzanita, additional information is considered necessary. Toro manzanita is considered too widespread and under no immediate threat. Therefore, it is no longer under consideration. Current County General Plan documents, however, consider all five species important. Table 2.5 contains data on the flowering phenology, habitat, and status of these five species.

3. Our previous experience with the five species, their distributions, and their habitat requirements, led us to believe that only Hickman's onion could occur on the project site. Except for Hickman's onion, these species are known to occur on old sand dunes (sand hills) and in the sandy terrain extending (at least in the site vicinity) to the north from approximately Highway 68. Nevertheless, to ensure that the rare plant survey would be complete and supportable, we determined whether or not the habitat types within which these species are typically found

TABLE 2.3
FLOWERING PHENOLOGY, HABITAT, AND STATUS OF
RARE PLANT SPECIES OCCURRING ON OR NEAR MONTEREA RANCH

Species	Flowering period and ideal survey dates	Habitat Conditions	Status
1. <u>Allium hickmanii</u> ¹ Hickman's onion	March- April	Grassland and grassy openings in oak woodland and oak-pine forest	N/S
2. <u>Arctostaphylos</u> ¹ <u>pumila</u> Sandmat manzanita	February- May	Openings in coastal scrub and chaparral on pre-Flandrian sand hills.	N/S
3. <u>Arctostaphylos</u> ¹ <u>montereyensis</u> Toro manzanita	January- March	Coastal scrub or chaparral on stabilized dunes and older sand hills.	N/S
4. <u>Cordylanthus rigidus</u> var. <u>littoralis</u> Seaside bird's beak	July- August	Dry open areas and along dirt roads in old sand dunes and in sandy woodlands and scrub along the coast	N/S
5. <u>Ericameria fasciculata</u> Eastwood's ericameria	July- October	Openings in coastal scrub and chaparral on stabilized dunes or older sand hills.	N/S

Status: N/S indicates that none of the above species has state or federal status.

¹ Subject to survey.

occur on the Monterra Ranch. This was done through: 1) conversatinos with Mr. Vernal Yadon of the Pacific Grove Natural History Museum, an individual recognized as one of the primary experts on the Monterey County flora; 2) reference to the Monterey County Soil Survey (U.S. Soil Conservation Service, 1978); 3) reduction of the habitat information contained in the CNDDDB reports and CNPS species status reports; and 4) a field visit with Mr. Yadon to known species locations. (Dr. Stromberg had previously conducted surveys for the Seaside bird's beak and Hickman's onion and, in the case of the former species, knew the exact locations of the populations to which the CNDDDB records referred).

4. Based on step 3, Hickman's onion and the two manzanita species were considered as candidates for extensive field survey work.
5. The survey was then conducted for the two manzanita species. Because these species are visible from a distance and occur on sandy soils, a complete survey of the project site and adjacent land between the arm of the site that reaches toward Foothill School and the right-of-way of Highway 68 was conducted. The results are presented below.
6. For Hickman's onion, an initial reconnaissance visit was made to the known location on the project site with Mr. Yadon in June of 1984. The visit was late in the season for Hickman's onion and the species had set seed and dried up and difficult to see in the surrounding grass. Nevertheless, two plants were observed and a preliminary habitat description was established for use in conducting a stratified survey of the entire project site. The habitat was defined to include grassland sites that, by virtue of their slope position and the associated substrate conditions, are spring wet and summer dry. Grassy forest and woodland openings were considered marginal habitat with a limited potential to support the species. On the basis of this initial habitat

description, Dr. Stromberg designed and conducted the 1984 field survey, providing weighted coverage to the grassland and forest opening elements of the habitat. In man-hours, the 1984 survey effort was distributed as follows:

- a. the grassland at the margin of the terrace on which the findings were made (shallow soils, rock outcrop area along the rock ledge, associated depressions characterized by spring moisture and hard summer surface soils) in the initial survey with Mr. Yadon -- 16 hours (54 percent);
- b. grassland in swales, at the margins of depressions, and elsewhere where low-growing grass and forbs occupy rock outcrops, areas of apparently shallow soil and other locations where spring wet-summer dry conditions exist -- 4 hours (13 percent);
- c. grassland elsewhere on the project site -- 4 hours (13 percent);
- d. grassy openings in the oak woodland and oak-pine forest types -- 6 hours (20 percent).

The survey for Hickman's onion produced no findings in addition to those made on the initial reconnaissance visit with Mr. Yadon.

In April 1985, an additional survey was conducted. The site was visited on several occasions through late March and early April to time the survey to maximum visibility of Hickman's onion. Initially, the survey was conducted according to the same weighted coverage scheme as used in the 1984 survey, but during the course of conduct the scheme was modified; no plants were observed in habitat type d (identified above) but several hundred were observed in the other types. Approximately 28 man-hours were allocated to the grassland habitats and four hours were allocated to the grassy openings in the oak woodland and oak-pine forest. Because the species was in flower and very obvious from as far as 50 feet, it was possible to survey all grassland areas in relatively complete fashion.

Figure 2.7 and another figure in Appendix C show the results of the two-year survey. No findings in addition to those made with Mr. Yadon resulted in 1984 (Figure 2, site 1), but in 1985 because the survey was timed ideally, several thousand plants were observed at three new locations (Sites 2, 3, and 4 in Figure 2), all in grassland habitat. No observations were made in oak woodland or oak-pine forest.

At Sites 1, 2 and 4, Hickman's onion is concentrated in narrow bands at terrace margins where the grassland on the relatively level terrain gives way to the oak woodland on the steep slopes. Sites 1 and 2 are on relatively gently sloping (5-10 percent) land with a north-facing aspect above the terrace margin within 50 feet of the rock outcrops that mark the terrace limit (as does Site 3). Site 4 is just below the rock outcrops at the terrace margin on a 20 to 30 percent slope with a southeast-facing aspect. Site 1 contains approximately 40 plants, Site 2 approximately 130 plants, and Site 4 between 300 and 400.

Site 3 is the largest population on-site. It contains approximately 2500 plants, distributed across the grassland but concentrated most heavily along the northern margin in a position physically similar to those in which the species occurs at Sites 1 and 2.

The survey of Monterra Ranch produced no finding of either species of Arctostaphylos. Both species occur north of the project site between the long westward-extending arm and Highway 68 (Tarpey Flats). The soil in this area is Baywood sand, a soil associated with old sand dunes and located primarily on Fort Ord. Old sand dunes do not occur on the Monterra Ranch. A single sandmat manzanita was, however, found on a sandstone outcrop adjacent to the project site. The location is marked on the figure in Appendix C.

2.5.1.3 Federal and State Listed Wildlife Species

No federal or state listed endangered or threatened wildlife species are known to occur on the Monterra Ranch. One listed species, the peregrine falcon, is present in the region. Several bird species of concern are either present on the ranch or have home ranges and habitat requirements which overlap the project site.

Burrowing Owl. The burrowing owl (Athene cunicularia) is a small diurnal owl found in grassland areas. It feeds on rodents and nests in abandoned animal burrows. The species has been declining in California since 1940. The main reasons for decline include conversion of grassland and pasturelands to irrigated agriculture and the destruction of ground squirrel colonies. The only CNDDDB record in Monterey County was of a nest with four young near Marina. No burrowing owls were found on the site during this study.

Golden Eagle. The gold eagle (Aquila chrysaetos) is an uncommon inhabitant of grassland habitats which typically nests in the foothills but will occupy crags. Its principal food items include ground squirrels and rabbits. Golden eagles are present in the region but none have been sighted on Monterra Ranch during the course of this study.

Prairie Falcon. The prairie falcon (Falco mexicanus) is a species of special concern known to nest in the vicinity of the Monterra Ranch. The nest site is located in an area of sandstone cliffs known as "The Palisades" located approximately 6.5 miles to the east. The Monterra Ranch is within foraging radius of a prairie falcon nest at the palisades (roughly 10 miles). There are no suitable prairie falcon nesting cliffs on the Monterra Ranch.

Much of the bird's decline has been attributed to eggshell thinning and hatching failure from pesticide residues. Robbing of eyries by falconers, shooting and general human activity have also contributed to their decline. No prairie falcons have been observed within the Monterra project boundaries.

Peregrine Falcon. The peregrine falcon (Falco peregrinus) is a rare bird that nests on protected ledges of high cliffs, mainly in woodland, forest and coastal habitats. They prey primarily on pigeons, shorebirds and songbirds, which they catch in flight. "The palisades", 6.5 miles east of the site, is a historic peregrine eyrie, but has not been occupied recently by peregrines. The nearest currently active nest is located approximately 15 miles south of the site. There is no suitable nesting habitat for peregrines on the site. No peregrines were observed within the project boundaries. Peregrine falcons are listed by federal and state agencies as endangered.

Northern Harrier. The northern harrier (Circus cyaneus) is commonly found in grasslands and marshes. It feeds largely on rodents. This species has declined in California as a breeding bird. Wintering populations are much larger than breeding populations but have also dropped in number. The major reasons for their decline have been the destruction of marsh habitat and grazing, which adversely affects populations nesting in grasslands. The northern harrier is a winter resident species in the area.

Cooper's Hawk. Cooper's hawk (Accipiter cooperii) is an uncommon nesting species in Monterey County and a more common migrant. Cooper's hawks nest in pine and oak woodlands, and forage primarily in woodlands. Prey species are primarily small birds. Although no Cooper's hawks were observed on the Monterra Ranch, this species may breed and forage in the woodlands on the site.

Purple Martin. Purple martins (Progne subis) are the largest of the swallows, and nest locally in the pine woodlands. These birds are colonial nesters, and typically nest in multiple cavities in larger pine snags (standing dead trees). No purple martins were observed on the site, but the species is likely to nest in the Monterey pine habitat type on-site.

Additional birds considered to be of special concern by the California Department of Fish and Game and possibly present on the ranch are the merlin (Falco columbarius), long-eared owl (Asio otus), sharp-shinned hawk (Accipiter striatus), and yellow warbler (Dendroica petechia). Each is considered a nonresident visitor of the Monterra Ranch and is infrequently seen.

2.5.1.4 Harvest Species

Harvested wildlife species are subject to sport or commercial harvest under regulations of the California Fish and Game Commission. Nineteen species falling into this classification are found within the Monterra Subdivision project site.

Black-Tailed Deer. Perhaps the most popular harvestable species found on the Monterra Ranch is the black-tailed deer (Odocoileus hemionus). Deer use occurs in all habitat types found within the project area. Ecotone habitats such as grassland/shrub or grassland/woodland are important in providing both food and shelter. Drainage swells and riparian channels are readily used as migratory and feeding corridors. Deer also utilize mast and acorns found in oak-woodlands as a food source. Deer that rely on large areas of open space and natural vegetation would persist on the Monterra Ranch, however their diet would also include plants in resident gardens. In areas of open space, backyard plantings actually encourage deer use. Blue blossom, ceanothus, coffeeberry and coast live oak are native vegetation species utilized as deer browse and cover. Removal of such plant species would reduce habitat value to deer.

Wild Pigs. The feral domestic swine, also known as the introduced wild boar (Sus scrofa) from Europe, is a harvested wildlife species. Wild pigs are known to occupy Jack's Peak Park, which adjoins the Monterra project site on the western boundary. Swine are typically found in oak woodland habitats. Grass, leaves and stems are an important part of the wild pig's diet during the spring and summer while mast, particularly oak acorns, provide an important food source whenever it is available. Surface water and moist areas are essential features of good wild pig habitat with preference for seeps, springs and stream courses where a heavy overstory exists (Pine and Gerdes, 1973).

Although suitable pig habitat is found within the boundaries of the Monterra Ranch, no pigs have been located. Oak woodland within Monterra Subdivision will remain relatively undisturbed, however, the effective elimination of a source of food would reduce the overall value of the project site as habitat for wild pigs. Pigs would not likely use grassland areas left between structures. Human activity would cause them to move. The 115-acre "buffer" area being set aside on the western margin of Monterra Ranch for dedication to Jack's Peak Park, will provide suitable habitat for wild pigs.

2.5.1.5 Kangaroo Rats

Three species of kangaroo rats are known to occur in Monterey County: Heerman kangaroo rat (Dipodomys heermanni), Santa Cruz kangaroo rat (D. veustus), and the big-eared kangaroo rat (D. elephantinus).

The Heerman kangaroo rat is found on dry grassy plains and partly open, gravelly ground on slopes with sparse chaparral. It feeds on green vegetation and occupies a system of burrows. Three subspecies of heermanni are found in Monterey County: D.h.tularensis, D.h.goldmani, and D.h.jolonensis. D.h.jolonensis is the subspecies found on the Monterra Ranch.

The Santa Cruz kangaroo rat is found on slopes with chaparral, oaks and pines which make them more common in the mountains bordering the northeast side of Salinas Valley. They do, however, occur on flat areas. Two subspecies of D.venustus occur within Monterey County: D.v.venustus and D.v.sanctilucia. Neither subspecies has been found in the vicinity of Monterra Ranch.

The big-eared kangaroo rat is found in chaparral-covered slopes on the southern portion of the Gabilan Mountain Range. No known recordings of this species exists in the vicinity of the Monterra Subdivision project.

2.5.2 Impacts

2.5.2.1 Habitat Loss

9. Approximately 53 percent of the Monterra Ranch property would be directly affected to some degree by the proposed subdivision development. This affect ranges from direct removal of vegetation cover to indirect modification of the vegetation due to the introduction of invasive landscape, alteration of environmental factors controlling vegetation and habitat development (i.e., prevention of fire strategies), and loss of habitat diversity due to monocultural practices or reduction in habitat size.

It is difficult at this time to estimate the magnitude of the impacts on biotic habitats on the Monterra Ranch. This was due to the lack of a well defined site development plan and the lack of a good baseline on the extent of historical impacts that have already occurred on the ranch. For the purpose of this impact assessment, the site was divided into categories of development based on the proposed site development map submitted to the County of Monterey. These groupings represent a combination of the different

residential types of development, recreational facilities, and access roads. Habitat types as mapped by Earthmetrics, Inc. (1981) were overlayed on the site plan and an estimate of the amounts of habitat disturbed by type and development was made (see Figure 2.7). Table 2.4 summarizes the amount of each habitat type associated with proposed development areas on the Monterra Ranch.

10. A total of 53 percent or 1,563 acres of existing habitat on the Monterra Ranch may be subject to modification or indirect impacts resulting from the project. Nearly 72 percent of oak tree habitat may be affected. However, half of that is found on the ranch lot parcels which should not directly disturb more than 10 percent of the average 50-acre parcels. More significant direct losses of habitat are anticipated within those parcels designated as estate lots, and the recreation and equestrian complex. The higher density of structures and human use in these areas are likely to result in greater direct impact losses to the vegetation and associate wildlife.

The significance of the anticipated habitat losses due to this ranch development are difficult to assess due to the general and broad characterization and mapping of the habitats by Larry Seeman Associates (LSA) and the lack of a detailed description of the design of the residences and methods of construction. For instance, there is not any delineation of areas with high densities of pine and oak trees or oak savanna. A savanna-type habitat would better tolerate selected placement of houses with less direct removal of mature trees than would a dense oak woodland-type.

2.5.2.2 Other Direct and Indirect Impacts to Vegetation

11. Impacts that may result due to vegetation removal include the potential for accelerated soil erosion and slope failure (slumping, mudflows, etc.). Many soil types and geologic substrates (in particular coastal terrace and preflandrian dune substrates) in the coastal region of Monterey are highly susceptible to destabilization when vegetation cover is removed. This is especially the case in chaparral-type habitats (equals brush habitat type designation on the Monterra Ranch). The extent of this impact is dependent on the timing of the disturbance, the type of erosion control implemented, and

Table 2.4 Area (in acres) covered by five vegetation/habitat types within the proposed development area types on the Monterra Ranch property.

Habitat Type	Acreage of Habitat On-Site	Ranch Lots	Estate Lots, and Rec. Facilities	Adjacent Impacts Areas	Main Roads	Total	
						Acreage on property	% Total
Grassland	704	51	231	39	15	336	47.7
Brush Area	719	171	107	50	1	329	45.8
Oak Trees	1064	307	342	107	7	763	71.7
Pine Trees	6	0	0	0	0	0	0
Oak-Pine	<u>426</u>	<u>0</u>	<u>120</u>	<u>4</u>	<u>11</u>	<u>135</u>	<u>31.7</u>
TOTAL	2919	529	800	200	34	1563	53.5

Source: Larry Seeman Associates and Biosystems Analysis, Inc., 1985.

the species and type of vegetation used for revegetation.

12. The activities of fire prevention following the development of the Monterra Ranch property may have a significant long-term impact on vegetation. The accumulation of woody fuels may pose a severe fire hazard over time, and regeneration of existing vegetation conditions would take many years following a catastrophic wildfire. Vegetation removal in some areas may somewhat reduce the fire hazard on the property, but most scrub, chaparral, and pine woodland communities are adapted to fire regeneration strategies. As their habitats increase in age, they become progressively more volatile. Therefore, continued fire prevention creates a condition in which these habitats become even more susceptible to catastrophic wildfire. Prevention of this fire response successional strategy may result in degrading of the habitat and/or a shift to a different non-fire adapted or less desirable habitat type. Control of fire hazard and soil erosion are inversely correlated; reducing vegetative cover would reduce fire hazard but would accelerate erosion rates, while increasing vegetative cover would protect soil resources but would also contribute to the fire hazard. A catastrophic fire would also create extensive areas of exposed soils and probably result in tremendous soil erosion and surface runoff.

13. Other direct impacts of vegetation resulting from the introduction of residences to the landscape include the possible introduction to competitive, adventive landscape species such as eucalyptus, pampas grass, periwinkle, english ivy, etc., that can escape into the surrounding native habitat and displace native species. Increased summer irrigation of landscape vegetation could cause shifts in the vegetation composition or result in soil conditions unfavorable to mature trees that have adapted to a regime of winter wet/summer dry cycles characteristic of Californian mediterranean climate. Saturation of oak root zones in the summer have resulted in increases in oak root fungus and decay. This has been shown to be a significant impact in oak woodland landscapes in association with residential development. Monterey pines are susceptible to insect infestation and windfall when the root systems have been over irrigated or compacted by construction activities. The death of these species could enhance the

ignition and place at risk homes and people in close proximity due to tree or branch fall.

2.5.2.3 General Wildlife Impacts

The following impacts discussion is prepared based on a review of the 1985 LSA Biotic Resources Report, which described the biological resources of the Monterra Ranch Subdivision.

14. Habitat losses are quantified in Table 2.4. Approximately 52 percent of the parcel will be modified or impacted due to the development. This will modify a significant portion of the parcel in terms of its suitability to wildlife resources.

15. Modification of existing natural vegetation to landscaped, introduced species will eliminate or reduce some existing habitats, but will provide new vegetation communities for those species more commonly associated with areas of development.

Some wildlife species are more susceptible to disturbance than others and are readily displaced by human disturbance and the impacts associated with housing developments.

16. The proposed development will reduce the available habitat for wildlife species found in several plant communities discussed elsewhere (LSA 1985). The habitat losses for small mammals and birds will, in turn, reduce the availability of prey for mammalian and avian predators. Losses of forage plant species will reduce deer numbers and their utilization of the area. The result will be a general reduction in wildlife utilization of the area of the development.

17. Introduction of domestic cats and dogs would result in increased wildlife conflicts by predation and displacement of native prey species. Deer are very susceptible to attacks by domestic dogs in packs. Cats are effective predators of small game, in particular song birds.

18. Impenetrable fencing around estate and clustered housing tracts could effectively focus deer browsing and restrict migration to linear corridors. This could result in overgrazing impacts of the designated open space areas.

2.5.2.4 Impacts to Sensitive Habitats and Rare Plant and Wildlife

Only one sensitive habitat type was identified by LSA (1985). That is the area adjacent to Jack's Peak Regional Park in the western margin of the property. As presently proposed, the site development will have no direct affect on this area. The portion of the property adjacent to the park boundary has been designated for park dedication. Native Monterey pine forest has been designated as a unique habitat area (Priority 2) by the California Natural Diversity Data Base (CNDDB). The Monterey pines on the Monterra Ranch are undoubtedly part of this native stock in the Monterey region. However, due to the general nature of the vegetation mapping, representative Monterey pine forest cannot be delineated and thus the extent of impact is unknown. A more detailed mapping of pine distribution and density may be warranted.

19. One rare plant species, Hickman's onion, was documented on-site during a spring 1985 re-survey by LSA (see Figure 2.7). During this survey, a total of six occurrences were located totaling approximately 2.3 acres in extent. These occurrences were located on old coastal terrace grassland near the northwest corner of the property above the old school site. As presently configured all but the northernmost coccurrence would be directly displaced by the development. The largest population occurrence designated as Site 3 by LSA (1985) would be removed or impacted by the construction of estate lots 237 and 238 and the cul-de-sac access road. The displacement and removal of these occurrences in this area would pose a significant impact to this species on-site and possibly in the region. The development as currently proposed would result in a 90 percent reduction of this population and available habitat on-site.

There are no rare, threatened, or endangered wildlife species that will be directly impacted by the proposed development.

2.5.3 Mitigation Measures

Based on the results of the LSA field surveys and impact analysis, a set of mitigation and management recommendations have been suggested to minimize the high erosion and fire hazards and to minimize potential project impacts on vegetation, wildlife resources, sensitive species, and sensitive habitats.

2.5.3.1 General Project Mitigation

19. Direct disturbance or removal of native vegetation cover should be restricted to those areas designated for development only (except as prescribed under Fire Control and Fuel Management).

20. Wherever possible, existing unpaved roads on the site should be used for access to the homesites. Construction access to and from homesites should be along the same routes that are proposed for residential access. Existing roads that will not be used as residential access routes should be abandoned. The final residential access routes should be completed before homesite construction activities begin. During construction phases, access roads should be frequently watered to minimize the generation of road dust.

21. The introduction of non-native plant species should be avoided. Native trees (preferably oaks), shrubs, and ground covers should be used for erosion control and landscaping within the designated development envelope surrounding each homesite, the proposed recreation areas, and along the access road system. A landscape plan should be developed incorporating the retention of native trees and vegetation around the building sites. Deed restrictions should be instituted to assure recourse if violated.

22. Exotic plant species that are aggressive colonizers of disturbed areas should be actively eradicated. These species include, but are not limited to, French broom, poison oak, and Eucalyptus.

23. Off-road vehicle activities should not be allowed on the property.

24. Livestock (e.g., horses, cattle) should be kept or grazed on the property only at stocking levels comparable to pre-existing use. If desired, use of the existing road and trail system for recreational horesback riding and hiking may be allowed to continue. No livestock should be stabled or boarded on any cluster or estate parcel.

25. No broad-scale application of pesticides or herbicides should be permitted on the property.

26. Dead trees and snags, as well as bare and denuded limbs, should be retained. These are valuable as perch or roost sites for raptors and flycatchers, and as nest sites for cavity-nesting birds. Removal should be implemented only when a hazard exists.

27. Brush piles and fallen logs should be retained (except as prescribed under Fire Control and Fuel Management). These serve as protective or escape cover, nest sites, and foraging areas for a variety of wildlife species.

28. Since the 1985 LSA Biotic Report does not quantify wildlife resources or the extent of their distribution, specific mitigation measures are not estimated.

The following minimal guidelines should be included in a homeowner's agreement for the entire development. These guidelines would establish basic rules about impacts that may be implemented by one or a few homeowners, but that would negatively impact the resources of the entire development.

For example, if no restrictions are established regarding free-roaming dogs, deer will avoid the general vicinity reducing the quality of the rural living environment for all homeowners.

The basic concerns to be addressed in such an agreement should include but not be limited to:

- a) leash and kennel requirements for dogs and bells fitted on cats to impede their predatory impact on wildlife;
- b) fencing designs that will not inhibit deer movements;
- c) maintenance of natural and diverse vegetation buffers in non-landscape areas;
- d) minimal tree removal guidelines;
- e) fire control standards should be established and enforced to protect vegetation;
- f) restrictions on human activity in designated open space areas;
- g) guidelines on maintenance of domestic livestock;
- h) an annual management/assessment fee for forestry programs, wildlife habitat protection and oak tree management.

2.5.3.2 Erosion Control

Recommended measures for reduction of fire hazard may conflict with the goals of an erosion control program (see Fire Control and Fuel Management).

A formal erosion control and revegetation program should be developed in consultation with U.S. Soil Conservation Service representatives and key County Planning Department Staff. The following measures are recommended for incorporation into an erosion control program (see also Section 2.3 Soils).

29. Development and construction activities should be conducted with as little vegetation removal and soil disturbance as possible. Tree and shrub root systems should be left intact to help bind the soil. Surface cuts and fills should be made only for designated homesites and associated construction material laydown areas. Development of the existing unpaved road along the ridgeline as construction and residential access to the homesites will prevent soil disturbance on slopes where higher erosion rates are expected. Clearing should not be allowed on slopes greater than ten percent without specific consultation with an erosion control specialist.

30.* A short-term erosion control program should be established on large areas of exposed soil (cuts, fills, etc.), consisting of seeding with an annual grass and herbaceous cover.

- a. Standard seed mixes for erosion control applications may be inappropriate due to relatively high fire hazard and competition with native species. No data were found to suggest that regeneration of oaks would be inhibited by high densities of annual grasses. However, the inhibitory effect of weed competition on chaparral shrub seedling survival is well documented (Horton, 1950; Schultz, et.al., 1955; Hanes, 1977). Gautier (1981) discussed the possibility that seeding of recent burns in chaparral may increase long-term slope erosion by retarding the recovery of native shrub vegetation. Therefore, a seed mix should be designed to include species relatively low in stature and biomass in order to reduce fire hazard and competition effects. Annual fescue (Vulpia megalura, Vulpia octoflora) and soft chess (Bromus hordeaceus spp. hordeaceus) are recommended. To these may be added a mixture of native herbaceous species, including California poppy (Eschscholtzia californica), trefoil (Lotus spp.), clover (Trifolium spp.), and lupine (Lupinus spp.).
- b. Germination and establishment of seeded grasses and herbs are dependent on proper timing and intensity of precipitation (Hanes, 1977). Seed applications should be made in September, just prior to the onset of the rainy season.
- c. The success of the seeding effort should be monitored, especially during the first several months following the initial treatment. On an annual basis, seeding should be repeated where necessary to help stabilize areas of exposed soil.

*See also Comment/Response 16 in Response to Comments section.

31. A long-term erosion control program should be established to revegetate disturbed areas using native woody species.

- a. Plant materials used in revegetation and landscaping should be propagated in a nursery from native seeds and cuttings collected on the site. The propagules should be planted in a sandy soil mixture. At least in the period immediately prior to transplanting, soil water conditions should simulate those found on the site. These measures will help reduce transplant shock and mortality.
- b. Liner planning should follow the method developed by Chan, et.al. (1977). The standard method consists of excavating holes 6 to 12 inches deep and mixing the native substrate with a high loam, potting type soil. On slopes, slight backslopes are constructed above the liner hole to minimize erosion and encourage soil water retention. Each liner is placed within a small (about 8-inch diameter) plastic collar with the bottom removed. The collar serves as a protection against rodents, concentrates precipitation within the root zone, and provides an anchor point for the wire mesh screen used to protect the young seedlings from foraging wildlife (i.e., deer). A mulch of black plastic film embedded between two layers or burlap is placed around each plant to aid in soil water retention and control of competitive weeds and grasses around the transplants.
- c. Plantings should be conducted in late October or early November, to coincide with the period when soil water tables are reaching surface levels. This planting period is most conducive to liner establishment. It favors extensive root development prior to significant above-ground growth in the spring and helps to eliminate the need for spring and summer watering programs.

- d. An annual monitoring and maintenance schedule should be adopted to repair or replace screens and collars, remove competitive weeds, provide supplemental watering if warranted, and replanting as necessary.

2.5.3.3 Fire Control and Fuel Management

An inverse relationship exists between the amount of vegetation cover and soil erosion rates (Gautier, 1981). A controlled burning and fuel management program may increase erosion potential on the site by reducing vegetation cover, and therefore may appear to be in conflict with the objectives of an erosion control program. However, the increased erosion attributable to active fuel management practices would be considered minor compared with the severe erosion potential following a catastrophic wildfire. Such a hot fire has a greater probability of occurring when fire suppression has allowed the accumulation of woody fuels. Active fuel management may result in a short-term increase in soil erosion rates associated with vegetation removal, but this is compensated by a long-term decrease in potential for severe soil erosion following a catastrophic wildfire.

32. A controlled burning program should be considered for implementation on the property. Such a program would mimic the effects of natural fires and reduce fire hazard. Maritime chaparral is well adapted to conditions of recurrent fire (Griffin, 1978), and coast live oak is extremely fire-resistant and has the ability to resprout from both trunk and branches following a fire (Plumb, 1979). Controlled burning would reduce the probability of a catastrophic wildfire and would be compatible with the ecological strategies of the predominant vegetation types on the property.

- a. The scale and frequency of prescribed burning should be commensurate with the maintenance of mature plant communities with minimal fuel loads.

- b. The controlled burning program should be initiated prior to construction on the homesites. This will result in lessened fuel loads and reduced fire hazard during and after the construction phase of the project.
- c. A qualified forester or controlled burn specialist should be consulted before initiating a controlled burning program. Representatives of the California Department of Forestry (CDF) may be of assistance in designing a controlled burning program or in recommending knowledgeable experts on the subject. Factors to consider in developing a burn prescription include dead/live fuel ratio, fuel volume, live and dead fuel moisture, fuel chemical content, and weather conditions (Green, 1981). Various techniques may be used to limit or control the area of land to be burned at any one time (i.e., construction of fuel breaks, mechanical fuel reduction, spot burning, etc.).
- d.* The landowner should not necessarily be required to bear the entire burden for this program. An agreement with agencies such as CDF, the California Youth Conservation Corps, and the County of Monterey may be pursued to alleviate the cost of the program.

33. A program of fuel load reduction through direct vegetation removal should also be considered for implementation on the site, either separately or in tandem with a controlled burning program.

- a. A program of direct vegetation removal or thinning and chipping may be necessary to reduce critically high fuel loads prior to beginning a prescribed burning program. Dead brush may be piled and later consumed by the burn.
- b. The distribution of native vegetation patterns should be considered in designing and establishing fuel breaks.

*See Comment 17 in Response to Comments section.

- c. Vegetation removal for fuel management may be accomplished either mechanically or by hand. Hand removal is less cost-effective but results in lower amounts of soil disturbance and subsequent accelerated erosion rates. Mechanical removal should be conducted in a manner that minimizes soil disturbance (e.g., following slope contours).
- d. The "pruning up" of shrubs (i.e., removing all their lower branches) should be considered as an alternative to outright clearing of chaparral, coastal scrub, and the understory of live oak woodland. This technique may prevent fire from reaching the crowns of the larger shrubs and trees and therefore favors cool ground fires. The method has been used effectively in fire control applications in southern California. Use of this technique would produce a minimal amount of soil disturbance compared with mechanical vegetation removal.

2.5.3.4 Management of Sensitive Species and Sensitive Habitat Types

Attempts should be made to protect and manage all existing occurrences of rare or unusual plant species on the property. Disturbance should be avoided in close proximity to occurrence areas for sensitive species or recognized sensitive habitat areas.

34. Estate lots 227 and 235 through 239 proposed in the occurrence area of Hickman's onion on-site should be eliminated or redesigned and a minimum buffer of 50 feet implemented to preserve the population. This could entail the loss or redesign of these parcels along the proposed Romera Vista Road in the northwestern end of the property. The furthest occurrence to the south could be protected by shifting of the Romera Vista Road to the east. Care should be taken to preserve the present vegetation and soil structure in the areas where these occurrences were found. No corraled livestock should be kept in these areas. Fencing of the occurrences may be appropriate to prevent accidental encroachment by off-road vehicles and construction equipment or their use as laydown areas.

35. The Hickman's onion population should be monitored both during and after construction to evaluate the adequacy of the protection measures implemented and the vitality of the species.

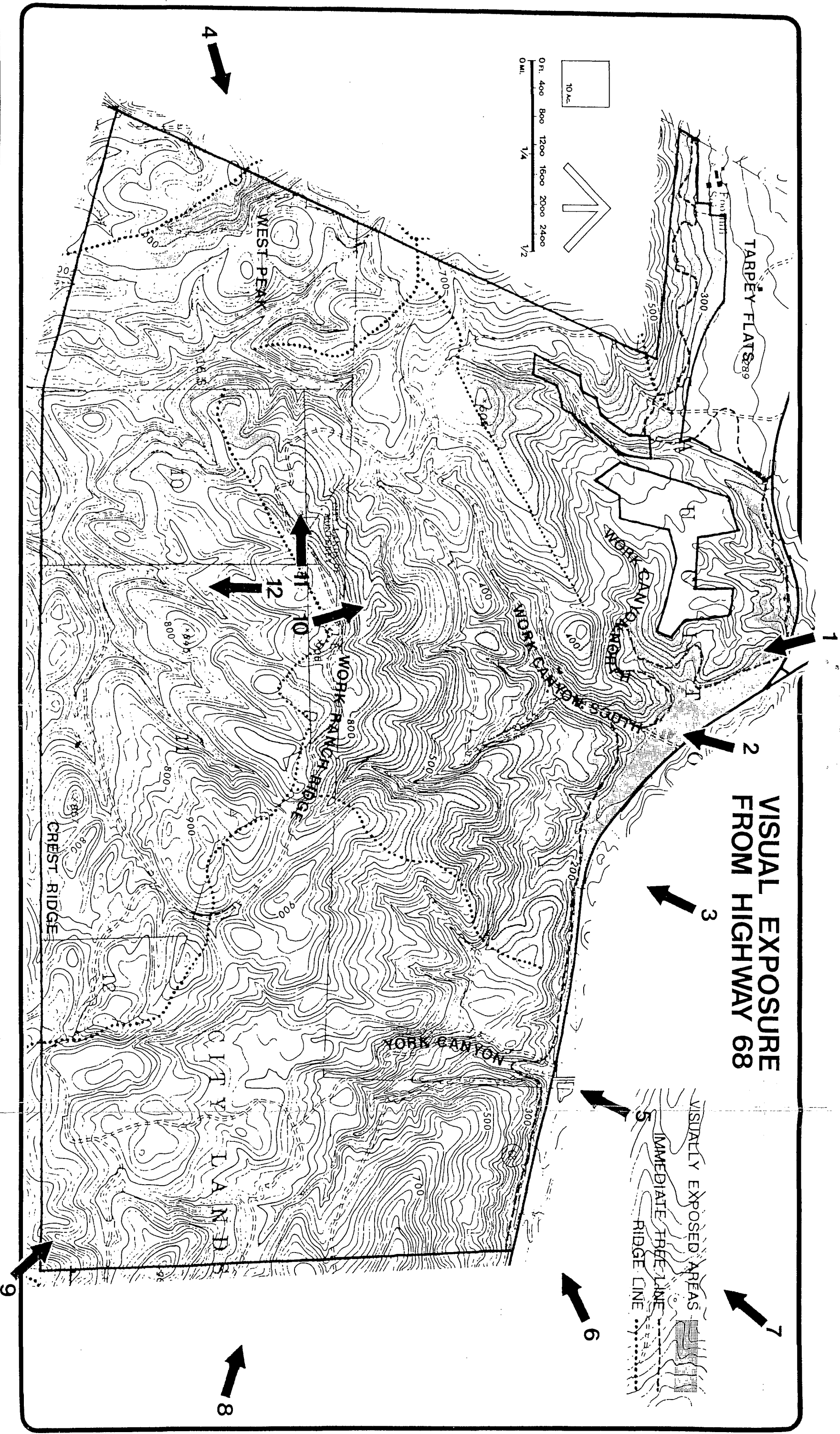
2.6 Aesthetic Considerations

2.6.1 Visual Patterns/Design Elements

2.6.1.1 Existing Conditions

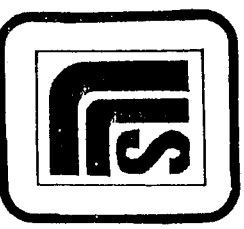
Regional and Areawide Setting. The project site is located in the vicinity of the Monterey Peninsula, an area noted for its unique and attractive visual character. The dominant visual elements of this area are the crescent shaped coastline of Monterey Bay and the central wooded ridge that extends through the peninsula separating the City of Monterey and State Route 68 corridor from Del Monte Forest, Carmel and Carmel Valley. A series of wooded canyons radiate from the ridge to the bay. Mesas occur between these canyons, supporting a variety of land uses. State Route 68, a designated state scenic highway, winds through one of these canyons, Canyon Del Rey, from the City of Monterey to the Salinas Valley. The road is bordered by pastoral, semi-rural land, consisting of open, rolling grassland, oak and pine woodlands, and prominent wooded ridges.

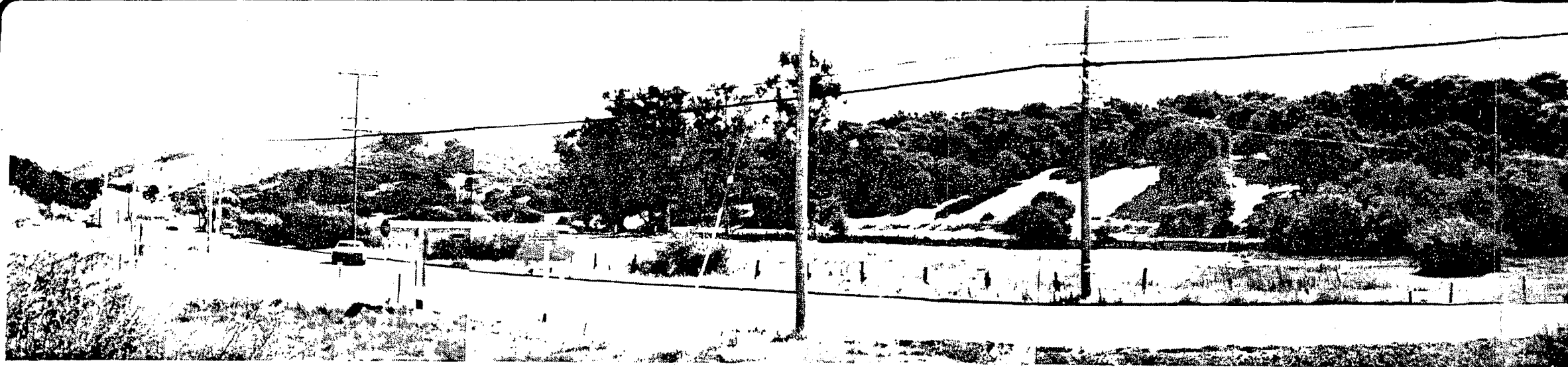
Project Site Setting. Monterra, the largest private property in the Highway 68 area, is a 2,831-acre project site consisting of a series of visually prominent ridges and canyons, ranging in elevation from 110 feet near the intersection of State Routes 68 and 218 to over 1,000 feet in the southeast corner of the site. Major landforms on-site are designated in Figure 2.8. The site supports a variety of natural vegetative patterns, including open rolling grassland dotted with Coast Live Oak or Monterey pine trees, denser oak or pine woodland, and steep brush covered slopes. At present, the site is used for cattle grazing. The site is undeveloped, except for a few ranch buildings. Adjacent lands are also undeveloped or support low intensity residential uses.



MAJOR LANDFORMS & VISUAL EXPOSURE FROM HIGHWAY 68

FIGURE 2.8





PHOTOGRAPHIC RECONNAISSANCE OF THE PROJECT AREA PLATES 1-3

FIGURE 2.9





4



5

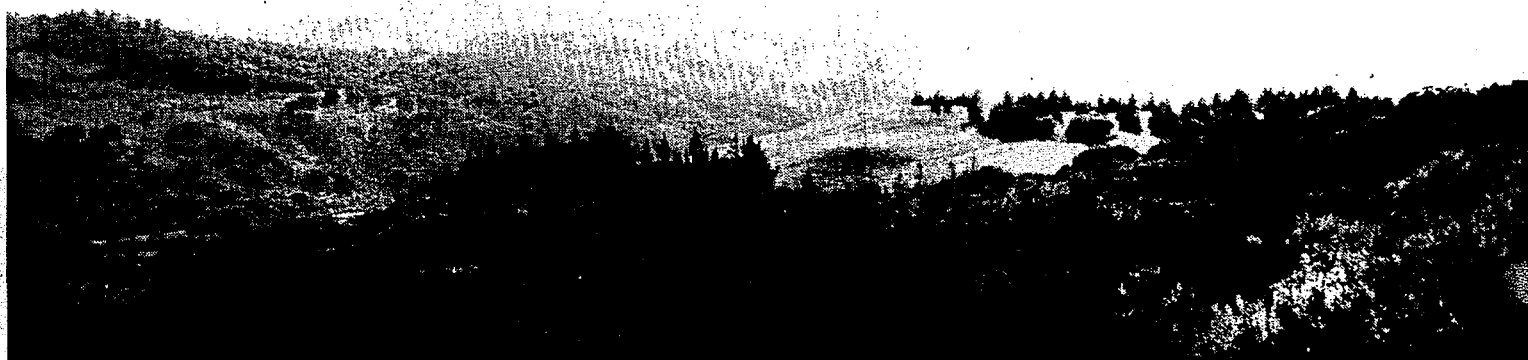
PHOTOGRAPHIC RECONNAISSANCE OF THE PROJECT AREA PLATES 4-5

FIGURE 2.9





6



7

PHOTOGRAPHIC RECONNAISSANCE OF THE PROJECT AREA PLATES 6-7

FIGURE 2.9

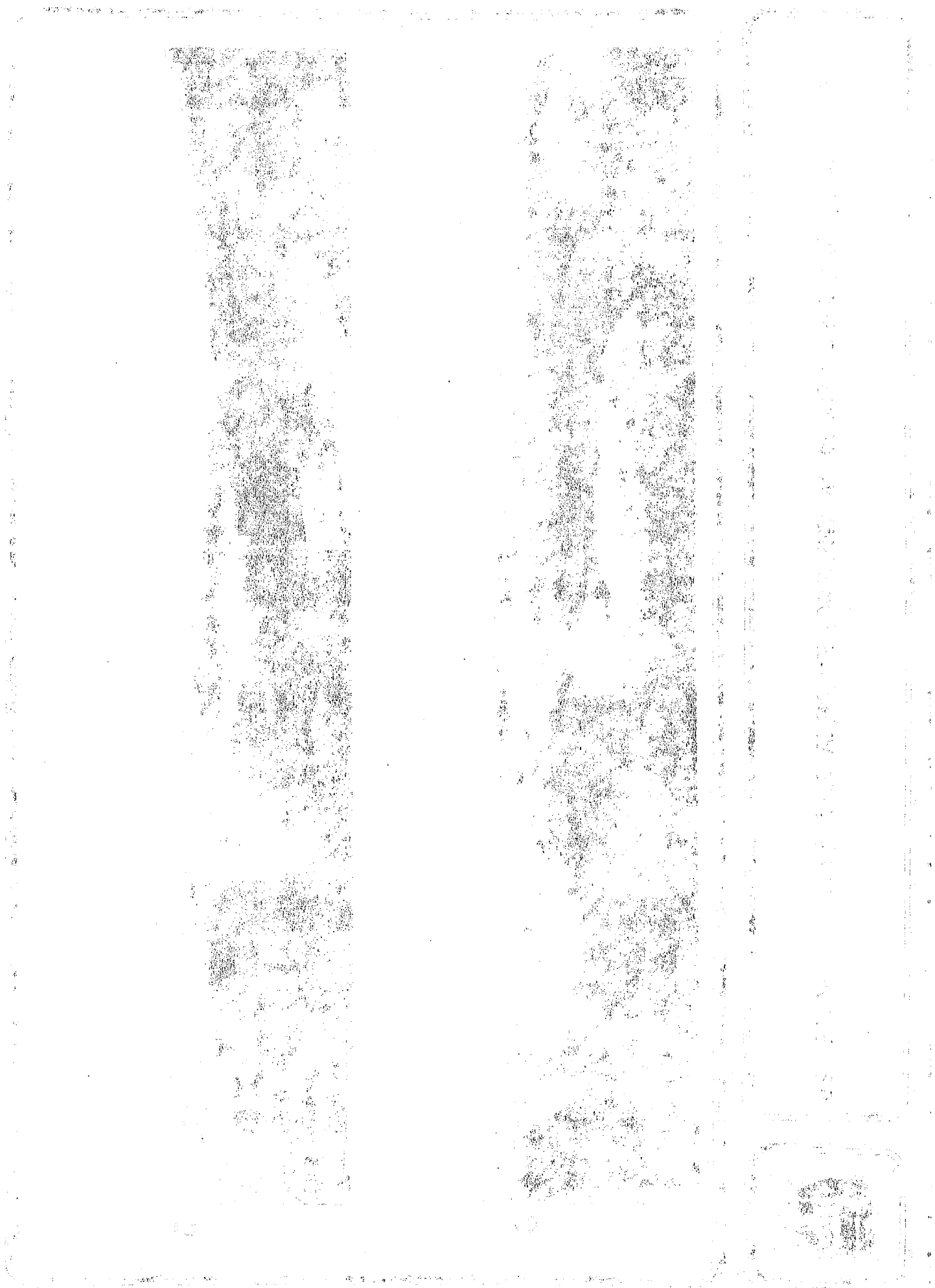




PHOTOGRAPHIC RECONNAISSANCE OF THE PROJECT AREA PLATES 8-9

FIGURE 2.9



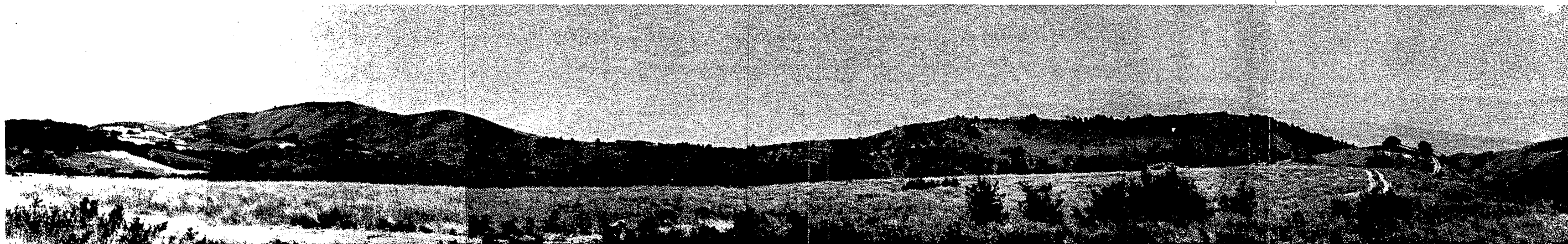




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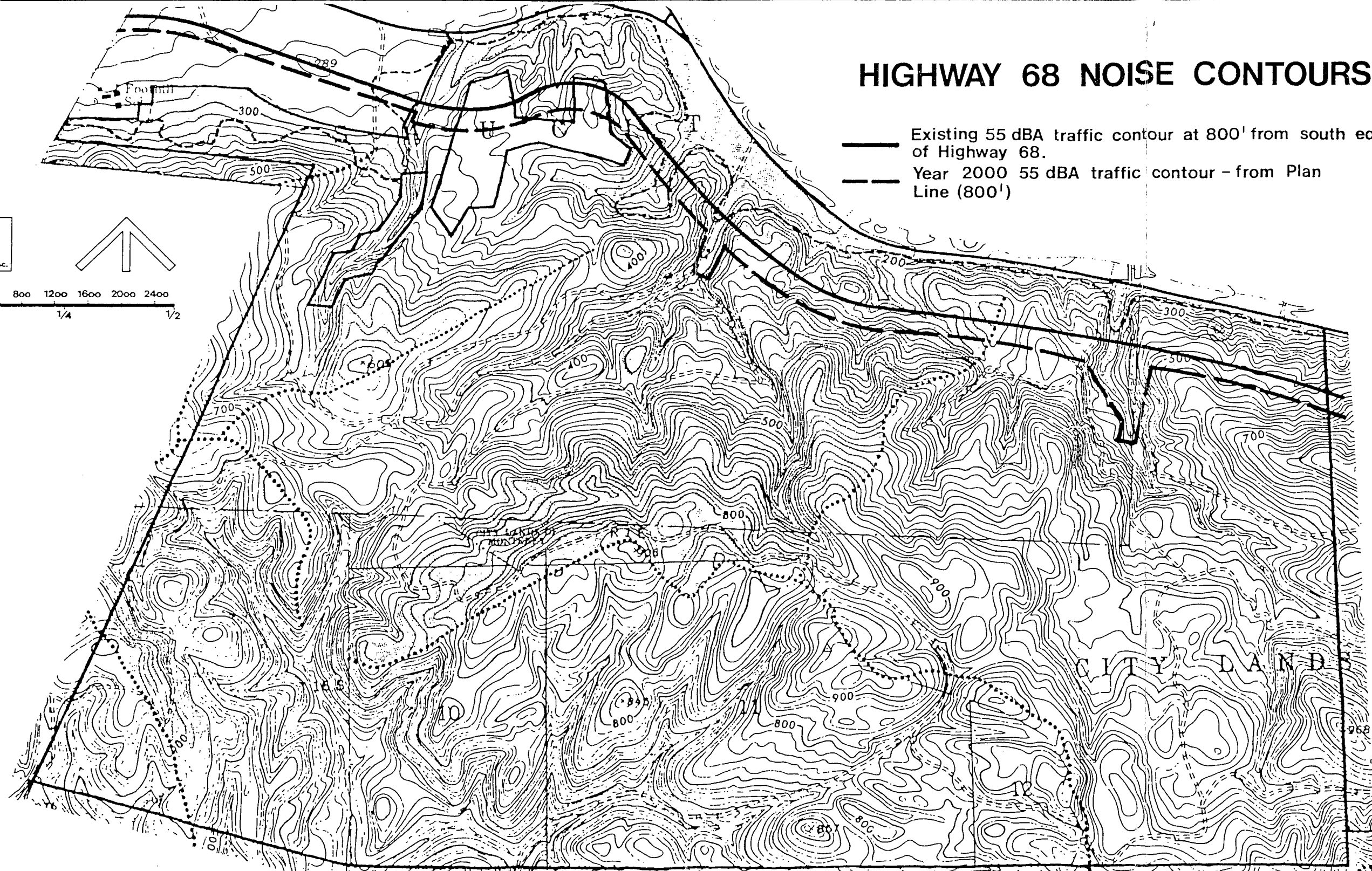
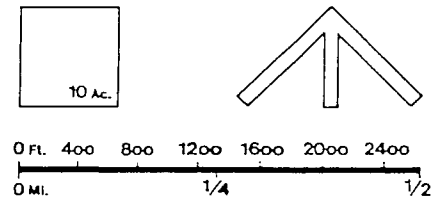
PHOTOGRAPHIC RECONNAISSANCE OF THE PROJECT AREA PLATES 10-12

FIGURE 2.9



HIGHWAY 68 NOISE CONTOURS

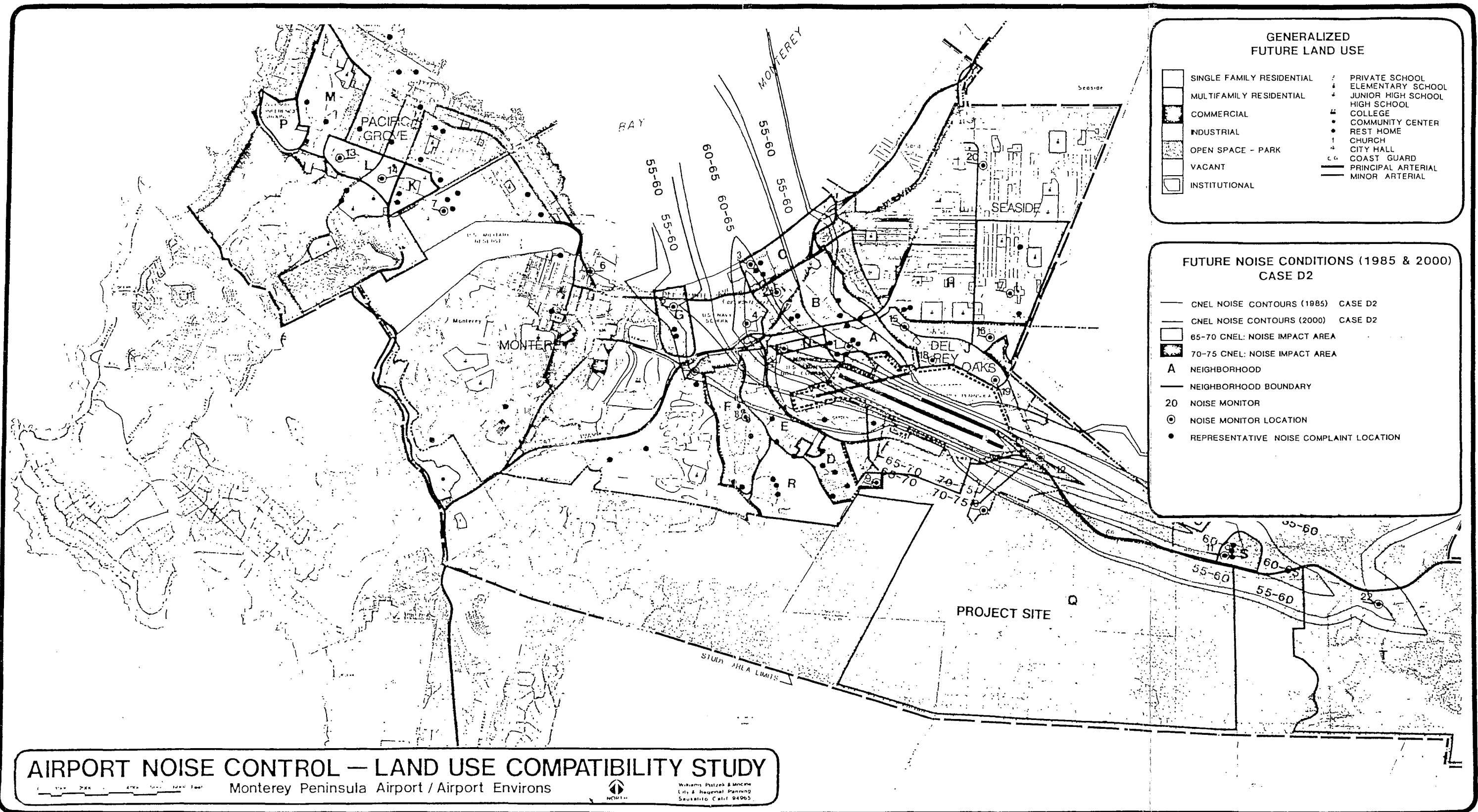
- Existing 55 dBA traffic contour at 800' from south edge of Highway 68.
- - - Year 2000 55 dBA traffic contour - from Plan Line (800')



HIGHWAY 68 NOISE CONTOURS

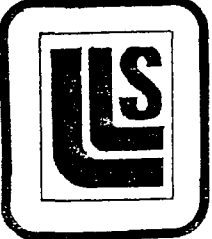
FIGURE 2.10





AIRPORT NOISE CONTOURS

FIGURE 2.11



The project site is a major visual feature in the Monterey region because of its large size, the visibility of its high ridges from many parts of the Monterey peninsula, and its location along State Route 68 (a scenic highway and major entrance to the City of Monterey). Figure 2.9, Plates 1 to 12 depicts the project area from surrounding vantage points. Figure 2.8 shows the locations of these vantage points. Particular emphasis is given to the major view corridors identified below.

View Corridors. View corridors are areas allowing the exchange of views between the project site and likely viewer vantage points. The project site is directly visible from State Route 68 and adjacent development and is part of distant views from downtown Monterey, the Toyon residential area, Seaside, and portions of hillside areas to the south accessed by Carmel Valley Road. Major view corridors have large viewer capacities and are of regional significance, in comparison to local view corridors. Views from State Route 68 comprise the major view corridor related to the project, although other regional viewing opportunities of the site are available. State Route 68 is a recognized state scenic highway and a major gateway to the Monterey Peninsula. As shown in Figure 2.8, the portion of Monterey which borders State Route 68 is a visually exposed area.

The project site is directly visible to persons driving along State Route 68 for approximately five minutes, assuming a driving speed of 45 miles per hour. Bicyclists and pedestrians, as well as motorists waiting at the intersections of State Route 68 with State Route 218, York Road, Olmsted Road, and driveways off of State Route 68, view the site for longer durations. From the roadway, the steep, wooded and brush covered slopes are readily apparent, with some relatively level grassland and trees along the roadway in the foreground. Figure 2.9, Plate 1 depicts the lowest western portion of the site as seen from the State Route 218/68 intersection. Plate 2 shows the eastern end of the project site from the York Road/State Route 68 intersection. Plate 3, which was taken from the Ryan Ranch site, shows the central portion of the site along State Route 68, including the existing ranch entrance.

Distant views of ridgetops in the project area are available from portions of State Route 68 not in the immediate project vicinity, Seaside, downtown Monterey, and the Toyon residential area. The ridges provide an aesthetic backdrop for the city and pleasant contrast to the level parts of the peninsula and bay. The project site is partially visible in distant views from the Toyon residential area, located northwest of State Highway 1 in the vicinity of Walter Colton Junior High School. Views from this area are limited to a portion of the site along State route 68; views of the site's interior are largely blocked by ridges to the west. Although the project site is part of the peninsula ridges, it is not readily identifiable in these distant, regional views of the ridgeline. Also, views of the site from Carmel Valley Road are largely blocked by intervening ridges.

View corridors, which are more local in nature, include Jacks Peak Park Road, York Road, Jacks Peak Park, York School, Laguna Seca residential area, Laguna Seca Golf Ranch, Hidden Hills residential area and some residences at the end of Tierra Grande Drive in Carmel Valley. From Jacks Peak Park Road and adjacent Foothill School, one looks across the relatively level grassland of Tarpey Flats to the wooded ridges of Monterra. The project site contributes to the natural setting of this roadway, which serves as an entrance to Jacks Peak Park. From Jacks Peak Park, scenic vistas of the site's southern undeveloped ridges are available, as shown on Plate 4. This setting contributes to the park's values for passive recreational uses, such as hiking and photography.

The other land uses in the area, including residential neighborhoods, school, and golf course, are also enhanced by their aesthetic setting. Views of the site's north-facing slopes are available from all portions of York Road including direct, short-range views from the State Route 68/York Road intersection (Plates 5-7). The upper elevations of the Laguna Seca residential area and Laguna Seca Golf Ranch have more distant views of the site's wooded ridges along the State Route 68 corridor. Plate 7 depicts the site from the top of Domino Road in the Laguna Seca residential area. Similar, but more distant, views are available from the golf ranch; Plate 6 was taken from the roadway leading to the golf ranch. Also, some residences at upper elevations in the Hidden Hills area (east of the project site) and at the end of Tierra Grande Drive (southeast of the site, off Carmel Valley Road)

also view small portions of the site ridges, but to a much lesser extent, as shown on Plates 8 and 9.

View Opportunities. From the site's ridgetops, scenic areawide vistas of the Monterey Bay region are available. Unlike much of wooded Jacks Peak Park, the site has many open ridgetops which are unique, especially valuable vantage points because of the panoramic views they provide. As shown on Plate 10, views to the north include the largely undeveloped portion of Fort Ord, the Monterey Airport, City of Seaside, and Monterey Bay with the site's rolling oak-studded grassland in the foreground. To the west, nearby wooded ridges, including Jacks Peak Park, are dominant (Plate 11). To the south, the long silhouette with Crest Ridge and distant ridges south of Carmel Valley are apparent (Plate 12). The rural interior of the site itself is a visual asset. The varying topographic relief and patterns of vegetation provide a pleasant pastoral landscape.

2.6.1.2 Impacts

The rural project site setting would be partially replaced by a suburban residential environment. The general design of the project, shown in Figure 1.2, is analyzed herein with regard to its compatibility with existing natural features and adjacent land uses, as well as its ability to provide a practical and aesthetic setting for the proposed residential and recreational uses. Detailed architectural and grading plans are not yet available for analysis at this preliminary stage of development. It is important that the final site plan reflects the stated design standards and policies of the County of Monterey and is responsible to the high visual sensitivity of the area. Design criteria are provided at the end of this section for use as guidelines by the County Planning and Building Departments in reviewing the proposed project.

Site Design. It is a stated design policy of the project plan to preserve existing land forms and visual features in order to provide a development in harmony with its rural, natural setting. Proposed design features which support this policy include the following from Wallace Holm Architects, Inc., 1984:

1. Strictly controlling development near ridgelines.
2. Locating development, on backslopes and on flatter upland meadows, to keep development hidden from nearby off-site view.
3. Limiting most construction to grass- and brush-covered areas, in order to save existing trees.
4. Locating roads, trails, buildings and paving on the gentler slopes, to minimize cuts and fills; contouring cuts and fills to look natural.
5. Restricting height of structures to three and one-half stories or 35 feet, whichever is lower.
6. Restricting the heights of retaining walls and using natural materials where possible.
7. Requiring restrictive architectural control, of all significant structures, extending to engineering, materials, textures, scale, massing, and detail, as well as to design, and requiring a palette of colors and materials which harmonize with the natural colors of the terrain to such an extent that the structures will blend into the natural landscape and become virtually invisible.
8. Installing all on-site utilities underground.
9. Screening the developments at the meadows with native trees and shrubs, and keeping development profile low and small scale.
10. Ensuring that off-street parking areas shall not dominate their surroundings, and shall be dispersed, landscaped, with pedestrian scale, and suited to existing slopes without major cuts and fills.
11. Develop a program for conserving the oak and pine trees prior to any development. Establish procedures for controlling land grading operations and vegetation removal.
12. Inventory and locate natural areas worthy of special consideration and attention.
13. Program retention of forests and wooded areas as an essential aesthetic resource.

Other design features which could impact the site's natural setting, include the construction of buildings along ridgetops and potentially inadequate minimum setbacks from roadways. The impacts of these design features on the appearance of the project are specifically discussed in the following impact sections. The discussion is limited by the existing general level of project design. The final, more detailed site design will be subject to review by the County Planning Department and compliance to applicable County policies.

Intensity of Uses. The visual intensity of the project will be affected by land coverage, density, and placement of development on-site, as well as specific architectural design. Approximately 102 acres (3.6 percent) of the project site would be buildings, roadways, or other paved areas. Another 2.7 percent of the site would be landscaping, with the remaining 93.7 percent proposed to remain in its existing natural state. Although the majority of the site would remain as natural open space, the placement and design of development is of major regional importance for the protection and preservation of the visual resources, on-site as well as off-site. Seventy-eight (78) residences would be constructed on the site's ridgetops, including the prominent Work Ranch Ridge, Del Rey Ridge, and north-facing slopes along State Route 68. These residences could be up to 35 feet in height. Although ridgetop construction may require less grading and allow the preservation of steep slopes in a natural state, significant impacts to the natural setting could occur.

It should be noted that the low intensity of development allows flexibility in the placement of structures by using the topography, existing natural vegetation and tree cover to significantly lessen visual impacts from off-site. However, there are lots to be developed along ridges and slopes that would be especially incompatible with the natural skyline and surrounding undeveloped slopes. For location of these lots, see Figures 1.2 and 2.8.

Compatibility with Natural Features. The project's compatibility with the site's topography and existing natural vegetation will be analyzed on the basis of general design goals for grading, vegetation removal, and placement of development on-site, since no detailed plans are yet available.

It is the project proponent's intention that the project preserve and reinforce the character of existing vegetation, land forms, and views. Grading would primarily occur for construction of buildings and paved areas, on 3.6 percent of the site. Grading for landscaping would occur on another 2.7 percent of the site within individually owned parcels. It is an objective of the project plan to avoid excessive cuts and fills, as well as to preserve healthy trees where practicable. However, a detailed grading plan is not yet available. Any construction on slopes over 15 percent would be subject to grading policies and standards for hillside areas.

Roads. Many of the proposed roads would follow existing canyons, swales, or ridgetops. The two collector roads with access to State Rout 68 would extend up York Canyon and Work Canyon and hence, would be largely screened by adjacent ridges. The smaller internal street serving Lots 268-281 and the access road cut to Olmsted Road would be visible from portions of State Route 68.

Building Designs. The visual intensity of the Monterra project could be reduced to a limited extent by sensitive architectural treatment, such as increased minimum setbacks from State Route 68, screening of landscaping, low-scale of buildings, minimal lighting, signage, and vegetation removal.

Potential buildings and landscaping should be designed to blend with the surrounding natural landscape. However, this may not be possible for development on open, grassy ridgetops, where the height of structures may not allow structures to blend with the surrounding landscape and ridgeline.

Distant Views. Distant views of Monterra from development farther east, including Laguna Seca Golf Ranch and Laguna Seca Ranch residences (existing and possibly those that are proposed), would be limited to residences on the upper parts of ridges. With sensitive architectural treatment and grading design, the future residences should not be conspicuous, although lighting at night would be evident.

From residential areas east and south (i.e., Hidden Hills and homes on Tierra Grande Drive, which extends off of Carmel Valley Road), the project should be minimally visible or not apparent due to view blockage by intervening ridges. Residences on the east and southern parts of the site, however, may be particularly visible, particularly their nighttime lighting.

The project is expected to be an unobtrusive part of views from downtown Monterey, the Toyon residential area and the Holiday Inn in Seaside, because of the distance of these vantage points from the project site. Although buildings are not expected to be seen from these areas, some lights may be visible on the ridgeline at night.

On-Site View Opportunities. The proposed residences built on Work Ranch Ridge could have prime scenic vistas of undeveloped hills to the south, east and west as well as the Monterey Bay, cities of Seaside and Monterey, and Fort Ord to the north, northwest and northeast. The availability of views from these residences, as well as the roadway providing access to them depends on the building location and heights, architectural design, and the use of natural landscaping. The natural, rural character of view opportunities from north-facing slopes would be altered, since some residences would overlook residences located on the lower elevations of the site.

Summary of Impacts. The project would have the following visual impacts:

20. The potential for a noticeable decrease in the rural character of the State Route 68 scenic corridor. From State Route 68, the following proposed uses would be visible: Del Rey Ridge, on the ridge west of Work Canyon South, on slopes which face the roadway north of Tarpey Flats, and north-facing slopes between Work Canyon South and York Canyon.

21. Minor impacts on the visibility of the project from downtown Monterey, the Toyon residential area west of the site, Seaside, the Hidden Hills residential area, Laguna Seca residences and golf ranch, and homes southeast of the site at the end of Tierra Grande Drive. Views of the site from these areas are either quite distant or largely blocked by intervening topography and vegetation. Views of the project would be limited to lighting at night.

2.6.1.3 Mitigation Measures

The following measures are recommended to mitigate the specific visual impacts of the project.

36. Residential and other types of development in areas viewed from State Route 68 should be inconspicuous in order to maintain the natural rural character along this scenic corridor. Visually sensitive areas include Work Ranch Ridge, Del Rey Ridge and north-facing slopes and meadows along Canyon Del Rey. Strict architectural control of building plans for lots in these areas should be required.

37. A requirement for single-story houses located behind existing vegetation along Work Ranch Ridge, Del Rey Ridge, and slopes bordering State Route 68 should be considered.

38. Require building permits for Monterra lots to be evaluated utilizing the following design criteria. These criteria are general in nature since overly prescriptive standards of design, given the current preliminary planning stage of the project plan, could be detrimental to the ultimate success of the project. Conformance with these criteria is necessary to provide a project integrated with the natural setting and the planning goals of the County of Monterey and to ensure that the scale of the project allows for development, but also relates to the preservation of the natural character of the State Route 68 corridor.

Site Design.

39. The prominent ridges and native vegetation along the State Route 68 corridor shall be preserved in a natural state, as much as possible, to maintain the natural scenic quality of this area.

40. Development should be designed to blend with the natural terrain, by using innovative site design, grading techniques, building types, and spacing of buildings.

41. All structures should complement one another and the natural landscape, provide visual interest, and create a sense of identity within the development.

42. Removal of native vegetation, particularly trees, should be minimized.

43. Grading in hillside areas should be minimized to the portion of the site covered by the structure. Required grading should be finished to blend with the natural contours by avoiding abrupt changes in grade and by rounding off sharp angles along the sides of cut and fill slopes. The mass grading of large building pads and excessive terracing should be avoided. (No grading plan submitted to date, so full extent of grading is not known at this time.)

44. Roadways should be designed to reflect the natural topography in order to minimize grading and scarring of hillsides.

45. Exterior colors and materials that blend, rather than contrast with the surrounding soil and vegetative cover should be used. These include natural wood and masonry materials and brown, muted green and gold colors. Highly reflective surfaces and colors should be avoided.

46. Structures should not greatly exceed the height of the forest canopy.

47. Development along ridge lines should not silhouette against the skyline.

48. Exterior lighting should be minimized. Lighting that is necessary should be of low profile design, unobtrusive and compatible with the rural character of the project area. Consider using warm tone lights on dark standards.

49. Roofs of buildings at lower elevations should be attractively designed to enhance views of these buildings from adjacent hillside residential areas. In general, sloping, gabled, or vaulted roofs constructed of wood shingles, wood shakes or tiles are preferred over flat, gravel-type roofs. Mechanical equipment on roofs should be avoided or screened so that it is not apparent from the hillside areas.

50. Large wall planes without a change in dimension should be avoided.

51. Parking and service areas, for the recreational uses should be screened with landscaped berms.

52. Architectural detail should consider the appearance of buildings as seen from the hillside areas, as well as from on-grade with the building. Trellises, awnings, balconies, and planters should be used to add interest and assist with blending in with the natural setting.

53. Edges between active public areas and adjacent private residential areas should be defined by landscaping.

54. All utility lines serving the project should be placed underground.

55. Signage identifying the entrance to the Monterra development, should be minimized, particularly along State Route 68. Signs should be aesthetically pleasing, blending into the highway corridor. There should be a comprehensive signage motif which is compatible with the building design and surrounding natural setting (e.g., non-illuminatd wood signs). Signs identifying individual residences and buidings should be of a uniform low-profile type, easy to identify (and to facilitate emergency access).

56. When adequate off-street parking is provided, consideration should be given to reduced street width. Intermittent widening of streets for cluster parking areas, bays, and turnarounds, are encouraged at appropriate locations. Alternatively, parking may be provided along only one side of the street.

57. Streets may be divided into one-way segments on different levels of steeper slopes to better blend with the terrain and minimize grading. pedestrian paths may also be at a different level from the roadway segments.

58. The clustering of driveways or use of common access driveways should be encouraged to maximize natural open space preservation.

59. A comprehensive trail plan should be submitted to the County prior to approval of the tentative map.

60. A continuous system of hiking and equestrian trails following fairly level contours should connect the proposed open space and park areas. Also, open space linkages should be provided between the site and the Ryan Ranch. Solid lot line fencing of yards bordering this narrow open space corridor should be avoided to prevent a "walled" appearance.

61. Natural landscaping should be provided around buildings to screen them from internal roadways and from surrounding areas, especially State Route 68.

62. Roadway guard rails and fences should blend into the landscape as much as possible.

63. Off-road turnouts should be provided in areas with significant views.

64. Follow the recommendations of the Greater Monterey Peninsula Area Plan Citizens Advisory Committee in regard to highly sensitive areas along Highway 68:

- a. Development shall be rendered compatible with the visual character of the area using appropriate siting, design, materials and landscaping;
- b. Development shall maintain no less than a 100-foot setback from the scenic route right-of-way;
- c. The impact of any earth movement associated with the development shall be mitigated in such a manner that permanent scarring is not created;
- d. Tree removal shall be minimized;
- e. Landscape screening and restoration shall consist of plant and tree species consistent with surrounding native vegetation;
- f. Architectural review of projects shall be required to ensure visual compatibility of the development with the surrounding area; and
- g. New development in open grassland areas shown as "sensitive" or "highly sensitive" on the Visual Sensitivity Map should minimize its impact on the uninterrupted viewshed.

2.6.2 Noise

2.6.2.1 Existing Conditions

There are two major off-site noise sources which affect the noise environment in the project vicinity. These noise sources consist of aircraft activities associated with the Monterey County Airport, and the traffic traveling along Highway 68. Figures 2.10 and 2.11 indicate the existing and future noise contours from these two noise sources.

The Noise element of the Monterey County General Plan specifies a maximum exterior noise level in the range of 50-55 dBA (L_{dn}) for low-density residential homes. Noise levels between 55 and 60 dBA (L_{dn}) are considered conditionally acceptable where development should only be undertaken after a detailed analysis of the noise reduction requirements is made and needed noise insulation features are included in the design.

The area of the northwestern portion of the project site is within or near the existing 55-60 dBA Community Noise Equivalent Level (CNEL) contour for the northwest-to-southeast runway at Monterey Airport. Airport noise contours are taken from the 1980 Airport ANCLUC Study. Proposed within this area are numerous single-family residences. In addition, an airport noise monitoring station, located within the 55-60 dBA CNEL contour on the school property adjacent to the project site, has measured a Day-Night Noise Level (L_{dn}) of 58 dBA (ANCLUC Study 1980). Both the CNEL and L_{dn} noise descriptors are determined by the cumulative noise exposures occurring over a 24-hour day with evening and nighttime noise weighted greater due to the higher annoyance levels during these periods.

To estimate existing noise levels generated by Highway 68 traffic, a highway traffic noise model developed by the U.S. Department of Transportation was used. Using 1981 traffic volumes from the traffic section of this report, the model calculated a 72 L_{dn} at 50 feet from the centerline of the eastbound lane of Highway 68. The location of existing traffic noise contours were then calculated from the 50-foot reference distance based on the noise level diminishing at a rate of 4.5 dBA for each doubling of the distance from the source location. The area of the project intended for residential use that is within the existing 55 L_{dn} traffic noise contour includes the proposed ranch lots adjacent to Highway 68 near York Road.

Minor, but annoying noise sources near the project site include the Laguna Seca racetrack and Fort Ord Military Reservation. Both are located across Highway 68 and produce intermittent car race noise and explosives testing noise, respectively.

2.6.2.2 Impacts

Aircraft Noise

The Monterey Peninsula Airport District Board has adopted for implementation a program for maintaining an adequate level of future air service to Monterey County and controlling future aircraft noise in the airport environs (personal communication with District staff, February 19, 1985). Major elements of this program include:

1. Construction of a new general aviation runway parallel to existing Runway 10-28.
2. Closure of existing Runway 6-24 after the parallel general aviation runway is available for use.
3. Extension of existing Runway 10R-28L 1,000 feet to the east.
4. Modification of existing aircraft flight tracks and air traffic control procedures to reflect the parallel runway configuration and displaced landing threshold on Runway 10R.

These program elements when combined with the forecasts of aviation demand for the year 2000 will result in the 50-60 CNEL noise contour shown in Figure 2.11 (1980 Airport Noise Control and Land Use Compatibility Study and the 1983 Environmental Impact Report for the Proposed Airport and Runway Development Program).

22. New areas of the project that will be affected by future aircraft-generated noise levels exceeding the General Plan standard of 55 dBA CNEL includes an approximate 1,200-foot strip of land fronting Highway 68. Residential uses proposed within this area are the numerous lots adjacent to the two entrance roads. All residential lots in the subdivision will also experience annoyance from noise levels less than 55 dBA L_{dn} caused by various aircraft operations such as engine runup before takeoff.

Ground Transportation Noise

23. Development of the proposed project will have a cumulative impact on the area's noise environment, however, project-related traffic will not cause noise levels along Highway 68 and other roadways in the area to rise significantly. The additional traffic generated by the project would increase Highway 68 noise levels by less than 1 dBA when averaged over a 24-hour period, this change would not be detected by the human ear.

Based on project and area cumulative buildout traffic volumes that are forecasted to use Highway 68 in the year 2000, and assuming that Highway 68 will be widened, the noise model calculated a 73.6 dBA L_{dn} 50 feet south of the adopted Highway 68 plan line. Using this reference distance, the future 55 L_{dn} contour will be located 800 feet south of the adopted Highway 68 plan

line and within the area of the future 55-60 CNEL contour for aircraft noise.

Cumulative Aircraft and Ground Transportation Noise Impacts

24. Areas of the project that are exposed to both aircraft and traffic-generated noise levels of 55 dBA or greater averaged over a 24-hour period will experience an additional 3 dBA increase. This increase is due to the cumulative exposure to two separate noise sources simultaneously over a 24-hour period.

Construction Noise

25. During the construction phases of development, high noise levels in the site vicinity will be created. The site preparation and construction phases will generate noise levels ranging from approximately 70 to 90 dBA at 50-foot distances from heavy equipment and vehicles. The noise impact from construction activity to receptor points is dependent on the work phases of the construction process, and on the distance of the path between work areas and the noise receptor location. The only sensitive receptors in the immediate project area are the existing ranch house and mobile home on-site. The import of materials to the site by truck for construction may result in some noise increase along the haul routes. The location of haul routes are not known, but will involve regional highways.

2.6.2.3 Mitigation Measures

Short-Term

65. Construction phase noise can be mitigated by using properly maintained and muffled equipment. The use of graders and other equipment with tires rather than bulldozers can reduce noise generation. Also the use of nail guns rather than manual hammering can reduce noise generation. Noise intrusion can be reduced by using temporary berms or barriers such as lumber or other stockpiled materials.

66. Noise impact from the transportation of materials can be reduced or avoided by selecting haul routes that will be frequently used which do not pass through residential areas or by sensitive receptors and by limiting hauling to the hours between 7:00 am and 7:00 pm.

Long-Term

67. Require an acoustical study of proposed new residential homes within future 55 L_{dn} noise contours. Require sound insulation, if necessary, to mitigate noise impacts in these areas exposed to an existing or future CNEL or L_{dn} of 55 dBA and greater.

68. Require developer to disclose noise information in this section and the recommended acoustical study to prospective buyers so that they are aware of short-term annoyance impacts of airport, Fort Ord and Laguna Seca raceway operations, the long-term impacts of airport and vehicular noise sources, and the potential mitigation measures available through appropriate design and building techniques.

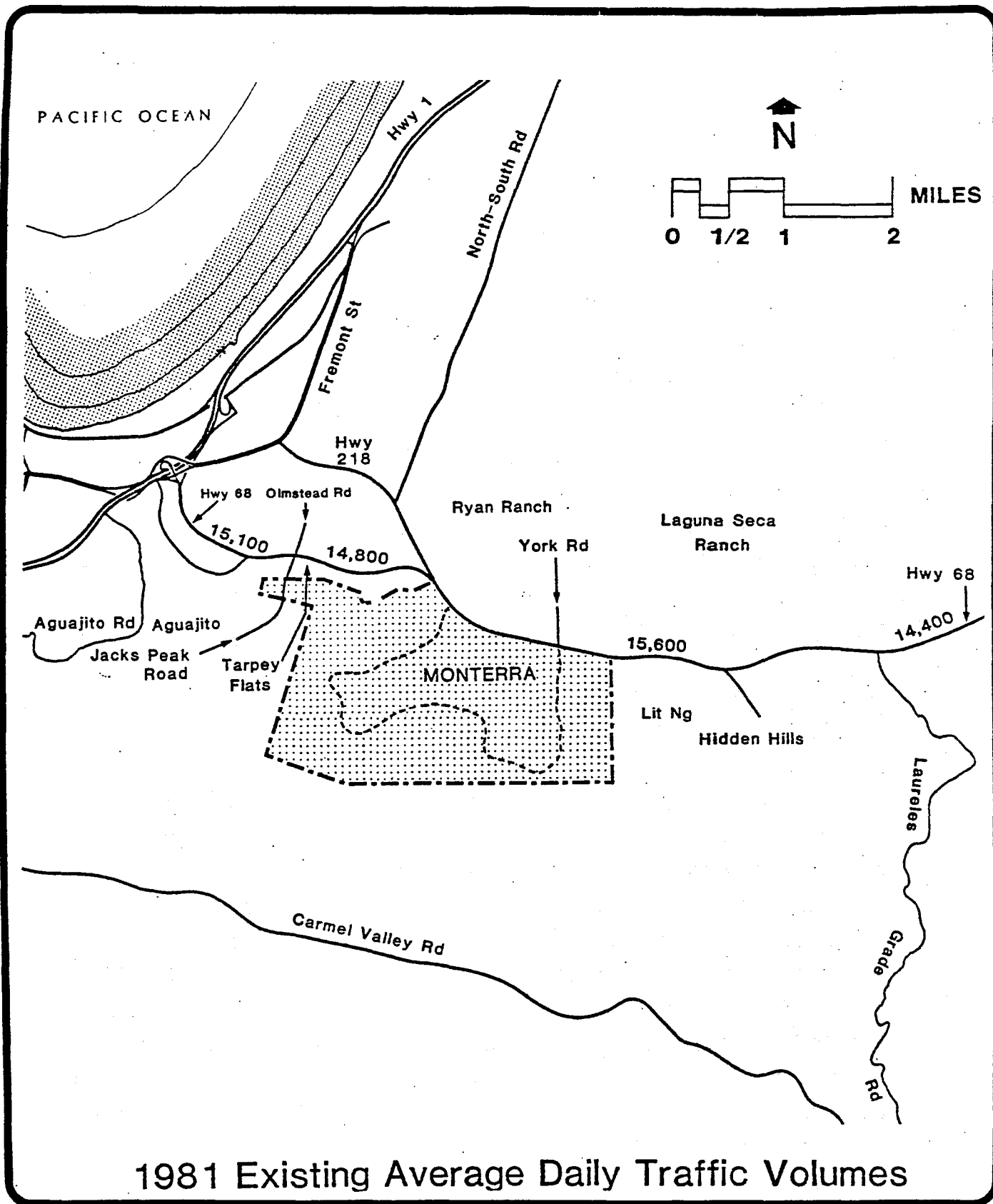
2.7 Traffic

The following traffic impact analysis report was prepared by LSA/Larry Seeman Associates, Inc. in July 1984. LLS Planning Associates has made modifications to the report to reflect additional analysis and comments from the Monterey County Department of Public Works.

2.7.1 Existing Conditions

The proposed Monterra subdivision site extends for almost 2.5 miles along the south side of State Route 68, immediately east of and adjoining Tarpey Flats. The project site and its proximity to the regional road system is presented in Figure 2.12.

The Monterra subdivision site is served by two State highways, State Route 68 and State Route 218. State Route 68 is a major connecting road between Monterey and the Salinas area. State Route 218, also known as Canyon del Rey Road, serves as a connector to the Seaside and Del Rey Oaks area. The junction of these two highways is located adjacent to the project site. Both of these highways are two-lane, two-way facilities.



Source: Caltrans District 5

1981 EXISTING AVERAGE DAILY TRAFFIC VOLUMES
FIGURE 2.12



Three local streets exist in the project vicinity. Jacks Peak Road, adjacent to the western boundary of the proposed Monterra subdivision, serves a regional recreation site. North of State Route 68, Jacks Peak Road is named Olmsted Road and serves the Monterey Peninsula Airport. York Road is located across Highway 68 from the eastern boundary of the proposed Monterra Subdivision. York road connects with the internal street system of Ford Ord and belongs to the Army. It also serves York school. All three of these local streets are two-lane facilities.

Existing Traffic Volume

Existing 1981 Average Daily Traffic volumes (Figure 2.12) were obtained from the February 1984 Route 68 Study to Develop Program of Improvements prepared by the Monterey County Department of Public Works. As can be seen, the average daily traffic volumes are relatively consistent between Highway 1 and Laureles Grade Road, averaging approximately 15,000 vehicles daily.

Existing Levels of Service

In traffic engineering, the concept of capacity and the relationship between capacity and traffic volumes is generally expressed in terms of levels of service (LOS). These levels recognize that while an absolute limit exists as to the amount of traffic traveling along a given roadway link or through an intersection (the absolute capacity), the conditions that motorists experience as acceptable deteriorate as traffic approaches the absolute capacity. Under such conditions, congestion is experienced, characterized by instability of traffic flow with considerable fluctuations in speeds and associated delays.

This near-capacity situation is labeled LOS E (levels of service are designated A through F). Beyond LOS E, capacity has been exceeded, and arriving traffic will exceed the ability of the roadway link or intersection to accommodate it. An upstream queue (back-up) will then form and continue to expand in length until the demand volume reduces again. A complete description of levels of service can be found in Highway Capacity Manual (Highway Research Board Special Report 87).

For purposes of this study, LOS C is used to define the acceptable level of service. However, in some cases where the level of service is slightly exceeded, some discretion should be exercised in suggesting a major change in roadway type or number of lanes which would only improve a marginal condition.

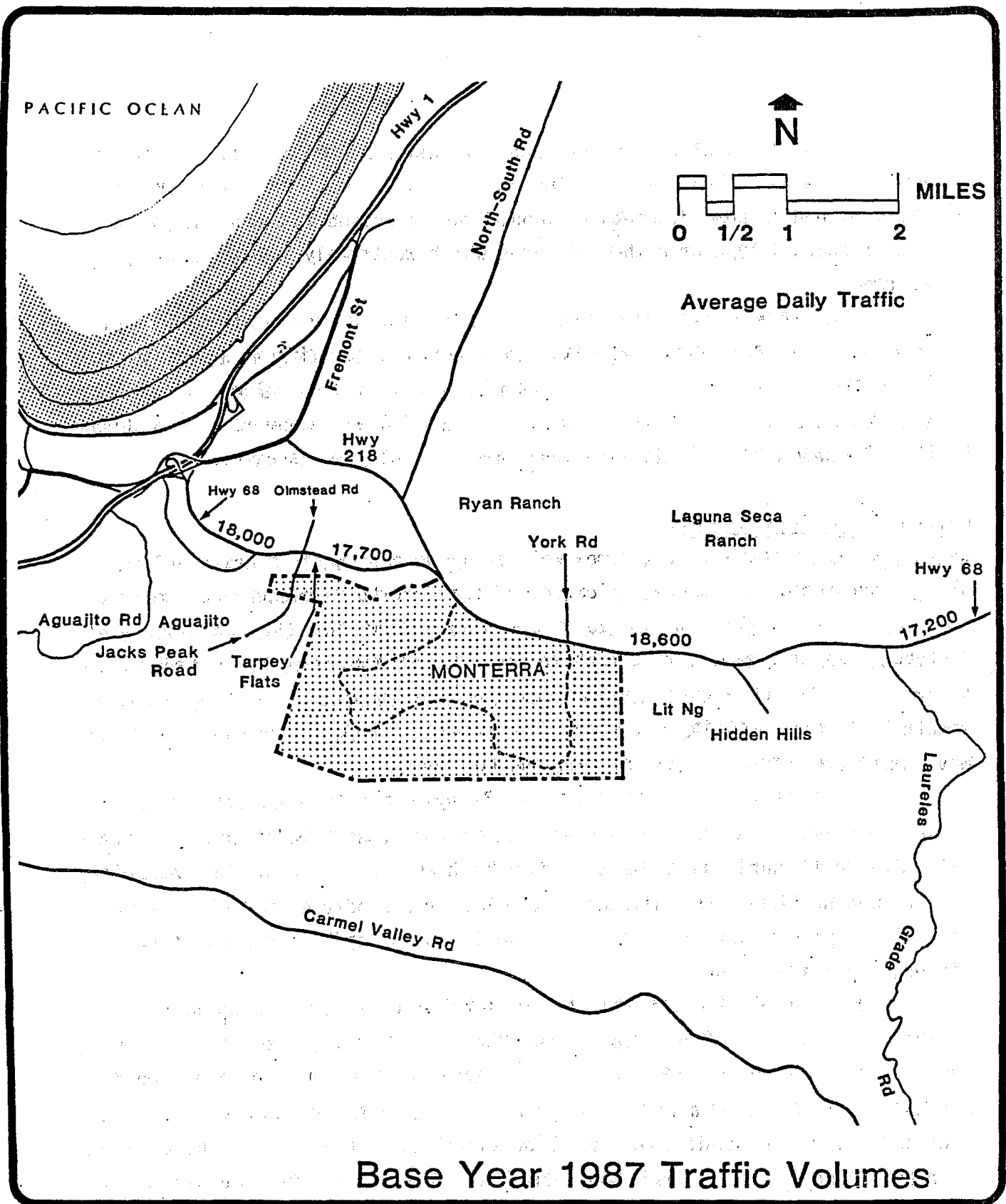
The roadway capacity criteria, as assumed in this traffic analysis, are presented in Table 2.5. Capacity for a two-lane facility is approximately 15,000 vehicles per day. As can be seen by applying this volume to existing traffic volumes identified in Figures 2.12 and 2.13, all segments of Highway 68 from Highway 1 to past Laureles Grade are currently at capacity.

Forecast Traffic/No Project

Growth in through-traffic volumes will occur with or without new development along Highway 68. The amount or extent of this growth is based on a number of factors, some of which are beyond the control of the City or County of Monterey. As an example, if growth in the City of Monterey is curtailed to minimal levels, through-traffic may continue to increase given the continued growth of tourist activity or, more significantly, major increases in Federal Government activities at the Presidio and Ford Ord.

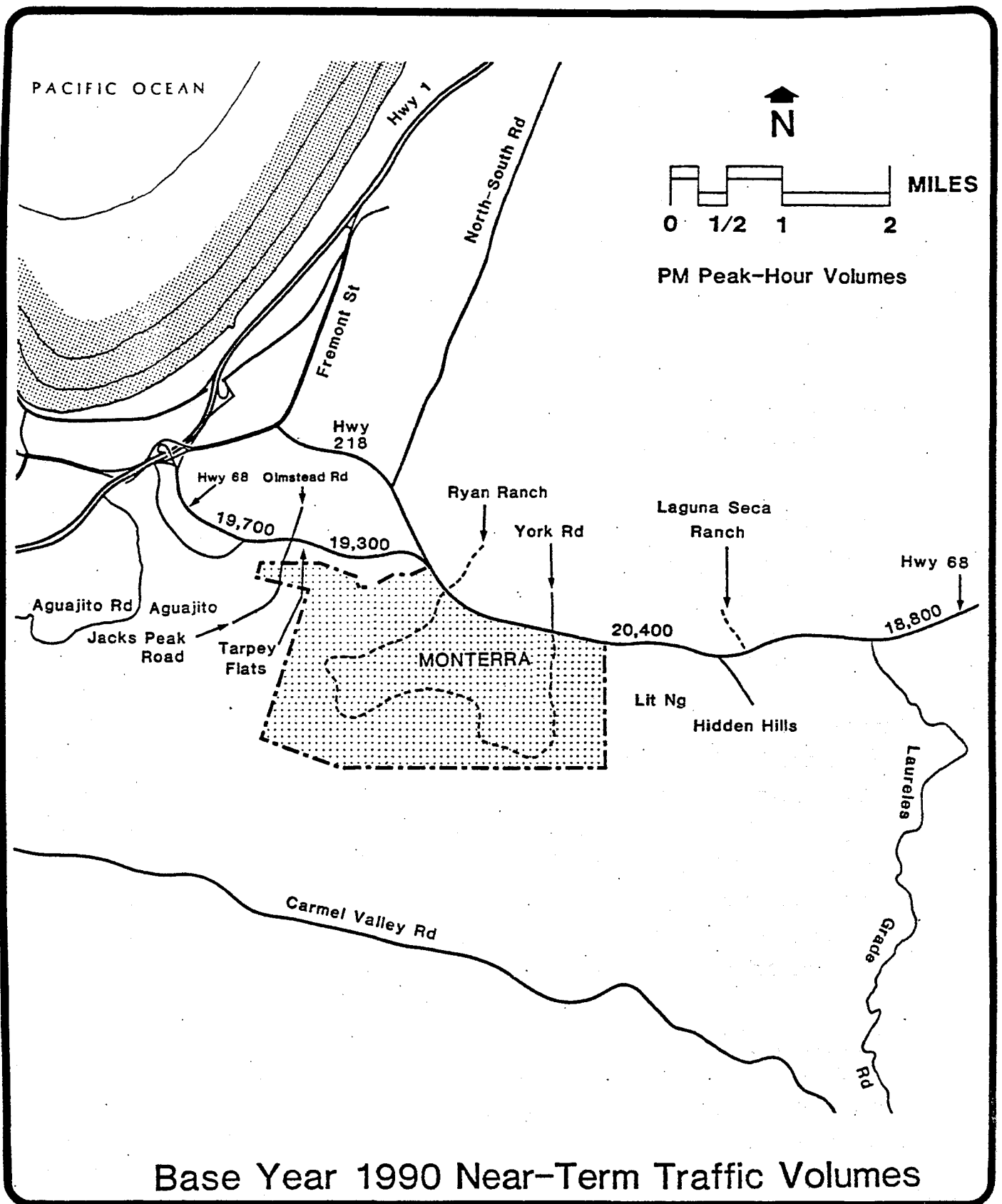
For purposes of this study, a 3% growth rate was assumed. In discussions with City and County staff, it appears that this historical growth rate is a reasonable rate between the high and low impacts. In evaluating near-term conditions with buildout of the Monterra subdivision, this 3% growth rate will represent a worst-case scenario in isolating Monterra as having a higher proportion of the total traffic.

Two forecast time periods are identified as will be discussed later in this report. The first is a Base Year (1987) time period which is when traffic from the proposed Monterra subdivision will begin to be added to the background traffic, and a Near-Term (1990) development time period which is when the Monterra Subdivision will be complete. The resulting base year, near-term, and full-term development traffic volumes, assuming no project, and no Highway 68 area cumulative impacts, are presented in Figures 2.13 and 2.14.

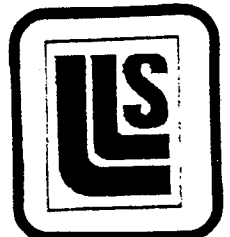


BASE YEAR 1987 TRAFFIC VOLUMES
FIGURE 2.13





BASE YEAR 1990 NEAR-TERM TRAFFIC VOLUMES
FIGURE 2.14



Based on the forecast through-traffic assignments for 1987 and 1990, a level of service analysis was performed using the average daily traffic volumes presented in Table 2.5. The level of service analysis indicated that, in 1987, just prior to occupancy of the Monterra subdivision, Highway 68 from Highway 1 to east of Laureles Grade will exceed the capacity of a two-lane facility. As through-traffic continues to increase to 1990 forecast volume levels, the Highway 68 LOS will further deteriorate.

To maintain LOS C or better, Highway 68 will need to be widened by 1987 to the four-lane adopted alignment from Highway 1 to east of Laureles Grade Road in order to accommodate the existing traffic plus forecast through plan alignment, instead of one lane on each side of the existing roadway. The four-lane widening could accommodate 1990 existing plus through-traffic at the LOS C threshold. Any additional through-traffic would exceed the LOS C threshold, and would require a six-lane facility.

2.7.2 Impacts

The methodology employed to determine trip generation, traffic impacts, and mitigation measures for the proposed Monterra subdivision follows traditional traffic engineering procedures. Trips are generated by land use units, distributed and assigned to the local highway system, added to the base-year traffic volumes, and evaluated via volume/capacity ratios in order to determine whether acceptable levels of service will prevail or whether mitigation measures are necessary to facilitate acceptable levels of service. This analysis for the proposed Monterra subdivision development is presented in the following paragraphs.

Proposed Land Use

The proposed Monterra Ranch subdivision currently submitted to the County of Monterey requests development approval for 283 dwelling units and an equestrian and tennis center for residents only. Based on a normal development approval and construction process, and conversations with the County of Monterey, lots within the Monterra subdivision development will most likely begin selling in 1986, with initial occupancy occurring in 1987. The project will take approximately four years for development with full occupancy estimated by 1990.

TABLE 2.5
ROADWAY CAPACITY CRITERIA

Roadway Facility Type	Maximum Average Daily Traffic Volumes				
	@ LOS A Vehicles Per Day	@ LOS B Vehicles Per Day	@ LOS C Vehicles Per Day	@ LOS D Vehicles Per Day	@ LOS E Vehicles Per Day
2-lane highway	5,000	7,500	10,000	13,000	15,000
4-lane arterial	16,000	18,000	20,000	22,000	24,000
6-lane arterial	26,000	31,000	35,000	39,000	44,000
4-lane freeway	30,000	35,000	40,000	50,000	60,000
6-lane freeway	40,000	50,000	60,000	75,000	90,000

Source: Monterey County Department of Public Works and LSA, Inc.

Trip Generation

Trip generation for the proposed Monterra subdivision development is the application of appropriate trip generation rates times the proposed number of dwelling units. The proposed trip generation per dwelling unit is 10 per day, and 0.63 inbound and 0.31 outbound during the p.m. peak hour, as presented in "Trip Generation", Institute of Transportation Engineers (ITE), 1979 and 1982.

The ITE daily generation rate is slightly less than the CalTrans residential trip generation rate of 12 trip ends per dwelling units. In review of the type of dwelling units being proposed, and based on conversations with City and County staff, 25% or more of the proposed dwelling units are anticipated to be second homes. Therefore, many of these units will remain vacant during parts of the year, and when they are occupied peak-hour impacts will be less than the typical homeowner who contributes to the home-to-work peak-hour trip.

Applying trip generation rates to the 283 dwelling units results in a Monterra subdivision daily trip generation of 2,830 with 178 inbound and 88 outbound occurring during the p.m. peak hours.

Trip Distribution

The methodology used to distribute the project traffic to the highway system is that used in the January 1984 Highway 68 Area Plan Traffic Impact Analysis by Faustman. Trip distribution percentages are first defined as whether they remain internal or travel external to the study area. Trips remaining internal to the study area are assigned to logical destinations such as schools, shopping, and places of employment. Trips which will be traveling externally to the study area were distributed based on the Highway 68 traffic impact analysis which was in turn derived from the MCTS regional traffic model. These trip distribution percentages are presented in Table 2.6

Traffic Assignment

The assignment process is basically multiplication of the trip distribution percentages time the Monterra subdivision trip generation and assigning this product along the logical roadway to the trip destinations. In the case of the Highway 68 study area, this process is relatively straightforward given

TABLE-2.6

INTERNAL/EXTERNAL RESIDENTIAL TRIP DISTRIBUTION PERCENTAGES

External Orientation	
Highway 1 south	15.2
Highway 1 north	15.8
Fremont Street west of Highway 1	31.1
Fremont Street east of Highway 1	3.1
Aquajito Road vicinity	0.5
Josselyn Canyon Road vicinity	0.8
Highway 218 north of Highway 68	15.7
Highway 68 east of Laureles Grade Road	<u>17.8</u>
Totals	<u>100.0</u>

Source: January 1984 Highway 68 Traffic Impact Analysis
by D. Jackson Faustman.

the linear nature of the street system.

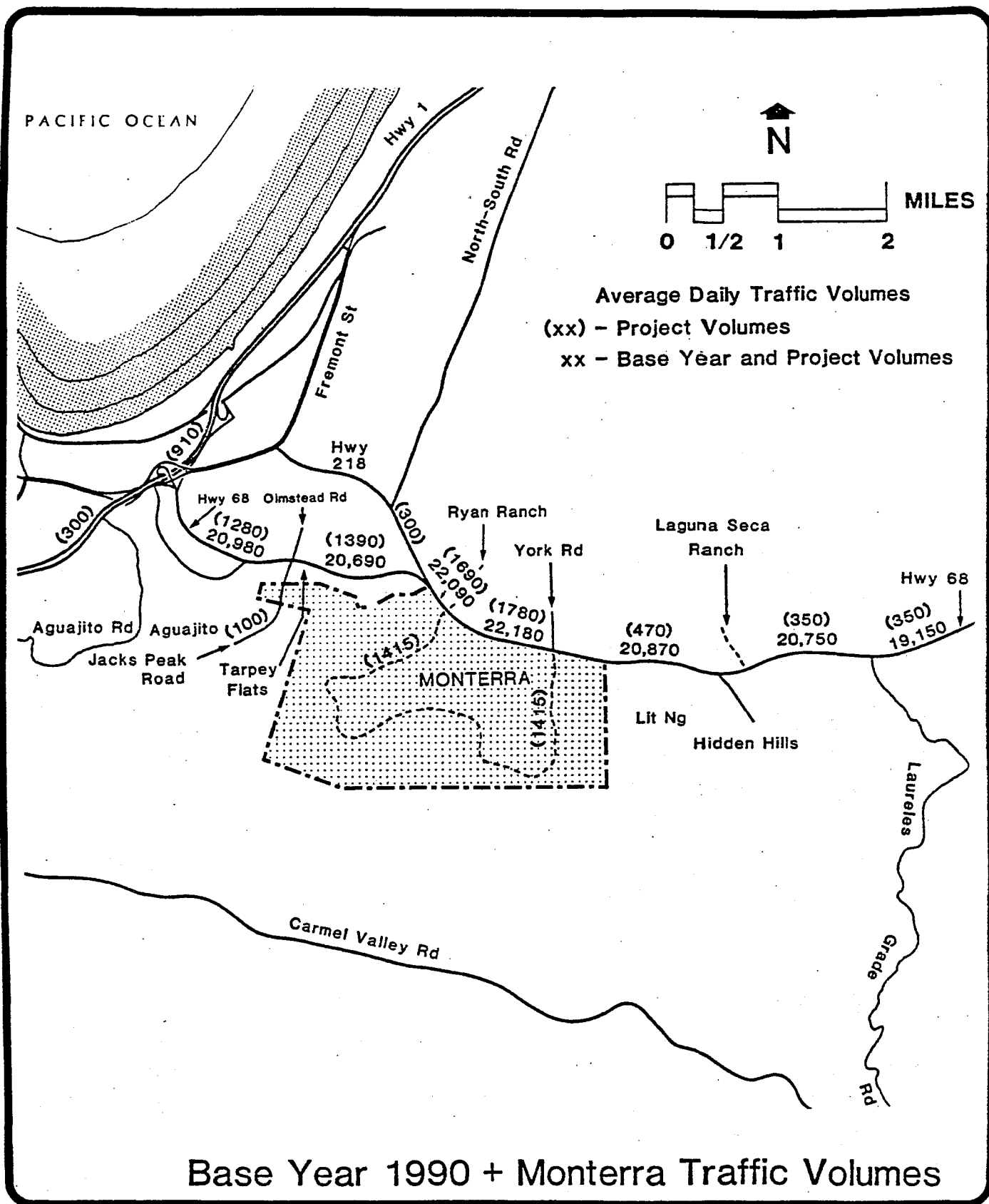
The one area of potential alternative routing, however, is accessing Highway 68. The Monterra subdivision map currently proposes two access points between the project site and Highway 68. It is presently planned that these access points will have guard or plasticard operated entry gates. One access location would have a guard gate entrance. The second entrance would be accessed through a card key and would, therefore, be limited to residents use only. Non-residential traffic, especially during the peak hour, is expected to be low and, therefore, was not included in the trip assignment (see subsequent section on Canada de la Segunda for entrance gate options if Canada de la Segunda is constructed at some point in the future).

In reviewing the Monterra subdivision map as to the proportion of units which would be closer to one entrance gate than another, it appeared about equal. Therefore, it was assumed that 50% of the total Monterra subdivision traffic would utilize each entrance. It was further assumed that slightly over half the traffic heading east would be using the east entrance and over half the traffic heading west would be using the west entrance in order to avoid backtracking for some of the residents located approximately equidistant between the two entrances.

The resulting traffic assignments for the Monterra subdivision in 1990 is presented in Figure 2.15. Also included in Figure 2.15 are the existing plus background through-traffic volumes. As can be seen, in 1990 the proposed Monterra subdivision will add approximately 6% to 8% more traffic to Highway 68 west of the Monterra Ranch and approximately 2% east of the ranch when compared to the existing and through-traffic volumes.

2.7.2 Traffic Impacts

26. When the projected Monterra project trips are added to the existing plus through-traffic volumes forecast, the upper limits of LOS E (15,000 ADT) will be further exceeded on the existing two-lane Highway 68. Absent mitigation of this impact, the project would conflict with General Plan Policy 37.2.1.



BASE YEAR 1990 & MONTERRA TRAFFIC VOLUMES
 FIGURE 2.15



Cumulative Traffic Impact Analysis

27. The results of the cumulative traffic impact analysis are presented in Figure 2.16. As can be seen, forecast year 2000 cumulative average daily traffic volumes for Highway 68 between Highway 1 and Highway 218 will approach 40,000 ADT. This volume will require a four-lane freeway consistent with adopted plan lines in order to provide LOS C.

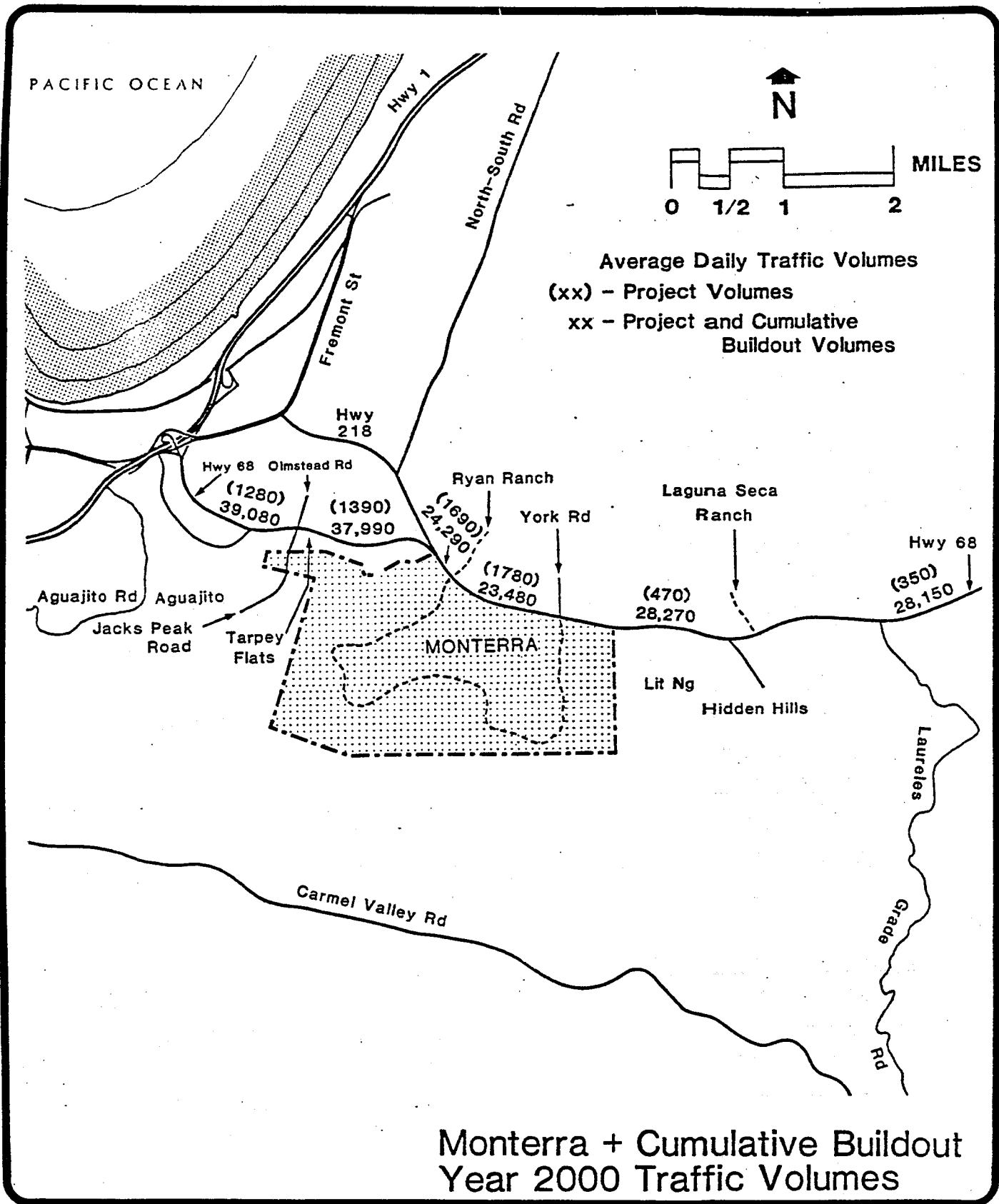
Average daily traffic volumes from Highway 218 to east of Laureles Grade Road will range from 22,000 to 28,000 ADT, and will require a four-lane freeway or a six-lane major arterial in order to provide LOS C.

The cumulative impact analysis conducted for the Monterra Ranch subdivision is based on the "Route 68 Study to Develop Program of Improvements", prepared by the Monterey County Department of Public Works, February 1, 1984. The above cited report analyzed the results of the Monterey County Transportation Study (MCTS) year 2000 traffic model data to base recommended improvements.

Input to this model for the Monterra Ranch subdivision was assigned a 3,000 dwelling units development which equals 30,000 ADT. Given the proposed Monterra development is for 283 dwelling units which approximately generates 2,830 ADT, the forecast results of the MCTS model required modification. The methodology used was to: 1) assign the previous 30,000 daily trips to the network using the MCTS distribution patterns, 2) subtract the previous Monterra Ranch assignment from the total assignment in order to determine total forecast cumulative traffic without Monterra, and 3) add the new Monterra Ranch assignment to the base cumulative assignment.

Project Access

28. It is important to note that the Monterra project could be accessed via Olmsted Road, thereby eliminating the need for one of the proposed Highway access points. The Olmsted Road/Highway 68 intersection has recently been signalized and has been discussed as the first proposed freeway interchange near Highway 1. In comparison to this possible access route, the project access points pose significantly greater traffic impacts on the congested Highway 68 corridor. County of Monterey policy states that access would be limited to unsignalized intersections as signalization along Highway 68 will not be permitted.



MONTERRA & CUMULATIVE BUILDOUT—YEAR 2000
TRAFFIC VOLUMES
FIGURE 2.16



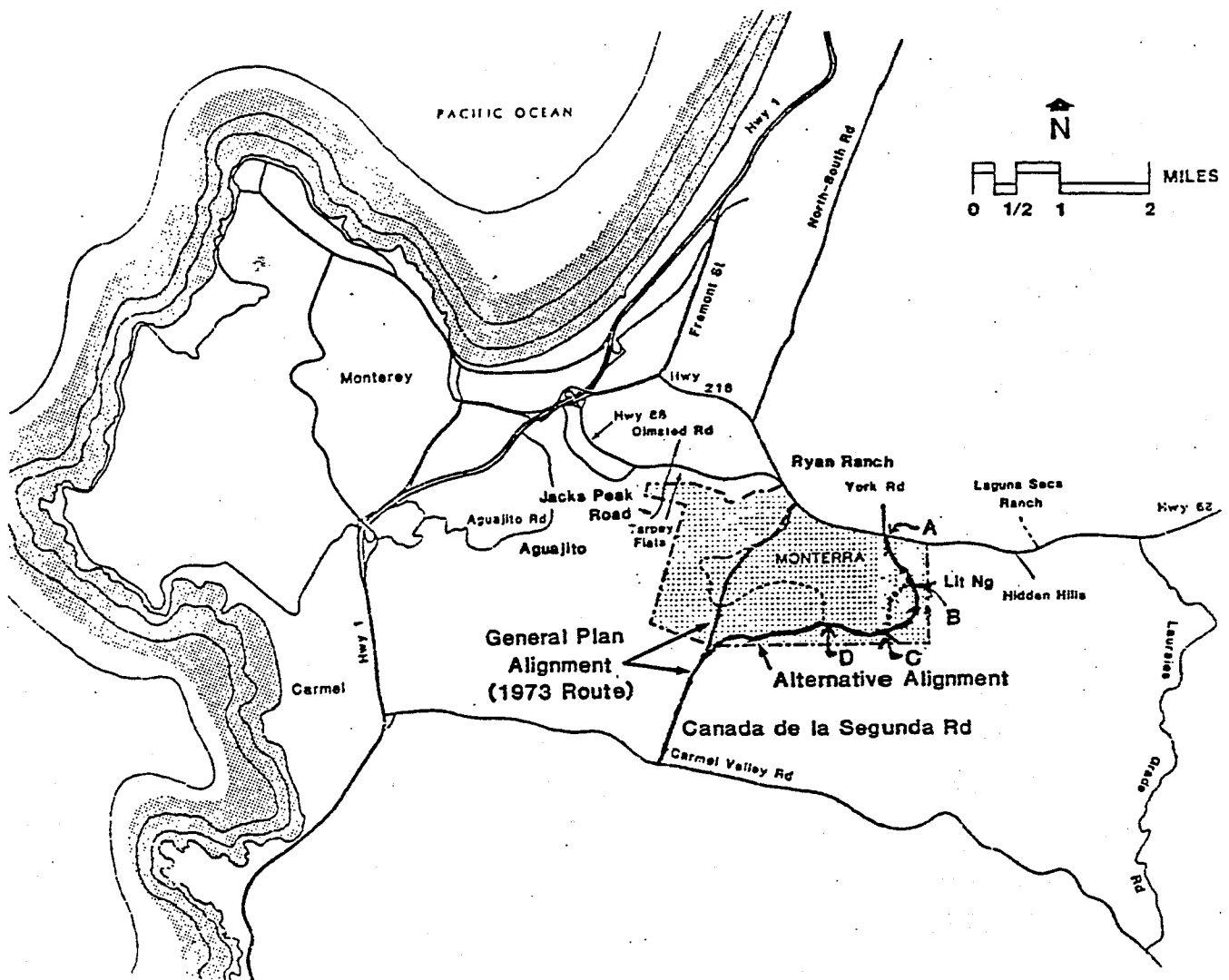
In order to determine whether intersection access could be permitted without signalization, the forecast estimated average daily traffic was compared to the CalTrans Traffic Signal Warrants. Traffic Signal Warrant 2, Interruption of Continuous Traffic, is the primary warrant which may be exceeded by the project. This warrant is met for rural conditions when the total vehicles in both directions per day on Highway 68 exceed 8,400 for a two-lane Highway 68 or 10,080 for a four-lane Highway 68; and, the total vehicles per day approaching Highway 68 via the proposed project access is greater than 850 for a one-lane approach or 1,120 for a two-lane approach.

In reviewing Figure 2.15--Base Year 1990 + Monterra Traffic Volumes--and Figure 2.16--Monterra + Cumulative Buildout Year 2000 Traffic Volumes--it can be seen that the minimum Highway 68 estimated average daily traffic approach volumes are exceeded for both interim and buildout conditions. With the access approach volumes of approximately 700 vehicles per day, however, the minor street minimum volume warrant of 850 for a one-lane access is not reached, therefore, signalization is not warranted. It should be pointed out, however, that the assignment process assumed an equal distribution to each gate. If a shift of this assumed distribution occurred, to one or the other of the access locations, then the 850 average daily traffic signal warrant for a one-lane access could be reached.

In order to permit left turns into the site, a left-turn pocket with adequate deceleration lanes will be required in order to separate those desiring to turn left and the through traffic.

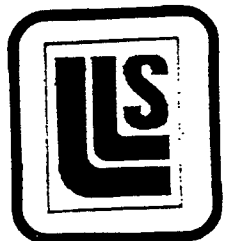
Canada de la Segunda Road

The Monterey County General Plan identifies a new road, Canada de la Segunda, connecting Highway 68 with Carmel Valley Road. As contemplated in the General Plan (the "1973" route), this new road would intersect with Highway 68 near the point where the west entrance road to Monterra subdivision is located. An alternative alignment connecting with Highway 68 at the east instead of the west entrance of Monterra subdivision is shown on the Monterra subdivision map. These two general alignments are presented in Figure 2.17.



Alternative Routing to Carmel Valley
Via Canada de la Segunda Road

ALTERNATIVE ROUTING TO CARMEL VALLEY
VIA CANADA DE LA SEGUNDA ROAD
FIGURE 2.17



Users of this new road would be those traveling from Carmel to Salinas, Monterey to Carmel Valley, and Carmel Valley to Highways 68 and 218. Traditional traffic analysis methodology suggests that those who would use Canada de la Segunda Road would make their route decision based on a minimum time path. Therefore, to obtain utilization from a new facility sufficient to justify its construction and meet the needs of specialized users (such as transit buses and fire trucks which have grade limitations), a high-standard roadway with minimum gradient would be necessary in order to compete with (attract trips from) the existing facilities (Highway 1 and Laureles Grade).

It is difficult to precisely determine the volumes which might be diverted should Canada de la Segunda be built along either the "1973" route or the more easterly route shown on the Monterra subdivision map. If this facility captures 25% of the traffic from Highway 68 east of the Monterra subdivision to Carmel, or from Monterey to east Carmel Valley Road, about 2,000 average daily trips would utilize this facility.

Traffic from the Monterra subdivision would add approximately 300 more average daily trips (2,300 total), given the proximity to the Canada de la Segunda facility. With full buildout of the Highway 68 Area Plan cumulative development (adjusted to current land use application intensities), traffic on Canada de la Segunda would be approximately double the existing plus project-generated traffic, or a total of about 4,600 average daily trips, assuming a competitively designed facility.

In review of the two aforementioned alignments, the General Plan (1973) alignment accesses Highway 68 near the westerly Monterra subdivision access and follows a route which generally coincides with the Cal Am water easement bisecting the Monterra subdivision (Figure 2.17). This alignment requires a steep grade to reach the ridgeline and would require a significant (e.g., 85-125') cut near the ridgeline to maintain a gradient sufficient to meet normal criteria for efficient transit bus and fire truck operation. The cut would likely be observable from any area to the north of Monterra, possibly presenting conflict with viewshed policies of applicable general plans. It is also likely that a number of facilities of the Cal Am Water Company (installed along this same westerly route subsequent to 1973) would need to be relocated if this route is allowed. These include sections of pipeline, a pump station, and an underground holding tank located near the

ridgeline. Similarly it may be necessary to relocate overhead PG and E electric lines serving the pumps near the ridgeline.

The proposed new (more easterly) route as presented in the Monterra subdivision map (Figure 2.17) extends east from Canada de la Segunda south of the ridgeline, following a more gentle gradient (10-12%), and would access Highway 68 at the eastern entrance to the Monterra subdivision. Major cuts visible from the watershed to the north would not be required. Under this alternative alignment, the applicant would be faced with a more complex gate control system, at Points A, B, C, and D (Figure 2.17), but the physical integrity of the overall project site as a single landholding would be preserved.

The difference in utilization of either alternative is difficult to determine precisely. The easterly route is just over a mile longer than the westerly route. This equates to about one and one-half minutes difference in travel time, a minor difference. For Carmel/Salinas trips, the easterly route is almost the same length. For Monterey/Carmel Valley trips, the added length is more important, but still small.

Access to Monterey Peninsula Unified School District Property and Lt Ng Property

29. During the pre-EIR public agency comment period, the issue of future dual access to the MPUSD parcel northwest of the project site was raised. The school district has access to their property off of Highway 68. However, a dual access to the site appears appropriate considering the future freeway improvements proposed for the highway and the property's potential for development for other than educational uses; this access could be provided through either Lot 1 or Lot 234, or both.

The project proposes a right-of-way (between ranch lots 7 and 8) from the main loop road to the Lt Ng property to the west. This right-of-way makes good planning sense in that the Lt Ng and Monterra properties can both benefit by the provision of additional emergency access routes in case of fire; see Figure 1.2.

2.7.3 Mitigation Measures

69. The west entrance to the site should be relocated from Ragsdale Drive to Olmstead Road in order to: utilize the existing traffic signals there; utilize the future full interchange planned there after construction of the Toro Park interchange; remove at least half the Monterra traffic from two miles of Highway 68 (between Olmstead and the western entrance); eliminate conflicting turning movements on Highway 68 by changing the proposed western entrance to an emergency exit only until an interchange is constructed there. The Monterra subdivision should also participate in funding the intersection improvements at Olmstead Road and Highway 68.

70. Based on the existing plus through-traffic plus cumulative traffic need for widening Highway 68 and that the Monterra Ranch subdivision will contribute to that need, the Monterra Ranch subdivision should therefore participate in funding the widening of Highway 68 to the adopted plan lines at a rate commensurate to the project traffic assignment. The formula for this fee should be determined by the Planning Department.

71. An approach lane to Highway 68 on the east entrance should be provided to separate right and left-turn traffic. In addition, a left-turn pocket on Highway 68 with an adequate deceleration lane should be provided to facilitate access to the east entrance of and to the western entrance off of Olmstead road.

72. The Monterra Ranch subdivision should dedicate a right-of-way consistent with adopted plan lines for Route 68.

73. The private road designs and construction should be at horizontal and vertical standards unless these standards would cause excessive grading and/or environmental impacts. A determination of specific roadway segments to be exempted from normal county standards, if any, should be made prior to recordation of the final subdivision map.

74. The Monterra subdivision access to Highway 68 will be facilitated by an internal collector loop road which connects east and west entrances. Traffic control should be on the side streets in order to preserve the internal collector's integrity.

75. The subdivision map should be conditioned to grant access rights to the school district and Lt Ng parcels to assure appropriate access to the parcel considering future highway improvements; and to assure secondary access routes for both Lt Ng and Monterra in the future. Please see Figure 1.2 for locations.

2.8 Air Quality

2.8.1 Existing Conditions

The project site is located within the North Central Coast Air Basin which includes Monterey, Santa Cruz and San Benito Counties. The Environmental Protection Agency and Air Resources Board have designated this air basin as a non-attainment area for photochemical oxidant levels. Photochemical oxidants are secondary pollutants formed in the atmosphere when hydrocarbons and nitrogen oxides from vehicular emissions mix in the presence of sunlight.

Ambient air quality data compiled at the Salinas and Monterey monitoring stations from 1978 to 1984 show that the state oxidant standard (.10 PPM) has been exceeded eight days (13 hours) in Salinas and two days (2 hours) in Monterey. During the same time period, neither station measured oxidant levels exceeding the federal standard of .12 PPM or greater (1982 Air Quality Plan). At the present time, the air basin meets or is below all of the federal and state standards for other pollutants.

The 1982 Air Quality Plan prepared by the Association of Monterey Bay Area governments (AMBAG) contains transportation strategies to meet and maintain air quality standards by 1987. Major strategies are:

*Please refer to Comment 56 in the Response to Comments section, regarding the provision of a park-and-ride lot.

1. Short-Range Transit Improvements.
2. Traffic Flow Improvements--Signal Optimization.
3. Improved Bicycle Facilities.
4. Areawide Ridesharing and Flextime Promotion.

2.8.2 Impacts

30. Long-term air quality impacts will occur due to an increase in emissions from automobile trips generated by the project. A comparison of automobile emissions generated annually in 1987 by the project and overall annual emissions produced in the County is indicated in Table 2.7. While the projected pollutant levels generated by the project are insignificant when compared to the entire County, project-generated emissions will result in an incremental degradation of air quality.

31. Short-term air-quality impacts will occur from construction activities on the site. The type of impact will likely be localized increases in particulate levels and pollutant emissions from construction vehicles. These impacts would be temporary and restricted to the Monterra Ranch area.

2.8.3 Mitigation Measures

Short-Term Construction Impacts

76. Use dust controls, such as wetting down the soil during excavation and earthmoving operations.

77. Suspend construction activities or increase sprinkling during periods of high wind (greater than 15 mph).

78. Revegetate exposed surfaces as soon as possible.

TABLE 2.7

ON-ROAD VEHICLE EMISSIONS GENERATED BY THE PROJECT

Pollutant Type	VMT ¹ (miles/year)	1983 Emissions Factor ² (grams/mile)	1987 Emissions Factor ² (grams/mile)	1983 Annual Project Emissions (short tons)	1987 Annual Project Emissions (short tons)	1987 Projected Annual Monterey County Transportation Emissions ³ (short tons)
Carbon Monoxide	4.8×10^6	17.29	13.27	91.29	70.07	48,380.75
Nitrogen Oxides	4.8×10^6	3.19	2.37	16.84	12.51	6,252.45
Particulates	4.8×10^6	.40	.36	2.11	1.90	6,748.85
Total Hydrocarbons	4.8×10^6	1.42	.09	7.50	.48	4,759.60

¹Assumes 2,830 trips/day (total trips generated by the project) x 4.6 miles/trip x 365 days/year = project vehicle miles traveled.

²Emission factors are from the EMFAC 6C Emissions Program by California Air Resources Board (July 1982); an average vehicle speed of 40 miles per hour is assumed.

³Projections are from 1982 Air Quality Plan, AMBAG.

Long-Term Auto Emissions Impacts

79. Consider provision of a park and ride lot, bus stop and turn-out area to be located near the project on Highway 68 to encourage the use of public transit by future residents.

80. As specified in the Air Quality Plan, the Association of Monterey Bay Area Governments should review all project plans.

81. The developer should be required to distribute local transit, bicycle and carpooling information to prospective buyers during the marketing of the homesites. Please refer to Comment 56 in Response to Comments section.

2.9 Public Services

2.9.1 Water Supply

Section 2.4.6 of this report discusses the existing conditions, impacts and mitigation measures involved with water supply and service for the proposed subdivision.

2.9.2 Wastewater Disposal

2.9.2.1 Existing Conditions

Wastewater disposal in the Monterra area is an important constraint to development. At present, there are no sewer lines serving the project area. It is proposed that sewage disposal in the 2,831-acre project be accomplished by septic tank systems. Feasibility of on-site effluent disposal systems is determined through the evaluation of soil capability, topography, hydrology, and development density. To ensure appropriate operation of such systems, the permeability and absorptive capacity of the soils surrounding the on-site systems must be adequate for hydraulic loading of the system.

2.9.2.2 Impacts

John Logan, registered hydrology geologist consultant, in his June 1984 report, A Water Supply for Monterra, states that there is ample acreage for the safe disposal of sewage, especially considering the low density of one residence per ten acres and in spite of the thin soils, steep

slopes and low infiltration rates common to Monterra and surrounding area.

The July 1985 Anderson-Nichols Monterra Ranch Water Supply Study utilized equilibrium analysis to determine whether the expected septage loadings will increase nitrate levels above the state limit of 10 mg/l.

Based upon Anderson-Nichols' equilibrium nitrate concentration predictions, it appears that there will not be a nitrate groundwater problem from residential septic tank discharge. However, the placement of septic tank systems in a fractured shale formation must be done with great care. Local percolation tests performed by Logan (1984b) indicate the presence of rapid pathways not only for recharge, but also for septage. The possibility of high nitrate concentrations reaching the aquifer via fractures exists.

Septic systems should be located as far from the wells as possible and not along fractures that intersect the well locations. The potential for groundwater contamination can be further reduced by limiting the construction of impervious surfaces and structures in critical recharge areas, thus maximizing the surface area available for infiltration of water to mix with the septage.

If a reverse osmosis system is installed to reduce the existing salinity, the majority of nitrate present in the groundwater will also be removed. This will provide additional protection to the residents of Monterra against the threat of water contaminated by nitrates. However, the wise use of the aquifer on a regional scale requires that the contamination of the groundwater be minimized so that any downgradient users are also protected.

32. The proposed project will generate 84,900 gallons per day of wastewater from the 283 residential units, and 16,980 gallons per day of wastewater from the Recreation Complex, Tennis and Equestrian centers. Septage may contaminate the groundwater supply if the planned loadings are greater than the soils nitrogen assimilation capacity.

2.9.2.3 Mitigation Measures

82. Strictly adhere to the sites indicated safe for the location of septic systems in the M. Jacobs and Associates Percolation Study for the Monterra Ranch project.

83. The Monterey County Health Department should review each specific septic system location and design prior to their placement to ensure that the State of California Basin Plan and the provisions of Monterey County Ordinance 1835 are met.

84. Septic systems should not be built on slopes in excess of 30% or if deemed necessary should be specifically engineered for each site.

85.* The installation of water conserving fixtures (low flush toilets, flow restrictors on faucet and shower heads) should be required to reduce the potential for septic system loading. Residents should also be encouraged to use phosphate free detergents because the systems' efficiency will be increased.

2.9.3 Fire Protection

2.9.3.1 Existing Conditions

At present, the project site is protected only against wildland fires by the California Department of Forestry. Their nearest stations are located in Carmel Valley at Tularcitos and Carmel Hill. The property is classified as containing both moderate and high fire hazard areas; these classifications are based on slope, climate, vegetative fuel loading and water availability. Lower grassland slopes are typically classified as moderate fire hazard areas, and steeper brushland and wooded slopes are high fire hazard areas.

There is no fire agency yet directly responsible for structural fire protection on the project site. This is not a problem at present because there are very few structures on the property. The subdivision and development of the property under the proposed project will obviously require structural fire protection from an appropriate fire agency.

Mr. Tom Perkins, the Monterey County Fire Warden, was contacted regarding the most appropriate method for the provision of structural fire protection to the project site. Of the four alternative agencies which could provide structural fire protection to the property (Monterey City, County Service Area No. 39, Mid-Carmel Valley, and Salinas Rural), Mr. Perkins suggested that the Salinas Rural Fire Protection District would be most

appropriate. In summary the reason for its choice was the Mid-Carmel Valley is too far away; CSA No. 39 (serving Josselyn Canyon, Aquajito and Del Monte Fairways) is dependent upon CSA No. 43 and Pebble Beach CSD to exist, and its sphere of influence does not cover the area; and Monterey City normally serves only city limits lands.

The Salinas Rural Fire Protection District's nearest facility is Station 3 located at 19900 Portola Drive (near the Highway Patrol Offices), 9-10 minutes response time from the York Road/Highway 68 intersection. Station 3 is a manned, full-time facility using three 24-hour shifts. The available equipment at the station is as follows:

1. Structural engine pumper--1250 gallons per minute (gpm), 750 gallons storage
2. Water Tender--1500 gallons
3. Four-wheel drive grass/brush truck--300 gallons
4. Four-wheel drive grass/brush truck--125 gallons
5. Rescue vehicle

Salinas Rural also has an unmanned volunteer station at the top of Laureles Grade.

The project site would have to be annexed to the Salinas Rural Fire Protection District in order to receive structural fire protection from that district. The County Fire Warden also suggested that a new fire station in the Laguna Seca area would be necessary to lessen the emergency response time to the project site.

2.9.3.2 Impacts

33. There will be significant fire protection impacts without the provision of a Salinas Rural Fire Protection District station closer to the property than the present Station No. 3 which is 9-10 minutes away. The existing station is simply too far away to adequately provide structural fire protection to the proposed project. The project developers are negotiating with owners of the Laguna Seca property to assure an adequate response time for fire protection purposes.

34. Another project impact with regard to fire protection would be an increase in the potential for wildland fires by the introduction of people into this moderate-high fire hazard area. If annexed to the Salinas Rural Fire Protection District (as suggested above), that agency would be primarily responsible for the control of wildlands fires, with secondary backup (through a Mutual Aid Agreement) from the California Department of Forestry. Salinas Rural would need to have an additional 1250 gpm structural engine pumper and 300 gallon, 4-wheel drive brush rig at the Laguna Seca station to provide both structural and wildland fire protection. Fire protection control requirements will involve street design, fire breaks, construction materials, water supply and facilities, structure clearances, building codes and possible presuppression measures (controlled burns and/or fuel modification zones--see vegetation and wildlife section also). These are more specifically listed in the following mitigation measures section.

35. Several of the cul-de-sacs in the subdivision exceed the 1000-foot maximum length standard of Policy 17.3.1.2 of the Greater Monterey Peninsula General Plan. Under this policy, secondary access provisions in these types of situations must be discussed and agreed upon by the applicant, Planning Department and fire agency officials.

2.9.3.3 Mitigation Measures

86. The Monterra property should be annexed to the Salinas Rural Fire Protection District, and a fire station site should be provided in the Laguna Seca area. Annexation to CSA 39 and the provision of an interim fire station site on the Monterra property might be an acceptable alternative if the Salinas Rural/Laguna Seca site preference is not attainable for some reason.

87. The developer should enter into an agreement with the Salinas Rural Fire Protection District to help purchase some additional structural and wildfire-fighting equipment.

88. The developer, Planning Department and fire agency officials should discuss and agree an appropriate resolution of the secondary access issue on cul-de-sacs longer than 1000 feet.

89. Both the subdivision tentative map and the future improvement plans should be reviewed by the County Fire Warden and Salinas Rural FPD Chief to assure that fire protection and prevention design features are included. Some of these design features are listed below.

- a. The development shall provide safe and ready access for fire and other emergency equipment and to handle possible evacuations. Drives provided for access to buildings and hydrants shall be dedicated to the County for emergency access as provided by amendment to Section 10.31(d) of the 1979 Edition of the Uniform Fire Code. Parking shall be prohibited in turnarounds; signs so indicating shall be posted.
- b. Emergency access points shall be provided to all significant public and private water supplies
- c. All buildings shall be sprinklered for fire protection in accord with Salinas Rural Fire Protection District regulations. Water distribution and source facilities shall be required of sufficient design to support the flows necessary for the type of development proposed.
- d. Flammable ground cover shall be cleared in a 30-foot area around each structure, or to the property line, and replaced with a low fire spread evergreen groundcover or other suitable material approved by the Fire Warden and Planning Director. Where the property line is less than 30 feet from any structure, the Fire Warden shall evaluate the hazard and may require non-combustible siding, exterior sprinkler or other methods of protection which will reduce the risk of fire spread.
- e. All buildings shall be designed and sited so that roofs and other areas may be kept free of leaves, needles and other dead vegetative growth.

- f. Roof coverings for buildings shall be fire retardant, as defined in the latest edition of the Uniform Fire Code (adopted as Ordinance No. 1 by the Salinas Rural Fire District).
- g. All easements for fire breaks for the fire safety of built-up areas shall include access for firefighting personnel and equipment.
- h. Fire breaks shall be periodically cleared of dead wood and vegetation by the homeowner's association in cooperation with the agency.
- i. When parking lanes are not provided, turnouts eight feet wide and 15 feet long on each side of fire hydrants shall be provided and posted "No Parking".
- j. Highly flammable underbrush shall be removed from within 20 feet of each side of all roadways if required by the fire agency. Individual or small groups of trees, ornamental shrubbery or similar plants of low combustibility which are used as groundcover need not be removed.

2.9.4 Energy Conservation

None of the homes or tennis/recreation/equestrian complex buildings for the Monterra project have been designed to date. The large lot sizes and southern exposure of the site make both passive and active solar design most possible. The opportunities for solar energy design will, of course, be balanced against the preservation of another inherent attribute of the site--its natural vegetation and trees. A number of important passive solar design concepts, listed in the following section, should be followed by future home and building designers/architects to assure energy conservation and efficiency.

2.9.4.1 Passive Solar Design Guidelines

Proper orientation involves facing the home/building, or its major exposed window areas, to the south. In winter, when heating needs are highest the sun is low in the southern sky. In summer, when heating needs are lowest, the sun rises and sets further north along the eastern and western horizons, is almost overhead at noon, striking south-facing surfaces more diffusely, and is easily shaded out by overhangs and deciduous trellises.

Shading is fundamental to eliminating unwanted heat in warmer months and reducing or eliminating the need for air conditioning. Overhangs are very effective for shading south-facing windows and walls. Louvers, wing walls, and other exterior structures effectively shade east and west-facing surfaces. Deciduous vegetation provides adequate shading of south-facing windows in Monterey County because the density of its foliage corresponds closely to the actual seasonal cooling needs.

Building materials can provide two things--insulation from outdoor temperatures and storage of heat in the winter and cool air in the summer. Strict insulation standards are presently required by California laws and local building codes. While the incorporation of thermal mass in building designs is not required, it should be seriously considered because of its energy efficiency benefits. A building with a high thermal mass, in the form of masonry construction, slab floors or containers of water, can collect a lot of solar energy and store it overnight, or over several days, without getting uncomfortably warm during sunning periods.

Arrangement of space within a home or building can place those areas whose activities require more heat or light next to windows or under skylights. Window areas with different orientations are suitable for different types of tasks. Arrangements of space can also facilitate good flow-through of natural breezes for cooling. Fluorescent lighting uses roughly one-third less electricity than incandescent fixtures.

2.9.4.2 Impacts

If improperly designed, homes and buildings in Monterey could result in further depletion of non-renewable energy resources.

2.9.4.3 Mitigation Measures

90. Incorporation of the measures discussed above in future home and building design will reduce the project's impacts on non-renewable energy resources.

2.9.5.1 Schools

2.9.5.1.1 Existing Conditions

The Monterra Ranch area is located in the Monterey Peninsula Unified School District (MPUSD). Other areas served by MPUSD include the communities of Monterey, Seaside, Marina, Del Rey Oaks, Sand City, and Fort Ord. Recent residential developments have relatively fewer children per household than previously. The housing formula currently used by the M.P.U.S.D. to plan for future needs is .2 children per household. (This factor is considerably reduced from the .35 factor used in the previous Monterra DEIR-1980). Existing schools near Monterra include: Foothill Elementary School, Colton Junior High School (Monterey), King Junior High School (Seaside) Monterey Senior High School, and Seaside High School. Current enrollments and capacities are listed below:

	Enrolled (1984)	Capacity	%
Foothill	380	432	88
Colton	673	815	83
King	659	725	91
Monterey	1639	1850*	89
Seaside	1400	1750*	80

*These figures include 300 students not in classrooms during each school period.

MPUSD also owns 55 acres on the Monterra Ranch directly across from the Monterey Airport. Despite restrictions on school development in airport zones the MPUSD has obtained clearance from the appropriate government agencies to use the site for future school development. It takes approximately 800 homes to support an elementary school. The school district has no plans at this time to either develop or sell the site.

2.9.5.1.2 Impacts

36. Using the .2 housing formula, the 283-unit development would generate 57 school-age children divided as follows (using a 40-30-30% allocation): 23 elementary school age, 17 junior high school age, and 17 high school age. These additional children can be served by existing MPUSD

schools. MPUSD would probably need to provide bus transportation for most of the school-age children. This may or may not add additional costs to the district for transportation, depending on bus scheduling.

Student enrollment at Foothill Elementary School in five years is projected at 476 students (capacity 432). Portable classrooms can be added to the present site as needed. Officials of MPUSD stated that 57 additional students will have no significant financial impact on the school district.

2.9.5.2 Police

2.9.5.2.1 Existing Conditions

The Monterey County Sheriff's Department provides police protection to the unincorporated areas of the county including the project area. The closest Monterey County Sheriff substation is located on Aquajito Road. The average response time to all calls (emergency and non-emergency) throughout the county is nine minutes. The average response time to all calls in populated areas is estimated at seven minutes. The response time to just emergency calls in populated areas is usually less than seven minutes. The Monterra Ranch is within an existing patrol beat which covers an area from the north side of Carmel Hill to Highway 68 and to Laureles Grade. On this patrol beat, there is one day-time patrol officer and two evening patrol officers. After midnight, all Peninsula patrol beats are covered by two patrol officers. Two back-up beats would be available from Carmel Valley or Salinas to provide assistance to the regular beat if needed.

2.9.5.2.2 Impacts

37. An official from the Monterey County Sheriff's Department stated that the Monterra project would not require the hiring of any additional police officers and could be adequately protected by the existing patrol beats. The response time to the Monterra project will be consistent with the other populated areas as long as the roads constructed enable reasonable accessibility to all areas of the project. Additionally, it is likely that the subdivision will have its own private security patrols.

2.9.5.3 Public Transportation

Monterey/Salinas Transit operates bus route 21 between Salinas and Monterey seven days a week on one-hour headways, with stops on Highway 68. On weekdays the route runs from 7 am to 7 pm.

2.9.5.4 Solid Waste

Two private companies, Monterey Disposal Company and Carmel Disposal Company, presently service areas adjacent to Monterra. Solid waste is dumped at the Marina Disposal Site, a Class II-2 disposal area. This site is projected to meet the disposal needs of the Monterey Peninsula for the next 40 years. Solid waste collection from the Monterra project would not significantly affect the overall capacity of the Marina Disposal Site.

2.10 Archaeological Concerns

2.10.1 Existing Conditions

38. An archaeological reconnaissance of the 2,831-acre Monterra Ranch from June 24 to June 27, 1984 was conducted by Holman and Associates in association with Larry Seeman Associates, Inc.

Background research for this site included an examination of the archaeological site, recorded files from the Regional Office of the California Archaeological Site Survey, located at Cabrillo College in Aptos. This was done to determine whether there were any previously located archaeological resources on the property, and whether the property had been included within any prior archaeological research or survey projects. The records search indicated that two archaeological sites on the Monterra Ranch had been recorded.

2.10.2 Impacts

During the reconnaissance, the two previously recorded sites were located as well as two additional sites. The former are both within Monterey City Limits and are in the area of the school site on the site development plan. Neither of these sites are in Monterey County or in the subdivision plan; therefore, these two sites will not be affected by the proposed project.

A new bedrock mortar site was located and one chipped stone artifact was discovered. The isolated chipped stone artifact was found in an area designated on the site development plan as common open space and therefore will not be affected by the proposed project. The isolated bedrock mortar is located on proposed Ranch Lot #2. In order to prevent a potential impact, a condition should be placed on the development of this lot which will require more detailed archaeological investigation if development of this lot is proposed on or in the vicinity of the archaeological site.

Discovery of a bedrock mortar located on proposed "Ranch Lot #2" may indicate that there might be additional archaeological artifacts of importance that are undetectable to a surface reconnaissance due to the effects of vegetative cover and normal ranch operations over the years (cattle dropping, road grading, erosion, etc.).

2.10.3 Mitigation Measure

91. Prior to and during the initial stages of grading, a qualified archaeologist should be consulted to do on-site inspecting, examining the results of grading in those areas judged to have a greater potential of containing archaeological sites such as bedrock outcrops, springs, seeps and the lower ridges should be covered by a controlled intuitive reconnaissance.

92. A condition should be added to the development permit for the subdivision to require a detailed archaeological investigation if development of Ranch Lot #2 is proposed on or in the vicinity of the archaeological site.

3.0 ENVIRONMENTAL EVALUATION

3.1 Cumulative Impacts

The proposed project will have cumulative impacts on traffic, noise levels, local and regional air quality, water quality and quantity, stormwater runoff, vegetation and wildlife, fire and police protection services, and the aesthetics of the area. Similar to other rural homesites being developed in this general area, this project will cause the above cumulative impacts. Table 3.1 lists a number of recently approved or proposed projects in the Highway 68 corridor. This table indicates that approximately 722 residential lots or units, and major employment-generating developments are in various stages of review, approval and construction. The overall land use pattern in this Highway 68 area is changing from rural/open space to suburban/urban--and cumulative impacts will result from this change.

Significant impacts could result if all or a significant majority of the projects cited above are approved and constructed in a short time period. It should be noted that a great number of the proposed projects are minor and major land divisions which will result in lots which will be sold and then built on at some later date in the future, determined by the individual decisions of separate buyers. Nevertheless, the cumulative impacts which can be expected from these development proposals over the next 5-20 years can be summarized as follows:

1. Traffic levels along Highway 68 will exceed the capacity of the present two-lane facility and will require a four-lane freeway west of Highway 218 and six-lane expressway east of Highway 218 to maintain a "C" level of service.
2. Without strict requirements for and maintenance of on-site detention facilities, water quality levels in Laguna Grade and Roberts Lakes can be expected to deteriorate to some degree as a result of increased erosion and urban runoff in the Canyon Del Rey watershed. The potential also exists for polluting local groundwater supplies as a result of the numerous septic systems which will be utilized for waste water disposal.

3. There will be losses in the amount of undisturbed wildlife habitats. The rural/open space visual experience of the area will change with the introduction of single-family homes and suburban activities.
4. Increased need for structural fire protection, police protection and other public services will follow the suburban development pattern.

Increased traffic can only be mitigated by major improvements to Highways 68 and 218; and, to the Blanco and Reservation road alternatives arterial/highway routes for through traffic between the Salinas Valley and Monterey Peninsula. The Monterey County Regional Transportation Improvement Program and State Transportation Improvement Program include only the freeway extension and interchange improvement at the eastern end of Highway 68 (Toro Park) in the next five years. County Transportation Commission Staff indicate that improvements to Highway 68 ran third in terms of priority for available funds after the Hatton Canyon bypass (Carmel Valley) and the Highway 101/Prunedale bypass improvements. Without the institution of some form of transportation impact fee system, there do not appear to be any funding possibilities for the major improvements needed on Highway 68.

Air quality and noise level impacts can best be mitigated through federal and state air and noise emission controls on new and used automobiles and through the encouragement of transit and carpooling alternatives.

As development increases toward eventual buildout of this area, vigilant monitoring of groundwater quality and quantity, by the County, private water companies, and the Monterey Peninsula Water Management District becomes more and more important. Ongoing investigations and spot checks will be needed to determine the effects of wastewater disposal on groundwater quality. Careful placement and design of septic systems consistent with County General Plan, County Environmental Health and Regional Water Quality Control Board guidelines and regulations will assist in preventing impacts on the groundwater.

TABLE 3.1

RECENT DEVELOPMENT PROPOSALS IN THE PROJECT AREA

<u>Project</u>	<u>Description (Lots/Acre)</u>		<u>Other</u>
Tarpey Flats Office Park	-	-	802,000 sq.ft. office park
Laguna Seca Regional Park	-	-	EIR
Laguna Seca Ranch #1	46	36	
Laguna Seca Ranch #2	49	135	EIR
Laguna Seca Ranch East	151	483	EIR
Laguna Seca Office Park	18	38	260,000 sq.ft. commercial/office
Ryan Ranch Industrial Park	30	234	3,700 empl., Recorded, EIR
Aquajito	200	900	Conceptual design
Bay Ridge (Stander)	86	295	Recorded (under construction), EIR
Lotz	9	40	Approved tentative map, EIR
Mansfield	10	40	Recorded, EIR
Malacothamnus	10	40	Recorded, EIR
Mesa Hills West	58	301	Pending, Supple. EIR
Bird	4	40	Approval (on appeal), Neg. Dec.
Shaffi	4	40	Recorded, Neg. Dec.
Halcyon Hills (1980)	10	40	Completed, sold, Neg. Dec.
Baronet (1972)	10	40	Completed, sold, Neg. Dec.
Adj. Mesa Hills (70-83)	32	63	Built, Neg. Dec.
Adj. Hidden Hills (75-80)	17	40	Built, Neg. Dec.
Reordan	8	40	Includes 25 inclusionary housing units
Lotz	9	40	
Hill	<u>9</u>	<u>40</u>	10 units
Total	770 lots*		

*48 lots are commercial or industrial; leaving 722 residential lots

Strict adherence to guidelines contained in the Monterey County, Greater Monterey Peninsula and Carmel Valley General Plans regarding the siting, height and design of structures will reduce or avoid significant visual impacts. Similarly, the clustering of development away from visually prominent or biologically sensitive areas will minimize impacts of vegetation and wildlife.

3.2 Unavoidable Adverse Impacts Associated with the Project

The following unavoidable adverse impacts would result from the project. While mitigation measures have been proposed for each of the impact areas, the impacts may not be totally eliminated.

1. The project will generate 2,830 additional vehicle trips (178 inbound and 88 outbound during the p.m. peak hours) per day. These trips will increase already high traffic congestion on Highway 68 and thereby increase the accident potential.
2. The overall air quality in northern Monterey County will be decreased in proportion to the number of vehicle trips generated.
3. Future residents of the proposed project will be subject to seismic shaking, erosion and landslide hazards.
4. The project will contribute to increased noise levels along Highways 68 and 218.
5. Project runoff has the potential to degrade surface water quality in downstream Laguna Grande and Roberts Lakes.
6. Septic systems may contribute to groundwater pollution.
7. Fire hazard in the area will be increased.

8. Wildlife habitat, open space and undeveloped viewsheds will be modified by development.
9. Annexation to the City of Monterey and development at higher densities will be precluded.

3.3 Project Alternatives

3.3.1 No Project

If the property is not developed, none of associated impacts identified in this report would occur. Increased traffic, air pollutants, and noise emissions would not occur. No additional stormwater runoff and septic effluent would be generated. Without development, no visual or biotic impacts would take place. No residents would be subject to seismic and landslide hazards. The County would not realize any increased tax revenues from the increased assessed valuations of new lots and homes. On the other hand, the General Plan and zoning designations on the property would remain the same, allowing future development. Since the property is relatively underutilized at present, it is likely that another development proposal would be made in the future. Annexation to the City of Monterey and development according to that jurisdiction's Highway 68 Plan would also be possible.

3.3.2 Greater Residential Density--City of Monterey Highway 68 Plan

If the property were annexed to the City of Monterey, up to 1,700 residential units could be developed under that jurisdiction's Highway 68 Plan. As noted in Chapter 1, the Monterra property is located within Monterey City's Sphere of Influence.

The impacts of development at this density would be traffic--roughly six times the amount of traffic would be generated as compared to the proposed project. The Highway 68 Plan policies require highway improvements to assure a level of service "D" or better. However, considering the lack of city, county or state funding for needed major improvements to Highway 68, it appears unlikely that improvements would be made. No comprehensive Highway 68 improvement funding plan has yet been established to assure needed improvements.

Impacts upon vegetation and wildlife would be next greatest in order of magnitude. Instead of going from rural/open space land use to suburban/rural as with the proposed project, the higher density (1,700 units) alternative would change the land use to urban/suburban. The necessary clustering of attached homesites would very likely turn the meadow areas of the property into low/medium density (5-15 units/acre) urban neighborhoods and virtually eliminate the wildlife habitats there. The common open space areas would be subject to human intrusion by much greater numbers of people than under the proposed plan.

Geologic impacts would affect a much greater number of residential units and people. The clustering of units in meadow areas could help to reduce geologic impacts but resolution of the severity of the impacts will only be possible when more detailed geologic studies, including trenching, determine exact locations of faults and structural lineations, as well as landslide and dip slope stability and setback criteria.

Drainage and water quality impacts would be increased by the additional impervious surfacing and attendant drainage which would result from a higher density project. Larger retention ponds and more elaborate drainage collection and treatment systems would be necessary; and, their continued maintenance would be more critical to downstream water quality. Demand for water would increase sixfold and would be subject to the Monterey Peninsula Water Management District allocation system.

A higher density project would create a much greater demand for urban public services such as sewer, water, police, fire, recreation and education. The provision of public sewers would require extensive off-site improvements and cost similar in scale to Highway 68 improvements. The developer has stated that it is not economically feasible to spread the cost of these improvements over a 1,700-unit project. Police and fire protection services would undoubtedly require increased personnel and equipment costs.

A higher density project would increase the supply of housing on the peninsula. The Highway 68 Plan calls for the provision of housing at various price levels with at least 15 percent affordable to moderate-income households. Implementation of this provision might be difficult in light of other transportation and public sewer improvements required by the City Plan.

3.3.3 Double Proposed Residential Density

This alternative would involve a County General Plan Amendment to permit 550-600 residential lots. This might also be accomplished through annexation to the City of Monterey. This density could be accomplished by splitting each proposed lot in two, so that the smallest lot size would still be greater than one acre (the minimum for septic systems).

This alternative attempts to provide more housing without necessitating the provision of costly public sewers. It is unlikely that this number of units would be constructed unless permitted by the County prior to approval of the proposed subdivision. Once this subdivision is approved, it is highly unlikely that there will be any additional housing proposed for the project site. Therefore, the site will be lost as an area for increased density when the housing demand increases in the Monterey Bay area.

If allowed, this alternative would roughly double the impacts covered in this report. Traffic noise and air quality impacts would double; this would have significant impacts on Highway 68 unless mitigated through funded improvement projects. Drainage impacts would also double, necessitating additional capacity in retention ponds. Geologic impacts would necessitate additional detailed studies as recommended in the geologic section. Vegetation and wildlife impacts would increase by the amount of house/yard areas removed from the habitat and the impact of additional human intrusions into the wildlife areas. Visual impacts would increase as a result of a doubling of the number of building sites.

3.3.4 Project that Minimizes Environmental Impacts

This alternative would incorporate the most important mitigation measures recommended in this report to minimize environmental impacts. The mitigation measures that would be incorporated into the project would consist of the following:

1. Complete additional specific geotechnical studies, including trenching on-site, to determine appropriate setbacks from faults, structural lineations, and landslides; to determine appropriate foundations in dipslope areas; and to determine whether or not structures and lakes can be safely constructed in the Berwick

Canyon Fault/landslide area.

2. Prepare engineered grading and erosion control plans for the site; and complete appropriate soils tests to determine septic system and foundation requirements for each lot.
3. Require Homeowner's Association to carry out an on-going maintenance program for the development's roads, engineered drainage system, and common open space (includes both wildlife protection and fire hazard prevention) and other improvements.
4. Require design and operational policy for Equestrian Complex to be reviewed by the County Environmental Health and Public Works Departments to assure that water quality impacts do not result.
5. The County should condition the subdivision permit to require architectural review on certain prominent lots; the covenants, conditions and restrictions adopted with the subdivision should require architectural guidelines to protect viewsheds.
6. Require an acoustical study to determine appropriate insulation and window specification requirements for lots included in airport and Highway 68 noise contours.
7. Relocate west entrance to project from Ragsdale Drive to Olmsted Road to utilize stoplight and future interchange of Olmsted Road. Require Monterra subdivision developers to contribute to Highway 68 improvements at a rate commensurate to the project-generated traffic.
8. Require annexation to Salinas Rural Fire Protection District and provision (together with other area developments) of a fire station site at Laguna Seca.

9. Designate building envelopes in areas of steep terrain on subdivision map (cross slopes greater than 30%).
10. Develop detailed erosion control plans for roadcuts on cross slopes greater than 30%.
11. Develop a detailed landscaping plan for revegetation of cutslopes and the creation of visual buffers in sensitive areas.
12. Require the CC and R's of the subdivision to include specific requirements allowing full fencing only for private areas (pools, patios, etc.). Not allowing full fencing of individual lots so as not to curtail wildlife movement on-site.
13. Also include in the CC and R's that all non-native plantings take place within fully fenced private areas to prevent introduction of this kind of vegetation to the natural areas of the site and thereby prevent natural reduction of feeding habitats of wildlife.
14. Require the CC and R's to include that all domesticated animals be strictly controlled and kept in contained areas and not allowed to freely roam the site in order to lesson impacts on wildlife.
15. Redesign road and eliminate lots as necessary to protect the Hickman's onion rare plant community.

3.3.5 On-Site Inclusionary Housing

This alternative would add 42 inclusionary (low-moderate cost) housing units to the 47.6-acre Ranch Lot 8 in the eastern section of the project site; see Figure 3.1 for Inclusionary Housing Site Plan. This alternative is included because the Monterey County Board of Supervisors indicated in September 1985 that the provision of on-site inclusionary housing may become a requirement of all future subdivisions in the county.

Geology and Soils. The inclusionary housing units would be located in an area of mapped dipslopes and near the Chupines Fault. In order to prevent adverse impacts, specific geologic investigations would be necessary to determine appropriate setback and construction requirements.

Hydrology. Additional stormwater runoff caused by the approximately 270,000 square feet (6 acres) of additional impervious surfacing would require an enlarged retention basin for sub-watershed No. 10. Additional water demand (estimated at 18 acre-feet/year by Logan) from these units will not be significant. Additionally, nitrate loading concerns should not be a problem because of the great distance between these units' septic systems and the proposed Monterra water system well locations on Ranch Lot 1 and near the Ragsdale/Highway 1 entrance.

Vegetation and Wildlife. The inclusionary housing units and their attendant roadways, driveways, and parking areas would eliminate approximately six acres of grassland habitat. This would increase the overall biotic area affected by the project from 53.50 to 53.75 percent. There are no known rare plants or wildlife within Ranch Lot 8 boundaries.

Aesthetic Considerations. The inclusionary housing alternative will have minor visual impacts. Since there is a ridge between the project and State Route 68, the housing project cannot be seen from the Highway 68 Scenic Corridor. The minor visual impacts will be from those areas within the Monterra Ranch project to the south and those areas just east of the Monterra Ranch property that are above the 650-foot elevation.

Traffic, Noise and Air Quality. This alternative would generate an additional 420 daily drips--a 15 percent increase over the 2,830 trips generated by the 283 lots. These additional trips would cause further significant impacts on the already congested Highway 68 and would require the proposed two-lane approach to Highway 68 at the eastern access point in order to avoid signalization of this intersection (see page 110--Project Access--for discussion). Noise and air quality impacts would also increase by 15 percent

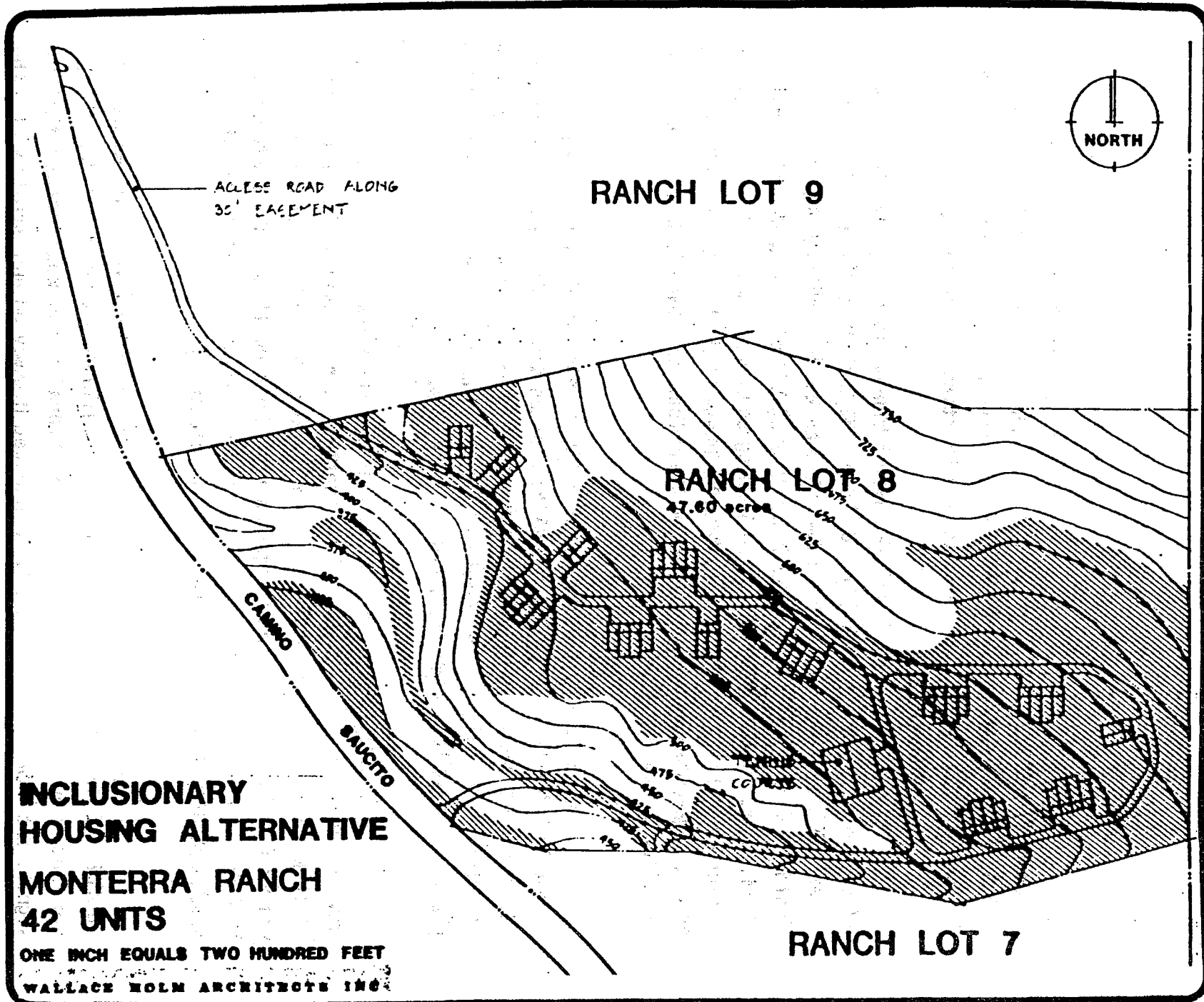
INCLUSIONARY HOUSING ALTERNATIVE

Figure 3.1



INCLUSIONARY HOUSING ALTERNATIVE MONTERRA RANCH 42 UNITS

ONE INCH EQUALS TWO HUNDRED FEET
WALLACE HOLM ARCHITECTS INC.



because of the additional traffic generated by this alternative.

Wastewater Disposal. The septic disposal systems necessary for these 42 units would require ten feet of soil mantle to assure appropriate filtering, and adequate, less-than-30 percent slope land, to accommodate double the septic leachfields normally required. While no percolation tests have been performed on Ranch Lot 8 itself, the success rate of numerous tests of similar soil types which have been performed elsewhere on the Monterra property is a positive indication that testing for the inclusionary housing units will be successful. In any event, such testing will have to be completed, to the satisfaction of County Environmental Health officials, prior to any subdivision approval.

Fire Protection. The fire protection requirements for the inclusionary housing alternative can be satisfied if the fire protection mitigation measures for the entire 283-lot subdivision are followed; see Section 2.9.3.3.

Schools. Utilizing the .2 housing formula used by the Monterey Peninsula Unified School District (MPUSD), 42 units would generate 8 school-age children (using the 40-30-30 allocation): 3 elementary school age, 2 junior high school age and 2 high school age. These additional students can be served by the existing MPUSD schools.

3.4 Growth-Inducing Impacts

The project is one of many subdivisions proposed for the immediate area. The Cumulative Impacts section above lists the various other proposals. Since the project is not extending any sewer or water lines, it will not induce growth by the provision of public service infrastructure.

The project will eventually add approximately (710) residents to this area. This growth will slowly add to the demand for water, energy and public services. Residents of this area may eventually generate a market for additional commercial shopping facilities.

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Ken Thomas: Noise and Air Quality
Gary Griggs: Geology
Biosystems Analysis: Vegetation and Wildlife Impacts and
Mitigation Measures

APPENDIX "A"

INITIAL STUDY

FILE NO. SUBD 215

SIGNIFICANT
IMPACT
CAN BE
MITIGATED
INSIGNIFICANT
IMPACT
YES
NO

BASIC ENVIRONMENTAL QUESTIONS

X			X	1. Within a high seismic hazard zone? Zone:
X			X	2. Development on slopes over 30%? <u>SOME RD. SLOPES</u>
X			X	3. Potential erosion problem? <u>APPEARS TO CROSS BAYS</u>
X			X	4. Evidence of geologic instability? <u>3%</u>
X			X	5. Soil constraints for development? <u>CERTAIN SLIDE & SLUMP AREAS.</u>
X			X	6. Potential to degrade surface water? Affected water(s) <u>LANDSLIDES & QUESTION OF SOILS SUITABLE FOR SEPTIC TANKS, ROADS, FOUNDATIONS</u>
X			X	7. Potential to degrade groundwater? <u>CAN DELAY</u>
X			X	8. Would increased project runoff be detrimental? <u>LAGUNA CONDE, ROBERTS L.</u>
X			X	9. Within a 100 year floodplain? <u>ALONG HWY 66 NO FLOOD</u>
X			X	10. Eliminate native vegetation? Type: <u>PROPOSED THERE, EXCEPT MAIN ACCESS RD.</u>
X			X	11. Rare or endangered species? Species: <u>SURVEY IN PROGRESS</u>
X			X	12. Impact any unique or fragile biotic community?
X			X	13. Impact a wildlife use area? Type: <u>LOSS OF HABITAT</u>
X			X	14. Designated scenic area? <u>HIGHWAY 66</u>
X			X	15. Any significant visual impact? <u>JACKS PEAK PARK & HWY 66</u>
X			X	16. Obnoxious odors?
X			X	17. Unacceptable noise? <u>IMPACT OF AIRPORT ON THIS PROJECT</u>
X			X	18. Traffic impact? <u>HIGHWAYS 66 & 215, LOCAL CO RDS AND NEARBY CITY ROADS</u>
X			X	19. Conflict with any airport land use plan or land use?
X			X	20. Project access inadequate?
X			X	21. Air quality degradation on a <u>WHILE CONSTRUCTING ROADS</u>
X			X	22. Sewage disposal problem? <u>FIRE PLACES, TRAFFIC, HUMAN ACTIVITIES</u>
X			X	23. Water supply problem? <u>PERCOLATION STUDIES</u>
X			X	24. Inadequate school facilities? District:
X			X	25. Increased fire hazard? <u>NO DISTRICT FOR STRUCTURAL FIRE PROT.</u>
X			X	26. Inadequate access for fire trucks?
X			X	27. Extension of utilities 1/2 mile or more?
X			X	28. Inefficient use of energy?
X			X	29. Archaeological site? <u>SURVEY IN PROGRESS</u>
X			X	30. Historical site?
X			X	31. Loss of prime row crop or irrigated farmland?
X			X	32. Loss of grazing land? <u>NOW USED AS CATTLE RANCH.</u>
X			X	33. Inconsistent with Growth Management Policies?
X			X	34. Conflicts with neighboring land use?
X			X	35. Generates the need for new housing?
X			X	36. Adverse cumulative effect? <u>TRAFFIC, WATER, RUNOFF</u>
X			X	37. Displace existing residents?
X			X	38. Is growth inducing? <u>WILL REQUIRE SUPPLY OF SERVICES FOR THE NEW RESIDENTS.</u>
				39. Short term benefits at expense of long-term benefits?
				40. Irreversible commitment of land or irreplaceable resources?

NOTES: INADEQUATE DATA TO ANSWER ALL QUESTIONS, HOWEVER APPLICANT HAS REQUESTED AN EIR TO RESEARCH THE ISSUES.

W W D CORPORATION
ENGINEERING · PLANNING
CONSULTANTS

DAVID K. FULLER
DIRECTOR OF ENGINEERING
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DRAINAGE REPORT
MONTERRA RANCH DEVELOPMENT

July 12, 1984

AREA DESCRIPTION AND LOCATION

Monterra Ranch is situated in Monterey County south of Highway 68 and east of Jacks Peak Park Road. It consists of a total of 3000± acres of which 63% drains to the Canyon del Rey watershed, 35% drains south to Canada de la Segunda or Carmel Valley, and 2% drains west to Monterey.

There are five major drainage areas on Monterra Ranch (see Exhibit A). Later, upon finalization of plans, these sub-drainage basins may be further divided into smaller subdrainage basins (the same design criteria will apply).

For the purposes of this report, only these five major subdrainage basins will be considered. Total required retention basin storage will be determined for each of the five major subdrainage basins. Approximate (possible) locations of these retention basins are shown as dots on Exhibit "A".

DESIGN CRITERIA:

Using the 10-year recurrence interval as a design storm, it is proposed to provide ample retention storage so that the post-development peak runoff from the area is less than the pre-development peak runoff from the same area.

Retention basins will be designed to retain additional peak runoff due to development, while discharging no more than predevelopment 10-year design runoff. Retention basins will also be designed with overflow or bypass features to allow post-development 100-year storm flows.

More specifically, retention basins will have the following features:

- a. Each basin will be designed to discharge predevelopment 10-year runoff at 2 feet of freeboard while storing additional runoff due to development.
- b. Each basin will be designed to allow post-development 100-year storm overflows at 1 foot of freeboard.
- c. Pipelines, curbs and gutters and catchment structures will be designed for the 10-year storm, and culverts crossing under roadways in drainage channels will be designed for post-development 100-year storms.

ASSUMPTIONS:

C Predevelopment = C = 0.20

C Post Development = C_p

C Pavement and Roofs = 0.90

C Slopes and Shoulders = 0.60

Use Plate 25 - County Standards - to determine intensities.

POST DEVELOPMENT COEFFICIENT OF RUNOFF (C_p):

AREA I (see Exhibit A):

Total Area		=	<u>946 Acres</u>
1. Paved Roads	= 14,000 LF x 30'	= 420,000 S.F.	= 9.6 AC
2. Shoulders & Slopes	= 14,000 LF x 10'	= 140,000 S.F.	= 3.2 AC
3. Residential Units:	= 20 @ 4,000 SF	= 80,000 S.F.	= 1.9 AC
4. Driveways	= 20 @ 1,000 SF	= 20,000 S.F.	= 0.5 AC
5. Recreation Center		= 100,000 S.F.	= 2.3 AC
6. Shops		= 25,000 S.F.	= 0.6 AC
7. Tennis Courts		= 15,000 S.F.	= 0.4 AC
8. Tennis Center		= 100,000 S.F.	= 2.3 AC
9. Equestrian Center		= 120,000 S.F.	= 2.8 AC
10. Parking		= 250,000 S.F.	= <u>5.8 AC</u>
			= 29.4 AC

$$C_{pI} = (946 - 29.4) \times 0.20 + 3.2 \times 0.6 + (9.6+1.9+0.5+2.3+0.6+0.4+2.3+2.8+5.8) \times 0.9$$

$$= \frac{9.6 \times 0.20 + 3.2 \times 0.6 + 26.2 \times 0.9}{946}$$

$$C_{pI} = \frac{183.32 + 1.92 + 23.58}{946} = \frac{208.82}{946} = 0.2207$$

AREA II (see Exhibit A):

Total Area		=	<u>1300 Acres</u>
1. Paved Roads	= 46,000 LF @ 30'	= 1,380,000 SF	= 31.7 AC
2. Shoulders & Slopes	= 46,000 LF @ 10'	= 460,000 SF	= 10.6 AC
3. Residential	= 200 max. units @ 4,000 SF	= 800,000 SF	= 18.4 AC
4. Driveways	= 200 max. units @ 1,000 SF	= 200,000 SF	= <u>4.6 AC</u>
			= 65.3 AC

$$C_{pII} = \frac{1236.7 \times 0.20 + 4.6 \times 0.60 + (31.7+10.6+18.4) \times 0.9}{1300}$$

$$= \frac{247.34 + 2.76 + 54.63}{1300}$$

$$C_{pII} = \frac{304.73}{1300} = 0.2344$$

AREA III:

Ranch Estate:

C	=	0.20 predevelopment
Cp _{III}	=	0.21 postdevelopment

AREA IV:

Ranch Estate:

C	=	0.20 predevelopment
Cp _{IV}	=	0.21 postdevelopment

AREA V (see Exhibit A):

Total Area			=	<u>1056 Acres</u>
1. Paved Roads	=	16,000 LF @ 30' = 480,000 SF	=	11.0 AC
2. Shoulders & Slopes	=	16,000 LF @ 10' = 160,000 SF	=	5.5 AC
3. Residential	=	100 max. units @ 4000 SF = 400,000 SF	=	9.2 AC
4. Driveways	=	100 max. units @ 1000 SF = 100,000 SF	=	<u>2.3 AC</u>
				28.0 AC

$$Cp_v = \frac{1028 \times 0.20 + 2.3 \times 0.6 + (11+5.5+9.2) \times 0.9}{1056}$$

$$Cp_v = \frac{205.6 + 1.38 + 23.13}{1056} = \frac{230.11}{1056}$$

$$Cp_v = 0.2179$$

SUMMARY

Area		<u>C Predevelopment</u>	<u>C Postdevelopment</u>
I	946 Acres	0.20	0.2207
II	1300 Acres	0.20	0.2344
III	112 Acres	0.20	0.2100
IV	173 Acres	0.20	0.2100
V	1056 Acres	0.20	0.2179

AREA I 946 Acres

Tc (Time of Concentration)

Overland grass 1200' @ 4% slope = 28.0 minutes

Ditch Flow 1000'/12,000' = 8.33% for 12,000'
= 666 secs = 11.11 minutes

(V = 18 FPS) Tc = 39.1 minutes

Rainfall Intensity (Plate 25 - County Standards):

$i_2 = 0.6 \text{ in/hr (2 year)}$

$i_{10} = 1.48 \times (i_2) = 1.48 \times 0.6 = 0.89 \text{ in/hr}$

Peak Predevelopment Runoff - 10 Year:

$T_c = 39 \text{ min.} \quad I_t = \frac{7.75 \times i_{10}}{(T_c)^{1/2}} = \frac{7.75 \times 0.89}{(39)^{1/2}} = 1.104 \text{ in/hr}$

$Q = A c i = 946 \times 0.20 \times 1.104 = 208.877 \text{ CFS}$

for T = 60 min. $I_t = 0.89$

$Q_{1 \text{ hr}} = 946 \times 0.2 \times 0.89 = 168.39 \text{ CFS}$

Post Development Runoff, 10-year $Q_p = 208.877 \times \frac{.2207}{.20} = 230.5 \text{ CFS}$

$Q_{1 \text{ hr}} = 946 \times 0.2207 \times 0.89 = 185.82 > 168.39 \text{ CFS}$

$Q_{1.5 \text{ hrs}} = 946 \times 0.2207 \times \frac{7.75 \times 0.89}{(90)^{1/2}} = 151.79 < 168.39 \text{ CFS}$

$Q_{1.3 \text{ hrs}} = 946 \times 0.2207 \times \frac{7.75 \times 0.89}{(78)^{1/2}} = 163.05 \approx 168.39: \text{ OK}$

Storage Required:

1st Hour: $(185.82 - 168.39) \times 60 \times 60 \text{ secs.} = 62,748 \text{ CF}$

1 hr - 1.3 hr: $\left(\frac{185.82 + 163.05}{2} - 151.79 \right) \times 1080 \text{ secs} = 24,457 \text{ CF}$
= 87,205 CF

AREA II 1300 Acres

Tc (Time of Concentration)

Overland: grassy/brush 1800 LF @ 12 to 14% slope = 58.0 minutes

Ditch flow: Avg slope = 7%
7000 LF @ 10 FPS = 700 secs = 11.7 minutes

Tc = 69.7 minutes

Use Tc Max. = 60.0 minutes

Rainfall Intensity (Plate 25 - County Standards):

$i_2 = 0.6 \text{ in./hr.}$

$i_{10} = 1.48 \times (i_2) = 1.48 \times 0.60 = 0.89 \text{ in/hr.}$

Peak Predevelopment Runoff - 10 Year:

Tc = 60 min. $I_t = 0.89 \text{ in/hr.}$

$Q = A c i = 1300 \times 0.20 \times 0.89 = 231.4 \text{ CFS}$

Post Development Runoff - 10 Year : $Q_p = 231.4 \times \frac{.2344}{.20} = 271.2 \text{ CFS}$

$Q_{1 \text{ hr}} = 1300 \times 0.2344 \times 0.89 = 271.2 \text{ CFS} > 231.4$

$Q_{1.2 \text{ hrs}} = 1300 \times 0.2344 \times \frac{7.75 \times 0.89}{(72)^{\frac{1}{2}}} = 247.7 \text{ CFS} > 231.4$

$Q_{1.3 \text{ hrs}} = 1300 \times 0.2344 \times \frac{7.75 \times 0.89}{(78)^{\frac{1}{2}}} = 238.0 \text{ CFS} > 231.4$

$Q_{1.4 \text{ hrs}} = 1300 \times 0.2344 \times \frac{7.75 \times 0.89}{(84)^{\frac{1}{2}}} = 229.3 \text{ CFS} < 231.4$

Storage Required:

1st Hour: $(271.2 - 231.4) \times 60 \times 60 = 142,280 \text{ CF}$

1 hr - 1.2 hrs: $\left(\frac{271.2 + 247.7}{2} - 247.7 \right) \times 12 \times 60 = 8,460 \text{ CF}$

1.2 - 1.4 hrs: $\left(\frac{247.7 + 229.3}{2} - 231.4 \right) \times 12 \times 60 = 5,112 \text{ CF}$

Total Storage Required = 155,852 CF

AREA III 112 Acres

T_c (Time of Concentration)

$$\text{Overland/grassy brush } 800' \text{ LF @ } 20\% = 28.0 \text{ minutes}$$

$$500' \text{ swale - grassy (overland type) @ } 30\% = 23.0 \text{ minutes}$$

$$1000' \text{ overland - grassy/trees @ } 15\% = \underline{21.0 \text{ minutes}}$$

$$T_c = 72.0 \text{ minutes}$$

$$\text{Use Max } T_c = 60.0 \text{ minutes}$$

Rainfall Intensity (Plate 25 - County Standards):

$$i_2 = 0.60 \text{ in/hr}$$

$$i_{10} = 0.60 \times 1.48 = 0.89 \text{ in/hr.}$$

Peak Predevelopment Runoff - 10 year:

$$T_c = 60 \quad I_t = 0.89 \text{ in/hr}$$

$$Q = Aci = 112 \times 0.20 \times 0.89 = 19.94 \text{ CFS}$$

Postdevelopment Runoff - 10 Year: $Q_P = 20.93 \text{ CFS}$

$$Q_{1 \text{ hr}} = 112 \times 0.21 \times 0.89 = 20.93 \text{ CFS}$$

$$Q_{1.1 \text{ hr}} = 112 \times 0.21 \times \frac{7.75 \times .89}{(66)^{1/2}} = 19.96 \approx 19.94$$

Storage Required:

$$1\text{st hr: } (20.93 - 19.94) \times 60 \times 60 = 3,564 \text{ CF}$$

$$1-1.1 \text{ hr: } \left(\frac{20.93 - 19.96}{2} - 19.96 \right) \times 6 \times 60 = \underline{175 \text{ CF}}$$

$$\text{Total Storage Required} = 3,739 \text{ CF}$$

AREA IV 173 acres

Tc (Time of Concentration)

1500' overland/grassy/brushy @ 30% = 46.0 minutes

2000' Ditch Flow @ 2%

2000' @ 5 FPS = 400 secs = 6.7 minutes

52.7 minutes

Peak Predevelopment Runoff - 10 year:

Tc = 52.7 min. $I_t = \frac{7.75 \times 0.89}{(52.7)^{1/2}}$ = 0.95 in/hr

Q = Aci = 173 x 0.20 x 0.96 = 32.87 CFS

For Tc = 60 min. $I_t = 0.89$

$Q_{1 \text{ hr}} = 173 \times 0.20 \times 0.89$ = 30.79 CFS

Post Development Runoff - 10 year: $Q_p = \frac{.21}{.20} = 32.87 - 34.51$ CFS

$Q_{1 \text{ hr}} = 173 \times .21 \times .89$ = 32.33

$Q_{1.1 \text{ hr}} = 173 \times .21 \times \frac{7.75 \times .89}{(66)^{1/2}}$ = 30.84 \approx 30.79: OK

Storage Required:

1st hr: $(32.33 - 30.79) \times 60 \times 60$ = 5,554 CF

1 - 1.1 hr: $(\frac{32.33 + 30.84}{2} - 30.84) \times 60 \times 6$ = 270

Total Storage Required = 5,824 CF

AREA V 1056 Acres

T_c (Time of Concentration) to Southerly Property Line

Overland/avg. grass 1400' @ 7% = 50.0 minutes

Swale Flow (natural/grassy)

$$\frac{800' \text{ to } 300' \text{ E1}}{9000 \text{ LF}} = \frac{500}{9000} = 5.6\%$$

V = 9 FPS

T = (9000/9) secs ÷ 60 sec/min. = 16.7 minutes

T_c = 66.7 minutes

Use Max. T_c = 60.0 minutes

Peak Predevelopment Runoff - 10 year:

$$T_c = 60 \text{ min.} \quad I_t = 0.89 \text{ or } \frac{(7.75 \times .89)}{(60)^{1/2}}$$

$$Q = Q_1 \text{ hr} = A c_i = 1056 \times 0.20 \times 0.89 = 187.97 \text{ CFS}$$

Post Development Runoff - 10 year: $Q_p = \frac{.2179}{.20} \times 187.97 = 204.79 \text{ CFS}$

$$Q_1 \text{ hr} = 1056 \times 0.2179 \times 0.89 = 204.79 > 187.97$$

$$Q_{1.25 \text{ hrs}} = 1056 \times 0.2179 \times \frac{(7.75 \times 0.89)}{(75)^{1/2}} = 183.27 \approx 187.97$$

Storage Required :

$$1\text{st hr: } (204.79 - 187.97) \times 60 \times 60 = 60,552 \text{ CF}$$

$$1 - 1.25 \text{ hr: } \left(\frac{204.79 + 183.27}{2} - 183.27 \right) \times 15 \times 60 = 9,684 \text{ CF}$$

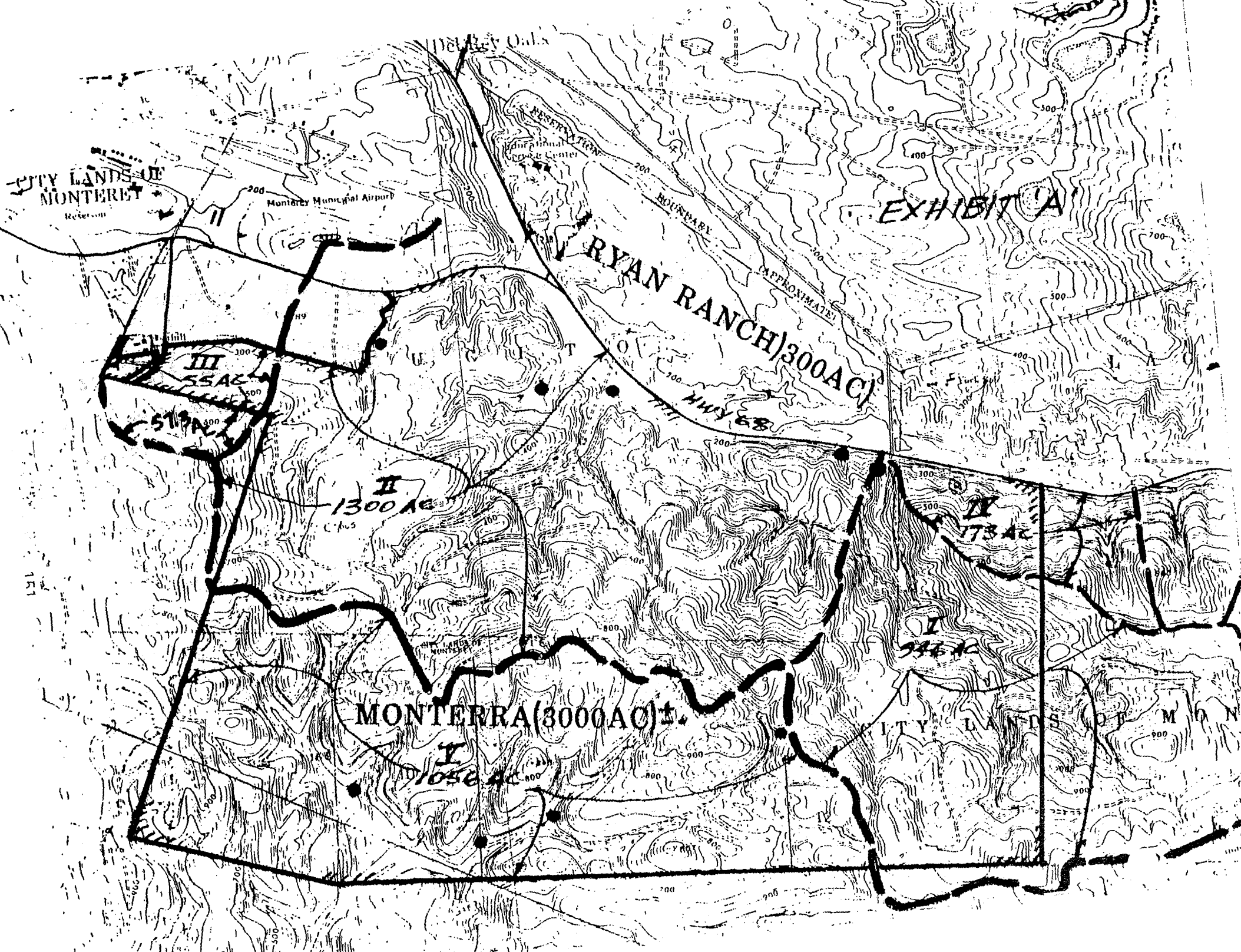
$$\text{Total Storage Required} = 70,236 \text{ CF}$$

SUMMARY TABLE

Area	Post Development C	Tc	Qp (CFS) Pre- Development	Qp (CFS) Post- Development	Req'd Retention Storage Volume (Cubic Feet)
I 946 AC	0.2207	39.1 min.	208.877	230.50	87,205
II 1300 AC	0.2344	60.0 min.	231.40	271.20	155,852
III 112 AC	0.2100	60.0 min.	19.94	20.93	3,739 *
IV 173 AC	0.2100	52.7 min.	32.87	34.51	5,824 *
V 1056 AC	0.2179	60.0 min.	187.97	204.79	70,236
Total Storage Required =					322,856

Notes:

- * 1. No retention basins required.
2. Design based on 10-year design and intensity curves found on Plate 25 of Monterey County Standards.
3. See Exhibit "A" for possible retention basin locations. Final location and size to be determined during final map review of phase being considered.



CITY LANDS OF
MONTEREY

Monterey Municipal Airport

RYAN RANCH (300 AC)

EXHIBIT A

III
55 AC

513 AC

II
1300 AC

MONTEREY (3000 AC) 1

I
944 AC

IV
173 AC

CITY LANDS OF MONTEREY

W W D CORPORATION
ENGINEERING · PLANNING
CONSULTANTS

DAVID K. FULLER
DIRECTOR OF ENGINEERING
R.C.E. 24400

August 13, 1984

Mr. Owen Stewart
Monterey County Flood Control
P. O. Box 930
Salinas, California 93902

Subject: Monterra Ranch Development
Drainage Report - Supplement

Dear Owen:

As per our telephone discussion of August 9th pertaining to storm drainage:

1. Siltation retention will be provided to prevent silting of off-site and downstream waterways.
2. Each major drainage area will be provided with retention works for both storm water runoff and silt.

This letter is in response to attached letter from Lynne Mounday.

Will you please respond to Lynne's letter as soon as possible (if you have not already).

Thank you.

Sincerely,



DAVID K. FULLER

DKF:jls

cc: Mr. Wallace Holm

AUG 14 1984
RECEIVED

GEOFAB™ Silt Fence

PATENT PENDING

GEOFAB™ Silt Fence is an erosion control system designed specifically as a silt fence requiring no support other than posts.

GEOFAB™ erosion control system allows for the rapid flow of water, providing high filtering efficiency, excellent strength and durability.

SELF-SUPPORTING

GEOFAB™ supports itself on the fence posts with the enclosed cord and built-in netting.

EASILY INSTALLED

GEOFAB™'s built-in cord attaches to each fence post.

LOW INSTALLATION COST

GEOFAB™ does not require the use of woven wire supports, hog pins or staples.

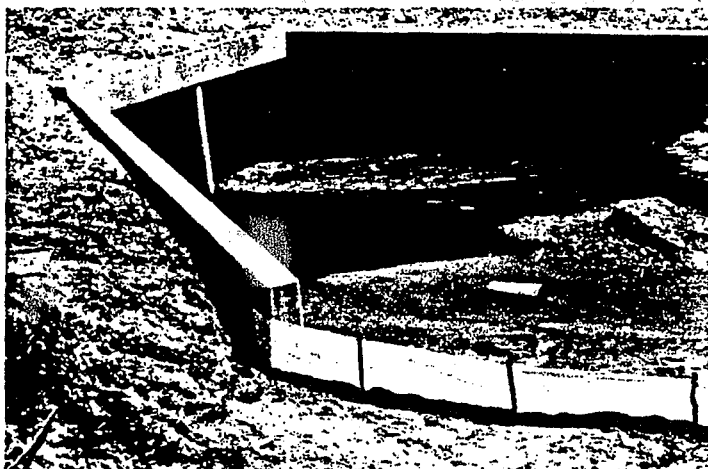
LOW MAINTENANCE

GEOFAB™ will stop silt and sand but allows high water flow, thus eliminating maintenance caused by damming of water.

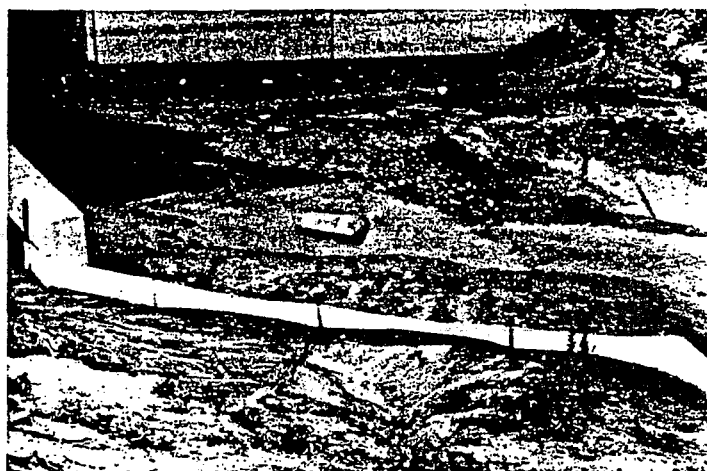
LONG LIFE

GEOFAB™ is non-rotting and ultraviolet (sunlight) protected, offering a stable, long-lasting product.

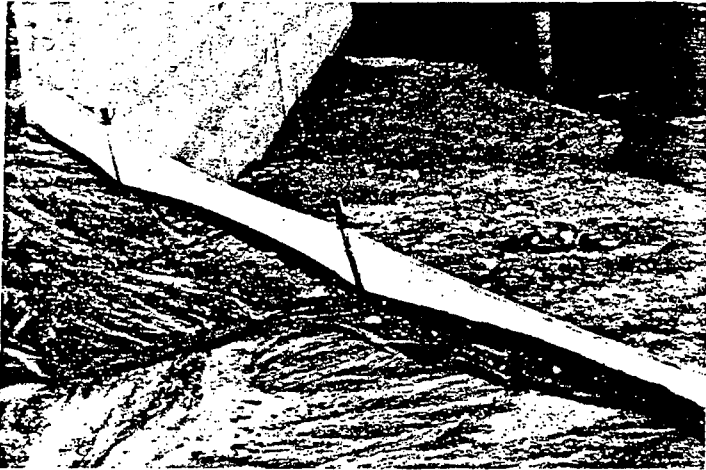
The following unretouched photographs are of actual installation sites.



GEOFAB™ Silt Fence installed along the toe of slope for erosion protection of stream.



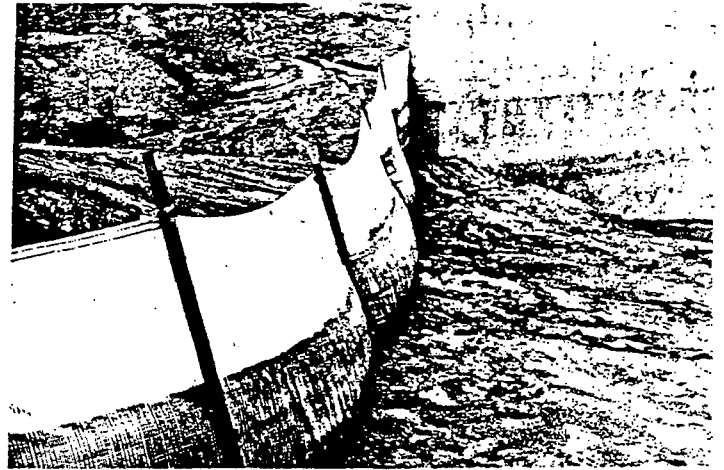
Accumulated sediment after three months.



Note that water has not been retained on top of the accumulated sediment, showing that GEOFAB™ Silt Fence does not dam water.



Note the non-clogging characteristics of GEOFAB™.



High strength, high water flow and low stretch resulting in effective erosion control.

INSTALLATION PROCEDURES*

1. Install fence posts on a slight angle toward the anticipated run-off source.
2. Dig a 4" to 6" trench along the fence line.
3. Lay out the GEOFAB™ Silt Fence on the uphill side along the fence line.
4. Wrap GEOFAB™ around the first post and tie securely with the enclosed cord.
5. Stretch GEOFAB™ to the next fence post (6' to 10' apart); make a 1½" horizontal slit in GEOFAB™ directly above the cord and pull the cord through the slit, pull taut and wrap twice around the post.
6. Repeat Step 5 until the last post is reached and wrap GEOFAB™ around the last post and secure with cord.
7. Drape the lower 6" of GEOFAB™ into the trench, curled toward the run-off source.
8. Back-fill the trench.

*Selection of the type of post used to install GEOFAB™, as well as the distance between each post, is to be determined by the specifications of the local State Department of Transportation and/or the resident engineer. However, it is recommended that steel posts be used, weighing an average of 1.3 pounds per foot.

GEOFABTM **SILT FENCE**

PATENT PENDING

TYPICAL FABRIC PROPERTIES*

Material	100% spunbonded nylon reinforced with polyester netting	
Weight	4.2 oz./yd. ²	ASTM D 1910
Thickness	10 mils	ASTM D 1977
Grab Tensile	130 lbs.	ASTM D 1682
Elongation To Break	25% plus or minus 3%	ASTM D 1682
Mullen Burst	210 lbs.	ASTM D 774-46
Water Flow Rate	470 gallons per minute/foot ²	
E.O.S.	Equivalent Opening Size 70-100 U.S. Corps of Engineers Guide Spec. CW02215 Nov. 1977	
Cord	1/8" nylon braided installed full length of fabric	
Strength Retention	Ultraviolet treated for outdoor application	
Fabric Width	Supplied in widths to meet local State D.O.T. and/or Federal requirements	
Standard Roll Length	150 ft.	

*The above properties are average results and should not be construed as minimum or maximum properties.

For more information on GEOFABTM Silt Fence or other civil engineering fabrics in the GEOFABTM line, please contact Mercantile Development, Inc. at (203) 226-7803, or write:

MERCANTILE DEVELOPMENT, INC.
274 Riverside Avenue
Westport, CT 06880

There is no express warranty on this material. There is no implied warranty of merchantability or fitness for any particular use. The manufacturer and dealer cannot assume responsibility beyond supplying a product conforming to the advertised specifications. Suggestions by the manufacturer or dealer for possible end uses and for installation techniques are made solely for the convenience of the customer and for his choice, and are not intended to and shall not imply any representations or warranties.

W W D CORPORATION
ENGINEERING - PLANNING
CONSULTANTS

DAVID K. FULLER
DIRECTOR OF ENGINEERING
R.C.E. 24400
August 23, 1984

Mr. Lynn Mounday
Monterey County Planning Department
P. O. Box 1208
Salinas, California 93902

Subject: Monterra Ranch
Supplement No. 2 to Drainage Report

Dear Lynn:

As per our telephone conversation of today, the following supplement should be attached to the initial Drainage Report dated July 12, 1984.

Following are methods of preventing erosion and siltation during construction:

1. Cat tracking slopes.
2. Temporary excavated swales.
3. Hay bales placed in water courses to pond water and retain silt.
4. Temporary retention basins adjacent to developed area.
5. Fabric fences which will allow water to pass while retaining silts. Example: Geofab (attached is copy of brochure).
6. Incorporate straw in soil.

All of the above methods slow the velocity of water, allowing silts to settle out of runoff or stabilize soil to prevent erosion. Any one or a combination of these methods will be used during construction on the Monterra Ranch, to retain silts on site and prevent erosion.

In conjunction with the above, all areas which are excavated during construction will be cat tracked and hydroseeded and maintained until substantial growth can prevent further erosion. Hydroseeding and maintenance will be made part of the construction contract. After construction contract is finalized, Property Owners Association will maintain those areas as required.

Also, all concentrated flows from pipe discharges into natural drainage channels will be provided with rock energy dissipators to spread the flow and dissipate the energy to prevent gullying.

Retention basins will be designed as provided in initial report, and 30% will be added to the required storage volume to accommodate silt storage. This will amount to approximately 100,000 CF for silt storage.

The Property Owners Association will provide for yearly fall inspections and, if required, removal of deposited silts.

There is more than ample area for the required retention ponds (over 100 acres) as can be observed from Exhibit A of Initial Report. At most, a total of five acres of land will be required, which will likely be divided between 10 to 20 strategically placed basins ranging in size from approximately 0.2 acres to 1.0 acres.

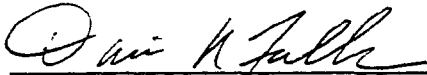
All basins will be contoured to appear as a gently sloping depression; will be a maximum of 4 feet deep, with a minimum of 5 to 1 (horizontal to vertical) side slopes. All slopes will be hydroseeded. Any basin visible from Highway 68 will be screened by landscape planting to mitigate visual impacts.

Specific details pertaining to exact location, size, basin outlet design, best methods for prevention of erosion, etc. can be more specifically addressed during the construction plan preparation stage through reports submitted by the developer's engineer to the County staff. Prior to approval of the Final Map, all such details will be addressed and designs approved by the County staff.

page 3

Due to the low density of development on this project (1 unit per 10 acres), the impacts due to additional runoff will be minimal (approximately an 11.4% increase in runoff). With the installation of retention-siltation works, the impacts will likely be less after development than presently exist. The primary concern should be the prevention of erosion during construction and the proper establishment of ground cover to prevent future erosion.

Sincerely,



DAVID K. FULLER

cc: Mr. Wallace Holm
Mr. Richard Stevens
Mr. Myron E. Etienne
Larry Seeman Associates
Mr. Owen Stewart

APPENDIX "C"



☐ 500 Newport Center Drive, Suite 600
Newport Beach, California 92660
phone (714) 640-6363

☐ 2606 Eighth Street
Berkeley, California 94710
phone (415) 841-6840

Community Planning ☐ Natural Resource Management ☐ Environmental Assessment

**BIOLOGICAL RESOURCES
OF THE MONTERRA RANCH SUBDIVISION
MONTEREY COUNTY, CALIFORNIA**

PREPARED FOR

**NOLAND, HAMERLY, ETIENNE & HOSS
AND
COUNTY OF MONTEREY**

BY

**LSA/LARRY SEEMAN ASSOCIATES, INC.
2606 EIGHTH STREET
BERKELEY, CALIFORNIA 94710
(415) 841-6840**

JUNE 5, 1985

APPENDIX VEGETATION

PLANT SPECIES

Species Observed	Vegetation Type			
	Oak Pine Forest	Oak Woodland	Mixed Coastal Scrub	Grass- land
<u>Trees</u>				
Monterey pine (<u>Pinus radiata</u>)	x	x	x	
Coast live oak (<u>Quercus agrifolia</u>)	x	x	x	
California buckeye (<u>Aesculus californica</u>)		x		
<u>Shrubs</u>				
Chamise (<u>Adenostoma fasciculatum</u>)			x	x
Coyote brush (<u>Baccharis pilularis</u>)	x	x	x	x
Coastal sagebrush (<u>Artemisia californica</u>)	x	x	x	x
Poison oak (<u>Rhus diversiloba</u>)	x	x	x	x
French broom (<u>Cytisus monspessulanus</u>)	x	x	x	x
Bush lupine (<u>Lupinus arboreus</u>)			x	
Bush monkey flower (<u>Mimulus aurantiacus</u>)			x	
Blue blossom (<u>Ceanothus thyrsiflorus</u>)			x	
Black sage (<u>Salvia mellifera</u>)			x	
Fuchsia-flowered gooseberry (<u>Ribes speciosum</u>)	x	x		
Scraggly gooseberry (<u>R. divaricatum</u>)	x	x		
Snowberry (<u>Symphoricarpos</u> sp.)	x	x		
Coffeeberry (<u>Rhamnus californica</u>)	x	x	x	
Toyon (<u>Heteromeles arbutifolia</u>)	x	x	x	
Redberry (<u>Rhamnus crocea</u>)		x		
Ocean spray (<u>Holodiscus discolor</u>)	x	x		
Blackberry (<u>Rubus</u> sp.)		x		
Bitter cherry (<u>Prunus emarginata</u>)		x		

Species Observed	Vegetation Type			
	Oak Pine Forest	Oak Woodland	Mixed Coastal Scrub	Grass- land
<u>Forbs, Ferns, and Grasses</u>				
Scarlet pimpernel (<u>Anagalis arvensis</u>)	x	x	x	x
Long-beaked filaree (<u>Erodium botrys</u>)			x	x
Red-stemmed filaree (<u>E. cicutarium</u>)			x	x
California everlasting (<u>Gnaphalium californicum</u>)	x		x	x
Golden brodiaea (<u>Triteleia lutea</u>)				x
Brodiaea (<u>Brodiaea coronaria</u> var. <u>terrestris</u>)				x
Other brodiaeas (<u>Brodiaea</u> spp.)				
Goldfields (<u>Baeria chrysostoma</u>)				x
Escobita (<u>Orthocarpus purpurascens</u>)				x
Owl's clover (<u>O. densiflorus</u>)				x
California aster (<u>Aster chilensis</u>)			x	x
California buttercup (<u>Ranunculus californicus</u>)				x
Buttercups (<u>Ranunculus</u> spp.)		x	x	x
Bracken fern (<u>Pteridium aquilinum</u>)	x		x	
Maidenhair fern (<u>Adiantum</u> sp.)		x		
Cliffbrake (<u>Pellaea</u> sp.)		x		
Wood fern (<u>Dryopteris arguta</u>)		x		
Yarrow (<u>Achillea millefolium</u>)			x	x
Queen Anne's lace (<u>Daucus carota</u>)			x	x
Bedstraw (<u>Galium californicum</u>)		x		x
Bedstraws (<u>Galium</u> spp.)	x	x		x
Johnny jump-up (<u>Viola pedunculata</u>)				x
Sun cups (<u>Oenothera ovata</u>)				x
Amole (<u>Chlorogalum pomeridianum</u>)			x	x
Milk thistle (<u>Silybum marianum</u>)				x
Shepherd's purse (<u>Capsella bursa-pastoris</u>)				x
Bur clover (<u>Medicago hispida</u>)				x
Wild cucumber (<u>Marah fabaceus</u>)				x
Footsteps of spring (<u>Sanicula arctopoides</u>)				x
Geranium (<u>Geranium</u> sp.)		x		x

Species Observed	Vegetation Type			
	Oak Pine Forest	Oak Woodland	Mixed Coastal Scrub	Grass- land
<u>Forbs, Ferns, and Grasses(cont.)</u>				
Plantain (<u>Plantago hookeriana</u>)				x
Plantain (<u>P. cornucopifolia</u>)				x
Poison hemlock (<u>Conium maculatum</u>)		x		x
Miner's lettuce (<u>Montia perfoliata</u>)	x	x		x
Common chickweed (<u>Stellaria media</u>)	x	x		x
Linanthus (<u>Linanthus androsaceus</u>)				x
Mugwort (<u>Artemesia douglasii</u>)		x	x	
Popcorn flower (<u>Plagiobotrys</u> sp.)				x
Verrain (<u>Verbena lasiostachys</u>)		x		x
Brass buttons (<u>Cotula</u> sp.)				x
Lupines (<u>Lupinus</u> spp.)	x	x	x	x
Morning glory (<u>Convolvulus</u> sp.)			x	
Blue-eyed grass (<u>Sisyrinchium bellum</u>)			x	x
Indian paintbrush (<u>Castilleja affinis</u>)		x		
Indian paintbrush (<u>Castilleja</u> spp.)	x	x	x	x
Strawberry (<u>Fragaria californica</u>)		x		
Vetches (<u>Vicia</u> spp.)	x	x		x
Common monkeyflower (<u>Mimulus guttatus</u>)			x	x
Hedge nettle (<u>Stachys rigida</u>)		x		
Cranesbill (<u>Geranium dissecta</u>)			x	x
Fiesta flower (<u>Pholistoma auritum</u>)		x		
Coast tarweed (<u>Madia sativa</u>)				x
Wild grape (<u>Vitus californica</u>)		x		
Checker bloom (<u>Sidalcea malvaeflora</u>)			x	x
Red maids (<u>Calandrinia ciliata</u>)				x
Rattlesnake weed (<u>Dancus pucillus</u>)				x
California poppy (<u>Eschscholzia californica</u>)				x
Pitcher sage (<u>Salvia spathacea</u>)		x		
Toothwort (<u>Dentaria californica</u>)		x		
Woodland star (<u>Lithophragma heterophylla</u>)		x		
Cow parsnip (<u>Heracleum lanatum</u>)				x

Species Observed	Vegetation Type			
	Oak Pine Forest	Oak Woodland	Mixed Coastal Scrub	Grass- land
<u>Forbs, Ferns, and Grasses(cont.)</u>				
Periwinkle (<u>Vinca major</u>)	x	x		x
Bird's foot trefoil (<u>Lotus</u> sp.)				x
Common fiddleneck (<u>Amsinkia</u> <u>intermedia</u>)		x		x ¹
Hickman's onion (<u>Allium hickmanii</u>)				x ¹
Globe lily (<u>Calochortus luteus</u>)				x
Tarweed (<u>Hemizonia conymbosa</u>)				x
Field mustard (<u>Brassica campestris</u>)				x
Clovers (<u>Trifolium</u> spp.)				x
Wild radish (<u>Raphanus satirus</u>)				x
Curly dock (<u>Rumex acetosella</u>)	x			x
Cheeseweed (<u>Malva parviflora</u>)				x
Croton (<u>Croton californius</u>)				x
Sticky chickweed (<u>Cerastium viscosum</u>)				x
Red brome (<u>Bromus rubens</u>)		x		x
Wild oats (<u>Avena fatua</u>)				x
Oatgrass (<u>Danthonia californica</u>)			x	x
Little quaking grass (<u>Briza minor</u>)				x
Quaking grass (<u>Briza maxima</u>)		x		x
Italian ryegrass (<u>Lolium perenne</u>)				x
Ripgut brome (<u>Bromus diandrus</u>)				x
Soft chess (<u>Bromus mollis</u>)				x
Purple needlegrass (<u>Stipa pulchra</u>)				x
Junegrass (<u>Koeleria cristata</u>)		x		x
Melicgrass (<u>Melica imperfecta</u>)		x		x
Perennial fescue (<u>Festuca</u> sp.)		x		x
Barneyard foxtail (<u>Hordeum leporinum</u>)				x
Meadow barley (<u>Hordeum brachyantherum</u>)				x
Hairgrass (<u>Aira caryophylla</u>)				x
Sedges (<u>Carax</u> and <u>Gypnus</u> spp.)				x

¹Observed only in grassland.

BIRD SPECIES (cont.)

Species	Residency Status	Oak Woodland	Oak Pine Forest	Mixed Coastal Scrub	Grass- land	Aerial
Steller's Jay*	R	X	X			
Scrub Jay*	R	X		X	X	
Common Crow	R				X	X
Chestnut-backed Chickadee*	R	X	X			
Plain Titmouse	R	X				
Bushtit*	R	X	X	X		
Pygmy Nuthatch*	R		X			
Brown Creeper*	R		X			
Wrentit*	R	X	X	X		
House Wren*	R	X				
Bewick's Wren*	R	X	X	X		
California Thrasher*	R	X		X		
American Robin*	R		X		X	
Varied Thrush	W	X	X			
Hermit Thrush	W	X	X	X		
Golden-crowned Kinglet	W	X	X			
Ruby-crowned Kinglet*	W	X	X	X		
Hutton's Vireo*	R	X	X			
Orange-crowned Warbler*	S	X	X	X		
Yellow-rumped Warbler	W		X	X	X	
Townsend's Warbler	W		X			
Hermit Warbler	W		X			
Wilson's Warbler*	S		X			
Lazuli Bunting	S			X		
Purple Finch*	R	X		X		
House Finch	R		X		X	
Pine Siskin*	R		X			
Lesser Goldfinch*	R			X	X	
Lawrence's Goldfinch	R			X	X	
Red Crossbill	W		X			
Rufous-sided Towhee*	R	X	X	X		

APPENDIX WILDLIFE

BIRD SPECIES

Species	Residency Status	Oak Woodland	Oak Pine Forest	Mixed Coastal Scrub	Grass- land	Aerial
Turkey Vulture*	R					X
Black-shouldered kite	R	X			X	X
Sharp-shinned Hawk	R	X	X			X
Cooper's Hawk*	R	X	X			X
Red-tailed Hawk*	R				X	X
Golden Eagle	R					X
American Kestrel*	R					X
California Quail*	R	X	X	X	X	X
Band-tailed Pigeon*	R	X	X			X
Mourning Dove*	R		X		X	
Roadrunner	R			X		
Common Barn owl	R				X	X
Great Horned Owl	R	X	X	X	X	
Poor-will*	R			X		
White-throated Swift	R					X
Anna's Hummingbird*	R	X	X	X		
Rufous Hummingbird	T			X		
Allen's Hummingbird*	S	X		X		
Northern Flicker*	R	X	X		X	
Acorn Woodpecker*	R	X	X			
Red-breasted Sapsucker	W	X				
Hairy Woodpecker*	R	X	X			
Nuttall's Wood- pecker*	R	X				
Black Phoebe*	R				X	
Say's Phoebe	W				X	
Western Flycatcher*	S	X	X			
Olive-sided Flycatcher*	S		X			
Horned Lark*	R				X	
Violet-green Swallow*	S					X
Barn Swallow*	S					X

BIRD SPECIES (cont.)

Species	Residency Status	Oak Woodland	Oak Pine Forest	Mixed Coastal Scrub	Grass- land	Aerial
Brown Towhee*	R	X		X		
Lark Sparrow*	R			X	X	
Rufous-crowned Sparrow*	R			X		
Dark-eyed Junco*	R	X	X		X	
White-crowned Sparrow*	R			X	X	
Golden-crowned Sparrow*	R			X		
Fox Sparrow	R	X	X	X		
Song Sparrow*	R	X		X		

* - Observed during field reconnaissance, April-May, 1981.

R - Resident, present throughout the year.

S - Summer resident, present from March to September.

W - Winter resident, present from October to April.

T - Transient, present during spring (March-May) and/or fall (August to October) migrations.

APPENDIX WILDLIFEMAMMAL SPECIES

Opossum	Gray fox
California mole	Coyote
Ornate shrew	Bobcat
Trowbridge shrew	Mountain lion
California brown bat	Beechey ground squirrel
Little brown bat	Gray squirrel
Fringed bat	Merriam chipmunk
Long-eared bat	Botta pocket gopher
Yuma bat	California pocket mouse
Red bat	Heerman kangaroo rat
Big brown bat	California mouse
Hoary bat	White-footed mouse
Western big-eared bat	Brush mouse
Mexican free-tailed bat	Pinon mouse
Raccoon	Dusky footed woodrat
Ringtail	California vole
Long-tailed weasel	Black-tailed hare
Spotted skunk	Brush rabbit
Striped skunk	Black-tailed deer
Badger	Wild pig

APPENDIX 1. WILDLIFEAMPHIBIAN AND REPTILE SPECIESAMPHIBIANS

Slender salamander
Ensatina
Arboreal salamander
Rough-skinned newt
California newt
Western toad
Pacific tree frog
Bullfrog

REPTILES

Western fence lizard
Southern alligator lizard
Northern alligator lizard
Coast horned lizard
Western skink
Gopher snake
Western whiptail
Western rattlesnake
Rubber boa
Racer
Ringneck snake
Sharp-tailed snake
Common kingsnake
Western terrestrial garter snake
Common garter snake
Western aquatic garter snake

APPENDIX 2STUDY PARTICIPANT QUALIFICATIONS

Malcolm Sproul. Mr. Sproul served as Principal-in-Charge on this report. He is the Manager of LSA's Berkeley office. Mr. Sproul has participated in or managed numerous biotic studies in the Monterey Bay region. These include the following studies prepared for or reviewed by the County: Eastlen and Eastwood Garner (Carmel Valley Overview), Markham Ranch Prairie Falcon Study, Carmel Valley Ranch Area F, Carmel River Inn, Poppy Hills Golf Course, Spanish Bay Resort Resource Management Plan, and Del Monte Forest LCP.

Mr. Sproul received his Master of Landscape Architecture from the University of California, Berkeley. The emphasis of his graduate study was on the effects of suburban development on wildlife populations.

Larry Stromberg. Dr. Stromberg conducted the rare plant survey and wrote the vegetation descriptions. He has conducted rare plant surveys on several properties in the vicinity of the project site, including Laguna Seca raceway and a number of sites in the Carmel Valley. He has also conducted extensive rare plant surveys in the Del Monte Forest and at Spanish Bay for projects planned by the Pebble Beach Company.

Dr. Stromberg has a B.S. degree in Forestry, and M.S. and Ph.D. degrees from the University of California at Berkeley. He has professional experience and academic training in vegetation surveys, vegetation management, and site assessment and understands the relationship between survey design and site conditions. His doctoral research was on vegetation sampling and he produced a 132-page manual on sampling methods used to describe habitat for a workshop in Kahna National Park, India, jointly sponsored by the U.S. Department of Interior and the Indian Ministry of Agriculture.

Robert Schonholtz. Mr. Schonholtz served as the senior wildlife biologist on the project. Mr. Schonholtz has worked on a number of biological studies in the project vicinity, including the Markham Ranch Prairie Falcon Study, Carmel Valley Ranch Area F, Poppy Hills Golf Course, and Spanish Bay Resort Resource Management Plan.

Mr. Schonholtz holds a B.S. in Zoology from the University of California at Davis, received in 1978. Mr. Schonholtz has six years of experience as a wildlife biologist in both the public and private sectors.

Heather Welker. Ms. Welker served as staff biologist on this report. Ms. Welker has worked for a number of state and federal agencies throughout the Western United States on wildlife and vegetation studies and has been responsible for the biological sections of a number of EIR's. Ms. Welker received her M.S. degree in biology from California Polytechnic University at Pomona and a B.S. degree in wildlife management from Humboldt State University.

REFERENCES CITED

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California Department of Fish and Game. 1983. A List of Amphibians, Reptiles, Birds and Mammals of California. Outdoor California, Vol. 44, No. 1.

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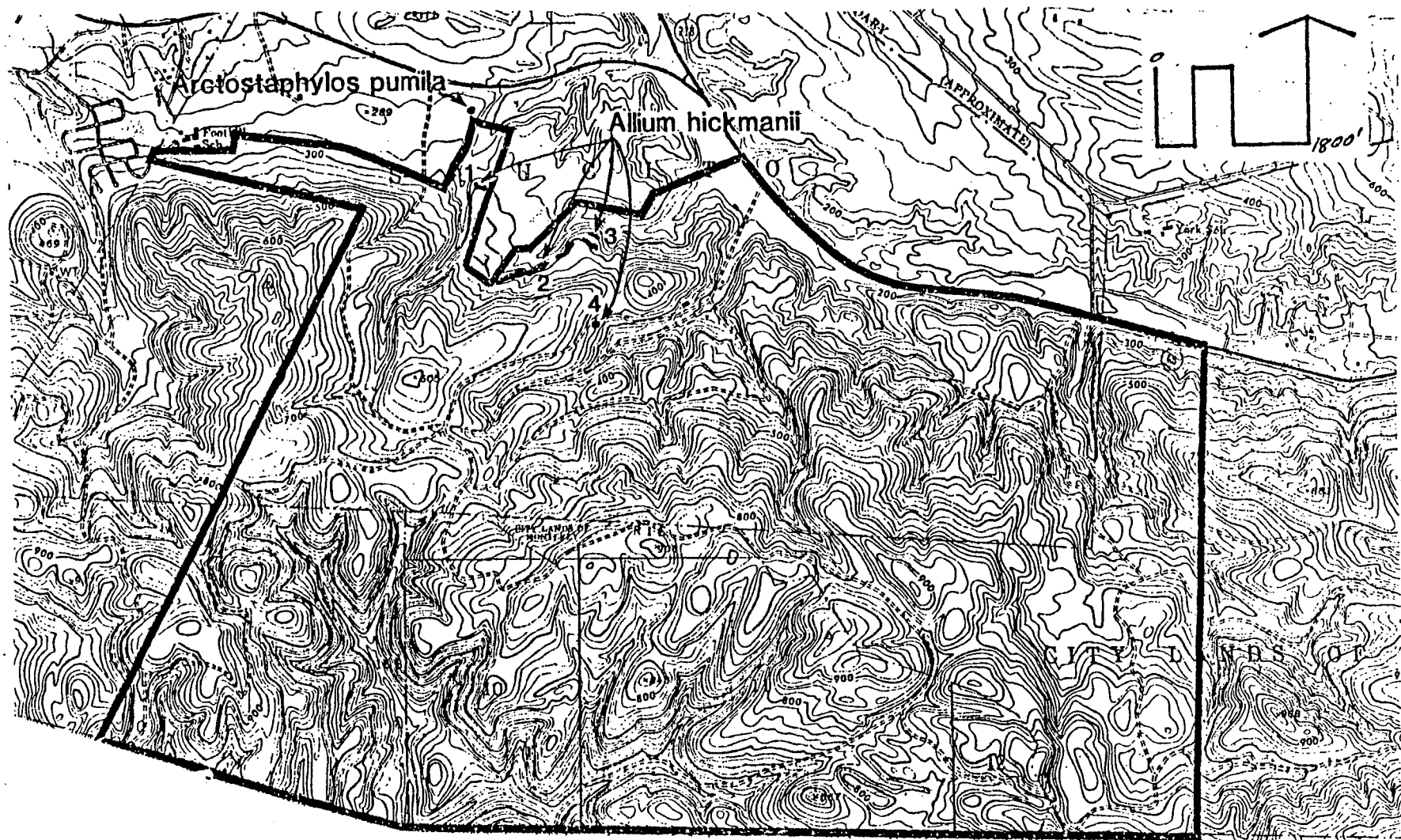
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Earthmetrics, Inc. 1981. Final Environmental Impact Report, Monterra Development. Prepared for the City of Monterey.

Monterey County Planning Department. 1982. Monterey County General Plan.

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U.S. Soil Conservation Service. 1978. Soil Survey for Monterey County. U.S. Department of Agriculture.



RARE PLANT SITES

OFFICE OF PLANNING AND RESEARCH

1400 TENTH STREET
SACRAMENTO, CA 95814

December 30, 1985

Appendix D
Letters ReceivedLynne H. Mounday
Monterey County Planning
P.O.Box 1208
Salinas, CA. 93902Subject: Monterra Ranch Subdivision EIR
SCH# 84061221

Dear Mr. Mounday:

The State Clearinghouse submitted the above named draft Environmental Impact Report (EIR) to selected state agencies for review. The review period is closed and the comments of the individual agency(ies) is(are) enclosed. Also, on the enclosed Notice of Completion, the Clearinghouse has checked which agencies have commented. Please review the Notice of Completion to ensure that your comment package is complete. If the package is not in order, please notify the State Clearinghouse immediately. Your eight digit State Clearinghouse number should be used so that we may reply promptly.

Please note that recent legislation requires that a responsible agency or other public agency shall only make substantive comments on a project which are within the area of the agency's expertise or which relate to activities which that agency must carry out or approve. (AB 2583, Ch. 1514, Stats. 1984.)

These comments are forwarded for your use in preparing your final EIR. If you need more information or clarification, we suggest you contact the commenting agency at your earliest convenience.

Please contact Price Walker at 916/445-0613 if you have any questions regarding the environmental review process.

Sincerely,

John B. Ohanian
Chief Deputy Director
Office of Planning and Research

cc: Resources Agency

Enclosures

cut 12/13

11/26/85
N/C
No Significant
Impacts

State Clearinghouse, 1400 Ninth St., Rm 121, Sacramento, CA 95814-916/445-0612
NOTICE OF COMPLETION AND ENVIRONMENTAL DOCUMENT TRANSMITTAL FORM
see NOTE below
SCH # 24061221

1. Project Title: MONTEREY RANCH SUBDIVISION E.I.R.
2. Lead Agency: MONTEREY COUNTY PLANNING 3. Contact Person: MR. LYNN H. MOUNDAY
2a. Street Address: P.O. BOX 1208 3b. City: SALINAS
3c. County: MONTEREY 3d. Zip: 93902 3e. Phone: 408-422-9018

PROJECT LOCATION 4. County: MONTEREY 4a. City/Community: MONTEREY
4b. Assessor's Parcel No.: APN-103-071-16,17 4c. Section: SAUGTORO 4d. Range: 1E
5. Cross Streets: Hwy 68/FORE RD - HWY 68/DUMSTED 5b. For Rural: Nearest Community: SEASIDE 7 1/2 USGS QUAD.

6. Within 2 miles: a. State Hwy # 68 & 218 b. Air-ports MONTEREY PENINSULA c. Railways N/A d. Waterways N/A

7. DOCUMENT TYPE
01. NOP 06. NOC
02. Early Cons 07. NOC
03. Neg Dec 08. NOD
04. X Draft EIR
05. Supplement/Subsequent EIR
(Prior SCH No.:)

8. LOCAL ACTION TYPE
01. General Plan Update
02. New Element
03. General Plan Amendment
04. Master Plan
05. Annexation
06. Specific Plan
07. Community Plan
08. Redevelopment
09. X Rezone
10. X Land Division
(Subdivision, Parcel Map, Tract Map, etc.)
11. X Use Permit
12. Waste Mgmt Plan
13. Cabool Ag Preserve
14. Other

9. DEVELOPMENT TYPE
01. X Residential: Units 283 Acres 2914.6 AC
02. Office: Sq. Ft. + 42 INCLUSARY HOUSING
Acres 325 Employees TOTAL
03. Shopping/Commercial: Sq. Ft.
Acres 325 Employees TOTAL
04. Industrial: Sq. Ft.
Acres 325 Employees TOTAL
05. Transportation: Type
06. Transportation: Type
07. Mining: Mineral
08. Other: Type
09. Waste Treatment: Type
10. Other: Type
11. Other: Type

10. TOTAL ACRES: 2914.6 11. TOTAL JOBS CREATED: * 46 APN 103-071-16,17 259-011-35,40, 41,42,43,45,46,47

12. PROJECT ISSUES DISCUSSED IN DOCUMENT
01. X Aesthetic/Visual 06. X Flooding/Drainage 11. X Septic Systems 16. X Water Quality
02. X Agricultural Land 07. X Geologic/Seismic 17. X Sewer Capacity 21. X Water Supply
03. X Air Quality 08. X Jobs/Housing Balance 18. X Social 22. X Wetland/Riparian
04. X Archaeological/Historical 09. X Solid Waste 19. X Soil Erosion 23. X Wildlife
05. X Coastal Zone 10. X Noise 20. X Toxic/Hazardous 24. X Growth Inducing
06. X Economic 11. X Public Services 21. X Traffic/Circulation 25. X Incompatible Landuse
07. X Fire Hazard 12. X Schools 22. X Vegetation 26. X Cumulative Effects
13. FINDING (Approx) Federal S N/A State S N/A Total: S N/A

14. PRESENT LAND USE AND ZONING: OPEN SPACE, RANGE, WOODLAND, FORMER SPANISH LAND GRANT NOW USED AS A CATTLE RANCH WITH RANCH HOUSE BARRIS RANCHO SAUCITO.

15. PROJECT DESCRIPTION: SUBDIVISION INTO 283 PARCELS, FROM 2ACRES TO 75ACRES, AN 88.6AC RECREATION CENTER, A 6.1 AC EQUESTRIAN CENTER, PRIVATE ROADS, 115 AC PUBLIC PARK DEDICATION OF 2916.4ACRES OF RANCHO SAUCITO.

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DEC 10 1985
State Clearinghouse

CLEARINGHOUSE CONTACT: PRICE WALKER
STATE REVIEW BEGAN: 11/14
DEPT. REVIEW TO AGENCY: 12/23
AGENCY REVIEW TO SCH: 12/28
SCH COMPLIANCE: 12/31

W/C N/C	W/C N/C
1/RESOURCES	1/CAITRANS-05
2/CONSERVATION	2/AERONAUTICS
3/FISH/GAME	3/CHP
4/FORESTRY	4/ED
5/ED	5/HEALTH SVCS
6/PARKS&REC/CHP	6/PUBLIC WORKS
7/REGION-3 SIO	7/CORRECTIONS
8/REGION-3 SIO	8/GENERAL SVCS
9/REGION-3 SIO	9/CHA (SCHOOLS)
10/REGION-3 SIO	10/SANITARY MIN
11/REGION-3 SIO	11/TRA/CAITRPA
12/REGION-3 SIO	12/CIG- CPR
13/REGION-3 SIO	13/CIGAL- CPR
14/REGION-3 SIO	14/USBLM
15/REGION-3 SIO	15/OTHER

Memorandum

State Clearinghouse
Office of Planning and Research
1400 Tenth Street
Sacramento, CA 95814

Date: December 23, 1985

File:

Attention Price Walker

From: **DEPARTMENT OF TRANSPORTATION
DIVISION OF AERONAUTICS**

Subject: Monterey County's DEIR for the Monterra Ranch Subdivision; SCH #84061221

The Department of Transportation, Division of Aeronautics, has reviewed the above-referenced document with respect to those areas germane to its statutory responsibilities. Those areas include the impact of noise and safety from the airport on the project, the project's impact on an airport itself, and the compatibility of adjacent land uses in the vicinity of an airport. Because of the project site's close proximity to Monterey Peninsula Airport, the site will be subject to aircraft overflights. We suggest that the Lead Agency require that the developer notify future homeowners of the airport's close proximity and the potential for aircraft overflights. Consideration should also be given to the obtainment of avigation easements.

Thank you for the opportunity to review and comment on this proposal.

JACK D. KEMMERLY, Chief
Division of Aeronautics

Sandy Hesnard
Environmental Planner

bcc: F. Darrell Husum, DOTP ✓
Fred Miller - 5

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Memorandum

To : 1. Projects Coordinator
Resources Agency

2. Monterey County Planning Department
P. O. Box 1208
Salinas, CA 93902

Date : December 23, 1985

12-26

From : Department of Fish and Game

Subject: DEIR, Monterey Ranch Subdivision, SCH 84061221, Monterey County

Department of Fish and Game personnel have reviewed the Draft EIR for the Monterra Ranch Subdivision and we have the following comments.

The Department has been involved with the City of Seaside and the Monterey Joint Powers Agency (JPA) in efforts to control sedimentation in the Laguna Grande-Lake Roberts watershed. There are presently on-going restoration efforts by the JPA. We agree with the stated need in the DEIR to insure that the Monterra Ranch project does not result in adverse sedimentation. The proposed erosion control measures should be reviewed by the JPA and the Monterey County Flood Control and Water Conservation District to insure their adequacy. All the measures should be made conditions of any permits issued.

We also endorse the other mitigation measures proposed in the report such as the use of homeowner deed restrictions to avoid significant impacts to wildlife, snag retention, planting of native species only and use of prescribed burning to decrease fire hazard. Such burning will benefit wildlife as well.

The measures proposed to insure protection of the California Native Plant Society listed plant, Hickman's onion, should be made conditions of any permits issued.

Pursuant to the Cleary vs. County of Stanislaus decision the Department requests timely notification of any official action taken on this project so we may review these actions pursuant to Sections 15088 and 15089 of the California Environmental Quality Act (CEQA) Guidelines, California Administrative Code, Title 14.

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1. Projects Coordinator -2-
2. Monterey County Planning

State EIR guidelines, Section 15146, require lead agencies to respond to all comments/recommendations received on the Draft EIR and to include them in the final document.

Department of Fish and Game personnel are available to discuss our concerns in more detail. To arrange a meeting contact Bruce Elliott, Wildlife Management Supervisor, 2201 Garden Road, Monterey, California 93940, telephone (408) 649-2890.

for Robert C. Hitchcock
for Jack C. Parnell
Director

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DEPARTMENT OF TRANSPORTATION

P.O. BOX 8114, SAN LUIS OBISPO, CA 93403-8114

TELEPHONE: (805) 549-3111

76-14
12-30

Mr. Lynne H. Mounday, Senior Planner
Monterey County Planning Dept.
P.O. Box 1208
Salinas, CA 93902

Date: Dec. 11, 1985

File: Mon-68-5.57

Monterra Ranch Develop.

SCH#: 84061221

Subject: Intergovernmental Review

Dear Mr. Mounday:

Caltrans District 5 staff has reviewed the aboved-referenced document. The following comments were generated as a result of the review:

An encroachment permit must be obtained before any work can be conducted within the Caltrans right-of-way. Please be advised that, prior to obtaining an encroachment permit, you are required to have design plans approved by this office and an environmental document approved by the lead agency. Should you have further questions regarding encroachment permits, please contact Orville Morgan, Permits Engineer.

Mitigation measures proposed to minimize visual impacts to the scenic highway corridor should be included as part of the county's conditions for approval of this project.

Provisions should be made for connections to other probable developments surrounding this project in order to keep local trips off Route 68. Residents should not be forced to use Route 68 as a local collector.

Widening for the right turn lane at the east entrance would require widening of a drainage structure that is adjacent to the entrance. An acceleration lane for right turns east onto Route 68 should also be considered.

The proposed west entrance off of Route 68 should be disregarded and traffic routed via Jacks Peak Road signalized intersection or by constructing a frontage road outside the planned 68 alignment back to the easterly entrance.

Finally, the developer should dedicate the necessary right-of-way for the new alignment of Route 68.

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If the county continues to approve major developments adjacent to Route 68, then it should plan on funding the necessary 4-lane expressway improvements to handle the additional traffic generated by these developments. It is understood that the county is requiring developers to contribute to such a fund.

Please send us a copy of the completed Environmental Impact Report when it is available. Thank you for the opportunity to comment.

If you have any questions, please contact me at (805) 549-3139.



A. C. Carlton
District 5
Intergovernmental Review Coordinator

cc: Terry Roberts, State Clearinghouse

NATIVE AMERICAN HERITAGE COMMISSION

915 Capitol Mall, Room 288
Sacramento, California 95814

(916) 322-7791

December 12, 1985

Lynne H. Mounday
Monterey County Planning
P.O.Box 1208
Salinas, CA 93902

Re: Monterra Ranch Subdivision EIR
SCH# 84061221

The Native American Heritage Commission appreciates the opportunity to express its concerns and comments in the environmental review process. As you may know, the Commission is mandated to preserve and protect places of special religious or cultural significance to California Indians (Native Americans) pursuant to Section 5097 et seq of the Public Resources Code.

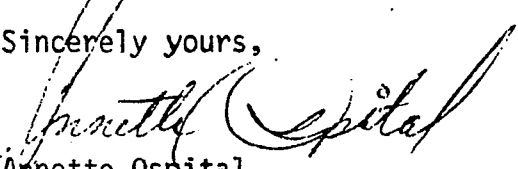
The Commission has the further responsibility of assisting Native Americans in cemetery and burial protection pursuant to Section 5097.94(k) of the Public Resources Code. We request that the County Coroner's office be contacted if human remains of Native American origin are encountered during the project, pursuant to the procedures set forth in Section 7050.5 of the Health and Safety Code. Should this occur, the Commission will assist in expediting the preservation and protection of the remains in a respectful manner.

We request that you consult with the local Indian community in this project area in order to mitigate potential impacts to burial sites and other cultural resources of value to their particular tribal customs. I have enclosed a listing of those individuals and/or groups who can be of assistance to you themselves or in suggesting those in the local community which may have concerns regarding this project area.

This information is provided to assist you in addressing the cultural heritage concerns of the appropriate Native American communities, and as such, the enclosed references are for agency use only and not to be considered a public disclosure. This information may not be released, distributed or reproduced in any form without the prior written permission of the Native American Heritage Commission.

If you have any questions please contact me for further assistance.

Sincerely yours,



Annette Ospital
Special Assistant

A0:jg

Enclosure(s)

COUNTY REFERRAL LIST

NAME, ADDRESS TELEPHONE NO.	TRIBAL AFFILIATION	AREA(S)	B	C	R	S	W	OTHER
Mike Johnston 1152 Cherry Avenue San Jose, CA 95125								
Lucindi Mooney, Dean of Instruction American Indian Council Hartnell College Salinas, CA 93901								
Stan Corpuz 35 Struve Watsonville, CA 95076 (408) 633-3266								
Central Coast Indian Council Joe Ballesteros 1636 1/2 Oak Street Paso Robles, CA 93446 (805) 238-2784								
Joe Avita Monterey Bay Indian Council 1379 Cherokee Drive Salinas, CA 93901								
Rosemary Avita (same as above)								
Vickie Stone Monterey Bay Indian Council 1239 Trazado Avenue Salinas, CA 93906								
D. Joseph Corella Monterey Indian Council and American Indian Program Hartnell College Salinas, CA 93901								
John B. Avila 117 Homestead Avenue Salinas, CA 93901								
Frances Garcia Salinan Indian-Jolon 1309 Granada Avenue Salinas, CA 93906 (408) 466-3759 (CalTrans NA Observer)								

KEY:

B: Burial place/Cemetery
C: Collection Area
R: Rock art (picto., petro., intaglio, etc.)

S: Sacred/Power area
W: Worship/Ritual area

COUNTY REFERRAL LIST

NAME, ADDRESS TELEPHONE NO.	TRIBAL AFFILIATION	AREA(S)	B	C	R	S	W	OTHER
Steven G. Nelson P.O. Box 117 Carmel Valley, CA 93924 (408) 484-2257	Rumsen Family of Costanoan/Ohlone	Monterey	X			X	X	See file
Patrick Orozco 421 J Street Watsonville, CA 95076 (408) 724-5058	Ohlone	Monterey San Benito Santa Clara Santa Cruz	X	X	X	X	X	See file
Ella Mae Williams Rodriguez 55 B Rogge Lane Watsonville, CA 95076 (408) 726-1716	Costanoan Ohlone	Monterey Santa Clara Santa Cruz	X	X	X	X	X	See file
Bernice E. Torrez 914-52 Acosta Plaza Salinas, CA 93905 (408) 758-0730	Pomo, Kashaya Tribe	Monterey	X	X	X	X	X	See file
Monterey Bay Indian Council 1379 Cherokee Drive Salinas, CA 93901								
Jenny-Juanita Esther McLeod P.O. Box 6406 San Jose, CA 95150 (408) 299-2531 (w) (408) 636-1893 (h)	Salinan	Monterey San Luis Obispo	X			X	X	

12-
85

KEY:

B: Burial place/Cemetery
C: Collection Area
R: Rock art (picto., petro., intaglio, etc.)

S: Sacred/Power area
W: Worship/Ritual area

MEMORANDUM

HEALTH DEPARTMENT


COUNTY OF MONTEREY

DATE January 2, 1986

TO: Lynne Mounday, Planning Department
FROM: Al Friedrich, Environmental Health
SUBJECT: Monterra Ranch Subdivision Draft & EIR

The Anderson-Nichols review of the Logan Report addressed the nitrate loading from septic systems. Our office objected to Mr. Logan's comparison method and requested calculations for the particular aquifer below the Monterra Ranch. Anderson-Nichols provided calculations and estimates of NO_3 loading for the aquifer.

Anderson-Nichols noted that care must be taken in septic system siting due to the "factured" nature of the aquifer and that the disposal of water treatment wastes must be separated from the local aquifer.


Al Friedrich, R.S.
Supervising Sanitarian

AF:sd1

CARL L. HOOPER
Registered Civil Engineer

JOHN M. VAN ZANDER
Registered Civil Engineer
Licensed Land Surveyor

RAMON M. NIERVA
Registered Civil Engineer

H. PATRICK WARD
Registered Civil Engineer



BESTOR ENGINEERS, INC.

CIVIL ENGINEERING - SURVEYING - LAND PLANNING
400 CAMINO AGUAJITO, MONTEREY, CALIFORNIA 93940
TELEPHONE (408) 373-2941 FROM SALINAS 424-7681

23 December 1985

MONTEREY COUNTY PLANNING DEPT.
P.O. Box 1208
Salinas, California 93901

Attn: Lynne Mounday

Dear Lynne:

I have read the portion of Draft EIR No. 84-007, Monterra Ranch, relating to Canada de la Segunda Road (Page 109 et. seq.) and find it to be quite inaccurate. I believe that I can speak of this road with some authority, since I was the engineer for Monterra-Pacific in 1973 and prepared preliminary studies for development of Monterra. Those studies envisioned Canada de la Segunda as an arterial road of high enough standards to fully meet the long term needs of the Peninsula population. The proposal by the developer would abandon the logical westerly route and use a much longer easterly route. That route was discussed at length during the hearings on the Greater Monterey Peninsula Area Plan. My correspondence at that time, letter to Board of Supervisors dated 21 November 1984, is enclosed. It shows the easterly route to be 1.75 miles longer than the westerly route for traffic going to the Airport, Garden Road, or Fort Ord. It is 0.15 mile longer for traffic toward Salinas, but that is more than offset by the improved speed and safety from the more direct and lower elevation westerly route.

Comment 1

The EIR erroneously states that the west route would require a cut of 85 to 125 feet. That would be true if full freeway standards (4% grades) were to be maintained. Use of more moderate grades, however, can limit crest cut to only 20 to 30 feet. Maximum grade would be 8.0 to 8.5% on the north portion and 6.0% on the south portion. This certainly is not too steep for emergency vehicle operation. It is far more gentle than the 10-12% quoted for the easterly and longer route.

Comment 1

The westerly alignment may require some relocation of Cal-Am facilities, but judicious design can hold the cost of such relocations to a manageable amount. They would certainly not offset the extra cost for more than 4300 feet of additional length required by the easterly route.

The lots along the westerly route will be partially visible from some of the Monterra development, but they will be screened by intervening terrain from all offsite areas except one or two Ryan Ranch lots. They most certainly will not "be observable from any area north of Monterra."

Comment 1

The gravest error is in the final paragraph where the EIR states the easterly route to be "about one and a half minutes difference in travel time," apparently speaking of trips to areas west of 218/68 intersection. Quite the contrary, the added 1.75 miles, much at 10-12% grades rather than 6-8% grades, and an extra 270 feet of climb, and on a more curved alignment, will probably add four to five minutes. Travel time from the south boundary of Monterra via the westerly route to its Highway 68 intersection is 2.2 miles at a probable 40-45 mph rate, or about 3.0-3.5 minutes. Travel via the easterly route to that same point is 3.0 miles at 25-30 miles per hour (6.0 to 7.2 minutes), then 0.95 miles on Highway 68 at 50-55 mph (1.1 to 1.2 minutes) for a total of 7.1 to 8.4 minutes. For trucks, this time differential will be even greater.

Fuel consumption will also be much greater over the longer, higher, steeper easterly route.

My purpose is not to require that Monterra construct this major arterial road, except for a few portions. The most important point is that there should be a detailed study of the logical westerly route. Plan lines should be adopted, and the development plans should honor those plan lines. Canada de la Segunda Road may not be absolutely essential now, although it certainly is highly desirable. But some day it will be essential. If the right of way is not protected and partially acquired now, it will be too costly to ever acquire.

The entire Peninsula will benefit when Canada de la Segunda is ultimately built. Monterra should not be permitted to price it out of sight.

I also want to place on record the fact that Table 2.5 is totally in error with regard to Level of Service capacities, especially on the 2-lane road. This would indicate that Highway 68 already exceeds LOS E, since it is now at 16,900 ADT. It is readily apparent to anyone who drives that highway, and I do it frequently since I live at Laguna Seca, that there is virtually never any queueing. Traffic at peak hours, both morning and evening, flows very smoothly at 50 to 60 miles per hour. That is, by definition, LOS B, not E.

Comment 2

Very truly yours,

CARL L. HOOPER

CLH/cb
W.O. 2963
0588C

CARL L. HOOPER
Registered Civil Engineer

JOHN M. VAN ZANDER
Registered Civil Engineer
Licensed Land Surveyor

RAMON M. NIERYA
Registered Civil Engineer

H. PATRICK WARD
Registered Civil Engineer



BESTOR ENGINEERS, INC.

CIVIL ENGINEERING - SURVEYING - LAND PLANNING
400 CAMINO AGUAJITO, MONTEREY, CALIFORNIA 93940
TELEPHONE (408) 373-2941 FROM SALINAS 424-7881

21 November 1984

MONTEREY COUNTY BOARD OF SUPERVISORS
P.O. Box 1819
Salinas, CA 93901

Gentlemen:

This letter relates to the Greater Monterey Peninsula Area Plan and one of my pet projects, the Canada de la Segunda Road. I was quite surprised to learn on 20 November 1984 that Public Works has reversed its position regarding the basic route. The purpose of this letter is to ask that you separate at this time the questions of:

1. Shall there be a Canada de la Segunda Road?
2. What route shall it take?

As a part of the Area Plan, only question 1. should be answered. The specific route, question 2., should be deferred to a separate set of hearings when the Plan Line is considered.

I have outlined numerous times the reasons for indicating a future road and for using the original route, or minor deviations from it. I only want to preserve the option to consider that route without having to amend the Area Plan. Toward that end, I urge you to take those actions discussed in my 20 November 1984 letter:

- a. On Page 41, (Page 4 of staff report dated September 1984) delete from the Commission recommendation the words "on an alternate route (not the currently adopted route)" and four lines down, the word "alternative".
- b. On Land use map (Page 13 of September staff report) delete item 9, and substitute: 9. Indicate on Figure II "Canada de la Segunda Road to follow a route to be determined by Plan Line procedure."

I enclose copies of the map I displayed on 20 November 1984. Please note that the easterly route must pass through a saddle at elevation 810, just as I said it did. It cannot pass "east of the ridge at a lower elevation" as stated by Mr. Anthony Lombardo. The east route would add 1.75 miles distance and at least 270 feet of climb (elevation 810 versus elevation 540) as compared to the west route. This added distance, time, and fuel consumed will make this east route far less desirable, and may result in selection by Carmel Valley residents of the route along Lower Carmel Valley, Highway 1, and Highway 68 to reach the airport, Garden Road, and Tarpey Flats.

But these arguments should be considered at Plan Line hearings, not now. The important decision is - Yes, there shall be a Canada de la Segunda.

I enclose an excerpt from the Carmel Valley Master Plan background report (1977) to aid you in making this decision. The reasons are:

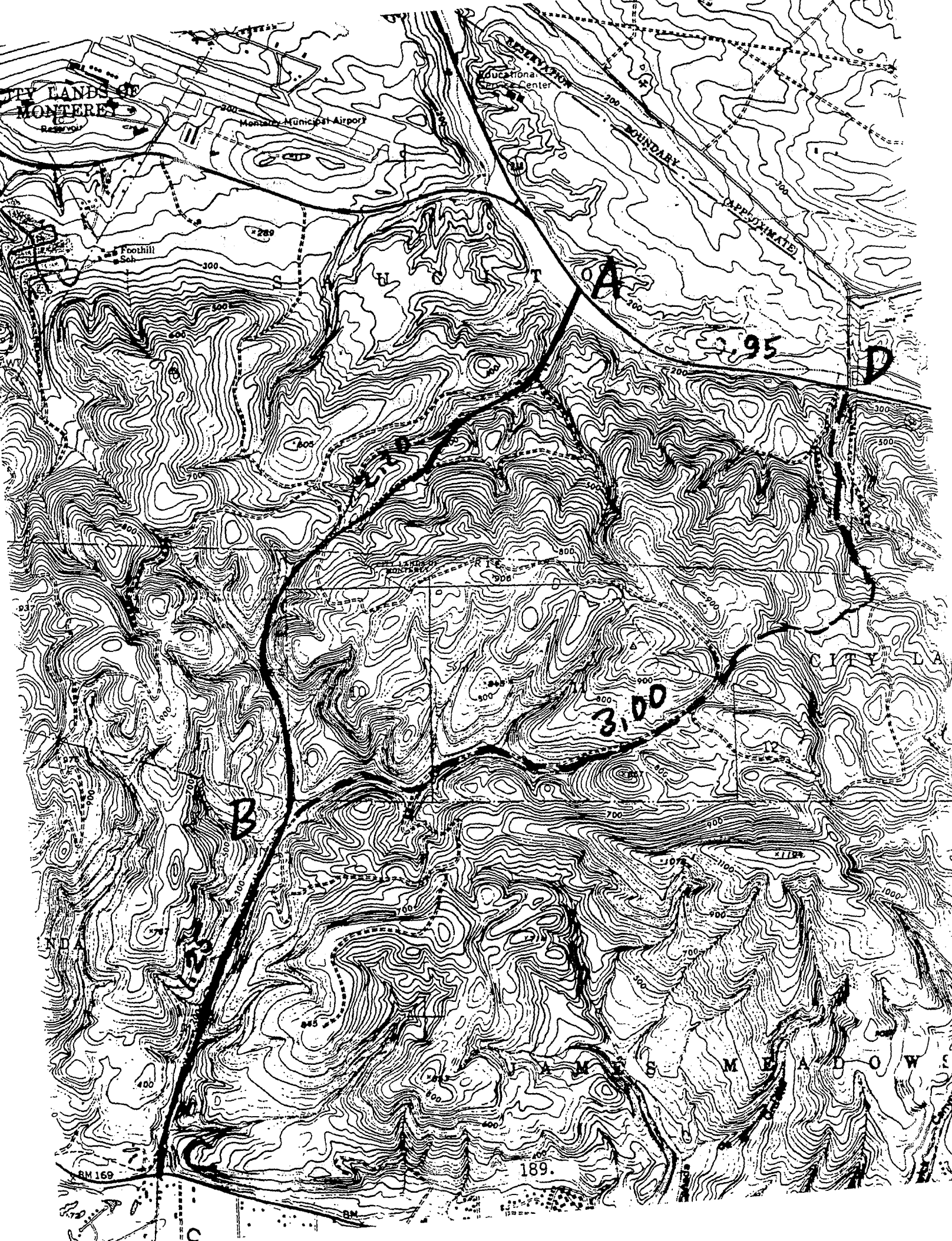
- a. Canada de la Segunda Road will reduce by as much as 4.7 miles the distance travelled between mid-Carmel Valley and the airport area.
- b. It will reduce by 6.3 miles the distance for Ryan Ranch to Carmel Valley.
- c. It could reduce the required Highway 68 freeway design between Highway 1 and Canyon del Rey from six lanes to four.
- d. It could allow retention of the four lanes between Carmel Hill and Fremont on Highway 1, in lieu of adding two more lanes.

Very truly yours,


CARL L. HOOPER

CC: Bruce McClain

CLH/cb
W.O. 4274
0235C



DISTANCE

A-B-C 3.45 MILES

A-D-B-C 5.20 MILES

DIFFERENCE 1.75 MILES

ELEVATION

HIGH POINT A-B 540 ± (CUT TO 460 ±)

HIGH POINT D-B 810 ±

DIFFERENCE 270 (CUT TO 350)

LENGTH

A-C 3.45 MILES

C-D 4.25 MILES

DIFF. 0.80 MILES = \$800,000?

F. Canada de La Segunda

(Text from 1977 Carmel Valley Master Plan
background report on Traffic)

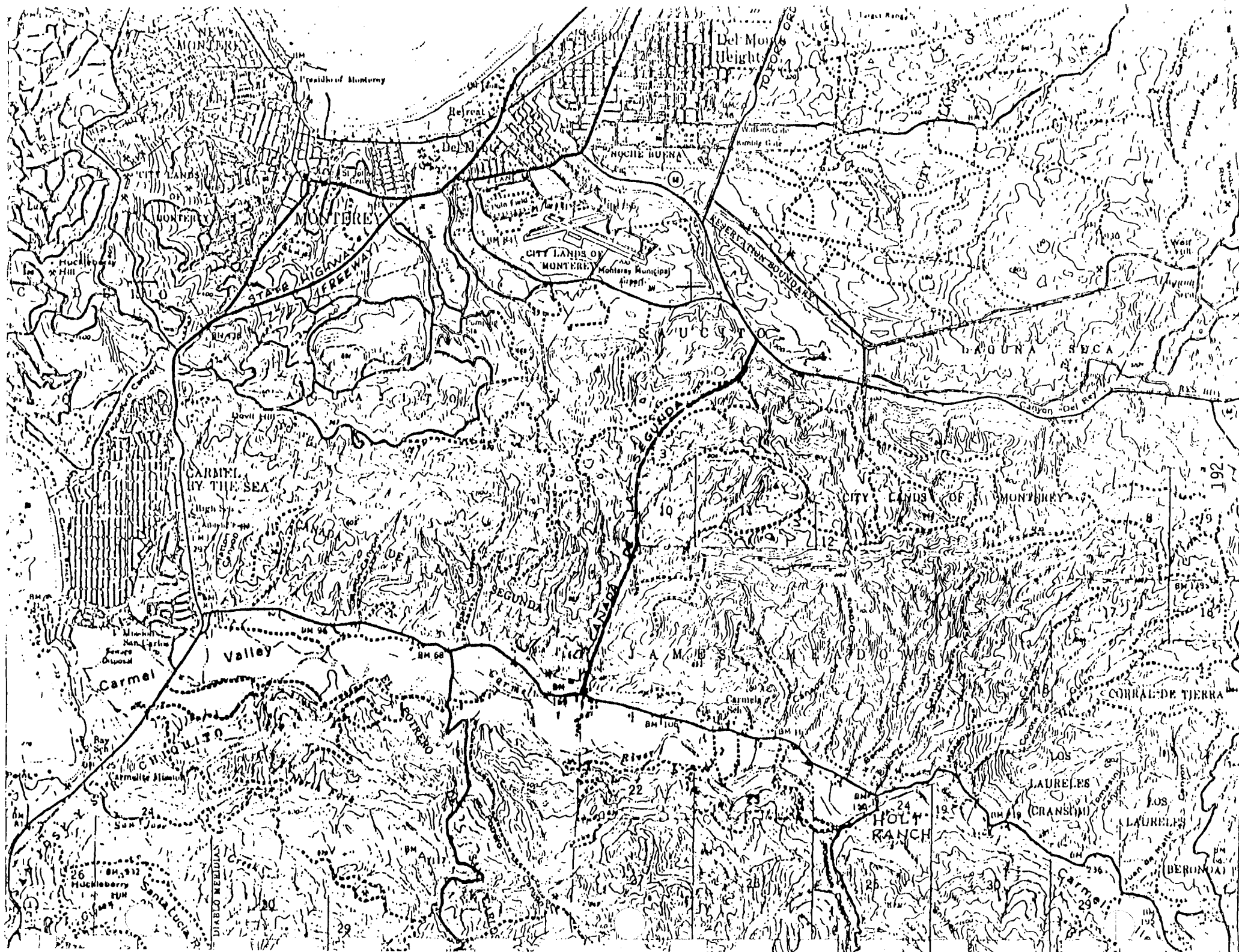
The County has proposed construction of a 3.4 mile, new, two lane, major road in the Canada de la Segunda, connecting the Carmel Valley Road opposite Quail Lodge (2.5 miles west of Robinson Canyon) with Highway 68 near Canyon del Rey Road. This would serve as a partial relief to Highway 1 problems, since it would reduce distance from Valley points to the airport by about 4.7 miles, to Fort Ord by about 4.0 miles, and to Highway 1 northbound from the Peninsula by about 3.3 miles. Since this reduction in mileage is, in most cases, substitution of two lane miles for full freeway or divided four lane miles, and since it will entail several signalized intersections and one stop-signed intersection, it will not necessarily result in the full four to six minute time saving normally accompanying such distance savings. The greater emphasis currently placed on fuel economy, however, does make these savings extremely attractive.

Canada de la Segunda will also serve as a substantially better route between the Lower Carmel Valley and Salinas. The three potential routes between the Carmel Valley/Carmel Rancho intersection and Highway 68/Laureles Grade intersection are:

- a. Via Carmel Valley Road and Laureles Grade - 14.8 miles, mostly two lane, much at under 30 mph, one left turn, one stop sign.
- b. Via Highways 1 and 68 - 12.5 miles, part freeway, part two lane, mostly 55 mph or better (except Carmel Hill), one stop sign.
- c. Via Carmel Valley Road, Canada de la Segunda, Highway 68 - 10.5 miles, mostly two lane, but 45 to 55 mph, one left turn, one stop sign.

Route c (Canada de la Segunda) would thus save about two miles over Highway 1 and would probably be within a few seconds of the same time considering the present two to three minute normal delay on Carmel Hill. It would attract virtually all Lower Valley to Salinas traffic.

The present status of the Canada de la Segunda road is indeterminate. It was previously scheduled for 1976-77 construction but has been the victim of fund non-availability. Consequently, it has been dropped from the current Five Year Plan but could be reinstated at any time. Design has been completed to the point that right of way limits have been determined over much of the route. Acquisition of right of way was initiated late in 1972 but has not been pursued recently. No right of way has been acquired from any of the three abutting property owners (Howard Morgens, Eastlen Enterprises, and the Work Family).





**MONTEREY PENINSULA
WATER MANAGEMENT DISTRICT**

187 Eldorado • Suite E • P.O. Box 85 • Monterey, CA 93940 • (408) 649-4866

December 19, 1985

Mr. Lynne H. Mounday
Monterey County Planning Department
P.O. Box 1208
Salinas CA 93902

Re: Monterra EIR Comments

Dear Lynne:

Enclosed are my comments regarding the Monterra Ranch Subdivision Draft EIR. I found the document to be very complete and readable. My compliments to LLS Planning Associates for their knowledge of recent findings and mitigation measures.

I have referenced the July, 1985 Anderson-Nichols and Co., Inc. report several times. This report should be incorporated into the final EIR. I have also included a letter from the Environmental Health Department regarding the Water and Wastewater Management Plan. *Comment 3*

If you have any questions, please do not hesitate to call.

Sincerely,

Ken R Greenwood

Ken R. Greenwood
Hydrologist

KG:ak

cc: Bruce Buel
Joseph Oliver
Michael Ricker



**MONTEREY PENINSULA
WATER MANAGEMENT DISTRICT**

187 Eldorado • Suite E • P.O. Box 85 • Monterey, CA 93940 • (408) 649-4866

DATE: DECEMBER 19, 1985 FILE REFERENCE: MONTERRA
TO: LYNNE MOUNDAY
FROM: KEN GREENWOOD
SUBJECT: DRAFT EIR COMMENTS

2.2 GEOLOGY

2.2.3 Site Geology

Page 27 - Second paragraph - USGS recommends that an additional site investigation be done to look into specific seismic problems. Has this been done with respect to Navy and Berwick faults?

Comment 3

Page 28 - Third paragraph - LLS recommends locating faults and lineations. This should be a requirement.

Page 29 - First paragraph - Landslide investigation (site specific) should be required including air photo interpretation and field identification.

2.2.4 Impacts

Page 32 - First paragraph - "Due to the size of this slide complex, stabilization is not a viable option; avoidance of the potential hazard is considered the only reasonable mitigation." This recommendation should be strictly adhered to (i.e. no buildings or roads in that area).

2.2.5 Mitigations

Page 34 through 36 - I concur with mitigations. They should all be required (No. 1-4).

2.3 SOILS

2.3.1.3 Drainage Report for Monterra

Page 38 - Further description of erosion control methods during construction:

(a) Disposal of trapped silt in detention basins

(b) Describe "cat tracking of slopes". If this involves tracked or wheeled vehicles, compaction and subsequent erosion will occur. This should be addressed.

Comment 4

2.3.1.4 M. Jacobs and Associates Berwick Cyn. Roadway Study

Page 38 - Further description is needed of the nature of the "very specific engineering recommendations" for the proposed Berwick Canyon road.

Continued
5

2.3.1.6 LKA Soil and Geologic Investigations

These reports were done in 1974 and 1979. Any areas with questionable stability should be investigated again to assess winter 1982 and 1983 impacts.

6

Further study of compaction subsidence as recommended by LKA, should be required.

2.3.3 Mitigation

Pages 39 through 40 - I concur with mitigations with following additions to No. 6:

7

- A) fertilizer should be included with seed and straw mulch to overcome nitrogen deficiency created by straw and to help establishment of grass,
- B) stockpiled soil must be protected from erosion by vegetative and/or structural means, and
- C) disposal of catch-basin soil must be addressed.

Further definition and the application of a "building envelope" is needed.

2.4 HYDROLOGY

Water quality Management Plan (AMBAG 208)

Page 43 - If effective erosion control and retention methods are employed, off-site impacts will be greatly reduced. This would reduce the cost-sharing with reference to Laguna Grande and Roberts Lake.

2.4.1.3 Impacts

Page 44, No. 8 - More specific description of "significant water quality impacts" of an improperly designed equestrian center (i.e.: runoff, erosion, percolation of nitrates pesticides, etc.).

8

Page 45, No. 9 - Please discuss the ability of detention basins to handle 100-year storm and the debris that would be included in flows of that magnitude.

9

Page 46, No. 15 - Further description of "appropriate maintenance" of "French drains".

10

Comment

Page 46, No. 15 - The applicant should propose a "Facility Maintenance Plan" for public works review.

#3

Table 2.2 - Area I (946 AC) has a lower post-development discharge (Op). This appears to be a typo.

11

2.4.2.1 - Existing Conditions - Groundwater

Page 47 - This discussion should include percolation of surface contaminants reaching the aquifer readily through fractures.

2.4.2.2 Applicants Proposed Water Supply System

Page 48 - First paragraph, fourth line - "was hired by the County" ... should read "was retained by the MPWMD"... Furthermore, these reviews are completed and a subsequent "Water and Wastewater Management Report" has been requested and is in progress. This information should be brought up to date and should agree with that on page 50 (Review of Reports).

12

Page 49 - Recharge - See Anderson - Nichols Report (Monterra Ranch Water Supply Study, July, 1985).

13

Page 49 - Nitrate Loading - See Anderson-Nichols report. State standard (Title 22) is 10.0 mg/L as N, not 100 mg/L as stated.

13

Page 50 Review of Reports: This information updates that on page 48.

13

2.4.3.3 Impacts

Page 50, No. 8 - As stated in Anderson - Nichols report, groundwater withdrawal will impact wells at the Naval Postgraduate School golf course. Therefore, an off-site water supply will be impacted. This must be addressed.

14

2.4.3.4 Mitigation Measures

Page 51, No. 16 - Title 22 should be cited as the source of contamination level standards. Water quality results will be made available to MPWMD also, and on a quarterly basis.

Page 51, No. 17 - "Although the Logan and Anderson-Nichols studies indicate".....Also, water conserving fixtures should be required for two reasons:

15

1. due to treatment and pumping costs, the available water will be very expensive; and
2. other uses of this groundwater resource may be necessary in the future.

Comments
~~#5~~
16

2.5.3.2 EROSION CONTROL

Page 81 - Fertilizer should be added to the Native grass species. Refertilization could be considered after the first year.

2.5.3.3 - FIRE CONTROL & FUEL MANAGEMENT

Page 84, 32, d - The CDF has a Chaparral Management Program (CMP) that provides direct financial and manpower assistance.

2.9.2 WASTEWATER DISPOSAL

2.9.2.2 Impacts - Rewrite with information from ANCO (1985). El Toro is not a valid comparison. Potential influence of fractured medium upon entry of NO₃ to aquifer needs to be discussed.

2.9.2.3 Mitigation Measures

Page 117, No. 85 - Include training/information program about proper use and maintenance of septic systems, by residents via homeowners association.

MWD#6/EIRKG

MONTEREY COUNTY

DEPARTMENT OF HEALTH

ROBERT J. MELTON, M.D., M.P.H., Director



PLEASE REPLY TO ADDRESS CHECKED

PREVENTIVE MEDICINE

ENVIRONMENTAL HEALTH

MENTAL HEALTH

ALCOHOL AND DRUG PROGRAMS

- ☐ 1270 NATIVIDAD ROAD, SALINAS, CALIFORNIA 93906-3188 (408) 757-1061
- ☐ 1200 AGUAJITO ROAD, MONTEREY, CALIFORNIA 93940-4898
- ☐ 1180 BROADWAY, KING CITY, CALIFORNIA 93930 (408) 385-1291
- ☐ 1292 OLYMPIA AVENUE, SEASIDE, CALIFORNIA 93955 (408) 899-4271

RECEIVED

1985

September 4, 1985

MP.W.M.D.

Myron Etienne
Attorney-at-Law
333 Salinas Street
Salinas, CA 93901

Dear Mr. Etienne:

This is a confirmation of our meeting on September 4, 1985, 9:00 a.m. at my office to discuss the water and wastewater management plans of the Monterra Ranch development. As agreed upon, we will require that you submit to me a water and wastewater management plan prior to the tentative map.

Following is an outline of the tasks that must be included in the water and wastewater management plan:

1. Forty-eight (48) hour pump test.
 2. Wastewater management plan for the disposal of wastewater. By review of M. Jacob's reports: The filterable soil must be at least ten feet in depth.
 3. Water Management Plan
 - a. Specific treatment process.
 - b. Specific amounts of wastage and means of disposal.
 - c. What is water balance if onsite disposal of brine is used? and no liner on ponds?
 - d. Routine removal as an alternative.
 - e. Develop and test the back-up well.
 4. A governmental entity will be required to maintain and operate the water and wastewater facility.
 5. The wastewater management plan will require a third party review.
- Submit detailed outline of the above work project as soon as possible.
- If you have further questions, please feel free to contact me.

Sincerely,

Walter Wong
Walter Wong, M.P.H., R.S.
Chief, Environmental Health Division

WW:jh

cc: Bruce Buell, Manager, M.P.W.M.D.
Wallace Holm, Architect
Al Friedrich, Senior Sanitarian

9/4-3

C
O
P
Y

MEMORANDUM

MONTEREY COUNTY FLOOD CONTROL AND WATER CONSERVATION DISTRICT

Lynne Mounday, Senior Planner
TO: Planning Department
FROM: Owen Stewart, Development Services Engineer
SUBJECT: Monterra Ranch, Draft EIR

DATE: 12/23/85

Comment
#3

Our water quality section points out that reviews have not been completed by the independent engineering firm Anderson-Nichols (pg. 48, par. 1). We trust that these reviews will be completed and included in the final EIR.

20

On page 47, par. 4 it is stated that the site is not located within the California-American Water Company District, but that it is adjacent to the District. Perhaps there should be a discussion in the EIR considering annexation to and service by Cal-Am as an alternative, should on-site water supplies not prove to be viable.

21

On page 42, Figure 2.6 the 100 year flood plain is not depicted accurately and should be revised for the Final EIR.

22

The letter from the WWD Corporation (page 157) recognizes the need for designing the detention ponds to accommodate silt storage. This should be discussed in the text of the Final EIR in the soils and drainage sections.

23

OS/tc

W3:lynnemem.os



December 11, 1985

Mr. Lynne H. Mounday, Senior Planner
Monterey County Planning Department
P. O. Box 1208
Salinas, Ca 93902

SUBJECT: DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE MONTERRA RANCH SUBDIVISION
(EIR No. 84-007), NOVEMBER 1985

Dear Lynne:

Comment
#5

Thank you for the opportunity to review the Draft EIR (DEIR) for the Monterra Ranch project. The following are our comments on the document:

1. Figure 1.3 (follows page 5) shows the project area to include the Monterey Peninsula Unified School District (MPUSD) property, while Figure 1.2 excludes it. It is presumed that this property is not part of the project area; thus, Figure 1.3 needs to be corrected. 24
2. Within Section 2.4.2.1, Existing Conditions (page 47), the fourth paragraph discusses groundwater. This section states that there is no water service to the Monterra Ranch at this time. The City of Monterey Highway 68 Area Plan Policy 2 states: "Water sources should be from other than presently existing Cal-Am sources for areas not presently in Cal-Am service jurisdiction unless Cal-Am service capacity is increased." This policy should be pointed out in the DEIR. 25
3. On page 78, it is suggested that an annual management/assessment fee be required for forestry programs, wildlife habitat protection, and an oak tree management program. Such a requirement could be set forth within mitigations #21 through #33. 26
4. On page 83, Mitigation #32 states: "A controlled burning program should be considered to minimize fire hazards." It is suggested that this mitigation offer an alternative as set forth by the City's General Plan Environmental Resource Policy #9 which states: "Minimize the loss of life and property from fire by achieving the greatest practical level of built-in fire protection to confine the fire problem in structures constructed or altered." In addition, Environmental Resource Policy #10 states: "Achieve effective 27

Comment
#5

emergency access to all developments, installations, and fire protection equipment for emergency apparatus, and for evacuation." Program 10-a of that policy states: "Discourage roads that do not continue through or cul-de-sac longer than 700 feet." Program 10-b states: "When determined safe, and through roads are not possible for roads greater than 700 feet, alternative second access roads will be encouraged as emergency access for emergency vehicles.: These policies should be considered as appropriate mitigations for fire hazards in the DEIR. Finally, Environmental Resource Policy #12 states: "Fire retardant roofing, brush clearance, planting or non-flammable vegetation, and provision of access to steep lots within buildings should be required in hazardous fire areas." This is another mitigation which should be considered for noted fire hazard impacts in the DEIR.

27

5. On page 85, the City supports Mitigation #34 which requires that Lots 227 and 235 through 239 be eliminated as they impact the rare Hickman's Onion.

6. On page 86, Mitigation #35 states that the rare Hickman's Onion population "...should be monitored after construction to evaluate the adequacy of the protection measures implemented and the vitality of the species." This mitigation does not specify any protection measures, and does not identify who the responsible party will be to monitor the success of such measures if implemented.

28

7. On Figure 2.8, which follows page 86, the project site's Major Landforms and Visual Exposure from Highway 68 map appear to wrap around the MPUSD site and not include it. Figure 1.2 identifies the project's site as lying south of the MPUSD site and not extending around it to Highway 68 on its north side. Clarification/correction is needed.

29

8. Within the first paragraph on page 87, the last sentence references a figure, but no figure number is given. The context implies that this should be Figure 2.8.

30

9. Within Section 2.6, Aesthetic Considerations, on page 91, the impact section (2.6.1.2) states, under intensity of uses: "Approximately 102 acres (3.6%) of the project site would be buildings, roadways, or other paved areas. Another 2.7% of the site would be landscaping, with the remaining 93.7% proposed to remain in its existing natural state." This appears to be contrary to what is stated in Impact #9 on page 73 which states: "Approximately 53.5% of the Monterra Ranch property would be directly affected to some degree by the proposed subdivision development.

31

In addition, Impact #10 on page 74 identifies the fact that "...nearly 72% of tree habitat may be affected..."

The discrepancies between percentages of habitat impacted needs to be clarified.

32

10. Within the third paragraph on page 91, the DEIR references a figure number, but no figure number is given.

11. Within Mitigation #36 on page 94, it is stated: "Residential and other types of development in areas viewed from State Route 68 should be inconspicuous in order to maintain the natural rural character along this scenic

Comment
#5

corridor. Visually sensitive areas include Work Ranch Ridge, Del Rey Ridge, and north-facing slopes and meadows along Canyon Del Rey." An alternative mitigation which should be offered in the DEIR would be that no development on these prominent ridge areas be allowed.

33

12. On page 95, Mitigation #43 states: "...grading in hillside areas should be minimized to the portion of the site covered by the structure." As identified on page 39, Impact #6 states that eleven lots have less than 4,000 square feet of land with slopes for building sites less than 30%. The DEIR offers a mitigation (#7 on page 40) which states: "Building envelopes would be required on lots which include slopes greater than 30%." Development on slopes greater than 30% is a significant impact which is not clearly identified in Impact #6, nor which is adequately mitigated within Mitigation #7. Mitigation #7 appears to accommodate the potential development which might occur on slopes greater than 30%.

34

The City of Monterey supports mitigation #14 on page 46 which states: "There should be a complete and careful County review of the entire grading plan for the proposed project, before project approval. If it is found that there would be extensive cuts and fills, especially on slopes exceeding 30%, thereby increasing potential for excessive erosion and siltation, then the project should be redesigned to eliminate such plans." In addition, the City would suggest that the DEIR include Environmental Resource Policy #3 of the City General Plan, which states: "New development is prohibited on slopes of 25% grade except for existing lots of record." The City clearly objects to the development of lots on 30% slope. The Highway 68 Area Plan states: "The prevailing slope of land shall be used as a criterion in evaluating land use activities. No building construction shall take place on slopes over 25%." (page 8, Policy 2)

34

13. Within Mitigation #64(g) on page 98, it is stated: "New development in open grassland areas shown as 'sensitive' or 'highly sensitive' on the Visual Sensitivity Map should minimize its impact on the uninterrupted viewshed." It is unclear whether this is referring to Figure 2.8, Major Landforms and Visual Exposure from Highway 68 map. If so, please note that there is no reference to 'sensitive' or 'highly sensitive' areas on this map.

35

14. On page 100, Impact #22 states that numerous residential lots adjacent to the two entrance roads off of Highway 68 will experience annoyance from aircraft-generated noise levels exceeding the County General Plan standard of 55 dBA. The impact statement then goes on to say: "All residential lots in the subdivision will also experience annoyance from noise levels less than 55 dBA Ldn caused by various aircraft operations such as engine run-up before take-off." The impact language is inconsistent, and is probably intended to read: "...more than 55 dBA." In addition, the 1980 ANCLUC Study adopted a threshold of 60 dBA for acoustical study and sound insulation requirements as needed for noise sensitive land uses.

36

15. Within Mitigation #67 on page 102, a requirement for acoustical studies and sound insulation, if necessary for noise sensitive land uses within the 55 dBA CNEL contour and above, is inconsistent with the 1980 ANCLUC Study which established such a requirement for the 60 dBA CNEL and above.

36

Comment
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16. Within the traffic section on page 106, the second paragraph discusses the probability that 25% of the homes in Monterra Ranch would most likely be second homes and, therefore, not occupied as normal homes throughout the year. This statement is unsubstantiated. Although not used as a traffic reduction factor in the DEIR, this implication is set forth by the inclusion of this statement in the DEIR.

37

17. On page 107, the projected traffic volume of 2,830 daily trips from 283 homes in Monterra will add approximately 6% to 8% more traffic to Highway 68 west of the Monterra Ranch after a 1990 base year when Monterra traffic will be generated. This would result in a LOS 'E' on Highway 68 in that area. Both the City and the County have adopted a LOS 'C' as desirable for Highway 68. In addition, Policy 4 of the City's Highway 68 Area Plan states: "No new development will be permitted once level of service D is reached unless increased capacity is provided." This threshold for needed additional traffic capacity should be mentioned in the DEIR, given the significant impact LOS 'E' will create on Highway 68.

38

18. Mitigation #71 on page 112 states: "An approach lane to Highway 68 on the east entrance should be provided to separate right and left-turn traffic. In addition, a left-turn pocket on Highway 68, with an adequate deceleration lane, should be provided to facilitate access to the east entrance of and to the western entrance off of Olmsted Road." Stacking and turning lanes should be considered an interim solution to a much larger impact. Rather than a piecemeal approach to accommodating additional traffic on Highway 68, the DEIR should discuss a mitigation which would address the needed added capacity in an all-encompassing expansion of Highway 68 capacity. Working with the City and County, the project should pay its proportionate share of the overall expansion of Highway 68 traffic capacity.

39

19. Section 2.9.2 Wastewater Disposal on page 115, should mention the Highway 68 Area Plan policy which states: "Highway 68 area development must annex to the regional sewer district or provide an adequate wastewater system." (Policy 1, page 18)

20. Mitigation #84 on page 177 states: "Septic systems should not be built on slopes in excess of 30% or, if deemed necessary, should be specifically engineered for each site." As identified in Impact #6 on page 39, there are eleven lots which have less than 4,000 square feet of land with slopes for building sites less than 30%. Should a mitigation that no development be allowed for areas greater than 30% slope be offered in a future revision of the DEIR (as per recommendation in Comment #12) this will eliminate the potential of having houses and septic tanks on slopes greater than 30%.

40

21. Section 2.9.3 on page 117, which discusses fire protection, the DEIR identifies the Salinas Rural Fire Protection District as the most appropriate agency to provide fire protection to the Monterra homes, stating that the City of Monterey normally serves only city limits lands. Impact #86 identifies the existing Salinas Rural Fire Station on Highway 68 near Salinas as being too far away to adequately service the Monterra Ranch site, and that an additional station should be built in the Laguna Seca area. The DEIR needs to address the fact that the area is identified by LAFCO as part of the City of Monterey's Sphere of Influence for the logical provision of municipal services such as fire protection if the area is ever annexed into the city limits. This is a viable mitigation for significant impact.

41

Comment
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22. Within Table 3.1 on page 128 (Recent Development Proposals in the Project Area), Tarpey Flats is not included. There is an 802,000 square foot office park proposed on 120 acres in Tarpey Flats. In addition, Table 3.1 refers to the Laguna Seca Office Park as a 206,000 square foot office park on fifty-four acres, which is incorrect. The Laguna Seca Office Park would be 260,000 square feet on thirty-eight acres, with eighteen lots (not nineteen). Finally, the Ryan Ranch Industrial Park is thirty lots on 234 acres, not twenty lots on 285 acres, as referenced in Table 31. 42
23. On page 130, within the Cumulative Impacts section, Impact #9 states: "Annexation to the City of Monterey and development at higher densities will be precluded." As stated in Comment #21, IAFCO has identified the Monterra Ranch as being part of the City of Monterey's Sphere of Influence. Thus, the project could still be annexed to the City sometime in the future to apply for urban densities and urban services. 43
24. Within the last paragraph on page 131, the DEIR states that implementation of a 15% affordable to moderate-income housing requirement would be difficult in light of other transportation and public sewer improvements required if the site were developed under the City's Highway 68 Area Plan. This is unsubstantiated and is a subjective statement. The City's Moderate-Income Housing Ordinance and Highway 68 Area Plan both require 15% low to moderate-income housing if the site were developed under the City's jurisdiction. 44
25. Within Section 3.3.4 (Project that Minimizes Environmental Impacts, on page 132, the City supports all noted mitigations with the exception of #9 and #10 with respect to development on slopes greater than 30%. As stated in Comment #12, the City strongly suggests that new development be prohibited on slopes over 25% grade except for existing lots of record.
26. Within Section 3.3.3 in the second paragraph, the statement "...it is highly unlikely that there will be any additional housing proposed for the project site" is unsubstantiated. Future revisions for increased density could be proposed by the developer through the County or the City of Monterey. 45
27. Within Section 3.3.5 on page 134, the DEIR should mention that the County's inclusionary housing requirement can be provided for by paying an in-lieu fee of \$2,000 per unit. Thus, an alternative to meet the inclusionary housing requirement would be 15% of 283 units, which would be forty-two units at \$2,000 per unit (\$2,000 x forty-two units). Since the inclusionary housing plan in Figure 3.1 (following page 184) is shown as an alternative, the DEIR implies that the in-lieu fee will be paid, yet makes no mention of it.

This concludes our comments on the Draft EIR for the proposed 283-unit Monterra Ranch residential project. We have also reviewed AMBAG's comments on the DEIR and support their findings, which are attached. Again, thank you for the opportunity to provide input which the City of Monterey feels is valuable and imperative for a project as sensitive as this one.

Sincerely,

Bill Wojtkowski *CMF*

Bill Wojtkowski
Community Development Director

LEAGUE OF WOMEN VOTERS
OF THE MONTEREY PENINSULA

Box 1995
Monterey, California 93942

Att: Lynne Moundy

December 20, 1985
Re: Monterra Ranch Subdivision

Comment
#5

The League of Women Voters of the Monterey Peninsula recognizes that the reduced density of the proposed Monterra Ranch Subdivision poses fewer problems than plans previously submitted for that area. Certainly 283 single family units would have far less impact upon limited natural resources and the scenic corridor of the Monterey Peninsula than several thousand units as previously proposed.

However, in reviewing the Draft EIR, we find that we have the following concerns:

1. The Draft EIR (2.4.2.2 p. 50) states that "There is enough uncertainty regarding water quality to require additional testing." Consistent with Policy 53.1.7 (GMP), we believe that all tests and documentation indicating that sufficient water supply is available for this project should be submitted to the Monterey Peninsula Water Management District and the Environmental Health Officer of Monterey County for verification and assurance that an adequate supply of quality water is, indeed, available. Costs of water purification must be borne by the developer and subsequent owners.

2. To preserve existing land forms and visual features in harmony with the rural, natural setting and considering that Highway 68 is a recognized state scenic highway, development should be kept off the ridgeline. (EIR 2.6.1.2 p.91) We do not consider Measure 37 (EIR 2.6.1.3 p.94) to be sufficiently mitigating. Additionally, Mitigation Measure 46 (EIR 2.6.1.3) should be changed to state: "Structures should not exceed the height of the existing forest canopy", thus omitting the word "greatly" from the sentence and adding the word "existing." 46

3. The League believes that Policy 26.1.10 (GMP) should be strictly adhered to and that development on slopes greater than 30% must be prohibited. We do not consider Mitigation Measure 7 (EIR 2.3.3 p.40) satisfactory. 47

4. Highway 68 is currently operating at Level of Service 5 -- beyond its design capacity. The EIR indicates a 15.7 percent increase over existing traffic volumes; it offers no satisfactory mitigating measures for this situation. In accordance with Policy 39.1.1 (GMP) we propose that the County work with the state, local agencies, and citizens to alleviate the existing traffic congestion prior to allowing any more development along this section of Highway 68. County officials should act now to prevent the development of congestion such as that existing on Highway 1 from the Carmel Hill to the river. 48

Sincerely,

Lorita Fisher

LF:mb

Lorita Fisher, President
League of Women Voters
of the Monterey Peninsula
205.



ASSOCIATION OF MONTEREY BAY AREA GOVERNMENTS

MAIL ADDRESS: P.O. BOX 190, MONTEREY, CALIFORNIA 93942 • TELEPHONE (408) 624-2117
OFFICE LOCATION: 23845 HOLMAN HIGHWAY, SUITE 227

December 11, 1985

Mr. L. Mounday
Monterey County Planning Department
P. O. Box 1208
Salinas, CA 93902

Re: MCH #118511 Environmental Impact Report
Monterra Ranch Subdivision

Dear Mr. Mounday:

AMBAG's Regional Clearinghouse circulated a summary notice of your environmental document to our member agencies and interested parties for review and comment.

The AMBAG Board of Directors considered the project on December 11, 1985. We are forwarding the enclosed comments.

Thank you for complying with the Clearinghouse process.

Sincerely,

A handwritten signature in dark ink, appearing to read "N. Papadakis", is written over a horizontal line. The signature is fluid and cursive, with a long, sweeping underline that extends to the right.

Nicolas Papadakis
Executive Director



ASSOCIATION OF MONTEREY BAY AREA GOVERNMENTS

MAIL ADDRESS P.O. BOX 190 MONTEREY CALIFORNIA 93941 • TELEPHONE (408) 624-2117
OFFICE LOCATION 23845 HOLMAN HIGHWAY, SUITE 227

December 11, 1985

118511

Mr. Lynne H. Mounday
Senior Planner
Monterey County Planning
P.O. Box 1208
Salinas, CA 93902

Comment
#s

Dear Mr. Mounday:

AMBAG staff has had an opportunity to review the Monterra Ranch Subdivision EIR. In general, the EIR is a thorough and a well prepared document. The following additions would enhance the usability of the document:

1. Differentiation of those mitigation measures proposed as part of the project, those recommended by the consultant and those required by existing ordinances or regulations.

49

2. Determination of project consistency with general and regional plan policies.

The following specific comments are also submitted for your considerations:

1. Page 6, General Plans

Implementation of the project would conflict with County General Plan Policies 3.7.2.1 and 3.9.1.4.

50

"3.7.2.1 Transportation demands of proposed development shall not exceed an exceptable level of service for existing transportation facilities unless appropriate increases in capacities are provided."

"3.9.1.4 New development shall be located where there is existing road and highway capacity or where adequate road and highway capacity will be provided."

No increase in capacity along Highway 68 is planned within the time frame of this development. Highway 68 currently operates at level of service F, and traffic from this development will worsen the situation.

2. Page 20, Monterey Peninsula Airport Plan

According to the Draft Final FAR Part 150 Noise Compatability Study for the Monterey Penninsula Airport the existing "South

Comment
#5

Pattern and Preferred General Aviation VFR Departure Pattern" pass over the subject property, and in 1989 (with the proposed runway improvements) the "Preferred General Aviation VFR Departure" will pass over the southern section of the proposed development. The safety impacts of these overflights should be addressed.

51

3. Page 106, Trip Generation

An error was made in the reference to the ITE Trip Generation Manual. The outbound trips per dwelling unit should be .37 not .31, resulting in 105 outbound trips per dwelling unit in the P.M. peak hour, not the 84 indicated.

52

4. Page 112, Paragraph 69

This mitigation measure includes the statement: "... eliminate conflicting turning movements on Highway 68 by changing the proposed western entrance to an emergency exit only until an interchange is constructed there." The ultimate fate of this emergency access should be specified. Will the exit be closed completely when an interchange is constructed at Olmsted Road or will it serve some other purpose?

53

5. Page 112, Funding

Funding participation by the developers should be specified for Highway 68 improvements identified as mitigation measures. These include the roadway widening identified in Paragraph 70 as well as the intersection improvements identified in Paragraph 69 and the approach lane identified in Paragraph 70.

54

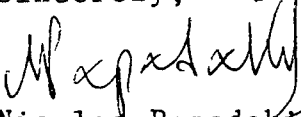
6. Transit/Ridesharing

Mitigation measures should include the provision of transit facilities in the roadway layout and design as requested by Monterey-Salinas Transit and school transportation authorities.

55

Thank you for the opportunity to review the EIR. If you have any questions, do not hesitate to call Janet Brennan or George Gerstle.

Sincerely,


Nicolas Papadakis
Executive Director

NP:jb



Monterey-Salinas Transit

Mr. Nick Papadakis, Executive Director
AMBAG
P.O. Box 190
Monterey, California 93942

December 5, 1986

Re: December Regional Clearinghouse

Dear Nick,

Monterey-Salinas Transit has reviewed the December regional clearinghouse and we have the comments noted below.

MCH 118505: Notice of Preparation, Beach Station

The scope of the EIR for this visitor accommodation located at Jewell and Briggs Avenues should include traffic, parking, and transit services. Also, the scope of work should include the need to upgrade the existing bus stop at this location.

MCH 118506: New Monterey/Cannery Row Traffic Improvements

Each of the three alternative improvements proposed will affect the FreeShuttle route operating between downtown Monterey, Cannery Row, and the Monterey Bay Aquarium. It will be necessary for the city, Cannery Row interests, and MST to coordinate both on the date of implementation and the routing and bus stop changes that will be necessary. MST also recommends that the city purchase traffic signal controllers that are capable of eventual transit pre-emption.

MCH 118511: Draft EIR, Monterra Ranch Subdivision

The proposed subdivision will generate 2,830 daily automobile trips onto an already congested Highway 68 and will add to traffic volumes turning at Olmstead Road onto and off of Highway 68. The design of the internal road system plus the fact that roadways will be private prohibits entirely the prospect of any sort of direct, on-site transit service. Given the dispersed nature of the trip ends presented in Table 2.6 of the Draft EIR, a park-and-ride lot capable of accommodating 100 vehicles would be an appropriate mitigation measure both for traffic and for air quality. The park-and-ride lot should also contain a covered passenger waiting area, and a drop off area for automobile, van, and transit vehicle access. Signage should be provided for transit and ridesharing marketing.

The park-and-ride lot as well as the access improvements to reach it should be paid for by the developer. The developer should be required to contact MST to be certain that his planned facility will meet the needs of transit coaches and passengers.

ONE RYAN RANCH ROAD, MONTEREY, CALIFORNIA 93940. (408) 899-2558 / 424-7695

Page 2
Mr. Papadakis

The reference to distribution of local transit, bicycling, and carpooling marketing materials is good; however in the absence of a park-and-ride lot will not be realistically useful to the purchasers of ranch sites. The wording of the reference to park-and-ride lots calls for the developer to "consider provision of a park-and-ride lot, bus stop," etc. The wording in the EIR should require the provision of a park-and-ride lot as well as sufficient roadway access for a full size transit coach. A protected turning movement to access Highway 68 will also be required from the park-and-ride lot location. 56

MST requests that it be put on the list of affected agencies to review the specific plans for the Monterra Ranch development.

Thank you for the opportunity to comment on these items.

Sincerely,

Patrice M. Goodchild
Planning/Marketing Officer

PMG:pmg

cc: Lynne Mounday, Senior Planner, County of Monterey
Tony Lobay, Planning Director, Pacific Grove
L.W. McIntyre, Public Works Director, City of Monterey

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SERIALIZED	FILED
OCT 10 1980	
FBI - MONTEREY	

Department of Public Works
County of Monterey

MEMORANDUM

December 13, 1985

To: Planning Department
ATTN: Lynne Mounday
From: Transportation and Development - Ron Lundquist
Subject: DRAFT ENVIRONMENTAL IMPACT REPORT FOR MONTEERRA
RANCH SUBDIVISION EIR # 84-007

We have reviewed the above mentioned document and have the following comments:

Page X111

Mitigation # 69

This mitigation measure does not specify the amount of money to be contributed to the interchange nor the method of cost distribution to the residents.

Mitigation # 70

Same as # 69

Mitigation # 71

The funding and timing of this measure should be discussed.

Page 6

Policy 3.7.2.1 is not addressed in the impact and mitigation analysis.

Page 21

The Route 68 Study to Develop Program of Improvements was issued by the Monterey County Department of Public Works, not the Monterey County Transportation Commission.

Page 23

There is no mention of the 1984 Update of the Regional Transportation Plan.

Comment #s

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Page 109

Canada de la Segunda Road - Consideration should be given to the developer's participation in Canada de la Segunda. Mitigation could include dedication of right-of-way and construction of or contribution to roadway improvements. Actual mitigation will be determined in the subdivision process. 62

MF/cw
BH/cw

T-105-Monterra.memcw

Lynne

SALINAS RURAL FIRE DISTRICT

19900 Portola Drive
Salinas, California 93908
(408) 455-1828

December 10, 1985

Monterey County Planning Dept.
P.O. Box 1208
Salinas, Ca. 93902

Attn: Lynne H. Mounday

Re: Monterra Ranch; Subdivision; EIR # 84-007

Dear Lynne:


In reviewing the Draft Environmental Impact Report I would like to change Section 2.9.33, 89.F to read:

- F. Roof coverings for buildings shall be fire retardant, as defined in the latest edition of the Uniform Fire Code, as adopted by Ordinance #1 of the Salinas Rural Fire Protection District. #63

If you have any questions about the above, please do not hesitate to contact me at your convenience.

Thank you.

Sincerely,


Ron Zeise,
Fire Chief

RZ/bs

PAUL M. HAMERLY
MYRON E. ETIENNE, JR.
PETER T. HOSS
JAMES D. SCHWEFEL, JR.
MARTIN J. MAY
STEPHEN W. PEARSON
LLOYD W. LOWREY, JR.
ANNE SECKER
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NOLAND, HAMERLY, ETIENNE & HOSS
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MONTEREY TELEPHONE 372-7525

OUR FILE No. _____

December 6, 1985

HARRY L. NOLAND
OF COUNSEL

Mr. Lynn Mounday
Monterey County Planning Department
P. O. Box 1208
240 Church Street
Salinas, California 93902

Re: Response to Traffic Analysis in the Draft Environmental
Impact Report for the Monterra Subdivision (EIR 84-007)

Dear Lynn:

This letter responds to the Traffic Analysis in the LLS
Draft EIR.

We disagree with the conclusion reached in the Draft EIR that the additional traffic generated by the Monterra Subdivision will be a significant impact on the traffic on Highway 68. Our reasons for disagreeing with the conclusions of the Environmental Impact Report are set forth in a report prepared by WWD Engineering, which is included with this letter as Attachment A. The conclusion of that report is that the Highway 68 roadway is capable of accepting the traffic from the Monterra Ranch Subdivision without exceeding the acceptable level of service for Highway 68.

Comment

64

The Draft Environmental Impact Report also concludes on page 112 that as a mitigation measure, the subdivision entry road opposite Ragsdale Drive should be removed in order to reduce the impact of the turning movements from the Monterra Subdivision on Highway 68. As stated in the previous paragraph, we believe that the impact of traffic from the Monterra Subdivision will be much less severe than concluded in the EIR. Also, it must be kept in mind that the build-out of the Monterra Subdivision will not take place in the short period of time postulated in the Draft Environmental Impact Report. A period of ten to fifteen years to build-out is much more reasonable, which will allow roadway improvements to be completed prior to the subdivision having its full impact on Highway 68.

The Draft Environmental Impact Report concludes on page 107 that the majority of the traffic movements from the subdivision

Mr. Lynn Mounday
December 6, 1985
Page Two

Comment:
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would enter either the easterly roadway at York School or the westerly Olmstead Road entryway, not the center entry road, which logically would therefore have little effect on Highway 68.

Considering all of the above mentioned factors, the impact of the entryway opposite Ragsdale Drive will be insignificant. This roadway, however, provides an important safety feature for the development in that removing this entryway would require emergency vehicles to traverse the entire length of the subdivision in responding to police or fire assistance calls. Traversing low speed residential street for hundreds of acres instead of being able to enter the subdivision via Highway 68 to the portion of development which takes place in the central area of the Ranch creates a far more significant public safety impact than the minor amount of traffic which this entryway would cause to enter and exit Highway 68. From a public safety perspective, it is also unwise to unnecessarily increase internal traffic flow on the residential streets of the subdivision of all types when those trip lengths through the subdivision could be reduced by having the entry road opposite Ragsdale Drive.

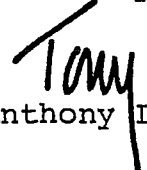
65

Finally, we believe the additional traffic impact of this development will be further reduced by the improvement of Highway 68. The Environmental Impact Report suggests that the only improvement which is likely to occur on Highway 68 will be the eventual construction of a non-access freeway. In reality, an alternative proposal for a four lane "parkway" has been proposed by the property owners along Highway 68 and has been presented to the County of Monterey and City of Monterey. This alternative is both affordable and a substantial portion of its cost would be paid for by the property owner along Highway 68.

66

I have enclosed an outline of that proposal as Attachment B to this letter for your consideration. This alternative would further reduce the traffic impact of this project and the subdivider of Monterra is willing to pay its proportionate share to this project as suggested in Mitigation Measure 70 of the Draft EIR.

Sincerely,


Anthony L. Lombardo

ALL/mr
Enclosure

CAPACITY ANALYSIS - HIGHWAY 68AN ALTERNATE METHOD BASED ON EXISTING TRAFFIC VOLUMES ON
SIMILAR ROADWAYS:

The EIR statements pertaining to traffic levels of service on Highway 68 were obtained from the County. The analysis of the existing levels of service on Highway 68 from which the EIR statements were derived was done in 1978 by State of California personnel, using the Highway Capacity Manual (HCM) (1965). Formulas and tables therein were used to arrive at these conclusions. The existing peak hour used was 1650 VPH. The capacity was determined to be 1780 VPH. The ratio of 1650 to 1780 was 0.93 and subsequent level of service was determined from the HCM to be E. Furthermore, the operating speed was determined to be 31 MPH. To summarize, the following was the determination by the State:

Capacity = 1780 VPH both directions.

Actual Peak Hour = 1650 VPH both directions.

Level of Service E - operating speed 31 MPH.
(Level E is defined in the HCM as Capacity.)

All the above are legitimate conclusions arrived at through use of the 1965 Highway Capacity Manual's Method of Computation. The question is: Does the Highway Capacity Manual method yield results that truly reflect the conditions and capacities of this particular highway? In this particular case, I think not.

To illustrate, compare the capacity determination done by the HCM Method (1780 VPH) to actual volumes being experienced on other highways in this area (which are similar in classification; (i.e.: 2-lane arterials with left-turn lanes).

The following is observed:

Highway 68 between Highway 1 and Pacific Grove:

Existing Peak Hour Traffic	=	2,460 VPH
HCM Capacity	=	1,780 VPH
	=	680 VPH difference

Highway 1 between Ocean Ave. and Carmel Valley turnoff:

Existing Peak Hour Traffic	=	3,030 VPH
HCM Capacity	=	1,780 VPH
	=	1,250 VPH difference

Highway 1 between Moss Landing and Jensen Road:

Existing Peak Hour Traffic	=	2,800 VPH
HCM Capacity	=	1,780 VPH
	=	1,020 VPH difference

With the exception of Highway 1 between Ocean Avenue and Carmel Valley turnoff, these highways are relatively free-flowing at peak hours; i.e.: no stopping and speeds between 35 and 50 miles per hour. Furthermore, these existing volumes are 1.4 to 1.7 times as high as the capacity values arrived at through the use of the Highway Capacity Manual method of calculation.

These comparisons are offered to point out the obvious; i.e.: although the HCM would indicate through calculation that the peak hour capacity (limit) of Highway 68 is 1780 VPH, it can be deduced through observation of actual traffic on similar highways to be somewhere between 2,400 VPH and 3,030 VPH.

It is suggested in reference to Highway 68 that capacity will not be reached until lane volumes approach or surpass at least 1200 VPH per lane.

It is further suggested that 2400 VPH be used as the peak hour practical limit. This figure should be used to compute the reserve capacity that could be utilized by future development along Highway 68.

To illustrate, please note the following example calculation:

Existing Peak Hour	=	1,600 VPH
Capacity (Peak Hour)	=	2,400 VPH
Reserve Capacity = 2400 - 1600	=	800 VPH

Therefore, 800 VPH reserve peak hour capacity available for future development. It should be noted also that peak hour usually occurs for only 2 or 3 hours of each day. The remainder of the day, traffic is considerably less.

COMMENTS:

It is not the intent of this report to discredit the HCM. However, the evidence in this particular instance is overwhelming and leaves serious doubt as to the conclusions arrived at through the HCM method of calculations for capacity of Highway 68 when compared with actual volumes on similar highways. The use of 2400 VPH (peak hour) as a practical capacity limit is, by observation, more realistic than the 1780 VPH (peak hour) arrived at through the HCM method of calculation.

Attachment "B"

TRAFFIC RESPONSE - MONTERRA RANCH EIR

The majority of the property owners along the Highway 68 corridor between Highway 1 and Laureles Grade have jointly studied and propose an alternate solution to the expensive undertaking of building a Freeway.

They believe a freeway is not the answer for the following reasons:

1. The alignment, right of way required, and excessive cuts and fills would be devastating to maintaining the requirements of the scenic corridor.
2. The cost is prohibitive and unnecessary if, in fact, other less expensive options exist.

In reviewing alternate solutions to the traffic situation, the owners and developers along Highway 68 first set out specific criteria which they believe absolutely necessary to preserve the environmental integrity and ensure economic feasibility and highway safety.

1. Safety: Any alternate designs should be safe and in compliance with State and local standards for highway design.
2. Minimize environmental visual impacts by minimizing right-of-way requirements and confining construction as much as possible to the existing highway alignment.
3. Accommodate projected traffic demands.

After thorough review of several alternatives, a design was selected which does meet the above criteria, and at less than half the cost of a freeway design.

The basic design provides for the following improvements to various sections of Highway 68:

1. Highway 1 to Olmsted Road (1.1 miles): Four-lane no access highway following the existing alignment, with frontage roads connecting Josselyn Canyon to Olmsted and connecting residences west of the Church with existing Montsalas Frontage Road.
2. Olmsted to Ryan Ranch Entry (1.88 miles): 6-lane arterial.
3. Highway 218: Retain 2-lane roadway, since capacity is limited to intersection capacities at both ends.

4. Ryan Ranch Entry to Laureles Grade and Beyond (3.79 miles):
4-lane arterial.
5. Intersections: All intersections to be signalized with added lanes for intersection capacity (6 total).

The above design will accommodate a major portion of the total projected build-out traffic along the Highway 68 corridor plus a 20-year 3% through traffic increase.

Approximately 80% of the land area owners have indicated they would agree not to build beyond 76% of their build-out figures until studies are made in the future to determine actual rates of traffic generation for this area.

The above highway design and voluntary restrictions on building meets the criteria set out above. Its cost is less than half of what a freeway would cost and it is adequate, at least for the next 20 years and probably beyond.

If, in the future, added capacity is required, it will be required only at intersections. At that time, grade separations could be installed to replace or amplify signalized intersection capacities.

The concept of a modified freeway design is from a TJKM traffic consultant study done for the City of Monterey in 1982 for Highway 68. It is termed in that report a "modified freeway design" and is recommended as an alternate to be considered in lieu of the expensive option of a freeway. Its main features are: reduced alignment; less right-of-way; lower construction cost; less environmental impacts; signalized intersections now to accommodate major portions of build-out traffic with grade separations at major intersections if and when required in the future.

The basis of the traffic analysis relates directly to the January 1984 "Traffic Impact Analysis, Highway 68 Area Plan" by Joseph Holland. The impact to overall traffic generated by reduced on deferred development densities was considered in arriving at the above "modified freeway design".

The construction costs for the "modified freeway design" will be approximately \$14,500,000. Approximately 58 acres of additional right-of-way will be required at a cost of about \$3,000,000. Overall construction cost and right-of-way would be approximately \$17,500,000. The developers have indicated that their share could be as high as \$5,000,000 plus 34% of the right-of-way costs. This share is based on a study which assumes that if no development occurs, certain improvements will be required.

Improvements that will be required whether or not there is development along Highway 68 would cost about \$10,000,000 (4-lane divided highway). Right-of-way costs would be about \$3,000,000. The developers should not be responsible for these costs which will be necessary whether development occurs or not.

However, the added traffic lanes and signalization which are part of the modified freeway design are direct requirements of the development traffic.

If the developers provide \$5,000,000 construction costs plus 34% of the right-of-way costs, this leaves \$9,500,000 construction costs plus 66 percent of the right-of-way cost to be provided by City and County and State entities.

It is suggested this be a 50-50 split between local and state entities.

Developers' funding would be accommodated through an assessment district set up on the basis of traffic generation.

WALLACE HOLM, ARCHITECTS, INC.

WWD ENGINEERS; DAVID K. FULLER, P.E.

PAUL M. HAMERLY
MYRON E. ETIENNE, JR.
PETER T. HOSS
JAMES D. SCHWEFEL, JR.
MARTIN J. MAY
STEPHEN W. PEARSON
LLOYD W. LOWREY, JR.
ANNE SECKER
PAULA ROBINSON
MARK J. DREVER
ANTHONY L. LOMBARDO
JEROME F. POLITZER, JR.

NOLAND, HAMERLY, ETIENNE & HOSS
A PROFESSIONAL CORPORATION
ATTORNEYS AT LAW
333 SALINAS STREET, SUITE NO. 21
POST OFFICE BOX 1818
SALINAS, CALIFORNIA 93902

AREA CODE 408
SALINAS TELEPHONE 424-1414
MONTEREY TELEPHONE 372-7525

OUR FILE NO. _____

November 27, 1985

HARRY L. NOLAND
OF COUNSEL

Mr. Lynne Mounday
Monterey County Planning
Department
P. O. Box 1208
Salinas, California 93902

Re: Response to EIR No. 84-007
Monterra's Ranch Subdivision
Environmental Impact on Hickman Onion

Dear Lynne:

The draft Environmental Impact Report for Monterra recommends in Mitigation Measure No. 34 the redesign and relocation of certain lots and roadways to avoid the areas of occurrence of the Hickman Onion.


We have commissioned Larry Seeman & Associates to review this proposed mitigation, and they have proposed, in the attached report, an alternative mitigation measure which we believe will reduce the impact of the project on the Hickman Onion to a level of insignifi-
cance.

#67

Instead of redesigning the subdivision, the Report proposes that the Hickman Onion population be moved and replanted away from the proposed lots and roadways. We believe this mitigation measure which protects the Hickman Onion population, while at the same time not requiring the redesign of the subdivision.

We request therefore that the final EIR incorporate this measure as an alternative mitigation measure to the impact on the Hickman Onion.

Sincerely,



Myron E. Etienne, Jr.
NOLAND, HAMERLY, ETIENNE & HOSS

MEE/mr

cc: Richard Stevens



Natural Resource Management
Transportation Engineering
Environmental Assessment
Community Planning

November 18, 1985

Mr. Myron E. Etienne, Jr.
Noland, Hamerly, Etienne & Hoss
P. O. Box 849
Salinas, CA 93802

**SUBJECT: TRANSLOCATION OF HICKMAN'S ONION FROM PROPOSED DEVELOPMENT AREAS ON
MONTERRA RANCH**

Dear Doc:

This letter responds to your request for an assessment of the possibility of transplanting Hickman's onion on the Monterra Ranch. The plants would be moved from sites within the proposed area of development to sites to remain undisturbed as a means of mitigating the effects of development on the species. We believe that it is possible to transplant Hickman's onion. We have developed a plan which shows how this method of mitigation would be undertaken. This plan is presented below.

Introduction

Hickman's onion is a small perennial plant which possesses round-to-oval underground bulbs varying from an eighth to one-half inch in diameter. The above-ground portion of the plant, which is typically no more than four inches tall, dies back each year (late summer), leaving the bulb to sustain the plant until the following growing season. These bulbs vary in depth in the soil but are generally found at less than six inches. In the spring the inflorescence (flowering stalk) and leaves emerge from the bulb, producing a blooming, field-visible plant in April and May. Seed matures and becomes collectible in mid- to late summer after the plant has dried out and become brown. At that time, the small plants are obscured by taller, dried grass and are difficult to find. By late summer the bulbs are dormant and in condition to be dug up.

Hickman's onion was found by us in four locations on the Ranch. Other sites which appear similar based on slope, aspects, and soil type were surveyed and did not support the plant. Field observations indicate that the plant is abundant where it occurs and is otherwise entirely absent. The species has been found in both moist and dry sites with north and south exposures. Although the species was found only in the grassland type on Monterra Ranch, the Rare Plant Status Report for Hickman's onion available

through the California Native Plant Society indicates that it occurs in closed-cone pine forest as well.

Additional information on soil conditions within the rooting zone (the top six inches), and site microclimate and hydrology would be valuable in defining the conditions within which the species is found and to provide a basis for identifying and accepting or rejecting candidate outplanting sites.

Hickman's onion can be transplanted using either whole plants or bulbs. Because the risk of plant loss is greater in transplanting whole plants than in transplanting bulbs, especially in the absence of irrigation water, we recommend that bulbs be transplanted according to the procedure described below. Plants can also be grown from seed but this requires a much longer period of time and it is uncertain if a sufficient quantity of plants could be grown.

Transplant Plan

This section describes the plan for establishing Hickman's onion outside the developed area of Monterra Ranch. The four steps or work items of the plan, listed in chronological order, are as follows:

1. Identify Potential Transplant Sites. Potential transplant sites include sites that currently support the species (but which would not be developed) and new, currently unoccupied sites identified through site evaluation. Transplanting into new sites is desirable because occurrence at a number of locations makes the population less susceptible to elimination through disturbance. Transplanting into sites where the species is established is also desirable because success is likely to be high.

Two currently occupied sites on Monterra Ranch are candidate transplanting sites. The first is the "ledge" above the steep slope southeast of the proposed detention basin in the northwest corner of the property. The second is south of the proposed intersection of Canada Vista and Romero Vista Roads. A third site is located on the adjacent Monterey Unified School District parcel along the same ledge.

These locations, which are the locations where Hickman's onion was found during the rare plant survey, are sites at which measurements would be made to describe "suitable environment" for the species. Data collected at these sites would include: a) aspect and exposure (slope direction and steepness); b) soil texture and water-holding capacity, pH, and nutrient status within the rooting zone; and c) terrain position (base of slope, top of ridge, margin of ledge, etc.). Together, aspect, exposure, and terrain position provide an

index to available water and evapotranspirational stress. They would be measured in the field. Soil data would be obtained through a battery of laboratory tests taken on samples removed from the field.

Candidate or potential transplanting sites would be identified on a site map. These would include areas adjacent to sites where the species occurs now, other sections of the strip along the rock ledge, other grassland areas, and open grassy sites in the middle of Monterey pine forests. Equivalent data would be acquired at each to assess their similarity with known "suitable" environments and to select from the several candidate sites those that appear most amenable to transplanting. The locations of potential transplanting sites are shown on the accompanying map.

2. Photograph and Mark the Location of Each Donor Site. Because bulbs would be excavated at a time of the year when the plants are not visible, areas containing plants and individual plant locations would have to be marked during the period when the species is bloom. Large concentrations (primary donor areas where plant density is greatest) would be marked with metal stakes driven into the ground to a depth of 24 inches. These large stakes would provide a more permanent marker less easily removed by trespassers or knocked over by cattle. Individual plant would be marked with a 12-inch, red-flagged pin pushed into the soil adjacent to the plant. This standard marking procedure would permit easier relocation at the time the bulbs are excavated. Photographs would be taken at the time the stakes and pins are set to document locations. Each photograph would contain an easily locatable "permanent" feature such as a tree, gully, fence post, large shrub, or one of the metal stakes. Donor areas would be revisited periodically to replace pins and stakes as necessary.

3. Excavate Bulbs and Collect Seed. The success of reproduction from seed is unknown for this species but spreading seed at the transplant sites could increase the number of plants that become established. Seeds can be collected at the time the bulbs are excavated by clipping the flowers and placing them into a standard seed collection sack or paper bag. The seed is treated with a fungicidal powder and stored uncleaned in a dry, cool location until the bulbs are transplanted. The bulbs would be excavated by hand with a small trowel and stored in a cool, dry environment until outplanting. At the time the bulbs are excavated, the depth of the bulb would be measured. The average depth would be used to establish the depth at which the bulbs would be transplanted.

4. Prepare the Transplant Site, Transplant the Bulbs, and Spread the Seed. Transplant sites would be prepared by removing the vegetation in small patches where the seed is spread. The holes into which the bulbs are trans-

planted would be excavated to a depth one inch greater than the average depth from which they are removed and would be at least three times as wide as the diameter of the bulb. The soil at the bottom of the hole would be loosened and would be covered with one inch of native soil before the bulb is set. Then the bulb would be covered and the hole would be filled with native soil. Transplanting would be conducted after the fall rains have saturated the surface six inches of soil at the transplant sites.

The above four steps are the primary steps in the transplanting plan. Additional implementation details can be developed and provided at your request. This plan can be carried out for any number of plants up to the total number occurring in the area to be developed.

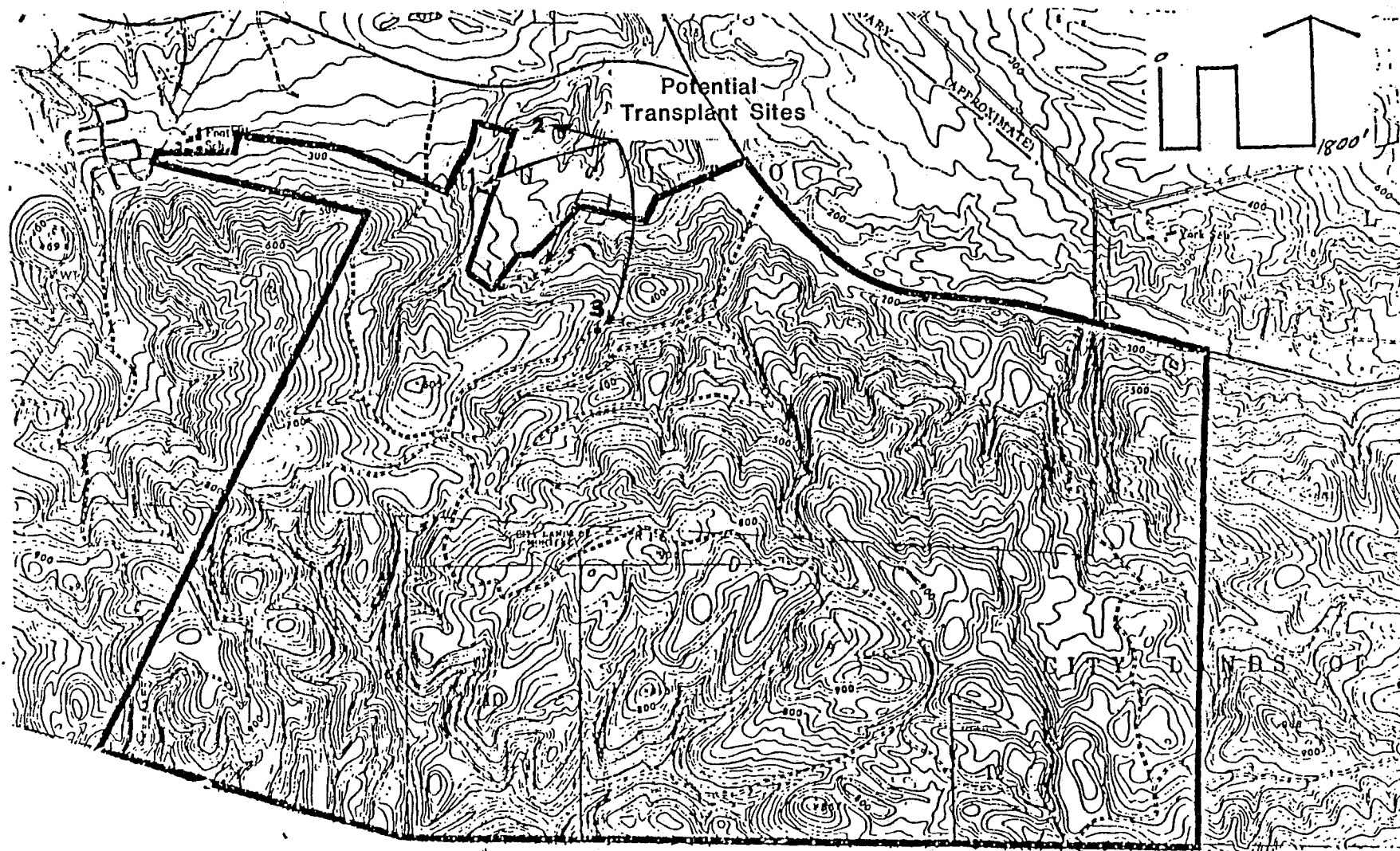
Please call us if you have any questions about the information presented in this transplanting plan.

Sincerely,

LARRY SEEMAN ASSOCIATES, INC.

Larry Stromberg *of MTS*
Larry Stromberg, Ph.D.
Project Scientist

LS:mmq



POTENTIAL HICKMAN'S ONION TRANSPLANT SITES

DEPARTMENT OF FORESTRY

401 Canal Street
King City, CA. 93930
(408) 385-5412



November 19, 1985

Lynne H. Mounday, Senior Planner
Monterey County Planning Department
P. O. Box 1208
Salinas, CA. 93902

Dear Lynne:

The information contained in Draft EIR No. 84-007, Subdivision #815, Monterra Ranch Subdivision, regarding fire protection Section 2.9.3 is correct with one minor exception. On Page 118 the 1st sentence at the top of the page is incorrect and contains assumptions not valid. The sentence should read:.... CSA No. 39 (serving Josselyn, Aguajito and Del Monte Fairways) is dependent upon CSA 43 and Pebble Beach CSD to exist, and its sphere of influence does not cover the area. And Monterey City normally serves only lands within the city limits. #68

Sincerely,

A handwritten signature in cursive script that reads "Tom Perkins".

TOM PERKINS
Fire Warden
County of Monterey

TP:jan



CITY OF DEL REY OAKS

650 CANYON DEL REY ROAD • DEL REY OAKS, CALIFORNIA 93940

OFFICE OF The Mayor

TELEPHONE (408) 394-8511

November 13, 1985

Mr. Robert Slimmon, Jr.
Director of Planning
Monterey County Planning Department
P.O. Box 1208
Salinas, California 93902

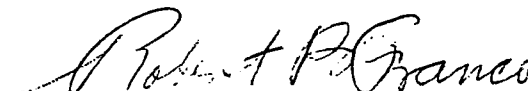
Dear Mr. Slimmon:

We feel that the Draft EIR for the Monterra Ranch Subdivision is incomplete as it lacks a detailed traffic impacts study on Canyon Del Rey Road (Highway 218). Only Table 2.6, p. 106 a of the draft report describes the impact on Highway 218 and on the City of Del Rey Oaks: a 15.7% increase, which is totally unacceptable to this City. We would like to see in the report a complete statement of traffic impacts on Highway 218 and their proposed mitigation. #69

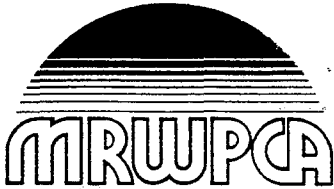
We agree with the statement No. 28, p. xiii, that "the new Ragsdale Drive access point represents a significant adverse impact compared to an alternate access point off Olmsted Road, which is now equipped with a traffic light at Highway 68".

We are strongly opposed to the "new" concept of both access points east of the junction of Highways 68 and 218, therefore, we support the mitigation measures 69-79, especially No. 69.

Sincerely,


Robert B. Franco
Mayor

RBF:njg



MONTEREY REGIONAL WATER POLLUTION CONTROL AGENCY

220 Country Club Gate Center, Suite 34—Pacific Grove, CA 93950
(408) 372-3367

November 14, 1985

Lynne H Mounday,
Senior Planner
Monterey County Planning Dept.
PO Box 1208
Salinas, CA 93902

RE: Monterra Ranch Subdivision

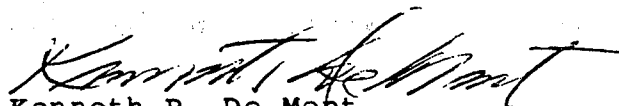
Dear Sir:

We have reviewed your Draft Environmental Report and wish to make the following comments.

Since our area of concern is wastewater disposal, we will only comment on that specific area. Item 2.9.2, Wastewater Disposal, pages 115 and 116, proposes disposal by septic tank systems. The Agency is presently planning for treatment capacity beginning between 1990 and 2000 for the Monterra Ranch development. Our planning documents include service for a population of 965 by 1995, 1930 by 2000 and an ultimate population of 2895. #70

If you have any questions, please contact me.

Sincerely,


Kenneth P. De Menth
Agency Manager

KD/kmb

MONTEREY COUNTY

PLANNING DEPARTMENT

(408) 422-9018 - P.O. BOX 1208 - SALINAS, CALIFORNIA 93902

ROBERT SLIMMON, JR.
DIRECTOR OF PLANNING



November 6, 1985

Bill Clarke
Mnty. Co. Building Dept.
P. O. Box 1208
Salinas, CA 93902

Re: Monterra Ranch
Subdivision, near
Monterey on Hwy. 68

Dear Mr. Clarke:

We are sending you a copy of a Draft Environmental Impact Report for your review and comment. If you, your department, or organization have any critical comments or suggestions about this report as it pertains to your field of expertise they must be received by our office in writing by December 23, 1985.

It should be noted that the comments received will be added to the Draft Environmental Impact Report which then becomes the final Environmental Impact Report. The final Environmental Impact Report is then used as an informational document in the decision making process.

Sincerely,

Lynne H. Mounday
Lynne H. Mounday
Senior Planner

LHM/ej

Nov 8. 85
OK.
Require all
mitigation measures
William Clarke



MONTEREY BAY UNIFIED
AIR POLLUTION CONTROL DISTRICT

1164 MONROE STREET, SUITE #10 • SALINAS, CALIFORNIA 93906-3596 • (408) 443-1135

December 20, 1985

Robert Slimmon, Director
Monterey County Planning Department
P. O. Box 1208
Salinas, CA 93902

Subject: Draft EIR For The Monterra Ranch Subdivision

Dear Mr. Slimmon:

We have reviewed the above project and have several concerns as follows:

Section 2.8. Air Quality

- recent air quality data should be used.
- mitigation measures are not quantified as presented.

Comment #5

71

Title 2.7.

This table should present the data in common units.

72

We appreciate this opportunity to comment.

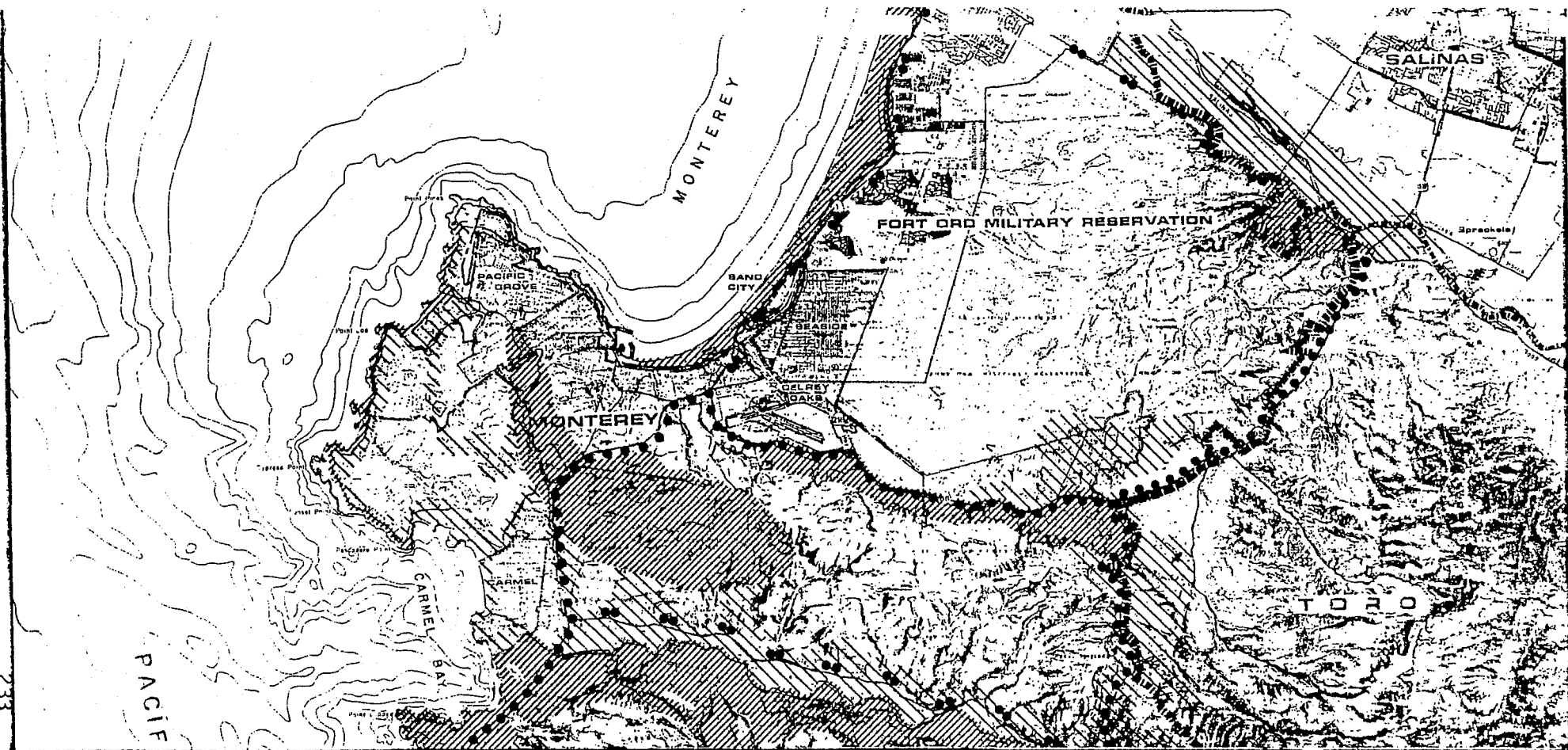
Sincerely,

LAWRENCE D. ODLE
EXECUTIVE OFFICER

By: *Douglas Quetin* / Ac
Douglas Quetin
Supervising Program Manager

DQ:ac
cc: AMBAG
File: 3442

233.



GREATER MONTEREY PENINSULA PLANNING AREA

PLANNING AREA BOUNDARY - - - - -

COASTAL ZONE BOUNDARY - - - - -

FIGURE 17

VISUAL SENSITIVITY AND SCENIC ROUTES

SCENIC ROUTES

..... EXISTING

- - - - - PROPOSED



HIGHLY SENSITIVE
AREAS

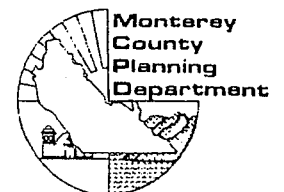


SENSITIVE AREAS



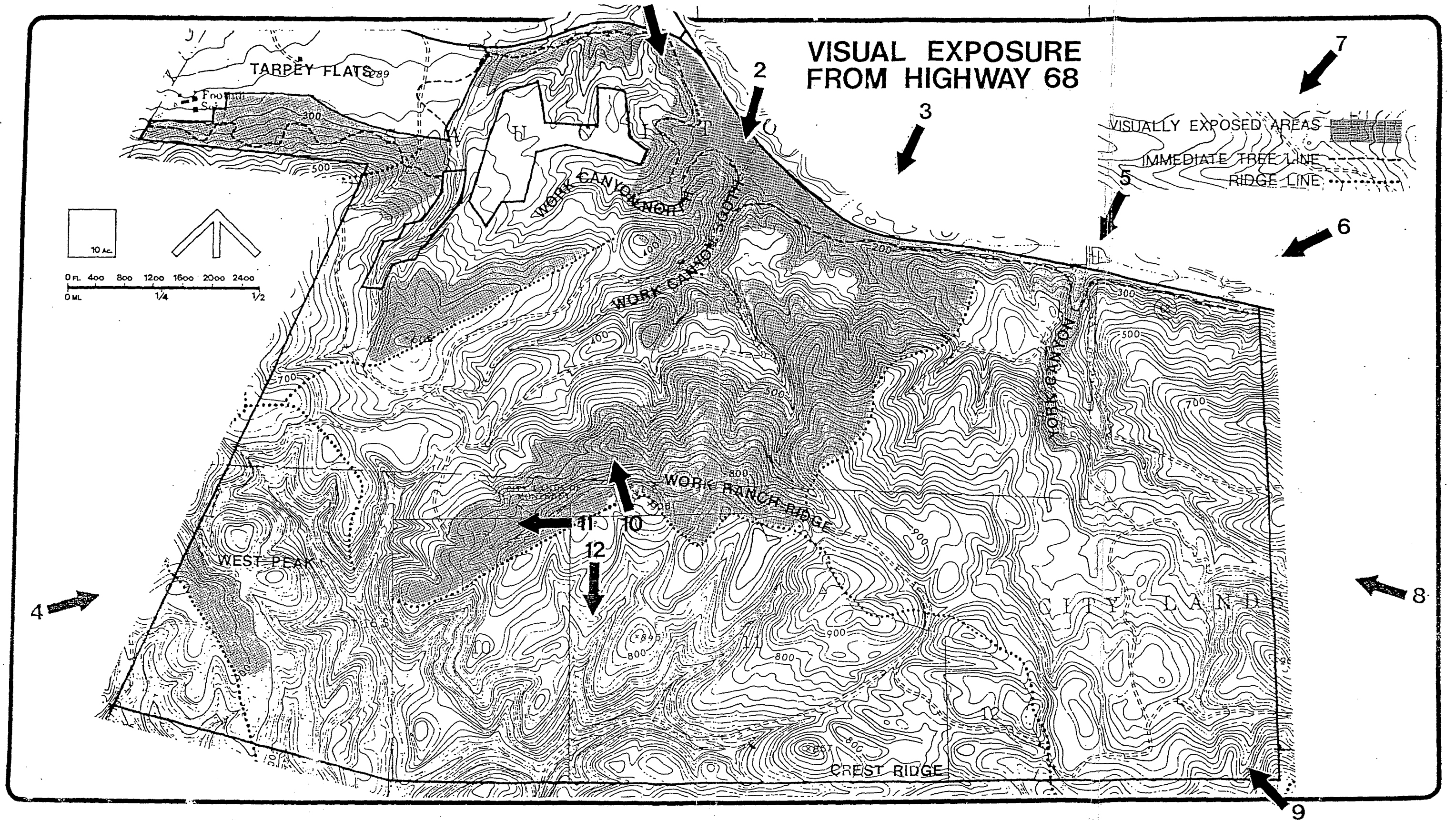
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FEET

OCTOBER 1981



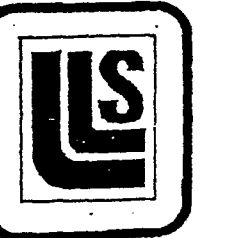
Appendix E

SOURCES: MONTEREY COUNTY PLANNING DEPARTMENT; GREATER MONTEREY PENINSULA PLANNING AREA CITIZENS ADVISORY COMMITTEE, 1983.



MAJOR LANDFORMS & VISUAL EXPOSURE FROM HIGHWAY 68

FIGURE 2.8





4



5

PHOTOGRAPHIC RECONNAISSANCE OF THE PROJECT AREA PLATES 4-5

FIGURE 2.9





6

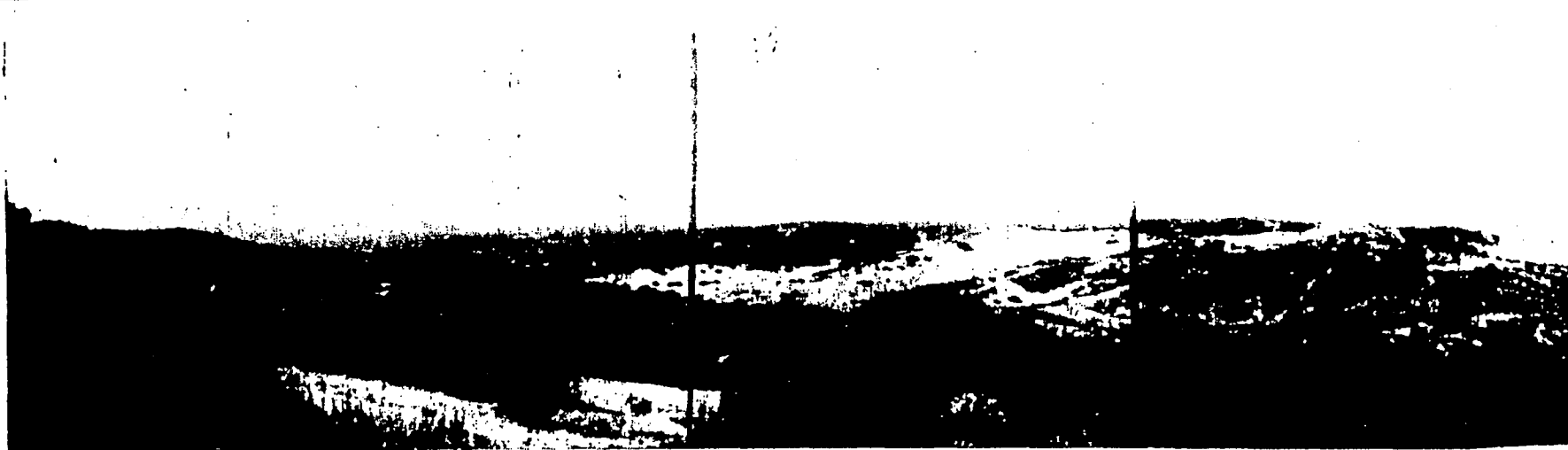


7

PHOTOGRAPHIC RECONNAISSANCE OF THE PROJECT AREA PLATES 6-7

FIGURE 2.9





8

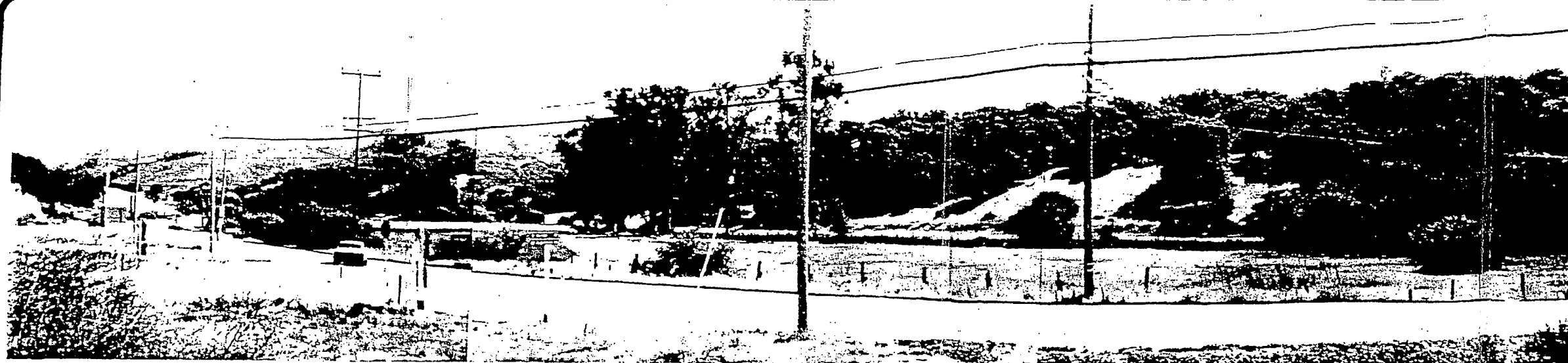


9

PHOTOGRAPHIC RECONNAISSANCE OF THE PROJECT AREA PLATES 8-9

FIGURE 2.9

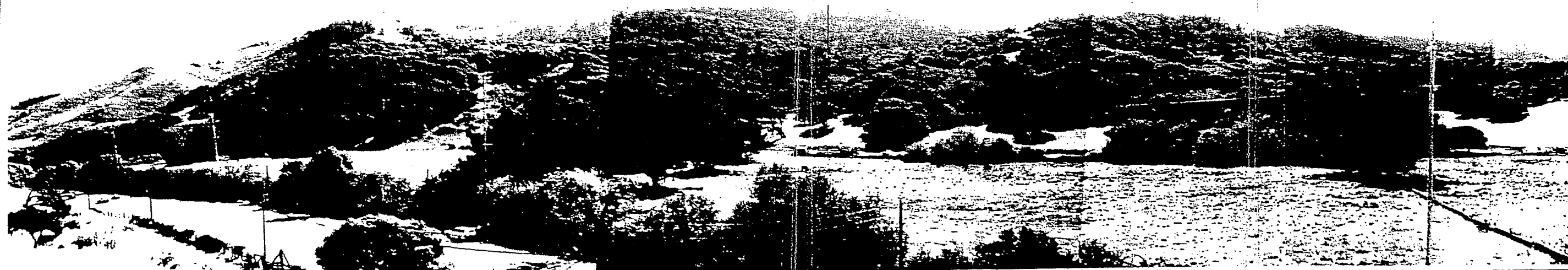




1



2



3

PHOTOGRAPHIC RECONNAISSANCE OF THE PROJECT AREA PLATES 1-3

FIGURE 2.9A

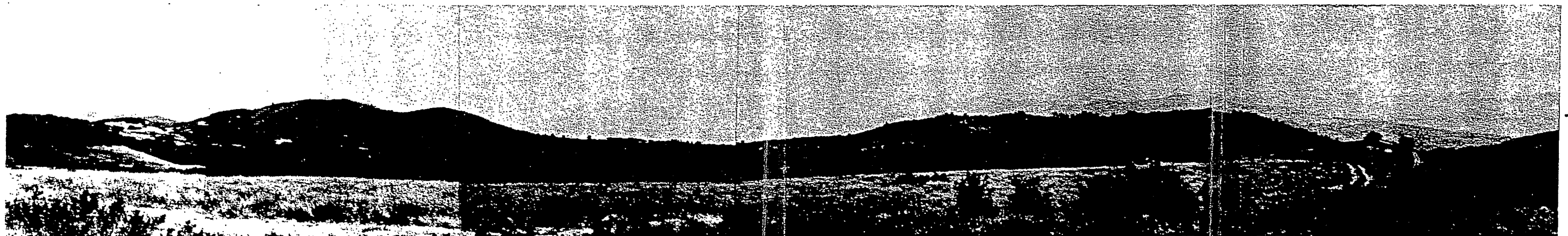




10



11

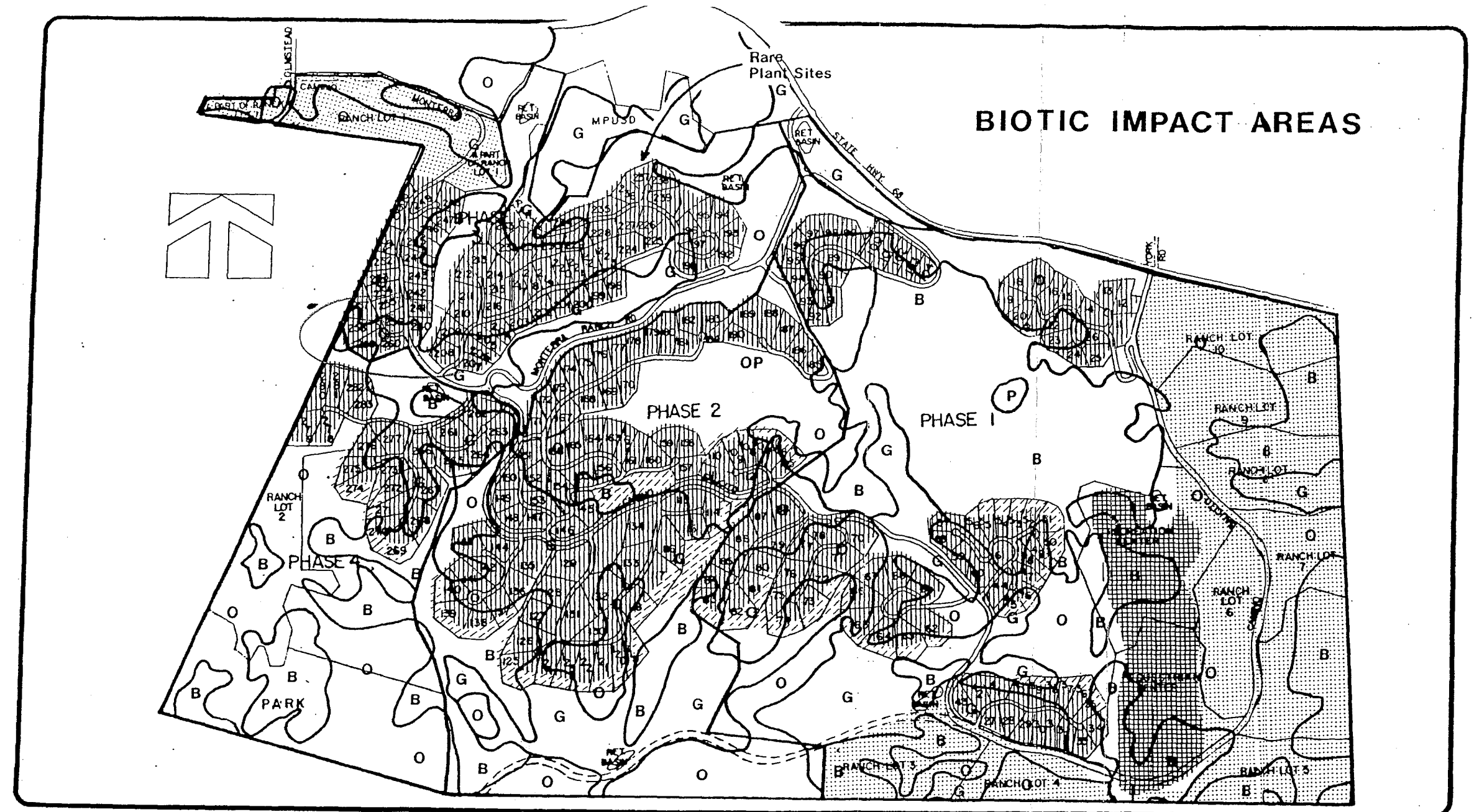


12

PHOTOGRAPHIC RECONNAISSANCE OF THE PROJECT AREA PLATES 10-12

FIGURE 2.9 B





BIOTIC IMPACT AREAS FIGURE 2.7

O OAK TREES
P PINE TREES

B BRUSH AREAS
G GRASSLANDS

■ HIGH BIOTIC IMPACT
▨ MEDIUM BIOTIC IMPACT
▩ LOW BIOTIC IMPACT

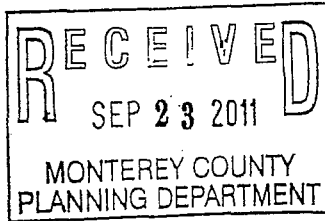
□ INSIGNIFICANT BIOTIC IMPACT
▤ UNDETERMINED BIOTIC IMPACT



Exhibit E
Comments on Initial Study

Banker's Development Group, LLC
York Highlands
PLN100020

Board of Supervisors
October 18, 2011



Post Office Box 1876, Salinas, CA 93902

Email: LandWatch@mclw.org

Website: www.landwatch.org

Telephone: 831-759-2824

FAX: 831-759-2825

September 23, 2011

Mike Novo, Director of Planning
County of Monterey
168 West Alisal, 2nd Floor
Salinas, CA 93901
Sent by e-mail to CEQAcomments@co.monterey.ca.us

SUBJECT: SUBDIVISION OF MONTERRA RANCH; BANKER'S DEVELOPMENT
GROUP; AND YORK HIGHLANDS COMBINED DEVELOPMENT PERMIT

Dear Mr. Novo:

LandWatch Monterey County has reviewed the Negative Declaration for the referenced project which includes the subdivision of Monterra Ranch, tree removal, development on slopes greater than 25%, development of new roads, and a General Plan Amendment changing the designation from Public Quasi-Public and Urban Reserve to Rural Density, 10 acres per unit and Urban Reserve. No new lots would be created. The entrance to the project across from York Road on Highway 68 which was originally approved would also be constructed.

The Initial Study claims that it is tiered on the FEIR approved in 1987, some 24 years ago.

We have the following comments:

1. It is our understanding the Planning Department is expediting approval of the proposed project ahead of other applications to minimize the County's exposure to financial loss arising from security arrangements provided for in the now-approved subdivision (i.e., part of the existing security includes deeds of trust held by the County of Monterey). These circumstances may jeopardize an objective analysis of project impacts and create a conflict of interest for the County.
- 2.. The Negative Declaration states (p. 5), "This Initial Study tiers from the Certified Monterra Ranch Subdivision EIR. The baseline for this project must consider that there are existing lots of record which can currently be built upon...The Initial Study will examine the environmental impacts from the perspective of the identified baseline." We agree that the existing 24 legal lots of record represent the baseline for land use. However, the baseline condition for other environmental issues such as traffic, water and air quality is the existing environment (CEQA Guidelines, §15125). Baseline is what actually exists on the ground.

The County's approach seriously underestimates and misrepresents the projects impacts on transportation and biological resources. See comments 4 and 6 below.

3. Project Consistency with the 2008 Air Quality Plan for the Monterey Bay Region. The Initial Study finds the project consistent (p. 7); however, no data are provided to substantiate the finding. The data and analysis should be provided, and the initial study recirculated with this information.
4. Transportation. The analysis does not compare the proposed project's impact against existing traffic levels (p. 9). These current levels are much lower than the levels evaluated in the 1987 EIR. Traffic has deteriorated significantly since 1987 when the FEIR was certified.

Additionally, while construction of the new access road at York Road and Highway 68 was included as a mitigation measure in the FEIR, its construction never took place. Its construction now could have a significant impact on traffic volumes at that intersection which have dramatically increased in the last 24 years.

The traffic analysis also fails to account for the project's cumulative impact on Highway 68 road segments and intersections. Traffic on Highway 68, as well as the engineering "solutions" to the traffic, are highly controversial.

5. Aesthetics. Design criteria included in the FEIR are identified as applicable to the proposed project (pp. 14-17).

Number 60 requires a continuous system of hiking and equestrian trails and open space linkages provided between the site and Ryan Ranch. Are these trails identified on the proposed subdivision map? What is the status of these trails? The trails are not currently open to the public.

Number 64 references the Greater Monterey Peninsula Area Plan Citizens Advisory Committee. Does this committee currently exist?

6. Biological Resources (p. 25).

Oak Woodland Habitat. While the impact analysis states the proposed project would affect about 22 acres of oak woodland, it fails to identify the number of trees to be removed. The document also states that habitat fragmentation would "slightly increase" over what was identified in the FEIR. However, as noted in earlier comments under CEQA the County's impact analysis must compare the proposed project to the existing environment, not to an hypothetical environment. The number of trees to be removed should be identified and the loss of a source of CO₂ sequestration addressed. These are important issues under CEQA.

Grassland and Coastal Scrub. The proposed project would have impacts on 21 acres of grassland. Again, the analysis failed to address impacts compared to the existing environment.

7. Hydrology and Water Quality.

The project would be served by groundwater contained in "fractured siltstone" (p. 39). The Monterey Peninsula Water Management District is currently evaluating whether

water from fractured rock formations can provide a long term water supply. The District should be consulted regarding the availability of a long-term sustainable water supply as required by the 2010 Monterey County General Plan. The mere existence of a water system is not adequate evidence of a long-term sustainable water supply.

Thank you for the opportunity to review the document.

Sincerely,

A handwritten signature in black ink, appearing to read 'Amy L. White', with a stylized, cursive script.

Amy L. White
Executive Director

LAW OFFICES OF
MICHAEL W. STAMP

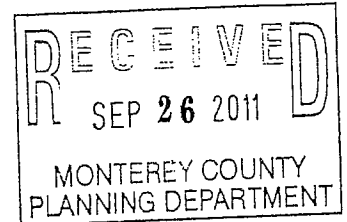
Facsimile
(831) 373-0242

479 Pacific Street, Suite 1
Monterey, California 93940

Telephone
(831) 373-1214

September 26, 2011

Mike Novo, Planning Director
Delinda Robinson, Senior Planner
County of Monterey
168 W. Alisal Street, 2d Floor
Salinas, CA 93901



Subject: Inadequate Public Review Period – York Highlands (PLN100020)

Dear Mr. Novo and Ms. Robinson:

The public review period of the proposed negative declaration for the York Highlands Combined Development Permit does not comply with CEQA's procedural mandates. The County's proposed review period runs from September 8 to September 27, 2011. That is only 19 days.

The County's proposed public review period does not satisfy the CEQA requirements because the period is less than the mandatory 20 days (CEQA Guidelines, §§ 15105(b) ["The public review period for a proposed negative declaration or mitigated negative declaration shall be not less than 20 days"], 15073(a) ["The lead agency shall provide a public review period pursuant to Section 15105 of not less than 20 days"]; see *Gilroy Citizens for Responsible Planning v. City of Gilroy* (2008) 140 Cal.App.4th 911, 922).

Very truly yours,

LAW OFFICES OF MICHAEL W. STAMP

A handwritten signature in dark ink, appearing to read "Molly Erickson", with a long horizontal line extending to the right.

Molly Erickson

cc: Les Girard, Assistant County Counsel

LAW OFFICES OF
MICHAEL W. STAMP

Facsimile
(831) 373-0242

479 Pacific Street, Suite 1
Monterey, California 93940

Telephone
(831) 373-1214

September 26, 2011

Mike Novo, Planning Director
Delinda Robinson, Senior Planner
County of Monterey
168 W. Alisal Street, 2d Floor
Salinas, CA 93901

Subject: Inadequate Public Review Period – York Highlands (PLN100020)

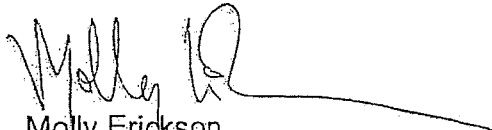
Dear Mr. Novo and Ms. Robinson:

The public review period of the proposed negative declaration for the York Highlands Combined Development Permit does not comply with CEQA's procedural mandates. The County's proposed review period runs from September 8 to September 27, 2011. That is only 19 days.

The County's proposed public review period does not satisfy the CEQA requirements because the period is less than the mandatory 20 days (CEQA Guidelines, §§ 15105(b) ["The public review period for a proposed negative declaration or mitigated negative declaration shall be not less than 20 days"], 15073(a) ["The lead agency shall provide a public review period pursuant to Section 15105 of not less than 20 days"]; see *Gilroy Citizens for Responsible Planning v. City of Gilroy* (2008) 140 Cal.App.4th 911, 922).

Very truly yours,

LAW OFFICES OF MICHAEL W. STAMP


Molly Erickson

cc: Les Girard, Assistant County Counsel



MBUAPCD

Monterey Bay Unified Air Pollution Control District
Serving Monterey, San Benito, and Santa Cruz Counties

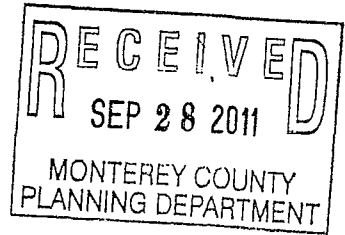
24580 Silver Cloud Court
Monterey, CA 93940

PHONE: (831) 647-9411 • FAX: (831) 647-8501

September 27, 2011

Mike Novo
Director of Planning
County of Monterey
Planning Department - Resource Management Agency
168 West Alisal St. 2nd Floor Salinas, CA 93901

Sent Electronically to:
CEQAcomments@co.monterey.ca.us
Original Sent by First Class Mail.



SUBJECT: IS/ND for York Highlands Combined Development Permit –
File Number PLN100020

Dear Mr. Novo:

The Monterey Bay Unified Air Pollution Control District submits the following comments regarding the above document:

Section III. Consistency with 2008 Air Quality Management Plan (AQMP) on Pages 6-7.

This section indicates that the project will be consistent with the AQMP. However, there is no explanation as to how the determination was made for this project. Please clarify the source or rationale for the consistency determination.

Section IV. A. 3) Air Quality on Page 8.

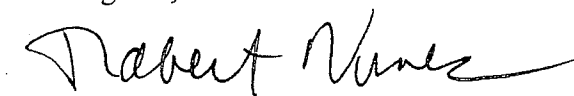
This section indicates that the proposed revisions to the development permit for the 900 acre project will reduce grading impacts by approximately 20,000 cubic yards.

Should additional mitigation be needed, the District suggests that the following best management practices for mitigating construction related fugitive dust be considered:

- Prohibit all grading activities during periods of high wind (over 15 mph)
- Limit grading to 8.2 acres per day and grading and excavation to 2.2 acres per day.
- Water graded or excavated areas at least twice daily. Frequency should be based on the type of operations, soil and wind exposure.
- Water unpaved access roads used by project vehicles at least twice per day.
- Apply non-toxic binders to exposed areas after cut and fill operations, and hydro-seed area.
- Plant vegetative ground cover in disturbed areas as soon as possible.
- Add mulch or other organic material to backfill or stockpiled soils.
- Haul trucks shall maintain at least 2' 0" of freeboard.
- Cover all trucks hauling dirt, sand, or loose materials.
- Inactive stockpiles should be covered.
- Install wheel washers at the entrance to construction sites for all exiting trucks.

Thank you for the opportunity to comment on this document.

Best regards,

A handwritten signature in black ink, reading "Robert Nunes". The signature is fluid and cursive, with a long horizontal stroke extending from the end of the name.

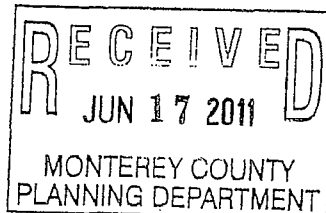
Robert Nunes
Air Quality Planner
Planning Division

Exhibit F
Justification letter for 25% slope

Banker's Development Group, LLC
York Highlands
PLN100020

Board of Supervisors
October 18, 2011

Exhibit F



Jacqueline M. Zischke, Attorney at Law

A Professional Corporation

PO Box 1115

Salinas, California 93902

P: 831/761-8714

F: 1-888-385-9198

jzischkelaw@charter.net

June 17, 2011

Delinda Robinson, Planner
Monterey County Planning Dept
168 West Alisal Street
Salinas, CA 93901

Re: York Highlands Re-subdivision, PLN 100020

Dear Ms. Robinson:

This letter responds to your letter dated June 13, 2010 and our subsequent meeting on that same date.

1. The ownership information that you have requested is being provided to County Counsel's office. You are correct that some property is still under the Monterra Ranch Properties LLC ownership, however, contractual arrangements are in place that will result in the transfer of this property.
2. The project is consistent with Policy No. LU-1.19. The project does not meet the criteria to be evaluated through the Development Evaluation System. No new lots will be created by the York Highlands Re-Subdivision, nor will the re-subdivision result in any change in use or intensity. The project will greatly reduce impacts to oak woodlands otherwise slated for removal under existing grading permits for the previously approved lot configuration.
3. The building envelopes have been carefully placed to avoid ridgeline development. Moreover, as we discussed, the General Plan does not require building envelopes to be invisible from Highway 68. As you know, the lots have been staked since April and there is very limited visibility to a couple of lots, and no ridgeline visibility. The only ridgeline development that we are aware of are the homes visible above this area in Hidden Hills, a different subdivision east and at a higher elevation than York Highlands.

You had indicated almost a month ago that a letter would be forthcoming to identify further staking to address your concern that you could not sufficiently confirm from the

existing staking that the proposed Lots 2 and 44 and one other lot would not have ridgeline visibility. We were finally glad to be able to meet with you earlier this week to sort through the staking that you will need, and we are currently in the process of providing further staking as you instructed for the building envelopes on proposed Lots 2, 44 and 6. Moreover, below is the language you requested that would require three dimensional envelopes to ensure that the buildings will not be visible as ridgeline development from Highway 68.

Prior to filing the Final Map, specific three dimensional building envelopes shall be prepared for Lot 44, Lot 2 and Lot 6 subject to the approval of the Director of the Planning and Building Inspection Department. The plans shall: (1) define the specific building site; (2) indicate maximum allowable building height for the lots; (3) identify natural vegetation that should be retained; (4) identify landscape screening as appropriate. The approved plans are to be recorded with the subdivision's CC&Rs. A note shall be placed on the Final Map stating that a specific plan has been prepared for these lots and that the property may be subject to building and/or use restrictions.

4. Due to the topography of the area, there is no feasible alternative that would allow development of the roads and driveways to occur on slopes of less than 25%. Moreover, the realigned roads and driveways already follow existing jeep trails. The proposed re-subdivision also better achieves the resource protection objectives and policies contained in the General Plan since the realigned road substantially reduces the impacts to oak woodland currently slated for removal under existing grading permits for the already approved and recorded final map lot and road configuration. As such, the project complies with Policy OS-3.5.
5. Your letter states that "assuming the building envelopes will be completely developed" you would like to see a fuel management plan. As we discussed, the larger sized building envelopes are intended to provide flexibility in siting the homes. As with lots currently in the Monterra and Tehama subdivisions, the building envelopes will not be completely developed. Fuel management will be similar to that which has occurred in the Monterra and Tehama subdivisions.
6. Please find attached a letter from WWD Engineering, which identifies that the resubdivision will reduce grading by approximately 20,000 cubic yards. You indicated that this would be sufficient for purposes of processing this application.

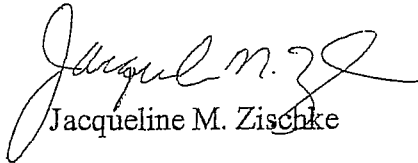
Finally, attached are two other items: (1) a copy of the preliminary revised vesting tentative map, which corrects the reference to the fire access road for Phase 6. As we discussed, I have provided a copy of this map to Chad Alinio at County Public Works so they can clear the application as complete and (2) a map illustrating the offered trail alignment through the

Delinda Robinson, Planner
Monterey County Planning Department
June 17, 2011

proposed York Highlands resubdivision. We have also provided a copy of this map to David Lutes with County Parks Department so they can clear the application complete as well.

The York Highlands Re-subdivision does not create any new lots, and hence should be readily processed. We request that you proceed to schedule this project for hearing.

Sincerely,



Jacqueline M. Zischke

Jacqueline Zischke
Attorney At Law, PC
PO Box 1115
Salinas, California 93902

June 14, 2011

RE: York Highlands grading

Dear Jacqui,

As requested by the project planner, we have estimated the reduction in grading work resulting from the York Highlands re-subdivision. The York Highlands re-subdivision lot and roadway realignments reduce the required grading by approximately 20,000 cubic yards. This reduction in grading is primarily due to the reduction in roadway improvements and associated infrastructure. This is readily illustrated by the removal of the road alignment through the oak woodland, and the realignment of the main road through the re-subdivision.

Sincerely,



David Fuller
PE 24400

Cc: Michael Waxer
Alan Williams
Jacqui Zischke

Exhibit G
Greater Monterey Peninsula
LUAC Minutes

Banker's Development Group, LLC
York Highlands
PLN100020

Board of Supervisors
October 18, 2011

MINUTES
Greater Monterey Peninsula Land Use Advisory Committee
Wednesday, May 4, 2011

1. Meeting called to order by Ron Dehoff at 4:03 pm

2. Roll Call

Members Present: DARLENE BERRY, HARRIS, PETERSON, DEHOFF,
Jacobs, Smith

Members Absent: ALAN CHURCH

3. Approval of Minutes:

A. October 6, 2010 minutes

Motion: Ron DEHOFF (LUAC Member's Name)

Second: Phil Smith (LUAC Member's Name)

Ayes: 6

Noes: 0

Absent: 1

Abstain: 0

4. **Public Comments:** The Committee will receive public comment on non-agenda items that are within the purview of the Committee at this time. The length of individual presentations may be limited by the Chair.

None

RECEIVED

MAY 16 2011

MONTEREY COUNTY
PLANNING & BUILDING
INSPECTION DEPT.

5. **Scheduled Item(s)**

6. **Other Items:**

A) Election of Officers:

Deferred to next meeting due lateness of hour
LUAC member nominated for Chairperson: _____

Motion: _____ (LUAC Member's Name)

Second: _____ (LUAC Member's Name)

Ayes: _____

Noes: _____

Absent: _____

Abstain: _____

LUAC member nominated for Secretary: _____

Motion: _____ (LUAC Member's Name)

Second: _____ (LUAC Member's Name)

Ayes: _____

Noes: _____

Absent: _____

Abstain: _____

RECEIVED

MAY 16 2011

MONTEREY COUNTY
PLANNING & BUILDING
INSPECTION DEPT.

B) Preliminary Courtesy Presentations by Applicants Regarding Potential Projects

None

C) Announcements

None

7. Meeting Adjourned: 5:30 pm

Minutes taken by: Darlene Berry

RECEIVED

MAY 16 2011

MONTEREY COUNTY
PLANNING & BUILDING
INSPECTION DEPT

Action by Land Use Advisory Committee Project Referral Sheet

Monterey County Planning Department
168 W Alisal St 2nd Floor
Salinas CA 93901
(831) 755-5025

RECEIVED

MAY 16 2011

Advisory Committee: **Greater Monterey Peninsula**

Please submit your recommendations for this application by: **May 4, 2011**

**MONTEREY COUNTY
PLANNING & BUILDING
INSPECTION DEPT**

Project Title: YORK HIGHLANDS (MONTERRA RANCH PROPERTIES LLC)

File Number: PLN100020

File Type: BOARD OF SUPERVISORS

Planner: ROBINSON

Location: VARIOUS ADDRESSES IN MONTERRA RANCH

Project Description:

Combined Development Permit consisting of: 1) Vesting Tentative Map for the re-subdivision of Monterra Ranch Final Map Phases 6, 8 & 10 consisting of the reconfiguration of 24 residential lots (Phase 6: Adj Lot 44 Remainder; Phase 8: Lots 164 - 171; Phase 10: Lots 5-10, 117 -122, Ranch Lots 1, 3 and 4), 3 open space parcels (Phase 8: Parcels A, B & C), 1 scenic easement parcel (Phase 10, Parcel H), and 3 road and utility parcels (Phase 6: Parcel R2; Phase 8: Parcel L; Phase 10: Parcel M); 2) Use Permit for tree removal; 3) Administrative Permit for grading of less than 70,500 cubic yards cut and 60,600 cubic yards fill in a Visually Sensitive District; and 4) Use Permit for development on slopes greater than 25 percent. The property is located south of the intersection of Highway 68 and York Road, Greater Monterey Peninsula Area Plan.

Was the Owner/Applicant/Representative Present at Meeting? Yes X No _____

PUBLIC COMMENT:

Name	Site Neighbor?		Issues / Concerns (suggested changes)
	YES	NO	
Tom Cooper Monterra Homeowner	X		Impacts to Homeowners (Issues stay part of Monterra or if concedes
Henry Brown Monterra Homeowner Association	X		Density of Project No negative impact on Monterra

LUAC AREAS OF CONCERN

Concerns / Issues (e.g. site layout, neighborhood compatibility; visual impact, etc)	Policy/Ordinance Reference (If Known)	Suggested Changes - to address concerns (e.g. relocate; reduce height; move road access, etc)
Remove from Monterey Separate development (York) HIGHLANDS	community splitting off from Monterey community impacts density, separate entry roads	
No negative impact to MONTEERRA.		
Road access concerns for development - TRAFFIC THROUGH Monterea		
TRAFFIC Tree Removal Ratio under project description		

ADDITIONAL LUAC COMMENTS

ALL new openspace will be deeded to HOA?
just for lot remainder
Concern about congestion AT York Road & Highway 68.

RECEIVED

MAY 16 2011

RECOMMENDATION:

Motion by:

Darlene Berry

(LUAC Member's Name)

MONTEREY COUNTY
PLANNING & BUILDING
INSPECTION DEPT.

Second by:

LARRY Peterson

(LUAC Member's Name)

Support Project as proposed

☒ Recommend Changes (as noted above)

ADDRESSING concerns & issues
As stated above

Continue the Item

Reason for Continuance:

Continued to what date:

AYES:

6

NOES:

0

ABSENT:

1 (church)

ABSTAIN:

0

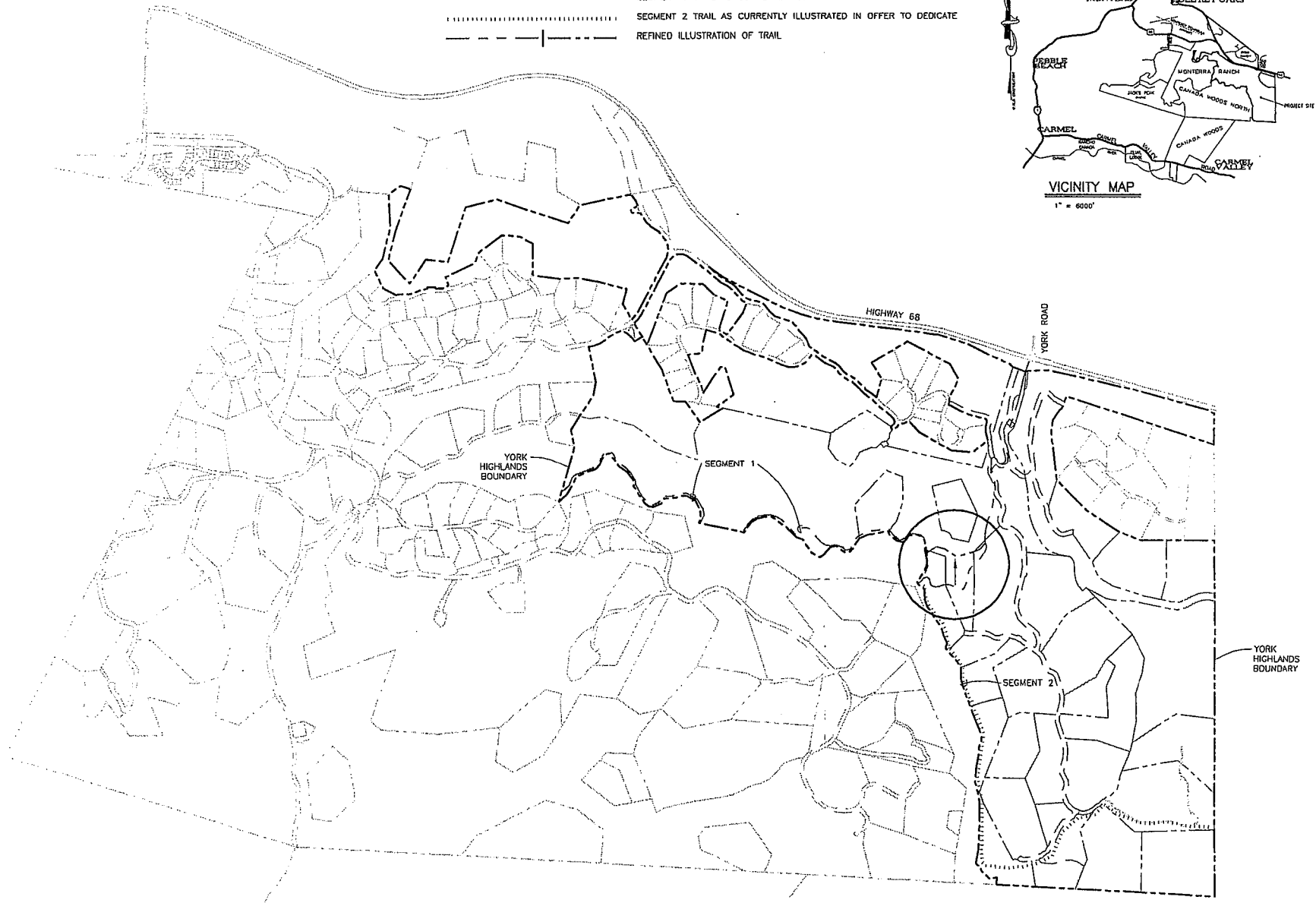
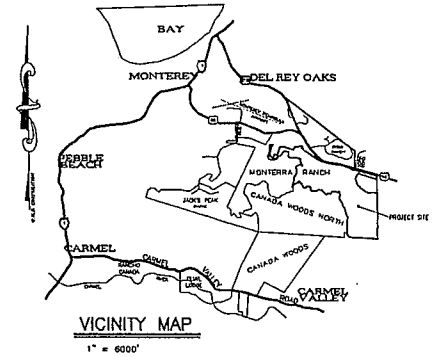
Exhibit H
Trail Map

Banker's Development Group, LLC
York Highlands
PLN100020

Board of Supervisors
October 18, 2011

LEGEND

- SEGMENT 1 TRAIL AS CURRENTLY ILLUSTRATED IN OFFER TO DEDICATE
- SEGMENT 2 TRAIL AS CURRENTLY ILLUSTRATED IN OFFER TO DEDICATE
- REFINED ILLUSTRATION OF TRAIL



R. Alan Williams
P.O. Box 100
Carmel, CA 95008-0100
Tel: (831) 921-1501

WWD CORPORATION
ENGINEERING SURVEYING
PLANNING CONSULTANTS
2801 MONTEREY-SALINAS HIGHWAY, MONTEREY CA
(831) 655-2723 FAX: (831) 655-3425

TRAIL ILLUSTRATION MAP

YORK HIGHLANDS
RE-SUBDIVISION

DATE: 6-17-11
REV: _____
DRAWN BY: EFW
CHECK BY: LSF



Exhibit I
Three Dimensional Building Envelopes and
Development Criteria

Banker's Development Group, LLC
York Highlands
PLN100020

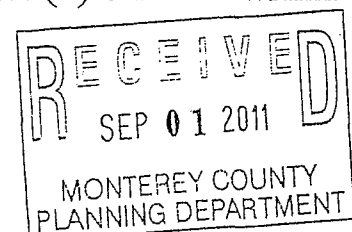
Board of Supervisors
October 18, 2011

Specific three dimensional building envelopes have been created for Lot 44, Lot 2 and Lot 6. These three dimensional building envelopes identify the building site area and the maximum allowable building height elevations for these lots. All development on these lots shall conform to these three dimensional building envelopes. A note shall be placed on the Final Map stating that three dimensional building envelopes have been prepared for these lots, and that these lots are subject to building restrictions as identified therein.

Development on Lots 44, 2 and 6 shall also include the following measures:

Lot 44. Development within the building envelope on Lot 44 shall use appropriate design, materials and landscaping to maintain compatibility with the visual character of the area as follows:

- The Subdivider shall reseed the area on Lot 44 that has been used as a borrow site under existing grading permits in the area located outside of the Lot 44 building envelope as identified on the three dimensional building envelope above Points E to D to allow restoration of native vegetation (native grasses and native plant material consistent with the local area) to occur in the disturbed areas.
- The Subdivider shall also provide landscaping and restoration consisting of locally native plants and vegetation consistent with surrounding vegetation, and shall include plantings placed in appropriate locations between Points C-B-A-H around the three dimensional building envelope for Lot 44. Such plantings in this area shall include the broadcasting of pine or coffeeberry seeds outside of the building envelope between Points C-B-A-H to ensure a minimum planting of ten (10) trees and the additional planting of ten (10) oak trees. The oak trees shall be 36"-48" inch square box size and from local genetic stock.
- Architectural review of Lot 44 shall be required to ensure visual compatibility of the development with the surrounding area and the Lot Owner shall provide landscaping with native trees and vegetation in the areas between Points E-F-G-H as identified on the three dimensional building envelope for Lot 44 to achieve a breaking and blending of the architectural form into the natural setting. Such plantings in this area shall include three (3) to five (5) oak trees within



APPLICANT SUBMITTAL

the building envelope, which shall be 36"-48" inch square box size and from local genetic stock.

- Appropriate design and materials shall include either use of darker roof or wall colors to achieve blending, or roof design to shadow walls to achieve a blending into the natural environment.
- Residential design is subject to review by the Director of Planning.
- There shall be a 3-5 year monitoring plan to ensure establishment of plantings required for Lot 44 and all monitoring responsibilities shall be borne by the Lot Owner and their successors in interest.

Lot 2. Development within the building envelope on Lot 2 shall use appropriate design, materials and landscaping to maintain compatibility with the visual character of the area as follows:

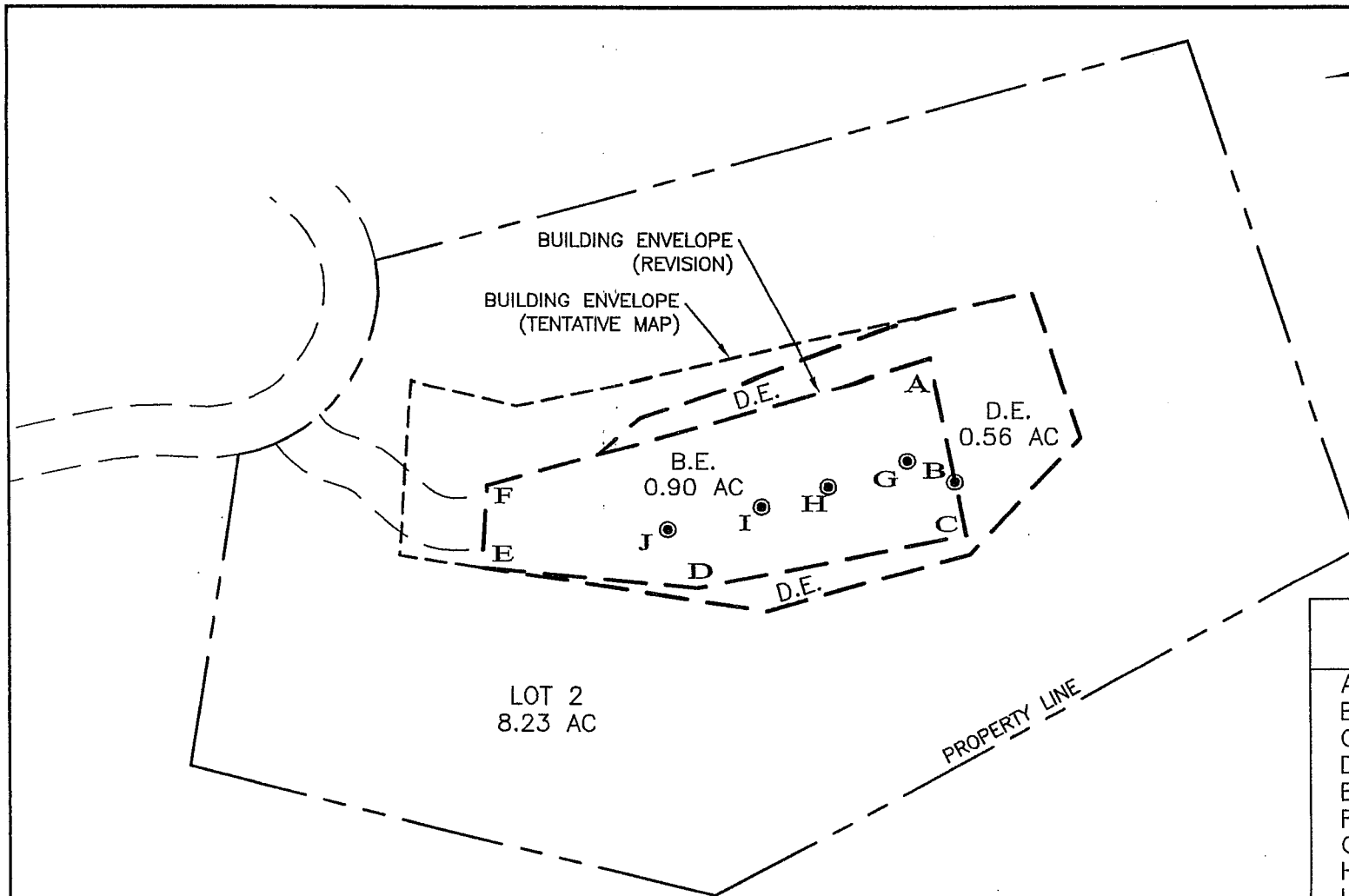
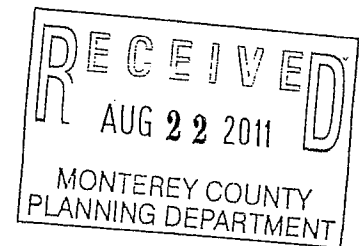
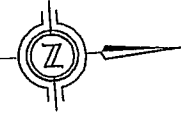
- The Subdivider shall provide landscaping and restoration consisting of locally native plant and tree species consistent with surrounding vegetation, and shall include plantings placed in appropriate locations between Points C and E as identified on the three dimensional building envelope for Lot 2.
- Architectural review of Lot 2 shall be required to ensure visual compatibility of the development with the surrounding area and the Lot Owner shall provide landscaping with native trees and vegetation between Points A and F as identified on the three dimensional building envelope for Lot 2 to achieve a breaking and blending of the architectural form into the natural setting. Such plantings in this area shall be planted between the proposed home and within or outside of the building envelope between Points A and F to blend angles of the structure. Such required planting shall include three (3) to five (5) native trees such as oaks, pines or coffeeberries that consist of planting larger sized trees of 36"-48" inch square box size from local genetic stock or transplanting local trees of similar or larger size.
- Appropriate design and materials shall include either use of darker roof or wall colors to achieve blending, or roof design to shadow walls to achieve a blending into the natural environment.
- Tree removal shall be minimized to maintain visual character of the area.
- Residential design is subject to review by the Director of Planning.

APPLICANT SUBMITTAL

- There shall be a 3-5 year monitoring plan to ensure establishment of plantings required for Lot 2 and all monitoring responsibilities shall be borne by the Lot Owner and their successors in interest.

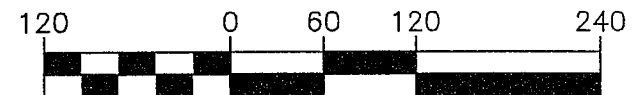
Lot 6. Development within the building envelope on Lot 6 shall use appropriate design, materials and landscaping to maintain compatibility with the visual character of the area as follows:

- The Subdivider shall provide landscaping and restoration consisting of locally native plant and tree species consistent with surrounding vegetation, and shall include plantings placed in appropriate locations outside of the building envelope between Points A-B-C as identified on the three dimensional building envelope for Lot 6.
- Architectural review of Lot 6 shall be required to ensure visual compatibility of the development with the surrounding area and the Lot Owner shall provide landscaping with native trees and vegetation between Points B-C-D as identified on the three dimensional building envelope for Lot 6 to achieve a breaking and blending of the architectural form into the natural setting.
- Appropriate design and materials shall include either use of darker roof or wall colors to achieve blending, or roof design to shadow walls to achieve a blending into the natural environment.
- Tree removal shall be minimized to maintain visual character of the area.
- Residential design is subject to review by the Director of Planning.
- There shall be a 3-5 year monitoring plan to ensure establishment of plantings required for Lot 6 and all monitoring responsibilities shall be borne by the Lot Owner and their successors in interest.



	EXISTING ELEV	HEIGHT LIMITATION
A	680.00	695.00
B	677.93	695.00
C	672.40	695.00
D	685.51	695.00
E	674.18	695.00
F	680.00	695.00
G	681.90	700.00
H	688.40	708.00
I	690.40	708.00
J	688.70	708.00

NOTE:
1. BUILDING HEIGHTS CONFORM
TO MONTEREY COUNTY ZONING ORDINANCE
(30' MAXIMUM HEIGHT RESTRICTION)
2. NO STRUCTURES ARE ALLOWED WITHIN
THE DEVELOPMENT ENVELOPE (D.E.)



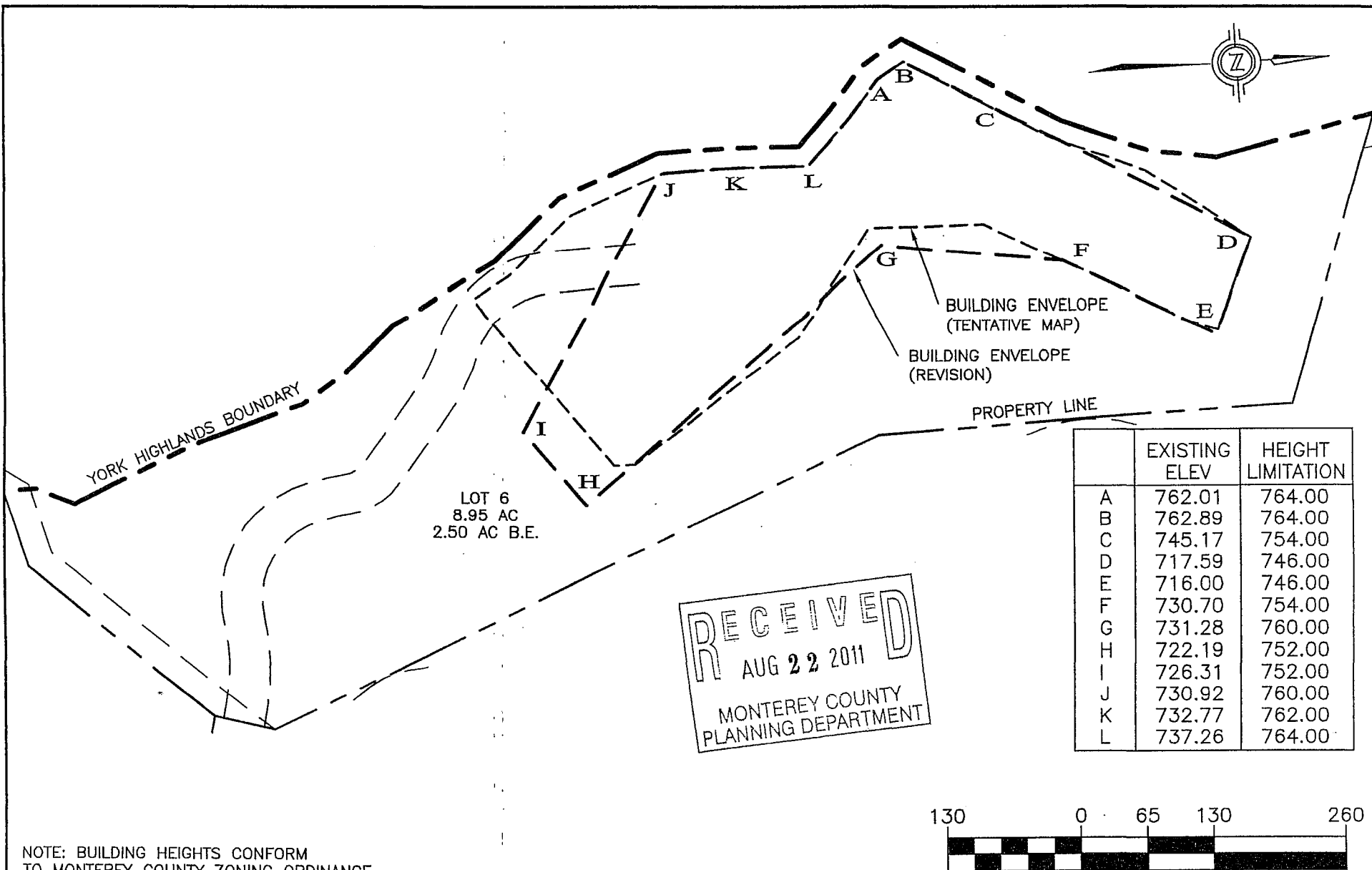
GRAPHIC SCALE

YORK HIGHLANDS
TENTATIVE RE-SUBDIVISION
MONTEREY COUNTY, CALIFORNIA

LOT 2
3D BUILDING ENVELOPE
EXHIBIT

DRAWN BY: MRS
DESIGNED BY: N/A
DATE: 8-15-11
SCALE: AS SHOWN
JOB NUMBER: 01-444
LAST REVISED: 8-22-11
REVISED BY: MRS





NOTE: BUILDING HEIGHTS CONFORM
TO MONTEREY COUNTY ZONING ORDINANCE
(30' MAXIMUM HEIGHT RESTRICTION)

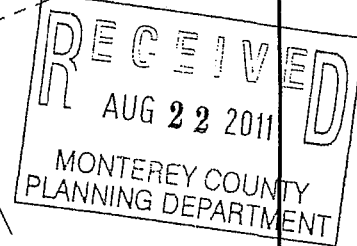
YORK HIGHLANDS
TENTATIVE RE-SUBDIVISION
MONTEREY COUNTY, CALIFORNIA

LOT 6
3D BUILDING ENVELOPE
EXHIBIT

DRAWN BY: MRS
DESIGNED BY: N/A
DATE: 8-15-11
SCALE: AS SHOWN
JOB NUMBER: 01-444
LAST REVISED: N/A
REVISED BY: N/A



NOTE: BUILDING HEIGHTS CONFORM
TO MONTEREY COUNTY ZONING ORDINANCE
(30' MAXIMUM HEIGHT RESTRICTION)



PROPERTY LINE

MONTERA RANCH ROAD

BUILDING ENVELOPE
(TENTATIVE MAP)

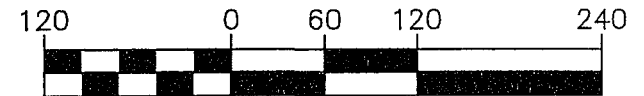
BUILDING ENVELOPE
(REVISION)

1.00 AC B.E.

ADJ LOT 44
8.91 AC
1.36 AC B.E.

0.36 AC B.E.

	EXISTING ELEV	HEIGHT LIMITATION
A	507.40	518.00
B	509.10	520.00
C	516.20	544.00
D	538.00	544.00
E	534.00	544.00
F	505.00	524.00
G	499.60	515.00
H	507.00	515.00
I	515.88	540.00



GRAPHIC SCALE

YORK HIGHLANDS
TENTATIVE RE-SUBDIVISION
MONTEREY COUNTY, CALIFORNIA

ADJUSTED LOT 44
3D BUILDING ENVELOPE
EXHIBIT

DRAWN BY: MRS
DESIGNED BY: N/A
DATE: 8-15-11
SCALE: AS SHOWN
JOB NUMBER: 01-444
LAST REVISED: 8-22-11
REVISED BY: MRS



Exhibit J
Planning Commission Resolution
No. 11-033

Banker's Development Group, LLC
York Highlands
PLN100020

Board of Supervisors
October 18, 2011

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

In the matter of the application of:

BANKER'S DEVELOPMENT GROUP, LLC (PLN100020)

RESOLUTION NO. 11-033

Resolution by the Monterey County Planning
Commission Recommending that the Board of
Supervisors:

- A. Adopt the Negative Declaration;
- B. Approve the General Plan Amendment amending
the General Plan designation from
Public/Quasi-Public (PQP) to Rural Density
Residential (RDR) on a portion of the
Monterra Ranch (a portion of Parcel H).
- C. Approve the Combined Development
Permit consisting of:
 - 1) A Vesting Tentative Map for the re-
subdivision of Monterra Ranch Final Map
Phases 6, 8 & 10 consisting of the
reconfiguration of 24 residential lots
(Phase 6: Lot 44 Remainder; Phase 8: Lots
164 - 171; Phase 10: Lots 5-10, 117 -122,
Ranch Lots 1, 3 and 4), 3 open space
parcels (Phase 8: Parcels A, B & C), 1
scenic easement parcel (Phase 10, Parcel
H), and 3 road and utility parcels (Phase 6:
Parcel R2; Phase 8: Parcel L; Phase 10:
Parcel M);
 - 2) Use Permit for tree removal for subdivision
improvements only (not for building
envelopes);
 - 3) Administrative Permit for grading of less than
131,100 cubic yards (70,500 cubic yards cut
and 60,600 cubic yards fill) in a Visually
Sensitive District; and
 - 4) Use Permit for development on slopes greater
than 25 percent.
- D. Adopt the Mitigation Monitoring and
Reporting Plan.

[PLN100020, Banker's Development Group, LLC,
South of the Intersection of Highway 68 and York
Road, Monterey, Greater Monterey Peninsula Area
Plan (APN: 259-092-072-000, 259-092-075-000,
259-191-023-000, 259-191-024-000, 259-231-016-
000 through 259-231-026-000, 259-231-028-000,
259-241-001-000, 259-241-004-000, 259-251-001-
000 through 259-251-014-000)]

The York Highlands application (PLN100020) came on for public hearing before the Monterey County Planning Commission on September 28, 2011. Having considered all the written and documentary evidence, the administrative record, the staff report, oral testimony, and other evidence presented, the Planning Commission finds and decides as follows:

FINDINGS

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) Consistency 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;
 - Monterey County Zoning Ordinance (Title 21); and
 - Monterey County Subdivision Ordinance (Title 19).All potential conflicts with the above listed documents have been resolved (see evidences that follow). No communications were received during the course of review of the project indicating any inconsistencies with the text, policies, and regulations in these documents. The Monterra Ranch subdivision was approved under the 1982 General Plan and final maps were recorded that created the lots herein being re-configured or re-subdivided. No additional lots are being created and the revised lot configuration will better meet the Monterey County goals and policies relative to tree removal and development on slopes.
b) Land Use The project area contains 3 different Land Use designations as shown in Figure No. LU5. A small area along Highway 68 south of the York Road entrance is designated Resource Conservation (RC), a larger area where the Equestrian center was contemplated under the original Monterra Ranch subdivision is designated Public/Quasi-Public (PQP), and the remaining property is designated Rural Density Residential (RDR). The original lot configuration contained lots that were located entirely within the RDR designation and the re-subdivision would place new building envelopes in both the RDR and PQP designated areas of the site. The PQP designation does not allow for the intended residential use so a General Plan amendment is required based on the proposed lot design. By amending the General Plan designation on the former equestrian site from PQP to RDR, an equestrian center will no longer be a part of the Monterra Ranch subdivision. The proposed map will be consistent with the General Plan Land Use Map when the General Plan Amendment becomes effective. A condition has been added to not record a map until the Land Use is amended.
c) Zoning The property is located South of the Intersection of Highway 68 and York Road, Monterey (Assessor's Parcel Number 259-092-072-000, 259-092-075-000, 259-191-023-000, 259-191-024-000, 259-231-016-000 through 259-231-026-000, 259-231-028-000, 259-241-001-000, 259-241-004-000, 259-251-001-000 through 259-251-014-000) within the Greater Monterey Peninsula planning area. The project involves a merger and re-subdivision of 24 lots within the Monterra Ranch

subdivision. The intended residential use of the lots will not change. Unlike the General Plan designation, the parcels all share the same base zoning designation of "RDR/10-UR" (Rural Density Residential, 10 acres per unit with an Urban Reserve overlay). In addition to the base zoning and the Urban Reserve combining district, all of the subject lots have either a "VS" (Visual Sensitivity) overlay or a "D" (Design Control) overlay depending on the lots proximity to Highway 68 (See Figure No. 14 of the GMPAP). The RDR/10 zoning designation allows residential uses at a density of 10 acre per unit. The project is for residential purposes and the density of the proposed project is approximately 50 acres per unit. Therefore, the project complies with the zoning designation.

- d) Visual Sensitivity The project includes the creation of parcels in a Visual Sensitivity (VS) zoning area. Policy GMP-3.3 of the 2010 General Plan strongly discourages new development within visually sensitive areas; however an exception can be made where appropriate to maximize the goals, objectives, and policies of the General Plan. In this case, the proposed project qualifies for such exception because the revised lot configuration will require less development on slopes (Policy OS-3.5), removal of fewer trees (Policy GMP-3.5), and less grading. Where an exception can be made, development must be sited in a manner that minimizes visible effects of development to the greatest extent possible using a variety of techniques. Many of reconfigured lots will be located outside the visually sensitive area and many of the lots within the mapped visually sensitive area will not be visible from Highway 68 due to existing topography and vegetation with the exception of proposed Lots 2, 6, and 44. Lots 2 and 6 have been adjusted but are still located near the top of a ridge and development on these lots could be visible from Highway 68. Lot 44 is located on a slope that faces Highway 68 and may be highly visible from Highway 68. This location was selected because it is currently used as a borrow site for on-going subdivision improvements. The borrow site is already highly disturbed and has an access road already graded making it a sensible building site from an environmental perspective. All three lots have been evaluated and specific design criteria including a three dimensional building envelopes and landscape screening have been developed for all three lots. The special 3-dimensional envelopes and landscaping requirements will minimize visibility of future development to a point where structures will be inconspicuous when viewed from Highway 68 (Condition No. 22). All of the building envelopes will be on slopes of 25% or less and all areas outside of the building envelopes will be placed in a Conservation and Scenic Easement. All development within the VS zoning district is subject to Chapter 21.46 of the zoning ordinance Title 21.
- e) Urban Reserve Pursuant to General Plan Policy LU-2.15 and Section 21.50.030.C of the Zoning Ordinance (Title 21), the project was referred to the City of Monterey for review and comment. The City of Monterey commented that they have no issue with the proposed project.
- f) Design Control No structures are proposed at this time but all future development will subject to the Chapter 21.44 of the Zoning Ordinance

(Title 21).

- g) General Plan Policies In addition to specific policies quoted in the preceding evidences, the merger and re-subdivision project has been evaluated for consistency with relevant General Plan Policies. Some policies are complied with through carrying forward conditions and mitigations from the Monterra Ranch subdivision such as lighting requirements and are not described here again. It is also acknowledged that policy language on subjects such as traffic, water, and public services may have changed in regulatory nature but the project is not proposing to change or intensify the nature of the use of the project and therefore some of these policies are not affected as there will be no change from the baseline conditions (same number of lots with same intended use). Other more specific policies applicable to the proposed project are described in the evidences that follow.
- h) LU-1.7 Policy LU-1.7 strongly encourages clustering of residential development to those portions of the property which are most suitable for development and where appropriate infrastructure exist to support the development. The same policy also allows re-subdivisions that do not increase the total number of lots without a general plan amendment. The proposed design complies with this policy even though the re-configured lot locations are of a less clustered nature because the new lot configuration reduces grading requirements, tree removal requirements and development on slopes thus placing lots in the “most suitable” location for development. The re-subdivision will not result in a greater number of lots than previously existed; therefore, evaluation pursuant to LU-1.19 (Development Evaluation System) is not necessary in this case.
- i) LU-1.8 The project is consistent with LU-1.8, which encourages voluntary reduction or limitation of development potential in rural areas through dedication of scenic or conservation easements or other appropriate techniques. This project proposes to voluntarily dedicate over 88 percent of the land area (approximately 730 acres) as scenic easement.
- j) LU-9.7 The project involves amending the General Plan designation from Public/Quasi-Public (PQP) to Rural Density Residential (RDR) on a portion of the Monterra Ranch subdivision that was contemplated to be the location of an equestrian center. The equestrian center will not be placed at this location and there is no other reason for the PQP zoning to exist at this location, therefore the amendment of the Land Use is appropriate.
- k) OS-1.5 General Plan Policy OS-1.5 requires that lot configurations avoid creating building sites that will constitute ridgeline development. Lots 2 and 6 have the potential of creating ridgeline development, but the three dimensional building envelopes, and additional screening to be placed on site will minimize to the potential for ridgeline development. To insure that ridgeline development will not occur Planning Commission review of these units is required.
- l) OS-3.5 Overall, the revised lot configuration takes advantage of existing ranch roads and minimizes grading quantities. Still subdivision improvements will occur on slopes greater than 25% in some areas. A

Use Permit to allow development on slopes greater than 25% is included in this permit and the ability to grant the Use Permit has been met (See Finding No. 6).

- m) OS-5.4 A biological report was prepared for the proposed subdivision. The biological report identified several sensitive species at or near the site but no direct impact to these sensitive species was identified. The one exception is oak woodland habitat. Overall impacts to oak woodland habitat are less severe under the proposed lot configuration; however, habitat fragmentation is slightly increased due to the dispersed lot layout. Prohibiting perimeter fencing and reducing direct impacts to oak woodlands on the balance of the parcels results in a net biological benefit to the habitat.
- n) S-3.1 A drainage plan has been prepared for the revised subdivision design by a licensed engineer. The drainage plan maintains the same method and effect required under the original design by installing detention basins that can maintain pre-development runoff rates.
- o) PS-1.1 Adequate Public Services and facilities including water and sewer are available to serve the lots in their new locations.
- p) GMP-1.4 The project is consistent with GMP-1.4, which requires development proposals to include compatible open space uses located between other developed areas in order to maintain a rural atmosphere and to protect scenic resources. As proposed, new building envelope locations will have a rural atmosphere with open space between building sites. Everything outside the revised building envelope locations will be placed in a conservation and scenic easement resulting in approximately 725 acres of open space in and around the building envelopes.
- q) GMP-1.5 The project is consistent with GMP-1.5, which identifies open space and recreational uses as appropriate and compatible land uses within areas of high visual sensitivity. Over 90 percent of the area of the site that is located within the area of high visual sensitivity is proposed to be in scenic easement. The areas not within the scenic easement consist of building envelopes for residential use that either will not be visible from major public viewing areas or have been conditioned consistent with the requirements of GMP-3.3 to remain inconspicuous when viewed from major public viewing areas.
- r) GMP-3.2 The project is consistent with GMP-3.2, which directs that development on canyon edges and hilltops be designed to minimize the visual impact of the development. Three-dimensional building envelopes and performance based design criteria are proposed for lots that have the potential for development on hillsides or hilltops (Lots 2, 6 & 44). See also Finding No. 9.
- s) GMP-3.5 The project is consistent with GMP-3.5, which discourages the removal of healthy, native oak, Monterey Pine and redwood trees within the GMP Planning Area. The proposed lot configuration will result in an approximately 20-acre reduction in oak tree removal when compared to the existing lot configuration.
- t) GMP-3.11 The project is consistent with GMP-3.11 and GMP-3.13, which encourage the acquisition and development of trails with the intent of creating a coordinated, area-wide trails system. Open space

parcels within the project area are subject to an irrevocable offer to dedicate a trail and declaration of restrictions recorded at Document 200110850 in the Monterey County Recorder's Office. Additionally, a non-standard condition has been incorporated requiring that the irrevocable offer to dedicate a trail is re-recorded and that under specified conditions, obligating the developer to construct the trail (Condition No. 64).

- u) Site Visit The project planner conducted site inspections on April 26, 2011, June 13, 2011, August 18, 2011 and August 22, 2011 to verify that the project on the subject parcel conforms to the plans listed above.
- v) LUAC The project was referred to the Greater Monterey Peninsula Land Use Advisory Committee (LUAC) for review. Based on the LUAC Procedure guidelines adopted by the Monterey County Board of Supervisors per Resolution No. 08-338, this application did warrant referral to the LUAC because the project is subject to CEQA review. On May 4, 2011, the LUAC considered the project and heard comments from a neighbor who was concerned about impacts to Monterra residence from traffic through the subdivision. The LUAC commented that York Highlands should be a separate development from Monterra Ranch and stated a concern about congestion at the York Road intersection before recommending approval of the project by a vote of 6-0. LUAC comments were noted during review of the project.
- w) The application was heard by the Standard Subdivision Committee at a public hearing on September 12, 2011. As a technical committee, the Standard Subdivision Committee did not consider the General Plan Amendment. The Standard Subdivision Committee adopted Resolution No. 11-011 recommending that the Planning Commission approve the Combined Development Permit.
- x) The application, project plans, and related support materials submitted by the project applicant to the Monterey County RMA - Planning Department for the proposed development found in Project File PLN100020.

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: RMA - Planning Department, Monterey Regional Fire Protection District, Parks, Public Works, Environmental Health Bureau, and Water Resources Agency. There has been no indication from these departments/agencies that the site is not suitable for the proposed development. Conditions recommended have been incorporated.
 - b) The site was previously found suitable for development of the 24 lots in question when the Monterra Ranch subdivision was approved (Resolution No. 87-527). Lot and building envelope locations are being reconfigured within the boundaries of the previously approved Monterra Ranch subdivision. Suitability of the new lot locations has been considered. See following evidences.
 - c) Staff identified potential impacts to Biological Resources, Archaeological Resources, and Soil/Slope Stability in considering the

new building envelope locations. Technical reports by outside consultants indicated that there are no physical or environmental constraints that would indicate that the new building envelope locations are not suitable for the use proposed. County staff independently reviewed these reports and concurs with their conclusions. The following reports have been prepared:

- York Highlands Grading letter, prepared by WWD Engineering, June 14, 2011.
 - Biological Impact Letter, prepared by Vern Yadon, Pacific Grove, California, March 11, 2011.
 - Supplemental Biological Assessment York Highlands (LIB110168), prepared by Zander Associates, San Rafael, California, May 9, 2011.
 - Geological and Preliminary Geotechnical Investigation (LIB110169), prepared by Environmental Risk Specialties Corporation, Santa Clara, California, March 31, 2011.
 - Drainage Report for York Highlands Re-Subdivision Project (LIB110170), prepared by WWD Engineering, Monterey, California, April, 2011.
 - Preliminary Cultural Resources Reconnaissance of a Portion of the Monterra Ranch, (LIB030110) Monterey, Monterey County, California, prepared by Archaeological Consulting, Salinas, California, August 21, 1989.
- d) Staff conducted site inspections on April 26, 2011, June 13, 2011, August 18, 2011 and August 22, 2011 to verify that the site is suitable for this use.
- e) The application, project plans, and related support materials submitted by the project applicant to the Monterey County RMA - Planning Department for the proposed development found in Project File PLN100020.

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 the RMA - Planning Department, Monterey Regional Fire Protection District, Parks, Public Works, Environmental Health Bureau, Water Resources Agency, and the City of Monterey. The respective departments/agencies have recommended conditions, 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) Necessary public facilities are available. The project will be served water by the Monterra Ranch water system. Each individual lot will have a septic tank and the effluent will be processed by a sewer system, which is operated by the Canada Woods Water Company.
 - c) Preceding findings and supporting evidence for PLN100020.

4. **FINDING:** **NO VIOLATIONS** - The subject property is in compliance with all rules and regulations pertaining to zoning uses, subdivision, and any other applicable provisions of the County's zoning ordinance. No violations exist on the property.
- EVIDENCE:** a) Staff reviewed Monterey County RMA - Planning Department and Building Services Department records and is not aware of any violations existing on subject property.
- b) Staff conducted site inspections on April 26, 2011, June 13, 2011, August 18, 2011 and August 22, 2011 and researched County records to assess if any violation exists on the subject property.
- c) The application, plans and supporting materials submitted by the project applicant to the Monterey County Planning Department for the proposed development are found in Project File PLN100020.
5. **FINDING:** **CEQA (Neg Dec)** – Prior to considering the recommendation to the Board of Supervisors, the Monterey County Planning Commission, reviewed the information contained in the Negative Declaration prepared for the project. The Negative Declaration reflects the independent judgment and analysis of the County.
- EVIDENCE:** a) Public Resources Code Section 21080.d and California Environmental Quality Act (CEQA) Guidelines Section 15064.a.1 require environmental review if there is substantial evidence that the project may have a significant effect on the environment.
- b) The Monterey County Planning Department prepared an Initial Study pursuant to CEQA. The Initial Study is on file in the offices of the Planning Department and is hereby incorporated by reference (PLN100020). The Initial Study uses the baseline that there are 24 existing lots created as part of the Monterra Ranch Subdivision which could be developed and based upon this tiers from the previously certified EIR (No. 84-007) for the Monterra Ranch Subdivision (Board Resolution No. 87-527) for the purposes of evaluating the merger and re-subdivision. Within the same Initial Study an amendment to the General Plan land use designation is analyzed and on a stand alone basis.
- c) The Initial Study provides substantial evidence based upon the record as a whole, that impacts of the merger and re-subdivision has been examined at a sufficient level of detail in the prior Environmental Impact Report to enable those effects to be mitigated or avoided by site specific revisions, the imposition of conditions, or by other means in connection with approval of the subject project. The Initial Study also provides substantial evidence based upon the record as a whole, that the General Plan land use designation amendment would not have a significant effect on the environment. Staff accordingly prepared a Negative Declaration.
- d) Issues that were analyzed in the Negative Declaration include: aesthetic resources, biological resources, cultural resources, geology and soils, hazards/hazardous materials, hydrology/water quality, land use and planning, mineral resources, and noise.
- e) Changes in the location and configuration of 24 lots and associated access roads and infrastructure, within the larger Monterra Ranch subdivision, have been proposed (Merger and Re-subdivision). An

- Initial Study was prepared for the project that tiered from the Monterra Ranch EIR. The Initial Study found no potentially significant effects from the revised lot locations. Impacts were found to be substantially the same or less than those evaluated in the previously certified EIR.
- f) All project changes required to avoid significant effects on the environment have been incorporated into the project and/or are made conditions of approval. A Condition Compliance and Mitigation Monitoring and/or Reporting Plan has been prepared in accordance with Monterey County regulations and is designed to ensure compliance during project implementation and is hereby incorporated herein by reference as **Exhibit 1**. Mitigations have been carried forward from the Mitigation Monitoring Program adopted when the Monterra Ranch Subdivision was approved (Resolution No. 87-527). The applicant must enter into a new "Agreement to Implement a Mitigation Monitoring and/or Reporting Plan as a condition of project approval.
 - g) Pursuant to Section 15162 of the CEQA Guidelines, there are no substantial changes proposed in the project that would require major revisions to the prior EIR. The proposed merger and re-subdivision of 24 lots within the larger Monterra Ranch subdivision will not result in creation of any additional lots nor extend infrastructure that could induce growth in the area. New building envelope locations, including those within the area that was previously proposed to contain an equestrian facility, will result in minor and mostly beneficial changes to the environmental impacts already considered in the certified EIR. The land use designation change in itself will not have a substantial impact on the environment.
 - h) Pursuant to Section 15162 of the CEQA Guidelines, there is no new information of substantial importance that was not known at the time the EIR was certified. There have been some changes in the regulatory setting since the time that Monterra Subdivision EIR was certified; however, the new regulations and policies do not suggest that the project would have new significant impacts on the environment. Water supply, traffic, visual sensitivity, noise, air quality, biology, and a variety of other topics were considered in certifying the Monterra Ranch EIR and creating the subject lots. There is no substantial change in circumstances that would result in new impacts not previously considered in the EIR. For example, traffic was identified as a significant unavoidable impact in the EIR. This would remain true today.
 - i) The state law (PRC §21083.4) has been enacted since approval of the Monterra Ranch Subdivision. This legislation gives direction in determining significant effects on oak woodlands and providing mitigation. In this particular case the new project will result in approximately a 20 acre reduction of impacts to oak woodlands. The modified design will not constitute a significant adverse impact to Oak Woodlands.
 - j) Pursuant to CEQA Guidelines section 15126.4.c lead agencies are required to consider measures to mitigate the significant effects of greenhouse gas emissions. The proposed project is equivalent to the existing Monterra Ranch project with respect to the number of units,

and thus vehicle trips. The project will produce less greenhouse gas emissions related to the reduction in the amount of grading needed, the amount of paving provided and the amount of carbon sequestration resulting from tree removal. In 2010, amendments to the CEQA guidelines were adopted to incorporate GHG analysis in CEQA. Although evaluation of GHG impacts is now a requirement of CEQA, there has been a recent court case ruling that found that a new EIR does not need to be prepared when a project EIR was certified prior to the requirement to analyze GHG emissions (*Citizens for Responsible Equitable Environmental Development (CREED) v. City of San Diego*). In this case the court upheld the use of a 2008 addendum to a 1994 EIR used in connection with approving a revised project. The courts found that a new GHG analysis was not required because it is not new information that could not have been known in 1994 when the EIR was certified. The Court found that GHG impacts were known as early as the 1970s.

- k) Evidence that has been received and considered includes: the application, technical studies/reports (*see Finding 2/Site Suitability*), staff reports that reflect the County's independent judgment, and information and testimony presented during public hearings (as applicable). These documents are on file in the RMA-Planning Department (PLN100020) and are hereby incorporated herein by reference.
- l) Staff analysis contained in the Initial Study and the record as a whole indicate the project could result in changes to the resources listed in Section 753.5(d) of the Department of Fish and Game (DFG) regulations. All land development projects that are subject to environmental review are subject to a State filing fee plus the County recording fee, unless the Department of Fish and Game determines that the project will have no effect on fish and wildlife resources.
The site has the potential to support Hickman's Onion and supports Oak woodland habitat. For purposes of the Fish and Game Code, the project may have an impact on the fish and wildlife resources upon which the wildlife depends. Therefore, the project will be required to pay the State fee plus a fee payable to the Monterey County Clerk/Recorder for processing said fee and posting the Notice of Determination (NOD).
- m) Any comments received on the Negative Declaration during the comment period from September 8, 2011 to September 27, 2011 will be considered prior to consideration by the Planning Commission. Staff will evaluate comments and revisions to determine if any of the conditions requiring recirculation of the Negative Declaration prior to adoption are met prior pursuant to Section 15073.5 of CEQA.
- n) The Monterey County Planning Department, located at 168 W. Alisal, Second Floor, Salinas, California, 93901, is the custodian of documents and other materials that constitute the record of proceedings upon which the decision to adopt the negative declaration is based.

6. **FINDING: DEVELOPMENT ON SLOPE** – The proposed development better achieves the goals, policies and objectives of the Monterey County General Plan and Greater Monterey Peninsula Area Plan and the

Monterey County Zoning Ordinance (Title 21) than other development alternatives.

- EVIDENCE:**
- a) In accordance with the applicable policies of the Greater Monterey Peninsula Area Plan and the Monterey County Zoning Ordinance (Title 21), a Use Permit is required and the authority to grant said permit has been met.
 - b) The project includes an application for development on slopes exceeding 25%. The original lot design and road improvements were proposed on slopes greater than 30% (the threshold of the 1982 General Plan). The 2010 General Plan lowered the threshold for a discretionary permit requirement to 25% slope and no specific entitlement for development on slopes was granted under the original approval but has been included in this permit under the baseline condition that included a project with development on 30% slope. As proposed, the revised lot locations avoid placing building envelopes on slopes greater than 25% and take advantage of existing ranch roads at the project site; however, road improvements will still affect slopes greater than 25%. The revised lot and infrastructure locations minimizes disturbance to slopes and better achieve the goals and policies of the 2010 General Plan by minimizing grading quantities and tree removal.
 - c) The application, plans and supporting materials submitted by the project applicant to the Monterey County Planning Department for the proposed development are found in Project File PLN100020.
 - d) The project planner conducted site inspections on April 26, 2011, June 13, 2011, August 18, 2011 and August 22, 2011.
 - e) A letter of justification for development on slopes in excess of 25% was submitted by the applicant's representative for the project. The justification provided in the letter is that there is no feasible alternative that would avoid development on slopes and that the project better achieves the resource protection goals and policies by reducing impacts to oak woodlands. Staff concurs that the new lot locations better meet the resource protection goals of the 2010 General Plan.

7. **FINDING:** **SUBDIVISION** – Section 66474 of the California Government Code (Subdivision Map Act) and Title 19 (Subdivision Ordinance) of the Monterey County Code (MCC) requires that a request for subdivision be denied if any of the following findings are made:
- 1. That the proposed map is not consistent with the applicable general plan and specific plans.
 - 2. That the design or improvement of the proposed subdivision is not consistent with the applicable general plan and specific plans.
 - 3. That the site is not physically suitable for the type of development.
 - 4. That the site is not physically suitable for the proposed density of development.
 - 5. That the design of the subdivision or the proposed improvements is likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.
 - 6. That the design of the subdivision or type of improvements is likely to cause serious public health problems.
 - 7. That the design of the subdivision or the type of improvements will

conflict with easements, acquired by the public at large, for access through or use of property within the proposed subdivision.

- EVIDENCE:**
- a) Consistency. The project as designed and conditioned is consistent with the 2010 Monterey County General Plan, (see Finding 1).
 - b) Design. The lot designs are consistent with the Lot Design Standards of MCC Section 19.10.030. All Lots of the proposed Vesting Tentative Map meet the 5 acre minimum lot size for the Rural Density Residential zoning.
 - c) Site Suitability. The site is suitable for the proposed project including the type and density of the development (see Finding 2).
 - d) Environment. The Subdivision Ordinance requires denial of a tentative map if the proposed improvements are likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat. An Initial Study was prepared with a baseline of the existing 24 units from Monterra Ranch and tiered from the previously certified EIR for the Monterra Ranch subdivision. The Initial Study did not identify any new substantial environmental impacts and a Negative Declaration was circulated. The new design and improvements will not injure fish and is an improvement for habitat from the previously approved design (see Finding 5).
 - e) Health and Safety. The proposed project as designed and conditioned will not, under the circumstances of the particular application, be detrimental to the health, safety, peace, morals, comfort and general welfare of persons residing or working in the neighborhood or to the general welfare of the County (see Finding 3).
 - f) Water Supply. MCC Section 19.10.070 requires provision shall be made for domestic water supply as may be necessary to protect public health, safety, or welfare, and that the source of supply is adequate and potable. MCC Sections 19.03.015.L and 19.07.020.K require Water Supply and Nitrate Loading Information in order to assess these conditions and proof that there is a long term water supply with the project. The project involves relocating 24 lots within the Monterra Ranch subdivision. The use and intensity of the project will not change and water supply and demand will similarly not change. The lots will be served water by the Monterra Ranch water system that has been found to have an adequate quantity and quality of water to serve the project. (See Finding No. 3).
 - g) Sewage Disposal. MCC Sections 19.03.015.K and 19.07.020.J requires a can and will serve letter from the sewage treatment provider for projects on a sewer system. The subject project does not include new connections beyond those already approved and contemplated. The lots will continue to be connected to the Canada Woods sewage treatment plant.
 - h) Easements. The project involves an amendment to a Conservation and Scenic Easement deed in order to recognize the new locations of the building envelopes and to include all the areas outside the new building envelope locations. No other easements will be affected by the re-subdivision.
 - i) Traffic. No new lots are being created so there would be no increase in potential traffic beyond what was anticipated and evaluated in the

previously certified Environmental Impact Report (EIR) for the Monterra Subdivision. Access for the area would remain as approved, located at the York Road/State Route 68 intersection.

- j) Affordable Housing. Affordable housing has been developed for the Monterra Ranch subdivision. No new lots will be created; therefore no additional affordable units are required.
- k) Parks and Recreation. Parks and recreation requirements have been satisfied for the Monterra Ranch subdivision. No new lots are proposed and a condition that requires dedication of access for trails will continue to apply to the re-subdivision (Condition No. 64).
- l) The application, tentative map and supporting materials submitted by the project applicant to the Monterey County Planning Department for the proposed development are found in Project File PLN100020.
- m) The project planner conducted site inspections on April 26, 2011, June 13, 2011, August 18, 2011 and August 22, 2011.

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

- EVIDENCE:**
- a) The project includes application for the removal of approximately 15 acres of oak trees for subdivision improvements. In accordance with the applicable policies of the Greater Monterey Peninsula Area Plan and the Monterey County Zoning Ordinance (Title 21), a Use Permit is required and the authority to grant said permit has been met.
 - b) Under the previously approved design, road improvements and future development of lots would have required removal of approximately 45 acres of oak trees. This included an estimate on the acreage of oak woodland within the proposed building envelopes. As proposed approximately 7 acres of oak woodland would be within the building envelopes for a total impact of approximately 22 acres. This approval does not authorize tree removal within the building envelopes. Development of the lots within the building envelopes will be subject to individual permitting at which time tree removal standards will apply. This permit allows removal of approximately 15 acres of oaks for road and subdivision improvements.
 - c) Greater Monterey Peninsula Area Plan Policy GMP-3.5 states “Removal of healthy, native oak, Monterey pine, and redwood trees in the Greater Monterey Peninsula Area shall be discouraged.” The project proposes removal of 15 acres of oak woodland. This is a significant decrease from the tree removal implied with the approval of the previous design in keeping with the intent of the policy.
 - d) Measures for tree protection during construction have been incorporated as conditions of approval and include tree protection zones, trunk protection and monitoring and reporting requirements (See Condition No. 24)
 - e) The project has been designed and sited to minimize the removal of protected trees to the greatest extent feasible. There are many challenges to the project design including visual requirements, slopes, and trees. The proposed design takes advantage of existing ranch roads within the subdivision to minimize effects of road improvements on trees. The

building envelopes have also been appropriately sited to avoid slopes greater than 25% and to avoid ridgeline development.

- f) The removal will not involve a risk of adverse environmental impacts. The new lot configuration has been evaluated by a biologist. The biologist has concluded that except for a minor increase in habitat fragmentation the proposed design is biologically superior to the original lot design.
- g) Staff conducted site inspections on April 26, 2011, June 13, 2011, August 18, 2011 and August 22, 2011 to verify that the tree removal is the minimum necessary for the project and to identify any potential adverse environmental impacts related to the proposed tree removal.
- h) The application, plans and supporting materials submitted by the project applicant to the Monterey County Planning Department for the proposed development are found in Project File PLN100020.

9. **FINDING:** **VIEWSHED** – The subject project minimizes development within the viewshed in accordance with the applicable goals and policies of the applicable area plan and zoning codes.

- EVIDENCE:**
- a) The project includes application for a merger and re-subdivision that would create new lots within a highly sensitive viewshed. The new lots contain building envelopes that will be the location of future development for single family purposes. The creation of new building areas within the viewshed requires a Use Permit pursuant to Section 21.46.030.D of the Monterey County Zoning Ordinance (Title 21). Future development of structures will be subject to additional review and approval.
 - b) New lot locations were staked and flagged and have been evaluated pursuant to Policies under Goal OS-1 of the 2010 General Plan, Policy GMP-3.3 of the Greater Monterey Peninsula Area Plan and Chapter 21.46 of the Zoning Ordinance Title 21.
 - c) Of the 24 relocated building envelopes proposed, three lots (Lots 2, 6, and 44) were considered to have the potential to create a substantial adverse visual impact when viewed from Highway 68. Lots 2 and 6 are proposed near the crest of a hill south of Highway 68. Those building envelope locations were slightly revised to avoid ridgeline development. Lot 44 is proposed to be located in the side of the north facing slope that is highly visible from Highway 68. The location of the building envelope was chosen because it is currently highly disturbed from the grading activities associated with subdivision road improvements. Lot 44 is void of vegetation and from that perspective is a sensible location for development. Proposed design and landscaping techniques to minimize visibility of the subject lots which include three dimensional building envelopes and native plant and tree screening. (Condition No. 22). Staff has reviewed the staking and flagging and the specific design restrictions on the subject lots. The proposed restrictions are consistent with minimization measures and techniques contained in subsection e of Policy GMP-3.3 and will render the future development compatible and inconspicuous with the visual character of the area. All other lots will not be visible from Highway 68.
 - d) For nighttime views, all exterior lighting including street lighting will be

subject to review by the Planning Department to ensure that lighting is unobtrusive and constructed so that only the intended area is illuminated, long-range visibility is avoided, and off-site glare is fully controlled in compliance with General Plan Policy LU-1.13 (Condition No's. 10 and 20).

- e) The project as proposed, conditioned, and mitigated is consistent with policies of the Greater Monterey Peninsula Area Plan dealing with visual resources. The location of the new building envelopes take advantage of existing disturbed areas such as a borrow site and existing ranch roads, avoids placing building envelopes on slopes greater than 25%, avoids ridgeline development, minimizes grading and tree removal, and with design and landscape restrictions on Lots 2, 6, and 44 minimizes impacts on the highly sensitive viewshed.
- f) The application, plans and supporting materials submitted by the project applicant to the Monterey County Planning Department for the proposed development are found in Project File PLN100020.
- g) The project planner conducted site inspections on site inspections on April 26, 2011, June 13, 2011, August 18, 2011 and August 22, 2011 to verify that the project minimizes development within the viewshed or to identify methods to minimize the development.

10. **FINDING:** **WATER SUPPLY** – The project has a long-term water sustainable supply and manages development in the area so as to minimize adverse effects on the aquifers and preserve them as viable sources of water for human consumption.

- EVIDENCE:**
- a) Potable water for the Monterra Ranch Subdivision is provided by an independent permitted large water system. The water system draws water from wells located in the Monterey Shale fractured rock formations which are geologically isolated from neighboring properties. The Monterra Ranch subdivision EIR stated that the demand to serve the newly created lots can be accommodated by groundwater contained in the fractured siltstone and that production of the net demand of 117 acre feet of water per year (afy) will have no adverse effect on developments along Highway 68 or in Seaside.
 - b) The Monterra Ranch EIR evaluated impacts based on a total of 283 lots. This number is greater than the actual number of lots that have been created within the overall subdivision and the subject re-subdivision will remain well within this number and will not increase the number of lots proposed within the subject Phase thereby not changing any water demand.
 - c) The existing water system that serves the Monterra Ranch subdivision has a sophisticated treatment system in accordance with mitigations suggested in the FEIR which has been effectively treating water to serve the development in the subdivision.
 - d) The project has been reviewed by the Water Resources Agency. Conditions recommended have been included in this permit.
 - e) The project complies with General Plan Policies PS-3.1 and PS-3.2. The project will not result in the creation of additional lots or uses that would increase water demand or substantially effect water quality both on-site and off. The subject project reconfigures already approved lots

and water for these lots will continue to be provided by the approved Monterra Ranch water system.

11. **FINDING:** **APPEALABILITY** – This application is presented for the Planning Commission to evaluate the proposed project with the technical analysis provided in the FEIR and Initial Study prepared for the project. The Planning Commission's recommendation to the Board of Supervisors cannot be appealed.

- EVIDENCE:** a) Section 21.80.040 of the Monterey County Zoning Ordinance allows any person aggrieved by a discretionary decision of an Appropriate Authority to appeal that decision to the appropriate appeal authority. The Planning Commission is making a recommendation to the appropriate authority (Board of Supervisors) and is not making any decisions on the project.
- b) Section 21.80.040 of the Monterey County Zoning Ordinance allows appeals from the discretionary decisions of the Planning Commission by aggrieved persons to the Board of Supervisors.

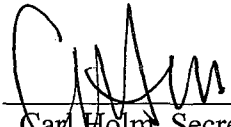
DECISION

NOW, THEREFORE, based on the above findings and evidence, the Planning Commission does hereby recommend that the Board of Supervisors:

- A. Adopt the Negative Declaration;
- B. Approve the General Plan Amendment amending the General Plan designation from Public/Quasi-Public (PQP) to Rural Density Residential (RDR) on a portion of the Monterra Ranch (a portion of Parcel H).
- C. Approve the Combined Development Permit consisting of:
 - 1) A Vesting Tentative Map for the re- subdivision of Monterra Ranch Final Map Phases 6, 8 & 10 consisting of the reconfiguration of 24 residential lots (Phase 6: Lot 44 Remainder; Phase 8: Lots 164 - 171; Phase 10: Lots 5-10, 117 -122, Ranch Lots 1, 3 and 4), 3 open space parcels (Phase 8: Parcels A, B & C), 1 scenic easement parcel (Phase 10, Parcel H), and 3 road and utility parcels (Phase 6: Parcel R2; Phase 8: Parcel L; Phase 10: Parcel M);
 - 2) Use Permit for tree removal for subdivision improvements only (not for building envelopes);
 - 3) Administrative Permit for grading of less than 131,100 cubic yards (70,500 cubic yards cut and 60,600 cubic yards fill) in a Visually Sensitive District; and
 - 4) Use Permit for development on slopes greater than 25 percent; and
- D. Adopt the Mitigation Monitoring and Reporting Plan.

PASSED AND ADOPTED this 28th day of September, 2011 upon motion of Commissioner Salazar, seconded by Commissioner Brown, by the following vote:

AYES: Brown, Roberts, Rochester, Salazar, Getzelman, Mendez, Padilla
NOES: Vandever, Diehl, Hert
ABSENT: None
ABSTAIN: None


Carl Holm, Secretary

COPY OF THIS DECISION MAILED TO APPLICANT ON

OCT 05 2011

York Highlands - PLN100020

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Monterey County Planning Department

Conditions of Approval/Mitigation Monitoring Reporting Plan

PLN100020

Conditions of Approval and/or Mitigation Monitoring Measures	Responsible Department	Compliance or Monitoring Actions to be Performed
<p>1. PD001 - SPECIFIC USES ONLY</p> <p>This permit for a Combined Development Permit allowing: 1) Vesting Tentative Map for the re-subdivision of Monterra Ranch Final Map Phases (Ph)6, 8 & 10 consisting of the reconfiguration of 24 residential lots (Ph. 6: Lot 44 Remainder; Ph. 8: Lots 164-171; Ph. 10: Lots 5-10, 117-122, Ranch Lots 1, 3 & 4), 3 open space parcels (Ph. 8: Parcels A, B & C), 1 scenic easement parcel (Ph. 10, Parcel H), & 3 road & utility parcels (Ph. 6: Parcel R2; Ph. 8: Parcel L; Ph. 10: Parcel M); 2) Use Permit for tree removal for subdivision improvements (not for building envelopes); 3) Administrative Permit for grading of less than 131,100 CY (70,500 CY cut and 60,600 CY fill) in a Visually Sensitive District; 4) Use Permit for development on slopes >25 percent; and 5) General Plan Amendment for portion of Parcel H currently designated as "PQP" & "UR" in the Greater Monterey Peninsula Land Use Plan (General Plan) to "RDR" 10 acres per unit & "UR" 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 the RMA-Planning Department. 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 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. (RM</p>	Planning	Adhere to conditions and uses specified in the permit.
<p>2. PD002 - NOTICE PERMIT APPROVAL</p>		

Conditions of Approval and/or Mitigation Monitoring Measures	Responsible Department	Compliance or Monitoring Actions to be Performed
<p>The applicant shall record a Permit Approval Notice that states, "A Combined Development Permit, Resolution Number 11-033, was approved by the Planning Commission on September 28, 2011 for Assessor's Parcel Numbers 259-241-001-000; 259-241-004-000; 259-092-072-000; 259-092-075-000; 259-191-023-000; 259-191-024-000; 259-211-016-000; 259-231-016-000; 259-231-017-000; 259-231-018-000; 259-231-019-000; 259-231-020-000; 259-231-021-000; 259-231-022-000; 259-231-023-000; 259-231-024-000; 259-231-025-000; 259-231-026-000; 259-231-028-000; 259-251-001-000; 259-251-002-000; 259-251-003-000; 259-251-004-000; 259-251-005-000; 259-251-006-000; 259-251-007-000; 259-251-008-000; 259-251-009-000; 259-251-010-000; 259-251-011-000; 259-251-012-000; 259-251-013-000; 259-251-014-000; and 259-251-015-000. The permit was granted subject to 68 conditions of approval and 92 mitigation measures which run with the land. A copy of the permit is on file with the Monterey County RMA - Planning Department." Proof of recordation of this notice shall be furnished to the Director of the RMA - Planning Department prior to issuance of building permits or commencement of the use. (RMA - Planning Department)</p>	Planning	Proof of recordation of this notice shall be furnished to the RMA - Planning Department.
<p>3. PD004 - INDEMNIFICATION AGREE</p> <p>The property owner agrees as a condition and in consideration of approval of this discretionary development permit that it will, pursuant to agreement and/or statutory provisions as applicable, including but not limited to Government Code Section 66474.9, defend, indemnify and hold harmless the County of Monterey or its agents, officers and employees from any claim, action or proceeding against the County or its agents, officers or employees to attack, set aside, void or annul this approval, which action is brought within the time period provided for under law, including but not limited to, Government Code Section 66499.37, as applicable. The property owner will reimburse the County for any court costs and attorney's fees which the County may be required by a court to pay as a result of such action. The County may, at its sole discretion, participate in the defense of such action; but such participation shall not relieve applicant of his obligations under this condition. An agreement to this effect shall be recorded upon demand of County Counsel or concurrent with the issuance of building permits, use of property, filing of the final map, whichever occurs first and as applicable. The County shall promptly notify the property owner of any such claim, action or proceeding and the County shall cooperate fully in the defense thereof. If the County fails to promptly notify the property owner of any such claim, action or proceeding or fails to cooperate fully in the defense thereof, the property owner shall not thereafter be responsible to defend, indemnify or hold the County harmless. (RMA - Planning Department)</p>	Planning	<p>Submit signed and notarized Indemnification Agreement to the Director of RMA-Planning Department for review and signature by the County.</p> <p>Proof of recordation of the Indemnification Agreement, as outlined, shall be submitted to the RMA-Planning Department.</p>
<p>4. PD032(A) - PERMIT EXPIRATION</p>		

Conditions of Approval and/or Mitigation Monitoring Measures	Responsible Department	Compliance or Monitoring Actions to be Performed
The permit shall be granted for a time period of 2 years, to expire on September 28, 2013 unless use of the property or actual construction has begun within this period. (RMA-Planning Department)	Planning	Prior to the expiration date stated in the condition, the Owner/Applicant shall obtain a valid grading or building permit and/or commence the authorized use to the satisfaction of the Director of Planning. Any request for extension must be received by the Planning Department at least 30 days prior to the expiration date.
5. PD003(A) - CULTURAL RESOURCES NEGATIVE ARCHAEOLOGICAL REPORT 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. The Monterey County RMA - Planning Department 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. (RMA - Planning Department)	Planning	This condition shall be included as a note on an additional sheet of the final map and in the CC&Rs. The Owner/Applicant shall adhere to this condition on an on-going basis. Stop work within 50 meters (165 feet) of uncovered resource and contact the Monterey County RMA - Planning Department 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.
6. PD006 - MITIGATION MONITORING The applicant shall enter into an agreement with the County to implement a Mitigation Monitoring and/or Reporting Plan in accordance with Section 21081.6 of the California Public Resources Code and Section 15097 of Title 14 Chapter 3 of the California Code of Regulations. Compliance with the fee schedule adopted by the Board of Supervisors for mitigation monitoring shall be required and payment made to the County of Monterey at the time the property owner submits the signed mitigation monitoring agreement. (RMA - Planning Department)	Planning	Within sixty (60) days after project approval or prior to the issuance of building and grading permits, whichever occurs first, the Owner/Applicant shall: <ol style="list-style-type: none"> 1) Enter into agreement with the County to implement a Mitigation Monitoring Program. 2) Fees shall be submitted at the time the property owner submits the signed mitigation monitoring agreement.
7. PDSP014 - MITIGATION MONITORING AND REPORTING PLAN (NON-STANDARD) All of the mitigation measures contained in the Final Environmental Impact Report for the Monterra Ranch Subdivision (EIR No. 84-007) as shown in the Mitigation Monitoring and Reporting Plan are included as conditions of approval. (RMA - Planning Department)	Planning	Subdivider shall implement all mitigation measures to the satisfaction of the RMA-Planning Department.
8. PD010 - EROSION CONTROL PLAN		

Conditions of Approval and/or Mitigation Monitoring Measures	Responsible Department	Compliance or Monitoring Actions to be Performed
<p>The approved development shall incorporate the recommendations of the Erosion Control Plan as reviewed by the Director of RMA - Planning and Director of Building Services. All cut and/or fill slopes exposed during the course of construction be covered, seeded, or otherwise treated to control erosion during the course of construction, subject to the approval of the Director of RMA - Planning and RMA - Building Services. The improvement and grading plans shall include an implementation schedule of measures for the prevention and control of erosion, siltation and dust during and immediately following construction and until erosion control planting becomes established. This program shall be approved by the Director of RMA - Planning and Director of RMA - Building Services. (RMA - Planning Department and RMA - Building Services Department)</p>	Planning	<p>This condition shall be included as a note on an additional sheet of the final map and in the CC&Rs.</p> <p>Prior to the issuance of grading and building permits, the Owner/Applicant shall submit an Erosion Control Plan to the RMA - Planning Department and the RMA - Building Services Department for review and approval.</p> <p>The Owner/Applicant, on an on-going basis, shall comply with the recommendations of the Erosion Control Plan during the course of construction until project completion as approved by the Director of RMA - Planning and Director of RMA - Building Services.</p>
<p>9. PD036 - UTILITIES-SUBDIVISION</p> <p>A note shall be placed on the final map or a separate sheet to be recorded with the final map indicating that "Underground utilities are required in this subdivision in accordance with Chapter 19.10.095, Title 19 of the Monterey County Code." Such facilities shall be installed or bonded prior to filing the parcel/final map. The note shall be located in a conspicuous manner subject to the approval of the Director of Public Works. (RMA - Planning Department)</p>	Planning	<p>Prior to recordation of the parcel/final map, the Owner/Applicant shall place a note on the map or on a separate sheet and submit to the RMA - Planning Department for review and approval. The Owner/Applicant shall install or bond for the underground utility facilities.</p>
<p>10. PD013 - STREET LIGHTING</p> <p>All street lights in the development shall be approved by the Director of the RMA - Planning Department. (RMA - Planning Department)</p>	Planning	<p>This condition shall be included as a note on an additional sheet of the final map and in the CC&Rs.</p> <p>Prior to the issuance of grading or building permits for street lights, the Owner/Applicant shall submit three copies of the lighting plans to the RMA - Planning Department for review and approval. Approved lighting plans shall be incorporated into final building plans.</p> <p>Prior to occupancy and on an on-going basis, the Owner/Applicant shall ensure that the lighting is installed and maintained in accordance with the approved plan.</p>
<p>11. PDSP001 ARCHAEOLOGICAL MONITORING (NON-STANDARD)</p>		

Conditions of Approval and/or Mitigation Monitoring Measures	Responsible Department	Compliance or Monitoring Actions to be Performed
<p>An archaeologist shall be retained to monitor the initial excavation and grading of subdivision improvements for each phase. An agreement signed by the archeologist, applicant, and excavation contractor subject to approval of the Planning Director prior to issuance of the grading permit shall be required. Said agreement shall specify that the archaeologist shall submit a written report detailing findings, if any. Upon discovery of significant archaeologists resources excavation or grading shall cease for a period necessary to determine the significance of any artifacts and salvage any discoveries. Said period shall not exceed 15 working days. (RMA-Planning Department)</p>	Planning	<p>This condition shall be included as a note on an additional sheet of the final map and in the CC&Rs.</p> <p>Prior to issuance of grading permit, applicant/owner shall submit contract for monitoring to RMA-Planning Department.</p>
<p>12. PDSP002 - HOMEOWNERS ASSOCIATION</p> <p>(NON-STANDARD) That a Homeowners Association be formed for road, drainage and open space maintenance. The document(s) for the formation of this association shall be submitted to and approved by the Director of Public Works, the Director of RMA-Planning, and the Monterey County Water Resources Agency prior to filing of the final map. The CC&Rs shall include provisions for a yearly report prepared by a registered civil engineer regarding monitoring of impacts of drainage and maintenance of drainage facilities. The report shall be reviewed and approved by the Water Resources Agency. (RMA-Planning Department and Water Resources Agency)</p>	Planning	<p>Prior to filing of the final map, The document(s) for the formation of a Homeowners Association shall be submitted to and approved by the Director of Public Works, the Director of RMA-Planning, and the Monterey County Water Resources Agency.</p>
<p>13. PDSP003 - EROSION CONTROL PLAN (NON-STANDARD)</p> <p>Prior to the filing of the final map, an erosion control plan shall be prepared for the project. This plan shall include all of the following and shall be approved by the Director of Building Services Department:</p> <ul style="list-style-type: none"> a. all disturbed slopes shall be revegetated with a mix of seeds best suited for the climate and soil conditions; b. slopes shall be covered with a straw mulch or jute netting after seeding or hydroseeding; the straw mulch should be punched in; no hydromulch should be used; c. no grading shall occur between October 15 and April 15, unless conforming to Monterey county Code Section 16.12.090; d. where possible, cuts shall be revegetated with trees as well as seed, especially in areas where trees are removed to allow roads and driveways; e. removed topsoil shall be stockpiled on the site to be used for revegetation work; f. all road work on slopes over 30% or in landslide or dipslope areas shall require geotechnical evaluations; g. land shall be graded and landscaped in increments of size that can be completed during a single construction season; h. storm water shall not be allowed to flow directly down unprotected slopes, devoid of vegetation; i. catch basins shall be used to retain sediment within the site area during the construction period; the grading operations shall be evaluated and inspected be a qualified soils engineer. (RMA-Planning and RMA-Building Services) 	Planning	<p>Prior to the filing of the final map, an erosion control plan shall be prepared for the project and shall include the required elements as stated in the condition. This plan shall be reviewed and approved by the Director of Planning and the Director of Building Services.</p>

Conditions of Approval and/or Mitigation Monitoring Measures	Responsible Department	Compliance or Monitoring Actions to be Performed
<p>14. PD007- GRADING WINTER RESTRICTION</p> <p>No land clearing or grading shall occur on the subject parcel between October 15 and April 15 unless authorized by the Director of RMA - Building Services Department. (RMA - Planning Department and Building Services Department)</p>	Planning	<p>This condition shall be included as a note on an additional sheet of the final map and in the CC&Rs.</p> <p>The Owner/Applicant, on an on-going basis, shall obtain authorization from the Director of RMA - Building Services Department to conduct land clearing or grading between October 15 and April 15.</p>
<p>15. PDSP004 - MAINTENANCE OF NATURAL HABITAT (NON-STANDARD)</p> <p>In order to maintain the natural habitat within and surrounding the lots, the following language shall be included as a note on the final map and shall be implemented by future homeowners:</p> <ul style="list-style-type: none"> a. Direct disturbance or removal of native vegetation cover should be restricted to those areas designated for development only, except as prescribed under Fire Control and Fuel Management. b. The introduction of non-native plant species should be avoided. Native trees (preferably oaks), shrubs, and ground covers should be used for erosion control and landscaping within the designated development envelope surrounding each homesite, the proposed recreation areas, and along the access road system. A landscape plan should be developed incorporating the retention of native trees and vegetation around the building sites. c. Exotic plant species that are aggressive colonizers of disturbed areas should be actively eradicated. These species include, but are not limited to, French broom and Eucalyptus. d. Off-road vehicle activities should not be allowed on the property. e. Livestock (e.g., horses, cattle) should be kept or grazed on the property only at stocking levels comparable to pre-existing use. If desired, use of the existing road and trail system for recreational horseback riding and hiking may be allowed to continue. No livestock should be stabled or boarded on any cluster or estate parcel. f. No broad-scale application of pesticides or herbicides should be permitted on the property. g. Dead trees and snags, as well as bare and denuded limbs, should be retained. These are valuable as perch or roost sites for raptors and flycatchers, and as nest sites for cavity-nesting birds. Removal should be implemented only when a hazard exists. h. Brush piles and fallen logs should be retained except as prescribed under Fire Control and Fuel Management. These serve as protective or escape cover, nest sites, and foraging areas for a variety of wildlife species. (RMA - Planning De 	Planning	<p>Prior to recordation of the final map, the Owner/Applicant shall include the language of this condition as a note on the final map or on a separate sheet to be recorded with the final map and shall submit the final map to the Director of RMA-Planning for review and approval.</p> <p>Prior to the recordation of the final map, the language of this condition shall be included in the CC&Rs for the Homeowner's Association.</p> <p>On an on-going basis, the Owner/Applicant shall implement the condition as required.</p>
<p>16. PDSP009 - MINIMIZE VEGETATION REMOVAL (NON-STANDARD)</p>		

Conditions of Approval and/or Mitigation Monitoring Measures	Responsible Department	Compliance or Monitoring Actions to be Performed
<p>Development and construction activities should be conducted with as little vegetation removal and soil disturbance as possible. Tree and shrub root systems should be left intact to help bind the soil. Surface cuts and fills should be made only for designated homesites and associated construction material laydown areas. Development of the existing unpaved road along the ridgeline as construction and residential access to the homesites will prevent soil disturbance on slopes where higher erosion rates are expected. Clearing should not be allowed on slopes greater than ten percent without specific consultation with an erosion control specialist. (RMA-Planning Department)</p>	Planning	<p>Prior to recordation of the final map, the Owner/Applicant shall include the language of this condition as a note on the final map or on a separate sheet to be recorded with the final map and shall submit the final map to the Director of RMA-Planning for review and approval.</p> <p>Prior to the recordation of the final map, the language of this condition shall be included in the CC&Rs for the Homeowner's Association.</p> <p>On an on-going basis, the Owner/Applicant shall implement the condition as required.</p>
<p>17. PD022(A) - EASEMENT-CONSERVATION & SCENIC (NON-STANDARD) A conservation and scenic easement shall be conveyed to the County over those portions of the property where slopes exceed 25% and all areas outside of the designated building envelopes and development envelopes. The easement shall be developed in consultation with certified professionals. An easement deed shall be submitted to, reviewed and approved by, the Director of RMA - Planning Department prior to recordation of the final map. (RMA - Planning Department)</p>	Planning	<p>Prior to recordation of the final map, the Owner/Applicant/Certified Professional shall submit the conservation and scenic easement deed and corresponding map, showing the exact location of the easement on the property along with the metes and bound description developed in consultation with a certified professional, to the RMA - Planning Department for review and approval.</p> <p>Concurrently with recordation of the final map, the Owner/Applicant shall record the deed and map showing the approved conservation and scenic easement.</p>
<p>18. PDSP005 - FUEL MANAGEMENT PLAN (NON-STANDARD) The Owner/Applicant shall prepare a Fuel Management Plan for review and approval by the Director of RMA-Planning and the Monterey County Regional Fire Protection District. The approved Fuel Management Plan shall be included in the CC&Rs for the Homeowner's Association. (RMA-Planning and Monterey County Regional Fire Protection District)</p>	Planning	<p>Prior to filing the final map, the Owner/Applicant shall prepare a Fuel Management Plan for review and approval by the Director of RMA-Planning and the Monterey County Regional Fire Protection District. The approved Fuel Management Plan shall be included in the CC&Rs for the Homeowner's Association.</p>
<p>19. PD012(D) - LANDSCAPE PLAN & MAINTENANCE (MPWMD-SFD ONLY)</p>		

Conditions of Approval and/or Mitigation Monitoring Measures	Responsible Department	Compliance or Monitoring Actions to be Performed
<p>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 the RMA - Planning Department. A landscape plan review fee is required for this project. Fees shall be paid at the time of landscape plan submittal. The landscaping plan shall be in sufficient detail to identify the location, species, and size of the proposed landscaping materials and shall include an irrigation plan. The plan shall be accompanied by a nursery or contractor's estimate of the cost of installation of the plan. Before occupancy, landscaping shall be either installed or a certificate of deposit or other form of surety made payable to Monterey County for that cost estimate shall be submitted to the Monterey County RMA - Planning Department. All landscaped areas and fences shall be continuously maintained by the applicant; all plant material shall be continuously maintained in a litter-free, weed-free, healthy, growing condition. (RMA - Planning Department)</p>	Planning	<p>This condition shall be included as a note on an additional sheet of the final map and in the CC&Rs.</p> <p>Prior to issuance of building permits, the Owner/Applicant/Licensed Landscape Contractor/Licensed Landscape Architect shall submit landscape plans and contractor's estimate to the RMA - Planning Department 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."</p> <p>Prior to issuance of building permits, the Owner/Applicant/Licensed Landscape Contractor/Licensed Landscape Architect shall submit one (1) set landscape plans of approved by the RMA-Planning Department, a Maximum Applied Water Allowance (MAWA) calculation, and a completed "Residential Water Release Form and Water Permit Application" to the Monterey County Water Resources Agency for review and approval.</p> <p>Prior to issuance of building permits, the Owner/Applicant/Licensed Landscape Contractor/Licensed Landscape Architect shall submit the RMA-Planning Department approved landscape plans, a Maximum Applied Water Allowance (MAWA) calculation, and a completed "Residential Water Release Form and Water Permit Application" to the Monterey Peninsula Water Management District for review and approval.</p> <p>Prior to issuance of building permits, the Owner/Applicant/Licensed Landscape Contractor/</p>

Conditions of Approval and/or Mitigation Monitoring Measures	Responsible Department	Compliance or Monitoring Actions to be Performed
		<p>shall submit an approved water permit from the MPWMD to the RMA-Building Services Department.</p> <p>Prior to occupancy, the Owner/Applicant/Licensed Landscape Contractor/Licensed Landscape Architect shall ensure that the landscaping shall be either installed or a certificate of deposit or other form of surety made payable to Monterey County for that cost estimate shall be submitted to the Monterey County RMA - Planning Department.</p> <p>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.</p>
<p>20. PD014(B) - LIGHTING-EXTERIOR LIGHTING PLAN (VS & RIDGELINE)</p> <p>All exterior lighting shall be unobtrusive, down-lit, harmonious with the local area, and constructed or located so that only the intended area is illuminated and off-site glare is fully controlled. Exterior lighting shall have recessed lighting elements. Exterior light sources that would be directly visible from when viewed from a common public viewing area, as defined in Section 21.06.195, are prohibited. The applicant shall submit three (3) copies of exterior lighting plan which shall indicate the location, type, and wattage of all light fixtures and include catalog sheets for each fixture. The lighting shall comply with the requirements of the California Energy Code set forth in California Code of Regulations Title 24 Part 6. The exterior lighting plan shall be subject to approval by the Director of the RMA - Planning Department, prior to issuance of building permits.</p> <p>(RMA - Planning Department)</p>	Planning	<p>This condition shall be included as a note on an additional sheet of the final map and in the CC&Rs.</p> <p>Prior to the issuance of building permits, the Owner/Applicant shall submit three copies of the lighting plans to the RMA - Planning Department for review and approval. Approved lighting plans shall be incorporated into final building plans.</p> <p>Prior to occupancy and on an on-going basis, the Owner/Applicant shall ensure that the lighting is installed and maintained in accordance with the approved plan.</p>

21. PD015 - NOTE ON MAP-STUDIES

Conditions of Approval and/or Mitigation Monitoring Measures	Responsible Department	Compliance or Monitoring Actions to be Performed
<p>A note shall be placed on the final map or a separate sheet to be recorded with the final map stating: "The following reports have been prepared: -York Highlands Grading letter, prepared by VWD Engineering, June 14, 2011; -Biological Impact Letter, prepared by Vern Yadon, Pacific Grove, California, March 11, 2011; -Supplemental Biological Assessment York Highlands (LIB110168), prepared by Zander Associates, San Rafael, California, May 9, 2011; -Geological and Preliminary Geotechnical Investigation (LIB110169), prepared by Environmental Risk Specialties Corporation, Santa Clara, California, March 31, 2011; -Drainage Report for York Highlands Re-Subdivision Project (LIB110170), prepared by VWD Engineering, Monterey, California, April, 2011; and -Preliminary Cultural Resources Reconnaissance of a Portion of the Monterra Ranch, (LIB030110) Monterey, Monterey County, California, prepared by Archaeological Consulting, Salinas, California, August 21, 1989. These reports are on file in the Monterey County RMA-Planning Department. All of the recommendations contained in these reports shall be followed in further development of this property." The note shall be located in a conspicuous location, subject to the approval of the County Surveyor. (RMA - Planning Department)</p>	Planning	<p>Prior to recordation of final/parcel map, the Owner Applicant shall submit the final map with notes to the RMA - Planning Department and Public Works for review and approval.</p>
<p>22. PDSP008 - THREE DIMENSIONAL BUILDING ENVELOPES (NON-STANDARD) The three dimensional building envelopes (dated August 22, 2011) and development criteria (submitted September 1, 2011) for Lot 2, Lot 6 and Lot 44 shall be incorporated into the CC&R's for the subdivision. The CC&Rs shall also note that all development on these lots shall conform to these building envelopes and to the associated development criteria and that these lots are subject to a Use Permit to be reviewed and approved by the Planning Commission. A note shall be placed on the Final Map stating that these three dimensional building envelopes and development criteria have been incorporated into the CC&Rs. (RMA - Planning Department)</p>	Planning	<p>Prior to recordation of the final map, the applicant shall submit a copy of CC&Rs to the RMA-Planning Department for review and approval.</p> <p>Prior to recordation of the final map, the applicant shall submit a copy of the map showing the required note to the RMA-Planning Department.</p>
<p>23. PDSP007 - BUILDING ENVELOPES (NON-STANDARD) That building envelopes be established for all lots and approved by the Director of Planning and that the approved building envelopes be shown on the final map. Prepare site plans for all lots to be approved by the Director of Planning. The site plan shall: (1) define the building envelope (2) identify existing geologic hazards; (3) identify areas placed into scenic easement showing a 50 foot setback or as determined by subsequent geologic studies; (4) the maximum size of each site plan shall be 8½" X 14". The approved site plans are to be recorded with the subdivision CC&Rs. A note shall be placed on the final map of each phase stating that the property may be subject to building and /or use restrictions. (RMA - Planning Department)</p>	Planning	<p>Prior to the recordation of the final map the applicant shall provide to the RMA-Planning Department for review and approval: 1) building envelopes for each lot; and 2) copy of final map with required notes.</p> <p>Prior to recordation of CC&Rs the applicant shall provide a copy of the CC&Rs to the RMA-Planning Department for review and approval.</p>
<p>24. PD011 - TREE AND ROOT PROTECTION</p>		

Conditions of Approval and/or Mitigation Monitoring Measures	Responsible Department	Compliance or Monitoring Actions to be Performed
<p>(NON-STANDARD) Trees which are located close to construction site(s) shall be protected from inadvertent damage from construction equipment by fencing off the canopy driplines and/or critical root zones (whichever is greater) with protective materials, wrapping trunks with protective materials, avoiding fill of any type against the base of the trunks and avoiding an increase in soil depth at the feeding zone or drip-line of the retained trees. Said protection, approved by certified arborist, shall be demonstrated prior to issuance of grading permits subject to the approval of RMA - Director of Planning. If there is any potential for damage, all work must stop in the area and a report, with mitigation measures, shall be submitted by certified arborist. Should any additional trees not included in this permit be harmed, during grading or construction activities, in such a way where removal is required, the owner/applicant shall obtain required permits. (RMA - Planning Department)</p>	Planning	<p>Prior to issuance of grading permits, the Owner/Applicant shall submit evidence of tree protection to the RMA - Planning Department for review and approval.</p> <p>During construction, the Owner/Applicant/Arborist shall submit on-going evidence that tree protection measures are in place through out grading and construction phases. If damage is possible, submit an interim report prepared by a certified arborist.</p> <p>Prior to final inspection, the Owner/Applicant shall submit photos of the trees on the property to the RMA-Planning Department after construction to document that tree protection has been successful or if follow-up remediation or additional permits are required.</p>
<p>25. PDSP009 - NOTE ON MAP - NOISE (NON-STANDARD)</p> <p>The applicant shall place the following note on the final map: "The York Highlands subdivision is located within close proximity to the Monterey Airport, the Laguna Seca Raceway and State Highway 68 and may be subject to intermittent noise impacts. Appropriate design and building techniques to mitigate noise should be considered in the design and construction of residential structures within the subdivision." (RMA - Planning Department)</p>	Planning	<p>Prior to recordation of the final map, the applicant shall submit a copy of the map with the required note to the RMA-Planning Department for review and approval.</p>
<p>26. PDSP006 - GENERAL PLAN AMENDMENT (NON-STANDARD)</p> <p>Prior to recordation of any final map for the subdivision, the General Plan Amendment to change the General Plan Designation of a portion of the property (Parcel H) from Public Quasi-Public and Urban Reserve ("PQP-UR") to Rural Density Residential, 10 acres per unit and Urban Reserve ("RDR/10-UR") shall be adopted by the Board of Supervisors and be in full force and effect.</p>	Planning	<p>Prior to recordation of any final map for the subdivision, the Owner/Applicant shall submit documentation that the General Plan Amendment to change the General Plan Designation from Public Quasi-Public and Urban Reserve ("PQP-UR") to Rural Density Residential, 10 acres per unit and Urban Reserve ("RDR/10-UR") has been adopted by the Board of Supervisors and is in full force and effect.</p>
<p>27. PD050 - RAPTOR/MIGRATORY BIRD NESTING</p>		

Conditions of Approval and/or Mitigation Monitoring Measures	Responsible Department	Compliance or Monitoring Actions to be Performed
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.	Planning	No more than 30 days prior to ground disturbance or tree removal, the Owner/Applicant/Tree Removal Contractor shall submit, to the RMA-Planning Department, 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.
28. PDSP010 - TREE PERMITS FOR FUTURE DEVELOPMENT The CC&Rs shall include a statement that all removal of native trees shall be subject to a tree permit. All Tree Removal shall require the provision of replacement trees on a one to one basis.	Planning	The applicant or owner shall provide a copy of the CC&Rs to the RMA-Planning Department for review and approval prior to the filing of the final map.
29. PW0016 - MAINTENANCE OF SUBDIVISIONS Pay for all maintenance and operation of subdivision improvements from the time of installation until acceptance of the improvements for the Subdivision by the Board of Supervisors as completed in accordance with the subdivision improvement agreement and until a homeowners association or other agency with legal authorization to collect fees sufficient to support the services is formed to assume responsibility for the services. (Public Works)	Pub Works	On an on-going basis, the Subdivider shall be responsible to maintain improvements until maintenance is assumed by another entity.
30. PW0019 - EROSION, ETC CONTROL SCHEDULE Submit the improvement and grading plans that include implementation schedule of measures for the prevention and control of erosion, siltation, and dust during and immediately following construction, and until erosion control planting becomes established. The Director of RMA-Planning and the Director of RMA-Public Works shall approve this program. (Public Works)	Pub Works	Prior to recordation of the final map, the Subdivider's Engineer shall include notes on improvement and grading plans.
31. PWSP001 - HOMEOWNERS ASSOCIATION (NON-STANDARD CONDITION) Prior to recordation of a Final Map, complete all requirements and create a Homeowner's Association (HOA) for operation and maintenance of specified infrastructure as required by the Department of Public Works (DPW). Prepare an operation and maintenance plan for all facilities. The submittal shall include a detailed written inventory of maintained infrastructure with specific locations, limits, areas, dimensions and miscellaneous information to clearly identify all facilities to be operated and maintained by the HOA. Infrastructure shall include, but is not limited to: roads, street lights, storm water, drainage facilities, and open space. Implement a fee program to fund operation and maintenance, and have appropriate documentation recorded against each parcel within the subdivision. (Public Works)	Pub Works	Prior to recordation of Final Map, Subdivider shall submit documentation to DPW and WRA for formation of homeowners association or other entity to maintain roads and drainage improvements.
32. PW0031 - FINAL MAP		

Conditions of Approval and/or Mitigation Monitoring Measures	Responsible Department	Compliance or Monitoring Actions to be Performed
File a final map delineating all existing and required easements or rights-of-way and monument new lines. (Public Works)	Pub Works	Prior to recordation of Final Map Owner/Applicant/Engineer Applicant's surveyor shall prepare Final Map submit to DPW for review and approval.
33. PW0021 - ROAD NAMES Submit all proposed road names to the Department of Public Works for approval by County Communications. (Public Works)	Pub Works	Prior to Recordation of Final Map, Subdivider shall submit proposed road names to DPW. DPW will submit to County Communications for Approval.
34. PW0036 - EXISTING EASEMENTS AND ROW Provide for all existing and required easements or rights of way. (Public Works)	Pub Works	Prior to recordation of the Final Map, Subdivider's Surveyor shall include all existing and required easements or rights of way on Final Map.
35. PW0020 - PRIVATE ROADS Designate all subdivision roads as private roads. (Public Works)	Pub Works	Ongoing condition, Subdivider's Surveyor shall designate private roads on final map.
36. PW0023 - IMPROVEMENT PLANS Provide improvement plans for approval of the Department of Public Works and that the roads be constructed in accordance with the typical section shown on the tentative map. (Public Works)	Pub Works	Prior to Recordation of Final Map Subdivider shall submit improvement plans prepared by his Engineer to DPW for approval. Improvements to be bonded prior to recordation of Final Map.
37. PW0022 - FIRE REQUIREMENTS FOR ROADS Improve roads, including the fire access road between Phase 6 and York Road, in accordance with requirements of the local fire jurisdiction. (Public Works)	Pub Works	Prior to Recordation of Final Map, Subdivider shall submit improvement plans prepared by his Engineer to local fire jurisdiction and to DPW for approval. Roads to be constructed in accordance with approved plans.
38. PW0032 - AS BUILT PLANS A Registered Civil Engineer shall file as built plans (originals) in the Department of Public Works with a letter certifying improvements have been made in conformance to improvement plans and local ordinance. (Public Works)	Pub Works	Prior to Release of Bonds Subdivider/Engineer shall submit as built plans and stamped notice of completion letter to DPW for review and approval.
39. PW0014 - DRAINAGE IMPROVEMENT STUDY Provide an on-site/off-site drainage improvement study prepared by a registered Civil Engineer. Study to be approved by Public Works Department and the Water Resources Agency and shall be incorporated in the improvement plans. (Public Works)	Pub Works	Prior to Building/Grading Permits Issuance or recordation of Final Map, Applicant's Engineer shall prepare drainage study and improvement plans for review and approval by DPW.

Conditions of Approval and/or Mitigation Monitoring Measures	Responsible Department	Compliance or Monitoring Actions to be Performed
<p>40. PW0044 - CONSTRUCTION MANAGEMENT PLAN (NON-STANDARD) The applicant shall submit a Construction Management Plan (CMP) to the RMA-Planning Department and the Department of Public Works for review and approval. The CMP shall include measures to minimize traffic impacts during the construction/grading phase of the project and shall provide the following information: Duration of the construction, hours of operation, an estimate of the number of truck trips that will be generated, truck routes, number of construction workers, parking areas for both equipment and workers, and locations of truck staging areas. Hauling shall be limited to the hours of 7:00 am to 7:00 pm. Approved measures included in the CMP shall be implemented by the applicant during the Construction/ grading phase of the project. (Public Works)</p>	Pub Works	<p>This condition shall be included as a note on an additional sheet of the final map and in the CC&Rs.</p> <p>1. Prior to issuance of the Grading Permit or Building Permit Owner/Applicant/ Contractor shall prepare a CMP and shall submit the CMP to the RMA-Planning Department and the Department of Public Works for review and approval.</p> <p>2. On-going through construction phases Owner/Applicant/Contractor shall implement the approved measures during the construction/grading phase of the project.</p>
<p>41. PW0015 - UTILITY COMMENTS Submit the approved tentative map to impacted utility companies. Subdivider shall submit utility company recommendations, if any, to the Department of Public Works for all required easements. (Public Works)</p>	Pub Works	<p>Prior to Recordation of Map Owner/Applicant/Subdivider shall provide tentative map to impacted utility companies for review. Subdivider shall submit utility comments to DPW.</p>
<p>42. PW0018 - ROUGH GRADING FOR SLOPE Where cut or fills at property line exceed 5 feet, driveways shall be rough graded when streets are rough graded. Positive drainage and erosion control shall be provided. (Public Works)</p>	Pub Works	<p>Prior to Recordation of Final Map Subdivider's Engineer shall include notes on improvement plans.</p>
<p>43. PW0025 - GRADING PERMIT A grading permit shall be obtained from the Planning and Building Inspection Department if required. (Public Works)</p>	Pub Works	<p>Prior to commencement of Grading, Subdivider shall submit application for Grading Permit.</p>
<p>44. PW0026 - PLANTING FOR GRADED AREAS Plant and maintain all graded areas of the street right-of-way as required by the Department of Public Works to control erosion. The area planted shall include all shoulder areas and all cut and fill slopes. A report and plan prepared by a qualified person shall be submitted for approval of the Department of Public Works and include the following:</p> <ul style="list-style-type: none"> a. That the cut and fill slopes be stabilized. b. Specific method of treatment and type of planting, by area, for each soil type and slope required to satisfy item (a). c. Type and amount of maintenance required to satisfy item (a). (Public Works) 	Pub Works	<p>Prior to Recordation of Final Map Subdivider's Engineer to include erosion control measures on improvement plans.</p>
<p>45. PWSP004 CUT/FILL SLOPE</p>		

Conditions of Approval and/or Mitigation Monitoring Measures	Responsible Department	Compliance or Monitoring Actions to be Performed
That cut slopes not exceed 1 ½ to 1 except as specifically approved in concurrence with the erosion control report and as shown on the erosion control plan. Slope rounding shall be a minimum of 10 feet by 10 feet to include replacement to topsoil. (Public Works)	Pub Works	Prior to Recordation of Final Map Subdivider/Engineer shall include notes on Improvement Plans.
46. PWSP006 That York Highlands (Road 1) shall be constructed to road geometrics and width, including drainage, subject to the approval of the department of Public Works. (Public Works)	Pub Works	Prior to recordation of Final Map Subdivider shall submit improvement plans prepared by his Engineer to DPW for approval. Improvements to be bonded prior to recordation of Final Map.
47. PWSP009 - ROAD IMPROVEMENT Structural sections on all roads shall be determined by R-value tests. (Public Works)	Pub Works	Prior to Recordation of Final Map Subdivider shall submit improvement plans prepared by his Engineer to DPW for approval. Improvements to be bonded prior to recordation of Final Map.
48. PWSP005 Obtain an encroachment permit from CALTRANS and construct left turn channelization on State Highway 68 at the entrance to the subdivision (York Highlands (Road 1) as shown on the vesting tentative map), including acceleration and deceleration tapers. (Public Works)	Pub Works	Prior to Building/Grading Permit Issuance Owner/Applicant shall obtain an encroachment permit from DPW. Improvements are to be completed prior to occupancy or commencement of use. Applicant is responsible to obtain all permits and environmental clearances.
49. PW0009 - DEDICATION (OPL) Dedicate to the County of Monterey area within the official plan line of State Highway 68. (Public Works)	Pub Works	Prior to Building/Grading Permits Issuance the Applicant's surveyor shall prepare description of area to be dedicated. DPW can prepare deed.
50. PWSP008 - ROAD IMPROVEMENT All stub roads shall have turn-arounds adequate for emergency equipment. (Public Works)	Pub Works	Prior to Recordation of Final Map, Subdivider shall submit improvement plans prepared by his Engineer to local fire jurisdiction and to DPW for approval. Roads to be constructed in accordance with approved plans.
51. PWSP007 ROAD IMPROVEMENT That all loop roads and cul- de- sacs be paved to a width of 24 feet including drainage control.	Pub Works	Prior to Recordation of Final Map Subdivider shall submit improvement plans prepared by his Engineer to DPW for approval. Improvements to be bonded prior to recordation of Final Map.

Conditions of Approval and/or Mitigation Monitoring Measures	Responsible Department	Compliance or Monitoring Actions to be Performed
<p>52. WR41 - NOTICE OF WATER CONSERVATION REQUIREMENTS</p> <p>A notice shall be recorded on the deed for each lot stating: "All new construction shall incorporate the use of low water use plumbing fixtures and drought tolerant landscaping, in accordance with County Water Resources Agency Ordinance No. 3932." Prior to recordation of the final map, a copy the completed notice shall be provided to the Water Resources Agency for approval. (Water Resources Agency)</p>	Water	<p>Submit a recorded notice to the Water Resources Agency for review and approval. (Recordation of the notice shall occur concurrently with the final map. A copy of the County's standard notice can be obtained at the Water Resources Agency.)</p>
<p>53. WR8 - COMPLETION CERTIFICATION</p> <p>The applicant shall provide the Water Resources Agency certification from a registered civil engineer or licensed contractor that stormwater detention/retention facilities have been constructed in accordance with approved plans. (Water Resources Agency)</p>	Water	<p>Prior to final inspection, the owner/applicant shall submit a letter to the Water Resources Agency, prepared by a registered civil engineer or licensed contractor, certifying compliance with approved drainage plan.</p>
<p>54. WRSP1 - STORMWATER DETENTION (NON-STANDARD CONDITION)</p> <p>The applicant shall provide a drainage plan, prepared by a registered civil engineer, addressing on-site and off-site impacts with supporting calculations and construction details. The plan shall include detention facilities to mitigate the impact of impervious surface stormwater runoff. Drainage improvements shall be constructed in accordance with plans approved by the Water Resources Agency. (Water Resources Agency)</p>	Water	<p>Prior to filing of the final map submit 3 copies of the drainage plan and supporting calculations to the Water Resources Agency for review and approval.</p>
<p>55. WR42 - LANDSCAPING REQUIREMENTS</p> <p>A notice shall be recorded on the deed for each lot stating: "The front yards of all homes shall be landscaped at the time of construction. Low water use or drought tolerant plants shall be used together with water efficient irrigation systems." Prior to recordation of the final map, a copy the completed notice shall be provided to the Water Resources Agency for approval. (Water Resources Agency)</p>	Water	<p>Submit a recorded notice to the Water Resources Agency for review and approval.</p> <p>(Recordation of the notice shall occur concurrently with the final map. A copy of the County's standard notice can be obtained at the Water Resources Agency.)</p>
<p>56. WRSP2 - DRAINAGE & FLOOD CONTROL SYSTEMS AGREEMENT (NON-STANDARD CONC</p>		

Conditions of Approval and/or Mitigation Monitoring Measures	Responsible Department	Compliance or Monitoring Actions to be Performed
<p>The developer shall enter into a Drainage and Flood Control Systems Agreement. The Agreement shall contain provisions for an annual drainage report to be prepared by a registered civil engineer. The report shall be submitted to the Water Resources Agency (Agency) for review and approval no later than August 15th of each year. Certification shall be provided that all recommended improvements, have been completed by October 15th of the same year. If the responsible party identified in the Agreement, after notice and hearing, fails to properly maintain, repair, or operate the drainage and flood control facilities in the project, the Agency shall be granted the right by the property owners to enter any and all portions of the property to perform repairs, maintenance, or improvements. The Agency shall have the right to collect the cost for said repairs, maintenance, or improvements from the property owners upon their property tax bills. (Water Resources Agency)</p>	Water	<p>Prior to recordation, submit the signed and notarized original Agreement to the Water Resources Agency for review and approval.</p> <p>A copy of the County's standard agreement can be obtained at the Water Resources Agency or online at: www.mcwra.co.monterey.ca.us</p> <p>The approved agreement shall be recorded concurrently with the final map</p>
<p>57. WRSP3 - NATURAL DRAINAGE CHANNELS (NON-STANDARD)</p> <p>All natural drainage channels shall be designated on the final subdivision map by easements labeled "natural drainage easement" or "scenic easement." Detention ponds, silt traps, and the appurtenant access shall be labeled "drainage easement." New drainage culverts shall be identified as such on the subdivision improvement plans and are subject to review and approval of the County Public Works Director. (RMA-Planning, RMA-Public Works, and Water Resources Agency)</p>	Water	<p>Owner/Applicant shall label all natural drainage channels, detention ponds, silt traps, and appurtenant accesses as required by the condition.</p> <p>The Owner/Applicant shall submit the map for review and approval to the Director of RMA-Planning, the Director of Public Works, and the General Manager of the Water Resources Agency prior to filing of the final map.</p>
<p>58. FIRE002 - ROADWAY ENGINEERING</p> <p>The grade for all roads shall not exceed 15 percent. Where road grades exceed 8 percent, a minimum structural roadway surface of 0.17 feet of asphaltic concrete on 0.34 feet of aggregate base shall be required. The length of vertical curves in roadways, exclusive of gutters, ditches and drainage structures designed to hold or divert water, shall not be less than 100 feet. No roadway turn shall have a horizontal inside radius of less than 50 feet. A roadway turn radius of 50 to 100 feet is required to have an additional 4 feet of roadway surface. A roadway turn radius of 100 to 200 feet is required to have an additional 2 feet of roadway surface. Roadway turnarounds shall be required on dead-end roads in excess of 150 feet of surface length. The minimum turning radius for a turnaround shall be 40 feet from the center line of the road. If a hammerhead/T is used, the top of the "T" shall be a minimum of 60 feet in length. (Monterey County Regional Fire District)</p>	Fire	<p>This condition shall be included as a note on an additional sheet of the final map and in the CC&Rs.</p> <ol style="list-style-type: none"> 1. Prior to issuance of grading and/or building permit, the applicant or owner shall incorporate specification into design and enumerate as "Fire Dept. Notes" on plans. 2. Prior to final building inspection, the applicant or owner shall schedule a fire dept. clearance inspection for each phase of development.
<p>59. FIRE004 - DEAD-END ROADS (2)</p>		

Conditions of Approval and/or Mitigation Monitoring Measures	Responsible Department	Compliance or Monitoring Actions to be Performed
For parcels greater than 1 acre and not exceeding 5 acres, the maximum length of a dead-end road, including all dead-end roads accessed from that dead-end road, shall not exceed 1320 feet. All dead-end road lengths shall be measured from the edge of the roadway surface at the intersection that begins the road to the end of the road surface at its furthest point. Where a dead-end road serves parcels of differing sizes, the shortest allowable length shall apply. Each dead-end road shall have a turnaround constructed at its terminus. The minimum turning radius for a turnaround shall be 40 feet from the center line of the road. If a hammerhead/T is used, the top of the "T" shall be a minimum of 60 feet in length. (Monterey County Regional Fire District)	Fire	<p>This condition shall be included as a note on an additional sheet of the final map and in the CC&Rs.</p> <ol style="list-style-type: none"> 1. Prior to issuance of grading and/or building permit, the applicant or owner shall incorporate specification into design and enumerate as "Fire Dept. Notes" on plans. 2. Prior to final building inspection, the applicant or owner shall schedule a fire dept. clearance inspection for each phase of development.
<p>60. FIRE005 - DEAD-END ROADS (3)</p> <p>For parcels greater than 5 acres and not exceeding 20 acres, the maximum length of a dead-end road, including all dead-end roads accessed from that dead-end road, shall not exceed 2640 feet. All dead-end road lengths shall be measured from the edge of the roadway surface at the intersection that begins the road to the end of the road surface at its furthest point. Where a dead-end road serves parcels of differing sizes, the shortest allowable length shall apply. Each dead-end road shall have turnarounds at its terminus and at no greater than 1320-foot intervals. The minimum turning radius for a turnaround shall be 40 feet from the center line of the road. If a hammerhead/T is used, the top of the "T" shall be a minimum of 60 feet in length. (Monterey County Regional Fire District)</p>	Fire	<p>This condition shall be included as a note on an additional sheet of the final map and in the CC&Rs.</p> <ol style="list-style-type: none"> 1. Prior to issuance of grading and/or building permit, the applicant or owner shall incorporate specification into design and enumerate as "Fire Dept. Notes" on plans. 2. Prior to the final building inspection, the applicant or owner shall schedule a fire dept. clearance inspection for each phase of development.
<p>61. FIRE010 - ROAD SIGNS</p>		

All newly constructed or approved roads and streets shall be designated by names or numbers, posted on signs clearly visible and legible from the roadway. Size of letters, numbers and symbols for street and road signs shall be a minimum 4-inch letter height, ½-inch stroke, and shall be a color that is reflective and clearly contrasts with the background color of the sign. All numerals shall be Arabic. Street and road signs shall be non-combustible and shall be visible and legible from both directions of vehicle travel for a distance of at least 100 feet. Height, visibility, legibility, and orientation of street and road signs shall be meet the provisions of Monterey County Ordinance No. 1241. This section does not require any entity to rename or renumber existing roads or streets, nor shall a roadway providing access only to a single commercial or industrial occupancy require naming or numbering. Signs required under this section identifying intersecting roads, streets and private lanes shall be placed at the intersection of those roads, streets and/or private lanes. Signs identifying traffic access or flow limitations (i.e., weight or vertical clearance limitations, dead-end road, one-way road or single lane conditions, etc.) shall be placed: (a) at the intersection preceding the traffic access limitation; and (b) not more than 100 feet before such traffic access limitation. Road, street and private lane signs required by this article shall be installed prior to final acceptance of road improvements by the Reviewing Fire Authority. (Monterey County Regional Fire District)

Fire

1. Prior to filing final map, the applicant or owner shall incorporate specifications into design and enumerate as "Fire Dept. Notes" on improvement plans.
2. Prior to issuance of building permit(s) for development on individual lots within the phase of the subdivision, the applicant or owner shall schedule a fire dept. clearance inspection for each phase of development.

62. FIRE012 - EMERGENCY WATER STANDARD - WATER SYSTEMS

The provisions of this condition shall apply when new parcels are approved by a local jurisdiction. The emergency water system shall be available on-site prior to the completion of road construction, where a community water system is approved, or prior to the completion of building construction, where an individual system is approved. Approved water systems shall be installed and made serviceable prior to the time of construction. Water systems constructed, extended or modified to serve a new development, a change of use, or an intensification of use, shall be designed to meet, in addition to average daily demand, the standards shown in Table 2 of the Monterey County General Plan, NFPA Standard 1142, or other adopted standards. The quantity of water required pursuant to this chapter shall be in addition to the domestic demand and shall be permanently and immediately available. (Monterey County Regional Fire District)

Fire

- This condition shall be included as a note on an additional sheet of the final map and in the CC&Rs.
1. Prior to issuance of permit, the applicant or owner shall incorporate specification into design and enumerate as "Fire Dept. Notes" on plans.
 2. Prior to final building inspection, the applicant or owner shall schedule a fire dept. clearance inspection for each phase of development.

63. FIRE016 - SETBACKS

Conditions of Approval and/or Mitigation Monitoring Measures	Responsible Department	Compliance or Monitoring Actions to be Performed
All parcels 1 acre and larger shall provide a minimum 30-foot setback for new buildings and accessory buildings from all property lines and/or the center of the road. For parcels less than 1 acre, alternate fuel modification standards or other requirements may be imposed by the local fire jurisdiction to provide the same practical effect. (Monterey County Regional Fire District)	Fire	<p>This condition shall be included as a note on an additional sheet of the final map and in the CC&Rs.</p> <ol style="list-style-type: none"> 1. Prior to issuance of grading and/or building permit, the applicant or owner shall incorporate specification into design and enumerate as "Fire Dept. Notes" on plans. 2. Prior to final building inspection, the applicant or owner shall schedule a fire dept. clearance inspection.
<p>64. FIRE018 - GREENBELTS</p> <p>Subdivisions and other developments, which propose greenbelts as a part of the development plan, shall locate said greenbelts strategically as a separation between wildland fuels and structures. The locations shall be approved by the Reviewing Authority. (Monterey County Regional Fire District)</p>	Fire	<p>Prior to filing of final map, the applicant or owner shall schedule fire department clearance inspection for each phase of development.</p>
<p>65. FIRE030 - OTHER NON-STANDARD CONDITION</p> <p>The fire flow for this subdivision is based on California Fire Code Appendix III-A (Fire Flow Requirements for Buildings). Due to several mitigating factors, such as the fuel modification and residential fire sprinklers, the fire flow has been reduced to the following: One and Two-Family Dwelling Areas - Fire Flow shall be a minimum of 500 gpm at 20 psi residual pressure for a duration of two hours. Hydrant Outlets shall be on e 2-1/2 inch and one 4-1/2 inch NST outlets. Building Other than One and Two-Family Dwelling Areas - Fire Flow shall be a minimum of 750 gpm at 20 psi residual pressure for a duration of two hours. Hydrant Outlets shall be two 2-1/2 inch and one 4-1/2 inch NST. Hydrant Spacing - Locations of fire hydrants shall be according to the Approved Improvement Plan. Hydrant Identification - Blue reflective hydrant markers are required to be installed pursuant to Public Works Department standards (Monterey County Resolution 83-3). (Monterey County Regional Fire District)</p>	Fire	<ol style="list-style-type: none"> 1. Prior to approval of the final map, the applicant shall submit to the fire district and obtain approval of water system improvement plans. 2. Prior to issuance of building permits, the applicant shall obtain approval of fire department final inspection testing and accepting the water system improvements.
<p>66. PKSSP001 4 RECREATIONAL TRAILS EASEMENT (NON-STANDARD)</p>		

Conditions of Approval and/or Mitigation Monitoring Measures	Responsible Department	Compliance or Monitoring Actions to be Performed
<p>The Applicant shall offer to dedicate a twenty (20) foot public recreational trail easement over the subdivided property in accordance with the Greater Monterey Peninsula Plan Policy 3.11 by providing a portion of a connection trail along the Jacks Peak Park / Laureles Grade ridgeline and in conference with Parks Department. The trail easement shall be offered to the County through an Irrevocable Offer to Dedicate Agreement, which shall set forth the terms, conditions, restrictions and subsequent use and location of the public recreational trail. The specific trail alignment shall be located entirely within the trail easement as described and shown on the Applicant's Final Map. The Director of Parks and the Director of Planning shall approve the final alignment for the trail easement. The trail easement shall not be opened to the public for trail access until such time as the County accepts the trail easement under the terms and conditions of the Irrevocable Offer to Dedicate, and thereafter assumes the responsibility for use of the public trail. (Parks and RMA-Planning Departments)</p>	Parks	<p>Applicant/Owner shall contact and meet with the Parks Department and the Planning Department to formulate the public recreation trail easement prior to the filing of the Final Subdivision Map.</p>
<p>67. PDSP011 - TREE RELOCATION/REPLACEMENT (NON-STANDARD)</p> <p>Trees, 6 inches or greater in diameter measured 2 feet above ground level, that need to be removed for infrastructure improvements will be flagged and staked prior to issuance of permits. The Owner/Applicant will either relocate the tree or provide a replacement with a relocated tree or through planting of a native tree of the same species and of locally grown stock. Trees 6 inches or greater and less than 24 inches in diameter measured 2 feet above ground level that are removed shall be replaced on a 1:1 basis. Tree greater than 24 inches in diameter measured 2 feet above ground level (landmark) that are removed shall be replaced on a 3:1 basis.</p>	Planning	<p>This condition shall be included as a note on an additional sheet of the final map and in the CC&Rs.</p> <p>Prior to the issuance of permits for the removal of trees for infrastructure improvements, the Owner/Applicant shall flag and stake the trees.</p> <p>The Owner Applicant shall demonstrate that trees that have been relocated or removed have been replaced as required by the condition.</p>
<p>68. PKSSP002 - RECREATIONAL TRAIL CONSTRUCTION (NON-STANDARD)</p>		

Conditions of Approval and/or Mitigation Monitoring Measures	Responsible Department	Compliance or Monitoring Actions to be Performed
<p>The County shall accept from the Developer the Irrevocable Offer to Dedicate ("IOD") a Trail Easement prior to or within two (2) years from the date of filing the final map for the York Highlands subdivision. The Developer shall be obligated to include in the IOD, an Offer to construct the trail in the general location as illustrated in the Trail Illustration Map dated June 17, 2011, subject to the following conditions:</p> <ol style="list-style-type: none"> 1. Developer shall provide County with written notice of the Filing of the Final Map, which shall serve to commence the two (2) year time period for County's acceptance of the IOD as well as, but exclusive of, the County's acceptance of the Developer's Offer to construct said trail. 2. The County and Developer, through the Parks Department, shall consider the cost of ongoing maintenance and liability for the use of the Trail, the responsible parties and the Improvements thereon. 3. Should the County accept the Offer to construct said trail in addition to accepting the IOD, the Developer shall have three (3) years within which to construct the trail. 4. Said trail shall consist of a 6- to 8-foot wide path of native materials as available and appropriate or as required for erosion control per engineered plans or County specifications ("Improvements"), as approved by the Parks Department, which approval shall not be unreasonably withheld. 5. County shall inspect the Improvements upon Developers' completion of it to ensure that the Improvements were constructed pursuant to the approved plans. 6. Upon determining that the Improvements are substantially consistent with the plans, County shall accept the Improvements by an action of the Board of Supervisors. 7. Thereafter, the Improvements shall be deemed complete and open to public use. 8. Should the County fail to accept this Offer to construct the trail within two (2) years from the date of filing the final map, Developer shall be relieved of its obligation to construct said Improvements. 	Parks	<p>The Developer shall provide notice to the Parks Department when filing the Final Subdivision Map, thereafter commencing a two year period upon which time the Parks Department will consider acceptance of the IOD. During this two year period, the Parks Department and Planning Department, meeting with the Developer, will formulate conditions for construction of a public recreation trail that will include the cost of ongoing maintenance and liability for the public use of the trail and the improvements thereon, and which shall require final action by the Board of Supervisors.</p>

Mitigation Monitoring and/or Reporting Plan**Project Name: York Highlands****File No: PLN100020****Approval by: Planning Commission Date: September 28, 2011**

**Monitoring or Reporting refers to projects with an EIR or adopted Mitigated Negative Declaration per Section 21081.6 of the Public Resources Code.*

Mitigation Measure	Applicable to York Highlands?	Comments
1. Additional geotechnical field work, including trenching, is required to determine the activity of the Navy and Berwick Canyon Faults, and the structural lineations located between the Navy and Chupines Faults where development is proposed within 200 feet of these features. There is an unknown potential for surface offset along the structural lineation. A 100-foot construction setback is initially recommended on either side of these features and this setback may need to be increased where the features are not precisely located or are concealed. Specifically, the short lineation to the west of the Berwick Canyon landslide passes through proposed Lots 47, 55 and 61; further investigation of the hazard posed by this geologic structure is needed. The major lineation passes through many proposed lots; further evaluation is needed here also. Proposed lots 19-25 lie adjacent to Chupines Fault. As long as any construction remains at least 200 feet from this mapping trace, further fault activity is unlikely due to constrained location of fault zone.	Yes	A "Geological and Preliminary Geotechnical Investigation" (LIB110169), prepared by Environmental Risk Specialties Corporation (ERS), Santa Clara, CA, March 31, 2011, was prepared for York Highlands (24 residential lots, associated roads and driveways). An in depth fault investigation was performed to identify geologic conditions that may require special residential set backs. A landslide investigation was performed for the roads and driveways associated with the residential lots. No faulting associated with the Berwick Canyon Fault or the Chupines Fault were identified within the eight lots located within the fault hazard rupture zone as established by Monterey County. The study concludes that no geologic setbacks are necessary for the proposed building envelopes and

Mitigation Measure	Applicable to York Highlands?	Comments
		provides engineering design criteria for construction of proposed roads and driveways.
2. No structures or lakes should be constructed on the Berwick Canyon landslide area until further geotechnical studies are completed to determine the slide activity, the fault location and the potential problems with loading (building on) the slide mass.	Yes	See Comment for Mitigation Measure No. 1. ERS report cleared all landslide areas within York Highlands.
<p>3. A thorough aerial photo investigation and field investigation of possible slides in all areas proposed for development should be carried out to determine whether the slides are growing headward or laterally; and, to establish reasonable setbacks from specific slides. Specifically:</p> <ul style="list-style-type: none"> a. Proposed Lots 33, 34, and 35 are partially on steep (over 30%) slopes above headscarp area of Berwick Canyon slide. These should be consolidated, eliminated or any structure located a safe distance back from scarp (200 ft.). b. The access road to proposed Lots 62- 69 runs up a drainage way or draw with side slopes over 30%. Natural drainage must be dealt with here. c. The lower third of Lots 63 and 64 are mapped as the headscarp of a large landslide. There are no bedding attitudes mapped here such that further analysis is required to determine safe setbacks for structures if construction proceeds. d. All of Lot 52 and large portions of lots 51, 53, and 54 lie along the of large mapped dipslope landslide. A cul-de-sac is located at the headscarp as well. Stability evaluation is required here. Although perhaps stable under present conditions, the input of significantly increased water through septic leach fields, landscape watering, and increased runoff at the top of dipslope may well destabilize these slopes. e. A previously unmapped landslide forms the lower portions of Lot 82; most of the middle portions of the lot is over 30%. f. The road connecting Lot 118 to 119 crosses a drainage and slope over 30%; needs evaluation. This may be an unnecessary connection. g. Lots 105-110 are at the top of a dipslope; impacts of development and added water required further evaluation. h. Road traversing the steep slope connection Lots 145, 154-166, and the lots themselves are all on a slope with only a single mapped attitude indication a 32° dip in Monterey Shale. This slope is potentially unstable, development and water input adds additional concern which 	Yes – Items d, l & m	<p>Addressed in “Addendum Geologic Report, Proposed Monterra Ranch Subdivision”, prepared by Rogers E. Johnson & Associates, Santa Cruz, CA, February 2, 1987.</p> <p>A “Geological and Preliminary Geotechnical Investigation” (LIB110169), prepared by Environmental Risk Specialties Corporation (ERS), Santa Clara, CA, March 31, 2011, was prepared for York Highlands (24 residential lots, associated roads and driveways). This report includes road analysis and specifies the road design criteria.</p> <p>A “Drainage Report for York Highlands Re-Subdivision Project” (LIB110170), was prepared by Environmental</p>

Mitigation Measure	Applicable to York Highlands?	Comments
<p>needs resolutions.</p> <ul style="list-style-type: none"> i. Lots 161-170 lie at the base of the above-mentioned, potentially unstable dipslope. Hazard evaluation needed. j. Lots 235 and 236 and road are on a mapped slide; if this is actually a slide it appears to be incorrectly located and headscarp should be further to the north, at the break-in-slope; resolution is needed. k. Access road to Lots 185-190 runs directly up the center of a major drainage and crosses the toe of a major mapped landslide. Lot 185 is on the toe of this apparently old subdued slide. The rear portion of lot 188 is steep scarp and unmapped slide. This lot should be eliminated, or construction set well back from edge and post-construction stability assessed. l. Retention ponds proposed south of lot 208, west of lot 43, and west of lot 8 are located in landslide areas and should be individually assessed and designed to take these conditions into account. m. Any secondary access roads which are found to be necessary by the Planning Department and fire officials should be evaluated for potential geologic problems. 		<p>Risk Specialties Corporation, Santa Clara, CA, March 31, 2011. The report concludes that stormwater generated within the proposed re-subdivision area will be detained and discharged in compliance with the Monterey County Water Resources Agency requirements. Retention ponds are under construction and have been approved by Water Resources Agency.</p>
<p>4. A geotechnical study on dipslopes should be completed to determine safe dip angles with the Monterey Formation bedrock; and, to recommend foundation and other techniques which will prevent future slope failure in areas where these angles are exceeded.</p>	Yes	<p>See Comment for Mitigation Measure No. 1.</p>
<p>5. Soil Conditions at each building site should be evaluated by a soils engineer to determine foundation requirements.</p>	Yes	<p>This is a standard requirement for construction permits per California Building Code Section 1803.</p>
<p>6. An erosion control plan should be prepared for the project. This plan should include all of the following:</p> <ul style="list-style-type: none"> a. all disturbed slopes should be revegetated with a mix of seeds best suited for the climate and soil conditions; b. slopes should be covered with a straw mulch or jute netting after seeding; the straw mulch should be punched in; no hydromulch should be used; c. no grading should occur between October 15 and April 15, unless conforming to Monterey County Code Section 16.12.090; d. where possible, cuts should be revegetated with trees as well as seed, especially in areas 	Yes	<p>Incorporated into Conditions of Approval for PLN100020 as Condition No. 13.</p>

Mitigation Measure	Applicable to York Highlands?	Comments
<p>where trees are removed to allow roads and driveways;</p> <p>e. removed topsoil should be stockpiled on the site to be uses for revegetation work;</p> <p>f. all road work on slopes over 30% or in landslide or dipslope areas shall require geotechnical evaluations;</p> <p>g. land should be graded and landscaped in increments of size that can be completed during a single construction season.</p> <p>h. storm water should not be allowed to flow directly down unprotected slopes, devoid of vegetation.</p> <p>i. catch basins should be uses to retain sediment within the site area during the construction period.</p> <p>j. the grading operations should be evaluated and inspected by a qualified soils engineer.</p> <p>See also Comment Response 7 in Response to Comments section:</p> <p>k. Fertilizer should be included with seed and straw mulch to overcome nitrogen deficiency created by straw <u>and</u> to help establishment of grass.</p> <p>l. Stockpiled soil must be protected from erosion by vegetative and/or structural means, and</p> <p>m. Disposal of catch-basin soil must be addressed.</p>		
<p>7. The proposed project would increase the peak storm runoff by a factor of 11.4 percent as a result of covering open ground with impervious surfacing in the form of roadways, buildings, pads, tennis courts, etc. Without adequately designed retention facilities, this increase runoff could overflow downstream receiving facilities and increase erosion hazards on and off site. Table 2.2 indicates summary drainage calculations; see Appendix for full reports. Changes in on-site drainage could increase gulling and erosion on-site.</p>	Yes	<p>A "Drainage Report for York Highlands Re-Subdivision Project" (LIB110170), was prepared by Environmental Risk Specialties Corporation, Santa Clara, CA, March 31, 2011. The report concludes that stormwater generated within the proposed re-subdivision area will be detained and discharged in compliance with the Monterey County Water Resources Agency requirements.</p>
<p>8. Future runoff from urban activity areas (roads, driveways, homesites) will contribute to a variety of water quality problems. Contaminant matter includes sand, silt, organic matter,</p>	Yes	<p>This is not a measure. The equestrian center is no longer</p>

Mitigation Measure	Applicable to York Highlands?	Comments
<p>vehicular oils and fuels, heavy metal compounds, non-biodegradable fertilizers, pesticides and vegetative control chemicals. The planned equestrian center could have significant water quality impacts if not properly designed. Groundwater testing indicates that iron and manganese concentrations and salinity content exceed safe drinking water requirements.</p>		<p>proposed. The applicant will be required by the State Water Resources Control Board to prepare a Stormwater Pollution Prevention Plan (SWPPP), which will address urban runoff issues.</p> <p>The applicant has also prepared a drainage report (See Comment for Mitigation Measure No. 7) which addresses drainage issues.</p> <p>The water system (Canada Woods Water Company) is a public utility regulated by the California Department of Health Services. The water is treated to meet safe drinking water standards as required by the California Department of Health Services.</p>
<p>9. Retention basins should be designed to retain additional peak runoff due to development, while discharging no more than predevelopment 10-year design runoff. Retention basis should also be designed with overflow or bypass features to allow post-development 100-year storm flows. Each basin will be designed to discharge predevelopment 10-year runoff at two feet of freeboard while storing additional runoff due to development. Each basin will be designed to allow post-development 100-year storm overflows at one foot o freeboard. Pipelines, curbs and gutters and catchment structures will be designed for the 10-year storm, and culverts crossing under roadways in drainage channels will be designed for post-development 100 year storms. Retention basins should be designed to accommodate silt storage.</p>	No	<p>This measure was included as Condition No. 58 with Resolution 87-527. A memo, dated 10/29/2001, from Tom Moss of Water Resources Agency confirms that condition is cleared. Retention ponds are currently under construction.</p>

Mitigation Measure	Applicable to York Highlands?	Comments
		A Drainage report for York Highlands (LIB110170) documents that off-site 100 year post-development peak flow rates will be limited to the 10 year pre-development peak flow rates.
10. Based on General Plan Policy 16.2.7, the Project Engineer will design and submit for approval to the County Planning Director after design and submit for approval to the County Planning Director after consulting with the Monterey County Flood Control and Water Conservation District, a complete drainage plan, including engineering studies and calculations, future runoff courses and present and future volume of runoff and silt load. Wherever possible, drainage shall be directed to the seven proposed detention basins. As an addendum to the drainage plan, it shall be determined if these basins are adequate to handle the increased runoff created by the project. Maintenance or pro-rated contribution toward maintenance of the detention ponds shall also be described in the drainage plan addendum.	Yes	Drainage plan is required for York Highlands per Condition No. 53 for PLN100020. Drainage plan was required as Condition No. 20 with Resolution 87-527.
11. All natural drainage swales shall be designated on the Final Subdivision Map by easements labeled "natural drainage easements". New drainage culverts should be identified as such on improvement plans and are subject to review and approval of the County Public Works Director.	Yes	Incorporated into Conditions of Approval for PLN100020 as Condition No. 55.
12. The project applicant shall contribute the development drainage fee per acre to the County Treasury "Canyon Del Rey Creek Watershed Zone Primary Facilities Updating Fund" for off-site operation, maintenance and updating of primary facilities in this watershed, at the discretion of the MCFC and WCD. This contribution shall be made prior to filing of the Final Subdivision Map.	No	Required as Condition No. 45 with Resolution 87-527. Cleared by Water Resources Agency for Phases 6, 8 and 10.
13. The applicant shall pay for all on-site and a pro-rata share of off-site maintenance and operation of storm drainage facilities and access roadways impacted by the project from the time of installation or filing of the final Map until acceptance of the improvements for the subdivision by the Board of Supervisors, and/or until a Homeowners' Association or other agency, with legal authorization to collect fees sufficient to support the service, is formed to assume responsibility for the service. Mitigations provided in Section 2.3, Soils, requiring erosion control measures shall be	Yes	Incorporated into Conditions of Approval for PLN100020 as Condition No. 26.

Mitigation Measure	Applicable to York Highlands?	Comments
implemented in construction and buildout in order to prevent erosion and siltation from increased runoff.		
14. There should be a complete and careful County review of the entire grading plan for the proposed project, before project approval. If it is found that there would be extensive cuts and fills, especially on slopes exceeding 30%, thereby increasing potential for excessive erosion and siltation, then the project should be redesigned to eliminate such plans.	Yes	Grading plans for York Highlands improvements submitted with application. No extensive cuts or fills are proposed on slopes exceeding 30 percent.
15. It should be a condition of project approval that a maintenance program agreement be established to ensure that all paved roads and parking areas be mechanically swept at least once a year in early September before the annual rainy season begins. The contaminant matter traps (French drains) should be appropriately maintained. The Monterey County Public works Department should establish a procedure to ensure that maintenance of the facilities is carried out annually. The use of a Homeowner's Association requirement and some form of bonding for the first few years may be appropriate.	Yes	Condition No. 28 for PLN100020 requires Homeowners Association and Operations and Maintenance Plan for operation and maintenance of all facilities.
16. A water quality expert should check the water at least twice a year to ensure that maximum contaminant levels set by the California Department of Health are not exceeded. Water Quality test results should be sent to Monterey County's Environmental Health Service for monitoring.	No	Canada Woods Water Company provides reports to the California Department of Health Services as required by water system permit.
17. Although the Logan and Anderson-Nichols water studies indicate that there is an ample groundwater supply for the proposed project, water conservation practices should be required and implemented due to high treatment and pumping costs and possible other necessary future uses for this groundwater resource. Various techniques include: installation of water-conserving fixtures (faucets, toilets, showerheads); use of native, low-water requiring plants for landscaping; discouragement/prohibition of exotic plantings; use of drip irrigation systems.	Yes	Incorporated into Conditions of Approval for PLN100020 as Condition No. 50.
18. If a mutual water company is formed, it must meet the standards of Title 22 of the California Administrative Code and the Residential Subdivision Water Supply Standards. It must also be approved by the Monterey Peninsula Water Management District, the State Public Utilities Commission, and the County Environmental Health Service.	No	Canada Woods Water Company is an operational public utility.

Mitigation Measure	Applicable to York Highlands?	Comments
19. Direct disturbance or removal of native vegetation cover should be restricted to those areas designated for development only (except as prescribed under Fire Control and Fuel Management).	Yes	Scenic and Conservation Easement required to be conveyed to County over all areas >25% slope and all areas outside of the designated building envelopes – See Condition No. 17 for PLN100020.
20. Wherever possible, existing unpaved roads on the site should be used for access to the homesites. Construction access to and from homesites should be along the same routes that are proposed for residential access. Existing roads that will not be used as residential access routes should be abandoned. The final residential access routes should be completed before homesite construction activities begin. During construction phases, access roads should be frequently watered to minimize the generation of road dust.	Yes	York Highlands proposes to improve existing ranch roads to the maximum extent possible. Construction Management Plan required as Condition No. 37 for PLN100020 will address measures to minimize generation of road dust.
21. The introduction of non-native plant species should be avoided. Native trees (preferably oaks), shrubs, and ground covers should be used for erosion control and landscaping within the designated development envelope surrounding each homesite, the proposed recreation areas, and along the access road system. A landscape plan should be developed incorporating the retention of native trees and vegetation around the building sites. Deed restrictions should be instituted to assure recourse if violated.	Yes	Condition No. 15 for PLN100020 requires maintenance of natural habitat. Condition No. 19 for PLN100020 requires landscaping plan for all residential development.
22. Exotic plant species that are aggressive colonizers of disturbed areas should be actively eradicated. These species include, but are not limited to, French broom, poison oak, and <u>Eucalyptus</u> .	Yes	Included in Condition No. 15 for PLN100020.
23. Off-road vehicle activities should not be allowed on the property.	Yes	Included in Condition No. 15 for PLN100020.
24. Livestock (e.g., horses, cattle) should be kept or grazed on the property only at stocking levels	Yes	Included in Condition No. 15

Mitigation Measure	Applicable to York Highlands?	Comments
comparable to pre-existing use. If desired, use of the existing road and trail system for recreational horseback riding and hiking may be allowed to continue. No livestock should be stabled or boarded on any cluster or estate parcel.		for PLN100020.
25. No broad-scale application of pesticides or herbicides should be permitted on the property.	Yes	Included in Condition No. 15 for PLN100020.
26. Dead trees and snags, as well as bare and denuded limbs, should be retained. These are valuable as perch or roost sites for raptors and flycatchers, and as nest sites for cavity-nesting birds. Removal should be implemented only when a hazard exists.	Yes	Included in Condition No. 15 for PLN100020.
27. Brush piles and fallen logs should be retained (except as prescribed under Fire Control and Fuel Management). These serve as protective or escape cover, nest sites, and foraging areas for a variety of wildlife species.	Yes	Included in Condition No. 15 for PLN100020.
<p>28. Since the 1985 LSA Biotic Report does not quantify wildlife resources or the extent of their distribution, specific mitigation measures are not estimated. The following minimal guidelines should be included in a homeowner's agreement for the entire development. These guidelines would establish basic rules about impacts that may be implemented by one or a few homeowners, but that would negatively impact the resources of the entire development.</p> <p>For example, if no restrictions are established regarding free-roaming dogs, deer will avoid the general vicinity reducing the quality of the rural living environment for all homeowners. The basic concerns to be addressed in such an agreement should include but not be limited to:</p> <ul style="list-style-type: none"> a. Leash and kennel requirements for dogs and bells fitted on cats to impede their predatory impact on wildlife; b. Fencing designs that will not inhibit deer movements; c. Maintenance of natural and diverse vegetation buffers in non-landscape areas; d. Minimal tree removal guidelines; e. Fire control standards should be established and enforced to protect vegetation; f. Restrictions on human activity in designated open space areas; g. Guidelines on maintenance of domestic livestock; h. An annual management/assessment fee for forestry programs, wildlife habitat protection and oak tree management. 	Yes	These measures will be included in the CC&Rs for the project area.

Mitigation Measure	Applicable to York Highlands?	Comments
<p>29. Development and construction activities should be conducted with as little vegetation removal and soil disturbance as possible. Tree and shrub root systems should be left intact to help bind the soil. Surface cuts and fills should be made only for designated homesites and associated construction material laydown areas. Development of the existing unpaved road along the ridgeline as construction and residential access to the homesites will prevent soil disturbance on slopes where higher erosion rates are expected. Clearing should not be allowed on slopes greater than ten percent without specific consultation with an erosion control specialist.</p>	Yes	Included in Condition No. 16 for PLN100020.
<p>30. A short-term erosion control program should be established on large areas of exposed soil (cuts, fills, etc.), consisting of seeding with an annual grass and herbaceous cover.</p> <ol style="list-style-type: none"> Standard seed mixes for erosion control applications may be inappropriate due to relatively high fire hazard and competition with native species. No data were found to suggest that regeneration of oaks would be inhibited by high densities of annual grasses. However, the inhibitory effect of weed competition on chaparral shrub seedling survival is well documented (Horton, 1950; Shultz, et.al., 1955; Hanes, 1977). Gautier (1981) discussed the possibility that seeding of recent burns in chaparral may increase long-term slope erosion by retarding the recovery of native shrub vegetation. Therefore, a seed mix should be designed to include species relatively low in stature and biomass in order to reduce fire hazard and competition effects. Annual fescue (<u>Vulpia megalura</u>, <u>Vulpia octoflora</u>) and soft chess (<u>Bromus hordeaceus</u> spp. <u>hordeaceus</u>) are recommended. To these may be added a mixture of native herbaceous species, including California poppy (<u>Eschscholtzia californica</u>), trefoil (<u>Lotus</u> spp.), clover (<u>Trifolium</u> spp.) and lupine (<u>Lupinus</u> spp.). Germination and establishment of seeded grasses and herbs are dependent on proper timing and intensity of precipitation (Hanes, 1977). Seed applications should be made in September, just prior to the onset of the rainy season. The success of the seeding effort should be monitored, especially during the first several months following the initial treatment. On an annual basis, seeding should be repeated where necessary to help stabilize areas of exposed soil. 	Yes	Erosion control plan required by Condition No. 16 for PLN100020.
<p>31. A long-term erosion control program should be established to revegetate disturbed area using native woody species.</p> <ol style="list-style-type: none"> Plan materials used in revegetation and landscaping should be propagated in a 	Yes	Erosion control plan required by Condition No. 16 for PLN100020. The County

Mitigation Measure	Applicable to York Highlands?	Comments
<p>nursery from native seeds and cuttings collected on the site. The propagules should be planted in a sandy soil mixture. At least in the period immediately prior to transplanting, soil water conditions should simulate those found on the site. These measures will help reduce transplant shock and mortality.</p> <p>b. Liner planting should follow the method developed by Chan, et.al. (1977). The standard method consists of excavating holes 6 to 12 inches deep and mixing the native substrate with a high loam, potting type soil. On slopes, slight backslopes are constructed above the liner hole to minimize erosion and encourage soil water retention. Each liner is placed within a small (about 8-inch diameter) plastic collar with the bottom removed. The collar serves as a protection against rodents, concentrates precipitation within the root zone, and provides an anchor point for the wire mesh screen used to protect the young seedlings from foraging wildlife (i.e., deer). A mulch of black plastic film embedded between two layers of burlap is placed around each plant to aid in soil water retention and control of competitive weeds and grasses around the transplants.</p> <p>c. Plantings should be conducted in late October or early November, to coincide with the period when soil water tables are reaching surface levels. This planting period is most conducive to liner establishment. It favors extensive root development prior to significant above-ground growth in the spring and helps to eliminate the need for spring and summer watering programs.</p> <p>d. An annual monitoring and maintenance schedule should be adopted to repair or replace screens and collars, remove competitive weeds, provide supplemental watering if warranted, and replanting as necessary.</p>		<p>Erosion Control Ordinance requires installation of permanent erosion control plantings.</p>
<p>32. A controlled burning program <u>should be considered</u> for implementation on the property. Such a program would mimic the effects of natural fires and reduce fire hazard. Maritime chaparral is well adapted to conditions of recurrent fire (Griffin, 1978), and coast live oak is extremely fire-resistant and has the ability to resprout from both trunk and branches following a fire (Plumb, 1979). Controlled burning would reduce the probability of a catastrophic wildfire and would be compatible with the ecological strategies of the predominant vegetation types on the property.</p> <p>a. The scale and frequency of prescribed burning should be commensurate with the maintenance of mature plant communities with minimal fuel loads.</p>	<p>No</p>	<p>This was considered but was deemed to be inadvisable due to danger to existing development in the area.</p>

Mitigation Measure	Applicable to York Highlands?	Comments
<ul style="list-style-type: none"> b. The controlled burning program should be initiated prior to construction on the homesites. This will result in lessened fuel loads and reduced fire hazard during and after the construction phase of the project. c. A qualified forester or controlled burn specialist should be consulted before initiating a controlled burning program. Representatives of the California Department of Forestry (CDF) may be of assistance in designing a controlled burning program or in recommending knowledgeable experts on the subject. Factors to consider in developing a burn prescription include dead/live fuel ration, fuel volume, live and dead fuel moisture, fuel chemical content, and weather conditions (Green, 1981). Various techniques may be used to limit or control the area of land to be burned at any one time (i.e., construction of fuel breaks, mechanical fuel reduction, spot burning, etc.). d. The landowner should not necessarily be required to bear the entire burden for this program. An agreement with agencies such as CDF, the California Youth Conservation Corps, and the County of Monterey may be pursued to alleviate the cost of the program. 		
<p>33. A program of fuel load reduction through direct vegetation removal should also be considered for implementation on the site, either separately or in tandem with a controlled burning program.</p> <ul style="list-style-type: none"> a. A program of direct vegetation removal or thinning and chipping may be necessary to reduce critically high fuel loads prior to beginning a prescribed burning program. Dead brush may be piled and later consumed by the burn. b. The distribution of native vegetation patterns should be considered in designing and establishing fuel breaks. c. Vegetation removal for fuel management may be accomplished either mechanically or by hand. Hand removal is less cost-effective but results in lower amounts of soil disturbance and subsequent accelerated erosion rates. Mechanical removal should be conducted in a manner that minimizes soil disturbance (e.g., following slope contours). d. The "pruning up" of shrubs (i.e., removing all their lower branches) should be considered as an alternative to outright clearing of chaparral, coastal scrub and the understory of live oak woodland. This technique may prevent fire from reaching 	Yes	Fuel Management Plan required by Condition No. 18 for PLN100020.

Mitigation Measure	Applicable to York Highlands?	Comments
the crowns of the larger shrubs and trees and therefore favors cool ground fires. The method has been used effectively in fire control applications in southern California. Use of this technique would produce a minimal amount of soil disturbance compared with mechanical vegetation removal.		
34. Estate lots 227 through 235 and 239 proposed in the occurrence area of Hickman's onion on-site should be eliminated or redesigned and a minimum buffer of 50 feet implemented to preserve the population. This could entail the loss or redesign of these parcels along the proposed Romera Vista Road in the northwestern end of the property. The furthest occurrence to the south could be protected by shifting of the Romera Vista Road to the east. Care should be taken to preserve the present vegetation and soil structure in the areas where these occurrences were found. No corralled livestock should be kept in these areas. Fencing of the occurrences may be appropriate to prevent accidental encroachment by off-road vehicles and construction equipment or their use as laydown areas.	No	Outside York Highlands development area.
35. The Hickman's onion population should be monitored both during and after construction to evaluate the adequacy of the protection measures implemented and the vitality of the species.	No	Outside York Highlands development area.
36. Residential and other types of development in areas viewed from State Route 68 should be inconspicuous in order to maintain the natural rural character along this scenic corridor. Visually sensitive areas include Work Ranch Ridge, Del Rey Ridge and north-facing slopes and meadows along Canyon Del Rey. Strict architectural control of building plans for lots in these areas should be required.	Yes	Three dimensional building envelopes required for Lot Nos. 2, 6 and 44 – incorporated into Conditions of Approval for PLN100020 as Condition No. 22. All of York Highlands is in either VS or D Zoning overlay which requires review of development for aesthetic considerations.
37. A requirement for single-story houses located behind existing vegetation along Work Ranch Ridge, Del Rey Ridge, and slopes bordering State Route 68 should be considered.	Yes	Three dimensional building envelopes required for Lot Nos. 2, 6 and 44 –

Mitigation Measure	Applicable to York Highlands?	Comments
		incorporated into Conditions of Approval for PLN100020 as Condition No. 22.
38. Require building permits for Monterra lots to be evaluated utilizing the following design criteria. These criteria are general in nature since overly prescriptive standards of design, given the current preliminary planning stage of the project plan, could be detrimental to the ultimate success of the project. Conformance with these criteria is necessary to provide a project integrated with the natural setting and the planning goals of the County of Monterey and to ensure that the scale of the project allows for development, but also relates to the preservation of the natural character of the State Route corridor.	Yes	All of York Highlands is in either VS or D Zoning overlay which requires review of development for aesthetic considerations. All development will require discretionary approval through Design Approval, Administrative Permit or Use Permit. Development will be evaluated using these criteria.
39. The prominent ridges and native vegetation along the State Route 68 corridor shall be preserved in a natural state, as much as possible, to maintain the natural scenic quality of this area.	Yes	Condition 22 for PLN100020 requires that a scenic easement be dedicated over all areas with slopes greater than 25%.
40. Development should be designed to blend with the natural terrain, by using innovative site design, grading techniques, building types, and spacing of buildings.	Yes	See Comment for Mitigation Measure No. 38.
41. All structures should complement one another and the natural landscape, provide visual interest, and create a sense of identity within the development.	Yes	See Comment for Mitigation Measure No. 38.
42. Removal of native vegetation, particularly trees, should be minimized.	Yes	Incorporated into Conditions of Approval for PLN100020 as Condition No. 16.
43. Grading in hillside areas should be minimized to the portion of the site covered by the structure. Required grading should be finished to blend with the natural contours by avoiding abrupt changes in grade and by rounding off sharp angles along the sides of cut and fill slopes. The mass grading of large building pads and excessive terracing should be avoided.	Yes	See Comment for Mitigation Measure No. 38.

Mitigation Measure	Applicable to York Highlands?	Comments
44. Roadways should be designed to reflect the natural topography in order to minimize grading and scarring of hillsides.	Yes	New roads are proposed on existing ranch roads to the extent possible.
45. Exterior colors and materials that blend, rather than contrast with the surrounding soil and vegetative cover should be used. These include natural wood and masonry materials and brown, muted green and gold colors. Highly reflective surfaces and colors should be avoided.	Yes	See Comment for Mitigation Measure No. 38.
46. Structures should not greatly exceed the height of the forest canopy.	Yes	See Comment for Mitigation Measure No. 38.
47. Development along ridge lines should not silhouette against the skyline.	Yes	<p>See Comment for Mitigation Measure No. 38.</p> <p>Three dimensional building envelopes required for Lot Nos. 2, 6 and 44 – incorporated into Conditions of Approval for PLN100020 as Condition No. 22.</p> <p>Monterey County Code Section 21.66.010 prohibits ridgeline development which will create a substantial adverse visual impact.</p>
48. Exterior lighting should be minimized. Lighting that is necessary should be of low profile design, unobtrusive and compatible with the rural character of the project area. Consider using warm tone lights on dark standards.	Yes	<p>See Comment for Mitigation Measure No. 38.</p> <p>Lighting plans required by Condition No. 20 for PLN100020.</p>
49. Roofs of buildings at lower elevations should be attractively designed to enhance views of these buildings from adjacent hillside residential areas. In general, sloping, gabled, or vaulted roofs constructed of wood shingles, wood shakes or tiles are preferred over flat, gravel-type roofs.	Yes	See Comment for Mitigation Measure No. 38.

Mitigation Measure	Applicable to York Highlands?	Comments
Mechanical equipment on roofs should be avoided or screened so that it is not apparent from the hillside areas.		
50. Large wall planes without a change in dimension should be avoided.	Yes	See Comment for Mitigation Measure No. 38.
51. Parking and service areas, for the recreational uses should be screened with landscaped berms.	Yes	See Comment for Mitigation Measure No. 38.
52. Architectural detail should consider the appearance of buildings as seen from the hillside areas, as well as from on-grade with the building. Trellises awnings, balconies, and planters should be used to add interest and assist with blending in with the natural setting.	Yes	See Comment for Mitigation Measure No. 38.
53. Edges between active public areas and adjacent private residential areas should be defined by landscaping.	Yes	See Comment for Mitigation Measure No. 38.
54. All utility lines serving the project should be placed underground.	Yes	Included as Condition No. 9 for PLN100020.
55. Signage identifying the entrance to the Monterra development should be minimized, particularly along State Route 68. Signs should be aesthetically pleasing, blending into the highway corridor. There should be a comprehensive signage motif which is compatible with the building design and surrounding natural setting (e.g., non-illuminated wood signs). Signs identifying individual residences and buildings should be of a uniform low-profile type, easy to identify (and to facilitate emergency access).	Yes	New signs will be required to comply with Monterey County Code Chapter 21.60 (Regulations for Signs) and will be subject to Design Approval.
56. When adequate off-street parking is provided, consideration should be given to reduced street width. Intermittent widening of streets for cluster parking areas, bays, and turnarounds, are encouraged at appropriate locations. Alternatively, parking may be provided along only one side of the street.	Yes	Road design subject to approval by Public Works. Included as Condition No. 43 for PLN100020.
57. Streets may be divided into one-way segments on different levels of steeper slopes to better blend with the terrain and minimize grading. Pedestrian paths may also be at a different level from the roadway segments.	Yes	Road design subject to approval by Public Works. Included as Condition No. 43

Mitigation Measure	Applicable to York Highlands?	Comments
		for PLN100020.
58. The clustering of driveways or use of common access driveways should be encouraged to maximize natural open space preservation.	No	Design of York Highlands precludes use of common access driveways.
59. A comprehensive trail plan should be submitted to the County prior to approval of the tentative map.	yes	Irrevocable offer to dedicate land for public trail required as Condition No. 64 for PLN100020. Map showing general location of the trail has been submitted.
60. A continuous system of hiking and equestrian trails following fairly level contours should connect the proposed open space and park areas. Also, open space linkages should be provided between the site and the Ryan Ranch. Solid lot line fencing of yards bordering this narrow open space corridor should be avoided to prevent a "walled" appearance.	Yes	Irrevocable offer to dedicate land for public trail required as Condition No. 64 for PLN100020.
61. Natural landscaping should be provided around buildings to screen them from internal roadways and from surrounding areas, especially State Route 68.	Yes	See Comment for Mitigation Measure No. 38. Condition No. 19 for PLN100020 requires note on the map to notify purchasers of lots that landscape plans will be required for all development.
62. Roadway guard rails and fences should blend into the landscape as much as possible.	Yes	Will be incorporated into Subdivision Improvement Plans for PLN100020.
63. Off-road turnouts should be provided in areas with significant views.	No	Original subdivision proposal included public road connecting Highway 68 and Carmel Valley Road. No public roads are proposed or required for York Highlands.
64. Follow the recommendations of the Greater Monterey Peninsula Area Plan Citizens Advisory Committee in regard to highly sensitive areas along Highway 68:	Yes	See Comment for Mitigation Measure No. 38.

Mitigation Measure	Applicable to York Highlands?	Comments
<ul style="list-style-type: none"> a. Development shall be rendered compatible with the visual character of the area using appropriate sitting, design, materials and landscaping; b. Development shall maintain no less than a 100-foot setback from the scenic route right-of-way; c. The impact of any earth movement associated with the development shall be mitigated in such a manner that permanent scarring is not created; d. Tree removal shall be minimized; e. Landscape screening and restoration shall consist of plant and tree species consistent with surrounding native vegetation; f. Architectural review of projects shall be required to ensure visual compatibility of the development with the surrounding area; and g. New development in open grassland areas shown as “sensitive” or “highly sensitive” on the Visual Sensitivity Map should minimize its impact on the uninterrupted viewshed. 		No lots within York Highlands are within 100 feet of State Highway 68.
65. Construction phase noise can be mitigated by using properly maintained and muffled equipment. The use of graders and other equipment with tires rather than bulldozers can reduce noise generation. Also the use of nail guns rather than manual hammering can reduce noise generation. Noise intrusion can be reduced by using temporary berms or barriers such as lumber or other stockpile materials.	No	This is a comment, not a mitigation measure.
66. Noise impact from the transportation of materials can be reduced or avoided by selecting haul routes that will be frequently used which do not pass through residential areas or by sensitive receptors and by limiting hauling to the hours between 7:00 am and 7:00 pm.	Yes	Construction Management Plan required by Condition No. 37 for PLN100020 includes limitation on hauling to hours between 7:00 am and 7:00 pm.
67. Require an acoustical study of proposed new residential homes within future 55 L dn noise contours. Require sound insulation, if necessary, to mitigate noise impacts in these areas exposed to an existing or future CNEL or L dn of 55 dBA and greater.	No	Proposed homes in York Highlands are not within this area. Noise evaluation prepared pursuant to Condition No. 54 of BOS Resolution 87-527 found no need for specific noise mitigations for residential development in the

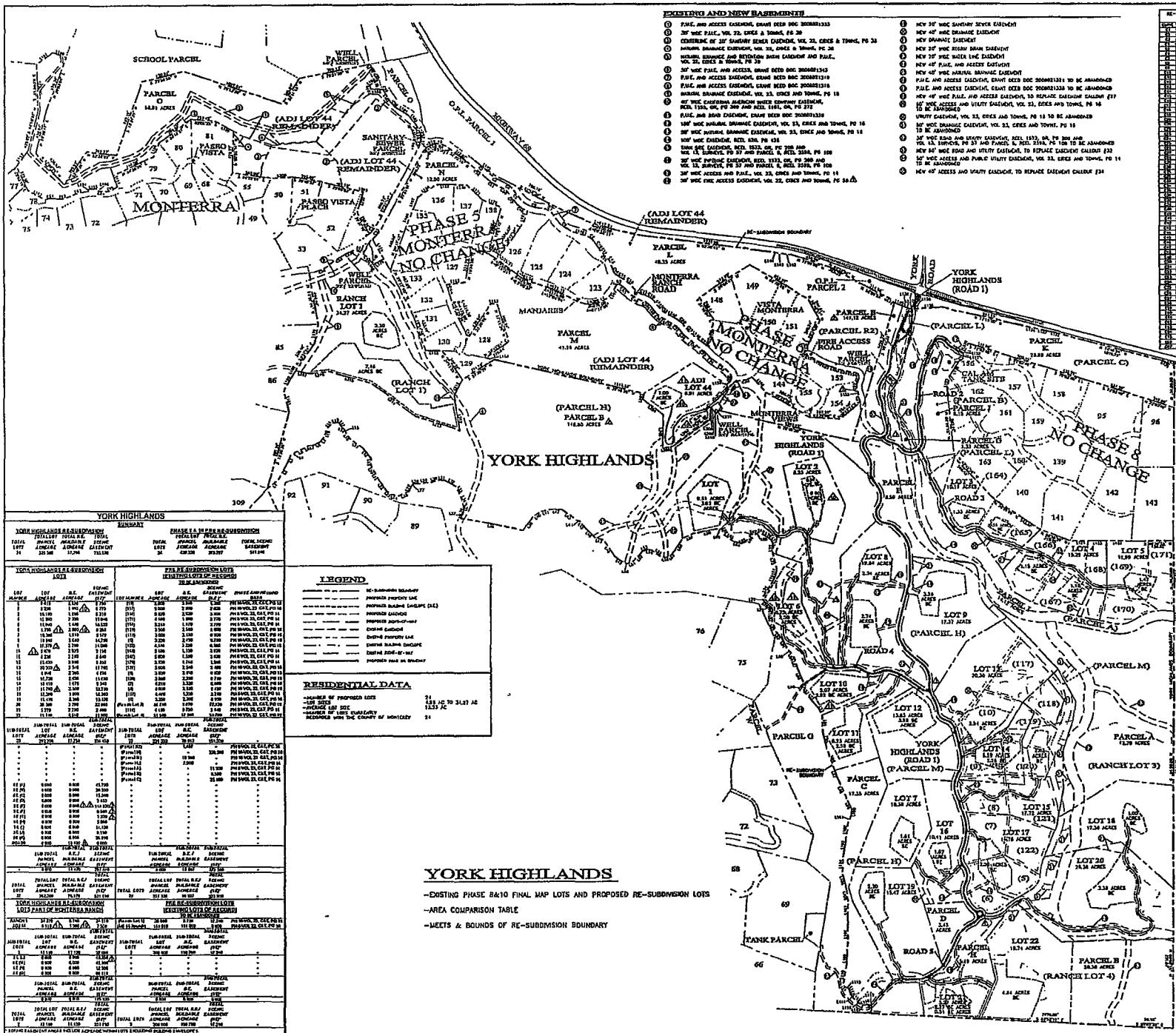
Mitigation Measure	Applicable to York Highlands?	Comments
		Monterra Ranch property.
68. Require developer to disclose noise information in this section and the recommended acoustical study to prospective buyers so that they are aware of short-term annoyance impacts of airport, Ford Ord and Laguna Seca raceway operations, the long-term impacts of airport and vehicular noise sources, and the potential mitigation measures available through appropriate design and building techniques.	No	See Comment for Mitigation Measure No. 67
69. The west entrance to the site should be relocated from Ragsdale Drive to Olmstead Road in order to: utilize the existing traffic signals there; utilize the future full interchange planned there after construction of the Toro Park interchange; remove at least half of the Monterra traffic from two miles of Highway 69 (between Olmstead and the western entrance); eliminate conflicting turning movements on Highway 68 by changing the proposed western entrance to an emergency exit only until and interchange is constructed there. The Monterra subdivision should also participate in funding the intersection improvements at Olmstead Road and Highway 68.	No	Intersection improvements were completed with an earlier phase of development.
70. Base on the existing plus through-traffic plus cumulative traffic need for widening Highway 68 and that the Monterra Ranch subdivision will contribute to that need, the Monterra Ranch subdivision should therefore participate in funding the widening of Highway 68 to the adopted plan lines at a rate commensurate to the project traffic assignment. The formula for this fee should be determined by the Planning Department.	No	Fees required to be paid prior to recordation of final maps for each phase pursuant to Condition No. 32 of BOS Resolution 87-527. This condition was cleared by Public Works.
71. An approach lane to Highway 68 on the east entrance should be provided to separate right and left-turn traffic. In addition, a left-turn pocket on Highway 68 with an adequate deceleration lane should be provided to facilitate access to the east entrance of and to the western entrance off of Olmstead Road.	Yes	Required by Condition No. 45 for PLN100020.
72. The Monterra Ranch subdivision should dedicate a right-of-way consistent with the adopted plan lines for Route 68.	Yes	Required by Condition No. 46 for PLN100020.
73. The private road designs and construction should be at horizontal and vertical standards unless these standards would cause excessive grading and/or environmental impacts. A determination of specific roadway segments to be exempted from normal county standards, if any,	Yes	Road design subject to approval by Public Works. Included as Condition No. 43

Mitigation Measure	Applicable to York Highlands?	Comments
should be made prior to recordation of the final subdivision map.		for PLN100020.
74. The Monterra subdivision access to Highway 68 will be facilitated by an internal collector loop road which connects east and west entrances. Traffic control should be on the side streets in order to preserve the internal collector's integrity.	No	No internal collector loop within York Highlands which will connect east and west entrances.
75. The subdivision map should be conditioned to grant access rights to the school district and Lt Ng parcels to assure appropriate access to the parcel considering future highway improvements; and to assure secondary access routes for both Lt Ng and Monterra in the future. Please see Figure 1.2 for locations.	No	Access to school property is not within the York Highlands area. At the time this measure was written, a public road connecting Highway 68 and Carmel Valley Road was included as part of the Monterra Ranch Subdivision. With the elimination of the public road, provision of secondary access to the Lt Ng parcel is no longer appropriate.
76. Use dust controls, such as wetting down the soil during excavation and earthmoving operations.	Yes	Required as part of Construction Management Plan – incorporated into Conditions of Approval for PLN100020 as Condition No. 37.
77. Suspend construction activities or increase sprinkling during periods of high wind (greater than 15 mph).	Yes	Required as part of Construction Management Plan – incorporated into Conditions of Approval for PLN100020 as Condition No. 37.
78. Revegetate exposed surfaces as soon as possible.	Yes	Required as part of Erosion Control Plan – incorporated

Mitigation Measure	Applicable to York Highlands?	Comments
		into Conditions of Approval for PLN100020 as Condition No. 13.
79. Consider provision of a park and ride lot, bus stop and turn-out area to be located near the project on Highway 68 to encourage the use of public transit by future residents.	No	Included with Highway 218 improvements.
80. As specified in the Air Quality Plan, the Association of Monterey Bay Area Government should review all project plans.	Yes	Negative Declaration circulated to Monterey Bay Air Pollution Control District.
81. The developer should be required to distribute local transit, bicycle and carpooling information to prospective buyers during the marketing of the home sites.	Yes	Will be incorporated into CC&Rs.
82. Strictly adhere to the sites indicated safe for the location of septic systems in the M. Jacobs and Associates Percolation Study for the Monterra Ranch project.	No	The York Highlands project is served by a sewer system.
83. The Monterey County Health Department should review each specific septic system location and design prior to their placement to ensure that the State of California Basin Plan and the provisions of Monterey County Ordinance 1835 are met.	No	The York Highlands project is served by a sewer system.
84. Septic system should not be built on slopes in excess of 30% or if deemed necessary should be specifically engineered for each site.	No	The York Highlands project is served by a sewer system.
85. * The installation of water conserving fixtures (low flush toilets, flow restrictors on faucet and shower heads) should be required to reduce the potential for septic system loading. Residents should also be encouraged to use phosphate free detergents because the systems' efficiency will be increased. *Include training/information program about proper use and maintenance of septic systems, by residents via homeowners association.	Yes	Notice of Water Conservation Requirements required by Condition No. 50 for PLN100020.
86. The Monterra property should be annexed to the Salinas Rural Fire Protection District, and a fire station site should be provided in the Laguna Seca area. Annexation to CSA 39 and the provision of an interim fire station site on the Monterra property might be an acceptable alternative if the Salinas Rural/Laguna Seca site preference is not attainable for some reason.	No	Monterra Ranch previously annexed to the Salinas Rural Fire Protection District (SRFPD) (now the Monterey County Regional Fire

Mitigation Measure	Applicable to York Highlands?	Comments
		Protection District (MCRFPD)). Fire Station has been built at Laureles Grade/Highway 68.
87. The developer should enter into an agreement with the Salinas Rural Fire Protection District to help purchase some additional structural and wildfire-fighting equipment.	No	Completed with earlier phases of development.
88. The developer, Planning Department and fire agency officials should discuss and agree an appropriate resolution of the secondary access issue on cul-de-sacs longer than 1000 feet.	Yes	Condition No. 58 for PLN100020 limits length of dead end roads and identifies specifications for turn-arounds.
<p>89. Both the subdivision tentative map and the future improvement plans should be reviewed by the County Fire Warden and Salinas Rural FPD Chief to assure that fire protection and prevention designs features are included. Some of these design features are listed below.</p> <ol style="list-style-type: none"> 1) The development shall provide safe and ready access for fire and other emergency equipment and to handle possible evacuations. Drivers provided for access as provided by amendment to Section 10.31(d) of the 1979 Edition of the Uniform Fire Code. Parking shall be prohibited in turnarounds; signs so indicating shall be posted. 2) Emergency access points shall be provided to all significant public and private water supplies 3) All buildings shall be sprinklered for fire protection in accord with Salinas Rural Fire Protection District regulations. Water distribution and source facilities shall be required of sufficient design to support the flows necessary for the type of development proposed. 4) Flammable ground cover shall be cleared in a 30-foot area around each structure, or to the property line, and replaced with a low fire spread evergreen groundcover or other suitable material approved by the Fire Warden and Planning Director. Where the property line is less than 30 feet from any structure, the Fire Warden shall evaluate the hazard and may require non-combustible siding exterior sprinkler or other methods of protection which will reduce the risk of fire spread. 5) All building shall be designed and sited sot that roofs and other areas may be kept free of leaves, needles and other dead vegetative growth. 	Yes	Application was reviewed by Monterey County Regional Fire Protection District (MCRFPD). Conditions recommended by MCRFPD are included as Condition Nos. 56-63 for PLN100020.

Mitigation Measure	Applicable to York Highlands?	Comments
<ul style="list-style-type: none"> 6) Roof covering for building shall be fire retardant, as defined in the latest edition of the Uniform Fire code (adopted as Ordinance No.1 by the Salinas Rural Fire District). 7) All easements for fire breaks for the fire safety of built-up areas shall include access for firefighting personnel and equipment. 8) Fire breaks shall be periodically cleared of dead wood and vegetation by the homeowner's association in cooperation with the agency. 9) When parking lanes are not provided, turnouts eight feet wide and 15 feet long each side of fire hydrants shall be provided and posted "No Parking". 10) Highly flammable underbrush shall be removed from within 20 feet of each side of all roadways if required by the fire agency. Individual or small groups of trees, ornamental shrubbery or similar plants of low combustibility which are used as groundcover need not be removed. 		
90. Incorporation of the measures discussed above in future home and building design will reduce the project's impacts on non-renewable energy resources.	No	Not a measure. All new development will be required to meet California Building Code Title 24 Energy Standards.
91. Prior to and during the initial stages of grading, a qualified archaeologist should be consulted to do on-site inspecting, examining the results of grading in those areas judged to have a greater potential of containing archaeological sites such as bedrock outcrops, springs, seeps and the lower ridges should be covered by a controlled intuitive reconnaissance.	Yes	<p>Was included as Condition No. 11 with Resolution 87-527. Reporting on status of this condition was required by Condition No. 82 in Planning Commission Resolution No. 89-149.</p> <p>Included as Condition No. 11 for PLN100020.</p>
92. A condition should be added to the development permit for the subdivision to require a detailed archaeological investigation if development of Ranch Lot #2 is proposed on or in the vicinity of the archaeological site.	No	Archaeological surveys completed with earlier phases.



EXISTING AND NEW EASEMENTS

1. EASE AND ACCESS EASEMENT, GRANT DEED DOC 200801133
2. 20' WIDE EASE, VOL. 23, CITIES & TOWNS, PG. 30
3. CENTERLINE OF 20' SANITARY SEWER EASEMENT, VOL. 23, CITIES & TOWNS, PG. 30
4. EASEMENT, EASEMENT, VOL. 23, CITIES & TOWNS, PG. 30
5. EASEMENT, EASEMENT, VOL. 23, CITIES & TOWNS, PG. 30
6. 20' WIDE EASE, VOL. 23, CITIES & TOWNS, PG. 30
7. EASE AND ACCESS EASEMENT, GRANT DEED DOC 200801133
8. EASE AND ACCESS EASEMENT, GRANT DEED DOC 200801133
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20. EASEMENT, EASEMENT, VOL. 23, CITIES & TOWNS, PG. 30

1. NEW 20' WIDE SANITARY SEWER EASEMENT
2. NEW 20' WIDE DRAINAGE EASEMENT
3. NEW 20' WIDE EASEMENT EASEMENT
4. NEW 20' WIDE WATER LINE EASEMENT
5. NEW 20' WIDE EASEMENT EASEMENT
6. NEW 20' WIDE EASEMENT EASEMENT
7. EASE AND ACCESS EASEMENT, GRANT DEED DOC 200801133 TO BE ABANDONED
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RE-SUBDIVISION EASEMENT	RE-SUBDIVISION EASEMENT	RE-SUBDIVISION EASEMENT
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20. EASE AND ACCESS EASEMENT, GRANT DEED DOC 200801133	20. EASE AND ACCESS EASEMENT, GRANT DEED DOC 200801133	20. EASE AND ACCESS EASEMENT, GRANT DEED DOC 200801133

LEGEND

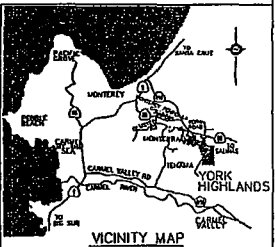
- 1. RE-SUBDIVISION BOUNDARY
- 2. PROPOSED PROPERTY LINE
- 3. PROPOSED BOUNDARY (Dotted)
- 4. PROPOSED EASEMENT
- 5. PROPOSED EASEMENT (Dotted)
- 6. EXISTING EASEMENT
- 7. EXISTING PROPERTY LINE
- 8. EXISTING BOUNDARY
- 9. EXISTING EASEMENT
- 10. EXISTING EASEMENT (Dotted)
- 11. EXISTING EASEMENT
- 12. EXISTING EASEMENT (Dotted)
- 13. EXISTING EASEMENT
- 14. EXISTING EASEMENT (Dotted)
- 15. EXISTING EASEMENT
- 16. EXISTING EASEMENT (Dotted)
- 17. EXISTING EASEMENT
- 18. EXISTING EASEMENT (Dotted)
- 19. EXISTING EASEMENT
- 20. EXISTING EASEMENT (Dotted)

RESIDENTIAL DATA

- 1. NUMBER OF PROPOSED LOTS
- 2. LOT AREA
- 3. LOT AREA TO 1/4 AC
- 4. LOT AREA TO 1/2 AC
- 5. LOT AREA TO 3/4 AC
- 6. LOT AREA TO 1 AC
- 7. LOT AREA TO 1 1/4 AC
- 8. LOT AREA TO 1 1/2 AC
- 9. LOT AREA TO 1 3/4 AC
- 10. LOT AREA TO 2 AC
- 11. LOT AREA TO 2 1/4 AC
- 12. LOT AREA TO 2 1/2 AC
- 13. LOT AREA TO 2 3/4 AC
- 14. LOT AREA TO 3 AC
- 15. LOT AREA TO 3 1/4 AC
- 16. LOT AREA TO 3 1/2 AC
- 17. LOT AREA TO 3 3/4 AC
- 18. LOT AREA TO 4 AC
- 19. LOT AREA TO 4 1/4 AC
- 20. LOT AREA TO 4 1/2 AC

YORK HIGHLANDS

- EXISTING PHASE 8&10 FINAL MAP LOTS AND PROPOSED RE-SUBDIVISION LOTS
- AREA COMPARISON TABLE
- LOTS & BOUNDS OF RE-SUBDIVISION BOUNDARY



YORK HIGHLANDS

EXISTING PHASE 8&10 FINAL MAP LOTS AND PROPOSED RE-SUBDIVISION LOTS

DATE: 11/11/2011 / REVISED: 11/11/2011

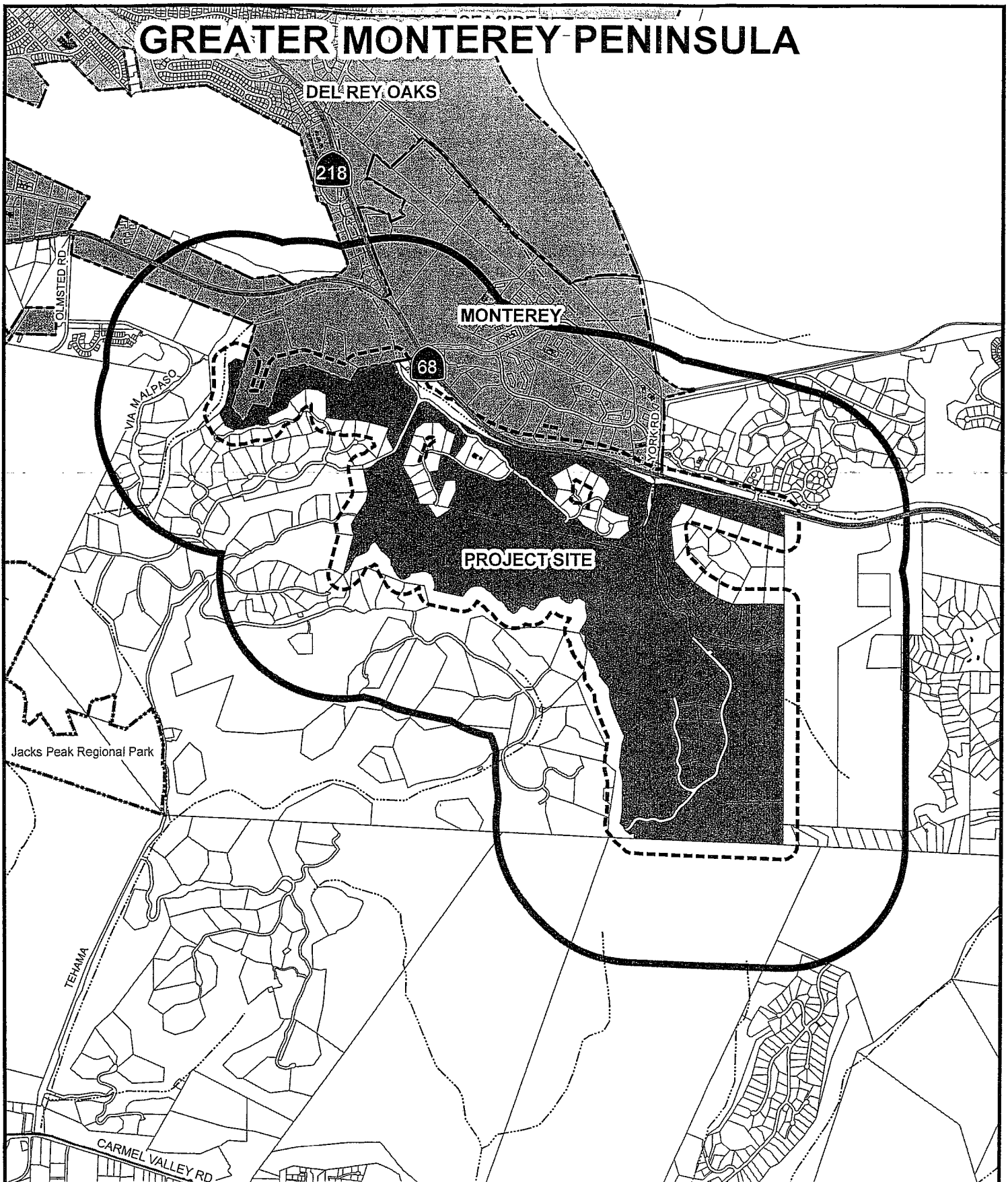
PREPARED BY: [Firm Name]

Exhibit K
Vicinity Map

Banker's Development Group, LLC
York Highlands
PLN100020

Board of Supervisors
October 18, 2011

GREATER MONTEREY PENINSULA



APPLICANT: YORK HIGHLANDS (MONTERRA RANCH PROPERTIES LLC)

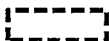
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FILE # PLN100020

Water



2500' Limit



300' Limit



City Limits



0 2,000
Feet



PLANNER: ROBINSON