MONTEREY COUNTY PLANNING COMMISSION

Meeting: July 29, 2009 Time: 9:00 A.M	**Agenda Item No.: 1**
Project Description: Combined Development Permit consisting of an Administrative Permit, General Development Plan and Design Approval for construction of 16 additional hotel units, and a 3,000 square foot, two-story maintenance, storage and office building at the existing 57-unit Bernardus Lodge. The project includes demolition of two existing structures originally built as single family dwellings, construction of retaining walls and associated grading of 1,521 cubic yards of cut and 1,521 cubic yards of fill. Materials and colors are to match existing.	
Project Location: 415 Carmel Valley Rd., Carmel Valley	**APN:** 187-131-044-000
Planning File Number: PLN020398	**Owner:** Bay Laurel LLC **Agent:** Lombardo and Gilles
Planning Area: Carmel Valley Master Plan	**Flagged and staked:** Yes
Zoning Designation: : "LDR/2.5-D-S & VO-D-S & PQP-D-S &" (Low Density Residential, 2.5 acres per unit, Visitor Serving/Professional Office, and Public-Quasi Public with Design Control, and Site Plan Review Overlays)	
CEQA Action: Mitigated Negative Declaration	
Department: RMA - Planning Department	

RECOMMENDATION:

Staff recommends that the Planning Commission adopt a resolution (**Exhibit C**) to:

1) Adopt the Mitigated Negative Declaration (**Exhibit G**)
2) Approve PLN020398, based on the findings and evidence and subject to the conditions of approval (**Exhibit C**):

PROJECT OVERVIEW:

The subject property is located at 415 Carmel Valley Road, at the northeast corner of the Laureles Grade and Carmel Valley Road intersection, in the area of the Carmel Valley Master Plan and is known as the Bernardus Lodge. The zoning designation of the property is "VO" or "Visitor Serving/Professional Office" and the proposed development is consistent with uses allowed in this zoning district.

The applicant proposes an expansion of the existing 57-unit Lodge, consisting of the addition16 hotel units and a storage, maintenance, and office building on the northeastern portion of the property. The hotel units are proposed in six separate buildings as follows: four one-story buildings with two units each and two, two-story buildings with four units each. The storage, maintenance, and office will be a two-story structure with storage and a maintenance shop areas on the first floor and administrative offices on the second floor; it is proposed to be constructed behind the proposed hotel units. The project includes installation of ornamental landscaping around the proposed buildings and the expansion of an existing vineyard towards the proposed structures.

Development of the project requires site improvements such as grading, tree removal, and demolition of existing structures. Grading for the project will require approximately 1,521 cubic yards of dirt which will be balanced onsite. The location of the development requires the removal of 23 Pine, Eucalyptus, and various fruit trees; however, no protected trees such as oak or redwoods are slated for removal. One structure to be demolished is currently used by the Bernardus Lodge staff for administrative offices and the other structure, the current maintenance building, will be replaced onsite with the proposed two story storage, maintenance, and office building. Both buildings to be demolished were constructed in 1956.

An Initial Study was completed and a Mitigated Negative Declaration (MND) was filed for public review on June 10, 2009. The MND concluded that impacts from the project would be potentially significant for biological resources, geology/soils, hazards/hazardous materials, and transportation/traffic; and less than significant for aesthetics, air quality, hydrology/water quality, land use planning, noise, and utilities/service systems. The Initial Study identified mitigations that include protection and design measures for biological, and geological issues, and payment of appropriate traffic impact fees. Implementation of these mitigation measures will reduce impacts to less than significant levels for these topics.

Based on resource information contained in the Greater Monterey Peninsula Area Plan, the Greater Monterey Peninsula Area Plan Inventory and Analysis, the Carmel Valley Master Plan, application materials and site visits, staff finds that this project has no issues remaining. The project is consistent with the Greater Monterey Peninsula Area Plan, the Greater Monterey Peninsula Area Plan Inventory and Analysis, the Carmel Valley Master Plan and the Monterey County Zoning Ordinance (Title 21).

OTHER AGENCY INVOLVEMENT: The following agencies and departments reviewed this project:

√ RMA - Public Works Department
√ Environmental Health Division
√ Water Resources Agency
√ Carmel Valley Fire Protection District
√ Parks Department
√ Sheriffs Department

Agencies that submitted comments are noted with a check mark ("√"). Conditions recommended by RMA-Public Works Department, Environmental Health Division, Water Resources Agency, and the Carmel Valley Fire Protection District have been incorporated into the Condition Compliance/Mitigation Monitoring and Reporting Plan attached as **Exhibit 1** to the draft resolution **(Exhibit C)**.

The project was referred to the Carmel Valley Land Use Advisory Committee (CVLUAC) 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 proposed project requires California Environmental Quality Act (CEQA) review and the project has the potential to raise significant land use issues that necessitate review prior to a public hearing. On February 2, 2009 the CVLUAC conducted a publicly noticed site visit as well as had a regular meeting (see minutes attached as **Exhibit E**). The CVLUAC had concerns regarding traffic, visual impact, water, and height and recommended the following based on those concerns: provide a turn lane off of Carmel Valley Road into Bernardus Lodge, shift the brighter colors of the buildings so that they are less visible from the south, the on-site use of runoff, and reduction of height by reducing the slope of the roofs. The recommendations have been considered and are discussed in more detail within Finding 1, Evidence n of **Exhibit C**. The CVLUAC voted in support of the project with a vote of 6 ayes and 1 absent with recommended changes.

Note: The decision on this project is appealable to the Board of Supervisors.

Anna V. Quenga, Assistant Planner
(831) 755-5175 quengaav@co.monterey.ca.us
July 8, 2009

cc: Front Counter Copy; Planning Commission; Carmel Valley Fire Protection District; Public Works Department; Parks Department; Environmental Health Division; Water Resources Agency; Luis Osorio, Senior Planner; Laura Lawrence, Planning Services Manager; Anna V. Quenga, Project Planner; Carol Allen, Senior Secretary; Bay Laurel LLC, Owner; Lombardo and Gilles, Agent; Margaret Robbins, Citizen, Planning File PLN020398.

Attachments:

Exhibit A	Project Data Sheet
Exhibit B	Project Discussion
Exhibit C	Draft Resolution, including: 1. Conditions of Approval and Mitigation Monitoring and Reporting Program 2. Site Plan, Floor Plan and Elevations 3. General Development Plan
Exhibit D	Vicinity Map
Exhibit E	Carmel Valley Land Use Advisory Committee Minutes
Exhibit F	Project Correspondence
Exhibit G	Mitigated Negative Declaration
Exhibit H	Technical Reports
Exhibit I	Comments on Mitigated Negative Declaration
Exhibit J	Letter from MPWMD and copy of Deed Restriciton
Exhibit K	MPWMD Water Release Form
Exhibit L	Letter from Carmel Lahaina

This report was reviewed by Luis Osorio, Senior Planner and Laura Lawrence, Planning Services Manager.

EXHIBIT A

PROJECT DATA SHEET

EXHIBIT A

Project Information for PLN020398

Project Title:	BAY LAUREL DBA BERNARDUS LODGE		
Location:	415 CARMEL VALLEY RD CARMEL VALLE	**Primary APN:**	187-131-044-000
Applicable Plan:	Carmel Valley Master Plan	**Coastal Zone:**	No
Permit Type:	Use Permit	**Zoning:**	ZO
Environmental Status:	MND	**Plan Designation:**	VISITOR ACCOMODAT
Advisory Committee:	Greater Monterey Peninsula	**Final Action Deadline (884):**	6/14/2010

Project Site Data:

Lot Size:	25.35 AC	**Coverage Allowed:**	50%
		Coverage Proposed:	5.1%
Existing Structures (sf):	42,350	**Height Allowed:**	35
Proposed Structures (sf):	43,916	**Height Proposed:**	28
Total Sq. Ft.:	56,266	**FAR Allowed:**	N/A
		FAR Proposed:	N/A

Resource Zones and Reports:

Environmentally Sensitive Habitat:	No	**Erosion Hazard Zone:**	HIGH
Biological Report #:	LIB080658	**Soils Report #:**	N/A
Forest Management Rpt. #:	N/A		
Archaeological Sensitivity Zone:	HIGH	**Geologic Hazard Zone:**	III
Archaeological Report #:	LIB090238	**Geologic Report #:**	LIB080659
Fire Hazard Zone:	HIGH	**Traffic Report #:**	LIB080657

Other Information:

Water Source:	CAL AM	**Sewage Disposal (method):**	SYSTEM
Water Dist/Co:	MPWMD	**Sewer District Name:**	N/A
Fire District:	CARMEL VALLEY FPD	**Grading (cubic yds.):**	1,521.0
Tree Removal:	N/A		

EXHIBIT B
DISCUSSION

Bernardus Lodge
The subject property has been historically used for visitor serving purposes. The Carmel Valley Inn was established in the 1950s consisting of 57 units. In 1998, an Administrative Permit (PLN980033) was approved by the Zoning Administrator which allowed the demolition of the Carmel Valley Inn and the development of Bernardus Lodge. The new lodge maintained the original number of hotel units and includes amenities such as: two conference rooms, two restaurants, a bocce/ croquet court, tennis courts, a pool, spa services, and parking areas with a total of 159 spaces.

Bernardus Lodge is located within six separate but contiguous parcels, totaling 25.345 acres, and is identified under one assessor's parcel number and one address. The Carmel Valley Master Plan (CVMP) Land Use Map, Figure 2, designates these parcels as "Planned Commercial", "Visitor Accommodations/Professional Offices", and "Low Density Residential"; however, the area for the proposed development is designated as "Visitor Accommodations/Professional Offices", which allows the consideration of the proposed use.

The surrounding areas are designated as Low Density Residential, 5-1 acres per unit, to the north, south, east, and west. Figure 2 of the CVMP, also specifies that both Laureles Grade and Carmel Valley road are designated County scenic routes and the Greater Monterey Peninsula Area Plan indicates the subject property is located within a visually sensitive area. Although the subject property is visible from Carmel Valley Road and Laureles Grade, the area of the proposed development is only visible from Carmel Valley Road

Proposed Expansion
The proposed expansion is located northeast of the existing lodge. The first four buildings (designated as Nos. 10, 11, 12, and 13 on the site plan) are one-story structures containing two units each. Each unit has an entry, a rear terrace, a powder room, a refreshment room, a living room, a bedroom, and a full bath with a soaking tub, indoor shower, and separate outdoor shower (see Site Plan found within **Exhibit C**). The next two buildings (designated as Nos. 14 and 15 on the site plan) are two-story buildings containing four units each. Each unit on the first floors is identical to the units in buildings 10-13 and the units on the second floor are similar, minus the outdoor shower. The last building (designated as building 16 on the site plan) has two stories, with an indoor maintenance yard, shop, lockers, bathroom, and a tool and storage room on the first floor and the second floor has two separate offices, one open office area with the capacity of approximately 10 employees, and one restroom.

The design of the proposed structures will match the existing lodge, utilizing materials such as board and batten and stucco exteriors painted beige and light terra cotta. The ornamental landscaping and exterior lighting will also match existing. Vineyards located on the southwest portion of the property, between Carmel Valley Road and the lodge, will be extended north towards the proposed expansion.

PROJECT ISSUES
Public and the Carmel Valley Land Use Advisory Committee Concerns
The project was referred to the Carmel Valley Land Use Advisory Committee (LUAC) for review and on February 2, 2009 the LUAC conducted a publicly noticed site visit and considered the project at a regular meeting (see minutes attached as **Exhibit E**). Issues and concerns from the public include: environmental review, screening of light from inside of the rooms, the

increased size of Bernardus Lodge, additional employees, changes in amenities and events, stormwater runoff, traffic, and the use of energy-efficient products and materials such as solar panels. The applicant and County Staff were present at the meeting an addressed the public's concerns. The height, density, and lot coverage of the property, including the expansion, are consistent with Policies of the Carmel Valley Master Plan and the Site Development Standards of the Monterey County Zoning Ordinance (Title 21). In addition to issues brought up by the public, the LUAC had concerns regarding traffic, visual impact, water, and building height. Therefore the LUAC made the following recommendations: 1) provide a turn lane off of Carmel Valley Road into the Bernardus Lodge driveway, 2) shift the brighter colors of the buildings so that they are less visible from the south, 3) require the on-site use of runoff be studied by a civil engineer, and 4) reduce the height by changing the slope of the roofs.

Traffic has been analyzed in the Mitigated Negative Declaration and mitigations have been incorporated. In addition to traffic mitigations, the Public Works Department has reviewed the project during the County's review process and has recommended conditions of approval for safety purposes (see Finding 3, Evidence d of **Exhibit C**). Stormwater runoff has been analyzed by the Water Resources Agency (see Finding 1, Evidence j of **Exhibit C**) and has recommended as a condition of approval, submittal of a drainage plan, prepared by a registered civil engineer. The engineer is required to analyze the capacity of the existing detention facilities and whether the facilities have the capacity to detain the additional amount of runoff. The applicant has submitted revised plans removing the ventilation windows and reducing the slope of the two-story structures, thereby reducing the height from 28 feet to 25 feet, which is consistent with the height limit of 35 feet.

In addition to comments received during the LUAC hearing staff has received written correspondence from concerned citizens and has incorporated these comments as **Exhibit F**. The comments received include: parking, additional employees, traffic, the wastewater system capacity, water availability and water use, extension of the vineyard, use of pesticides on the vineyards, potential erosion, stormwater runoff, the number of special events, tree removal, potential use of solar energy, visibility, colors and materials, noise, the use of a right of way for employee parking, zoning, size of the development, lighting. These comments have been addressed within **Exhibit B** and **C** of the staff report.

Water

The proposed Bernardus Lodge expansion will be served by the existing water purveyor, the California American Water Company. When Bernardus Lodge was approved for development (PLN980033) the resort included onsite laundry facilities. In April 2008, the laundry facilities were removed from the subject property and a deed restriction, required by the Monterey Peninsula Water Management District (MPWMD), was subsequently filed; permanently abandoning the laundry facilities. This resulted in a water credit of 3.740 acre feet (see **Exhibit J**).

A MPWMD Water Release Form for the proposed development, dated February 11, 2009, has been submitted to the Water Resources Agency and subsequently approved (see **Exhibit K**). The Water Release Form indicates that the applicant plans to use 1.65 acre feet of water for the expansion, which will result in a remaining credit of 2.09 acre feet. The water use was calculated using the "Motel/B&B" water use factor. However, it is staff's opinion that the proposed hotel rooms should be calculated using the "Luxury Hotel" water use factor, due to the size of the tubs and the amount of the fixtures within each unit. Using the "Luxury Hotel" water use factor, the expansion will use approximately 3.41 acre feet of water, leaving a remaining

credit of approximately .33 acre feet. Using either calculation, the project is within the amount of water allowed.

	Number of Units	Water Use Factor	Jacuzzi	Total amount of Units Proposed	Credit Remaining
Motel/B&B	16	0.1	0.05	1.65 acre feet	2.09 acre feet
Luxury Hotel	16	0.21	0.05	3.41 acre feet	0.33 acre feet

Although there is a discrepancy between the potential amounts of water the project will utilize, the applicant will not receive a Water Permit from MPWMD until the building permit process; therefore, these figures are approximations and will not be exact until that time. Once the construction plans have been reviewed and approved by the building department, the MPWMD will review the plans and the Water Permit will then be based off that fixture count. Then when construction is complete, the MPWMD conducts a site visit and verifies that the correct fixtures are in place.

Onsite Wasterwater Treatment Plant

The proposed Bernardus Lodge expansion will be served by the existing wastewater system. On April 9, 1999, the Bernardus Lodge was issued Water Quality Order No. 97-10-DWQ by the California Regional Water Quality Control Board. The order allowed the operation of a domestic wastewater treatment and disposal system with a maximum average daily flow of 20,000 gallons per day. Staff has received a letter from Carmel Lahaina Utility Services, Inc. (**Exhibit L**) stating the anticipated wastewater flows in 1999, the actual flow records, and the anticipated increase by the expansion of the 16 additional units. The letter concludes that the existing on-site wastewater facility is capable of receiving and processing the additional flows.

The Division of Environmental Heath reviewed the project during the County's Inter-departmental review process and has recommended, as a continuous condition of approval, that the owner or wastewater treatment operator ensure that all wastewater treatment system operation comply with the original Water Quality Order and Water Code Section 13267. Should a violation occur, the owner or wastewater treatment operator may be subject to civil liability.

Traffic

Review of the project by Public Works identified concerns regarding sight and safety for ingress and egress into the site. Public Works staff has verified that a warrant analysis detmined that left turn channelization is required based on the cumulative traffic volumes and the Left Turn Channelization Policy adopted by Monterey County, using the "Two Lane Undivided Channelization Guidelines" nomograph. Therefore, the Public Works Department has recommended related conditions of approval. The first condition (Condition No. 16) requires the applicant to obtain an encroachment permit from the Public Works Department to construct a left turn channelizaton (turn pocket) at the intersection of Laureles Grade and the Bernardus driveway prior to the issuance of any building permits. The second condition (Condition No. 18) requires the applicant to obtain an encroachment permit from the Public Works Department and construct a new two-way left turn lane along the frontage of Carmel Valley Road. The installation of the dedicated turn lanes will enhance safety and traffic operations along the roadways accessing the project site.

California Environmental Quality Act (CEQA)

Staff has prepared an Initial Study in conformity with Section 15064.a.1 of the CEQA Guidelines and a Mitigated Negative Declaration (MND) was filed June 10, 2009 and circulated for public

review from June 10, 2009 to July 1, 2009. Pursuant to CEQA Guidelines Section 15105, the public review period for a proposed MND shall not be less than 20 days when a project is not submitted to the State Clearinghouse for review by state agencies. The MND was not circulated to any state agencies and therefore, the MND was circulated for public review for the required amount of 20 days. Although the MND was not circulated to any state agencies during the review period, staff contacted the Regional Water Quality Control Board and the Department of Fish and Game with regards to the project. No comments were made, nor were there any issues brought up by the agencies. The Initial Study identified several potentially significant effects, but the applicant has agreed to proposed mitigation measures that avoid the effects or mitigate the effects to a less than significant level. (See **Exhibit G**)

Issues that were analyzed in the Mitigated Negative Declaration include: aesthetic resources, air quality, biological resources, geology and soils, hazards/hazardous materials, hydrology/water quality, land use and planning, noise, traffic and transportation, utilities and service systems. Of those issues, aesthetics, air quality, hydrology/water quality, land use planning, noise, and utilities/service systems were found to be less than significant. Biological resources, geology/soils, hazards/hazardous materials, and transportation/traffic were found to be potentially significant and mitigation measures have been added to reduce the potential impacts to less than significant. For a more detailed discussion, please see Finding 5 of **Exhibit C**.

Comments were received by the Monterey Bay Unified Air Pollution Control District, LandWatch Monterey County, the Carmel Valley Association, and a neighboring property owner. The comments generally covered project specific air quality impacts, traffic impacts and the proposed mitigation, and impacts caused by stormwater runoff. A copy of the comments can be found within **Exhibit I** and concerns are addressed within **Exhibit C**, specifically in Finding Nos. 1, 3, and 5.

EXHIBIT C

DRAFT RESOLUTION:
1. CONDITIONS OF APPROVAL
2. SITE PLAN, FLOOR PLAN, AND ELEVATIONS
3. GENERAL DEVELOPMENT PLAN

EXHIBIT C
DRAFT RESOLUTION

Before the Planning Commission in and for the County of Monterey, State of California

In the matter of the application of:
Bay Laurel, LLC (PLN020398)
RESOLUTION NO. 020398
Resolution by the Monterey County Planning Commission:

1) Adopt the Mitigated Negative Declaration;
2) Approving Combined Development Permit (PLN020398 Bay Laurel, LLC) consisting of an Administrative Permit, General Development Plan and Design Approval for construction of 16 additional hotel units, and a 3,000 square-foot, two-story maintenance, storage and office building at the existing 57-unit Bernardus Lodge and including the demolition of two existing structures originally built as single family dwellings, construction of retaining walls and associated grading of 1,521 cubic yards of cut and 1,521 cubic yards of fill. Materials and colors to match existing. The property is located at 415 Carmel Valley Road, Carmel Valley (Assessor's Parcel Number 187-131-044-000) Carmel Valley Master Plan area.

The Bay Laurel, LLC application (PLN020398) came on for public hearing before the Monterey County Planning Commission on July 29, 2009. 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) During the course of review of this application, the project has been reviewed for consistency with the text, policies, and regulations in:
- the Monterey County General Plan,
- the Greater Monterey Peninsula Area Plan,
- the Greater Monterey Peninsula Area Plan, Inventory and Analysis,
- Monterey County Zoning Ordinance (Title 21),
- Carmel Valley Master Plan

No conflicts were found to exist. No communications were received during the course of review of the project indicating any inconsistencies with the text, policies, and regulations in these documents.

b) The property is located at 415 Carmel Valley Road, Carmel Valley (Assessor's Parcel Number 187-131-044-000), Carmel Valley Master Plan. The parcel is zoned "LDR/2.5-D-S" & "VO-D-S" & "PQP-D-S &" (Low Density Residential, 2.5 acres per unit, Visitor Serving/Professional Office, and Public-Quasi Public with Design Control, and Site Plan Review Overlays). Although the subject property is comprised of six separate parcels, it is identified by one Assessor's Parcel Number and one address. The proposed development will take place on three of the parcels designated with the VO zoning designation, which allows for hotels and motels subject to a Use Permit. The subject property has been used historically as a hotel facility, the Carmel Valley Inn. In 1998, the County of Monterey approved an administrative permit (PLN980033) to allow the replacement of the 57 unit resort with a new 57 unit resort; which is now the Bernardus Lodge. The proposed project to expand the existing hotel with an additional 16 units and a maintenance, storage, and office building; is consistent with the provisions of the zoning district.

c) The "D" (Design Control) overlay district requires that applications for development include design approval to allow review of the size, configuration, materials, and colors of the proposed structures, and to assure protection of the pubic viewshed, neighborhood character, and visual integrity of the area. Proposed materials and colors include board and batten exterior siding, stucco exterior siding, wood accents, and beige and light terra cotta colors to match the existing. The project will not affect the public viewshed, neighborhood character, and therefore is consistent with the provisions of the Design Control overlay.

d) Policy No. 26.1.32 of the Carmel Valley Master Plan as the applicant will use muted neutral tones which will blend into the natural environment of Carmel Valley. The site plan review overlay district requires the County to review development for the potential to adversely affect or be adversely affected by natural resources or site constraints, and requires an Administrative Permit for the proposed development.

e) The development includes removal of 23 trees. Section 21.64.260 requires a permit to remove any oak, redwood, or madrones which are greater than 6 inches at breast height. The trees slated for removal are Pine, Eucalyptus, and various fruit trees (Biological Report date July 2008, LIB080658). Therefore, no permit is required for their removal. However, the removal of trees has the potential to impact nesting birds. A mitigation measure has been added to ensure that the impact will be less than significant (see Finding No. 5, Evidence e). As additional tree protection, the project has been conditioned to require that trees within close proximity of construction activities be fenced off and protected.

f) Erosion Control – Policy Nos. 3.1.1.1 of the Greater Monterey Peninsula Area Plan and 3.1.1.2; 3.1.1.3; 3.1.9; 3.1.15; and 35.1.3 of the Carmel Valley Master Plan require that new development implement erosion control measures during grading and construction activities as well as ongoing maintenance of erosion control measures. In addition, the Geological and Soils Engineering report has identified a potential

for highly erodible soils; therefore, the project has been mitigated (see Mitigation Measure No. 3) to require the applicant to submit an erosion control plan for review and approval by the RMA Building Department and the RMA Planning Department prior to issuance of any grading or building permit. The condition also requires that the applicant submit ongoing evidence of compliance with the implemented schedule.

g) Archaeological resources – Policy Nos. 12.1.4.1 of the Greater Monterey Peninsula Area Plan and 12.1.6.1; and 12.1.8 of the Carmel Valley Master Plan require subject properties located within a high archaeological zones the submittal of an archaeological report for development of properties. Figure 8 of the Greater Monterey Area Plan delineates the subject property to be located within a high archaeological sensitivity zone. A Preliminary Archaeological Reconnaissance (LIB090308) dated March 24, 2003 was submitted with the application. The report concludes that no materials frequently associated with prehistoric cultural resources were found onsite and no evidence of historic archaeological resources was noted during the archaeologist's reconnaissance. However, due to the high archaeological sensitivity of the site, the project has been conditioned to halt work if archaeological, historical, or paleontological resources are uncovered during the course of construction, and to have those materials evaluated by a qualified archeologist. (Condition No. 4) Therefore, the project is consistent with these policies.

h) Fire hazards – Policy Nos. 17.3.1.1 of the Greater Monterey Peninsula Area Plan and 17.3.1.1; and 17.4.1.2 of the Carmel Valley Master Plan require that the project be evaluated by the appropriate fire district and that adequate equipment and roads for fire protection exist. The project was reviewed by the Carmel Valley Fire Protection District and conditions have been applied to the project to assure compliance with the policies of the area plan as well as the fire department regulations. (Condition Nos. 24-31)

i) Visual sensitivity – Policy Nos. 40.2.9 of the Greater Monterey Peninsula Area Plan and 26.1.26 of the Carmel Valley Master Plan require that development in areas designated as visually sensitive on the "Visual Sensitivity and Scenic Routes" (Figure 17 of the Greater Monterey Peninsula Area Plan) shall be compatible with the visual character of the area using appropriate siting, design, materials, and landscaping. The site is located within the rear portion of the property, set back more than 100 feet from Carmel Valley Road, materials and colors will match the existing and vineyards will be planted in the foreground. The project is also conditioned (see Condition No. 14) to plant landscape screening near Carmel Valley Road in order to break up the mass of the proposed buildings.

j) Rural character of Carmel Valley – Policy No. 4.2.2 of the Carmel Valley Master Plan encourages the rural agricultural nature of the Valley. The proposed project includes building material such as board and batten siding as well as planting of vineyards in the open area between the proposed buildings and Carmel Valley Road.

k) Drainage – Policy No. 3.1.11 of the Carmel Valley Master Plan encourages all development projects to have on-site stormwater retention and infiltration basins. The proposed project has been

reviewed by the Water Resources Agency and a condition (Condition No. 22) has been applied which require the applicant to submit a drainage plan to the Water Resources Agency for review and approval prior to the issuance of any grading or building permits. The drainage plan shall be prepared by a registered civil engineer to address both on-site and off-site impacts. Stormwater collected from the proposed buildings shall be routed to the existing detention facilities on the subject property. The civil engineer shall also analyze the capacity of the existing facilities to determine the ability to detain the additional runoff. In addition, condition No. 23 requires the applicant to provide the Water Resources Agency certification from a registered civil engineer or licensed contractor that the drainage improvements have been constructed in accordance with the approved drainage plan.

l) Visitor Serving Units in Carmel Valley – Policy No. 28.1.25 and of the Carmel Valley Master Plan states that expansions of hotels should be favored over the development of new project. The proposed project is consistent with this policy. Policy No. 28.1.27 of the Carmel Valley Master Plan requires a maximum of 250 additional visitor accommodation units east of Via Mallorca and that the overall density shall not be in excess of 10 units per acre. As of June 24, 2009, 164 visitor serving units have been approved in the area east of Via Mallorca and approval of the proposed development will result in 70 units remaining. The resulting density of the existing Bernardus Lodge and the proposed expansion will be 2.88 units per acre. The project as proposed is consistent with this policy.

m) The project was referred to the Carmel Valley Land Use Advisory Committee (CVLUAC) 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 proposed project requires California Environmental Quality Act (CEQA) review and the project has the potential to raise significant land use issues that necessitate review prior to a public hearing. On February 2, 2009 the CVLUAC conducted a publicly noticed site visit as well as had a regular meeting (see minutes attached as Exhibit E of July 29, 2009 staff report). Issues and concerns from the public include: environmental review, screening of light from inside of the rooms, the increased size of Bernardus Lodge, additional employees, changes in amenities and events, runoff, traffic, and the use of energy efficient products and materials such as solar panels. The applicant and County Staff were present at the meeting an addressed the public's concerns. In addition, the CVLUAC had concerns regarding traffic, visual impact, water, and height and recommended the following based on those concerns: provide a turn lane off of Carmel Valley Road into Bernardus Lodge, shift the brighter colors of the buildings so that they are less visible from the south, the on-site use of runoff, and reduction of height by reducing the slope of the roofs. Traffic has been analyzed in the Mitigated Negative Declaration (see Finding 5, Evidence h) as well as by Public Works staff (see Finding 3, Evidence d). Stormwater runoff has been analyzed by the Water Resources Agency (see Finding 1, Evidence j). Colors and materials used for the expansion will match existing and the proposed height of the structures

meets the height limit of 35 feet. However, the applicant has submitted revised plans removing the ventilation windows and reducing the two-story structures from 28 feet to 25 feet. The CVLUAC voted in support of the project with a vote of 6 ayes and 1 absent with recommended changes.

n) 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 PLN020398.

o) The project planner conducted a site inspection on November 12, 2008 to verify that the project on the subject parcel conforms to the plans listed above.

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, Carmel Valley Fire Protection District, Parks, Public Works, Environmental Health Division, 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 by the Carmel Valley Fire Protection District, Public Works, Environmental Health, and Water Resources have been incorporated.

b) Staff identified potential impacts to archaeological resources, biological resources, geological hazards, historical resources, and traffic. The project is consistent with the applicable policies as stated in Finding 1 above. Technical reports by outside consultants indicated that there are no physical or environmental constraints that would indicate that the site is not suitable for the use proposed. County staff independently reviewed these reports and concurs with their conclusions. The following reports have been prepared:

- *"Archaeological Reconnaissance" (LIB090308) prepared by Archaeological Consultants, Salinas, CA, March 24, 2003.*
- *"Bernardus Lodge Villas Biological Assessment" (LIB080658) prepared by Rana Creek Environmental Planning, Carmel Valley, CA, July 2008.*
- *"Geologic and Soil Engineering Report" (LIB080659) prepared by LandSet Engineers, Inc., Salinas, CA, March 2009.*
- *"Historical Analysis" (LIB090238) prepared by Kent Seavey, Pacific Grove, CA, dated March 12, 2003.*
- *"Traffic Report" (LIB080657) prepared by Higgins Associates, Gilroy, CA, September 15, 2008.*

c) Staff conducted a site inspection on November 12, 2008 to verify that the site is suitable for this use.

d) 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 PLN020398.

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-Public Works Department, Environmental Health Division, Water Resources Agency, Carmel Valley Fire Protection District, the Monterey County Parks Department, and the Monterey County Sheriffs Department. 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) The proposed hotel expansion will be served by an existing water purveyor, California American Water Company. When Bernardus Lodge was approved for development (File No. PLN980033) the resort included installation of on-site laundry facilities. In April 2008, the laundry facilities were removed from the subject property and a deed restriction was subsequently filed with the Monterey Peninsula Water Management District (MPWMD), reflecting the permanent abandonment of the laundry facilities. This resulted in a water credit of 3.740 acre feet. A MPWMD Water Release Form, dated February 11, 2009, has been submitted to the Water Resources Agency and subsequently approved. The Water Release Form indicates that the applicant plans to use 1.65 acre feet for the expansion, using the "Motel/B&B" water use factor, with a remaining credit of 2.09 acre feet. However, staff from the RMA – Planning Department has determined that the proposed hotel rooms will be the equivalent of the "Luxury Hotel" use factor. Using that figure, the expansion will use approximately 3.41 acre feet of water, leaving a remaining credit of approximately .33 acre feet. The applicant will not receive a Water Permit from MPWMD until the building permit process; therefore, these figures are approximations and will not be exact until that time.

c) The proposed hotel expansion will be served by the existing wastewater system. On April 9, 1999, the Bernardus Lodge was issued Water Quality Order No. 97-10-DWQ by the California Regional Water Quality Control Board. The order allowed the operation of their domestic wastewater treatment and disposal system up to a maximum average daily flow of 20,000 gallons per day. Staff from the Division of Environmental Health has received a letter from Carmel Lahaina Utility Services, Inc. stating the anticipated wastewater flows, the actual flow records, as well as the anticipated increase generated by the proposed expansion. The letter concludes that the wastewater facility is capable of receiving the additional flows. The Environmental Heath Division has recommended a condition of approval (Condition No. 19), requiring the owner or wastewater treatment operator ensure that all wastewater treatment system operation comply with the original Water Quality Order No. 97-10 and Water Code Section 13267. Should a violation occur, the owner or wastewater treatment operator may be subject to civil liability.

d) Review by the Public Works Department of the proposed project

identified concerns regarding sight and safety for ingress and egress into the site. Public Works staff has verified that a warrant analysis detmined that left turn channelization is required based on the cumulative traffic volumes and the Left Turn Channelization Policy adopted by Monterey County, using the "Two Lane Undivided Channelization Guidelines" nomograph. Therefore, the Public Works Department has required conditions of approval as follows: the first condition (Condition No. 16) requires the applicant to obtain an encroachment permit and construct a left turn channelizaton (turn pocket) at the intersection of Laureles Grade and the Bernardus driveway prior to the issuance of any building permits; and the second condition (Condition No. 18) requires the applicant to obtain an encroachment permit and construct a new two-way left turn lane along the frontage of Carmel Valley Road. The installation of the dedicated turn lanes will enhance safety and traffic operations along the roadways accessing the project site.

e) See Finding Nos. 1 and 2, 5 and supporting evidence for PLN020398.

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 Monterey County records and is not aware of any violations existing on subject property.

b) Staff conducted a site inspection on November 12, 2009 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 PLN020398.

5. **FINDING:** **CEQA (Mitigated Negative Declaration)** - On the basis of the whole record before the Monterey County Planning Commission, there is no substantial evidence that the proposed project as designed, conditioned and mitigated, will have a significant effect on the environment. The Mitigated 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 (PLN020398).

c) The Initial Study identified several potentially significant effects, but the applicant has agreed to proposed mitigation measures that avoid the effects or mitigate the effects to a point where clearly no significant effects would occur. The Initial Study is on file in the RMA-Planning Department and is hereby incorporated by reference (see Exhibit G of the July 29, 2009 staff report).

d) Issues that were analyzed in the Mitigated Negative Declaration include: aesthetic resources, air quality, biological resources, geology and soils, hazards/hazardous materials, hydrology/water quality, land use and planning, noise, traffic and transportation, utilities and service systems. Aesthetics, air quality, hydrology/water quality, land use planning, noise, and utilities/service systems were found to be less than significant and biological resources, geology/soils, hazards/hazardous materials, and transportation/traffic were found to be potentially significant.

e) Biological Resources – A biological survey was conducted by Rana Creek Environmental Planning on July 2, 2008. Although no nesting birds were present during the time of the survey, the trees slated for removal have the potential to provide habitat for nesting birds. Therefore, in order to comply with the Federal Migratory Bird Treaty Act, the project has been mitigated to require a preconstruction survey if tree removal and grading were to occur during nesting periods, between February 1st and July 30th. Therefore, the project will have a less than significant impact on biological resources with mitigations incorporated.

f) Geology/Soils – A Geological and Soils Engineering Report, by LandSet Engineers Inc., dated March 2009, was submitted by the applicant. The report concluded that there is an active Foothill segment of the Tularcitos fault located adjacent and parallel to the northeastern property line of the subject property. In order to reduce to potential of exposing life or structures to a known geological hazard, the project has been mitigated to require that a geologist review the site grading and construction plans. The plans submitted for the grading and building permit shall have either a stamp or an accompanying letter acknowledging the review by the geologist and that the project plans conform to the recommendations found within the Geological Report. Due to a potential for highly erodible soils, the applicant is also required mitigate construction activities by including stringent erosion control measures recommended by the geotechnical engineer. Therefore, when built, the project will have a less than significant impact caused by geological hazard with mitigations incorporated.

g) Hazards/Hazardous Materials – Due to the age of the structures to be demolished, there is a potential to expose people to hazardous materials such as lead and asbestos. Therefore, the project has been mitigated to require an asbestos survey conducted by a Certified Asbestos Consultant prior to the demolition of the structures. Thus the project will have a less than significant impact on hazards and hazardous materials with mitigations incorporated.

h) Transportation/Traffic – A Traffic Impact Analysis, by Higgins Associates, dated September 15, 2008 was submitted by the applicant. The Traffic Analysis concluded that the proposed project will contribute to the cumulative conditions to the Laureles Grade and Carmel Valley Road intersection; and therefore, in order to mitigate that impact, the applicant is required to pay Carmel Valley Master Plan Area Traffic Mitigation fee. The project is also required to mitigate impacts to regional traffic by paying a Transportation Agency for

Monterey County (TAMC) Traffic Impact fee. In addition to the mitigations identified in the MND, the applicant is required to comply with conditions required by the Public Works Department (see Finding 3, Evidence d). Therefore, the project will have a less than significant impact on transportation and traffic with conditions and mitigations incorporated.

i) 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**. The applicant must enter into an "Agreement to Implement a Mitigation Monitoring and/or Reporting Plan as a condition of project approval (Condition No. 7).

j) The Draft Mitigated Negative Declaration ("MND") for PLN020398 was prepared in accordance with CEQA. Pursuant to CEQA Guidelines Section 15105, the public review period for a proposed MND shall not be less than 20 days when a project is not submitted to the State Clearinghouse for review by state agencies; therefore, the MND was circulated for public review from June 10, 2009 through July 1, 2009. Although the MND was not circulated to any state agencies during the review period, staff contacted the Regional Water Quality Control Board and the Department of Fish and Game with regards to the project. No comments were made, nor were there any issues brought up by the agencies. Issues that were analyzed in the Draft MND include aesthetic resources, air quality, biological resources, geology and soils, hydrology and water quality, land use and planning, traffic and transportation and utilities and service systems.

k) Evidence that has been received and considered includes: the application, technical studies/reports (see Finding No. 2), staff reports that reflect the County's independent judgment, and information and testimony presented during public hearings. These documents are on file in the RMA-Planning Department (PLN020398) 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 migratory birds. For purposes of the Fish and Game Code, the project will have a significant adverse impact on the fish and wildlife resources upon which the wildlife depends. State Department of Fish and Game reviewed the MND to comment and recommend necessary conditions to protect biological resources in this area. Therefore, the project will be required to pay the State fee of $1876.75 plus a fee of $50.00 payable to the Monterey County Clerk/Recorder for processing said fee and posting the Notice of

Determination (NOD).

m) The County has considered the comments received during the public review period, and they do not alter the conclusions in the Initial Study and Mitigated Negative Declaration. Comments were received from the Monterey Bay Unified Air Pollution Control District, the Carmel Valley Association, LandWatch Monterey County, and from a neighboring property owner.

n) Comments from the Monterey Bay Unified Air Pollution Control District (MBUAPCD) - The project is a non-residential population-related project and therefore, consistency with the AQMP must be evaluated on a case-by-case basis. The 16 new units are accommodated in the August 2008 AQMP and are therefore consistent. The comment letter from the MBUAPCD is attached to the MND as evidence. There is also a comment on project specific construction impacts to air quality. Staff has evaluated impacts using URBEMIS 2007 and rough estimations of a construction schedule for the project. The unmitigated totals for PM_{10}, NO_x, CO, and SO_2 caused by the project were well under the thresholds of significance and therefore will not have a significant impact on air quality.

o) Comments from the Carmel Valley Association – Comments received include: parking, additional employees, traffic, the wastewater system capacity, water availability and water use, extension of the vineyard, use of pesticides on the vineyards, potential erosion, stormwater runoff, the number of special events, tree removal, potential use of solar energy, visibility, colors and materials, noise, the use of a right of way for employee parking, zoning, size of the development, lighting. These comments have been addressed within Findings 1, 2, 3, 4, 5, 6 and associated Evidence.

p) Comments from LandWatch Monterey County – Comments received include: 1) addressing consistency of the project with the Carmel Valley Master Plan and 2) the cumulative traffic mitigation for the intersection of Carmel Valley Road and Los Laureles Grade. The project's consistency with the Carmel Valley Master Plan is identified in Section VI. 9 of the MND as well as Finding No. 1. The traffic mitigation identified in the MND for cumulative impacts to the intersection of Carmel Valley Road and Los Laureles Grade, require payment of a traffic mitigation fee. This fee is for the collection of a fair share fee, as part of the traffic impact fee ordinance (Board of Supervisors Resolution No. 95-140, adopted September 12, 1995), adopted for Carmel Valley Road which will address the projects cumulative impact identified resulting from the project. This is a sufficient mitigation pursuant to Article 15130.a.3 of the CEQA Guidelines.

q) Comment from neighboring property owner – A comment letter received from a neighboring property owner identified concerns regarding surface drainage and a natural creek adjacent to the neighboring property. The Water Resources Agency reviewed the project and no significant impacts were identified; however the project has been conditioned to address stormwater runoff (see No. Finding 1, Evidence k). Based on staff's correspondence with the Water Resources Agency, the project meets the County setback requirement

from a river and watercourse and the drainage plan submitted by the applicant will address on-site and off-site impacts.

r) 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:** **SUBSTITUTION OF MITIGATION MEASURES** - The new mitigation measure is equivalent or more effective in mitigating or avoiding potential significant effects and that itself will not cause any potentially significant effect on the environment.

EVIDENCE: a) Mitigation Measure 1 has been revised as follows: "In order to minimize potential impact to nesting birds through construction activities, a preconstruction survey shall be conducted by a qualified biologist prior to disturbance within the development area, particularly if tree removal and grading are to occur between February 1st and ~~July 30th~~ August 31st. The survey shall primarily determine if there is a presence of nesting birds. If nesting birds are discovered on or near the building site, work shall be suspended and the California Department of Fish and Game should be consulted regarding measures to avoid impact. This change reflects the Department of Fish and Game's (DFG) standard recommendation for nesting birds. The DFG considers the breeding season to extend from February 1st through August to account for late broods and to reduce any impacts to fledglings that may be dependant on the nest site.

7. **FINDING:** **GENERAL DEVELOPMENT PLAN** –Monterey County Code requires a General Development Plan (GDP) prior to the establishment of uses/development if there is no prior approved GDP, and if: 1) the lot is in excess of one acre; or, 2) the development proposed includes more than one use; or, 3) the development includes any form of subdivision.

EVIDENCE: a) Zoning Ordinance, Section 21.22.030 in a VO zoning district. The proposed project meets the size and number of uses criteria; therefore, a GDP is required to be approved by the Planning Commission prior to new development, changes in use, expansion of use, or physical improvement of the site.

b) The project as described in the application and accompanying materials was reviewed by the Planning Department, Carmel Valley Fire Protection District, Parks Department, Public Works Department, Environmental Health Division, Sheriff, and the Water Resources Agency. The respective departments 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; or the county in general.

c) A General Development Plan has been developed that identifies the existing development at Bernardus Lodge, the proposed expansion project, number of employees, parking, sign program, materials and colors, landscaping, exterior lighting, and trash and recycling. The GDP is attached hereto as **Exhibit 3** of this resolution and incorporated herein by reference. (See Condition No. 14).

d) Staff conducted a site inspection on February 2, 2009, to verify that the proposed GDP and project are consistent with allowed uses for the VO zoning district and the existing use of the site.
e) Materials in Planning File PLN020398.

8. **FINDING:** **APPEALABILITY** - The decision on this project may be appealed to the Board of Supervisors.

EVIDENCE: Section 21.80.040.D Monterey County Zoning Ordinance (Board of Supervisors).

DECISION

NOW, THEREFORE, based on the above findings and evidence, the Planning Commission does hereby:

A. Adopt the Mitigated Negative Declaration;
B. Approve the Combined Development Permit (PLN020398 Bay Laurel, LLC) consisting of an Administrative Permit, General Development Plan **(Exhibit 3)** and Design Approval for construction of 16 additional hotel units, and a 3,000 square foot, two-story maintenance, storage and office building at the existing 57-unit Bernardus Lodge. The project includes demolition of two existing structures originally built as single family dwellings, construction of retaining walls and associated grading of 1,521 cubic yards of cut and 1,521 cubic yards of fill. Materials and colors to match existing; in general conformance with the attached sketch **(Exhibit 2)** and subject to the conditions **(Exhibit 1),** both exhibits being attached hereto and incorporated herein by reference.
C. Adopt the Mitigation Monitoring and Reporting Program **(Exhibit 1)**

PASSED AND ADOPTED this 29th day of July, 2009.

Mike Novo, Secretary to the Planning Commission

COPY OF THIS DECISION MAILED TO APPLICANT ON DATE

THIS APPLICATION IS APPEALABLE TO THE BOARD OF SUPERVISORS.

IF ANYONE WISHES TO APPEAL THIS DECISION, AN APPEAL FORM MUST BE COMPLETED AND SUBMITTED TO THE CLERK TO THE BOARD ALONG WITH THE APPROPRIATE FILING FEE ON OR BEFORE [DATE]

This decision, if this is the final administrative decision, is subject to judicial review pursuant to California Code of Civil Procedure Sections 1094.5 and 1094.6. Any Petition for Writ of Mandate must be filed with the Court no later than the 90th day following the date on which this decision becomes final.

NOTES

1. You will need a building permit and must comply with the Monterey County Building Ordinance in every respect.

Additionally, the Zoning Ordinance provides that no building permit shall be issued, nor any use conducted, otherwise than in accordance with the conditions and terms of the permit granted or until ten days after the mailing of notice of the granting of the permit by the appropriate authority, or after granting of the permit by the Board of Supervisors in the event of appeal.

Do not start any construction or occupy any building until you have obtained the necessary permits and use clearances from the Monterey County Planning Department and Building Services Department office in Salinas.

2. This permit expires 4 years after the above date of granting thereof unless construction or use is started within this period.

RESOLUTION 020398 - EXHIBIT 1 Monterey County Resource Management Agency Planning Department Condition Compliance and/or Mitigation Monitoring Reporting Plan	**Project Name:** Bay Laurel, LLC **File No:** PLN020398 **APNs:** 187-131-044-000 **Approved by:** Planning Commission **Date:** July 29, 2009

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

Permit Cond. Number	*Mitig. Number*	*Conditions of Approval and/or Mitigation Measures and Responsible Land Use Department*	*Compliance or Monitoring Actions to be performed. Where applicable, a certified professional is required for action to be accepted.*	*Responsible Party for Compliance*	*Timing*	*Verification of Compliance (name/date)*
RMA – Planning Department						
1.		**PD001 - SPECIFIC USES ONLY** This Combined Development Permit (PLN020398 Bay Laurel, LLC) consisting of an Administrative Permit, General Development Plan and Design Approval which allows the construction of 16 additional hotel units, and a 3,000 square foot, two-story maintenance, storage and office building at the existing 57-unit Bernardus Lodge. The project includes demolition of two existing structures originally built as single family dwellings, construction of retaining walls and associated grading of 1,521 cubic yards of cut and 1,521 cubic yards of fill. Materials and colors to match existing. The property is located at 415 Carmel Valley Road, Carmel Valley (Assessor's Parcel Number 187-131-044-000), Carmel Valley Master Plan area. This permit was approved in accordance with County ordinances and land use regulations subject to the following terms and conditions. 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	Adhere to conditions and uses specified in the permit.	Owner/ Applicant	Ongoing unless otherwise stated	
			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.	RMA - Planning		
			To the extent that the County has delegated any condition compliance or mitigation monitoring to the Monterey County Water Resources Agency, the Water Resources Agency shall provide all information requested by the County and the County shall bear ultimate responsibility to ensure that conditions and mitigation measures are properly fulfilled.	WRA RMA - Planning		

Permit Cond. Number	*Mitig. Number*	*Conditions of Approval and/or Mitigation Measures and Responsible Land Use Department*	*Compliance or Monitoring Actions to be performed. Where applicable, a certified professional is required for action to be accepted.*	*Responsible Party for Compliance*	*Timing*	*Verification of Compliance (name/date)*
		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. **(RMA-Planning Department)**				
2.		**PD002 - NOTICE-PERMIT APPROVAL** The applicant shall record a notice which states: "A permit (Resolution 020398) was approved by the **Monterey County Planning Commission** for Assessor's Parcel Number 187-131-044-000 on July 29, 2009. The permit was granted subject to 31 conditions of approval and 6 which run with the land. A copy of the permit is on file with the Monterey County RMA - Planning Department." **(RMA-Planning Department)**	Obtain appropriate form from the RMA-Planning Department. The applicant shall complete the form and furnish proof of recordation of this notice to the RMA - Planning Department.	Owner/ Applicant RMA-Planning	Prior to the issuance of grading and building permits or commence-ment of use	
3.		**PD032(A) - PERMIT EXPIRATION** The permit shall be granted for a time period of 4 years, to expire on July 29, 2013 unless use of the property or actual construction has begun within this period. **(RMA – Planning Department)**	The 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.	Owner/ Applicant	As stated in the conditions of approval	
4.		**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 Society of Professional Archaeologists) shall be immediately contacted by the responsible individual present on-site. When contacted,	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.	Owner/ Applicant/ Archaeo-logist	Ongoing	

Permit Cond. Number	*Mitig. Number*	*Conditions of Approval and/or Mitigation Measures and Responsible Land Use Department*	*Compliance or Monitoring Actions to be performed. Where applicable, a certified professional is required for action to be accepted.*	*Responsible Party for Compliance*	*Timing*	*Verification of Compliance (name/date)*
		the project planner and the archaeologist shall immediately visit the site to determine the extent of the resources and develop proper mitigation measures required for the discovery. **(RMA - Planning Department)**				
5.		**PD004 - INDEMNIFICATION AGREEMENT** The property owner agrees as a condition and in consideration of the 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. 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 the 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	Submit signed and notarized Indemnification Agreement to the Director of RMA – Planning Department for review and signature by the County. Proof of recordation of the Indemnification Agreement, as outlined, shall be submitted to the RMA – Planning Department.	Owner/ Applicant	Upon demand of County Counsel or concurrent with the issuance of building permits	

Permit Cond. Number	*Mitig. Number*	*Conditions of Approval and/or Mitigation Measures and Responsible Land Use Department*	*Compliance or Monitoring Actions to be performed. Where applicable, a certified professional is required for action to be accepted.*	*Responsible Party for Compliance*	*Timing*	*Verification of Compliance (name/date)*
		hold the county harmless. **(RMA - Planning Department)**				
6.		**PD005 - FISH AND GAME FEE-NEG DEC/EIR** Pursuant to the State Public Resources Code § 753.5, State Fish and Game Code, and California Code of Regulations, the applicant shall pay a fee, to be collected by the County, within five (5) working days of project approval. This fee shall be paid before the Notice of Determination is filed. If the fee is not paid within five (5) working days, the project shall not be operative, vested or final until the filing fees are paid. **(RMA - Planning Department)**	The applicant shall submit a check, payable to the *County of Monterey,* to the Director of the RMA - Planning Department.	Owner/ Applicant	Within 5 working days of project approval	
			If the fee is not paid within five (5) working days, the applicant shall submit a check, payable to the *County of Monterey,* to the Director of the RMA - Planning Department.	Owner/ Applicant	Prior to the issuance of building or grading permits	
7.		**PD006 - MITIGATION MONITORING PROGRAM** 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)**	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.	Owner/ Applicant	Within 60 days after project approval or prior to the issuance of grading and building permits, whichever occurs first	
8.		**PD008 - GEOLOGIC CERTIFICATION** Prior to final inspection, the geologic consultant shall provide certification that all development has been constructed in accordance with the geologic report. **(RMA - Planning Department)**	Submit certification by the geotechnical consultant to the RMA - Planning Department showing project's compliance with the geotechnical report.	Owner/ Applicant/ Geotech-nical Consultant	Prior to final inspection	

Permit Cond. Number	*Mitig. Number*	*Conditions of Approval and/or Mitigation Measures and Responsible Land Use Department*	*Compliance or Monitoring Actions to be performed. Where applicable, a certified professional is required for action to be accepted.*	*Responsible Party for Compliance*	*Timing*	*Verification of Compliance (name/date)*
9.		**PD011 – TREE AND ROOT PROTECTION** Trees which are located close to the 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 a certified arborist, shall be demonstrated prior to issuance of building permits subject to the approval of the 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 a 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)**	Submit evidence of tree protection to the RMA - Planning Department for review and approval.	Owner/ Applicant	Prior to the issuance of grading and/or building permits	
			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.	Owner/ Applicant/ Aborist	During Construction	
			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.	Owner/ Applicant	Prior to final inspection	
10.		**PD012(E) - LANDSCAPE PLAN AND MAINTENANCE - MONTEREY PENINSULA WATER MANAGEMENT DISTRICT (OTHER THAN SINGLE FAMILY DWELLING)** The site shall be landscaped. Prior to issuance of building permits, three (3) copies of a landscaping plan shall be submitted to the Director of the RMA - Planning	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.	Owner/ Applicant/ Licensed Landscape Contractor/ Licensed Landscape Architect	Prior to issuance of Building Permits	

Permit Cond. Number	*Mitig. Number*	*Conditions of Approval and/or Mitigation Measures and Responsible Land Use Department*	*Compliance or Monitoring Actions to be performed. Where applicable, a certified professional is required for action to be accepted.*	*Responsible Party for Compliance*	*Timing*	*Verification of Compliance (name/date)*
		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 and shall include an irrigation plan. The landscaping shall be installed and inspected prior to occupancy. All landscaped areas and/or fences shall be continuously maintained by the applicant and all plant material shall be continuously maintained in a litter-free, weed-free, healthy, growing condition. **(RMA – Planning Department)**	Submit one (1) set landscape plans of approved by the RMA – Planning Department, Maximum Applied Water Allowance (MAWA) calculation, and a completed "Non-Residential Water Release Form and Water Permit Application" to the Monterey Peninsula Water Management District for review and approval.	Owner/ Applicant/ Licensed Landscape Contractor/ Licensed Landscape Architect	Prior to issuance of Building Permits	
			Submit an approved water permit from the MPWMD to the RMA – Building Permit	Owner/ Applicant/ Licensed Landscape Contractor	Prior to issuance of Building Permits	
			The landscaping shall be installed and inspected.	Owner/ Applicant/ Licensed Landscape Contractor/ Licensed Landscape Architect	Prior to Occupancy	
			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.	Owner/ Applicant	Ongoing	

Permit Cond. Number	*Mitig. Number*	*Conditions of Approval and/or Mitigation Measures and Responsible Land Use Department*	*Compliance or Monitoring Actions to be performed. Where applicable, a certified professional is required for action to be accepted.*	*Responsible Party for Compliance*	*Timing*	*Verification of Compliance (name/date)*
11.		**PD014(A) – LIGHTING – EXTERIOR LIGHTING PLAN** 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. The applicant shall submit 3 copies of an exterior lighting plan which shall indicate the location, type, and wattage of all light fixtures and include catalog sheets for each fixture. The lighting shall comply with the requirements of the California Energy Code set forth in California Code of Regulations, Title 24, Part 6. The exterior lighting plan shall be subject to approval by the Director of the RMA - Planning Department, prior to the issuance of building permits. **(RMA – Planning Department)**	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.	Owner/ Applicant	Prior to the issuance of building permits	
			The lighting shall be installed and maintained in accordance with the approved plan.	Owner/ Applicant	Prior to Occupancy/ Ongoing	
12.		**PD035 - UTILITIES - UNDERGROUND** All new utility and distribution lines shall be placed underground. **(RMA - Planning Department; Public Works)**	Install and maintain utility and distribution lines underground.	Owner/ Applicant	Ongoing	
13.		**PD047 – DEMOLITION/DECONSTRUCTION OF STRUCTURES (MBUAPCD RULE 439)** In accordance with Monterey Bay Unified Air Pollution Control District Rule 439, construction plans shall include "Demolition and Deconstruction" notes that incorporate the following work practice standards: 1. Sufficiently wet the structure prior to deconstruction or demolition. Continue wetting as necessary during active deconstruction or	Applicant shall incorporate a "Demolition/ Deconstruction" note on the demolition site plan that includes, but is not limited to, the standards set forth in this condition.	Contractor /Owner/ Applicant	Prior to the issuance of a demolition permit	

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		demolition and the debris reduction process; 2. Demolish the structure inward toward the building pad. Lay down roof and walls so that they fall inward and not away from the building; 3. Commencement of deconstruction or demolition activities shall be prohibited when the peak wind speed exceeds 15 miles per hour. All Air District standards shall be enforced by the Air District. **(RMA – Planning Department)**	Contractor shall obtain any required Air District permits and conduct all deconstruction or demolition activities as required by the Air District.	Contractor /Owner/ Applicant/ Air District	During demolition	
14.		**PDSP01 – CARMEL VALLEY ROAD LANDSCAPE SCREENING PLAN AND MAINTENANCE (NON-STANDARD)** The buildings shall be screened from Carmel Valley Road. Prior to the issuance of grading and/or building permits, the applicant shall submit (3) copies of a landscape screening plan to the Director of the RMA – Planning Department for review and approval. The landscape screening plan shall be in sufficient detail to identify the location (along Carmel Valley Road), species, and size of the trees and shall include an irrigation plan. The landscaping screening shall be installed and inspected prior to occupancy or final. All areas along Carmel Valley Road shall be continuously maintained by the applicant and the trees screening the buildings shall be continuously maintained in a litter-free, weed-free, healthy, growing condition. **(RMA – Planning Department)**	Submit 3 copies of a landscape screening plan to the RMA – Planning Department for review and approval. The landscape plan shall identify trees to be planted along Carmel Valley Road and shall include the species and size of the trees.	Owner/ Applicant/ Licensed Landscape Contractor / Licensed Landscape Architect	Prior to the issuance of grading and/or building permits	
			The area along Carmel Valley Road shall be continuously maintained by the applicant and the trees screening the buildings shall be continuously maintained in a litter-free, weed-free, healthy, growing condition	Owner/ Applicant	Ongoing	

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15.		**PDSP02 – GENERAL DEVELOPMENT PLAN – NOTICE (NON STANDARD)** A General Development Plan has been approved for the project and prior to the issuance of grading or building permits, the applicant shall be record a notice with the Monterey County Recorder's Office. The General Development Plan shall be attached in it's entirety as an exhibit. **(RMA – Planning Department)**	Obtain appropriate form from the RMA-Planning Department. The applicant shall complete the form and furnish proof of recordation of this notice to the RMA - Planning Department.	Owner/ Applicant	Prior to the issuance of grading or building permits	
		RMA – Public Works Department				
16.		**PW0002 – ENCROACHMENT (TURN)** Obtain an encroachment permit from the Department of Public Works and construct left turn channelization at the intersection of Laureles Grade and project driveway. **(Public Works)**	Applicant shall obtain an encroachment permit from DPW prior to issuance of building permits and complete improvement prior to occupying or commencement of use. Applicant is responsible to obtain all permits and environmental clearances.	Owner/ Applicant	Prior to issuance of building or grading permits	
17.		**PW0007 – PARKING STD** The parking shall meet the standards of the Zoning Ordinance and be approved by the Director of Public Works and the Director of Planning and Building Inspection. **(Public Works)**	Applicant's engineer or architect shall prepare a parking plan for review and approval.	Owner/ Applicant/ Engineer	Prior to issuance of building or grading permits	
18.		**PWSP0001 – ENCROACHMENT (NON-STANDARD)** Obtain an encroachment permit from the Department of Public Works and construct a two left turn lane along the project frontage of Carmel Valley Road including any necessary driveway modifications. The length of the two way left turn land shall be approved by the Department of Public Works. **(Public Works)**	Applicant shall obtain an encroachment permit from DPW prior to issuance of building permits and complete improvement prior to occupying or commencement of use. Applicant is responsible to obtain all permits and environmental clearances.	Owner/ Applicant/ Engineer	Prior to issuance of building or grading permits	

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		Health Department **Environmental Health Division**				
19.		**EHSP01 – WASTEWATER TREATMENT SYSTEM (NON-STANDARD)** Pursuant to the Memorandum of Understanding between Monterey County and the Regional Water Quality Control Board – Central Coast Region (RWQCB), this property is subject to RWQCB regulation. General waste discharge requirements for discharges to land by small domestic wastewater treatment systems were issued for this property under Water Quality Order No. 97-10 – Bernardus Lodge, Monterey County. Ensure that all operations comply with Order No. 97-10 and Water Code Section 13267. Pursuant to Section 13268 of the Water Code, a violation may subject you to civil liability for each day in which the violation occurs. **(Environmental Health)**	Prior to the issuance of a building permit, the Wastewater Treatment Operator shall submit verification that the waste water treatment system is in compliance with order 97-10 and Water Code Section 13267 to the Director of Environmental Health for review and approval.	Owner/ Wastewater Treatment Operator	Prior to the issuance of building permits	
			Ensure that all wastewater treatment system operations comply with Order No. 97-10 and Water Code Section 13267.	Owner/ Wastewater Treatment Operator	Ongoing	
		Monterey County Water Resources Agency				
20.		**WR40 - WATER CONSERVATION MEASURES** The applicant shall comply with Ordinance No. 3932, or as subsequently amended, of the Monterey County Water Resources Agency pertaining to mandatory water conservation regulations. The regulations for new construction require, but are not limited to: a. All toilets shall be ultra-low flush toilets with a maximum tank size or flush capacity of 1.6 gallons, all shower heads shall have a maximum flow capacity of	Compliance to be verified by building inspector at final inspection.	Owner/ Applicant	Prior to final building inspect-ion/ occupancy	

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		2.5 gallons per minute, and all hot water faucets that have more than ten feet of pipe between the faucet and the hot water heater serving such faucet shall be equipped with a hot water recirculating system. b. Landscape plans shall apply xeriscape principles, including such techniques and materials as native or low water use plants and low precipitation sprinkler heads, bubblers, drip irrigation systems and timing devices. **(Water Resources Agency)**				
21.		**WR43 - WATER AVAILABILITY CERTIFICATION** The applicant shall obtain from the Monterey County Water Resources Agency, proof of water availability on the property, in the form of an approved Monterey Peninsula Water Management District Water Release Form. **(Water Resources Agency)**	Submit the Water Release Form to the Water Resources Agency for review and approval.	Owner/ Applicant	Prior to issuance of any building permits	
22.		**WRSP01 – DRAINAGE PLAN (NON-STANDARD)** A drainage plan shall be prepared by a registered civil engineer to address on-site and off-site impacts and stormwater from the proposed project shall be routed to the existing detention facilities on the property. The capacity of the existing detention facilities shall be analyzed to determine the ability to detain additional runoff. Drainage improvements shall be construction in accordance with plans approved by the Water Resources Agency. **(Water Resources Agency)**	Submit 3 copies of the drainage plan to the Water Resources Agency for review and approval.	Owner/ Applicant	Prior to the issuance of any grading or building permits	
23.		**WRSP02 – COMPLETION CERTIFICATION (NON – STANDARD)** The applicant shall provide the Water Resources Agency certification from a registered civil engineer or licensed contractor that drainage improvements have been constructed in accordance with approved plans. **(Water Resources Agency)**	Submit a letter to the Water Resources Agency, prepared by a registered civil engineer or licensed contractor, certifying compliance with approved drainage plan.	Owner/ Applicant	Prior to final inspection	

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		Fire Agency **Carmel Valley Fire Protection District**				
24.		**FIRE007 - DRIVEWAYS** Driveways shall not be less than 12 feet wide unobstructed, with an unobstructed vertical clearance of not less than 15 feet. The grade for all driveways shall not exceed 15 percent. Where the grade exceeds 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 driveway surface shall be capable of supporting the imposed load of fire apparatus (22 tons), and be accessible by conventional-drive vehicles, including sedans. For driveways with turns 90 degrees and less, the minimum horizontal inside radius of curvature shall be 25 feet. For driveways with turns greater than 90 degrees, the minimum horizontal inside radius curvature shall be 28 feet. For all driveway turns, an additional surface of 4 feet shall be added. All driveways exceeding 150 feet in length, but less than 800 feet in length, shall provide a turnout near the midpoint of the driveway. Where the driveway exceeds 800 feet, turnouts shall be provided at no greater than 400-foot intervals. Turnouts shall be a minimum of 12 feet wide and 30 feet long with a minimum of 25-foot taper at both ends. Turnarounds shall be required on driveways in excess of 150 feet of surface length and shall long with a minimum 25-foot taper at both ends. Turnarounds shall be required on driveways in excess of 150 feet of surface length and shall be located within 50 feet of the primary building. The minimum turning radius for a turnaround shall be 40 feet from the center line of the driveway. If a hammerhead/T is used, the top	Applicant shall incorporate specification into design and enumerate as "Fire Dept. Notes" on plans.	Owner/ Applicant	Prior to issuance of grading and/or building permit	
			Applicant shall schedule fire dept. clearance inspection	Owner/ Applicant	Prior to final building inspection	

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		of the "T" shall be a minimum of 60 feet in length. **(Carmel Valley Fire Protection District)**				
25.		**FIRE008 - GATES** All gates providing access from a road to a driveway shall be located at least 30 feet from the roadway and shall open to allow a vehicle to stop without obstructing traffic on the road. Gate entrances shall be at least the width of the traffic lane but in no case less than 12 feet wide. Where a one-way road with a single traffic lane provides access to a gated entrance, a 40-foot turning radius shall be used. Where gates are to be locked, the installation of a key box or other acceptable means for immediate access by emergency equipment may be required. **(Carmel Valley Fire Protection District)**	Applicant shall incorporate specification into design and enumerate as "Fire Dept. Notes" on plans.	Owner/ Applicant	Prior to issuance of grading and/or building permit	
			Applicant shall schedule fire dept. clearance inspection	Owner/ Applicant	Prior to final building inspection	
26.		**FIRE011 - ADDRESSES FOR BUILDINGS** All buildings shall be issued an address in accordance with Monterey County Ordinance No. 1241. Each occupancy, except accessory buildings, shall have its own permanently posted address. When multiple occupancies exist within a single building, each individual occupancy shall be separately identified by its own address. Letters, numbers and symbols for addresses shall be a minimum of 4-inch height, 1/2-inch stroke, contrasting with the background color of the sign, and shall be Arabic. The sign and numbers shall be reflective and made of a noncombustible material.	Applicant shall incorporate specification into design and enumerate as "Fire Dept. Notes" on plans.	Owner/ Applicant	Prior to issuance of building permit	

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		Address signs shall be placed at each driveway entrance and at each driveway split. Address signs shall be and visible from both directions of travel along the road. In all cases, the address shall be posted at the beginning of construction and shall be maintained thereafter. Address signs along one-way roads shall be visible from both directions of travel. Where multiple addresses are required at a single driveway, they shall be mounted on a single sign. Where a roadway provides access solely to a single commercial occupancy, the address sign shall be placed at the nearest road intersection providing access to that site. Permanent address numbers shall be posted prior to requesting final clearance. **(Carmel Valley Fire Protection District)**	Applicant shall schedule fire dept. clearance inspection	Owner/ Applicant	Prior to final building inspection	
27.		**FIRE015 - FIRE HYDRANTS/FIRE VALVES** A fire hydrant or fire valve is required. The hydrant or fire valve shall be 18 inches above grade, 8 feet from flammable vegetation, no closer than 4 feet nor further than 12 feet from a roadway, and in a location where fire apparatus using it will not block the roadway. The hydrant serving any building shall be not less than 50 feet and not more than 1000 feet by road from the building it is to serve. Minimum hydrant standards shall include a brass head and valve with at least one 2 1/2 inch National Hose outlet supplied by a minimum 4 inch main and riser. More restrictive hydrant requirements	Applicant shall incorporate specification into design and enumerate as "Fire Dept. Notes" on plans.	Owner/ Applicant	Prior to issuance of grading and/or building permit	

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		may be applied by the Reviewing Authority. Each hydrant/valve shall be identified with a reflectorized blue marker, with minimum dimensions of 3 inches, located on the driveway address sign, non-combustible post or fire hydrant riser. If used, the post shall be within 3 feet of the hydrant/valve, with the blue marker not less than 3 feet or greater than 5 feet above the ground, visible from the driveway. On paved roads or driveways, reflectorized blue markers shall be permitted to be installed in accordance with the State Fire Marshal's Guidelines for Fire Hydrant Markings Along State Highways and Freeways, May 1988. **(Carmel Valley Fire Protection District)**	Applicant shall schedule fire dept. clearance inspection	Owner/ Applicant	Prior to final building inspection	
28.		**FIRE019 - DEFENSIBLE SPACE REQUIREMENTS - (STANDARD)** Manage combustible vegetation within a minimum of 100 feet of structures (or to the property line). Limb trees 6 feet up from ground. Remove limbs within 10 feet of chimneys. Additional and/or alternate fire protection or firebreaks approved by the fire authority may be required to provide reasonable fire safety. Environmentally sensitive areas may require alternative fire protection, to be determined by Reviewing Authority and the Director of Planning and Building Inspection. **(Carmel Valley Fire Protection District)**	Applicant shall incorporate specification into design and enumerate as "Fire Dept. Notes" on plans.	Owner/ Applicant	Prior to issuance of grading and/or building permit	
			Applicant shall schedule fire dept. clearance inspection	Owner/ Applicant	Prior to final building inspection	
29.		**FIRE021 - FIRE PROTECTION EQUIPMENT & SYSTEMS - FIRE SPRINKLER SYSTEM (STANDARD)**	Applicant shall enumerate as "Fire Dept. Notes" on plans.	Owner/ Applicant	Prior to issuance of building permit	

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		The building(s) and attached garage(s) shall be fully protected with automatic fire sprinkler system(s). Installation shall be in accordance with the applicable NFPA standard. A minimum of four (4) sets of plans for fire sprinkler systems must be submitted by a California licensed C-16 contractor and approved prior to installation. This requirement is not intended to delay issuance of a building permit. A rough sprinkler inspection must be scheduled by the installing contractor and completed prior to requesting a framing inspection. **(Carmel Valley Fire Protection District)**	Applicant shall schedule fire dept. rough sprinkler inspection	Owner/ Applicant	Prior to framing inspection	
			Applicant shall schedule fire dept. final sprinkler inspection	Owner/ Applicant	Prior to final building inspection	
30.		**FIRE023 - FIRE ALARM SYSTEM - (COMMERCIAL)** The building(s) shall be fully protected with an approved central station, proprietary station, or remote station automatic fire alarm system as defined by NFPA Standard 72. Plans and specifications for the fire alarm system shall be submitted by a California licensed C-10 contractor and approved prior to requesting a rough sprinkler or framing inspection. **(Carmel Valley Fire Protection District)**	Applicant shall enumerate as "Fire Dept. Notes" on plans.	Owner/ Applicant	Prior to issuance of building permit	
			Applicant shall submit fire alarm plans and obtain approval.	Owner/ Applicant	Prior to rough sprinkler or framing inspection	
			Applicant shall schedule fire alarm system acceptance test.	Owner/ Applicant	Prior to final building inspection	
31.		**FIRE028 - ROOF CONSTRUCTION - (CARMEL VALLEY FPD)** All new structures, and all existing structures receiving new roofing over 50 percent or more of the existing roof surface within a one-year period, shall require a minimum of ICBO Class A roof construction. **(Carmel Valley Fire Protection District)**	Applicant shall enumerate as "Fire Dept. Notes" on plans.	Owner/ Applicant	Prior to issuance of building permit	

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		Mitigation Measures				
	1.	**PDSP02 – MITIGATION MEASURE 1 – TREE REMOVAL** In order to minimize potential impact to nesting birds through construction activities, a preconstruction survey shall be conducted by a qualified biologist prior to disturbance within the development area, particularly if tree removal and grading are to occur between February 1st and August 31st. The survey shall primarily determine if there is a presence of nesting birds. If nesting birds are discovered on or near the building site, work shall be suspended and the California Department of Fish and Game should be consulted regarding measures to avoid impact. **(RMA – Planning Department)**	Should tree removal and/or grading activities occur between February 1st and July 30th, the applicant shall submit a preconstruction survey conducted by a qualified biologist prior to commencement of these activities to the RMA-Planning Department for review and approval. The survey shall be conducted no more than two days previous to the onset of activities. Should the report conclude that nesting birds are discovered on or near the building site and active nests are located, work shall be suspended and the California Department of Fish and Game shall be consulted regarding measures to avoid impacts.	Owner/ Applicant/ Contractor	Prior to commencement of tree removal and or grading activities	
	2.	**PDSP03 – MITIGATION MEASURE 2 – GEOLOGICAL HAZARDS** The active Foothill segment of the Tularcitos fault is located adjacent and parallel to the northeastern property line of the subject property. In order to reduce the potential of exposing life or structure to the rupture of a known earthquake fault and/or seismic hazard to a less than significant impact, the project geologist shall review the site grading and construction plans and their potential impacts by the identified geologic hazards. This shall be done prior to submitting the plans to the County. Per recommendation of the geologist, the	Prior to submitting grading and construction plans to the County, the project geologist shall review the potential impacts on the identified geologic hazards. The plans shall be submitted to the County for review with either a stamp acknowledging review by the geologist or accompanied be a letter stating that the review of the plans has occurred and that they conform to the recommendations found within the Geological and Soil	Owner/ Applicant/ Geological Engineer	Concurrent with submittal of grading and building permits	

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		applicant shall submit 50 foot wide setback from the Foothill segment to any habitable structure. Structures which are for human occupancy shall be designed for horizontal ground acceleration of 0.845g. **(RMA – Planning Department)**	Engineering report by LandSet Engineers, Inc., dated March 12, 2009.			
			Prior to the issuance of grading and building permits, the grading and construction plans shall be reviewed by the RMA-Planning Department to verify there is a 50 foot setback from the Foothill segment to any habitable structures as delineated on sheet 1 of the project plans. The plans an/or accompanying engineering reports shall also indicate that structures intended for human occupancy are designed according to the current edition of the California Building Code (CBC) and are designed for horizontal ground acceleration of 0.845g.	Owner/ Applicant/ Geological Engineer	Prior to the issuance of grading and building permits	

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	3.	**PDSP04 – MITIGATION MEASURE 3 – EROSION CONTROL** Grading and construction plans for the proposed project shall include stringent erosion control measures recommended by the geotechnical engineer and shall be in compliance Chapter 16.12 of the Monterey County Code (Erosion Control). **(RMA – Planning Department)**	Prior to the issuance of grading and/or building permits, the grading and construction plans shall include an erosion control plan. The erosion control plan shall include stringent erosion control measures recommended by the geotechnical engineer and shall be in compliance with Chapter 16.12 of the Monterey County Code. The plans shall be reviewed by the Monterey County RMA-Planning Department and the Monterey County Building Services Department, Grading Division, for compliance.	Owner/ Applicant/ Geological Engineer	Prior to the issuance of grading and building permits	
	4.	**PDSP05 – MITIGATION MEASURE 4 – HAZARDS/DEMOLITION** Due to the age of the structures proposed for demolition, the applicant shall have a Certified Asbestos Consultant conduct and asbestos survey of the structures to be demolished. A report shall be prepared and submitted to the Monterey Bay Unified Air Pollution Control District for review and approval a minimum of the (10) working days prior to commencing asbestos removal, or if no asbestos is present, a minimum of ten (10) working days prior to demolition. **(RMA – Planning Department)**	Prior to the issuance of the demolition permit, the applicant shall submit an asbestos survey of the structures to be demolished to the Monterey Bay Unified Air Pollution Control District. The survey shall be reviewed and approved a minimum of ten (10) working days prior to commencing asbestos removal, or if no asbestos is present, a minimum of ten (10) working days prior to demolition. The applicant shall submit proof of approval of the demolition by the Monterey Bay Unified Air Pollution Control District to the Monterey County Planning Department.	Owner/ Applicant/ Contractor	Prior to the issuance of the demolition permit	

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	5.	**PDSP06 – MITIGATION MEASURE 5 – CARMEL VALLEY TRAFFIC IMPACT** In order for the project to reduce its impact to the cumulative traffic conditions in the Carmel Valley Area, the applicant shall pay the Carmel Valley Master Plan Traffic Impact fee. **(RMA – Planning Department)**	Prior to issuance of building permits, the applicant shall pay the Carmel Valley Master Plan Area Traffic Mitigation fee pursuant to the Board of Supervisors Resolution NO. 95-140, adopted September 12, 1995.	Owner/ Applicant	Prior to the issuance of building permits	
	6.	**PDSP07 – MITIGATION MEASURE 6 – REGIONAL TRAFFIC IMPACT** In order for the project to reduce its impact to regional traffic, the applicant is required to pay Transportation Agency for Monterey County (TAMC) Traffic Impact Fee. **(RMA – Planning Department)**	Prior to the issuance of building permits, the applicant shall contribute to County of Monterey an amount determined by the applicant's traffic engineer and approved by the Department of Public Works as payment of the project's pro rata share of the cost of short-term operational improvements to State Highway One.	Owner/ Applicant	Prior to the issuance of building permits	

END OF CONDITIONS

Rev. 04/15//2009

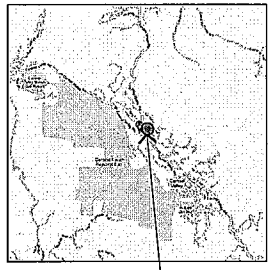
ABBREVIATIONS
SCALE: N/A

A	
ACOUS	ACOUSTIC(AL)
AFF	ABOVE FINISHED FLOOR
ALT	ALTERNATE
ANNUNC	ANNUNCIATOR
ANOD	ANODIZED
APPL	APPLIANCE
ARCH	ARCHITECT(URAL)
AVG	AVERAGE
B	
BLDG	BUILDING
BD	BOARD
BLKG	BLOCKING
BRDLM	BROADLOOM
BU	BUILT UP
C	
CAB	CABINET
CPT	CARPET
CEM	CEMENT(ITIOUS)
CER	CERAMIC
CLG	CEILING
CLR	CLEAR
COATG	COATING
COLG	COLUMN
CONC	CONCRETE
CONSTR	CONSTRUCTION
CONT	CONTINUOUS(ATION)
D	
DBL	DOUBLE
DEPT	DEPARTMENT
DES	DESCH(ED)
DET	DETAIL
DF	DRINKING FOUNTAIN
DIA	DIAMETER
DIFF	DIFFUSER
DW	DIMENSION
DISP	DISPENSER
DIV	DIVISION
DN	DOWN
$	DOLLAR (US CURRENCY)
DR	DOOR
DSCNK	DISCONNECT
DWR	DRAWER
E	
ELAST	ELASTOMERIC
ELEC	ELECTRICAL
EMBED	EMBEDDED(XING)
ENGR	ENGINEER(ED)
ENTR	ENTRANCE
EQ	EQUAL
EQUIP	EQUIPMENT
EXIST	EXISTING
EXP JT	EXPANSION JOINT
EXT	EXTERIOR
F	
FAB	FABRICATION
FD	FLOOR DRAIN
FE	FIRE EXTINGUISHER
FEC	FIRE EXTINGUISHER CABINET
FHC	FIRE HOSE CABINET
FIN	FINISH
FLDG	FOLDING
FPLC	FIREPLACE
FR	FIRE RAT(ING)(ED)
FRMG	FRAMING
FXD	FIXED
FXTR	FIXTURE
FLR	FLOOR(ING)
FURN	FURNITURE
FWC	FABRIC WALL COVERING
G	
GA	GAUGE
GFRC	GLASS FIBER REINFORCED CONCRETE
GFRG	GLASS FIBER REINFORCED GYPSUM
GFRP	GLASS FIBER REINFORCED PLASTER
GL	GLASS
GR	GRADE(ING)
GYP	GYPSUM
H	
HD	HEAD
HDWD	HARDWOOD
HDWE	HARDWARE
HM	HOLLOW METAL
HVAC	HEATING, VENTILATING, AND AIR CONDITIONING
I	
INFO	INFORMATION
INSUL	INSULATION
INTLK	INTERLOCK(ING)
INT	INTERIOR
J	
JAN	JANITOR
K	
KIT	KITCHEN
L	
LAV	LAVATORY
LB	POUND
LT	LIGHT
LVLG	LEVELING
LVR	LOUVER
M	
MAX	MAXIMUM
MFD	MANUFACTURED
MFR	MANUFACTURER
MECH	MECHANICAL
MET	METAL
MEMB	MEMBRANE
MEZZ	MEZZANINE
MIN	MINIMUM
MISC	MISCELLANEOUS
MLWK	MILLWORK
MOIST	MOISTURE
MTD	MOUNTED
N	
NIC	NOT IN CONTRACT
NO	NUMBER
NTS	NOT TO SCALE
O	
ORNA	ORNAMENTAL
OVFL	OVERFLOW
OVHD	OVERHEAD
OPNG	OPENING(S)
OPR	OPERABLE
P	
PTN	PARTITION
PEDTR	PEDESTRIAN
PBD	PARTICLE BOARD
PNL	PANEL
POLYST	POLYSTYRENE
PORT	PORTABLE
PREFIN	PREFINISHED
PREFAB	PREFABRICATED
PLAM	PLASTIC LAMINATE
PLAS	PLASTER
PLSTC	PLASTIC
PLYWD	PLYWOOD
PRTECN	PROTECTION
R	
RDR	READER
RECES	RECESSED
RECPT	RECEPTACLE
REF	REFER(ENCE)
REFL	REFLECTED
REFR	REFRIGERATOR
REQD	REQUIRED
REINF	REINFORCE(D)(ING)(MENT)
RESIL	RESILIENT
RFG	ROOFING
RM	ROOM
RO	ROUGH OPENING
S	
SF	SQUARE FEET
SGL	SINGLE
SHORG	SHORING
SIM	SIMILAR
SST	STAINLESS STEEL
STD	STANDARD
STL	STEEL
STRFR	STOREFRONT
STRUCT	STRUCTURAL
SURF	SURFACE
SUSP	SUSPENDED
SYS	SYSTEM(S)
T	
THK	THICK
TLT	TOILET
TRANS	TRANSPARENT
TRTD	TREATED
T&G	TONGUE AND GROOVE
TYP	TYPICAL
U	
UNDRLAY	UNDERLAYMENT
UTIL	UTILITY
UON	UNLESS OTHERWISE NOTED
V	
VEH	VEHICLE
VIF	VERIFY IN FIELD
W	
W/	WITH
WC	WATER CLOSET
WD	WOOD
WDW	WINDOW
W/O	WITHOUT
WT	WEIGHT
WTRPF	WATERPROOFING

PROJECT SUMMARY
SCALE: N/A

PROJECT LOCATION:	BERNARDUS LODGE
PROJECT ADDRESS:	415 CARMEL VALLEY ROAD CARMEL VALLEY, CA 93924
PROJECT AREA:	1,104,320 TOTAL SQUARE FEET 25.35 ACRES 42,350 SF (E) BUILDING AREA/3.8% OF SITE AREA 13,916 SF (N) BUILDING AREA/1.3% OF SITE AREA 56,266 SF TOTAL BUILDING AREA/5.1% OF SITE AREA
ZONING:	LDR/1-D-S&VO-D-S+POP-D-S
NUMBER OF STORIES:	R1: 4 BUILDINGS 1 STORY, 2 BUILDINGS 2 STORIES
TYPE OF CONSTRUCTION:	TYPE VB
LIFE SAFETY:	FULLY SPRINKLERED
PROPOSED USE:	R1-GUEST ROOMS
OCCUPANCY GROUP:	R1
SEISMIC:	COMPLIES WITH 2007 CBC CODE REQUIREMENTS
TITLE 24:	COMPLIES WITH 2007 CBC CODE REQUIREMENTS

VICINITY MAP
SCALE: NTS



415 CARMEL VALLEY ROAD
CARMEL VALLEY, CA 93924

DIRECTORY
SCALE: N/A

ARCHITECTS:
AXIS ARCHITECTURE & DESIGN
121 SECOND STREET, SUITE 200
SAN FRANCISCO, CA 94105
CONTACT: TERRY LOFRANO
TEL: 415.371.1400
FAX: 415.371.1401

STRUCTURAL ENGINEERS:
HONBACH-LEWIN, INC.
260 SHERIDAN AVENUE, SUITE 150
PALO ALTO, CA 94306
CONTACT: BOBBY CHAN
TEL: 650.617.5930
FAX: 650.617.5932

CIVIL ENGINEERS:
MONTEREY BAY ENGINEERS
607 CHARLES AVENUE, SUITE B
SEASIDE, CA 93955
CONTACT: STEVE WILSON
TEL: 831.899.7899
FAX: 831.899.7879

OWNER:
BAYLAUREL INC.
PO BOX 80
CARMEL VALLEY, CA 93924
CONTACT: CAROLE FOREST
TEL: 831.659.1900

LAND USE ATTORNEY:
LOMBARDO & GILLES
318 CAYUGA STREET
SALINAS, CA 93901
CONTACT: SHANDELL BRUNK
TEL: 831.754.2444
FAX: 831.754.2011

DRAWING INDEX
SCALE: N/A

CODE REFERENCE

GOVERNING CODES

- 2007 CALIFORNIA BUILDING CODE
- 2007 CALIFORNIA ELECTRICAL CODE
- 2007 CALIFORNIA MECHANICAL CODE
- 2007 CALIFORNIA FIRE CODE
- 2007 CALIFORNIA ENERGY CODE

* ALL OTHER CURRENT MUNICIPAL AND LOCAL ORDINANCES AND REGULATIONS

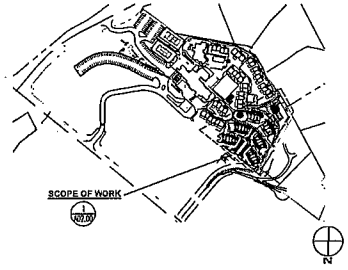
DEFERRED SUBMITTAL
SCALE: NTS

1. MECHANICAL ENGINEERING
2. PLUMBING ENGINEERING
3. ELECTRICAL ENGINEERING
4. FIRE PROTECTION ENGINEERING
5. BUILDING 16 WILL BE SUBMITTED FOR A SEPERATE BUILDING PERMIT
6. SPA WILL BE SUBMITTED FOR A SEPERATE BUILDING PERMIT
7. MANUFACTURED TRUSS CALCULATIONS – TRUSSES SHALL NOT BE INSTALLED UNTIL AN APPROVED JOB COPY OF THE TRUSS SUBMITTALS IS ISSUED BY THE MONTEREY COUNTY BUILDING DIVISION.

PROJECT SCOPE
SCALE: NTS

WORK TO INCLUDE:

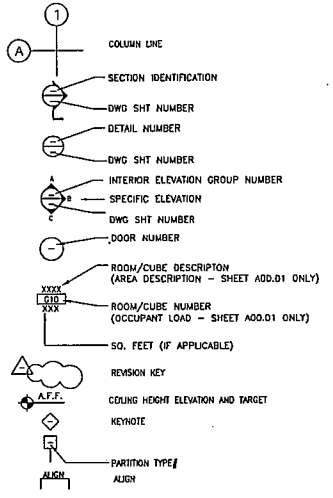
1. 16 NEW GUEST ROOMS; INCLUDING 4 BUILDINGS @ 1 STORY AND 2 BUILDINGS @ 2 STORIES.
2. 2 NEW SPAS- DEFERRED SUBMITTAL
3. NEW 2 STORY OFFICE AND MAINTANENCE SHOP BUILDING- DEFERRED SUBMITTAL



TITLE 24 REQUIREMENTS
SCALE: NTS

1. THE RECIRCULATION SECTIONS OF DOMESTIC HOT WATER SYSTEMS MUST BE INSULATED (THE ENTIRE LENGTH OF PIPING, WHETHER BURIED OR EXPOSED)." (SECTION 5.2.3 OF THE 2005 RESIDENTIAL COMPLIANCE MANUAL)
2. THE BUILDER/CONTRACTOR TO PROVIDE THE OWNER AND THE COUNTY BUILDING DIVISION WITH A COPY OF THE CF-6R INSTALLATION CERTIFICATE AT THE TIME OF FINAL INSPECTION

SYMBOL
SCALE: N.T.S.



FIRE RESISTIVE REQUIREMENTS
SCALE: N.T.S.

MIN. FIRE-RESISTANCE OF STRUCTURAL ELEMENTS

BUILDING ELEMENT	REQUIRED	PROVIDED
STRUCTURAL FRAME (a) INCLUDING COLUMNS, GIRDERS, TRUSSES	0 HOURS	0 HOURS
BEARING WALLS		
EXTERIOR (f)	0	0
INTERIOR	0	0
NON-BEARING WALLS AND PARTITIONS		
EXTERIOR	SEE TABLE 602	PER TABLE 602
INTERIOR	0	0
FLOOR CONSTRUCTION INCLUDING SUPPORTING BEAMS AND JOISTS	0	0
ROOF CONSTRUCTION INCLUDING SUPPORTING BEAMS AND JOISTS	0	0

* IN ALL OCCUPANCIES, HEAVY TIMBER SHALL BE ALLOWED WHERE A 1-HOUR OR LESS FIRE-RESISTANCE RATING IS REQUIRED.

ACCESSIBILITY REQUIREMENTS

# (E) ROOMS	REQ. # FULLY ACCESSIBLE	PROVIDED	REQ. # ACCESSIBLE + ROLL-IN SHOWER	PROVIDED
(E) 57	3	4	1	4

REQ. TOTAL ACCESSIBLE ROOMS	PROVIDED	REQ. # ACCESSIBLE FOR HEARING IMPAIRED	PROVIDED
4	4	3	4

# (N) ROOMS	REQ. # FULLY ACCESSIBLE	PROVIDED	REQ. # ACCESSIBLE + ROLL-IN SHOWER	PROVIDED
(N) 16	0	0	1	1

REQ. TOTAL ACCESSIBLE ROOMS	PROVIDED	REQ. # ACCESSIBLE FOR HEARING IMPAIRED	PROVIDED
1	1	1	1

AXIS
121 SECOND STREET
SAN FRANCISCO, CA 94105
T 415.371.1400
F 415.371.1401
info@axisonline.net

PROJECT NAME

BERNARDUS LODGE

415 Carmel Valley Road
Carmel Valley, CA
93924

AP#: 187-131-044

NO.	DATE	ISSUES AND REVISIONS	BY
1.	02/13/09	DEVELOPMENT APPLICATION	
2.	09/28/09	RESPONSE TO D.A. COMMENTS	
3.	01/28/09	FOR SUBMISSION	
4.	04/13/09	D.P. PRICING	
5.	05/28/09	PERMIT	

DATE

SCALE

PROJECT NUMBER

COMPUTER FILE

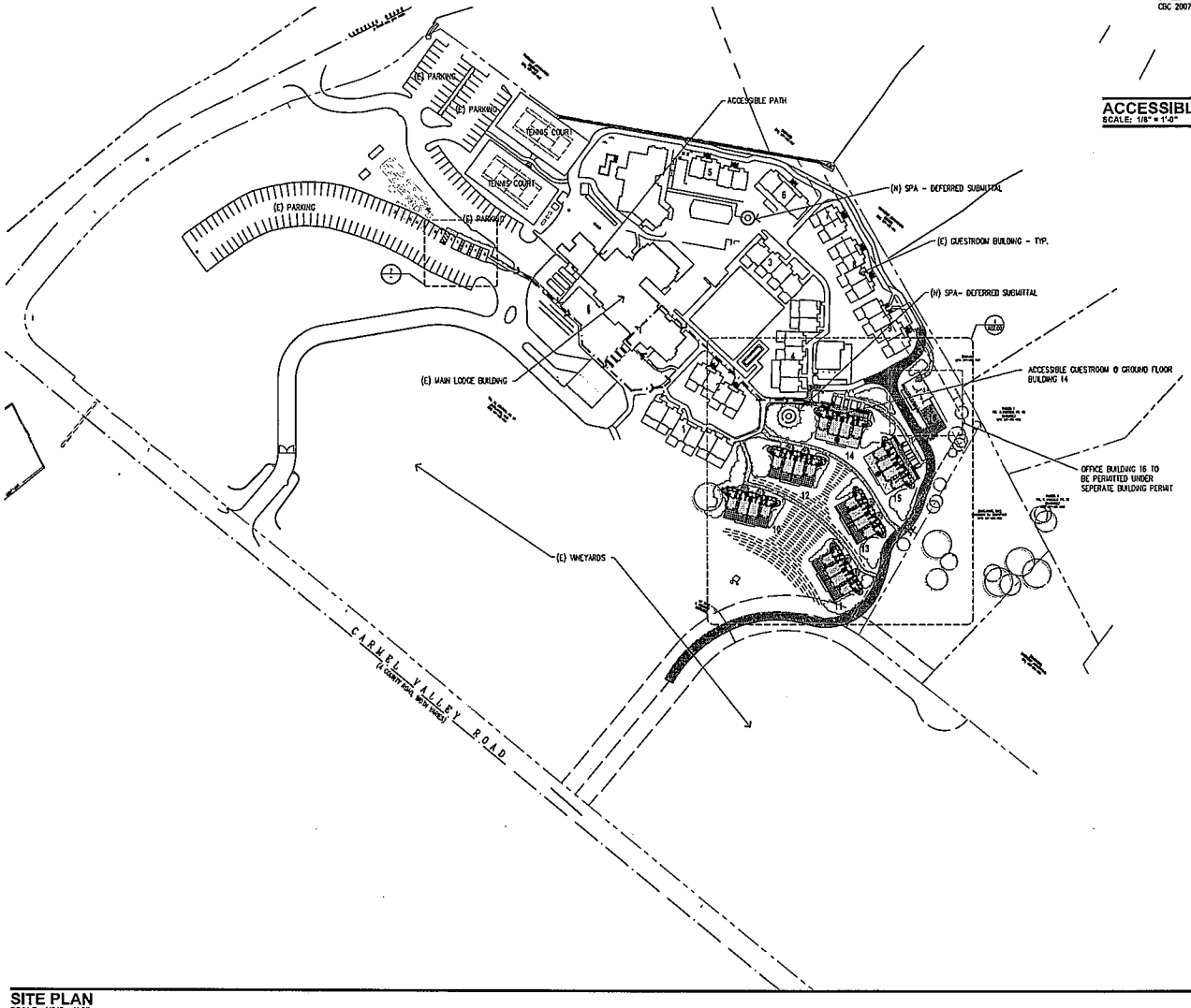
PROJECT NAME

DESCRIPTION

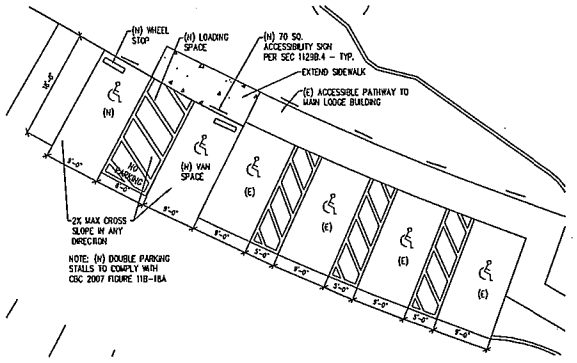
DRAWING INDEX AND SYMBOL LEGEND

SHEET NUMBER

A00.00



SITE PLAN
SCALE: 1/64" = 1'-0" 1



ACCESSIBLE PARKING PLAN
SCALE: 1/8" = 1'-0" 2

LEGEND
SCALE: N/A

ACCESSIBILITY PATH OF TRAVEL

PARKING CALCULATIONS
SCALE: N/A

(E) VISITOR PARKING SPACES		89
TOTAL ACCESSIBLE PARKING		6
(E) ACCESSIBLE PARKING SPACES	4	
(N) ACCESSIBLE PARKING SPACES	2	
(INCLUDES 1 VAN SPACE)		
(E) EMPLOYEE PARKING SPACES		66
TOTAL PARKING		161

PER CBC 2007 TABLE 11B-6 6 HANDICAPPED SPACES ARE REQUIRED FOR 151-200 CARS

AXIS
121 SECOND STREET
SAN FRANCISCO, CA 94105
T 415.371.1400
F 415.371.1401
info@axisonline.net

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BERNARDUS LODGE

415 Carmel Valley Road
Carmel Valley, CA
93924

AP#: 187-131-044

NO.	DATE	ISSUES AND REVISIONS	BY
1.	02/11/09	DEVELOPMENT APPLICATION	
2.	06/29/09	RESPONSE TO D.A. COMMENTS	
3.	02/26/09	FOR SUBMISSION	
4.	04/21/09	D.D. PRICING	
5.	09/29/09	PERMIT	

DATE

SCALE

PROJECT NUMBER 07.141

COMPUTER FILE

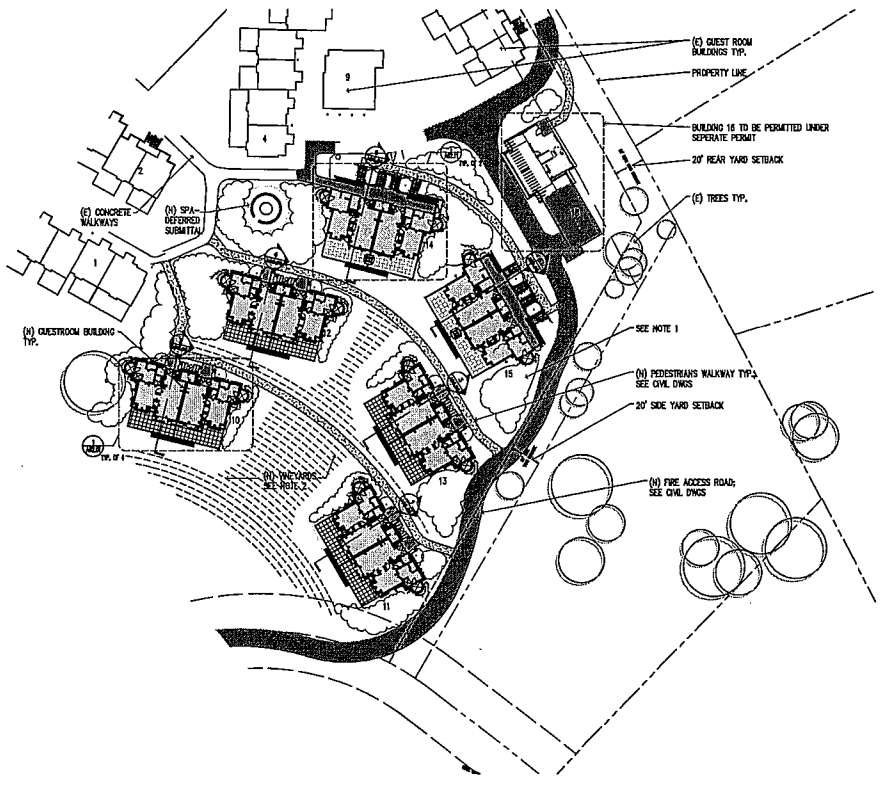
PROJECT NAME

DESCRIPTION

SITE PLAN

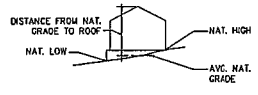
SHEET NUMBER

A00.05



ALLOWABLE HEIGHT TABLE

BUILDING	NAT. LOW	NAT. HIGH	AVG NAT. GRADE	DISTANCE FROM NAT. GRADE TO ROOF
10	274'	275' 6"	274' 9"	20'-6"
11	279'	280' 6"	279' 9"	20'-8"
12	278'	281'	279' 6"	19'-2"
13	260'	282'	281'	19'-7"
14	281'	285'	283'	29'-10"
15	284' 6"	278'	281' 3"	27'-1"



SHEET NOTES

1. ALL LANDSCAPE PLANTING WILL BE DROUGHT TOLERANT PLANT MATERIAL; SEE LANDSCAPE DRAWINGS
2. NEW VINEYARD PLANTING WILL BE IRRIGATED FROM EXISTING AGRICULTURAL WELLS.
3. ALL NEW PATHWAY LIGHTING FIXTURE AA; SEE LIGHT FIXTURE SCHEDULE A00.22

N

SITE PLAN
SCALE: 1/32" = 1'-0"

1

AXIS
121 SECONDSTREET
SAN FRANCISCO, CA 94105
T 415.371.1460
F 415.371.1461
info@axisonline.net

PROJECT NAME

BERNARDUS LODGE

415 Carmel Valley Road
Carmel Valley, CA
93924

AP#: 187-131-044

NO.	DATE	ISSUES AND REVISIONS	BY
1.	02/11/03	DEVELOPMENT APPLICATION	
2.	09/29/04	RESPONSE TO D.A. COMMENTS	
3.	03/26/09	FOR SUBMISSION	
4.	04/21/09	D.D. PRICING	
5.	05/26/09	PERMIT	

DATE

SCALE

PROJECT NUMBER 07.141

COMPUTER FILE

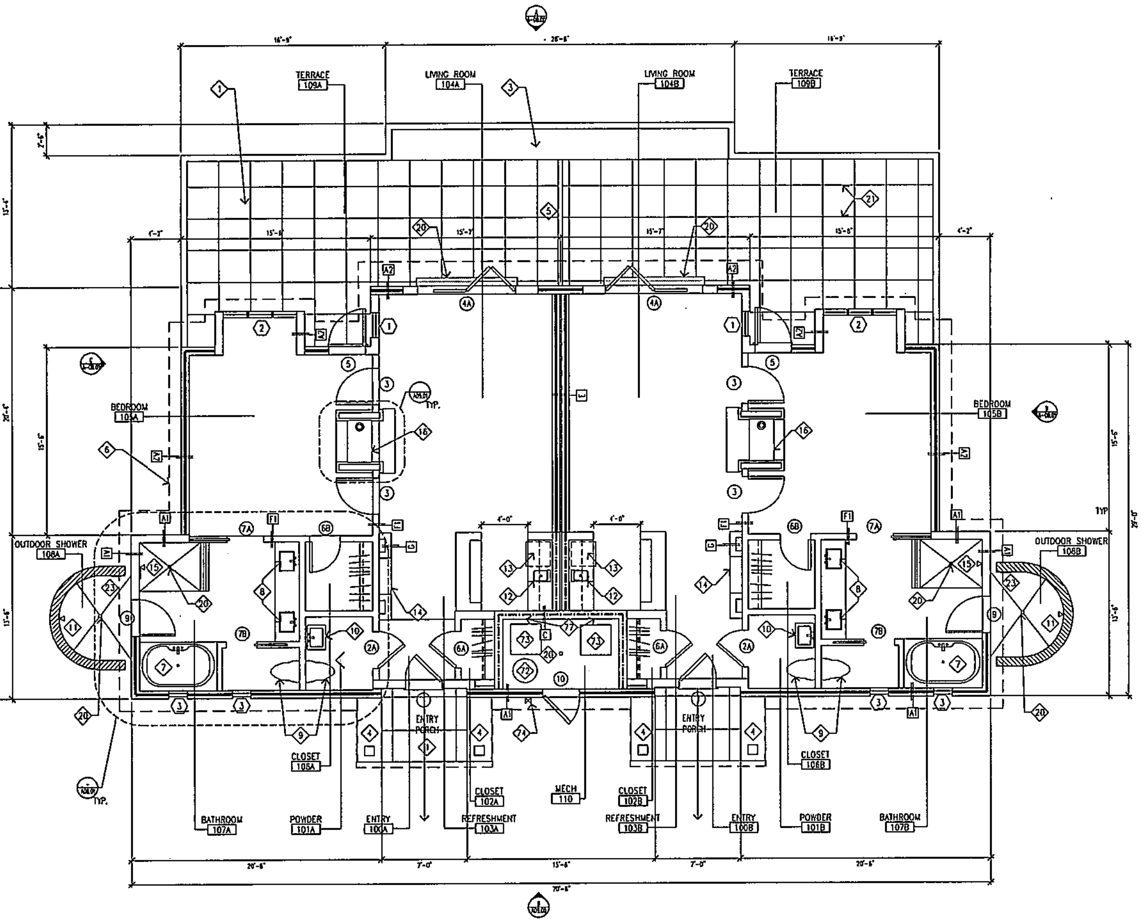
PROJECT NAME

DESCRIPTION

PARTIAL SITE PLAN

SHEET NUMBER

A02.00



REF. N

FLOOR PLAN
SCALE: 1/4" = 1'-0"

1

KEYNOTES

1. INTEGRAL COLOR CONCRETE
3. PLANTER WITH DROUGHT TOLERANT PLANT MATERIAL– SEE LANDSCAPE DWGS
4. STONE COPING @ LOW WALL
5. WOOD FENCE; SEE AOX.XX FOR DETAILS
6. ROOF LINE ABOVE
7. TUB; PB-07 W/ FAUCET PB-08 & HANDSHOWER PB-09
8. SINK; PB-06 W/ FAUCET PB-03
9. TOILET; PB-01
10. PEDESTAL SINK; PB-02 W/ FAUCET PB-03
11. OUTDOOR SHOWER; PB-15
12. BAR SINK; PB-04 W/ FAUCET PB-05
13. UNDERCOUNTER REFRIGERATOR
14. ENTRY NICHE
15. RAIN SHOWER HEAD; PB-13
16. GAS FIREPLACE; MONTIGO L42DF-ST, CSA APPROVED
20. FLOOR DRAIN
21. CONTROL JOINTS
23. OUTDOOR SHOWER CONTROLS
29. SHOWER CONTROLS; PB-10 & PB-11
72. WATER HEATER; STATE-MODEL #SBF 100-260,000 BTU-100 GALS, 234.6 GALS RECOVERY
73. WATER SOURCE HEAT PUMP; TRANE-GEV040(3-1/3 TONS) -208V-60HZ
74. GAS SHUT OFF VALVE PER MOUNTERY COUNTY CODE REQUIREMENTS
77. DUCT PENETRATIONS @ 1-HR WALL SHALL BE OF 26 GAUGE STEEL WITH NO OPENINGS IN THE GARAGE. (SEC 302.4 EXCEPTION 3)

SHEET NOTES

1. SEE SHEET A-00.20 FOR FINISH SCHEDULE
2. SEE SHEET A-00.21 FOR DOOR & WINDOW SCHEDULES
3. SEE SHEET A-00.22 FOR PLUMBING FIXTURE SCHEDULE
4. ALL CONCRETE TERRACE AND ENTRY PAVING TO BE INTEGRAL COLOR CONCRETE PT-16
5. SEE CIVIL DRAWINGS FOR EXTENT OF SITE WALKWAYS
6. ALL SHOWERS TO HAVE A 70" MIN. HIGH NON-ABSORBENT WALL MATERIAL AND APPROVED SHATTER-RESISTANT MATERIALS FOR SHOWER ENCLOSURE AS REQ'D BY SEC 807.1.3 & 2406.4
7. ALL INSULATION IN ROOF/CEILING ASSEMBLIES TO BE R-30
8. ALL INSULATION IN EXTERIOR WALLS TO BE R-19
9. NATURAL GAS SERVICE FOR GUEST ROOM BUILDINGS IS CONNECTED TO (E) RESORT GAS DISTRIBUTION; SEE CIVIL DRAWINGS
10. CONNECT (N) WATER SOURCE HEAT PUMPS TO (E) TEMPERED WATER DISTRIBUTION SYSTEM FROM RESORT CHILLER/BIOLER CENTRAL PLANT; SEE CIVIL DRAWINGS
11. PROVIDE STREET ADDRESS SIGN AT ENTRANCE TO ACCESS ROAD FROM WEST CARMEL VALLEY ROAD.
12. SEE CIVIL DRAWINGS FOR FINISH FLOOR ELEVATIONS.
13. PROVIDE MINIMUM 2% GRADE SLOPE AWAY FROM FOUNDATION. (SEC 1804.7. & 1806.5.5)
14. PRIOR TO THE START OF CONSTRUCTION THE APPLICANT/OWNER SHALL PROVIDE THE LOCATION OF A STATE OF CALIFORNIA LICENSED SURVEYORS OR CIVIL ENGINEERS REFERENCE DATUM (INSTALLED PRIOR TO ANY GRADING) THAT SHALL BE USED TO ESTABLISH INDICATED ELEVATIONS ON SUBMITTED PLANS AND SHALL REMAIN IN PLACE UNDISTURBED THROUGHOUT THE ENTIRETY OF CONSTRUCTION WORK ON THIS PERMIT. (SEC 106.3.3 AND 108.1)
15. SEE CIVIL DRAWINGS FOR NEW CONSTRUCTION FINISH FLOOR ELEVATIONS.
17. CONNECT (N) WATER LINE TO (E) METER, SEE CIVIL DRAWINGS.
18. ALL EXIT DOORS HAVE LEVEL LANDINGS AT BOTH SIDES OF DOOR; MINIMUM SIZE 36"L X DOOR WIDTH.

LEGEND

- (N) WALL CONSTRUCTION
- X — PARTITION TYPE, SEE A12.01 FOR DETAIL
- (N) SHEAR WALL, S.S.D.
- (N) 1-HOUR RATED WALL
- (N) FENCE
- DOOR NUMBER
- WINDOW NUMBER

AXIS

121 SECONDSTREET
SAN FRANCISCO, CA 94105
T 415.371.1400
F 415.371.1401
info@axisonline.net

PROJECT NAME

BERNARDUS LODGE

415 Carmel Valley Road
Carmel Valley, CA
93924

AP#: 187-131-044

NO.	DATE	ISSUES AND REVISIONS	BY
1.	02/11/08	DEVELOPMENT APPLICATION	
2.	09/29/08	RESPONSE TO D.A. COMMENTS	
3.	02/26/09	FOR SUBMISSION	
4.	04/21/09	D.D. PRICING	
5.	05/29/09	PERMIT	

DATE

SCALE

PROJECT NUMBER 07.141

COMPUTER FILE

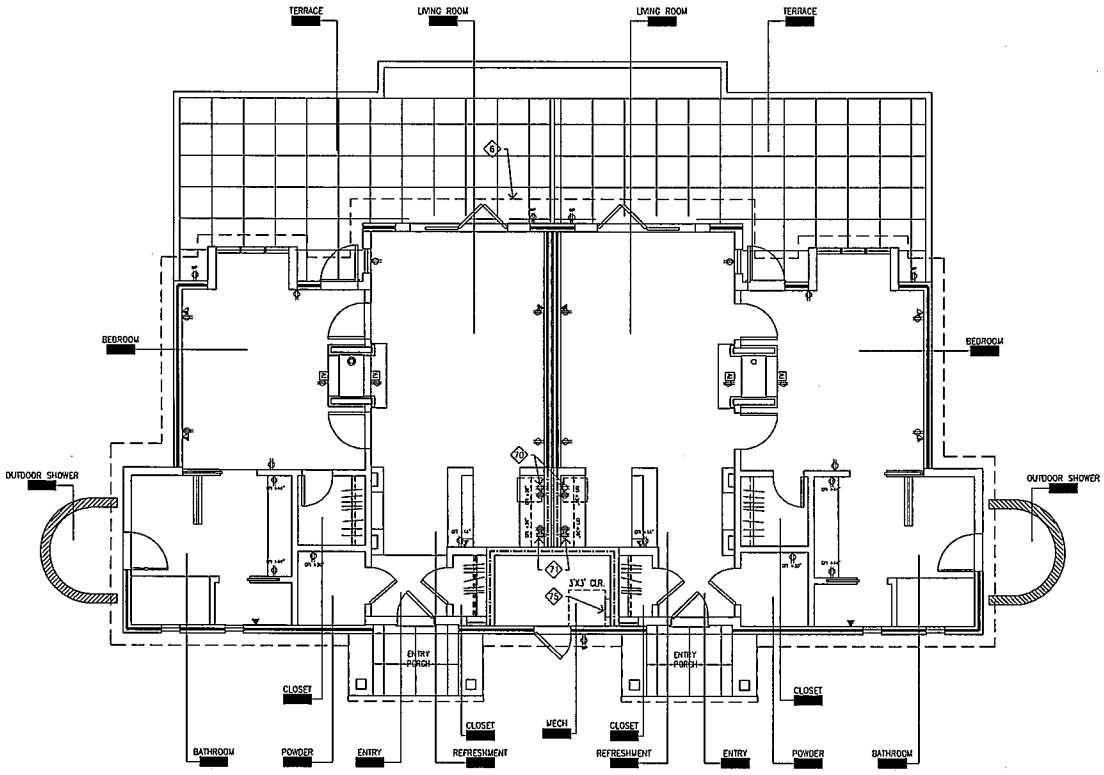
PROJECT NAME

DESCRIPTION

BUILDING TYPE A
FLOOR PLAN

SHEET NUMBER

A02.01



REF. N

KEYNOTES

6. ROOF LINE ABOVE
70. REFRIGERATOR OUTLET
71. MICROWAVE OUTLET (CFIC +46" V.I.F.)
75. 100 AMP ELECTRICAL SERVICE & MAIN DISCONNECT

SHEET NOTES

1. ALL OUTLETS @ 18" A.F.F. U.O.N.
2. ALL ABOVE COUNTER KITCHEN OUTLETS TO CFIC
3. ALL BRANCH CIRCUITS THAT SUPPLY OUTLETS (INCLUDING LUMINARIES) INSTALLED IN BEDROOMS SHALL BE PROTECTED BY AN ARC-FAULT CIRCUIT INTERREPTER LISTED TO PROVIDE PROTECTION OF THE ENTIRE BRANCH CIRCUIT (CEC ARTICLE 210.12(B))
4. ALL ELECTRICAL OUTLETS CIRCUITED PER EACH GUESTROOM U.O.N.

LEGEND

- DUPLEX OUTLET
- WALL MOUNTED TV RECEPTACLE
- WALL MOUNTED TELE/DATA RECEPTACLE
- WALL MOUNTED TELEPHONE RECEPTACLE
- WATERPROOF OUTLET

POWER/COMM. PLAN
SCALE: 1/4" = 1'-0"

1

AXIS
121 SECOND STREET
SAN FRANCISCO, CA 94105
T 415.371.1400
F 415.371.1401
info@axisonline.net

PROJECT NAME

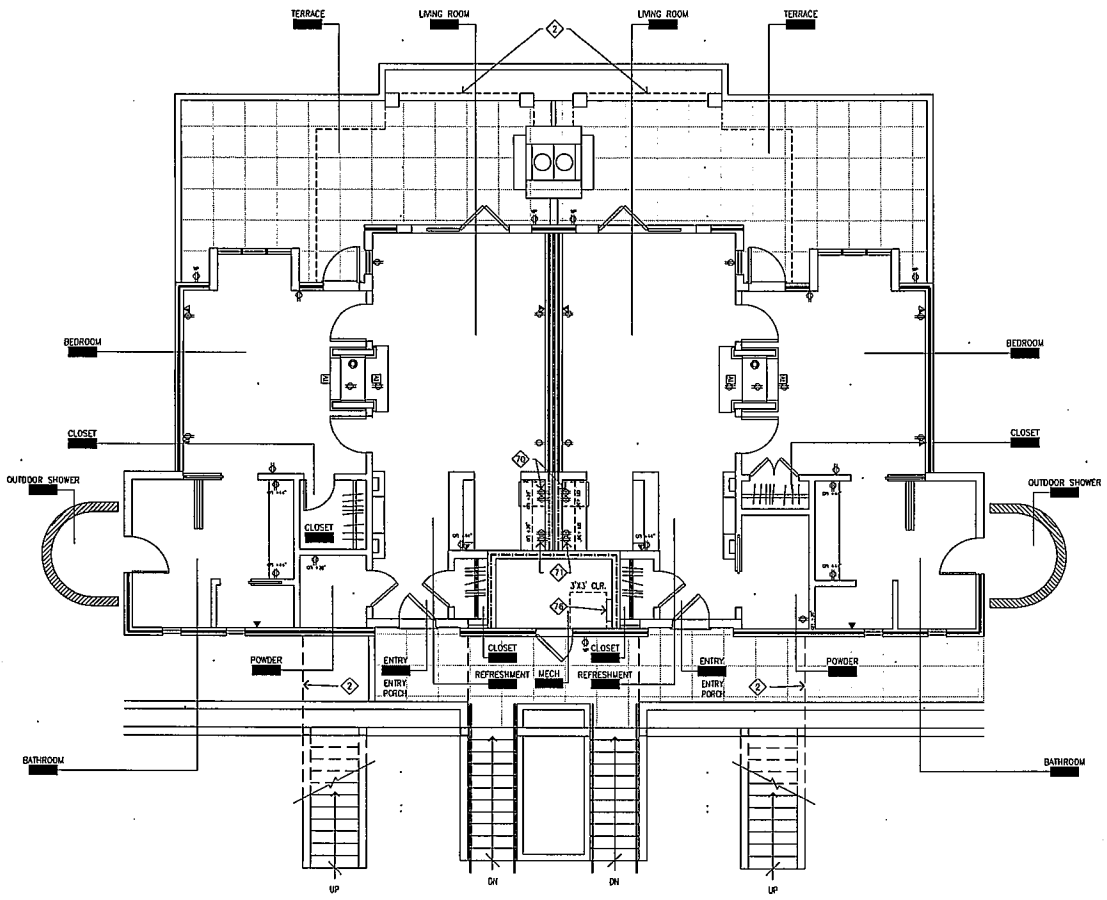
BERNARDUS LODGE

415 Carmel Valley Road
Carmel Valley, CA
93924

AP#: 187-131-044

NO.	DATE	ISSUES AND REVISIONS	BY
1.	04/2009	D.D. PRICING	
2.	05/2009	PERMIT	

DATE
SCALE
PROJECT NUMBER 07.141
COMPUTER FILE
PROJECT NAME
DESCRIPTION
BUILDING TYPE A
POWER/COMM. PLAN
SHEET NUMBER
A03.01



REF. N

POWER/COMM. PLAN
SCALE: 1/4" = 1'-0"

1

KEYNOTES

2. WOOD DECK ABOVE
70. REFRIGERATOR OUTLET
71. MICROWAVE OUTLET (GFIC +46" V.I.F.)
76. 200 AMP ELECTRICAL SERVICE & MAIN DISCONNECT

SHEET NOTES

1. ALL OUTLETS @ 18" A.F.F. U.O.N.
2. ALL ABOVE COUNTER KITCHEN OUTLETS TO GFIC
3. ALL BRANCH CIRCUITS THAT SUPPLY OUTLETS (INCLUDING LUMINARIES) INSTALLED IN BEDROOMS SHALL BE PROTECTED BY AN ARC-FAULT CIRCUIT INTERRUPTER LISTED TO PROVIDE PROTECTION OF THE ENTIRE BRANCH CIRCUIT (CEC ARTICLE 210.12(B))
4. ALL ELECTRICAL OUTLETS CIRCUITED PER EACH GUESTROOM U.O.N.

LEGEND

- DUPLEX OUTLET
- TV WALL MOUNTED TV RECEPTACLE
- T WALL MOUNTED TELE/DATA RECEPTACLE
- T WALL MOUNTED TELEPHONE RECEPTACLE
- WATERPROOF OUTLET

AXIS
121 SECOND STREET
SAN FRANCISCO, CA 94105
T 415.371.1400
F 415.371.1401
info@axisarchitects.net

PROJECT NAME

BERNARDUS LODGE

415 Carmel Valley Road
Carmel Valley, CA
93924

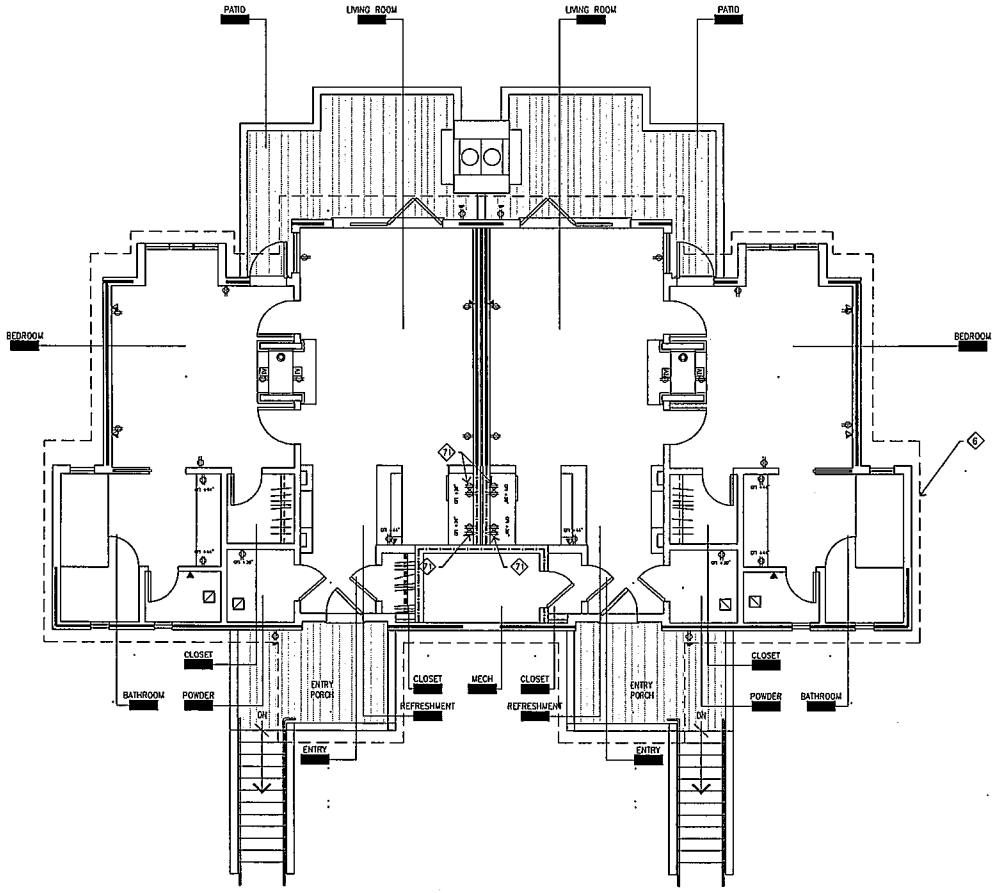
AP#: 187-131-044

NO.	DATE	ISSUES AND REVISIONS	BY
1.	04/1/08	D.D. PRICING	
2.	05/29/08	PERMIT	

DATE
SCALE
PROJECT NUMBER 07.149
COMPUTER FILE
PROJECT NAME

DESCRIPTION
BUILDING TYPE B-1ST FLR POWER/COMM. PLAN

SHEET NUMBER
A03.11



REF. N

POWER/COMM. PLAN
SCALE: 1/4" = 1'-0"

1

KEYNOTES

6. ROOF LINE ABOVE
70. REFRIGERATOR OUTLET
71. MICROWAVE OUTLET (GFIC +46" V.I.F.)

SHEET NOTES

1. ALL OUTLETS @ 18" A.F.F. U.O.N.
2. ALL ABOVE COUNTER KITCHEN OUTLETS TO GFIC
3. ALL BRANCH CIRCUITS THAT SUPPLY OUTLETS (INCLUDING LUMINAIRES) INSTALLED IN BEDROOMS SHALL BE PROTECTED BY AN ARC-FAULT CIRCUIT INTERRUPTER LISTED TO PROVIDE PROTECTION OF THE ENTIRE BRANCH CIRCUIT (CEC ARTICLE 210.12(B))
4. ALL ELECTRICAL OUTLETS CIRCUITED PER EACH GUESTROOM U.O.N.

LEGEND

- DUPLEX OUTLET
- WALL MOUNTED TV RECEPTACLE
- WALL MOUNTED TELE/DATA RECEPTACLE
- WALL MOUNTED TELEPHONE RECEPTACLE
- WATERPROOF OUTLET

AXIS
121 SECOND STREET
SAN FRANCISCO, CA 94105
T 415.371.1400
F 415.371.1401
info@axisonline.net

PROJECT NAME

BERNARDUS LODGE

415 Carmel Valley Road
Carmel Valley, CA
93924

AP#: 187-131-044

NO.	DATE	ISSUES AND REVISIONS	BY
1.	04/21/08	D.D. PRICING	
2.	05/29/08	PERMIT	

DATE

SCALE

PROJECT NUMBER 07.161

COMPUTER FILE

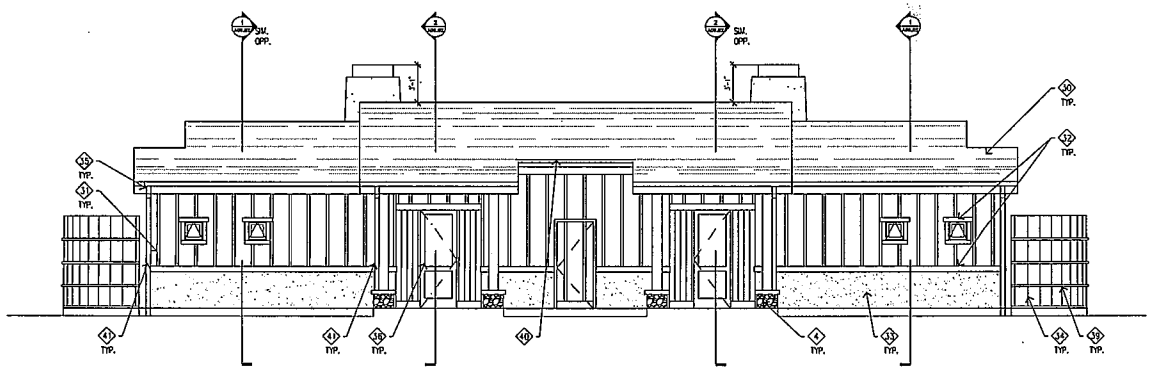
PROJECT NAME

DESCRIPTION

BUILDING TYPE B- 2ND FLR POWER/COMM. PLAN

SHEET NUMBER

A03.12



FRONT ELEVATION
SCALE: 1/4" = 1'-0"

B

KEYNOTES

4. STONE COPING @ LOW WALL
5. WOOD FENCE
30. CONCRETE TILE ROOF R-1 U.O.N.
31. BOARD & BATTEN SIDING – PAINTED
32. WOOD TRIM – PAINTED
33. CEMENT PLASTER – PAINTED
34. WOOD SIDING – PAINTED
35. WOOD FASCIA – PAINTED
36. ENTRANCE DOOR – PAINTED
37. TERRACE
38. TYPICAL EXT. BERNARDUS WALL MOUNTED SCONCE
39. STEEL STRAP – PAINTED
40. GUTTER & DOWNSPOUT – PAINTED GALVANIZED METAL
41. SHEET METAL DIVERTER – PAINTED GALVANIZED METAL TO MATCH R-1

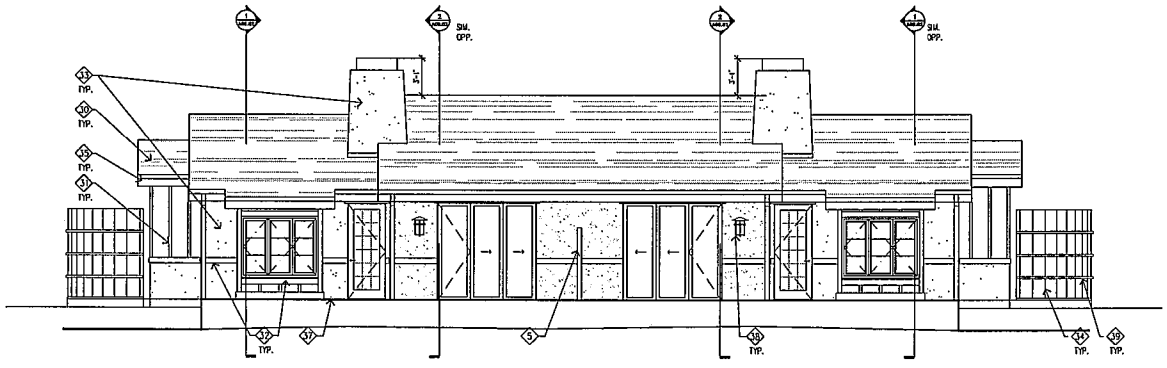
AXIS
121 SECOND STREET
SAN FRANCISCO, CA 94105
T 415.371.1400
F 415.371.1401
info@axisonline.net

PROJECT NAME

BERNARDUS LODGE

415 Carmel Valley Road
Carmel Valley, CA
93924

AP#: 187-131-044



REAR ELEVATION
SCALE: 1/4" = 1'-0"

A

SHEET NOTES

1. SEE SHEET A-00.20 FOR FINISH SCHEDULE
2. ALL DOWNSPOUTS, GUTTERS, TRIM, FASCIA BOARDS, WOOD HANDRAILS AND BOARD AND BATTEN SIDING TO BE PAINTED PT-8
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4. ALL CONCRETE STAIRS PT-16
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9. ALL CHIMNEYS TO EXTEND 2' MIN. ABOVE ANY PART OF BUILDING WITHIN 10' OF CHIMNEY
10. FOR DOWNSPOUT LOCATIONS SEE CIVIL DRAWINGS

NO.	DATE	ISSUES AND REVISIONS	BY
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3.	10/29/08	FOR SUBMISSION	
4.	04/21/09	D.D. PRICING	
5.	05/29/09	PERMIT	

DATE

SCALE

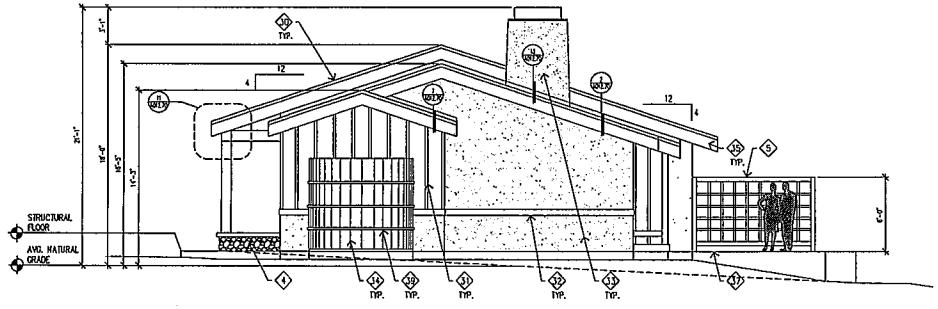
PROJECT NUMBER 07.141

COMPUTER FILE

PROJECT NAME

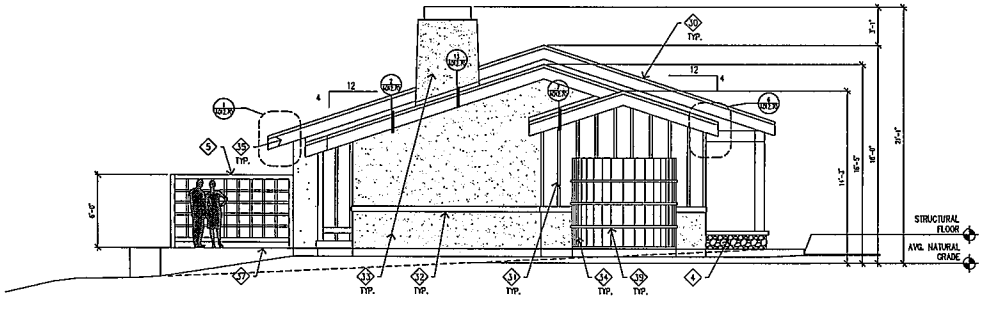
DESCRIPTION
BUILDING TYPE A ELEVATIONS

SHEET NUMBER
A09.00



RIGHT SIDE ELEVATION
SCALE: 1/4" = 1'-0"

D



LEFT SIDE ELEVATION
SCALE: 1/4" = 1'-0"

C

KEYNOTES

4. STONE COPING @ LOW WALL
5. WOOD FENCE
30. CONCRETE TILE ROOF R-1 U.O.N.
31. BOARD & BATTEN SIDING - PAINTED
32. WOOD TRIM - PAINTED
33. CEMENT PLASTER - PAINTED
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37. TERRACE
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40. GUTTER & DOWNSPOUT - PAINTED GALVANIZED METAL
41. SHEET METAL DIVERTER - PAINTED GALVANIZED METAL MATCH R-1

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3.	12/26/08	FOR SUBMISSION	
4.	04/21/09	O.O. PRICING	
5.	06/29/09	PERMIT	

DATE

SCALE

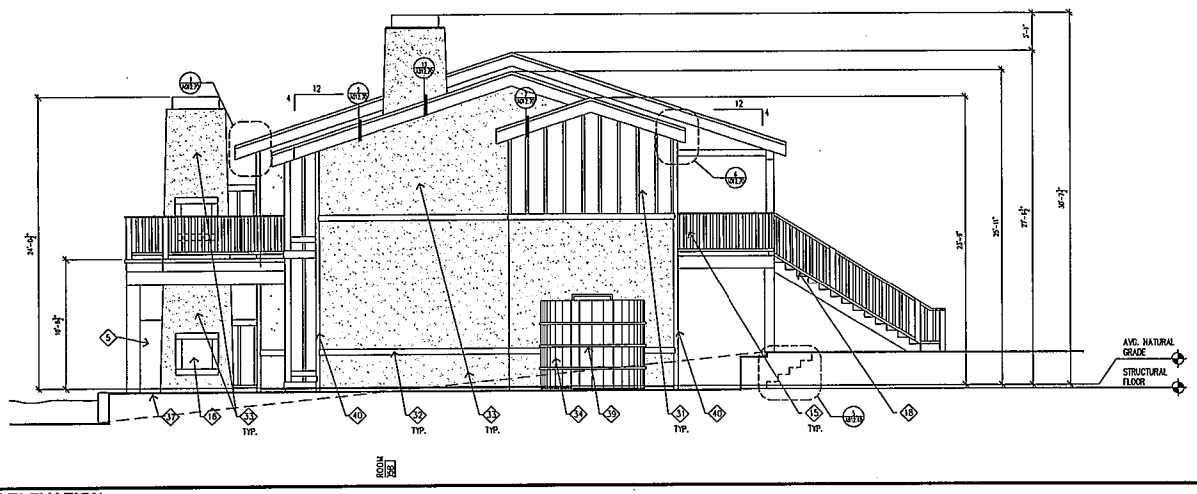
PROJECT NUMBER

COMPUTER FILE

PROJECT NAME
07.141

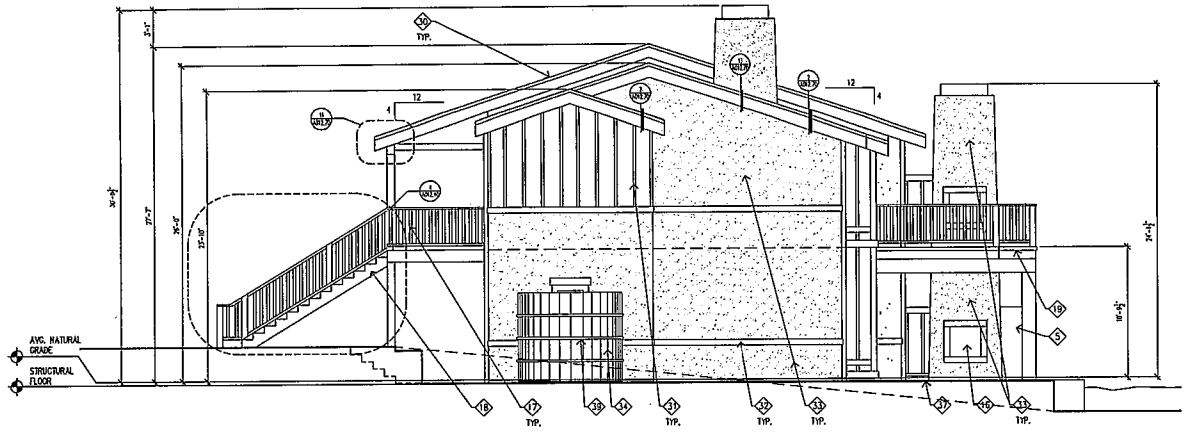
DESCRIPTION
BUILDING TYPE A ELEVATIONS

SHEET NUMBER
A09.01



RIGHT SIDE ELEVATION
SCALE: 1/4" = 1'-0"

B



LEFT SIDE ELEVATION
SCALE: 1/4" = 1'-0"

A

KEYNOTES

5. WOOD FENCE
16. SEALED GAS FIREPLACE; MONTIGO L42DF-ST C
17. WOOD GUARD RAIL – PAINTED
18. PRECAST CONCRETE STAIR – PAINTED
19. WOOD DECK – PAINTED
30. CONCRETE TILE ROOF R-1 U.O.N.
31. BOARD & BATTEN SIDING – PAINTED
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41. SHEET METAL DIVERTER – PAINTED GALVANIZEC MATCH R-1

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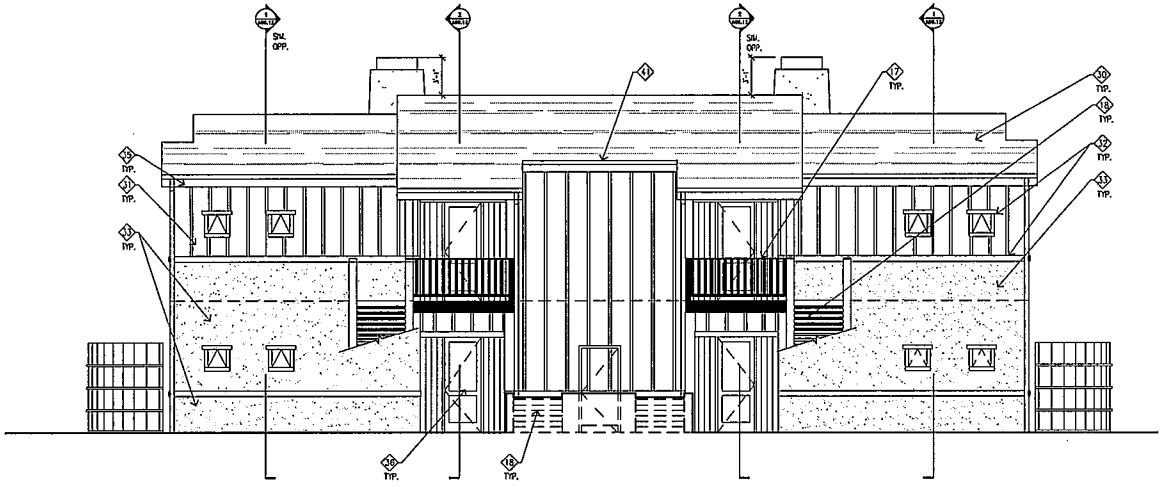
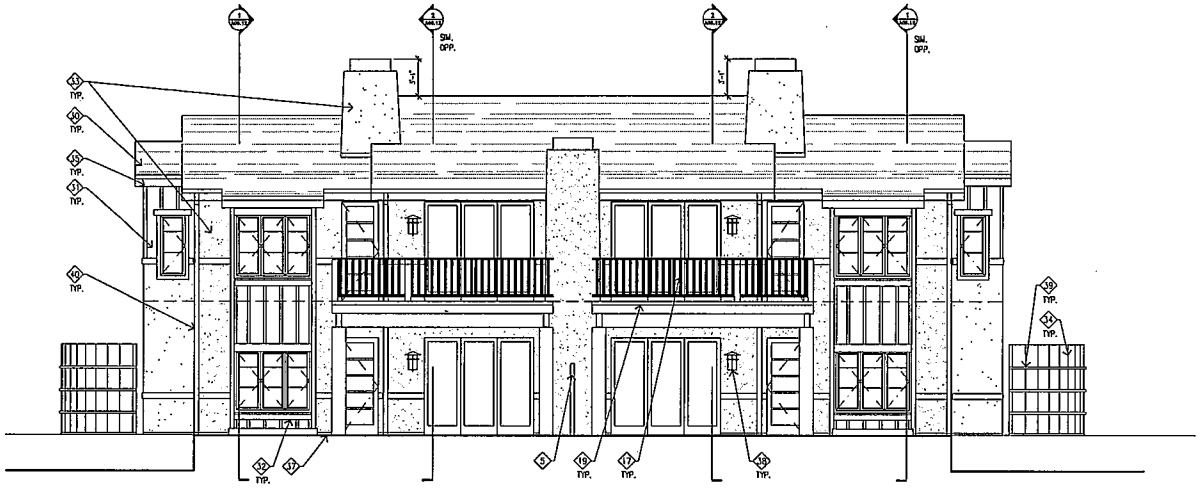
5.	05/29/09	PERMIT	

DATE
SCALE
PROJECT NUMBER 07.141
COMPUTER FILE
PROJECT NAME
DESCRIPTION
BUILDING TYPE B ELEVATIONS
SHEET NUMBER
A09.11



FRONT ELEVATION
SCALE: 1/4" = 1'-0"

B



REAR ELEVATION
SCALE: 1/4" = 1'-0"

A

KEYNOTES

5. WOOD FENCE
16. SEALED GAS FIREPLACE; MONTIGO L42DF-ST C.S.A. APPROVED
17. WOOD GUARD RAIL – PAINTED
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3.	03/25/08	FOR SUBMISSION	
4.	04/21/09	D.D. PRICING	
5.	09/29/09	PERMIT	

DATE

SCALE

PROJECT NUMBER 07.141

COMPUTER FILE

PROJECT NAME

DESCRIPTION
BUILDING TYPE B ELEVATIONS

SHEET NUMBER
A09.10

LIB080618
PLN020398
QUENGA

EXHIBIT C-3

AMENDED GENERAL DEVLOPMENT PLAN

Bernardus Lodge

November, 2008

History of Bernardus Lodge Development:

The Bernardus Lodge property was the location of the Carmel Valley Inn, a full service hotel facility that included 57 units, a restaurant and related amenities such as tennis courts and swimming pool, spa. The Carmel Inn was the center of many social activities in the area and routinely hosted weddings, meetings, large dinners and corporate functions. Over the years various county permits were issued for the property for a range of improvements and for live entertainment.

In 1997, Baylaurel, LLC acquired the property and began plans for the construction of a new facility to replace the aging and out dated Carmel Valley Inn. In 1998, the County Zoning Administrator, after public hearings, issued a permit for the new Lodge. Building permits were subsequently issued and the Bernardus Lodge was constructed. Construction was completed and Bernardus Lodge opened in August 1999.

Existing Development at Bernardus Lodge:

Bernardus Lodge is located at the northeast corner of Carmel Valley Road and Los Laureles Grade. Bernardus Lodge is a luxury resort with two restaurants and a spa. The restaurants, lobby area, registration, concierge and ancillary/administrative uses are located in the 20,000 SF main lodge building. The Bernardus Lodge amenities include one outdoor pool and two tennis courts. The pool and tennis courts are available for use from 7:00 am to 8:00 pm. A separate 5,000 SF spa building is also located on- site. The spa building incorporates eight treatment rooms, a fitness center and a warming pool. The spa facility is also only available from 7:00 am to 8:00 pm.

Bernardus currently has fifty seven guest rooms. This is the same number of rooms that were in the Carmel Valley Inn. The guestrooms are located in nine, one and two story buildings. Forty six of the fifty seven rooms are 550 SF in size. The remaining eleven rooms are 680 SF.

Bernardus Lodge offers two restaurants: Marinus and The Wickets Bistro and Lounge. Marinus provides dinner service only. Dinner service is available from 5:00 pm to 10:00 pm. with a maximum capacity of sixty seats. Wickets Bistro & Lounge operates from 7:00 am to 10:00 pm. Wickets has indoor seating for forty five, including the bar. The Wickets Terrace has additional outdoor seating for fifty persons (weather permitting). Both restaurants are located in the main lodge building.

Consistent with the history of the Carmel Valley Inn and the County issued permit for Bernardus Lodge, special events are conducted on a regular basis. Weddings, meetings, large dinners and corporate functions are all a part of the history and continuing operation of the Bernardus Lodge.

Proposed Development at Bernardus Lodge:

The proposed amendment to the General Development Plan would allow for an additional sixteen visitor serving units to be constructed in six buildings. The guestrooms would be approximately 1,000 SF each. There will be four single-story buildings each with two rooms and two, two-story buildings with 4 rooms each. The proposal also includes the construction of a two-story maintenance shop and storage facility. The second floor is an administrative office. The proposed building is approximately 1,500 SF on each floor for a total of approximately 3,000 SF.

The project site is on the immediate east side and contiguous to the main lodge. The overall project site, 25.345 acres, (APN 187-131-044-000) is a legal lot of record and as shown on Volume 24 of Surveys, Page 54. The lot does qualify for a certificate of compliance under Section 66499.35 (a) and (c) of the Subdivision Map Act.

The new facilities will be supported by the existing main Lodge for arrival, registration and related support.

The Lodge building is not proposed to be expanded or modified to accommodate the construction or operation of the proposed new units.

As noted, the amendment to the general development plan proposes to add sixteen units to Bernardus Lodge. The amendment does not propose additional on site amenities such as restaurant seating, pools, tennis courts or spa facilities. It is expected that the historic level of special events will continue. No changes are proposed with respect to the current operational limitation on live entertainment or amplified music.

The expanded project will continue to be served by the on-site wastewater treatment facility that was approved by Monterey County as a condition of approval of the initial Bernardus Lodge project.

When the current Bernardus Lodge was constructed, water was allocated by the MPWMD. As originally constructed, Bernardus included on site laundry facilities. Those facilities were eliminated in 2007 and as a result the MPWMD gave Bernardus a water credit of 3.74 AFY. That water will be used for the proposed expansion.

Carmel Valley Master Plan Allocation of Visitor Serving Units:

Carmel Valley Master Plan policy 28.1.27 (CV) reads "There shall be a maximum of 250 additional visitor accommodation units approved east of Via Mallorca, including units at Carmel Valley Ranch. In no case shall the overall density be in excess of 10 units per acre, except where higher densities may be appropriate..."

The Bernardus Lodge expansion would result in 73 units on 25.345 acres. The resulting density would 2.88 units/acre. In 2005, the Planning Commission considered a bed and breakfast application (Williams/PLN040720). As part of that application process, the Planning Department reported to the Planning Commission that at that time there were 86 visitor serving units remaining to be allocated. There has been no additional visitor serving units approved in Carmel Valley since 2005.

Based on these facts, the Bernardus Lodge expansion would be consistent with Carmel Valley Master Plan policy 28.1.27 (CV).

Number of Employees:

Bernardus Lodge currently employs 150 persons including maintenance, house keeping, restaurants staff, spa staff, front desk, concierge and Lodge management. At peak operating times, 60 employees are on-site. The additional facilities will require an additional five employees although the peak number of employees on-site will not change.

Parking:

There are 159 parking spaces on site. The proposed expansion will not require additional parking. The parking requirement, per Title 21, is:

57 hotel units:	57 spaces
Marinus Restaurant (60 seats):	15 spaces
Wickets (95 seats):	24 spaces
	96 spaces
16 new units:	16 spaces

Total required for hotel/restaurant 112 spaces

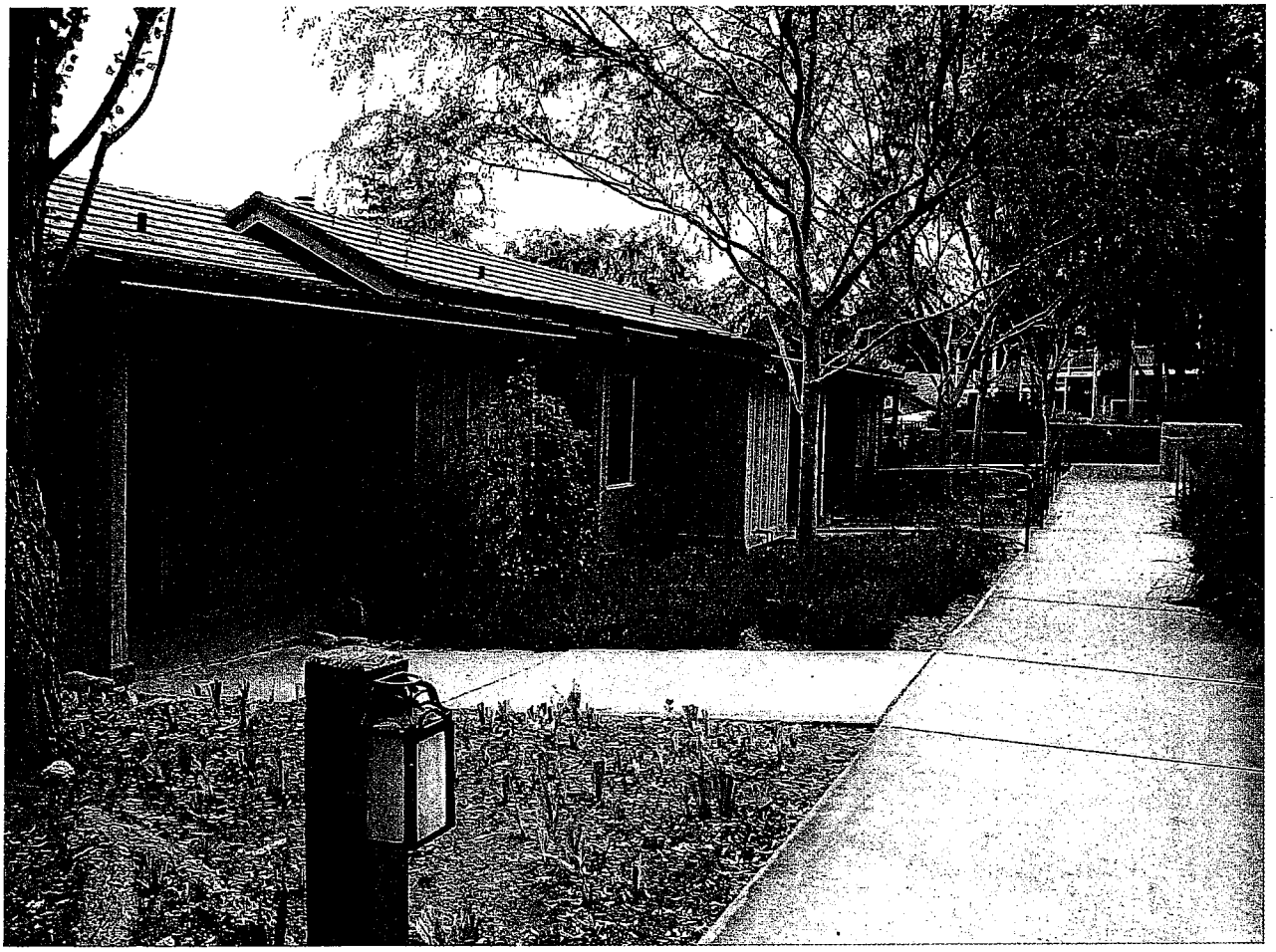
The balance of the parking, 47 spaces, is available for employee parking. At the ratio of 2 spaces for each 3 employees, parking is available for 70 employees at any given time. At peak operating times, no more than 60 employees are on-site.

Sign Program:

Only minimal additional signing, similar to the existing signing (see photo below) will be required within the Lodge complex to provide directions to guests. No new signing visible to persons off site is proposed. Signing for the new units will be consistent with the current signing plans for Bernardus Lodge.

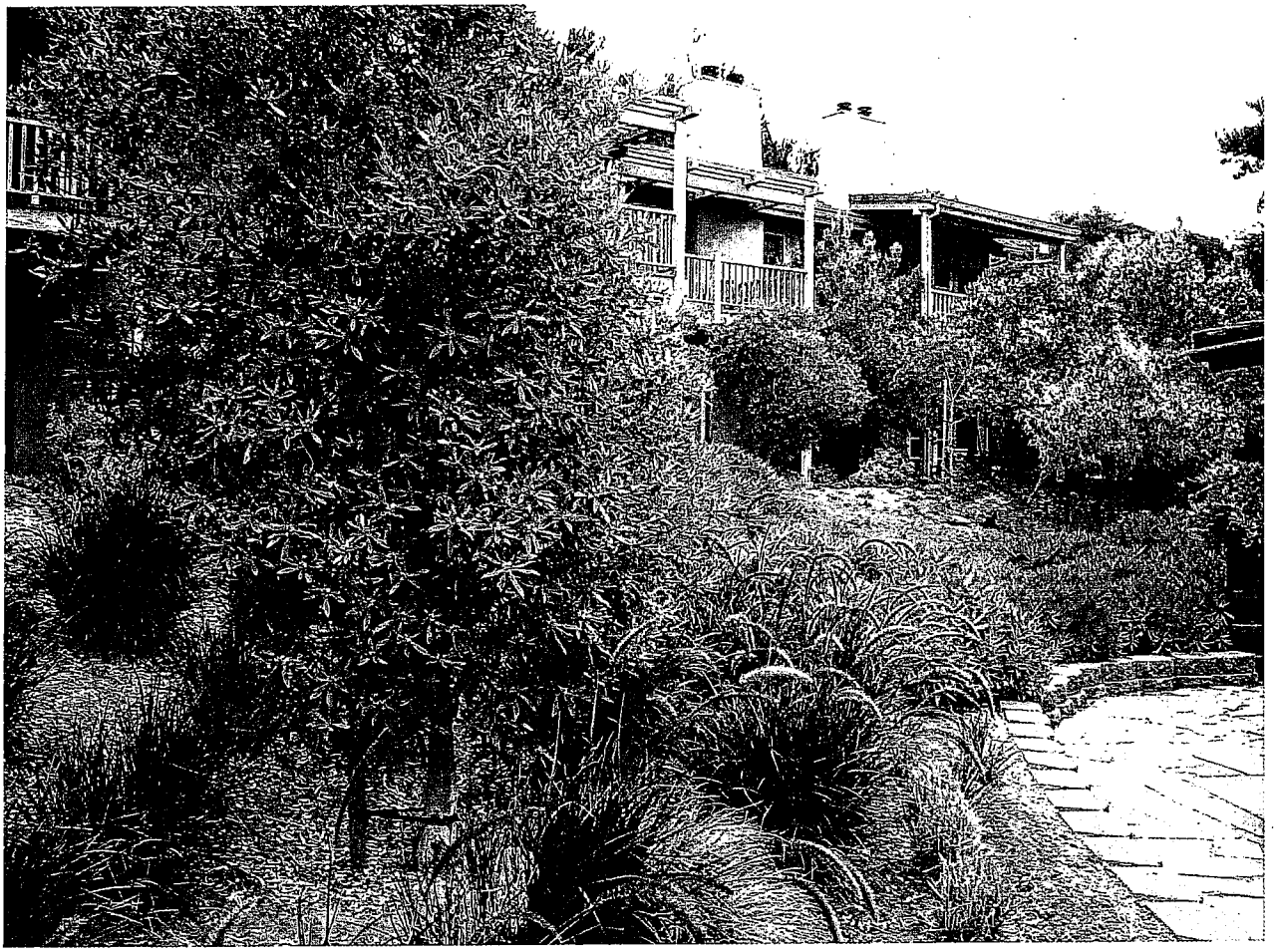
Materials and Colors:

The design of the new buildings will be consistent with the current design of Bernardus Lodge (see photos below). The property is subject to design control by the County of Monterey. The final design, including configuration, material and colors will require County approval.

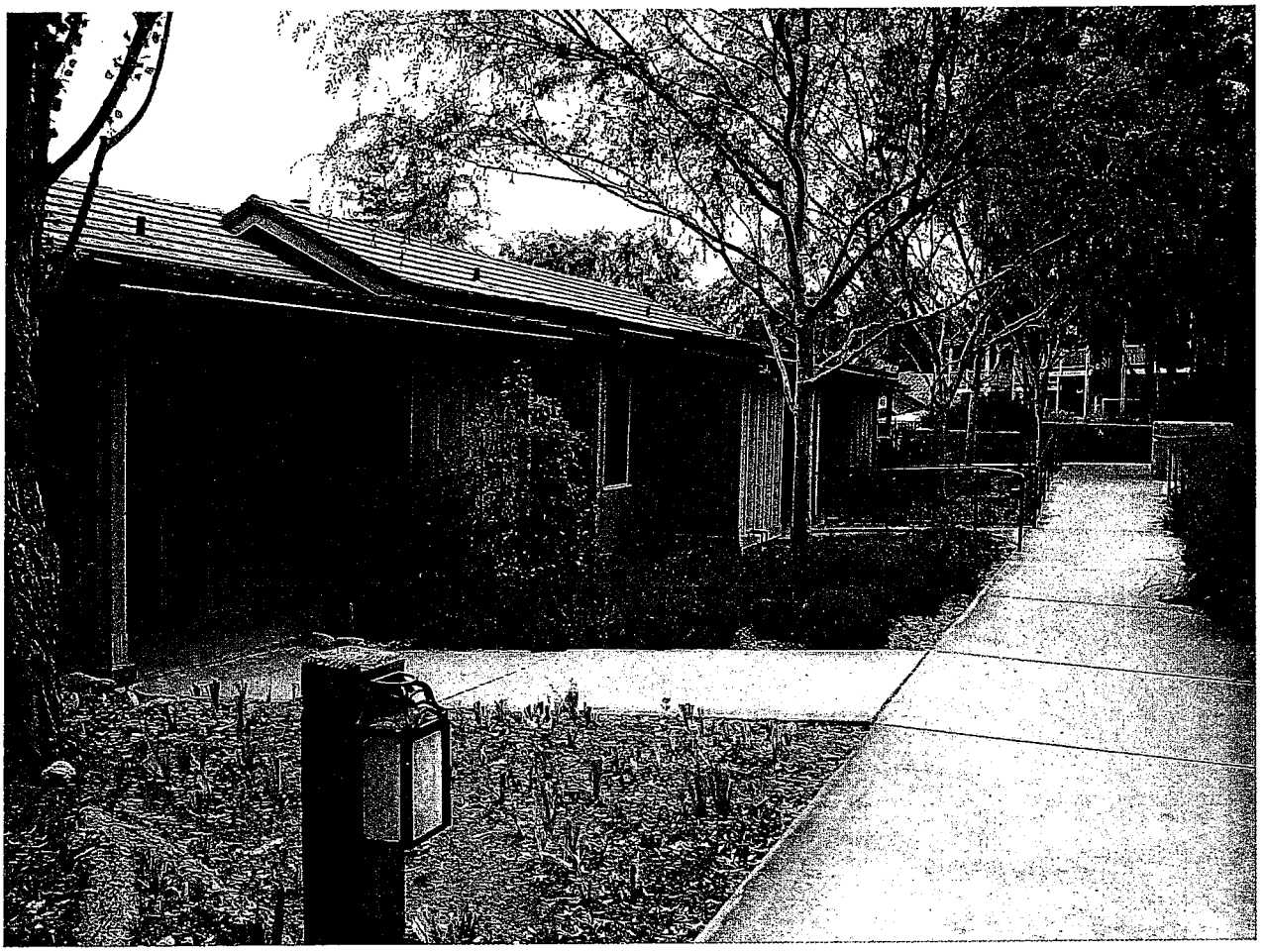


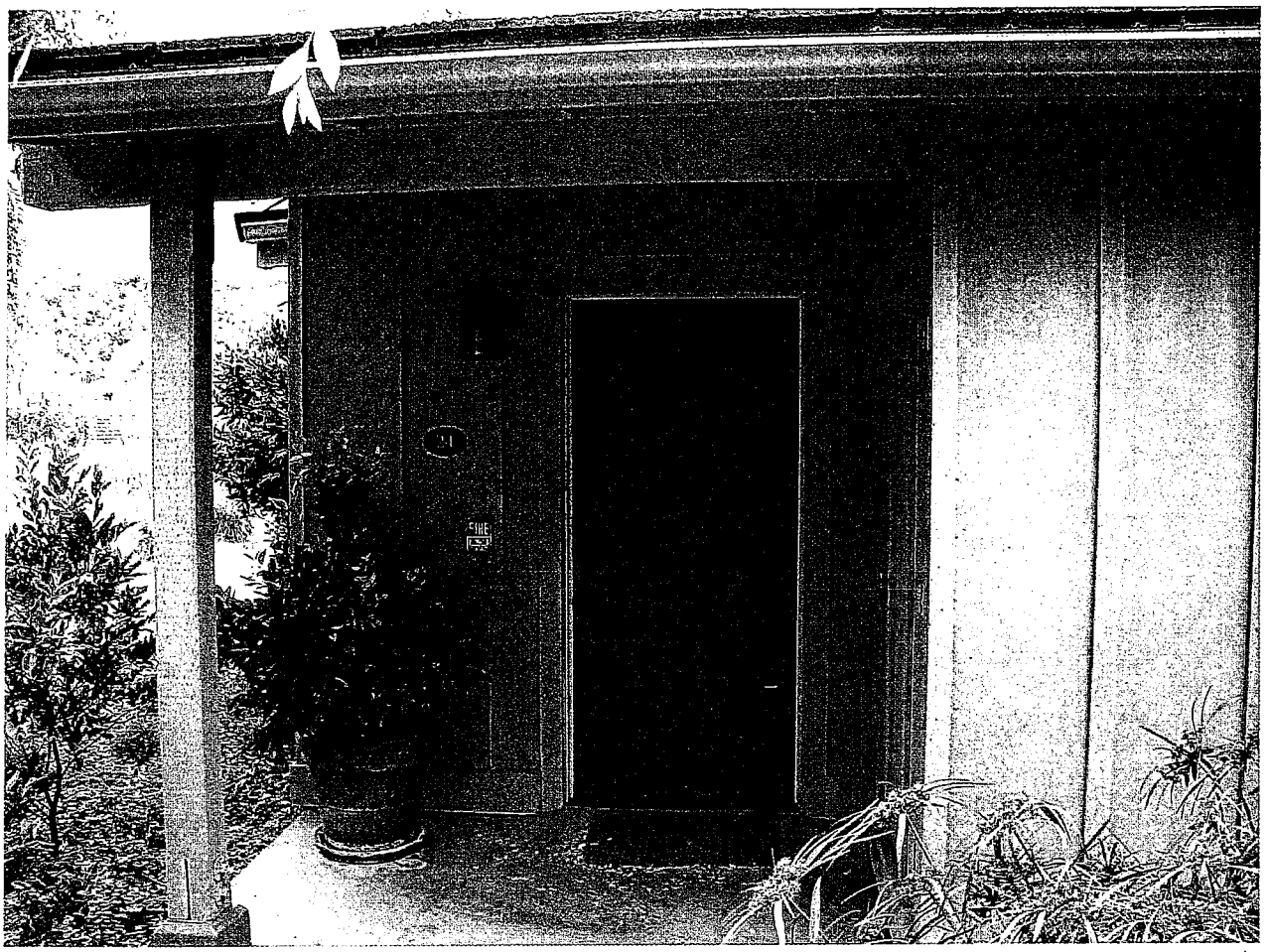
Landscaping Plan:

The landscaping for the new buildings will be consistent with the current landscaping of Bernardus Lodge (see photos below). The current use permit conditions require approval of landscape plans by the Director of Planning. The Use Permit that is being applied for in conjunction with this amendment to the General Development Plan is expected to be similarly conditioned. All landscaped area and fences will continue to be maintained in a litter-free, weed-free, healthy, growing condition.



Exterior Lighting:
The exterior lighting for the new buildings and grounds will be consistent with the current exterior lighting of Bernardus Lodge (see photos below). The current use permit conditions require approval of the exterior lighting plans by the Director of Planning. The Use Permit that is being applied for in conjunction with this amendment to the General Development Plan is expected to be similarly conditioned.





Trash/Recycling

No new trash enclosures will be constructed. Current recycling programs, which consist of cardboard, paper, glass, plastic and metal will continue. Yard waste is composted.

EXHIBIT D

VICINITY MAP

EXHIBIT D

APPLICANT: BAY LAUREL DBA BERNARDUS LODGE

APN: 187-131-044-000 **FILE #** PLN020398

300' Limit 2500' Limit City Limits

N

0 1,000

Feet

PLANNER: QUENGA

EXHIBIT E

CARMEL VALLEY LAND USE ADVISORY COMMITTEE MINUTES

EXHIBIT E

MINUTES
Carmel Valley Land Use Advisory Committee
Monday, February 2, 2009

1. Site Visit

Members Present: Janet Brennan, Neil Agron, David Burbidge, Judy MacClelland

Members Absent: Charles Franklin, Doug Pease, John Anzini

2. Meeting called to order by Janet Brennan at 6:30 p.m

3. Roll Call

Members Present: Janet Brennan, Neil Agron, David Burbidge, Judy MacClelland, Charles Franklin, John Anzini

Members Absent: Doug Pease~~None~~

4. Approval of Minutes:

A. December 1, 2008 minutes

Motion: John Anzini (LUAC Member's Name)

Second: Neil Agron (LUAC Member's Name)

Ayes: 6

Noes: 0

Absent1

Abstain: 0

5. 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

6. Other Items:

A) Election of Officers for 2009

1) Chairman Janet Brennan

Motion: John Anzini (LUAC Member's Name)

Second: Neil Aqron (LUAC Member's Name)

Ayes: 6

Noes: 0

Absent:1

Abstain: 0

2) Secretary Charles Franklin

Motion: John Anzini (LUAC Member's Name)

Second: Neil Aqron (LUAC Member's Name)

Ayes: 6

Noes: 0

Absent: 1

Abstain: 0

B) Selection of LUAC liaison to the Planning Dept. Tabled pending discussion of duties

Motion: John Anzini (LUAC Member's Name)

Second: Neil Aqron (LUAC Member's Name)

Ayes: 7

Noes: 0

Absent: 0

Abstain: 0

C) Preliminary Courtesy Presentations by Applicants Regarding Potential Projects

none

D) Scheduled Item(s) – *please refer to the Project Referral Sheets which follow for each separate file.*

E) Announcements

F) Discussion of input to the Planning Commission

7. Meeting Adjourned: ___8PM_____ am/pm

Minutes taken by: _____
Charles Franklin

Action by Land Use Advisory Committee
Project Referral Sheet

Monterey County Planning Department
168 W Alisal St 2nd Floor
Salinas CA
(831) 755-5025

Advisory Committee: Carmel Valley
Please submit your recommendations for this application by **February 2, 2009**

Project Name: BAY LAUREL DBA BERNARDUS LODGE
File Number: PLN020398
File Type: PC
Project Planner: QUENGA
Project Location: 415 CARMEL VALLEY RD CARMEL VALLEY
Project Description: COMBINED DEVELOPMENT PERMIT CONSISTING OF AN ADMINISTRATIVE PERMIT, GENERAL DEVELOPMENT PLAN AND DESIGN APPROVAL FOR CONSTRUCTION OF 16 ADDITIONAL HOTEL UNITS, AND A 3,000 SQUARE FOOT, TWO-STORY MAINTENANCE, STORAGE AND OFFICE BUILDING AT THE EXISTING 57-UNIT BERNARDUS LODGE. THE PROJECT INCLUDES DEMOLITION OF TWO EXISTING STRUCTURES ORIGINALLY BUILT AS SINGLE FAMILY DWELLINGS, CONSTRUCTION OF THREE RETAINING WALLS AND 3,281 CUBIC YARDS OF GRADING. MATERIALS AND COLORS TO MATCH EXISTING. THE PROPERTY IS LOCATED AT 415 CARMEL VALLEY ROAD, CARMEL VALLEY (ASSESSOR'S PARCEL NUMBER 187-131-044-000), CARMEL VALLEY MASTER PLAN AREA.

Was the Owner/Applicant/Representative Present at Meeting? Yes _X_ No _____

PUBLIC COMMENT:

Name	Site Neighbor?		Issues / Concerns (suggested changes)
	YES	NO	
Margaret Robbins		X	Environmental Review, Screening of light in rooms (Curtains); size increase (half acre); additional employees (1 or 2); changes in amenities / events (none planned)
Kathleen Baer	X		Traffic- need for a turning lane on Carmel Valley Road, when will three way stop become necessary
Tim Sanders – Carmel Valley Assoc.		X	Screening from Carmel Valley Road site line study needed
Darby Worth	X		Energy efficiency – Solar Panels (not in current plan) Existing central heat system sized for the addition
David Bernall	X		Expansion seems modest – Trusts Bernardus

John Mcombs	**X**		**Concerned about runoff mitigation & traffic mitigation**

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)
Traffic	Carmel Valley Road plan	Turn lane for Bernardus entrance,
Visual Impact	Specific Plan	Shift brighter colors so they are less visible from the south. Check site lines from Carmel Valley Road
Water	Specific Plan	On site use of runoff to be studied by civil engineer; LID projects should be considered
Height	Specific Plan	Reduce slope of new roofs or reduce height of single story structures to mitigate visibility

Energey – consider use of solor energy

ADDITIONAL LUAC COMMENTS

RECOMMENDATION:

Motion by John Anzini_____(LUAC Member's Name)

Second by Neal Agron_____ (LUAC Member's Name)

_____ Support Project as proposed and request that the project be returned to the CVLUAC after environmental review is completed.

___X___ Recommend Changes (as noted above)

_____ Continue the Item

Reason for Continuance: _____

Continued to what date: _____

AYES: 6_____

NOES: 0_____

ABSENT: 1_____

ABSTAIN: 0 _____

EXHIBIT F

PROJECT CORRESPONDENCE

Carmel Valley Association

P.O. Box 157, Carmel Valley, California 93924

www.carmelvalleyassociation.org

Since 1949

June 29, 2009n

County of Monterey
Resource Management Agency – Planning Department
Attn: Mike Novo, Director of Planning
168 West Alisal, 2nd Floor
Salinas, CA 93901

COMMENTS ON BERNARDUS PLN 020398

While some of these comments do not apply directly to the expansion, CVA feels that complete explanations must be provided before any additional privileges are given to the applicant.

1. Finding No. One of the Administrative Permit issued May 14, 1998, describes exactly what is to be built on APN 187-131-038. Yet, what is on site today appears to exceed what was allowed under the initial permit (two restaurants, plus outdoor seating of 45 additional restaurant patrons, wine tasting. an office building, a maintenance building and outdoor Jacuzzis for some of the existing 57 units, plus a ballroom.) Please describe in detail when these additional items were constructed, provide copies of building permits and supply documents showing the amendments to the original Administrative Permit.

2. Explain in detail how the code violation (CE000094)—using residential units for commercial space—was cleared.

3. Please supply water usage records for the past 10 years. Please supply a fixture list for the 16 new units and the two commerical buildings (office building and maintenance building). Are there any wells on site? What is their annual water usage? Explain what the water from each well irrigates or supplies.

4. When was the capacity of the waste water treatment units expanded and where is the documentation required from the County? Is the plant presently in compliance with condition 18 of the Administrative Permit? Please explain in detail. Please provide documentation showing that the plant has the capacity to handle the expansion and please supply all past annual reports since the expansion was completed.

5. Please supply records from the Water Management District of actual use by the now-closed laundry.

6. Is there a grease separator in the current parking areas? Please comment in detail.

7. The applicant's attorney requested of the CV LUAC that the height of the 16 new units be reduced. The CV LUAC included their request for height reduction, but this request is not mentioned in the IS/Mitigated Neg Dec. Why not? Please explain in detail.

8. According to neighbors, Suite 126 has been run into an additional conference room. Explain in detail the capacity and when this change occurred and include documentation permitting this change.

9. Will the porta-potties for the vineyard workers be eliminated as a part of the expansion? If not, why not?

10. Please clarify the number of staff needed to service the expansion. One report indicates 2 more employees, another report indicates 5 additional employees.

11. What mosquito abatement procedures are used for the drainage pond? Describe in detail.

12. Vineyard workers now park on the fire road. Will the expansion provide parking elsewhere? If not, why not?

13. Are any additional events planned to raise the occupancy rate of the 16 new units. If so, please identify by number and occupancy limit, if any. In the 2003 application, there was mention of 28 events. Has this number increased since 2003? Where do event guests park?

14. Is there any use of gray water on the property? If so, please describe where.

15. There is no discussion of how tree removal will affect drainage and future erosion problems. Please explain why this has been omitted.

16. File documents indicate there are 47 staff parking places. However, it also notes at peak operating time (peak times are not indicated), that there are 60 staff members on site. Where do the extra 13 staff members park.

17. Please indicate how many of the new units will have outdoor showers and Jacuzzis? Explain how this additional water usage has been accounted for.

18. It is stated in the Administrative Permit that the new construction of Bernardus will replace the existing 57 units of the Carmel Valley Inn. This has been an area of controversy since 1998. Please supply, including but not limited to, actual photos of the Carmel Valley Inn and building permits for Carmel Valley Inn that support the statement that CV Inn actually had a total of 57 units. It has been stated by the applicant's attorney that Bernardus was built in the exact footprint of the Carmel Valley Inn. And while this may be true, it is also true that the Inn did not have two story units. CVA believes that

Bernardus actually added 12 or 13 units to what was the original Inn by adding the second stories.

19. Traffic. The latest Higgins Traffic Study Update was done on June 26, 2008 while schools were not in session. The certainly lowers the AM peak hour analysis and is not acceptable. The study should be redone and re-circulated when schools are session. Please comment in detail. Please provide documentation that shows why a weekend operational analysis is not required.

20. Please explain in detail why only three road segments were selected for analysis.

21. Page 27 footnote. This says that Planning Staff did not review the Carmel Valley Master Plan Study prepared by DKS Associates with regards to this particular project. However, the DKS Study was referred to within the Traffic Impact Analysis for the Bernardus Lodge Expansion prepared by Higgins Associates. Please explain why the Planning Staff did not do this review.

22. CVA asks for a detailed explanation of why collecting fees until 2022 should or could possibly be considered a 'traffic mitigation' for this expansion when the expansion will be constructed well before 2022.

23. Please explain why the Higgins Study relies on the Carmel Valley Traffic Improvement Program DEIR (CVTIP DEIR) when it has not been certified and even before the response to the questions raised about that document have not been released to the public? In addition, please explain why the Higgins Study fails to mention that substantial changes have been made to the CVTIP DEIR by the newly released, Partially Revised CVTIP DEIR. CVA demands that Bernardus DEIR be redone and recirculated due to the changes listed above.

24. CVA directs Planning Staff to carefully review the comments made by both CVA and Margaret Robbins on the Partially Revised CVTIP DEIR and the CVTIP DEIR. In addition, the points raised by CVA and Robbins should be answered in the response to the Bernardus Mitigated Neg. Dec. since these comments also apply to traffic statement made in the Neg. Dec.

25. Pages 22: Please provide complete supporting documentation for this statement: "As of May 26, 2009, 164 Visitor Serving Units have been approved and approval of the proposed project would result in 70 remaining units." Please identify each of the visitor serving units that make up the 164 approved units by project name and location. According to the records of the CVA, the 250 limit has already been exceeded and there is no room in the 250 cap for the 16 additional Bernardus units.

The County, when asked repeatedly to clarify and update their records, has said "too busy"," no exact accounting available due to change in computer programs and lack of paper backup". CVA believes that some of the visitor serving projects that were approved before CVMP Policy 28.1.27 was in place have increased the number of rooms

unofficially. To complete the County's records since they are responsible for maintaining a correct count, building permits for all units approved before this policy went into affect should be checked against an actual room count. Please provide documentation that confirms these permits.

26. Page 2, section 2a, Paragraph three: "Landscaping to match existing landscaping and existing vineyards will extend north". Please indicate the amount of square footage of the vineyard extension and detail the amount of water needed to establish these new vines and the source of that water.

27. Please supply complete details of water usage annually since the laundry has been closed.

28. Are all the Waste Water Treatment Plant permits current and up to date? What is the capacity of that plant? Please provide the latest review of the plant from Environmental Health.

29. Describe in detail the review conducted to determine there are no cultural or historic resources on site, or an inventory of such resources.

30. Will the project be in compliance with the Federal Migratory Bird Treatment Act? If so, please describe how. Describe what measures will be taken to avoid impact with nesting birds.

31. Why was the soil in the area of the proposed expansion not tested for percolation?

32. Explain in detail what erosion control measures have been taken or will be taken to redirect or to dissipate the drainage problem in the northeast corner of the site.

33. Explain why the Rana creek site visit was conducted toward the end of the nesting season, when fewer birds would have been found, rather than at the beginning of the nesting season.

34. Rana Creek Site Visit. The report states that the three target rare and endangered species were not found on the site. In addition, the report states that the habitat suitable for these species is not found on site. However, Mary Ann Mathews book "Flowers and Plants of Monterey County" states directly the opposite. Please comment in detail on this discrepancy.

35. Please describe in detail the stringent erosion control methods that will be used during grading.

36. Please explain how the determination was made that run-off problems are less than significant when there is already a run-off problem on site. Please explain why the creation of additional impervious surfaces won't exacerbate this problem.

37. What is the exact capacity and location of the detention facilities? Where does the run-off go after it leaves the site and have any of the down-slope property owners been affected by the present run-off.

38. Higgins Traffic Study. Page 5: the description of Carmel Valley Road is incomplete. The four-lane section starts at State Highway 1, not Carmel Rancho Boulevard. The speed limits on Carmel Valley Rod range from 25 MPH at schools throughout Carmel Valley as well as east through the Village, and change from 55 MPH to 45 MPH and 35 MPH through various segments of Carmel Valley Road. CVA wonders that with this large an error in Higgins' brief description—after Higgins' many years of studying Carmel Valley Road for years—how we can take seriously anything else in this report. An explanation will be appreciated.

Thank you for your attention to these matters and concerns.

Sincerely,

Christine Williams

Christine Williams, President
Carmel Valley Association
PO Box 157
Carmel Valley CA 93924

27300 Rancho San Carlos Road, Carmel CA 93923 Tel (831) 624-2737 Fax (831) 624-8248 Web www.CVAConline.com

February 2, 2009

Monterey County Planning Commission
168 West Alisal Street, 2nd Floor
Salinas, CA 93901

Re: PLN 020398

Dear Planning Commission Members,

We are writing to you in support of Bernardus Lodge and the development plans that have been put forth.

This project provides for many direct and positive benefits to the Monterey Peninsula, all of which will strengthen this area's reputation as a top tourist destination.

I have watched the changes take place at Bernardus Lodge over the years and feel strongly that this property is one of the peninsula's finest. We are fortunate that significant capital is being invested in our local community.

Thank you for considering our opinion.

Sincerely,

Carmel Valley Athletic Club

MP LLC
27200 Rancho San Carlos Road
Carmel, California 93923

February 2, 2009

Monterey County Planning Commission
168 West Alisal Street, 2nd Floor
Salinas, CA 93901

Re: PLN 020398

To whom it may concern,

I am writing to you in support of the Bernardus Lodge plan to construct 16 additional hotel units as well as a new maintenance, storage, and office building. We have been following this project closely and are excited to see it move forward.

If approved, the developments at Bernardus Lodge will result in a tremendous benefit to Carmel Valley and the Monterey Peninsula as a whole. It is encouraging to see investment being devoted to our local community in such difficult times.

We support this project fully and hope it is approved.

Respectfully,

Scot E. McKay
27200 Rancho San Carlos Rd
Carmel, CA 93923

Answers all questions

Subj: **Bernardus at LUAC -- solar energy**
Date: 2/5/2009 12:15:10 P.M. Pacific Standard Time
From: tds@oxy.edu
To: janetb@montereybay.com
CC: kiwimama8@comcast.net, aahq@mbay.net, dalessio@mbay.net, joeh@mbay.net, mgale@redshift.com, ed_morrow@comcast.net, toddnorg@aol.com, Margaretmike@aol.com

Janet,

Thanks for leading and managing the site visit and LUAC meeting regarding Bernardus with your usual thoughtfulness. A number of useful issues and points emerged..

I've been having second thoughts about not chiming in on behalf of solar energy use for the project, and I want to pass on to you my thinking.

It would be worthwhile, I think, to request that a condition on Bernardus project should be that it should include solar electrical power sufficient to supply something like 120% of expected electrical demand for the project, and sufficient solar water heating supply the same percentage of expected hot water demand. (The reason for more than 100% is to provide for weather-caused inefficiencies and for unexpected peak demand. There must be professional standards for this, and I would go along with whatever the most respected of them may be.)

The solar energy question raised at the LUAC meeting was rebutted with the comment that there is sufficient electrical power already available at Bernardus. But that misses the point, which is that we need to move away from nonrenewable sources whenever and wherever possible. This is a large enough commercial/hospitality project that it really is inexcusable for it not to make the sensible and future-oriented environmental choice. And the community should demand that it make this contribution to our mutual welfare.

As you know, I have read the Climate Change section (4.16) of the DEIR for GPU5 (there is no section on climate change section in GPU5) and that has affected my understanding of the situation we face eith individual projects.

The State has made clear, through legislation and governor's executive order, that climate change is to be taken seriously and that action toward abating greehouse gas emissions is urgent.

For the Bernardus project, the point is that the new units will require energy, and nonrenewable energy available through the grid or some local source produces greenhouse gas emissions. Hospitality units induce travel and the related greenhouse gas emissions, so overall they are responsible for more emssions than the average permanent housing unit, and should at least "pay their way" at the site of the units.

In my judgment current public policy, especially at the state level, is abundantly clear that reduction of greenhouse gas emissions is a very high public priority for all development, including transportation induced by the development. This is consistent with the growing need for improved energy efficiency in general, and other environmental concerns.

Therefore I think it a fair and even urgent demand that the Bernardus -- and any other project of significant size (say, over 3,000 sq. ft. floor area) -- be conditioned on the use of solar electrical and heating energy.

I realize that I should have spoken up at the LUAC meeting (actually, I hadn't thought it through at the time), and that was the time for LUAC to discuss it. But I wanted you to know my thinking even if it is too late to be included in that particular part of the Bernardus process.

Best regards,

Tim

BERNARDUS LODGE EXPANSION
COMMENTS BY
Joseph Hertlein
For CVLUAC Meeting on 4/21/03

Answers and questions

✓ Full staking – will the building encroach into the finish landscaped area?

✓ Zoning for merged lots – zoning for the area of the planned expansion is what? It shows as VO in the CVMP of 1986 with residential in the front section on CV Road. But is this the actual zoning?

✓ How did the merged lot come into being? – Was this done in February 2001, and if so, did it involve a lot line adjustment? What level of public review was provided?

Trees – if they are on the property line, who owns them? If they are harmed because of construction on one side of the line, to what extent is that property owner responsible to the property owner on the other side? Can it be made a condition that a bond is posted to pay compensation to the other property owner harmed or to compensate for the loss of tree cover or to pay for replanting of substantial new trees?

Traffic – Can a developer be made responsible for s substantial portion of the cost for road improvements that are necessary due to the incremental increase in traffic?

View – seeing more development will have a negative impact on preserving the rural character. Can it be stipulated that the additional development will be completely screened, not visible form CV Road?

Colors – while I don't mind the colors, I know that many people in the community are not pleased with the colors. Could the new buildings be of a different color tone (browns and gray perhaps)? Would it be possible for the existing building to be repainted in time as condition of approval of the new buildings?

Lighting – what can be done to make the new as well as existing lighting less visible at night to people passing by on CV Road?

Noise – What are the current noise levels and are these within the prescribed limits? Have there been any complaints from adjoining neighbors as to noise?

Commercial building – the introduction of a commercial building with twenty-three employees seems to be out of character with the surrounding residential neighborhood. Could the project be done without this building – perhaps located on another site?

Amount of development – would the project still be viable if just 8 or 10 of the larger deluxe units were built
And not the 4 standard units and the commercial building?

Storage – where will wood storage, greenhouse etc on the site now be handled once it is fully developed? When will the unsightly storage containers on the West Side of the property be relocated or hidden from public view?

Water – How much water does the current lodge use? Is this less than the amount allocated through the previous water credit allowed for the replacement project?

SIERRA CLUB VENTANA CHAPTER

P.O. BOX 5667, CARMEL, CALIFORNIA 93921

CHAPTER OFFICE • ENVIRONMENTAL CENTER (831) 624-8032

April 6, 2003

Carmel Valley Land Use Advisory Committee &
Paul Mugan, Planner
Monterey County

RE: "Bay Laurel" (Bernardus) Application for Expansion

The Ventana Chapter Sierra Club has reviewed information on the "General Development Plan" for the proposed expansion of Bernardus Lodge. The documentation indicates the project application is not yet deemed complete.

At this stage, we have the following concerns and unanswered questions, all of which deal with legitimate CEQA-required analysis:

1. Legal Commercial Uses: Are the two houses to be destroyed and replaced with commercial uses legally designated for commercial uses? (The project is surrounded by residential zoning.) When were the 2 house lots purchased and how were they designated prior to purchase (residential or commercial, etc.?)

What is the impact of continued "commercial creep" into that residential neighborhood? Also, if it cannot be definitively proven that the two houses were legally designated as commercial originally, the county must analyze the cumulative impact of allowing commercial activities and uses there, and elsewhere, to spread out into neighboring areas that are not zoned for those impacts.

2. Development Moratorium: Carmel Valley is under a growth-limiting ordinance due to the traffic conditions (which are bad, and there is no Hatton Canyon Freeway as required in the Carmel Valley Master Plan to address traffic impacts.) Please provide an analysis of how the existing moratorium on new development effects this proposal and why it should be approved when other development must be curtailed.

3. Traffic: A left turn channelization would not ameliorate the additional traffic added to Carmel Valley Road from 16 more units and the business building. Channelization is simply a way to allow all the additional cars to enter and exit the project more easily. In addition, Los Laureles Grade will be impacted, as cars routinely use the project's service driveway to and from

that fast and dangerous road. Also, vehicles routinely use that same stretch of Laureles Grade to (illegally) overtake slower ones going up the steep grade, and it is well known that vehicles also regularly speed going down the Grade in that same segment. This is an important safety issue.

4. Water: as the water shortage is an ongoing critical issue for this area, the public and decision makers must have detailed information about the water supply for the project. Are the water credits legal and still valid? And, most importantly, are the proposed water use numbers reasonable? How *exactly* will the water needs of 16 new units (with Jacuzzis?) be satisfied? How has the actual water use of the current Lodge compared to that which was anticipated when it was approved? (Actual room occupancy should be factored in to the numbers, as water use would be higher with full occupancy.) How has the actual water use of the current Lodge compared to the water use of the prior existing motel, prior to its "renovation."

5. Trees: in addition to the removal of 4 protected trees, how many other trees are going to be removed? What will the impacts be to wildlife? What would be the replanting ratio and where will they be replanted? Has the Lodge replanted or mitigated the trees already removed for its operations?

6. Noise: tree removal will remove a sound barrier for the surrounding neighborhood. The traffic noise from Carmel Valley Road travels up the hill into the neighborhood above. How will the loss to this barrier be mitigated?

We believe the project application should be complete before going to county advisory and planning bodies, otherwise decisions made there, by definition, will be based upon incomplete information. This need is even more important than ever as the Bernardus Lodge previously carried out a major expansion under the guise of a "remodel." There were irregularities in the county's process, which caused considerable public outcry.

Thank you for your response to these questions and comments.

Gillian Taylor

Gillian Taylor, Co-Chair, Conservation Committee
Ventana Chapter

GT/RD

April 20, 2003

Planning Commission:

In regard to the proposed expansion of Bernardus Lodge, I should like to protest. As a local homeowner I do NOT want to see the construction of commercial buildings. These plans seem to me unnecessary and inconsiderate of the neighbors. I don't want to see more large units, and I think the proposed tree removal unconscionable.

Traffic has increased on Carmel Valley Road since the lodge opened. Where will the water come from for more units?

Please deny this grandiose project.

Sincerely,

Mary Severson

Mary Severson
69 Rancho Road
Carmel Valley
CA 93924

April 26, 2003

To Whom It May Concern:

The following is background information on the 10 to 11 acre parcel adjacent to Bernardus Lodge that was previously owned by Craig and Virginia Smith . I rented the newer house (built in the early 1980s) on Craig Smith's property from September,1984, until June, 1985, and again from October, 1986, to June, 1999.

1. I rented directly form Craig Smith. My checks were made out to him until after his death. Starting on May 30, 1996, my checks were made out to Paul Constantino and Virginia Smith. Starting on April 1, 1998, my checks were sent to Virginia Smith and Steve Dylina, County of San Mateo.

2. I received an eviction notice dated April 30, 1999. The notice was not from Virginia Smith, my landlord. The return address on the envelop was 210 Capitol St. #8, Salinas, CA 93901.

3. My last rental check to Virginia Smith was on June 1, 1999.

4. During the summer and fall of 1999 Virginia Smith repeatedly told me that she did not want to sell her Carmel Valley property and had no intention of doing so. She said that she was being forced to sell even though she only had intented to lease the buildings on the other parcel to Bernardus.

5. During my last months on Virginia's property, managers and workers at Bernardus Lodge acted like they owned the parcel adjacent to the lodge. At one poin Andy ? said that they planned to demolish the two houses the following week and that inspectors for asbestos and water credits needed to have access to the inside ot the house. The same day Virginia Smith phoned and said that she had no intention of selling the property.

6. Virginia reluctlantly signed the papers for escrow in the fall of 1999. She was so saddened by the loss of her property that during one conversation she, a 77 - year-old widow, started to cry.

7.Sometime before April, 1999, I went to the county office to inquire about separating the the back lots from the front field. Virginia Smith owned two large parcels : one was the land under Carmel Valley Lodge / Bernardus Lodge ; the other was the parcel that included the front field and the land under and surrounding the houses rented by the Nassettas and me. The wor ker in the county office told me that "our" parcel was zoned **low density residential.** She stated that even though Craig Smith had started to subdivide this large parcel, he had not completed the process. The lot lines for this division were on the county map.

Sincerely,

Lynn Larsen

Lynn Larsen
Carmel,CA
831- 620 1588

♀ CARMEL VALLEY WOMEN'S NETWORK ♀
P.O. Box 557
Carmel Valley, California 93924-0557
Telephone/Fax # 659-3933

April 19, 2003

Janet Brennan, Chair
Land Use Advisory Committee
14 de Los Helechos
Carmel Valley, California 93924

Reference: Bernardus Lodge Expansion

Dear Chairwoman Brennan:

The members of the Carmel Valley Women's Network are extremely concerned about the recent news reports in *The Monterey County Herald* and *The Carmel Pine Cone* concerning Bernardus Lodge's drive toward expansion. We are vehemently opposed to this expansion for the following reasons, but primarily because allowing Bernardus to do what they wish marks further commercialization in a residential area.

1. Bernardus wants to build 16 guest suites on its property at the foot of Los Laureles Grade. Each suite will be1,000 square feet, for a total of 16,000 square feet. Not only is this a considerable amount of land to be used for Bernardus's personal gain, but it also means that other lodges, inns, and motels, who might need a unit or two or three, will not be able to obtain them since it is the law that a total of 16 units is all that will be allowed for the entire Valley. Too, these units each will have a full kitchen, living room, 1 ½ baths, huge closets, and patios. These are not suites, they are houses, with each house having 1000 square feet + a patio. To us, this seems to be a thinly veiled effort on the part of the applicant to rent out houses for considerable lengths of time, again for personal gain.

2. Is the 4,018 square foot office building in addition to Bernardus' "office" in the old Bank of America building? If the answer is no, what will happen to the Bank of America building? How will it be used? Will it be sold? Will it be leased? The members of the Carmel Valley Women's Network see no reason whatsoever for putting a two story office building on residential property when the applicant already owns a very ample building in Carmel Valley Village.

3. The newspaper reports indicate that the applicant will do all of this work on four acres behind the lodge, and will remove three oaks and one willow. The applicant also will

will bring at least 16 more cars, which will arrive and leave the facility each day. The 22 new employees would add 22 more cars each day. This does not include regular staff nor does it include the lodgers Bernardus now accommodates. Enough is enough.

The complaints we have made here merely scratch the surface. Did Bernardus have a permit to plant the grape vines at the Lodge? We doubt it. LUAC must not forget that Bernardus has a substantial vineyard in the Cachagua area. The grapes at Bernardus Lodge are totally unnecessary.

We urge the Carmel Valley Land Use Advisory committee to vote against this horrific proposal by an applicant who has never been a good neighbor to the people it has chosen to live among. It is contemptuous to come into a lovely area like Carmel Valley and then promptly begin to debauch the area. This is exactly what the applicant has done over the years, and obviously, judging from the current application, will continue to do. Please deny this application – we cannot allow the applicant to further diminish our beautiful Carmel Valley.

Thank you.

Sincerely yours,

CARMEL VALLEY WOMEN'S NETWORK

Grace Darcy
Chair

April 20, 2003

Carmel Valley Land Use Advisory Committee

Dear Committee Members:

Bernardus Pon is asking for a permit to further expand his facilities to property he now owns in our residential area. The stated use of a proposed 4000 square foot office building is for offices of an unspecified nature and for housing agricultural vehicles. The zoning of the parcel of land on which this building would be situated is said to be "mixed", that is to say, agricultural/guest-serving.

Originally, we believe, the zoning classification of the targeted two acre parcel now combined with agriculturally-zoned land, was that of "low-density residential". Somehow, if what we are told is true, the original zoning of that land was recently and mysteriously changed. If that, in turn, is the case, this zoning change was effected without notification of the surrounding property owners. None of us recalls any such change being proposed nor having been given the opportunity to review such a change at a public hearing. We wish to retain the nature of our community as provided for by the original zoning of this parcel.

Should the zoning claimed by Mr. Pon's attorneys be legally upheld, despite our conviction that it should not, we nonetheless oppose any uses of this property other than for direct guest-serving purposes. We oppose construction on the property at any density greater than that of low-density housing. We also oppose the use of the land for office or vehicle-housing structures due to the undesirable visual and commercial character this would impart to our residential neighborhood.

Property owners, members of the
La Rancheria Homeowners' Association

April 7, 2003

Dear Janet, Madam Chairman:

I will be unable to attend the meeting this evening due to my health, but after reading the schedule that came in the mail, I felt I should go on record regarding the BERNARDUS LODGE Item - PROJECT: BAY LAUREL LLC #3 on the agenda.

In my ten years plus on the CVLUAC I have seen projects of all kinds come before us and worked, I hope sincerely and diligently, to keep a certain feeling maintained in the valley. Unfortunately, even with adamant opposition years back to the Carmel Valley Ranch project, it went through anyway and the County didn't heed our full review.

So, I wish to express my opposition to this out-of-proportion expansion to the Bernardus Lodge with their uncaring toward the environment, the surrounding area of residential homes and their ignoring the consensus of everyone in the valley not desiring any two story office or business structures on these properties. I refer back to their attempts to build the 9000 sq.ft. office and wine-tasting two story building within the past year and a half.

I trust you will all be sure as to the proper zoning, and address the issue that Visitor Serving does not mean strong commercial - office buildings etc. Where is the water coming from? Have they handled all problems from original re-model?

Thank you, and greetings to the rest of the members of the committee, I miss everyone.

Sincerely,

Robert Read

Robert Read
(831) 659-5218

P.S. Please enter this in the record tonight.

April 7, 2003

To Whom It May Concern:

It has come to our attention that Bernardus Lodge intends to increase their lodging units by adding 16 deluxe units, and to increase commercial footage by 4100 square feet by creating a new 2 story office building. This is a concern to us and we protest because of the water usage and the traffic increase on our already congested and beyond "trigger point" Carmel Valley Road. Additional commercial space will be another change to the rural character that Carmel Valley residents so cherish. If office space or maintenance buildings are needed to serve the facility as it stands we suggest that the buildings be kept to single story only. The property that is in question is now two residential units. The land usage permit should not be changed to increase beyond a reciprocal amount of traffic or water in any case.

We also have a concern about the lighting of the trees on the already built Lodge property.

All lighting is to be pointing downward and is not to create off site glare or be invasive of

the night sky. Since there are lights that could come under question as the code, we feel that

the addition of buildings will only increase the light pollution.

Thank you
Pamela [signature]

Doug

BERNARDUS

What is the name of the spray that is used on the grape vines? How does anyone get prior notice about spraying --neighbors? Guests? How many acres are now in grape vines? How many acres will be added? What is the annual use of water for the grape vines? What is the annual use for new vines? Are all the grape vines on drip irrigation? Will the porta potties for vineyeard workers be eliminatged by the new constrution? If not, why isn't there adequate screening of these potties from Crmel Valley Road?

Waste Water Treatment Plant: What is the present use? What is the capacity? Who checks this plant annually? Where are the past reports? What is the projected waste water use from the additional 16 units? How many fixtures are in the existing 57 units?How many new fixtures willbe required by the 16 additional units and the two buildings?

Water Use: Where are the well records? What is the current use? How many wells are on the property? And what do they water? Why aren't all the plantings on drip irrigation? How much water will be used by the 16 new units and other two buildings?

What was the zoning for the two buildings that will be eliminated? What is the total impervious footing (paths, parking lots, buildings etc) and how much impervious footing will be added by the new constrution?

Is the present grease separation adequate? Where does the water in the drainage pond go? I{s there any misquito abatement? How will drainage be handled in the newly constructed area?

What traffic mitigation is proposed? What is the number of present employees? How many new employees will be hired? Employees for the vineyeards now park in the fire road. Is the up to code? How many additional parking soaces will be required for the new employees and guests in the new 16 rooms. What is the exact square footage of the present units. What is the exact square footage for the new units. How many of the new units will have outdoor showers and spas?

Some of the equipment on the property does not have sound baffles--will this be corrected during the new construction? How many separate parcels are now on the property. Is there a separate lot for the new constuction? What is the zoning for each parcel?

Neighbors have objected to the present lighting on the property. Will this be changed during the new construction?

Exactly what type events are allowed under the current use permit? Are there any limits to hours for these events? How many events are permitted annually? Is any

off-site parking required for events? Where will this parking be located? How many employees will be in the new administrative building?
Does the traffic report consider event traffic as separate? If not, why not?

When will the new landscaping plan be available for public reiew? Please include projected water use. Please provide water records from the Water Management Districft. Please provide documentation of the previous water use by the on-site laundry.

Why hasn't the 2003 traffic study been updated? When will the geotech study be updated? What is the actual slope of the area where the new construction will take place? Has the height of the new buildings been reduced as the LUAC recommended. While the Architect is a LED (green building form) how ill the oublic be assured that green building will actually take place?

Code Violation in 2000: Has the been corrected and when was it corrected and where are the complete records?

Where is the documentation that proves that the water used by the previous on-site laundry is adequate for the 16 units and the two buildings? How many water credits are available from the two buildings being demolished?

What is the present time-line for this project?

Margaret Roberts
4/27/09

EXHIBIT G

MITIGATED NEGATIVE DECLARATION

Exhibit G

County of Monterey, State of California

MITIGATED NEGATIVE DECLARATION

Project Title: BAY LAUREL DBA BERNARDUS LODGE
File Number: PLN020398
Owner: BAY LAUREL LLC

Project Location: 415 CARMEL VALLEY RD CARMEL VALLEY
Primary APN: 187-131-044-000
Project Planner: QUENGA
Permit Type: Use Permit

Project Description: COMBINED DEVELOPMENT PERMIT CONSISTING OF AN ADMINISTRATIVE PERMIT, GENERAL DEVELOPMENT PLAN AND DESIGN APPROVAL FOR CONSTRUCTION OF 16 ADDITIONAL HOTEL UNITS, AND A 3,000 SQUARE FOOT, TWO-STORY MAINTENANCE, STORAGE AND OFFICE BUILDING AT THE EXISTING 57-UNIT BERNARDUS LODGE. THE PROJECT INCLUDES DEMOLITION OF TWO EXISTING STRUCTURES ORIGINALLY BUILT AS SINGLE FAMILY DWELLINGS, CONSTRUCTION OF RETAINING WALLS AND ASSOCIATED GRADING. MATERIALS AND COLORS TO MATCH EXISTING. THE PROPERTY IS LOCATED AT 415 CARMEL VALLEY ROAD, CARMEL VALLEY (ASSESSOR'S PARCEL NUMBER 187-131-044-000), CARMEL VALLEY MASTER PLAN AREA.

THIS PROPOSED PROJECT WILL NOT HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT AS IT HAS BEEN FOUND:

a) That said project will **NOT** have the potential to significantly degrade the quality of the environment.
b) That said project will have **NO** significant impact on long-term environmental goals.
c)That said project will have **NO** significant cumulative effect upon the environment.
d) That said project will **NOT** cause substantial adverse effects on human beings, either directly or indirectly.

Decision Making Body (check one):

- ■ Planning Commission
- ☐ Zoning Administrator
- ☐ Board of Supervisors
- ☐ Subdivision Committee
- ☐ Chief of Planning Services
- ☐ Other: _____

Responsible Agency: County of Monterey
Review Period Begins: 06/10/2009
Review Period Ends: 07/01/2009

Further information, including a copy of the application and Initial Study are available at the Monterey County Planning & Building Inspection Department, 168 West Alisal St, 2nd Floor, Salinas, CA (831) 755-5025

Date Printed: 06/09/200

MONTEREY COUNTY

RESOURCE MANAGEMENT AGENCY – PLANNING DEPARTMENT
168 WEST ALISAL, 2ND FLOOR, SALINAS, CA 93901
(831) 755-5025 FAX: (831) 755-9516

NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION
MONTEREY COUNTY PLANNING COMMISSION

NOTICE IS HEREBY GIVEN that the Monterey County Resource Management Agency – Planning Department has prepared a draft Mitigated Negative Declaration, pursuant to the requirements of CEQA, for a Combined Development Permit (**Bay Laurel LLC, File Number PLN020398**) at 415 Carmel Valley Road, Carmel Valley (APN 187-131-044-000) (see description below). The project includes the construction of 16 additional hotel units, and a 3,000 square foot, two-story maintenance, storage and office building at the existing 57-unit Bernardus Lodge. The project also includes demolition of two existing structures originally built as single family dwellings, construction of retaining walls and associated grading. The Mitigated Negative Declaration and Initial Study, as well as referenced documents, are available for review at the Monterey County Resource Management Agency – Planning Department, 168 West Alisal, 2nd Floor, Salinas, California. The Planning Commission will consider this proposal at a meeting on July 29, 2009 at 9:00 in the Monterey County Board of Supervisors Chambers, 168 West Alisal, 2nd Floor, Salinas, California. Written comments on this Mitigated Negative Declaration will be accepted from **June 10, 2009 to July 1, 2009.** Comments can also be made during the public hearing.

Project Description: Combined Development Permit consisting of an Administrative Permit and General Development Plan; and Design Approval, to allow the construction of 16 additional hotel units, and a 3,000 square foot, two-story maintenance, storage and office building to the existing 57-unit Bernardus Lodge. The project includes demolition of two existing structures originally built as single family dwellings, the construction of retaining walls, and associated grading. Materials and colors to match existing.

All written comments on the Initial Study should be addressed to:

County of Monterey
Resource Management Agency – Planning Department
Attn: Mike Novo, Director of Planning
168 West Alisal, 2nd Floor
Salinas, CA 93901

From: Agency Name: _____
Contact Person: _____
Phone Number: _____

____ No Comments provided
____ Comments noted below
____ Comments provided in separate letter

COMMENTS: _____

_____

We welcome your comments during the 20-day public review period. You may submit your comments in hard copy to the name and address above. The Department also accepts comments via e-mail or facsimile but

requests that you follow these instructions to ensure that the Department has received your comments. To submit your comments by e-mail, please send a complete document including all attachments to:

CEQAcomments@co.monterey.ca.us.

An e-mailed document should contain the name of the person or entity submitting the comments and contact information such as phone number, mailing address and/or e-mail address and include any and all attachments referenced in the e-mail. To ensure a complete and accurate record, we request that you also provide a follow-up hard copy to the name and address listed above. If you do not wish to send a follow-up hard copy, then please send a second e-mail requesting confirmation of receipt of comments with enough information to confirm that the entire document was received. If you do not receive e-mail confirmation of receipt of comments, then please submit a hard copy of your comments to ensure inclusion in the environmental record or contact the Department to ensure the Department has received your comments.

Facsimile (fax) copies will be accepted with a cover page describing the extent (e.g. number of pages) being transmitted. A faxed document must contain a signature and all attachments referenced therein. Faxed document should be sent to the contact noted above at **(831) 757-9516**. To ensure a complete and accurate record, we request that you also provide a follow-up hard copy to the name and address listed above. If you do not wish to send a follow-up hard copy, then please contact the Department to confirm that the entire document was received.

For reviewing agencies: The Resource Management Agency – Planning Department requests that you review the enclosed materials and provide any appropriate comments related to your agency's area of responsibility. The space below may be used to indicate that your agency has no comments or to state brief comments. In compliance with Section 15097 of the CEQA Guidelines, please provide a draft mitigation monitoring or reporting program for mitigation measures proposed by your agency. This program should include specific performance objectives for mitigation measures identified (CEQA Section 21081.6(c)). Also inform this Department if a fee needs to be collected in order to fund the mitigation monitoring or reporting by your agency and how that language should be incorporated into the mitigation measure.

DISTRIBUTION

1. County Clerk's Office
2. Association of Monterey Bay Area Governments
3. Carmel Unified School District
4. California American Water Company
5. Pacific Gas & Electric
6. Pacific Bell
7. Monterey Bay Unified Air Pollution Control District
8. Salinas Rural Fire Protection District, review for the Carmel Valley Fire Protection District
9. Monterey County Water Resources Agency
10. Monterey County Public Works Department
11. Monterey County Parks Department
12. Monterey County Division of Environmental Health
13. Monterey County Sheriff's Office
14. Bay Laurel LLC, Owner
15. Lombardo and Gilles, Agent
16. Property Owners within 300 feet (Notice of Intent only)

Revised 02-02-2007

MONTEREY COUNTY

RMA - PLANNING DEPARTMENT
168 WEST ALISAL ST., 2nd FLOOR, SALINAS, CA 93901
PHONE: (831) 755-5025 FAX: (831) 755-9516

INITIAL STUDY

I. BACKGROUND INFORMATION

Project Title:	Bay Laurel LLC
File No.:	PLN020398
Project Location:	415 Carmel Valley Road, Carmel Valley
Name of Property Owner:	Bay Laurel LLC
Name of Applicant:	Lombardo and Gilles
Assessor's Parcel Number(s):	187-131-044-000
Acreage of Property:	25.345 acres
General Plan Designation:	Planned Commercial/Visitor Accommodations/Professional Office
Zoning District:	Low Density Residential, 1 unit per acre, Visitor Serving/Profession Office, and Public-Quasi Public with Site Plan Review and Design Approval overlay districts (LDR/1-VO-PQP-D-S)
Lead Agency:	RMA – Planning Department
Prepared By:	Anna V Quenga, Assistant Planner
Date Prepared:	May 5, 2009
Contact Person:	Anna V Quenga, Assistant Planner
Phone Number:	(831) 755-5175

II. DESCRIPTION OF PROJECT AND ENVIRONMENTAL SETTING

A. Project Description:

The subject property is located at 415 Carmel Valley Road, at the northeast corner of the Laureles Grade and Carmel Valley Road intersection (Assessor's Parcel Number 187-131-044-000), Carmel Valley Master Planning area. The property is currently operating as Bernardus Lodge which is an existing 57 unit resort/hotel with two conference rooms, two restaurants, and amenities such as a pool and spa services.

The applicant proposes to construct 16 additional hotel units and a storage, maintenance shop, and offices on the northeastern portion of the property. The hotel units are proposed in six separate buildings as follows: four one-story buildings which contain two rooms each, two two-story buildings which contain four rooms each. An additional building, a two-story structure with storage and a maintenance shop on the first floor and administrative offices on the second floor, is proposed to be constructed to the rear of the development. In order for construction of the project to take place, site improvements such as grading, tree removal, and demolition of existing structures will be required.

Development of the project will require the removal of 23 trees; however, no protected trees such as oak or redwoods are slated for removal. The applicant proposes to remove pine, Eucalyptus, and various fruit trees. The project includes the installation of ornamental landscaping around the proposed buildings to match existing and the existing vineyard will extend north towards the proposed structures. Colors and materials will match existing as well as new exterior lighting.

Demolition of two existing structures will be necessary for construction of the proposed project. One structure is currently used by the Bernardus Lodge staff for administrative offices and the additional structure, the current maintenance building, will be demolished and replaced with the proposed two story storage, maintenance, and office building. Both buildings to be demolished were constructed in 1956.

B. Environmental Setting and Surrounding Land Uses:

The subject property was historically used as a resort and in 1998, the Monterey County Planning Department approved a permit which allowed the replacement of the existing 57 unit resort, the Carmel Valley Inn, with a new 57 unit resort, which is now the Bernardus Lodge. The permit also included a water reclamation plant. An initial study was conducted for the proposed development, a Negative Declaration was adopted, and all conditions required by the permit have been satisfied.

Vegetation is comprised of ornamental landscaping, gardens, vineyards on the southern portion of the properties (adjacent to Carmel Valley Road) and some native grass. Due to the uses, much of the natural area of property is highly disturbed.

The Bernardus Lodges is located within six separate but contiguous parcels; however, the Carmel Valley Master Plan (CVMP) Land Use Map, Figure 2, indicates that the subject properties have a

land use designation of Planned Commercial and Visitor Accommodations/Professional Offices and Low Density Residential. There area for the proposed development is zoned Visitor Accommodations/Professional Offices. The surrounding areas are designated as Low Density Residential, 5-1 acres per unit, to the north, south, east, and west. Figure 2 of the CVMP, also specifies that both Laureles Grade and Carmel Valley road are existing scenic routes and the Greater Monterey Peninsula Area Plan indicate the subject property to be within a visually sensitive area due to the proximity to the scenic routes. Although the subject property is visible from Carmel Valley Road and Laureles Grade, the area of the proposed development is only visible from Carmel Valley Road.

The existing lodge is currently served by California American Water for potable water and a wastewater treatment plant is onsite for sewer.

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	■	Air Quality Mgmt. Plan	☐
Specific Plan	☐	Airport Land Use Plans	☐
Water Quality Control Plan	☐	Local Coastal Program-LUP	☐

General Plan
The project was reviewed for consistency with the Monterey County General Plan, and the Carmel Valley Master Plan (which is a component of the 1982 Monterey County General Plan). Section VI.9 (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. The land use designation identified for the subject property is "Planned Commercial" and "Visitor Accommodations/Professional Offices" and the proposed project is consistent with this designation.
CONSISTENT

Air Quality Management Plan (AQMP)
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 considered a significant cumulative air quality impact.

Consistency of indirect emissions associated with residential projects, which are intended to meet the needs of the population forecasted in 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. Therefore, since the project does not include a residential use, there is no population increase and project will not result in the exceedance of the estimated cumulative population the project will be consistent with the AQMP. Consistency of

direct emissions would be based on elements of the project: stationary sources subject to Air District permit authority would be evaluated to determine compliance with Air District rules and regulations; sources not subject to permit authority would be evaluated to determine if the emissions are forecast to the AQMP emission inventory.

The project consists of a 16 unit expansion to an existing resort and requires the demolition of two existing buildings and the construction of seven new buildings. The project will not significantly increase the population to a point that would exceed the relevant forecast and would not exceed emissions that are forecast in the AQMP emission inventory. Therefore, the project would be consistent with the population and emissions forecasts in the AQMP. **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.

■ Aesthetics	☐ Agriculture Resources	■ Air Quality
■ Biological Resources	☐ Cultural Resources	■ Geology/Soils
■ Hazards/Hazardous Materials	■ Hydrology/Water Quality	☐ Land Use/Planning
☐ Mineral Resources	■ Noise	☐ Population/Housing
☐ Public Services	☐ Recreation	■ Transportation/Traffic
■ Utilities/Service Systems		

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:

Agriculture Resources: According to the Monterey County Geographic Information System, the project site is not zoned for agricultural use and is not under a Williamson Act Contract. The project site is not designated as Prime, Unique or Farmland or Statewide or Local Importance. Proposed development will not result in conversion of prime agricultural lands to non-agricultural uses. Therefore, the proposed project will not result in impacts to agricultural resources. (Source: 1, 8, 9, 10)

Cultural Resources: According to the Monterey County Geographic Information System, the subject property is located within an area of high archaeological sensitivity. Therefore the applicant was required to submit an archaeological report. Staff has reviewed the report and it concludes that there were no cultural resources found on the site during background research or field research. Monterey County includes, as a standard condition, notification procedures should any resources be unearth during grading and construction activities. Therefore, the project will have no impact to cultural resources. (Source: 1, 4, 11)

Mineral Resource: According to the Monterey County Geographic Information System, no mineral resources have been identified at or near the project site. Therefore, the project will not result in the loss of availability of a known mineral resource or a locally important mineral resource recovery site and have no impact on a mineral resource. (Source: 1, 8, 9, 11)

Public Services: The proposed resort expansion will not create the need for new or expanded public services or facilities. Standard school impact fees will be assessed during the building permit process. The expanded visitor serving use is compatible with surrounding land uses signify that any potential impact to public services will be insignificant, given that adequate public services exist to properly serve the area, as evidenced by the County's interdepartmental review of the project. Therefore, the project will not result in impacts on fire protection, police protection, schools, parks, and other public facilities. (Source: 1, 8, 9)

Recreation: The proposed project will not 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. The project has been reviewed by the Parks Department through the County's interdepartmental review and has been subsequently deemed complete with no conditions for the applicant. The project does not include public recreational facilities that may cause indirect adverse physical effects on the environment. In total, the project will not result in a significant impact on public recreation facilities. (Source: 1, 8, 9)

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	9 June 09
	Date
ANNA QUENGA	ASSISTANT PLANNER
Printed Name	Title

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: 1, 8, 9, 10, 11, 12)	☐	☐	☐	■
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? (Source: 1, 8, 9, 10, 11, 12)	☐	☐	■	☐
c) Substantially degrade the existing visual character or quality of the site and its surroundings? (Source: 1, 8, 9, 10, 11, 12)	☐	☐	■	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? (Source: 1, 8, 9, 10, 11, 12)	☐	☐	■	☐

Discussion/Conclusion/Mitigation:

The subject property is located off of and visible from Camel Valley Road and Laureles Grade. The Carmel Valley Master Plan specifies that both Carmel Valley Road and Laureles Grade are existing scenic routes and the Greater Monterey Peninsula Area Plan indicate the subject property to be within a visually sensitive area due to the proximity of the scenic routes.

1 (a): No Impact. Although the area of development within the subject property is located within a visually sensitive area, it is not considered to be a scenic vista; therefore, the proposed project will have no impact.

1 (b), (c), (d): Less Than Significant Impact. The area of development is only visible from Carmel Valley Road and the proposed project is an expansion of an existing resort facility. The design of the proposed structures will match existing and will blend into the resort after construction is complete. A standard condition of approval will be included to assure that the project complies with the Carmel Valley Master Plan Policy No. 26.1.31 which requires that materials and colors used in construction be selected for compatibility with the structural system of the building and with the appearance of the buildings natural and man-made surroundings. Vegetation removal is also required for the construction of the proposed structures; therefore, it was recommended by the Carmel Valley Land Use Advisory Committee that landscape screening be installed at Carmel Valley Road in order to break up the building when viewed from Carmel Valley Road. A condition of approval will require that the applicant install landscape screen prior to the final of building permits as well as require that the applicant install approved landscape screening at Carmel Valley Road. The inclusion of conditions of approval for materials and colors and landscape screening will avoid a potential impact to scenic resources and result in a less than significant impact.

The Monterey County RMA-Planning Department includes a standard exterior lighting condition of approval. This condition requires that all exterior lighting be unobtrusive, down-lit, harmonious with the local area, and constructed or located so that only the intended area is illuminated and off-site glare is fully controlled. For the proposed project, the standard condition has been modified to include the interior lighting from the ventilation windows near the roof of the one story buildings (buildings 10, 11, 12, and 13 indicated on the site plan). Therefore, with the condition of approval included, the project will avoid a potential impact to night time lighting and result in a less than significant impact.

2. AGRICULTURAL 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.

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? (Source:)	☐	☐	☐	■
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? (Source:)	☐	☐	☐	■
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use? (Source:)	☐	☐	☐	■

Discussion/Conclusion/Mitigation:

See previous Sections II. B (Project Description) and C (Environmental Setting) and Section IV. A (Environmental Factors Potentially Affected), as well as the sources referenced.

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? (Source: 1, 12, 14, 15)	☐	☐	☐	■
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation? (Source: 1, 12, 14, 15)	☐	☐	☐	■
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)? (Source: 1, 12, 14, 15)	☐	☐	☐	■
d) Result in significant construction-related air quality impacts? (Source: 1, 12, 14, 15)	☐	☐	■	☐
e) Expose sensitive receptors to substantial pollutant concentrations? (Source: 1, 12, 14, 15)	☐	☐	■	☐
f) Create objectionable odors affecting a substantial number of people? (Source: 1, 12, 14, 15)	☐	☐	☐	■

Discussion/Conclusion/Mitigation:

3(d), (e): Less Than Significant Impact. The project has the potential to result in temporary construction-related air quality impacts. Single family residences, which are considered sensitive receptors are located towards the north and east of the project site. Temporary impacts to these sensitive receptors will be associated with the operation of heavy equipment, grading, and construction truck trips.

Project-related construction and grading activities will be required to comply with the MBUAPCD Guidelines addressing dust control, truck idling, etc. Implementation of these standard air pollution control measures will maintain any temporary increases in PM_{10} at significant levels. The area of disturbance is approximately 13,916 square feet and therefore, construction and grading activities would operate below the 2.2 acres per day threshold established by the CEQA Air Quality Guidelines "Criteria for Determining Construction Impacts." Furthermore, construction-related air quality impacts will be controlled by implementing Monterey County standard conditions for erosion control that require watering, erosion control, and dust control. These impacts are considered less than significant because the

foregoing measures and best management practices incorporated into the project design and the minimal grading activities reduce the air quality impacts below the threshold of significance.

The project includes the demolition of two structures which were built in 1956. Therefore, as a condition of approval recommended by the Monterey Bay Unified Air Pollution Control District (MBUAPCD), the applicant is required to obtain a demolition permit prior from MBUAPCD to demolishing the structures. In addition, the applicant will be required to obtain a demolition permit from the RMA Monterey County Building Services Department.

3(a), (b), (c), (f): No Impact. The project will not conflict with or obstruct implementation of the Monterey Bay Unified Air Pollution Control District's *Air Quality Plan for the Monterey Bay Region*, nor will it violate any air quality standards, result in a cumulatively considerable net increase of any criteria pollutant, or create objectionable odors.

The MBUAPCD's 2004 Air Quality Management Plan for the Monterey Bay Region (AQMP) addresses state air quality standards. Population-generating projects that are within the AQMP population forecasts are considered consistent with the plan. The proposed project does not include residential uses, and therefore will not increase population on the site.

Applicable air quality criteria for evaluation of the project's impacts are federal air pollutant standards established by the U.S. Environmental Protection Agency (EPA) and reported as National Ambient Air Quality Standards (NAAQS), and the California Ambient Air Quality Standards (CAAQS), which are equal to or more stringent than federal standards. The California Air Resources Board (CARB) coordinates and oversees both state and federal air quality control programs in California. The CARB has established 14 air basins statewide and the project site is located in the North Central Coast Air Basin (NCCAB), which is under the jurisdiction of MBUAPCD. The CARB has established air quality standards and is responsible for the control of mobile emission sources, while the MBUAPCD is responsible for enforcing standards and regulating stationary sources. At present, Monterey County is in attainment for all federal air quality standards and state standards for Carbon Monoxide (CO), Nitrogen Dioxide (NO_2), and fine particulate matter ($PM_{2.5}$). Monterey County is in non-attainment for PM_{10} and is designated as non-attainment-transitional for the state 2 hour ozone standard. Data is not available concerning the state 8 hours ozone standard.

Although the project will generate minimal air emissions through new regional vehicle trips, the project will not exceed MBUAPCD thresholds for potential significance. The project will not result in stationary emissions. Further, the proposed project will not create objectionable odors due to the expansion of the use. Therefore, the project will result in no impacts related to these air quality issues.

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: 1, 3, 9, 11, 12)	☐	☐	☐	■
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: 1, 3, 9, 11, 12)	☐	☐	☐	■
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: 1, 3, 9, 11, 12)	☐	☐	☐	■
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: 1, 3, 9, 11, 12)	☐	■	☐	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? (Source: 1, 3, 9, 11, 12)	☐	☐	☐	■
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: 1, 3, 9, 11, 12)	☐	☐	☐	■

Discussion/Conclusion/Mitigation:

4 (a), (b), (c), (e), (f): No Impact. A biological survey was conducted by Rana Creek, Environmental Planning July 2, 2008, and a report dated July 2008 was submitted by the applicant. The biological report is on file with the County of Monterey under Library No. LIB080658.

A query of the California Natural diversity database (CNDD) was used by the biologist to prepare a target list of species and habitats that could potentially be present on the subject property. Several protected and sensitive species were identified which include: Smith's Blue butterfly, the central coast steelhead, California red-legged frog, Carmel Valley Bushmallow,

Carmel Valley malacothrix, and Eastwoods goldenbush. Subsequent to the research, a site visit was conducted by the biologist and the report concludes that the subject property does not contain any species or species habitat listed in the CNDD database. In fact, habitat suitable for the species was not found on either the subject property or the area where development is proposed. Therefore, the project will have no impact on any sensitive or special status species, riparian habitat, or wetlands. Nor will the project conflict with any habitat conservation plan.

The project does not include the removal of protected trees indicated by the Carmel Valley Master Plan such as oaks or redwoods. Therefore, the project will not conflict with the County's policies and ordinances regarding tree protection.

4 (d): Less Than significant Impact with Mitigation Incorporated. While no protected trees will be removed, construction of the building will require the removal of non-protected trees. This includes a large Eucalyptus, pine trees, and several fruit trees. These trees have the potential to provide nesting habitat for resident and migratory bird species. In order to comply with the Federal Migratory Bird Treaty Act, the applicant must assure that nesting birds will not be disturbed during construction. To do so, the biologist recommends that a survey for nesting birds be conducted prior to disturbance of the project area. Therefore, a mitigation requiring a preconstruction survey will be incorporated to reduce potential impacts nesting birds to a less than significant level.

Mitigation Measure No. 1: In order to minimize potential impacts to nesting birds through construction activities, a preconstruction survey shall be conducted by a qualified biologist prior to disturbance within the development area, particularly if tree removal and grading are to occur between February 1st and July 30th. The survey shall primarily determine if there is a presence of nesting birds. If nesting birds are discovered on or near the building site, work shall be suspended and the California Department of Fish and Game should be consulted regarding measure to avoid impact.

Mitigation Monitoring Action No. 1: Should tree removal and/or grading activities occur between February 1st and July 30th, the applicant shall submit a preconstruction survey conducted by a qualified biologist prior commencement of these activities to the RMA-Planning Department for review and approval. The survey shall be conducted no more than two days previous to the onset of activities. Should the report conclude that nesting birds are discovered on or near the building site and active nests are located, work shall be suspended and the California Department of Fish and Game shall be consulted regarding measures to avoid impacts.

5. CULTURAL RESOURCES Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in 15064.5? (Source:)	☐	☐	☐	■
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to 15064.5? (Source:)	☐	☐	☐	■
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? (Source:)	☐	☐	☐	■
d) Disturb any human remains, including those interred outside of formal cemeteries? (Source:)	☐	☐	☐	■

Discussion/Conclusion/Mitigation:
See previous Sections II. B (Project Description) and C (Environmental Setting) and Section IV. A (Environmental Factors Potentially Affected), as well as the sources referenced.

6. GEOLOGY AND SOILS Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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:) Refer to Division of Mines and Geology Special Publication 42.	☐	■	☐	☐
ii) Strong seismic ground shaking? (Source: 1, 5, 11)	☐	■	☐	☐
iii) Seismic-related ground failure, including liquefaction? (Source: 1, 5, 11)	☐	☐	☐	■
iv) Landslides? (Source: 1, 5, 11)	☐	☐	☐	■
b) Result in substantial soil erosion or the loss of topsoil? (Source: 1, 5, 11)	☐	■	☐	☐

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: 1, 5, 11)	☐	☐	☐	■
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: 1, 5, 11)	☐	☐	☐	■
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: 1, 5, 11)	☐	☐	☐	■

Discussion/Conclusion/Mitigation:
A geological report by LandSet Engineers, Inc., dated March 2009, was submitted to the County by the applicant. The geological report is on file with the County of Monterey under Library No. LIB080658.

6 (a. iii), (a. iv), (c), (d), (e): No Impact. Based on field investigation and background research conducted by the geologist, the subject property is located within an area of low to very low potential for liquefaction. Therefore, the project will have no impact and will not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving liquefaction.

The project site is fairly flat and moderate southwest facing slopes are towards the northeast of the property. The slopes are moderately steep and appear to be stable and there is no evidence of past or present slope instability noted to occur on or near the site. Therefore, the project will have no impact from potential landslides. During field review of the site, the geologist did not find expansive soil which would create a substantial risk to life or property. The proposed project will tie into the existing wastewater system for the existing Bernardus Lodge and therefore the soil was not tested for percolation in any additional areas.

6 (a. i), (a. ii) (b): Less Than Significant With Mitigation Incorporated. The subject property was reviewed and compared to detailed geologic mapping performed by Rosenberg, 1993 and Rosenberg & Clark, 1994 by the geologist. It was found that the foothill segment of the Tularcitos fault is adjacent to and parallel with the northeastern property line of the subject property. Although the site is not located within an Earthquake Fault Zone, as defined by the State of California, the Tularcitos fault has displayed late Pleistocene and early Holocene displacement, which is classified as significant seismic hazard. Therefore, there is a potential impact to life or structures caused by possible exposure to the rupture of a known earthquake

fault and/or seismic hazard. However, with mitigation measures recommended by the geologist this potential will be reduced to a less than significant level when mitigations are incorporated.

The following mitigation measures, as recommended by the geologist consultant and County staff, will reduce potential geological impacts to a less than significant level by adding protective measures prior to and during grading and construction activities:

Mitigation Measure No. 2: The active Foothill segment of the Tularcitos fault is located adjacent and parallel to the northeastern property line of the subject property. In order to reduce the potential of exposing life or structure to the rupture of a known earthquake fault and/or seismic hazard to a less than significant impact, the project geologist shall review the site grading and construction plans and their potential impacts by the identified geologic hazards. This shall be done prior to submitting the plans to the County. Per recommendation of the geologist, the applicant shall submit 50 foot wide setback from the Foothill segment to any habitable structure. Structures which are for human occupancy shall be designed for horizontal ground acceleration of 0.845g.

Mitigation Monitoring Action No. 2a: Prior to submitting grading and construction plans to the County, the project geologist shall review the potential impacts on the identified geologic hazards. The plans shall be submitted to the County for review with either a stamp acknowledging review by the geologist or accompanied be a letter stating that the review of the plans has occurred and that they conform to the recommendations found within the Geological and Soil Engineering report by LandSet Engineers, Inc., dated March 12, 2009.

Mitigation Monitoring Action No. 2b: Prior to the issuance of grading and building permits, the grading and construction plans shall be reviewed by the RMA-Planning Department to verify there is a 50 foot setback from the Foothill segment to any habitable structures as delineated on sheet 1 of the project plans. The plans an/or accompanying engineering reports shall also indicate that structures intended for human occupancy are designed according to the current edition of the California Building Code (CBC) and are designed for horizontal ground acceleration of 0.845g.

The soil and earth materials on the project site are found to be highly erodible and strict erosion control measures shall be implemented to provide surface stability in areas to be disturbed by the proposed grading. Therefore, the following mitigation measure shall be incorporated in order to reduce the potential of substantial soil erosion and/or loss of topsoil to a less than significant level.

Mitigation Measure No. 3: Grading and construction plans for the proposed project shall include stringent erosion control measures recommended by the geotechnical engineer and shall be in compliance Chapter 16.12 of the Monterey County Code (Erosion Control).

Mitigation Monitoring Action No. 3: Prior to the issuance of grading and/or building permits, the grading and construction plans shall include an erosion control plan. The erosion control plan shall include stringent erosion control measures recommended by the geotechnical engineer and shall be in compliance with Chapter 16.12 of the Monterey County Code. The plans shall be

reviewed by the Monterey County RMA-Planning Department and the Monterey County Building Services Department, Grading Division, for compliance.

7. HAZARDS AND HAZARDOUS MATERIALS Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? (Source: 1, 8, 9, 12, 14)	☐	■	☐	☐
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: 1, 8, 9, 12, 14)	☐	☐	■	☐
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: 1, 8, 9, 12, 14)	☐	☐	☐	■
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: 1, 8, 9, 12, 14)	☐	☐	☐	■
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: 1, 8, 9, 12, 14)	☐	☐	☐	■
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: 1, 8, 9, 12, 14)	☐	☐	☐	■
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? (Source: 1, 8, 9, 12, 14)	☐	☐	☐	■
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: 1, 8, 9, 12, 14)	☐	☐	☐	■

Discussion/Conclusion/Mitigation:

7(c), (d), (e), (f), (g), (h): No Impact. The project is not located within a quarter mile of a school and therefore, will not have the potential to emit or handle hazardous materials in close proximity to a school. The project is not located near any airports or within emergency response or evacuation plans. Therefore, the project will not be affected by airport hazards or impede an emergency response/evacuation plan. No known hazards or hazardous materials exist on or within the vicinity or the project site that will create a significant hazard to the public or the environment.

The California Department of Forestry and Fire Protection is mandated by the State of California to prepare Wildland Fire Hazard Maps for each county, rating fire hazards as moderate, high or very high. These classifications are based on slope, climate, fuel loading (vegetation) and water availability. Wildland fire impacts may be considered significant if proposed development in the planning area will 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 wildands. The Fire Hazard Map for Greater Monterey Peninsula Area shows that the planning area is located in a moderate fire hazard area. The Carmel Valley Fire Protection District reviewed the project application and placed conditions of approval to ensure the development would be consistent with all applicable fire regulations. Therefore, the project will not expose people or structures to a significant risk of loss, injury or death involving wildland fires and have no impact.

7 (b): Less Than Significant Impact. Some potential hazards are expected during project construction including the transport, use and exposure to small amounts of flammable materials and reactive chemicals, heat stress, chemical exposures, hazards from energized electrical equipment, moving equipment, and noise, vibration and risks during excavations. Construction firms and workers are protected by worker safety regulations of the California Occupational Safety and Health Administration (OSHA) and Best Management Practices are required to be implemented to ensure safety during all phases of project development. Operational impacts from the generation of hazards are expected to be minimal based on the proposed visitor serving use and surrounding existing residential uses. As a condition of approval, prior to the issuance of grading and building permits, the applicant will be required to submit a construction management plan showing best management practices. These potential impacts related to hazardous materials will be considered less than significant because of safety measures incorporated into the project design and construction operations as listed above as well as the required condition of approval.

7 (a): Less Than Significant with Mitigation Incorporated. The proposed project includes the demolition of two existing structures. The structures were constructed in 1956 and have the possibility of being constructed with hazardous materials. Therefore to decrease the possible risk of exposing people to potentially hazardous materials during demolition of the structures to less than significant, a mitigation measure shall be applied to project.

Mitigation Measure No. 4: Due to the age of the structures proposed for demolition, the applicant shall have a Certified Asbestos Consultant conduct and asbestos survey of the structures to be demolished. A report shall be prepared and submitted to the Monterey Bay Unified Air Pollution Control District for review and approval a minimum of the (10) working days prior to commencing asbestos removal, or if no asbestos is present, a minimum of ten (10) working days prior to demolition.

Mitigation Monitoring Action No. 4a: Prior to the issuance of the demolition permit, the applicant shall submit an asbestos survey of the structures to be demolished to the Monterey Bay Unified Air Pollution Control District. The survey shall be reviewed and approved a minimum of ten (10) working days prior to commencing asbestos removal, or if no asbestos is present, a minimum of ten (10) working days prior to demolition. The applicant shall submit proof of approval of the demolition by the Monterey Bay Unified Air Pollution Control District to the Monterey County Planning Department.

8. 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: 1, 8, 9, 13)	☐	☐	■	☐
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: 1, 12)	☐	☐	☐	■
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: 1, 12)	☐	☐	■	☐
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: 1, 12)	☐	☐	■	☐
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: 1, 12)	☐	☐	■	☐

8. HYDROLOGY AND WATER QUALITY Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
f) Otherwise substantially degrade water quality? (Source: 1, 12)	☐	☐	☐	■
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: 1, 12)	☐	☐	☐	■
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows? (Source: 1, 12)	☐	☐	☐	■
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: 1, 12)	☐	☐	☐	■
j) Inundation by seiche, tsunami, or mudflow? (Source: 1, 12)	☐	☐	☐	■

Discussion/Conclusion/Mitigation:

8 (b), (f), (g), (h), (i), (j), (k): No Impact. The proposed project will not be served by an onsite well and therefore will have no impact on groundwater supply. California American Water (CalAm) is the current water purveyor for the Bernardus Lodge and will provide water service for the additional 16-hotel units.

The area of disturbance is approximately 13, 916 square feet, and the additional surface coverage will not substantially interfere with groundwater recharge. Based off of information gathered from the Monterey County's Geographic Information System, review by the Water Resources Agency, and staff site visits, the area is not located within the 100-year floodplain nor is it located in an area that has the potential from being inundated by seiche, tsunami, or mudflow.

8 (a), (c), (d), (e), (f): Less Than Significant Impact. On May 19, 1998, the Carmel Valley Inn was approved to be replaced with a 57-unit resort, which is the current Bernardus Lodge. At that time, the Environmental Health conditioned the project to require the applicant to obtain permits from the Regional Water Quality Control Board and Environmental Health for the operation of a wastewater system. The original project included laundry facilities, and the wastewater treatment system was designed to handle the wastewater capacity of those facilities. On April 2008, the applicant filed a deed restriction with the Monterey Peninsula Water Management District permanently abandoning the laundry facilities. With the amount of wastewater that is no longer being generated by the laundry facilities, and the addition of 16 proposed hotel units; the wastewater treatment system is projected to run under capacity.

Due to the increase in impervious surface, the existing drainage pattern will be altered. The Water Resources Agency has reviewed the project and has added a condition of approval requiring the submittal and approval of a drainage plan prior to the issuance of building permits. The drainage plan will be required to be designed by a registered civil engineer to address on-site and off-site impacts. Stormwater captured from the proposed project shall be routed to the existing detention facilities on the property. The capacity of the existing detention facilities shall be analyzed to determine the ability to detain additional runoff and drainage improvements shall be constructed in accordance with plans approved by the Water Resources Agency. The applicant is also required to submit certification of completion to the Water Resources Agency to verify that the drainage facilities have been constructed in compliance with the approved plan.

9. LAND USE AND PLANNING Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Physically divide an established community? (Source: 1, 7, 8, 9, 10, 11, 12)	☐	☐	☐	■
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: 1, 7, 8, 9, 10, 11, 12)	☐	☐	■	☐
c) Conflict with any applicable habitat conservation plan or natural community conservation plan? (Source: 1, 7, 8, 9, 10, 11, 12)	☐	☐	☐	■

Discussion/Conclusion/Mitigation:

9 (a), (c): No Impact. The subject property is predominately surrounded by residential uses. Properties located towards the north, south, east, and west are zoned low density residential; however, the existing use has been in operation for many years and therefore, the project will not physically divide an established community. While the resort is an existing and historical use of the property, the expansion of that use should take neighboring properties into consideration. Policy No. 26.1.32 of the Carmel Valley Master Plan states that development should be located in a manner that minimizes disruption of views from existing homes. The project was brought before the Carmel Valley Land Use Advisory Committee (CVLUAC) for review and recommendation to the Planning Commission. The CVLUAC did not find any conflict within the established community. There is no habitat conservation plan or natural community conservation plan within the area of the project site; therefore, there will be no impact.

9 (b): Less Than Significant Impact. The project site is designated Low Density Residential, 1 unit per acre (LDR), Visitor Serving/Profession Office (VO), and Public-Quasi Public (PQP) all

with Site Plan Review and Design Approval overlay districts. The area of development takes place within the zoning designation of VO, and therefore is consistent. Policy No. 28.1.27 of the Carmel Valley Master Plan requires that there is a maximum of 250 additional visitor accommodation units east of Via Mallorca and that the overall density shall not be in excess of 10 units per acre. As of May 26, 2009, 164 visitor serving units have been approved in Carmel Valley and approval of the proposed project would result in 70 remaining units. The resulting density of the proposed project will be 2.88 unit/acre. Policy No. 28.1.25 of the Carmel Valley Master Plan states that the expansion of existing facilities should be favored over the development of new projects. Although allowing the hotel expansion will decrease the amount of visitor serving units available in Carmel Valley, Policy No. 21.1.25 finds this development more favorable and therefore will be less than a significant impact.

10. 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? (Source:)	☐	☐	☐	■
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? (Source:)	☐	☐	☐	■

Discussion/Conclusion/Mitigation:
See previous Sections II. B (Project Description) and C (Environmental Setting) and Section IV. A (Environmental Factors Potentially Affected), as well as the sources referenced.

11. 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: 1, 7, 12)	☐	☐	■	☐
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? (Source: 1, 7, 12)	☐	☐	■	☐
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? (Source: 1, 7, 12)	☐	☐	■	☐

11. NOISE Would the project result in:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? (Source: 1, 7, 12)	☐	☐	■	☐
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: 1, 7, 11, 12)	☐	☐	☐	■
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: 1, 7, 12)	☐	☐	☐	■

Discussion/Conclusion/Mitigation:

11(a), (c), (e), (f): No Impact. The proposed project will not create a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project. Therefore, the proposed project is in conformance with the surrounding areas and will have no impact on permanent noise levels. The project site is no located within an airport land use plan nor is the project site within the vicinity of a private airstrip. Therefore, the project will not expose people residing or working in the project area to excessive noise levels and thusly will have no impact.

11(a), (b), (d): Less Than Significant Impact. The proposed project may cause a temporary or periodic increase in ambient noise levels as will as expose persons to or generation of excessive groundborne vibration or groundborne noise levels within the project vicinity due to demolition, construction and grading operations. Potential sensitive receptors include single family residences towards the north, northwest, south and southeast of the subject property.

Development activities include operation, graders, backhoes, caterpillars and trucks, which will cause localized noise levels to temporarily increase above existing ambient levels. All development activities would be required to adhere to the County's Noise Control Ordinance (Chapter 10.60 of the Monterey County Code) as well as a construction management plan indicating required hours of operation.

12. POPULATION AND HOUSING Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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)? (Source:)	☐	☐	☐	■
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? (Source:)	☐	☐	☐	■
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? (Source:)	☐	☐	☐	■

Discussion/Conclusion/Mitigation:
See previous Sections II. B (Project Description) and C (Environmental Setting) and Section IV. A (Environmental Factors Potentially Affected), as well as the sources referenced.

13. PUBLIC SERVICES Would the project result in:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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? (Source:)	☐	☐	☐	■
b) Police protection? (Source:)	☐	☐	☐	■
c) Schools? (Source:)	☐	☐	☐	■
d) Parks? (Source:)	☐	☐	☐	■
e) Other public facilities? (Source:)	☐	☐	☐	■

Discussion/Conclusion/Mitigation:
See previous Sections II. B (Project Description) and C (Environmental Setting) and Section IV. A (Environmental Factors Potentially Affected), as well as the sources referenced.

14. RECREATION Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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? (Source:)	☐	☐	☐	■
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? (Source:)	☐	☐	☐	■

Discussion/Conclusion/Mitigation:
See previous Sections II. B (Project Description) and C (Environmental Setting) and Section IV. A (Environmental Factors Potentially Affected), as well as the sources referenced.

15. TRANSPORTATION/TRAFFIC Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)? (Source: 1, 6, 9, 12)	☐	☐	■	☐
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways? (Source: 1, 6, 9, 12)	☐	■	☐	☐
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? (Source: 1, 6, 9, 12)	☐	☐	☐	■
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? (Source: 1, 6, 9, 12)	☐	☐	☐	■
e) Result in inadequate emergency access? (Source: 1, 6, 9, 12)	☐	☐	☐	■
f) Result in inadequate parking capacity? (Source: 1, 6, 9, 10, 12)	☐	☐	■	☐
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts,	☐	☐	☐	■

15. TRANSPORTATION/TRAFFIC Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
bicycle racks)? (Source: 1, 6, 9, 12)				

Discussion/Conclusion/Mitigation:

15 (a), (c), (d), (e), (g): No Impact. The proposed project is not located in an area where air traffic patterns will be affected, nor does the project include uses where air traffic will take place to and from the property. There are no new access roads which will provide ingress and egress to the project site. The existing driveways from Laureles Grade Road and Carmel Valley Road will be utilized. Therefore, the proposed project will have no impact on air traffic pattern and will not substantially increase hazards due to a design feature.

15 (a), (f): Less Than Significant Impact. Traffic operations analysis by Higgins Associates for the existing conditions were performed at three study intersections during a typical weekday; 7:00 to 9:00AM and 4:00 to 6:00PM. The three intersections were traffic counts occurred were: (a) Laureles Grade and Bernardus Driveway (Driveway 1); (b) Laureles Grade and Carmel Valley Road; and (c) Bernardus Driveway and Carmel Valley Road (Driveway 2). It was determined that intersections (a) and (c) operate at or better than the County of Monterey's standard[1]. However, intersection (b) Laureles Grade and Carmel Valley Road, operates at an LOS A during PM peak hours, the southbound approach operates at LOS F.

The Traffic Impact Analysis by Higgins Associates, dated September 15, 2008 states that a number of existing traffic trips contributing to the existing resort are for several uses not associated with the hotel units; such as the restaurant, wine tasting, and ballroom and function space. Therefore, the proposed addition of 16 new hotel units is not expected to result in an increase in the number of trips generated by those ancillary uses. Hence, the standard Institute of Transportation Engineers (ITE) trip generation rates used in the study are for hotel suites alone. It is estimated that the proposed project will generate a total of 143 additional daily trips, with 11 trips (6 in, 5, out) during the AM peak hour and 11 trips (5 in, 6 out) during the PM peak hour. Although the proposed project will generate these additional trips, it was found that the three study segments are expected to continue operating at the same respective LOS as the existing conditions. Therefore, with the addition of traffic trips, the proposed project will have a less than significant impact on the existing traffic conditions.

There are currently 159 parking spaces on the subject property. This meets the County's requirements set forth in Section 21.58 of the Monterey County Zoning Ordinance. In addition, the Public Works Department has required, as a condition of approval, the applicant to meet the County's standard.

[1] Intersection and roadway segment traffic operations were evaluated using the Level of Service (LOS) concept. LOS is a quantitative description of an intersection's operations, ranging from LOS A to LOS F. LOS C was established by the County of Monterey as the threshold for acceptable traffic operations and therefore is the required operational standard.

15 (b): Less Than Significant Impact with Mitigation Incorporated. Although the proposed project will not affect the existing traffic conditions it will contribute to cumulative conditions to the Laureles Grade and Carmel Valley Road intersection. The cumulative conditions volumes for the three study intersections were determined in the Carmel Valley Master Plan Traffic Study which was prepared by DKS Associates in July 2007.[2] Similar to the existing conditions, cumulative conditions for intersections (a) and (c) will continue to operate at an acceptable LOS; however, intersection (b) Laureles Grade and Carmel Valley Road will have an overall level of service of LOS F during both AM and PM peak hours.

It is recommended as mitigation, that a grade separation improvement be made at the Laureles Grade and Carmel Valley intersection. A fee program is in place, yet the program will not provide full funding for the improvement until the year 2022. Therefore, the fees will be collected until such time that enough funds are collected for construction of the grade separation.

Mitigation Measure No. 5: In order for the project to reduce its impact to the cumulative traffic conditions in the Carmel Valley Area, the applicant shall pay the Carmel Valley Master Plan Traffic Impact fee.

Mitigation Monitoring Action No. 5: Prior to issuance of building permits, the applicant shall pay the Carmel Valley Master Plan Area Traffic Mitigation fee pursuant to the Board of Supervisors Resolution NO. 95-140, adopted September 12, 1995.

Mitigation Measure No. 6: In order for the project to reduce its impact to regional traffic, the applicant is required to pay Transportation Agency for Monterey County (TAMC) Traffic Impact Fee.

Mitigation Monitoring Action No. 6: Prior to the issuance of building permits, the applicant shall contribute to County of Monterey an amount determined by the applicant's traffic engineer and approved by the Department of Public Works as payment of the project's pro rata share of the cost of short-term operational improvements to State Highway One.

[2] RMA – Planning Staff did not review the Carmel Valley Master Plan Traffic Study prepared by DKS Associates with regards to this particular project. However, the DKS traffic study was referred to within the Traffic Impact Analysis for the Bernardus Lodge Expansion prepared by Higgins Associates.

16. 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? (Source: 1, 9, 12, 13, 16, 17)	☐	☐	■	☐
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? (Source: 1, 9, 12, 13, 16, 17)	☐	☐	■	☐
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? (Source: 1, 9, 12, 13, 16)	☐	☐	■	☐
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? (Source: 1, 9, 12, 13, 16)	☐	☐	■	☐
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? (Source: 1, 9, 12, 13, 16, 17)	☐	☐	■	☐
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? (Source: 1, 9, 12, 13, 16)	☐	☐	☐	■
g) Comply with federal, state, and local statutes and regulations related to solid waste? (Source: 1, 9, 12, 13, 16)	☐	☐	☐	■

Discussion/Conclusion/Mitigation:

16 (b), (f), (g): No Impact. The 16 additional hotel units will have no impact to the landfill by generation of solid waste. The project complies with federal, state, and local statures and regulations for solid waste.

16 (a), (c), (d), (e): Less Than Significant Impact. On May 19, 1998, the Carmel Valley Inn was approved to be replaced with a 57-unit resort, which is the current Bernardus Lodge. At that time, the Environmental Health conditioned the project to require the applicant to obtain permits from the Regional Water Quality Control Board and Environmental Health for the operation of a wastewater system. Water Quality Order No. 97-10-DWQ by the California Regional water Quality Control Board on April 9, 1999 allows the operation of a domestic wastewater treatment

and disposal system up to a maximum average daily flow of 20,000 gallons. A letter submitted by the applicant from Carmel Lahaina Utilities Services, Inc., dated July 10, 2008, states that the anticipated wastewater flows would be approximately 15,561 gallon per day; however, actual flow records show an average of 6,458 gallons per day with a high of 7,888 per day. The proposed expansion to the resort will theoretically increase the daily flow by approximately 1,920 gallons, which is under the allowed amount. The original project included laundry facilities, and the wastewater treatment system was designed to handle the wastewater capacity of those facilities. On April 2008, the applicant filed a deed restriction with the Monterey Peninsula Water Management District permanently abandoning the laundry facilities. With the amount of wastewater that is no longer being generated by the laundry facilities, and the addition of 16 proposed hotel units; the wastewater treatment system is projected to run under capacity

California American Water (CalAm) is the current water purveyor for the Bernardus Lodge and will provide water service for the additional 16-hotel units. The applicant received a water credit for 3.740 acre-feet of water resulting in the permanent removal of the laundry facilities. The applicant has submitted a water form to the Water Resources Agency requesting additional water fixture units. With the total units proposed, the applicant still has a remaining balance if water credits.

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: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16)	☐	☐	■	☐
b) Have impacts that are individually limited, but cumulatively considerable? ("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: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16)	☐	☐	■	☐

Does the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? (Source: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16)	☐	☐	■	☐

Discussion/Conclusion/Mitigation:

(a) Less than Significant Impact. Based upon the analysis throughout this Initial Study, the proposed project will not have the potential to degrade the quality of the environment, 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. See previous Sections II. B (Project Description) and C (Environmental Setting) and Section IV. A (Environmental Factors Potentially Affected) as well as the sources referenced.

(b) Less than Significant Impact. The project will involve a visitor serving expansion on within an existing site currently operating under the same use. Development on the site is planned for visitor serving uses in the Carmel Valley Master Plan. Mitigations developed will reduce impacts caused by the development to less than significant. Implementation of the proposed project would result in minor incremental reductions in air quality in the project vicinity, and minor increases in traffic congestion. The incremental air quality, biology, geology, and transportation/traffic impacts of the project when considered in combination with the effects of past projects, current projects and probable future projects in the planning area, would result in less than significant impacts.

(c) Less than Significant Impact. Conditions of approval would ensure consistency with the relevant Carmel Valley Master Plan and General Plan health and safety policies. All potential impact areas are deemed lees than significant with County imposed conditions of approval.

VIII. FISH AND GAME ENVIRONMENTAL DOCUMENT FEES

Assessment of Fee:

For purposes of implementing Section 753.5 of Title 14, California Code of Regulations: If based on the record as a whole, the Planner determines that implementation of the project described herein, will result in changes to resources A-G listed below, then a **Fish and Game Document Filing Fee** must be assessed. Based upon analysis using the criteria A-G, and information contained in the record, state conclusions with evidence below.

A) Riparian land, rivers, streams, water courses, and wetlands under state and federal jurisdiction.
B) Native and non-native plant life and the soil required to sustain habitat for fish and wildlife;
C) Rare and unique plant life and ecological communities dependent on plant life, and;
D) Listed threatened and endangered plant and animals and the habitat in which they are believed to reside.
E) All species of plant or animals listed as protected or identified for special management in the Fish and Game Code, the Public Resources Code, and the Water Code, or regulations adopted thereunder.
F) All marine terrestrial species subject to the jurisdiction of the Department of Fish and Game and the ecological communities in which they reside.
G) All air and water resources the degradation of which will individually or cumulatively result in the loss of biological diversity among plants and animals residing in air or water.

De minimis Fee Exemption: For purposes of implementing Section 753.5 of the California Code of Regulations: A *De Minimis Exemption* may be granted to the **Environmental Document Fee** if there is substantial evidence, based on the record as a whole, that there **will not** be changes to the above named resources V. A-G caused by implementation of the project. Using the above criteria, state conclusions with evidence below, and follow Planning and Building Inceptions Department Procedures for filing a de minimis exemption.

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

Evidence: Based on the record as a whole as embodied in the RMA-Planning Department files pertaining to PLN020398 and the attached Initial Study/Proposed Mitigation Negative Declaration.

IX. REFERENCES

1. Project Application/Plans
2. Historical Analysis, prepared by Kent Seavey, dated March 12, 2003

3. Bernardus Lodge Villas Biological Assessment, prepared by Rana Creek Environmental Planning, dated July 2008.
4. Preliminary Archaeological Reconnaissance, prepared by Archaeological Consulting, dated March 24, 2003.
5. Geologic and Soil Engineering Report, prepared by LandSet Engineers, Inc., dated March 2009.
6. Traffic Impact Analysis, Higgins Associates, dated September 15, 2008
7. Monterey County General Plan
8. Greater Monterey Peninsula Area Plan
9. Carmel Valley Master Plan
10. Monterey County Zoning Ordinance (Title 21)
11. Monterey County Geographical Information System
12. Staff site visit conducted by planner on November 12, 2008
13. Correspondence between Planning staff and Environmental Health staff
14. Correspondence between Planning staff and the Monterey Bay Unified Air Pollution Control District.
15. Air Quality Management Plan
16. Deed restriction required by the Monterey Peninsula Water Management Agency filed with the Monterey County Recorders Office (Document No. 2008042295)
17. Letter from Carmel Lahaina Utility Services, Inc., dated July 10, 2008

EXHIBIT H

TECHNICAL REPORTS:
1. GEOLOGICAL REPORT
2. TRAFFIC ANALYSIS

LIB090185

LANDSET ENGINEERS, INC.

ENGINEERING - LAND PLANNING
SURVEYING - ENVIRONMENTAL CONSULTING

PLN020378

GEOLOGIC AND SOIL ENGINEERING REPORT FOR BERNARDUS VILLAS (APN 187-131-044) 415 CARMEL VALLEY ROAD MONTEREY COUNTY, CALIFORNIA

PROJECT LSW-0652-01

Prepared for

BERNARDUS LODGE
C/O LOMBARDO & GILLES, LLP
318 CAYUGA STREET
SALINAS, CALIFORNIA 93901

Prepared by

LANDSET ENGINEERS, INC.
520B CRAZY HORSE CANYON ROAD
SALINAS, CALIFORNIA 93907
(831) 443-6970

MARCH 2009

LANDSET ENGINEERS, INC.
ENGINEERING - LAND PLANNING
SURVEYING - ENVIRONMENTAL CONSULTING

March 12, 2009 File No.: LSW-0652-01

Mr. Michael Oprish
Bernardus Lodge
c/o Lombardo & Gilles, LLP
318 Cayuga Street
Salinas, California 93901

Attention: Ms. Gail Hatter-Crawford

SUBJECT: GEOLOGIC AND SOIL ENGINEERING REPORT
Bernardus Villas (APN 187-131-044)
415 Carmel Valley Road
Carmel Valley Area of Monterey County, California

Dear Mr. Oprish:

In accordance with your authorization, Landset Engineers, Inc. has completed a geologic and soil-engineering report for the proposed expansion to the Bernardus Lodge resort located in the Carmel Valley area of Monterey County, California. This report presents the results of our field investigation, laboratory testing, along with our conclusions and recommendations for site development.

It is our opinion that the proposed development is feasible from a geologic and soil engineering standpoint provided the recommendations included in this report are incorporated into the project plans, specifications and implemented during construction. The conclusions and recommendations included herein are based upon applicable standards at the time this report was prepared.

It has been a pleasure to be of service to you on this project. If you have any questions regarding the attached report, please contact the undersigned at (831) 443-6970.

Respectfully submitted,
LandSet Engineers, Inc.

Brian E. Papurello
CEG 2226

REGISTERED PROFESSIONAL GEOLOGIST
BRIAN E. PAPURELLO
No. CEG 2226
CERTIFIED ENGINEERING GEOLOGIST
STATE OF CALIFORNIA

Charles E. Potter
RCE 25705

REGISTERED PROFESSIONAL ENGINEER
Charles E. Potter
No. 25705
Exp. 12/31/09
CIVIL
STATE OF CALIFORNIA
03/12/09

Distribution: Addressee (7)
Bernardus Lodge, Attn. Mr. Michael Oprish (2)
Monterey Bay Engineers, Inc., Attn. Mr. Steve Wilson (1)

Doc. No.: 0903-109.RPT

520-B Crazy Horse Canyon Road, Salinas, CA 93907 • (831) 443-6970 • Fax (831) 443-3801

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March 12, 2009 File No.: LSW-0652-01

INTRODUCTION

This report summarizes the findings, conclusions, and recommendations for our geologic and soil engineering report for proposed building additions at the Bernardus Lodge resort (hereafter referred to as the site) located at 415 Carmel Valley Road in the Carmel Valley area of Monterey County, California (see Vicinity Map, Figure 1).

PURPOSE AND SCOPE OF SERVICES

Geologic Report. This report addresses the feasibility of the planned site development from a geologic viewpoint, with emphasis on the potential for geologic/seismic-related hazards. Our studies included the following:

A. Research, review, and evaluation of data from published and unpublished geologic reports and maps pertaining to the site and vicinity. Most of the previously published geologic information on this area is preliminary in nature, and is based on reconnaissance techniques and extrapolation of data.

B. Examination and interpretation of 3 sets of stereo aerial photographs of the area taken in 1956 & 1978 of the site and its vicinity. These photographs were scrutinized for site geology, terrain features characteristic of active fault zones and for landsliding features.

C. Geological site reconnaissance and mapping of the site to observe outcrops and identify those geologic features indicative of existing and potential geologic hazards.

D. Analysis of the data generated and preparation of a written report and maps presenting our findings, conclusions and recommendations addressing the following:

- Site geology
- Faulting
- Liquefaction Potential
- Landsliding
- Ground Shaking
- Flooding
- Erosion

Soil Engineering Report. The soil engineering report has been prepared to explore surface and subsurface soil and groundwater conditions at the site, and provide preliminary soil-engineering criteria for the site.

The conclusions and recommendations of this report are intended to comply with Sections 1802.2 through 1802.6 of the California Building Code (CBC) 2007 edition as modified by standard soil engineering practice in this area. Our scope of services included:

1. A visual site reconnaissance.
2. Review of available soil engineering data in our files pertinent to the site.
3. Exploration, sampling and classification of the surface and subsurface soils by means of drilling seven exploratory borings to depths ranging from 16.5 to 40.0 feet below the ground surface.
4. Laboratory testing of selected soil samples collected from the exploratory borings and surface locations to determine their pertinent engineering and index properties.
5. Engineering analysis of the information collected based on the results of the field exploration including a laboratory testing program and review of published and unpublished studies in the general area of the site.
6. Preparation of this report summarizing our findings, and preliminary soil engineering conclusions, and recommendations for site preparations, grading and compaction, foundations, utility trenches, slabs-on-grade, retaining walls, general site drainage, and erosion control.

SITE DESCRIPTION AND PROPOSED DEVELOPMENT

The center of the site is located at approximate 36.500° N latitude, 121.752° W longitude at he juncture of the Seaside, Spreckels, Mount Carmel and Carmel Valley 7.5 minute quadrangles, Monterey County, California. The site is unsectionized and remains part of the Los Laureles Mexican Land Grant. Surrounding land uses are residential and agricultural (Figure 1, Vicinity Map).

The site (APN 187-131-044) consists of an irregular shaped commercial property located at 415 Carmel Valley Road in the Carmel Valley area of Monterey County, California. Topographically, the site is situated on a flat alluvial terrace, sloping very gently to the southwest (Figure 1). Overall topographic relief in the proposed development area is about 25 feet (Sheet 1). Drainage of the site is by uncontrolled sheet flow, directed towards the southwest into the Carmel River.

An existing resort hotel occupies the western portion of the site. The improvements consist of guest suites, spa, restaurant, tennis court, swimming pool, ingress/egress drives, along with pedestrian paths and landscaping retaining walls.

Proposed site development will consist of the construction of six new guest structures comprised of four single story 2-unit suites, two two-story 4-unit suites and a new utility shop building with second story offices. Vegetation on the site consists of mature oak & pine trees, native brush and landscaping foliage.

FIELD EXPLORATION

The site was mapped in the field on August 27 & October 7, 2008 on a base topographic map at a scale of 1:720. Additional mapping was done on aerial photographs at an approximate scale of 1:12,000. The field and aerial photograph mapping was then compiled on a topographic base map of 1:480 approximate scale (Geologic Map & Cross Section, Sheet 1).

As part of our soil engineering report, seven exploratory borings were drilled on August 27, 2008 at the approximate locations shown on the Site Geologic Map & Cross Section, Sheet 1. The borings were drilled using a truck mounted Mobile Drill rig, Model B-53, equipped with an 8-inch outside diameter hollow stem auger. The exploratory borings were drilled to depths ranging from 16.5 to 40.0 feet below the ground surface. A certified engineering geologist from our office logged the borings in the field. Upon completion of drilling, the holes were backfilled with native soil cuttings.

Soils encountered in each exploratory boring were visually classified in the field and a continuous log was recorded. Visual classifications were made in general accordance with the Unified Soil Classification System and ASTM D2488. Logs of the borings can be found in Appendix A (Figures A4 through A10). Appendix A also contains a Key to the Unified Soil Classification System, Key to Log of Borings, and Soil Terminology (Figures A1 through A3).

LABORATORY TESTING

Laboratory tests were performed to determine some of the physical and engineering characteristics on selected soil samples of the various soil materials encountered in the exploratory borings considered pertinent to the design of the project. The tests performed were selected on the basis of the probable design requirements as correlated to the site subsurface profile. A summary of the laboratory test results is presented in Appendix B. A brief generalized description of the tests performed is as follows.

- Moisture-Density Determinations: This test was conducted on fiberglass liner samples to measure their in-situ moisture contents and dry unit weights. The test results are used to assess the distribution of subsurface pressures and to calculate degrees of in-situ relative compaction.

- Grain Size Distribution (Gradation) Analysis: Grain size distribution analysis was performed on a selected soil samples. The distribution of particle sizes larger than 0.075 mm is determined by sieving, while the distribution of particle sizes smaller than 0.075 mm is determined by a sedimentation process using a hydrometer. The grain size distribution is used to determine the classification of the site soils. This information is used for liquefaction and foundation design analysis.

REGIONAL GEOLOGY

The site is situated on the north side of the Carmel River, at the northern terminus of the Santa Lucia Range within the Coast Ranges Geomorphic Province of California (Figure 2, Regional Geologic Map). The Coast Ranges Geomorphic Province consists of a series of mountain ranges paralleling the northwest-southeast structural orientation of the San Andreas fault, San Gregorio-Palo Colorado fault, Rinconada fault and other faults within the central coast of California (Figure 9, Regional Fault and Seismicity Map). These faults are characterized by a combination of strike-slip and reverse displacement and show horizontal displacements from tens to hundreds of miles. Several periods of continuous and semi-continuous strike-slip or "transform" movement throughout the late Cenozoic Era has occurred on the San Andreas and related fault systems causing compressional uplift of the mountains of the Coast Ranges Geomorphic Province. The region continues to be characterized by moderate to high rates of seismic and tectonic activity (Figure 9).

The site is located on the southwest side of the San Andreas fault. The San Andreas fault forms the boundary between the North American and Pacific Plates. The southwest side of the San Andreas fault is underlain by Cretaceous age Salinian Block granitic rocks with older Sur Series metamorphic rocks that occur as roof pendants (Dibblee, 1974). These roof pendants predominantly consist of marble and dolomite (Compton, 1966). Overlying the granitic rocks of the Salinian Block is a series of folded and faulted Tertiary age sedimentary and volcanic rocks (Dibblee, 1974).

During early to late Quaternary times, extensive continental, marine terrace, eolian, and fluvial sediments were deposited (Dupre' 1990 & Rosenberg, 1993). These sediments unconformably overlie all older formations with which they are in contact. Holocene activity has consisted of continued tectonic uplift, down cutting and deposition of the local area streams, mass wasting of upland areas by landslides and erosion, and fault creep along the San Andreas and related fault systems. The geology of the site and vicinity is depicted on the Geologic Vicinity Map, Figure 3.

REGIONAL FAULTING AND SEISMICITY

The closest faults that would most likely effect the site are the Monterey Bay-Tularcitos, San Andreas, Rinconada-Reliz and San Gregorio-Palo Colorado faults (Figures 2, 3, 5 9).

Monterey Bay-Tularcitos Fault Zone

Located at and trending parallel to the northeastern property boundary (Sheet 1) is the Foothills segment of the Tularcitos fault (Rosenberg, 1993 & Rosenberg & Clark, 1994). The Monterey Bay-Tularcitos fault zone is a complex series of northwest trending reverse, right lateral, and oblique faults which include the Tularcitos, Chupines, and Navy faults (Petersen et al, 1996). The Monterey Bay-Tularcitos fault zone lies within a fault bounded wedge of granitic basement rocks belonging to the Salinian block and is bounded on the west by the San Gregorio fault and on the east by the San Andreas fault (McKittrick, 1987). The Monterey Bay-Tularcitos fault is 84 km. long (Petersen et al, 1996) and extends from Paloma Creek in upper Carmel Valley (Clark et al, 1997) to the offshore environment within the Monterey Bay. Post Miocene vertical displacement of the Tularcitos fault is about 380 m and 3.2km to as much as 16 km of right lateral displacement (Clark et al, 1997). Offsets of Holocene age colluvial and fluvial terrace deposits indicates that the Tularcitos fault is active (Clark et al, 1997). The Monterey Bay fault is the offshore extension of the Tularcitos fault and comprises a discontinuous series of en echelon faults in the inner Monterey Bay between Monterey and Santa Cruz (Greene et al, 1973). The Monterey Bay fault zone displaces late Tertiary and Pleistocene sediments and in a few locations appears to cut Holocene sediments (Greene et al, 1973 & Rosenberg & Clark, 1994). Slip rate for the Monterey Bay-Tularcitos fault is estimated at 0.5mm/yr. Maximum magnitude is expected to be (M7.1) with a recurrence interval of 2,841 years (Petersen et al, 1996).

San Andreas Fault

The San Andreas fault is located about 41-km. northeast of the site and is the major seismic hazard in northern California. The San Andreas fault is a major right-lateral strike-slip fault that generally delineates the transform plate boundary between the North American and Pacific Plates. Historic earthquakes on the San Andreas fault have caused extensive damage and very

strong ground shaking in Monterey County. The 1906 (M_w~8.0) "San Francisco earthquake" ruptured a portion of the active San Andreas fault from approximately San Juan Bautista to Cape Mendocino, causing severe damage in parts of the Monterey-San Francisco Bay area. The earthquake occurred on April 18, 1906 and caused severe ground shaking and structural damage to buildings in Monterey, Santa Cruz and San Benito Counties (Lawson, 1908). The 1989 (M_w 7.1) Loma Prieta earthquake also caused significant damage in the cities of Salinas, Santa Cruz, Watsonville, and Hollister (McCann, 1990).

The San Andreas fault can expect a (M6.8) earthquake with an unknown recurrence interval (Petersen et al, 1996). Stronger earthquakes could be experienced at the site similar to the 1906 event with a maximum magnitude of (M7.9) with a recurrence interval of 210 years (Petersen et al, 1996).

Rinconada-Reliz Fault

The Rinconada (Reliz) fault is located approximately 13-km northeast of the site. The Rinconada fault is primarily a right lateral strike slip fault (Petersen et al, 1996) with a vertical component having elevated the southwest block to form the Sierra de Salinas uplift (Dibblee, 1976). The Rinconada fault is a major structural feature along which granitic rocks of the Sierra de Salinas were uplifted to form the western border of the Salinas Valley (Greene et al, 1973). The Rinconada fault in the vicinity of the site is within the Salinian Block and movement began during early Cenozoic time (Paleocene) and remained active to late Pleistocene time (Dibblee, 1976). Vertical displacement in the Sierra de Salinas may be as much as 10,000 feet (Dibblee, 1976). Slip rate for the Rinconada fault is estimated at 1.0mm/yr. Maximum magnitude is expected to be (M7.3) with a recurrence interval of 1,764 years (Petersen et al, 1996).

San Gregorio Fault

Like the San Andreas fault, the San Gregorio fault has been divided into several different segments that are characterized by varying slip rates, earthquake intensities, and earthquake recurrence intervals. Located offshore about 18 km southwest of the site, the San Gregorio (Sur

region) is a northwest trending right lateral strike slip fault about 80 km long (Petersen et al, 1996). The San Gregorio fault is part of the San Andreas fault system and is expressed as a complex series of en echelon right lateral strike slip faults (San Gregorio, Palo Colorado, San Simeon, & Hosgri faults) in the offshore and nearshore environments. The San Gregorio and related faults are several hundred kilometers long extending from the Santa Barbara Channel in the south, to its juncture with the San Andreas fault near Bolinas Bay in the north. Strong evidence supports that the San Gregorio fault (Sur region) has been active during Holocene time (Greene et al, 1973). Slip rate for the San Gregorio fault (Sur region) is estimated at 3.0mm/yr. Maximum magnitude is expected to be (M7.0) with a recurrence interval of 411 years (Petersen et al, 1996).

SITE GEOLOGY

Previous published & unpublished mapping of the site and its vicinity has been performed by Dibblee, 1974; McKittrick, 1987; Dupre', 1990; Rosenberg, 1993, Rosenberg & Clark, 1994 and Clark, Dupre' & Rosenberg, 1997. Dibblee, 1974 (Figure, 3) mapped the site at a scale of 1:62,500, and as being underlain by Quaternary older alluvium. Mapping performed by Dibblee did not indicate the presence of faults or landslides to occur on the site.

More recent mapping of the site and vicinity was performed by Dupre', 1990 at a scale of 1:24,000 (Figure 7). This mapping concentrates on Quaternary geology and liquefaction potential. Dupre' has mapped the site as being underlain by Pleistocene age fluvial terrace deposits. No faults or landslides were noted to occur, or were mapped on the site.

Rosenberg, 1993 (Figure 5) and Rosenberg & Clark, 1994 performed detailed geologic mapping at a scale of 1:24,000. According to this published and unpublished work, the site is underlain by Pleistocene age Terrace deposits unconformably overlying Miocene age Monterey shale. Review of this mapping indicates the presence of the Foothill segment of the Tularcitos fault on or adjacent to the site (Figure 5).

Clark, Dupre' & Rosenberg, 1997 have performed the most recent and detailed published geologic mapping at a scale of 1:24,000. Clark and Rosenberg map the site as being underlain by Pleistocene age fluvial terrace deposits. Review of this most recent mapping indicates the presence of the Foothill segment of the Tularcitos fault as previously mapped. No landslides were mapped on the site.

Geology for this report was mapped in the field on August 27 & October 7, 2008. Field mapping was done on aerial photographs at an approximate scale of 1:12,000, and on a base topographic map at a scale of 1:720. The field mapping work was then compiled on a topographic base map of 1:480 scale (Site Geologic Map & Cross Section A-A', Sheet 1). As part of our geologic mapping we examined and interpreted of 3 sets of stereo aerial photographs of the area taken in 1956 and 1978 of the site and its vicinity. These photographs were scrutinized for site geology, terrain features characteristic of active fault zones, and for landsliding features. For this study, the location of the Foothill segment of the Tularcitos fault (Sheet 1) was determined by detailed analysis of the above noted published & unpublished reports & maps, examination of stereoscopic aerial photographs, and field mapping of the site. Based on the above referenced techniques and our exploratory drilling program, it is our opinion that the geology as mapped by Dupre', 1990; Rosenberg 1993, Rosenberg & Clark, 1994 and Clark, Dupre' & Rosenberg, 1997 is accurate. Description of the site geology is as follows, refer to Site Geologic Map & Geologic Cross Section A-A' located in the map pocket at the back of this report for the location and distribution of these units.

(Qt) Terrace deposits (Pleistocene): Fluvial stream deposits occurring within the old Carmel River drainage. These sediments consist of unconsolidated to semi-consolidated sand & gravel.

(Tm) Monterey shale (Miocene): Although not exposed on the site at the ground surface, the terrace deposits are in unconformable contact with Miocene age Monterey shale. This marine sedimentary formation consists of fractured siliceous and diatomaceous shale.

Site Geologic Structure and Faulting

Bedding inclinations near the site indicate that the shale is dipping 15° to 30° to the south (Clark, Dupre', & Rosenberg, 1997). No structural axis (anticlinal or synclinal) has been mapped underlying site.

The closest fault to the site is the Foothill segment of the Tularcitos fault located adjacent to and parallel to the northeastern property line (Sheet 1). Though the site is not located within an Earthquake Fault Zone as established by the State of California, the Tularcitos fault has displayed late Pleistocene and probable early Holocene displacement to be classified as significant seismic hazard.

Landsliding

Typically the site slopes are very gentle, Steeper fluvial terrace slopes located to the northeast of the site visually appear to be grossly stable. No evidence of active or past slope instability was observed.

SUBSURFACE CONDITIONS

As part of the soil engineering report seven exploratory borings were drilled in proposed development area. Subsurface constituents were similar to the depths explored in each of the exploratory borings. The earth materials encountered consisted of fluvial terrace deposits consisting of loose to very dense, silty SAND, well graded SAND and lesser amounts of clayey SAND.

GROUNDWATER

Groundwater was not encountered in any of the exploratory borings. No active springs were noted to occur on the site. Local groundwater levels can fluctuate over time depending on but not limited to factors such as seasonal rainfall, site elevation, groundwater withdrawal, and construction activities at neighboring sites. The influence of these time dependent factors could not be assessed at the time of our investigation.

GEOLOGIC AND SOIL ENGINEERING CONCLUSIONS

Seismic Hazards & Surface Fault Rupture: The site is located in the seismically active Monterey Bay region of the Coast Ranges Geomorphic Province. The site is not located within any Earthquake Fault Zones in accordance with the Alquist-Priolo Earthquake Fault Zoning Act (formerly Alquist-Priolo Special Studies Zone Act) of 1972 (Hart and Bryant, 1997).

However, the Foothill segment of the Tularcitos fault is located adjacent to and parallel to the northeastern property line (Sheet 1). The Tularcitos fault has displayed late Pleistocene and probable early Holocene displacement, therefore potential for surface rupture to occur on the site is moderate to high.

Ground Shaking: Strong ground shaking associated with major earthquakes along the San Andreas and other nearby faults will undoubtedly occur at the site in the future. The U.S. Geological Survey estimates the peak ground acceleration with a 2 percent probability of being exceeded in a 50-year period in the vicinity of the site to be between 0.544 to 0.845g.

Seismic Design Parameters: For seismic design using the 2007 CBC, we recommend the following design values be used. The parameters were calculated using the U.S. Geological Survey Ground Motion Parameters computer program (Version 5.0.9) and were based on the approximate center of the site located at 36.500° N. latitude and –121.752° W. longitude.

2007 CBC Seismic Design Parameters

Design Parameter	*Site Design Value*	Reference
Site Class	**D – Stiff Soil**	Table 1613.5.2
Spectral Acceleration Short Period	**(S_s) = 1.268g**	Fig. 22-3, ASCE 7-05
Spectral Acceleration 1 Second Period	**(S_1) = 0.544g**	Fig. 22-4. ASCE 7-05
Short Period Site Coefficient	**(F_a) = 1.00**	Table 1613.5.3(1)
1 Second Period Site Coefficient	**(F_v) = 1.50**	Table 1613.5.3(2)
MCE Spectral Response Acceleration Short Period	**(S_{MS}) = 1.268g**	Section 1613.5.3
MCE Spectral Response Acceleration 1-Second Period	**(S_{M1}) = 0.816g**	Section 1613.5.3
5% Damped Spectral Response Acceleration Short Period	**(S_{DS}) = 0.845g**	Section 1613.5.4
5% Damped Spectral Response Acceleration 1-Second Period	**(S_{D1}) = 0.544g**	Section 1613.5.4

Liquefaction, Lateral Spreading, and Dynamic Compaction: Liquefaction is the transformation of soil from a solid to a liquid state as a consequence of increased pore-water pressures in response to strong ground shaking during an earthquake. Liquefaction most often occurs in loose saturated silts, and saturated poorly graded fine-grained sands. Liquefaction potential maps prepared by Dupre' (1990) show that the site is in an area of low to very potential for liquefaction. Based on our field investigation and research, it is our opinion that the potential for liquefaction at the site is very low.

Lateral spreading can occur when soils liquefy beneath a slope, or even beneath level ground if an open topographic face is nearby. Since the potential for liquefaction at the site is judged to be very low, the potential for lateral spreading is likewise estimated to be very low.

Dynamic compaction occurs when loose, unsaturated soils densify in response to ground shaking during a seismic event. Because no such materials were encountered on the site, it is our opinion that the potential for dynamic compaction is very low.

Ridge-Top Shattering: Ridge-top shattering was well documented after the 1971 San Fernando earthquake and also occurred during the 1989 Loma Prieta earthquake in the Santa Cruz Mountains. The phenomenon occurs most commonly on the crests of sharp ridges, where seismic shaking energy is concentrated as in the chimney of a building. Shattering can effect both soil and the underlying bedrock and gives the appearance of plowed ground (Barrows, 1975; Kahle, 1975). Since the site is located on a flat fluvial terrace, the potential for ridge-top shattering is considered to be nil.

Landsliding and Slope Stability: The site is fairly flat with moderate southwest facing slopes located offsite to the northeast. The offsite slopes are moderately steep and visually appear to grossly stable. No evidence of past or present slope instability was noted to occur on or near the site. Foundations should be setback from slopes in accordance with Chapter 18 of the 2007 CBC.

Flood Hazards: According to the National Flood Insurance Program map Panel Number 060195 0205 D (FEMA, 1984) the site is not located within a flood zone.

Soil Expansion: Based on visual observations and laboratory testing the near surface site soils are classified as silty SAND and well graded SAND, and are considered to be non-plastic. No special measures are required to mitigate the effect of soil expansion on foundations, and interior or exterior concrete slabs-on-grade.

Erosion: The site soils and earth materials are highly erodible. Stringent erosion control measures should be implemented to provide surficial stability of area that will be disturbed by proposed grading.

RECOMMENDATIONS

Geologic

The following recommendations are drawn from the data acquired and evaluated during this investigation for the proposed project.

1. Prior to construction, the project geologist should review the site grading and improvement plans and their potential impacts on identified geologic hazards.

2. The active Foothill segment of the Tularcitos fault is located adjacent to and parallel to the northeastern property line (Sheet 1). Therefore, we recommend that a 50 foot wide habitable structure fault setback easement be established (Sheet 1). Structures designed for human occupancy should be located outside of the delineated setback.

3. Structures designed for human occupancy shall be designed according to the current edition of the CBC. Structures should be designed for horizontal ground acceleration of 0.845g.

4. The project geologist should review the site grading. The purpose of this review is to examine the site for overall stability and to provide additional recommendations if site conditions differ those identified during the course of this investigation.

Soil Engineering

In our opinion, the site is suitable from a soil-engineering standpoint for the proposed development provided that the recommendations contained herein are implemented in the design and construction. The following preliminary recommendations are presented as guidelines to be used by project planners and designers for the soil engineering aspects of the project design and construction. These recommendations have been prepared assuming that Landset Engineers, Inc. will be commissioned to review proposed grading & foundation plans before construction, and to observe, test and advise during earthwork and foundation construction. Soil and groundwater conditions can deviate from the conditions encountered at the boring locations. If significant variations in the subsurface conditions are encountered during construction, it may be necessary for Landset Engineers, Inc. to review the recommendations presented herein, and recommend adjustments as necessary.

Site Preparation and Grading

1. The soil engineer should be notified **at least two (2) working days prior to any site clearing or grading** so that the work in the field can be coordinated with the grading contractor and arrangements for testing and observation services can be made. The recommendations contained in this report are based on the assumption that Landset Engineers, Inc. will perform the required testing and observation services during grading and construction. It is the owner's responsibility to make the necessary arrangements for these required services.

2. Prior to grading, building areas should be cleared of obstructions, undocumented fill, trees and their associated root systems, deleterious materials, and buried structures. Site clearing should be observed by a field representative of Landset Engineers, Inc. Voids created by the removal of materials or utilities described above should be called to the attention of the soil engineer. No fill should be placed unless a representative of this firm has observed the underlying soil.

3. Following site preparation and demolition operations, the upper 24 to 36-inches of soil should be removed (overexcavated) from the building areas. Building areas are defined as the soils within and extending a minimum of 5 feet beyond the foundation perimeters.

4. The insitu native soils exposed by overexcavation should be scarified approximately 8 inches; moisture conditioned to optimum moisture content, and recompacted to a minimum of 90 percent of maximum dry density. Where referenced in this report, percent relative compaction and optimum moisture content shall be based on ASTM test D1557-91.

5. Previously subexcavated soil material may then be placed within the subexcavation as an engineered structural fill. Structural Fill material should be placed in thin lifts, moisture conditioned to a level above optimum moisture content, and compacted to a minimum of 90 percent of maximum dry density. Prior to compaction, the soil should be cleaned of any rock, debris, and irreducible material larger than 3-inches in diameter. Structural Fill is defined herein as an import or native fill material which, when properly compacted, will support foundations, pavements, and other fills without detrimental settlement or expansion. Structural Fill is specified as follows:

Structural Fill

- Clean native soil may be utilized, but import fill shall have a Plasticity Index of less than 12.
- Be free of debris, vegetation, and other deleterious material.
- Have a maximum particle size of 3-inches in diameter.
- Contain no more than 15% by weight of rocks larger than 21/2-inches in diameter.
- Have sufficient binder to allow foundation and unshored excavation stand without caving.
- Prior to delivery to the site, a representative sample of proposed import should be provided to Landset Engineers, Inc. for laboratory evaluation.

6. Where cuts in building areas will exceed depths of 3-feet, overexcavation of additional soil may not be necessary. However, the overexcavated surface should be observed by a representative of this firm prior to recompaction to verify that no deleterious materials are present and that the exposed soil is sufficiently uniform to support slabs and foundations.

7. In order to limit the potential for differential settlement, foundations should not be supported on both fill and cut. Therefore, we recommend that the cut side of the building areas should be overexcavated (undercut). The proposed grading within the building area should be designed so that no more than 2 feet of differential fill thickness exists below foundations. The portion of the building foundations bearing on cut should be undercut so that the entire foundation is bearing on a uniform layer of compacted fill. Deeper overexcavation may be necessary in order to satisfy the differential fill thickness recommendations.

8. If structural fill is to be placed on slopes steeper than 6:1 (horizontal to vertical), keyways should be established at the toe of the proposed fill slopes. The keyways should have minimum widths of 10-feet and should be sloped approximately 2% back into the hillsides. The keyways and subsequent upslope benches should penetrate into sufficiently stable material at determined by the soil engineer at the time of grading.

9. If structural fill is to be placed on slopes steeper than 10:1, the slopes should be benched. The benches should have a minimum width of 10-feet and should be sloped approximately 2% back into the hillsides. The soil engineer will determine the depth, scarification, and recompaction of the bench bottoms at the time of grading.

10. The soil engineer should also observe keyways and benches to assess the need for subsurface drains (subdrains). Subdrains in other areas may also be recommended depending on the grading plan and site conditions observed at the time of grading.

11. Fill slopes should be constructed at a maximum finished slope inclination of 2:1 (horizontal to vertical). Fill slopes should be overfilled and trimmed back to competent material. Further compaction of exposed fill slope faces using sheepsfoot rollers or tracked equipment may be recommended by the soil engineer. Cut slopes should be constructed at an inclination of 2:1. Proper drainage and revegetation of graded slopes is essential to ensure stability.

12. In areas to be paved, the upper 12 inches of subgrade soils and all aggregate base should be compacted to a minimum of 95 percent of maximum dry density. Aggregate base and subgrade should be firm and unyielding when proof rolled by heavy rubber-tired equipment prior to paving.

Foundations

13. The buildings may be supported by conventional continuous and spread (pad) footings supported on engineered fill ***compacted to 90% of maximum dry density***. Footings should have minimum depths of 12-inches below lowest adjacent grade for single story structures, 18-inches below lowest adjacent grade for two story structures, and 24-inches below lowest adjacent grade for three story structures. For the above conditions, the footings for a proposed structure may be designed for an allowable bearing pressure 1,800 psf for dead plus live loads. This value may be increased by one-third for short-term loads such as wind or seismicity. Footings should be reinforced as directed by the architect/structural engineer.

14. For calculating resistance to lateral loading, a friction coefficient of 0.40 may be assumed to act between the bottom of the foundations and the supporting soil. Where foundations are poured neat against excavated trenches, the engineered fill may be assumed to provide 350 pounds per cubic foot (ultimate value). Lateral support from soil that may later be excavated or used in landscaping near foundations should be neglected.

15. Post construction total and differential settlements from static loading of foundations is expected to be about 1-inch and ½-inch respectively. Post construction total and differential settlement of foundations is estimated to be about 1-inch and 1½ from seismic loading.

16. Footing excavations ***must be observed and tested for compaction by a representative of this firm prior to placement of formwork or reinforcement***. Concrete should be placed only in foundation excavations that have been kept moist, and contain no loose or soft soil debris.

17. Footings located adjacent to other footings or utility trenches should have their bearing surfaces founded below an imaginary 1:1 (horizontal to vertical) plane projected upward from the bottom edge of the adjacent footings or utility trenches.

Slabs-on-Grade and Exterior Flatwork

18. For buildings utilizing conventional footings, interior slabs-on-grade should have a thickness of 5-inches. It should be noted that the project structural engineer might require thicker slab sections to provide the necessary support for the anticipated structural loads. Conventional concrete slabs-on-grade should be reinforced with steel as specified by the structural engineer.

19. To minimize floor dampness, such as where moisture sensitive floorings will be present, a section of capillary break material at least 4-inches thick covered with a membrane vapor barrier should be placed between the floor slab and the compacted soil subgrade. The capillary break should consist of a clean, free draining material such as ½ to ¾-inch drainrock with not more than 10 percent of the material passing a No. 4 sieve. The drainrock should be free of sharp edges that might damage the membrane vapor barrier. The membrane vapor barrier should be a minimum 10 mil in thickness, and care should be taken to properly lap and seal the vapor barrier, particularly around utilities. To protect the vapor barrier from damage during concrete placement, it should be covered with a

minimum of 2 inches of clean sand. Clean sand is defined as a sand (ASTM D 2488) of which less than 3 percent passes the No. 200 sieve. The sand cushion should be lightly moistened immediately prior to concrete placement.

20. Exterior concrete flatwork such as driveways, patios and sidewalks should be designed to act independently of building foundations. Exterior flatwork should be constructed on compacted soil subgrade moisture conditioned to optimum moisture content. Reinforcement and joint spacing should be at the direction of the architect/structural engineer.

Retaining Walls

21. Retaining walls for the site may be designed using the following general design parameters, which assume fully drained wall backfill conditions. The average bulk density of material placed on the backfill sides of walls will be about 130 pounds per cubic foot (pcf).

22. The vertical plane extending down from the ground surface to the bottom of the heel of the vertical wall will be subject to lateral soil pressures (plus surcharge loads). An Active Soil Pressure of 35 pcf (equivalent fluid weight) should be used in design of site walls that are free to move laterally and resultant settlement of backfill is tolerable. An At-Rest Soil Pressure of 50 pcf should be used in design for walls, which are restricted from movement at the top (such as foundation walls). The above pressures are applicable to a horizontal retained surface behind the wall. Walls having a retained surface that slopes upward from the wall should be designed for an additional equivalent fluid pressure of 1 pcf for the active case and 1.5 pcf for the at rest case, for every two degrees of slope inclination.

23. The additional effects of earthquakes on the walls may be simulated by applying a horizontal line force of $6H^2$ pounds per foot length of wall. This force should be applied at a height of 0.6H above the wall heel. The additional effects of vertical live loads on the

backfill side of walls may be simulated by applying 50 percent of the live loads as a horizontal surcharge force on the walls. The point of application of the live load surcharge may be estimated by assuming a 45-degree line of action down from the live load to the design plane or wall stem.

24. Retaining walls should be supported on foundations extending into engineered fill. Allowable soil bearing pressure (for dead plus live loads) = 1,800 psf assuming a footing depth of 12-inches below lowest adjacent grade. An increase of 1/3 is allowed when considering additional short-term wind or seismic loading. The ultimate coefficient of friction below the base of the wall = 0.40. Passive soil resistance against the portion of the wall base and key is 350psf/ft for level ground in front of the wall. Lateral support from the soil that may be excavated or used in landscaping near the wall footing should be neglected. Typically this would include the top 12-inches of soil around the wall.

25. The earth pressures are based on fully drained conditions. We recommend that a zone of drainage material at least 12-inches wide should be placed on the backfill side of the walls. Drainage materials should consist of Class 2 permeable material complying with Section 68 of the Caltrans Standard Specifications, latest edition, or ¾-inch permeable drainrock wrapped in Mirafi 140N or equivalent. Manufactured drains such as Miradrain or Enkadrain are acceptable alternatives to the use of permeable or gravel material, provided that they are installed in accordance with the recommendations of the manufacturer. The drains should extend from the base of the walls to within 12-inches of the top of the wall backfill. The upper 12-inches of wall backfill should consist of compacted structural fill. A perforated pipe should be placed (holes down) about 4-inches above the bottom of the wall or below lowest adjacent grades in front of the wall. The perforations should be no larger than ¼-inch diameter, and the perforated pipe should be connected via a solid collector pipe to an approved point appropriate discharge facility.

26. Wall backfill should be moisture conditioned and compacted to a minimum of 90% of maximum dry density. If heavy compaction equipment will be used for compaction of the wall backfill, the wall design should include a compaction surcharge in addition to the soil pressures given above. Landset Engineers, Inc. should be consulted for proper compaction surcharge pressures. To avoid surcharging the walls, backfill within 3-feet of the wall should be compacted by hand operated equipment.

Utility Trenches

27. On-site soils should be properly shored and braced during construction to prevent sloughing and caving of trench sidewalls. The contractor should comply with the Cal/OSHA and local safety requirements and codes dealing with excavations and trenches.

28. A select non-corrosive, granular, material should be used as bedding and shading immediately around underground utility pipes and conduits. The site native soils may be used for trench backfill above the select material.

29. Trench backfill in landscaped or unimproved areas should be compacted to a minimum of 85 percent of maximum dry density. Trench backfill in the upper 1 foot of subgrade beneath asphalt and concrete pavements should be compacted to a minimum of 95 percent of maximum dry density. Trench backfill in other areas should be compacted to a minimum of 90 percent of maximum dry density. Jetting of utility trench backfill should not be allowed.

30. The bottoms of utility trenches that are parallel to foundations should not extend below an imaginary plane sloping downward at a 1:1 (horizontal to vertical) angle from the bottom outside edges of foundations.

Site Drainage

31. The site soils are highly erodible and a drainage & erosion control plan is essential to the project. Fluctuations of moisture contents are a major consideration, both before and after construction. Site runoff will be increased due to new proposed impervious surfaces. A comprehensive drainage & erosion control plan is essential to the long-term sustainability of the project.

32. Surface drainage should provide for positive drainage so that runoff is not permitted to pond adjacent to foundations, concrete slabs-on-grade, and pavements. Pervious ground surfaces should be finish graded to direct surface runoff away from site improvements at a minimum 5 percent grade for a minimum distance of 10-feet. Impervious ground surfaces should be finish graded to direct surface runoff away from site improvements at a minimum 2 percent grade for a minimum distance of 5-feet. If this is not practicable due to the terrain or other site features, swales with improved surfaces should be provided to divert drainage away from improvements. Surface runoff collected in this swale should be controlled and flow in a non-erosive manner to an approved point of discharge.

33. Roof gutters should be utilized around the building eaves. Roof gutters should be connected to downspouts, which in turn should be connected to pipes leading to the site storm drain system. Runoff from downspouts, planter drains and other improvements should discharge in a non-erosive manner away from site improvements in accordance with the requirements of the governing agencies.

34. The migration of water or spread of root systems below foundations, slabs, or pavements may cause differential movement and subsequent damage. Landscaping runoff collection facilities should be incorporated in the project design.

35. Cut-off drainage swales should be constructed at the top of all cut and fill slopes. These drainage swales should be of adequate size to collect surface runoff and flow to an

approved point of discharge in a non-erosive manner. Proper drainage and re-vegetation of graded slopes is essential to ensure stability.

QUALITY CONTROL

The findings, conclusions and recommendations in this report are preliminary in nature. We recommend that Landset Engineers, Inc. be retained to review final plans once they are available. Additional recommendations will be provided, if necessary based on our review, to interpret this report during construction, and to provide construction testing and observation services. These services are beyond the scope of this soil engineering investigation.

The following items should be performed, reviewed, tested, or observed by this firm:

- Final grading and foundation plans
- Site stripping and clearing
- Overexcavation
- Scarification and recompaction
- Fill placement and compaction
- Nonexpansive import
- Foundation excavations
- Compaction of utility trench & retaining wall backfill and pavement areas

If Landset Engineers, Inc. is not retained to provide plan review, construction observation and testing services, it shall not be responsible for the interpretation of the information by others or any consequences arising therefrom.

LIMITATIONS AND UNIFORMITY OF CONDITIONS

The preliminary recommendations contained in this report are based, in part, on certain plans, information, and data that has been provided to us. Any changes in those plans, information, and data will render our recommendations invalid unless we are commissioned to review the changes and to make any necessary modifications and/or additions to our recommendations. The criteria in this report are considered preliminary until such time as they are modified or verified by the soil engineer in the field during construction. No representation, warranty, or guarantee is either expressed or implied. This report is intended for the exclusive use by the client and the client's architect/engineer. Application beyond the stated intent is strictly at the user's risk.

The recommendations of this report are based upon the assumption that the soil conditions do not deviate from those disclosed in the borings. If any variations or undesirable conditions are encountered during construction, Landset Engineers, Inc. should be notified so that supplemental recommendations can be given.

This report is issued with the understanding that it is the responsibility of the owner, or his representative, to ensure that the information and recommendations contained herein are called to the attention of the Architects and Engineers for the project and incorporated into the plans, and that the necessary steps are taken to ensure that the Contractor and Subcontractors carry out such recommendations. The conclusions and recommendations contained herein are professional opinions derived in accordance with current and local standards of professional practice.

The findings of this report are valid as of the present date. However, changes in the conditions of a property can occur with the passage of time, whether due to natural processes or to the works of man, on this or adjacent properties. In addition, changes in applicable or appropriate standards may occur, whether they result from legislation or the broadening of knowledge. Accordingly, the findings of this report may be invalidated, wholly or in part, by changes outside of our control. Therefore, this report should not be relied upon after a period of three years, without being reviewed by Landset Engineers, Inc. from the date of issuance of this report.

This report does not address issues in the domain of the contractor such as, but not limited to, loss of volume due to stripping of the site, shrinkage of fill soils during compaction, excavatability, and construction methods. The scope of our services did not include any determination or evaluation of soil corrosion potential, environmental assessment of wetlands, radioisotopes, hydrocarbons, hazardous or toxic materials, or other chemical properties in the soil, surface water, groundwater or air, on or below or around the site.

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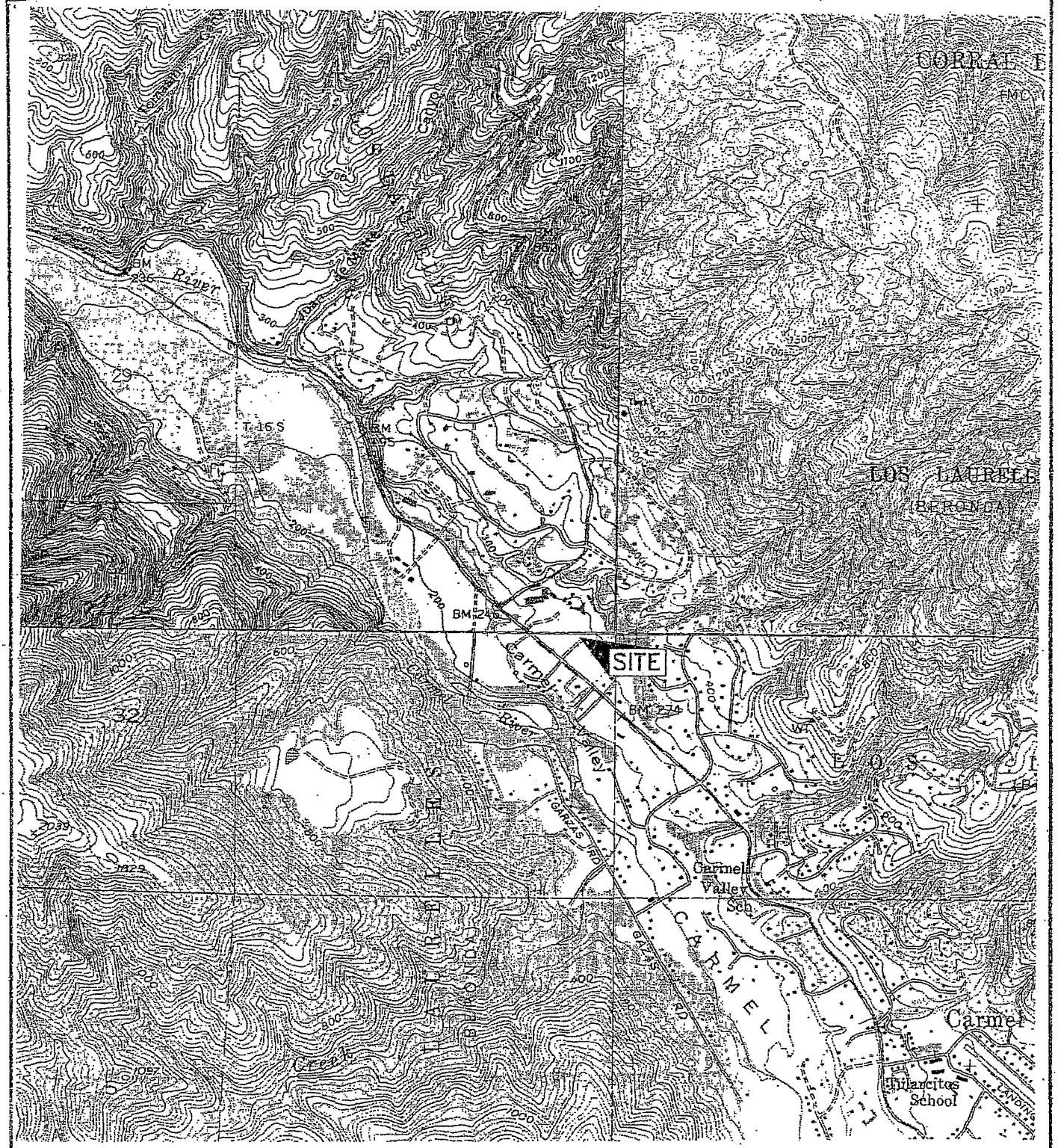
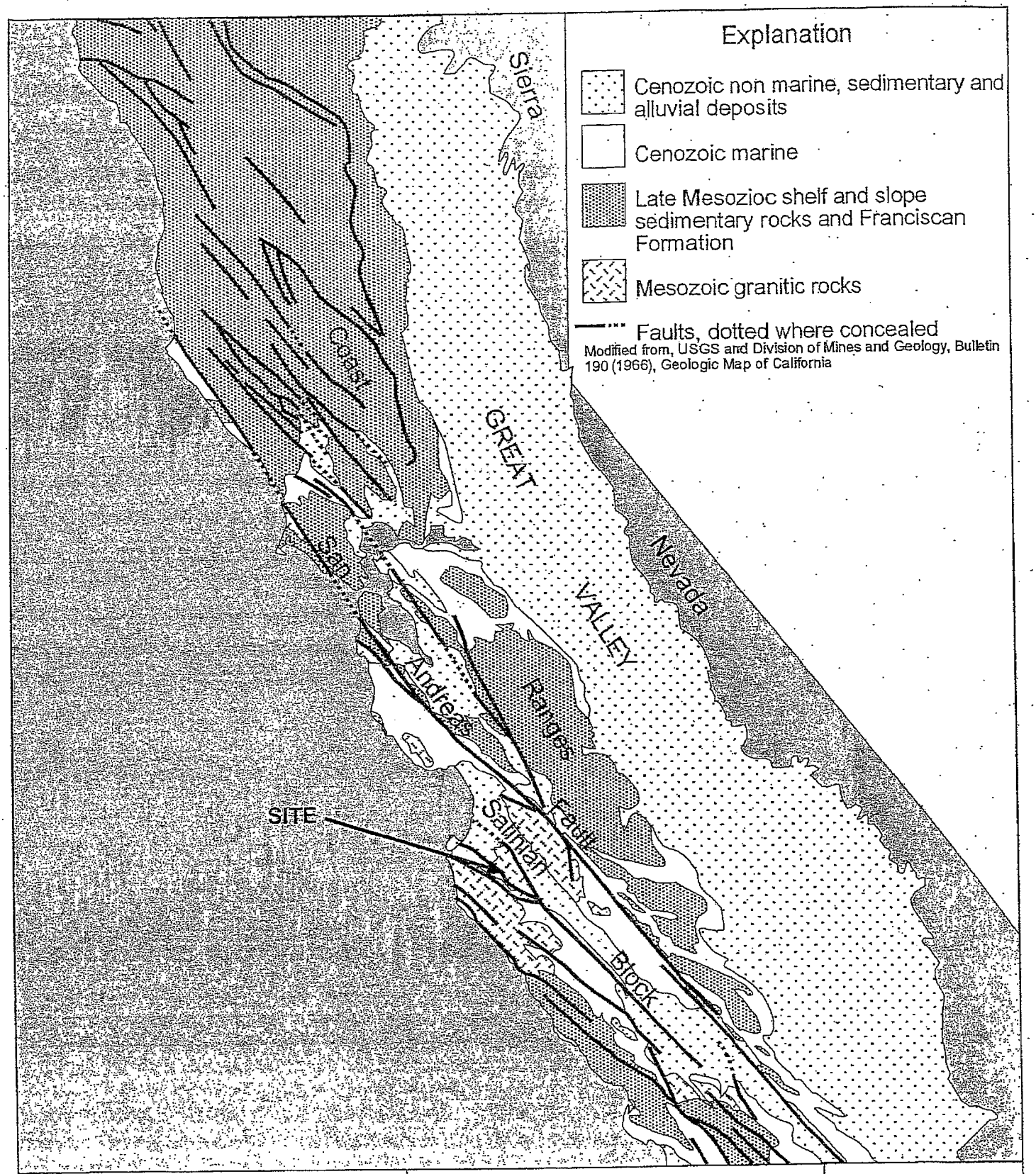
FIGURES



BASE MAPS: Seaside, Spreckels, Mount Carmel & Carmel Valley, California
U.S.G.S. 7.5' Topographic
Quadrangle Maps

Scale: 1"=2000'

LANDSET ENGINEERS, INC. 5208 CRAZY HORSE CANYON ROAD, SALINAS, CA 93907 (831) 443-6570 FAX(831) 443-3801	**Vicinity Map** Bernardus Villas (APN 187-131-044) 415 Carmel Valley Road Monterey County, California	FIGURE **1** PROJECT **LSW-0652-01**



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Regional Geologic Map
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FIGURE
2

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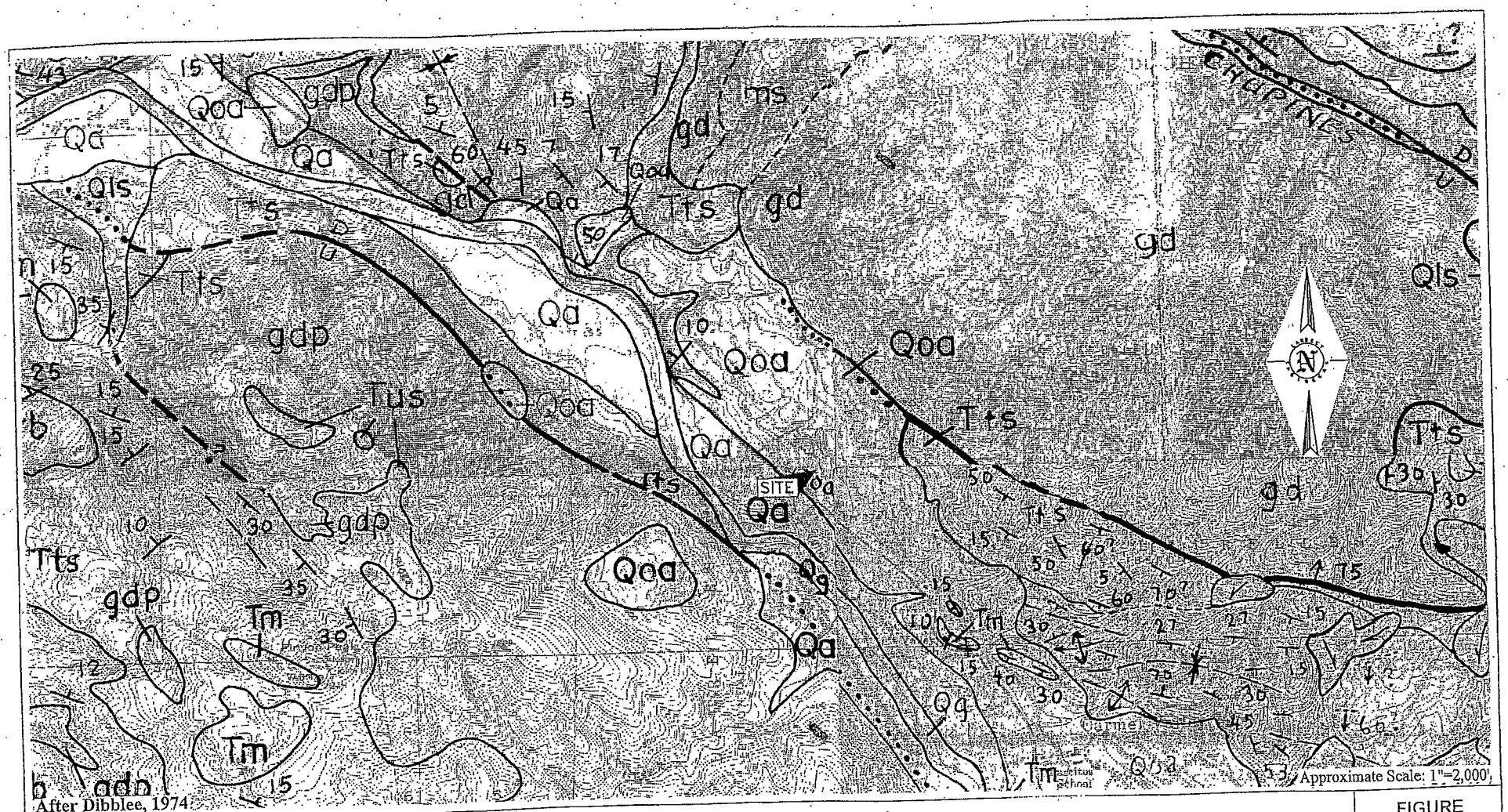

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FIGURE
3

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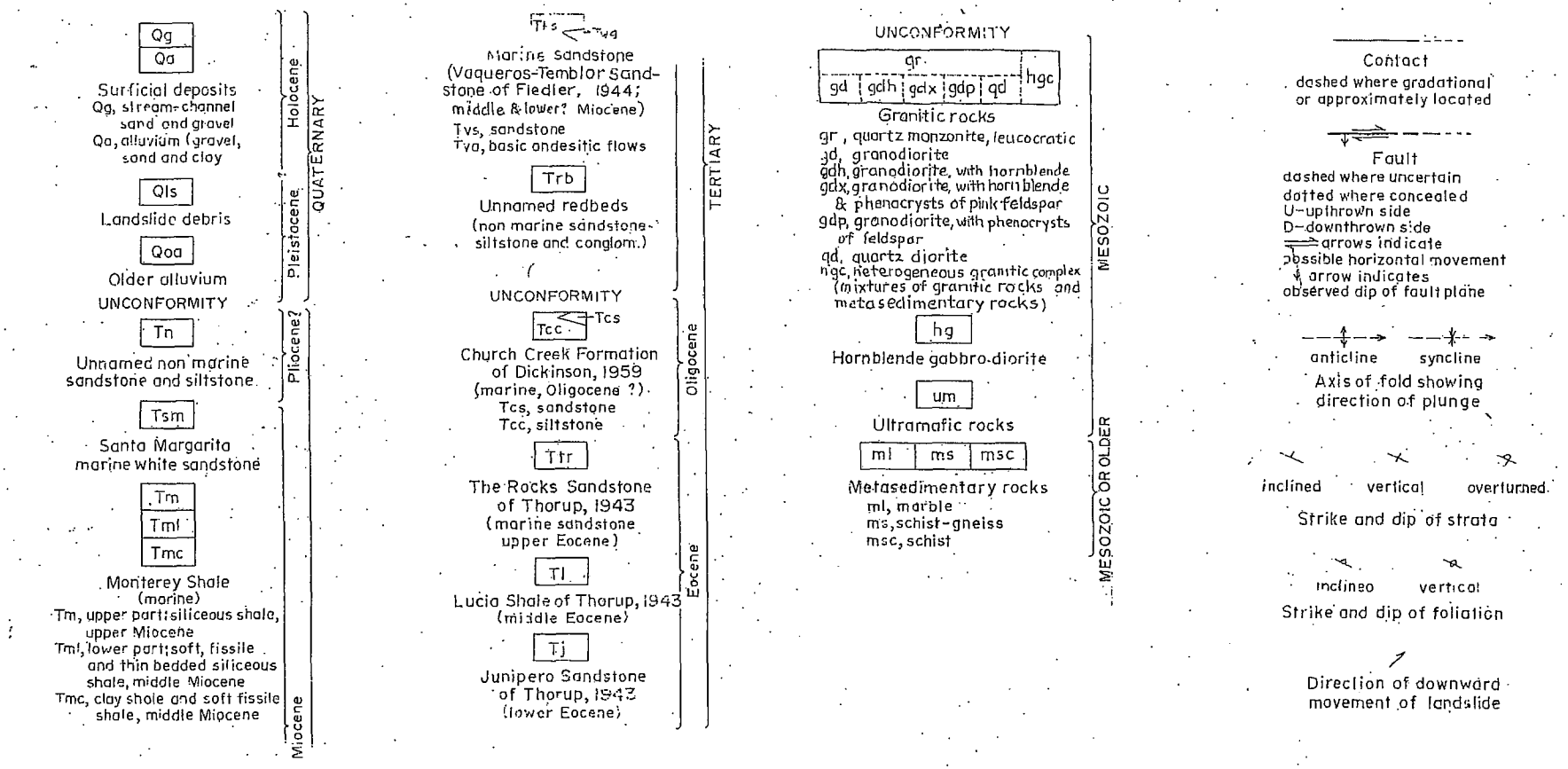

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FIGURE
4

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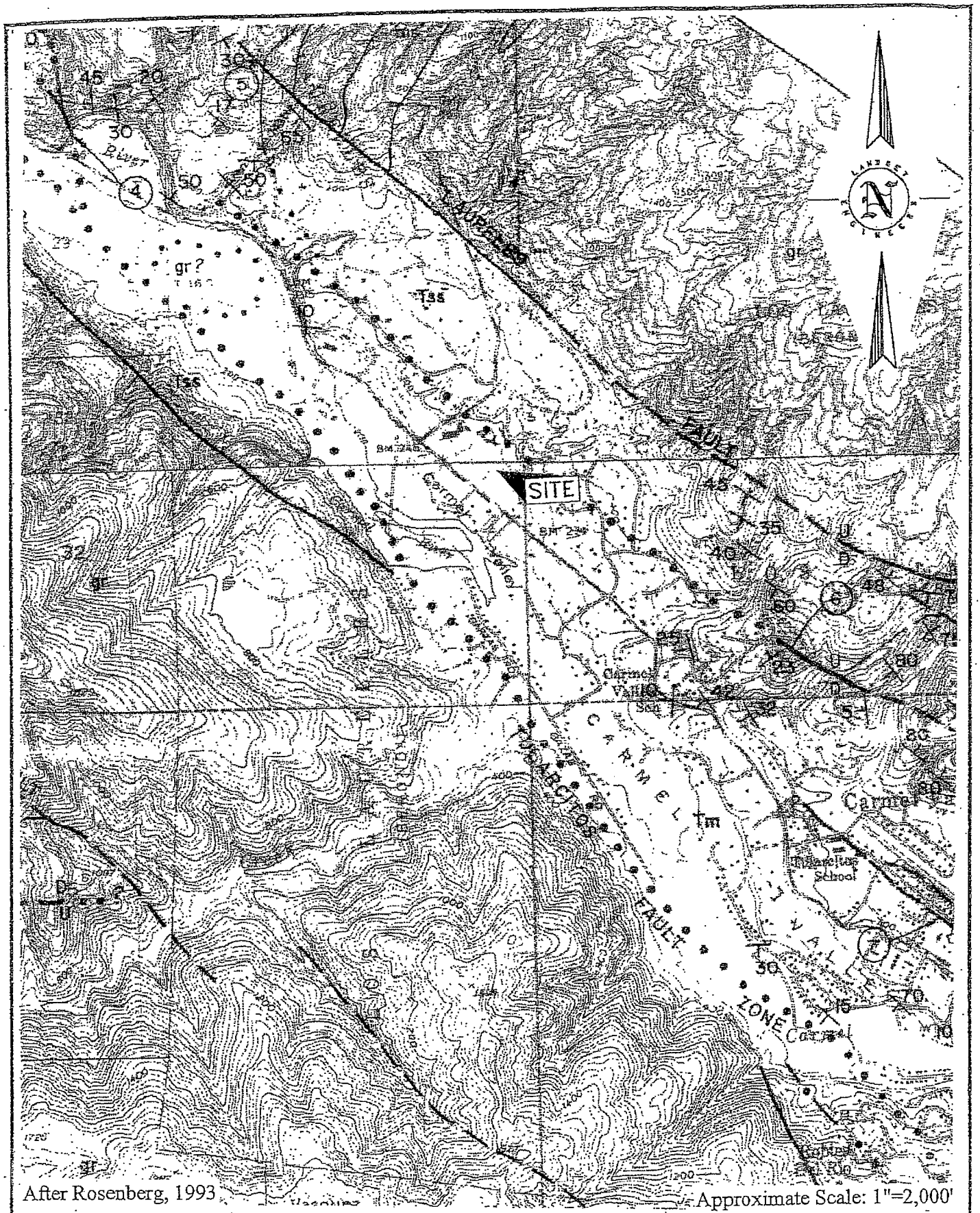

After Rosenberg, 1993 — Approximate Scale: 1"=2,000'

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Bedrock Geology & Fault Map
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FIGURE
5
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EXPLANATION OF MAP UNITS

Tm	***Monterey shale*** — Light gray to light brown, moderately to well-indurated, moderately to intensely fractured, moderately to intensely weathered siliceous and diatomaceous shale. Includes the Aguajito Shale and Canyon Del Rey Members of the Monterey Formation of Bowen (1965).	Miocene	TERTIARY
Tv	***Volcanic rock*** — Greenish-black to moderate reddish-brown, moderately to intensely fractured, slightly to moderately weathered, fine-grained basalt and basaltic andesite.		
Tss	***Marine sandstone*** — Yellowish-orange to yellowish-gray, slightly fractured, moderately to intensely weathered, poorly to well-sorted marine sandstone, locally conglomeratic. Sandstone and siltstone units are poorly indurated. Conglomerate beds are well-indurated. Includes the Los Laureles Sandstone Member of the Monterey Formation of Bowen (1965), the Los Tularcitos Member of the Chamisal Formation of Bowen (1965), and the upper part of the Cachagua Member of the Chamisal Formation of Neel (1963).		
Trb	***Red beds*** — Moderate red to yellowish-gray, slightly fractured, moderately to intensely weathered, poorly sorted marine arkosic sandstone, cobble conglomerate, and siltstone. Sandstone and siltstone units are poorly indurated. Conglomerate beds are well indurated. Includes the Robinson Canyon Member of the Chamisal Formation of Bowen (1965), and the lower part of the Cachagua Member of the Chamisal Formation of Neel (1963).		
gr	***Granitic rock*** — Light gray, moderately to intensely fractured, moderately to intensely weathered, coarse-grained quartz diorite and granodiorite. Composed of about 2/3 plagioclase and K-feldspar, 1/3 quartz, and minor amounts of biotite and hornblende.		CRETACEOUS
ms	***Schist*** — Dusky yellowish-brown, moderately to intensely fractured, moderately to intensely weathered biotite quartzofeldspathic schist. Locally grades to gneiss. Intruded by numerous quartz and pegmatite veins.		PRE-CRETACEOUS
ma	***Marble*** — Dark grayish-blue to very light gray, moderately fractured, moderately weathered, fine to medium grained, slightly metamorphosed limestone.		

EXPLANATION OF MAP SYMBOLS

Formation contact — Solid where well-defined, dashed where approximately located or poorly defined, dotted where concealed, queried where questionably located.

Fault — solid where fault is well-defined, dashed where approximately located or poorly defined, dotted where concealed, queried where questionably located. Relative vertical movement shown by U and D (U = upthrown side, D = downthrown side). Short arrow indicates dip of fault plane.

Fold axis — solid where well-defined, dashed where approximately located or poorly-defined, dotted where concealed. Arrow on axial trace of fold indicates direction of plunge.

Anticline

Syncline

23 Inclined 75 Overturned

Vertical Horizontal

Strike and dip of bedding

12 Dip from distant view

65 ***Foliation***

70 ***Joint***

(1) ***Site of possible Quaternary deformation***

LOCALITIES OF POSSIBLE QUATERNARY DEFORMATION

Seaside Quadrangle

1 — Terrace deposits faulted against vertically bedded Monterey Shale along the Hatton Canyon fault. At least 3 feet vertical offset of landslide deposits and colluvium; fault zone strikes approximately N90°W.

2 — Terrace deposits (too small to be mapped) faulted against Monterey Shale within the Berwick Canyon fault zone (Clark and others, 1974; Younse, 1980; Dupré, 1990).

3 — Terrace deposits faulted within the Tularcitos fault zone, no geomorphic evidence of recent faulting (Bowen, 1969a; Bryant, 1985).

4 — Terrace deposits faulted within the Berwick Canyon fault zone, no geomorphic evidence of recent faulting (Bryant, 1985).

5 — Offset terrace deposits along the Laureles fault (modified from McKittrick, 1987).

Carmel Valley Quadrangle

6 — Faulted terrace deposits within the Tularcitos fault zone; fault zone strikes approximately N30°-35°W (Dupré, 1990).

7 — Offset terrace deposits within the Tularcitos fault zone (McKittrick, 1987).

8 — Faulted terrace deposits within the Tularcitos fault zone; fault zone strikes approximately N50°W (Dupré, 1990).

9 — Faulted terrace deposits within the Tularcitos fault zone; fault zone strikes approximately N65°W (Bryant, 1985; McKittrick, 1987).

After Rosenberg, 1993

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FIGURE
6

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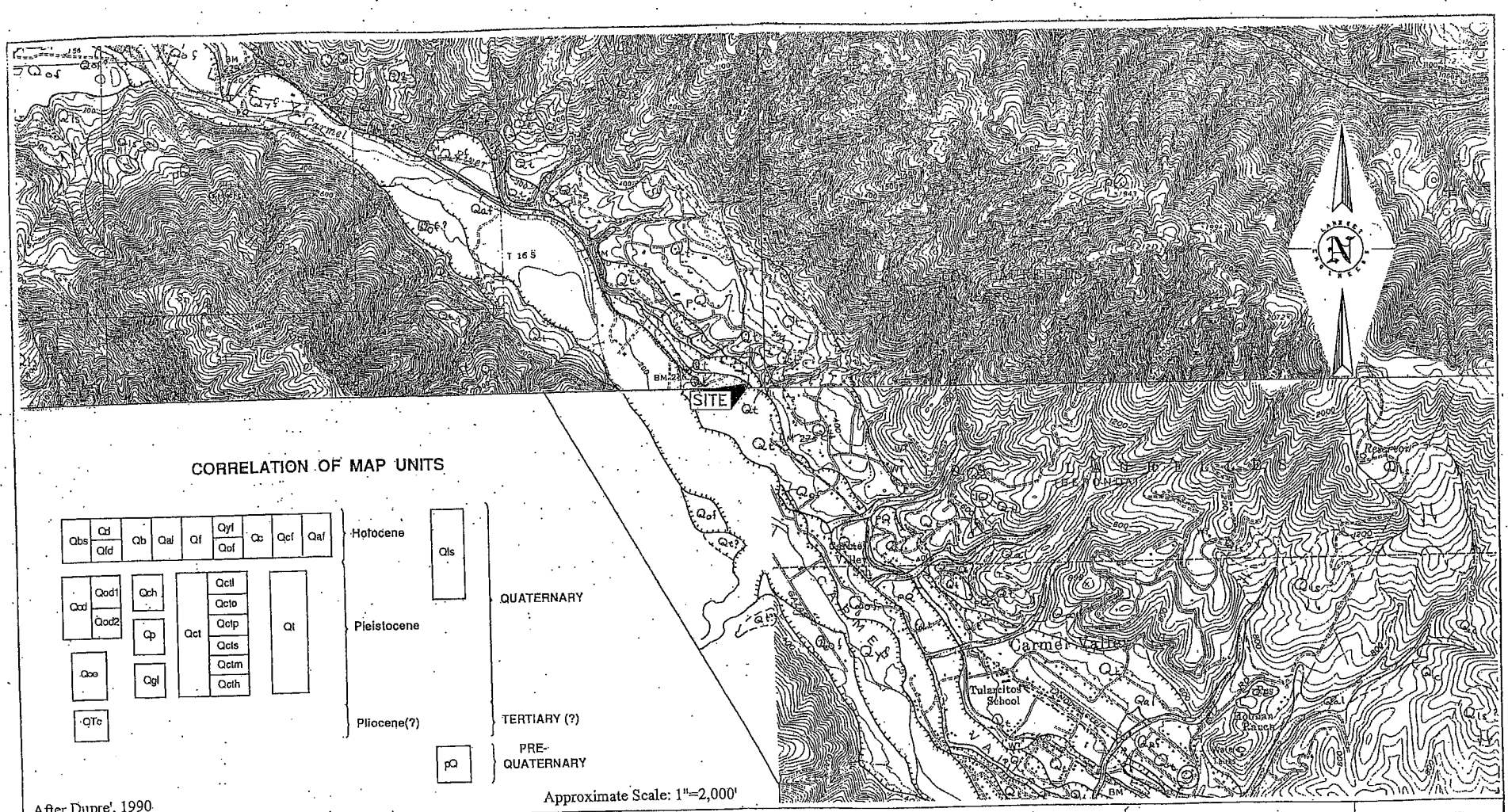

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FIGURE
7

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DESCRIPTION OF MAP UNITS

Qbs Beach sand deposits (Holocene)--Unconsolidated, well-sorted, medium- to coarse-grained sand. Local layers of pebbles and cobbles. Thin discontinuous lenses of silt relatively common in back-beach areas. Thickness variable, in part due to seasonal changes in wave energy; commonly less than 6 m thick. May interfinger with either well-sorted dune sand or, where adjacent to coastal cliffs, poorly sorted colluvial deposits. Iron-and magnesium-rich heavy minerals locally form placers as much as 60 cm thick. High porosity and permeability. High susceptibility to coastal flooding, moderate to high liquefaction susceptibility

Qd Dune sand deposits (Holocene)--Unconsolidated, well-sorted, fine-to medium-grained sand, deposited as linear strip of coastal dunes. May be as much as 25 m thick. High porosity and permeability; well drained. Soils poorly developed or absent. Accelerated erosion likely in areas where vegetation disturbed or removed. Low susceptibility to flooding. Moderate to high liquefaction susceptibility depending on depth to the water table

Qb Basin deposits (Holocene)--Unconsolidated, plastic clay and silty clay containing much organic material. Locally contain interbedded thin layers of silt and silty sand. Deposited in a variety of environments including estuaries, lagoons, tidal flats, marsh-filled sloughs, flood basins, and lakes. Thickness highly variable; may be as much as 30 m thick underlying some sloughs. High susceptibility to flooding. Moderate to high liquefaction susceptibility where cohesionless sediments present, except where water table is more than 10 m below the surface. Highly expansive soils develop on these deposits

Qal Alluvial deposits, undivided (Holocene)--Unconsolidated, heterogeneous, moderately sorted silt and sand with discontinuous lenses of clay and silty clay. Locally includes large amounts of gravel. May include deposits equivalent to both the younger and older flood-plain deposits (Qyf and Qof, respectively) in areas where these were not differentiated. Thickness highly variable; may be more than 30 m thick near the coast. Variable permeability and porosity. Depth to water table highly variable. High susceptibility to flooding in areas where not incised by present stream. Liquefaction susceptibility moderate to high where water table is close to surface

Qf Alluvial fan deposits (Holocene)--Unconsolidated, moderately to poorly sorted sand, silt and gravel; with layers of silty clay. Generally coarsest nearest the mountain front. Thickness uncertain, but locally may be greater than 20 m. Present streams entrenched along entire fan. Depth to water table variable, especially where large amounts of ground water pumping occurs; perched water tables may be locally present. Relatively low susceptibility to flooding. Possible area for ground-water recharge. Sediments capped by well-drained, immature soils. Mostly low liquefaction susceptibility except locally where water saturated and well-sorted sand and silt are present

Qyf Younger flood-plain deposits (Holocene)--Unconsolidated, relatively fine-grained, heterogeneous deposits of sand and silt, commonly including relatively thin, discontinuous layers of clay. Gravel content variable and is locally abundant within channel and lower point bar deposits, especially in the Carmel Valley. Thickness generally less than 6 m. Moderate permeability and porosity. Depth to water table commonly less than 2m. Relatively high susceptibility to flooding except in areas protected by artificial levees. Gravel-rich zones may be areas of ground-water recharge. High to very high liquefaction susceptibility. Where deposited as veneer of levee deposits over older flood-plain deposits, mapped separately as unit Qyf(a), such as in Carmel by the Sea

Qc Colluvium (Holocene)--Unconsolidated, heterogeneous deposits of moderately to poorly sorted silt, sand, and gravel, deposited by slope wash and mass movement. Minor fluvial reworking. Locally includes numerous undivided landslides and small alluvial fans. Contacts generally gradational. Locally grades into alluvial deposits. Generally more than 2 m thick. Moderately well-drained and permeable. Mostly moderate to low liquefaction potential but can be moderate to high locally. Slope stability relatively low; small landslides common where water is close to surface

Qcf Channel-fill deposits (Holocene)--Unconsolidated, highly heterogeneous, poorly sorted clay, silty clay, and silt overlying moderately well-sorted silt and sand. Deposited in abandoned channels within both the younger and older flood-plain deposits (Qyf and Qof, respectively). Thickness of fill generally less than 3 m, but many of these areas have been artificially filled with material that is poorly compacted and prone to subsidence. Expansive soils are common. These areas are poorly drained, and ground water is generally within 3 m of the surface. Liquefaction susceptibility of underlying channel deposits is generally high

Qaf Artificial fill (Holocene)--Heterogeneous mixture of artificially deposited fill material ranging from well-compacted sand and silt to poorly compacted sediment high in organic content; only locally delineated. Liquefaction susceptibility ranges from high to low, depending on degree of compaction

Qfd Flandrian dune deposits (Holocene) of Cooper (1967)--Unconsolidated, well-sorted sand as much as to 30 m thick, deposited in a belt of parabolic dunes up to 700 m wide. The dunes are presently stabilized, but accelerated erosion may occur where the vegetation is disturbed. Their physical characteristics are similar to those of younger dune sand. Liquefaction potential ranges from moderate to low, depending on the depth to the water table. Unit age is early (?) Holocene

Qof Older flood-plain deposits (Holocene)--Unconsolidated, relatively fine-grained, heterogeneous deposits of sand and silt, commonly including relatively thin layers of clay. Grain size of levee deposits decreases away from abandoned channel-fill deposits. These deposits are locally over 50 m thick where they fill buried valleys beneath the Salinas and Carmel River valleys; the lower part of this valley fill is highly gravelliferous and constitutes a major ground-water aquifer in the region. Rivers are presently entrenched as much as 6 m below the surface of these deposits except near the coast. Depth to water table is variable, but is generally 3-10 m except where lowered by extensive ground water pumping (e.g. middle reach of Carmel Valley). Flooding is relatively uncommon except near the coast. Moderately well-drained, immature soils are developed in the sediments. Moderate susceptibility for liquefaction except where depth to water table is greater than 10 m

Qls Landslide deposits (Quaternary)--Heterogeneous mixture of deposits ranging from large block slides in indurated bedrock to debris flows in semiconsolidated sand and gravel; only locally delineated. Younger landslides have a relatively high probability of failure during or after an earthquake, but the susceptibility for liquefaction is relatively low

Qcd Older coastal dunes, undivided (Pleistocene)--Weakly consolidated, well-sorted, fine-to medium-grained sand deposited in an extensive coastal dune field in the Fort Ord Area. Thickness ranges from 2 to 25 m. High porosity and permeability except at surface where moderate degree of soil development results in decreased porosity and permeability. Generally well drained. Low susceptibility for liquefaction may be moderate. Unit age is late Pleistocene. Locally divided into:

Qod$_1$ Younger dune deposits, Locally equivalent to the Eolian Deposits of Sunset Beach, as mapped by Dupre' and Tinsley (1980). Unit age is middle (?), Wisconsinan

Qod$_2$ Older Dune Deposits (Early ? Wisconsinan), locally equivalent to Eolian Deposits of Manresa Beach, of Dupre' and Tinsley (1980). Unit age is middle (?) Wisconsinan

Note: Some geologic units are covered with a thin veneer of eolian deposits. In some areas, this has been indicated by a subscript (e) following the symbol for the geologic unit overlain by the dune deposits.

Qch Alluvial fan deposits of Chualar (Pleistocene)--Weakly consolidated, moderately to poorly sorted sand, silt, and gravel deposited as a series of alluvial fans flanking the Salinas Valley, south of the town of Spreckels. Depth to water table generally greater than 10 m because of ground-water pumping. Characterized by well-drained, medially developed soils. Relatively low susceptibility for flooding and liquefaction. Unit age is late Pleistocene

Qcc Coastal terrace deposits, undivided (Pleistocene)--Semiconsolidated, moderately well-sorted marine sand containing thin, discontinuous gravel-rich layers. May be overlain by poorly sorted fluvial and colluvial silt, sand, and gravel. Thickness variable; generally less than 6 m thick. May be relatively well indurated in upper part of weathered zone; capped by maximally developed soils, some with duripans. Moderate to low porosity and permeability. Local perched water tables in areas where marine sand overlies relatively impervious deposits. Low to very low susceptibility to flooding and for liquefaction. Locally divided into:

Qccl Lighthouse coastal terrace -- partly equivalent to Santa Cruz coastal terrace of Bradley and Griggs (1976). Age is Sangamonian

Qcto Ocean View coastal terrace -- may be equivalent of older part of Santa Cruz coastal terrace, or as old as the Western coastal terrace of Bradley and Griggs (1976). Age is Sangamonian (?)

Qctp Peninsula College coastal terrace

Qcts Silvan coastal terrace

Qctm Monte Vista coastal terrace

Qcth Huckleberry coastal terrace -- in part equivalent to unit Qoa (older alluvium and terrace graved and sand) mapped by Clark and others (1974)

Note: Much of what was mapped as the (Miocene) Los Laureles Sandstone Member of Bowen (1965) of the Monterey Formation by Clark and others (1974) on the Monterey Peninsula actually consists of Quaternary coastal terrace deposits. This map based on morphology, mineralogy, and stratigraphic relationships. Nonetheless, some areas, especially in the vicinity of Carmel Village, exist where the distinction between these two units is unclear

Qt Terrace deposits, undivided (Pleistocene)--Weakly consolidated to semiconsolidated, moderately to poorly-sorted silt, silty clay, sand, and gravels, mostly deposited in a fluvial environment. Thickness highly variable, locally as much as 20 m thick. Deposits capped by moderately to fully well-developed soils, some with duripans; expansive soils are locally present. Low to very low susceptibility to flooding and for liquefaction

Qp Alluvial fan deposits of Placentia (Pleistocene)--Semiconsolidated, moderately to poorly sorted sand, silt, and gravel; gravel content increases toward the head of the fan. Similar to the alluvial fan deposits of Chualar (Qch), except capped by more well-developed soils. Generally low susceptibility to flooding; very low liquefaction susceptibility. Unit age is middle (?) Pleistocene

Qos Older eolian deposits (Pleistocene)--Moderately well-sorted sand as much as 60 m thick that contains no intervening fluvial deposits. Largely equivalent to the Aromas Sand as mapped by Dupre' and Tinsley (1980). Several sequences of eolian deposits may be present, each separated by paleosols. The upper 3-6 m of each dune sequence is oxidized and relatively well indurated, and all primary sedimentary structures have been destroyed by weathering; the lower parts of each dune sequence may be relatively unconsolidated below the weathering zone. Porosity and permeability, as well as degree of consolidation, are thus a function of the relative position within the weathering profile. Perched water tables may be present where eolian deposits overlie less permeable fluvial deposits; springs may develop in these areas, and slumps and landslides may develop as well. Severe erosion may occur within this unit when the weathering zone and its protective duripan are breached and the relatively unconsolidated sands are exposed, as evidenced by the extensive colluvial slopes that mantle much of the outcrop area

Qgl Alluvial fan deposits of Gloria (Pleistocene)--Moderately consolidated, deeply weathered, moderately to poorly sorted sand, silt and gravel, capped with moderately well drained, maximally developed soils with duripans. Low susceptibility to flooding and very low susceptibility for liquefaction. Unit age is middle to early (?) Pleistocene

QTc Continental deposits, undivided (Pleistocene and Pliocene?)--Semiconsolidated, relatively fine grained, oxidized sand and silt; locally includes some deposits of marine origin (locally mapped as Qlm). Equivalent to the Paso Robles formation as mapped by Clark and others (1974). Moderate permeability and porosity. Erosion problems in areas where poorly consolidated parts of unit are exposed. Very low susceptibility for flooding and liquefaction

Pz Sedimentary, igneous, and metamorphic rocks, undivided (pre-Quaternary)--Characterized by very low susceptibility for liquefaction

Geologic contact--Dashed where approximately located, dotted where concealed, queried where doubtful

Thrust fault--Sawteeth on upthrown side

Inner edge of terrace deposits--May be shoreline angle of coastal terrace deposit or valley margin of fluvial terrace deposit; dashed where approximately located; barbs on terrace side of scarp

Linear scarp of uncertain origin, possibly structurally controlled

Landslide deposit--Arrows show general direction of movement

(1) Site of possible Quaternary deformation--Described in text

STRUCTURAL GEOLOGY

It was not the purpose of this project to map the structural geology in the area. Readers interested in that aspect of the regional geology are refered to maps by Clark and others (1974), and Younse (1980). Nonetheless, evidence of Quaternary tectonism was noticed during the course of this study that was not indicated in previous mapping, ranging from differentially uplifted and tilted coastal terrace deposits ximming the Monterey Peninsula, to thrust faulted terrace deposits in the foothills south of Monterey. The implications of possible Quaternary faulting are of such interest that these areas are noted on the maps by numbers. These sites are described below.

Seaside Quadrangle

1 Terrace gravels (too small to be mapped) which appear to be faulted against the Monterey Formation within the Borwick fault zone (Clark and others, 1974; Younse, 1980); fault trends approximately N. 30° W.

2 Thrust faulted terrace deposits with estimated 15-20 m of throw (up to the south); terrace deposits tilted at approximately N. 65° W., dipping 28°N.; possible extension of the Navy fault zone (Clark and others, 1974).

3 Terrace deposits with approximately 2 m of offset along a narrow fault zone (down to the east), trending approximately N.50° W., dipping 70°NE

Monterey Quadrangle

4 Thrust faulted terrace deposits (extension of thrust fault at location 2), with estimated throw of 10-15 meters. Beds strike approximately N. 80° W. and dipping 35°N.

5 Edge of terrace coincides with near vertical fault zone in the Monterey Formation, trending N. 15-20°W.

6 Edge of terrace coincident with sheared fault zone (strike approximately N. 25° W., dip 55°E.). Cypress Point fault of Clark and others (1974), however no obvious offsets of the terrace deposits.

7 Possible fault in terrace deposits; sheared zone within deposits trends N. 45° W., dipping 60°NE.

8 Possible faulted terrace gravels: strike of beds approximately N. 50° W., dipping 18°N.

Carmel Valley Quadrangle

9 Faulted terrace deposits; fault zone trends approximately N. 50° W., possibly a trace of the Tularcitos fault zone.

10 Faulted terrace deposits, fault zone trends approximately N. 30°-35° W.

After Dupre', 1990

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Explanation to Quaternary Geology Map

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FIGURE
8

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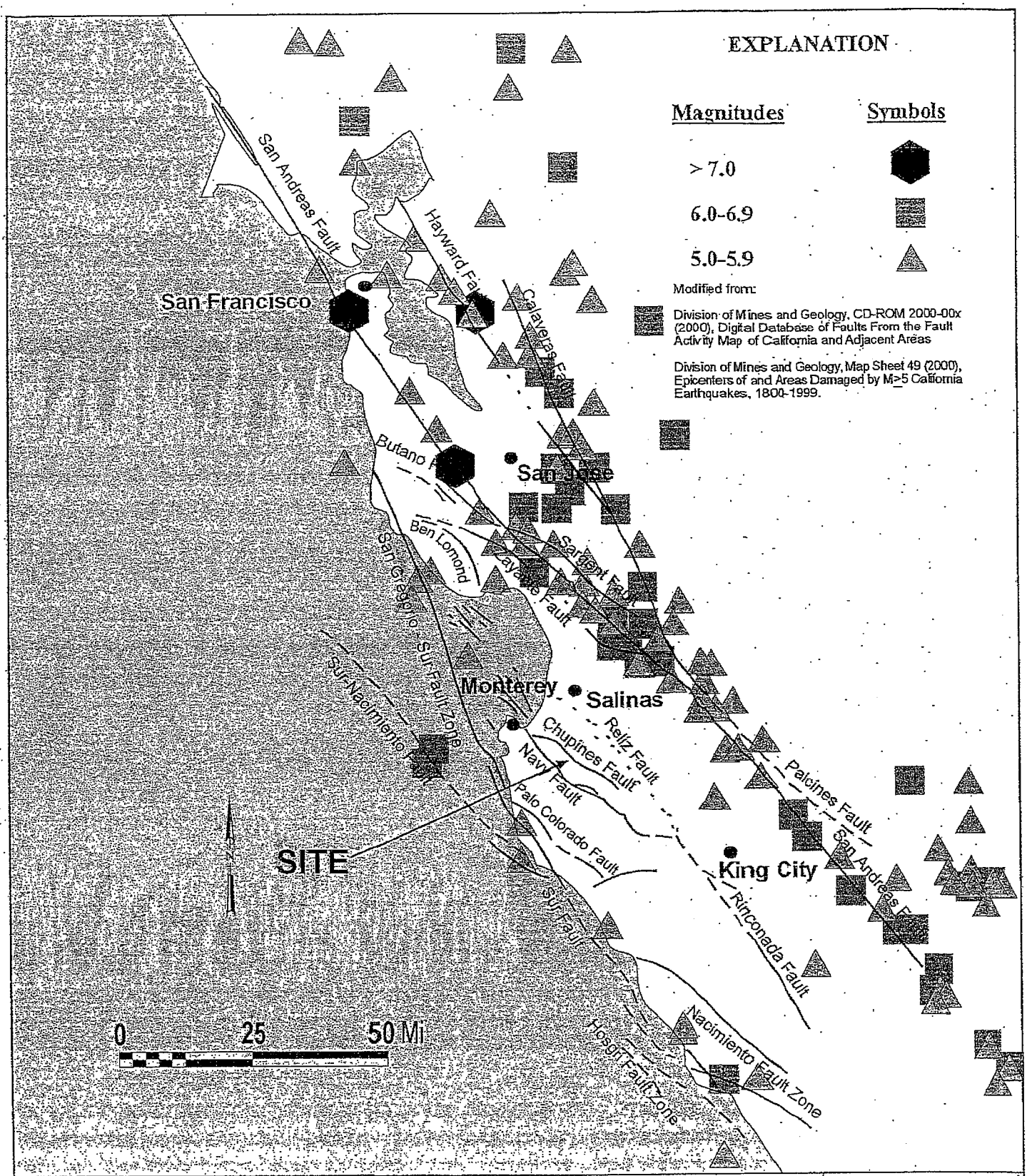

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Regional Fault and Seismicity Map
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FIGURE
9

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APPENDIX A

Unified Soil Classification Systems
Key to Boring Logs
Soil Terminology
Exploratory Boring Logs B-1 through B-7

UNIFIED SOIL CLASSIFICATION SYSTEM

MAJOR DIVISIONS			GRAPHIC SYMBOL	LETTER SYMBOL	TYPICAL DESCRIPTIONS
COARSE GRAINED SOILS More than 50 % of material is larger than No. 200 sieve size.	GRAVEL AND GRAVELLY SOILS More than 50 % of coarse fraction retained on No. 4 sieve.	CLEAN GRAVELS		GW	Well-graded gravels, gravel-sand mixtures, little or no fines.
				GP	Poorly-graded gravels, gravel-sand mixtures, little or no fines.
		GRAVELS WITH FINES		GM	Silty gravel, gravel-sand-silt mistures.
				GC	Clayey gravels, gravel-sand-clay mixtures.
	SAND AND SANDY SOILS More than 50 % of coarse fraction passing No. 4 sieve.	CLEAN SAND (Little or no fines)		SW	Well-graded sands, gravelly sands, little or no fines.
				SP	Poorly-graded sands, gravelly sands, little or no fines.
		SAND WITH FINES (Appreciable amount of fines)		SM	Silty sands, sand-silt mixtures.
				SC	Clayey sands, sand-clay mixtures.
FINE GRAINED SOILS More than 50 % of material is smaller than No. 200 sieve size.	SILTS AND CLAYS	LIQUID LIMIT LESS THAN 50		ML	Inorganic silts and very fine sands, rock flour, silty or clayey fine sands, or clayey silts with slight plasticity.
				CL	Inorganic clays of low to medium plasticity, gravelly clays, sandy clays, silty clays, lean clays.
				OL	Organic silts and organic silty clay of low plasticity.
		LIQUID LIMIT GREATER THAN 50		MH	Inorganic silty, micaceous or diatomaceous fine sand or silty soils.
				CH	Inorganic clays of high plasticity, fat clays.
				OH	Organic clays of medium to high plasticity, organic silts.
HIGHLY ORGANIC SOILS				PT	Peat, humus, swamp soils with high organic contents.
VARIOUS SOILS AND MAN MADE MATERIALS					Fill materials.
MAN MADE MATERIALS					Asphalt and concrete.

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Figure A1

KEY TO LOG OF BORINGS

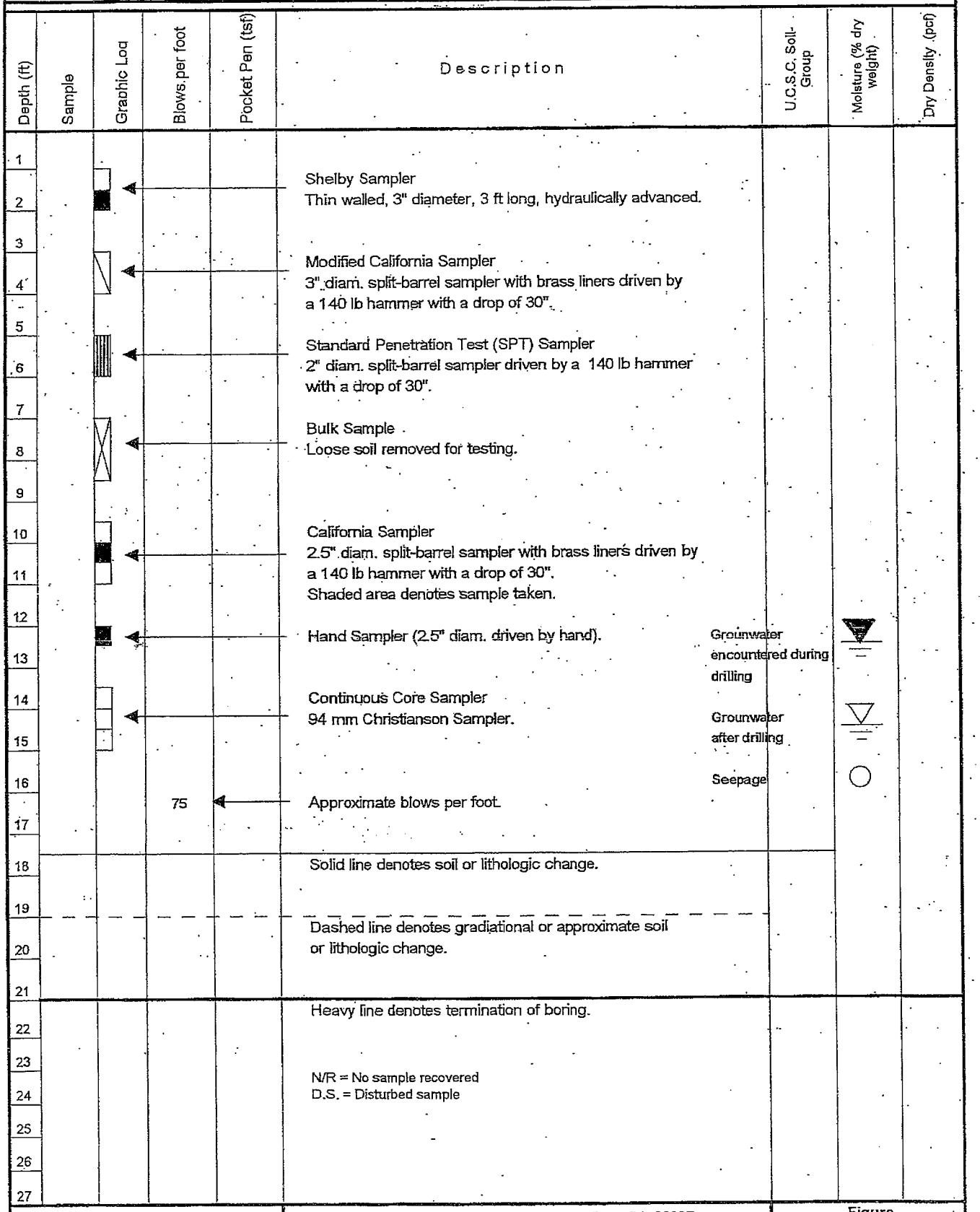

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Figure A2

SOIL TERMINOLOGY

SOIL TYPES (Ref. 1)

Boulders:	Particles of rock that will not pass a 12 inch screen.
Cobbles:	Particles of rock that will pass a 12 inch screen, but not a 3 inch sieve.
Gravel:	Particles of rock that will pass a 3 inch sieve, but not a No.4 sieve.
Sand:	Particles that will pass a No. 4 sieve, but not a No. 200 sieve.
Silt:	Soil that will pass a No. 200 sieve, that is non-plastic or very slightly plastic, and that exhibits little or no strength when dry.
Clay:	Soil that will pass a No. 200 sieve, that can be made to exhibit plasticity (putty-like properties) within a range of water contents, and that exhibits considerable strength when dry.

MOISTURE AND DENSITY

Moisture Condition:	An observational term; dry, slightly moist, moist, very moist, saturated.
Moisture Content:	The weight of water in a sample divided by the weight of dry soil in the soil sample, expressed as a percentage.
Dry Density:	The pounds of dry soil in a cubic foot of soil.

DESCRIPTORS OF CONSISTENCY (Ref. 3)

Liquid Limit:	The water content at which a No. 40 soil is on the boundary between exhibiting liquid and plastic characteristics. The consistency feels like soft butter.
Plastic Limit:	The water content at which a No. 40 soil is on the boundary between exhibiting plastic and semi-solid characteristics. The consistency feels like stiff putty.
Plasticity Index:	The difference between the liquid limit and the plastic limit, i.e. the range in water contents over which the soil is in a plastic state.

MEASURES OF CONSISTENCY OF COHESIVE SOILS (CLAYS) (Ref's. 2 & 3)

Very soft	N=0-1 *	C=0-250 psf	Squeezes between fingers
Soft	N=2-4	C=250-500 psf	Easily molded by finger pressure
Medium Stiff	N=5-8	C=500-1000 psf	Molded by strong finger pressure
Stiff	N=9-15	C=1000-2000 psf	Dented by strong finger pressure
Very Stiff	N=16-30	C=2000-4000 psf	Dented slightly by finger pressure
Hard	N>30	C>4000 psf	Dented slightly by a pencil point

* N = Blows per foot in the Standard Penetration Test. In cohesive soils, with the 3" diameter sampler, 140 pound weight, divide the blow count by 1.2 to get N (Ref. 4).

MEASURES OF RELATIVE DENSITY OF GRANULAR SOILS (GRAVELS, SANDS AND SILTS) (Ref's. 2 & 3)

Very Loose	N=0-4 **	RD=0-30	Easily push a 1/2" reinforcing rod by hand
Loose	N=5-10	RD=30-50	Push a 1/2" reinforcing rod by hand
Medium Dense	N=11-30	RD=50-70	Easily drive a 1/2" reinforcing rod
Dense	N=31-50	RD=70-90	Drive a 1/2" reinforcing rod 1 foot
Very Dense	N>50	RD=90-100	Drive a 1/2" reinforcing rod a few inches

** N = Blows per foot in the Standard Penetration Test. In granular soils, with the 3" diameter sampler, 140 pound weight, divide the blow count by 2 to get N (Ref. 4). RD = Relative Density

Ref. 1: ASTM Designation: D 2487-93, Standard Classification of Soils for Engineering Purposes (Unified Soils Classification System).

Ref. 2: Terzaghi, Karl, and Peck, Ralph B., Soil Mechanics in Engineering Practice, John Wiley & Sons, New York, 2nd Ed., 1967, pp. 30, 341, 347.

Ref. 3: Sowers, George F., Introductory Soil Mechanics and Foundations: Geotechnical Engineering, Macmillan Publishing Company, New York, 4th Ed., 1979, pp. 80,81 and 312.

Ref. 4: Lowe, John III, and Zaccheo, Phillip F., Subsurface Explorations and Sampling Chapter 1 in "Foundation Engineering Handbook," Hsai-Yang Fang, Editor, Van Nostrand Reinhold Company, New York, 2nd Ed., 1991, p. 39.

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EXPLORATORY BORING LOG

No. B-1

PROJECT:	Bernadus Villas	DATE DRILLED: 27-Aug-08	FILE No. LSW-0652-01
DRILLER:	Exploration Geoservices	DRILLING METHOD: B-53	LOGGED BY: BP
BORING DIAMETER:	8" HS	BORING DEPTH: 30.1'	GROUNDWATER DEPTH: N/A

Depth (ft)	Sample	Graphic Log	Blows per foot	Pocket Pen (tsf)	Description	U.C.S.C. Soil-Group	Moisture (% dry weight)	Dry Density (pcf)
0								
1					Terrace deposits (Qt)-Pleistocene: Moderate yellowish brown (10YR5/4) well graded SAND with gravel, dense, dry 40-45% fine gravel, 5% fines	SW		
2								
3								
4	1-1		41	3.00			1.0	108.5
5					Pale yellowish brown (10YR6/2) silty SAND, very dense, dry to slightly moist, 10-15% fine gravel, 10-15% fines	SM		
6								
7	1-2		71	1.00			2.4	103.3
8					Color change to moderate yellowish brown (10YR5/4) very dense, moist, well graded 15-20% fines, 10-15% fine gravel			
9								
10								
11	1-3		80	4.50			4.5	113.2
12								
13								
14								
15								
16								
17	1-4		48		Dense to very dense, moist, 5-10% fine gravel, 20-25% fines		5.7	
18					Very difficult drilling, driller added water			
19								
20								
21								
22	1-5		46		30% fines		7.5	
23								
24								
25					Color change to dark yellowish orange (10YR6/6) very dense, moist, very fine to fine grained 25-30% fines			
26								
27	1-6		55				8.6	

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Figure A-4

EXPLORATORY BORING LOG

No. B-1 Cont.

PROJECT:	Bernadus Villas	DATE DRILLED: 27-Aug-08	FILE No. LSW-0652-01
DRILLER:	Exploration Geoservices	DRILLING METHOD: B-53	LOGGED BY: BP
BORING DIAMETER:	8" HS	BORING DEPTH: 30.1'	GROUNDWATER DEPTH: N/A

Depth (ft)	Sample	Graphic Log	Blows per foot	Pocket Pen (tsf)	Description	U.C.S.C. Soil-Group	Moisture (% dry weight)	Dry Density (pcf)
28					Dark yellowish orange (10YR6/6) silty SAND, very dense, moist, very fine to fine grained 25-30% fines	SM		
29					Light brown (10YR5/6) well graded SAND very dense, moist, 10-20% fine gravel, occasion cobbles, very difficult drilling	SW		
30	N/R		50/2					
31					TD @ 30.1'			
32					Drill Rig Refusal			
					NO GROUNDWATER ENCOUNTERED			

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EXPLORATORY BORING LOG

No. B-2

PROJECT: Bernadus Villas	DATE DRILLED: 27-Aug-08	FILE No. LSW-0652-01	
DRILLER: Exploration Geoservices	DRILLING METHOD: B-53	LOGGED BY: BP	
BORING DIAMETER: 8" HS	BORING DEPTH: 26.5'	GROUNDWATER DEPTH: N/A	

Depth (ft)	Sample	Graphic Log	Blows per foot	Pocket Pen (tsf)	Description	U.C.S.C. Soil-Group	Moisture (% dry weight)	Dry Density (pcf)
0								
1					Terrace deposits (Qt)-Pleistocene: Grayish brown (5YR3/2) well graded SAND, dense, moist, 10% fines common gravels	SW		
2								
3	2-1		56				16.3	85.6
4					Color change to dark yellowish orange (10YR6/6) loose to medium dense, slightly moist, common gravels, trace fines			
5								
6								
7	2-2		12				2.7	96.5
8								
9								
10								
11	2-3		35		Very dense		2.5	
12								
13					Moderate brown (5YR3/4) silty SAND, medium dense, very moist well graded, 15-25% fines, trace gravel	SM		
14								
15								
16								
17	2-4		19				12.5	
18								
19								
20								
21								
22	2-5		27				11.4	
23								
24								
25					Color change to dark yellowish orange (10YR6/6) medium dense, very moist very fine to fine grained 25-35% fines			
26								
27	2-6		28				16.5	
					TD @ 26.5' NO GROUNDWATER ENCOUNTERED			

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Figure A-5

EXPLORATORY BORING LOG

No. B-3

PROJECT: Bernadus Villas	DATE DRILLED: 27-Aug-08	FILE No. LSW-0652-01	
DRILLER: Exploration Geoservices	DRILLING METHOD: B-53	LOGGED BY: BP	
BORING DIAMETER: 8" HS	BORING DEPTH: 40.0'	GROUNDWATER DEPTH: N/A	

Depth (ft)	Sample	Graphic Log	Blows per foot	Pocket Pen (tsf)	Description	U.C.S.C. Soil Group	Moisture (% dry weight)	Dry Density (pcf)
0								
1					Terrace deposits (Qt)-Pleistocene: Moderate brown (5YR3/4) well graded SAND, loose, moist, 10-12% fines, 5-10% fine gravel	SW		
2								
3								
4	3-1		12	0.75			4.1	94.4
5					Moderate brown (5YR3/4) silty SAND, medium dense, moist, well graded, 5% fine gravel, 20-25% fines	SM		
6								
7	3-2		30	0.25			6.4	102.4
8								
9								
10								
11								
12	3-3		23	3.00	15-20% fine gravel, 10-15% fines		5.0	105.8
13								
14								
15					Moderate brown (5YR4/4) clayey SAND, medium dense, very moist, well graded, 30-35% fines, 5-10% fine gravel	SC		
16								
17	3-4		19				12.2	
18								
19					Difficult drilling, driller added water			
20					Moderate brown (5YR4/4) silty SAND, medium dense, very moist, well graded, 20-25% fines, 5% fine to coarse gravel	SM		
21								
22	3-5		60				12.8	
23								
24					Moderate brown (5YR3/4) well graded SAND with gravel dense, very moist, 5-15% fines, 10-15% fine gravel	SW		
25								
26								
27	3-6		33				11.1	

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Figure A-6

EXPLORATORY BORING LOG

No. B-3 Cont.

PROJECT:	Bernadus Villas	DATE DRILLED: 27-Aug-08	FILE No. LSW-0652-01
DRILLER:	Exploration Geoservices	DRILLING METHOD: B-53	LOGGED BY: BP
BORING DIAMETER:	8" HS	BORING DEPTH: 40.0'	GROUNDWATER DEPTH: N/A

Depth (ft)	Sample	Graphic Log	Blows per foot	Pocket Pen (tsf)	Description	U.C.S.C. Soil Group	Moisture (% dry weight)	Dry Density (pcf)
28					Moderate brown(5YR3/4) well graded SAND, medium dense to dense, very moist, 5-15% fines, trace gravel	SW		
29								
30								
31								
32	3-7		20		Common well graded silty and clayey sand interbeds		11.9	
33								
34					Dark yellowish orange (10YR6/6) silty SAND, dense to very dense, very moist, very fine to fine grained, 20-25% fines trace fine gravel	SM		
35								
36								
37	3-8		69				12.9	
38					Light brown (5YR5/6) well graded SAND, very dense, moist, 5-10% fine gravel, occasion cobbles very difficult drilling	SW		
39								
40								
41	N/R		50/2					
					TD @ 40.0' **Drill Rig Refusal** **NO GROUNDWATER ENCOUNTERED**			

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Figure
A-6

EXPLORATORY BORING LOG

No. B-4

PROJECT:	Bernadus Villas	DATE DRILLED: 27-Aug-08	FILE No. LSW-0652-01
DRILLER:	Exploration Geoservices	DRILLING METHOD: B-53	LOGGED BY: BP
BORING DIAMETER:	8" HS	BORING DEPTH: 29.0'	GROUNDWATER DEPTH: N/A

Depth (ft)	Sample	Graphic Log	Blows per foot	Pocket Pen (tsf)	Description	U.C.S.C. Soil-Group	Moisture (% dry weight)	Dry Density (pcf)
0								
1					Terrace deposits (Qt)-Pleistocene: Moderate yellowish brown (10YR5/4) well graded SAND, medium dense, slightly moist 10-15% fines, trace fine gravel	SW		
2								
3								
4	4-1		18	2.25			3.1	102.7
5					Color change to moderate brown, moist, 5-10% fines			
6								
7	4-2		16	0.75			5.2	91.6
8								
9					Moderate yellowish brown (10YR5/4) silty SAND, medium dense, very moist, well graded, 10-20% fines, trace gravel	SM		
10								
11								
12	4-3		15	1.50			14.6	104.4
13								
14					Moderate yellowish brown clayey SAND medium dense, very moist, well graded, 15-25% fines	SC		
15								
16								
17	4-4		17				13.1	
18								
19								
20					Dark yellowish orange (10YR6/6) silty SAND, medium dense, moist, very fine to fine grained, 15-25% fines	SM		
21								
22	4-5		27				12.5	
23								
24								
25								
26	4-6		70/10		Light brown (5YR5/6) well graded SAND, very dense, moist 20-30% fine to coarse gravel, common cobbles, very difficult drilling	SW	9.2	
27								

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Figure A-7

EXPLORATORY BORING LOG

No. B-4 Cont.

PROJECT:	Bernadus Villas	DATE DRILLED: 27-Aug-08	FILE No. LSW-0652-01
DRILLER:	Exploration Geoservices	DRILLING METHOD: B-53	LOGGED BY: BP
BORING DIAMETER:	8" HS	BORING DEPTH: 29.0'	GROUNDWATER DEPTH: N/A

Depth (ft)	Sample	Graphic Log	Blows per foot	Pocket Pen (tsf)	Description	U.C.S.C. Soil-Group	Moisture (% dry weight)	Dry Density (pcf)
28					Light brown (5YR5/6) well graded SAND with gravel, very dense, moist, 25-30% fine to coarse gravel, common cobbles very difficult drilling	SW		
29	N/R		50/2					
30					**TD @ 29.0'** **Drill Rig refusal** **NO GROUNDWATER ENCOUNTERED**			

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Figure
A-7

EXPLORATORY BORING LOG

No. B-5

PROJECT:	Bernadus Villas	DATE DRILLED: 27-Aug-08	FILE No. LSW-0652-01
DRILLER:	Exploration Geoservices	DRILLING METHOD: B-53	LOGGED BY: BP
BORING DIAMETER:	8" HS	BORING DEPTH: 21.5'	GROUNDWATER DEPTH: N/A

Depth (ft)	Sample	Graphic Log	Blows per foot	Pocket Pen (tsf)	Description	U.C.S.C. Soil Group	Moisture (% dry weight)	Dry Density (pcf)
0								
1					Terrace deposits (Qt)-Pleistocene:	SM		
2					Pale yellowish brown (10YR6/2) silty SAND, medium dense,			
3					slightly moist, 20-25% fines			
4	5-1		30				4.1	
5					Color change to moderate yellowish brown (10YR5/4),			
6					5-10% fine gravel, 20-25% fines.			
7	5-2		33	1.75			4.5	100.9
8								
9								
10								
11								
12	5-3		44	4.50	Dense, 15-20% fines		5.8	106.8
13								
14					Difficult drilling			
15					Dark yellowish brown (10YR4/2) clayey SAND, medium	SC		
16					dense, moist, well graded, 30-35% fines, trace fine gravel			
17	5-4		25				10.9	
18								
19								
20								
21								
22	5-5		27				10.1	
23					TD @ 21.5'			
24					NO GROUNDWATER ENCOUNTERED			
25								
26								
27								

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Figure A-8

EXPLORATORY BORING LOG

No. B-6

PROJECT:	Bernadus Villas	DATE DRILLED: 27-Aug-08	FILE No. LSW-0652-01
DRILLER:	Exploration Geoservices	DRILLING METHOD: B-53	LOGGED BY: BP
BORING DIAMETER:	8" HS	BORING DEPTH: 21.5'	GROUNDWATER DEPTH: N/A

Depth (ft)	Sample	Graphic Log	Blows per foot	Pocket Pen (tsf)	Description	U.C.S.C. Soil-Group	Moisture (% dry weight)	Dry Density (pcf)
0								
1					Terrace deposits (Qt)-Pleistocene: Pale yellowish brown (10YR6/2) well graded SAND with gravel, medium dense, slightly moist, 25-30% fine gravel, 10-15% fines	SW		
2								
3								
4	6-1		18				2.4	
5					Color change to moderate yellowish brown, trace gravel			
6								
7	6-2		30	3.00			4.4	104.3
8								
9					Dark yellowish brown (10YR4/2) clayey SAND, dense, moist, well graded , 20-30% fines	SC		
10								
11								
12	6-3		41	4.50			7.8	108.2
13					Moderate yellowish brown (10YR5/4) silty SAND, medium dense, moist, well graded, 10-15% fines	SM		
14								
15								
16								
17	6-4		18				10.0	
18								
19								
20								
21					Dense, common well graded clayey sand interbeds			
22	6-5		34		TD @ 21.5' NO GROUNDWATER ENCOUNTERED		12.3	
23								
24								
25								
26								
27								

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Figure A-9

EXPLORATORY BORING LOG

No. B-7

PROJECT:	Bernadus Villas	DATE DRILLED: 27-Aug-08	FILE No. LSW-0652-01
DRILLER:	Exploration Geoservices	DRILLING METHOD: B-53	LOGGED BY: BP
BORING DIAMETER:	8" HS	BORING DEPTH: 16.5'	GROUNDWATER DEPTH: N/A

Depth (ft)	Sample	Graphic Log	Blows per foot	Pocket Pen (tsf)	Description	U.C.S.C. Soil-Group	Moisture (% dry weight)	Dry Density (pcf)
0								
1					Terrace deposits (Qt)-Pleistocene: Dark yellowish brown (10YR4/2) silty SAND, loose to medium dense, moist, well graded, 5-10% fine gravel, 20-25% fines	SM		
2								
3								
4	7-1		11	0.50			6.5	95.1
5					Color change to moderate yellowish brown (10YR5/4), 5% fine gravel, 15-20% fines			
6								
7	7-2		15	0.50			5.7	101.4
8								
9								
10								
11								
12	7-3		38	3.75	20-25% fines		6.5	115.5
13								
14								
15								
16								
17	7-4		20		Very moist, 25-30% fines TD @ 16.5' NO GROUNDWATER ENCOUNTERED		10.0	
18								
19								
20								
21								
22								
23								
24								
25								
26								
27								

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Figure
A-10

APPENDIX B

Laboratory Test Results

Table B-1
Summary of Laboratory Test Results

Sample No.	Depth (ft.)	Dry Density (pcf)	Water Content (%)	Pocket Penetrometer (tsf)	Swell (%)	Moisture Increase (%B)	Angle of Internal Friction	Unit Cohesion (pcf)
1-1	2.5-3.0	108.5	1.0	3.00				
1-2	6.0-6.5	103.3	2.4	1.00				
1-3	10.5-11.0	113.2	2.4	4.50				
1-4	15.0-16.5	--	5.7	--				
1-5	20.0-21.5	--	7.5	--				
1-6	25.0-26.5	--	8.6	--				
2-1	2.5-3.0	85.6	16.3	--				
2-2	6.0-6.5	96.5	2.7	--				
2-3	10.0-11.0	--	2.5	--				
2-4	15.0-16.5	--	12.5	--				
2-5	20.0-21.5	--	11.4	--				
2-6	25.0-26.5	--	16.5	--				
3-1	3.0-3.5	94.4	4.1	0.75				
3-2	6.0-6.5	102.4	6.4	0.25				
3-3	11.0-11.5	105.8	5.0	3.00				
3-4	15.0-16.5	--	12.2	--				
3-5	20.0-21.5	--	12.8	--				
3-6	25.0-26.5	--	11.1	--				
3-7	30.0-31.5	--	11.9	--				
3-8	35.0-36.5	--	12.9	--				
4-1	2.5-3.0	102.7	3.1	2.25				
4-2	5.5-6.0	91.6	5.2	0.75				
4-3	10.5-11.0	104.4	14.6	1.50				
4-4	15.0-16.5	--	13.1	--				
4-5	20.0-21.5	--	12.5	--				
4-6	25.0-26.5	--	9.2	--				

Table B-1
Summary of Laboratory Test Results

Sample No.	Depth (ft.)	Dry Density (pcf)	Water Content (%)	Pocket Penetrometer (tsf)	Swell (%)	Moisture Increase (%B)	Angle of Internal Friction	Unit Cohesion (pcf)
5-1	3.0-3.5	--	4.1	--				
5-2	5.5-6.0	100.9	4.5	1.75				
5-3	11.0-11.5	106.8	5.8	4.50				
5-4	15.0-16.5	--	10.9	--				
5-5	20.0-21.5	--	10.1	--				
6-1	3.0-3.5	--	2.4	--				
6-2	6.0-6.5	104.3	4.4	3.00				
6-3	11.0-11.5	108.2	7.8	4.50				
6-4	15.0-16.5	--	10.0	--				
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7-2	6.0-6.5	101.4	5.7	0.50				
7-3	11.0-11.5	115.5	6.5	3.75				
7-4	15.0-16.5	--	10.0	--				

EXHIBIT H

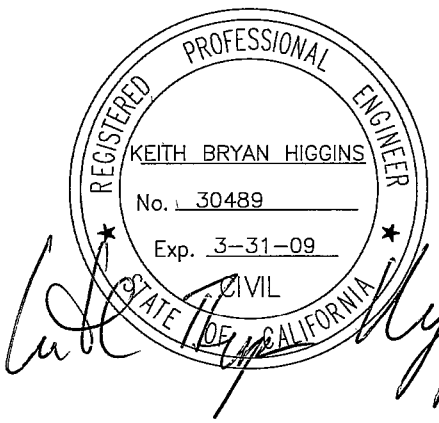
HIGGINS ASSOCIATES
A DIVISION OF
Hatch Mott MacDonald

Planning File No. PLN020398
Library No. LIB080657
Planner: A. Quenga

BERNARDUS LODGE EXPANSION

Traffic Impact Analysis

Monterey County, CA



Draft Report

Prepared For

Bernardus Lodge
415 Carmel Valley Road
Carmel Valley, CA 93924

September 15, 2008

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EXECUTIVE SUMMARY

This report presents the results of the traffic study for the proposed expansion of the existing Bernardus Lodge located at 415 Carmel Valley Road in Carmel Valley, California, which lies within the County-designated "Carmel Valley Master Plan (CVMP) area." The Bernardus Lodge currently features 57 suites, a full-service restaurant, wine tasting, a spa, ballroom and function space, as well as administrative offices. The proposed expansion includes the addition of 16 suites.

Scope of Work:

This report serves to update the *Bernardus Lodge Expansion Traffic Impact Study Report* prepared by Higgins Associates in April 2003. Traffic operations analysis was performed at three study intersections during typical weekday AM (7:00 to 9:00 AM) and PM (4:00 to 6:00 PM) peak hours. Because the traffic flows on Carmel Valley Road and Laureles Grade are lower on Saturdays and Sundays than on weekdays, a weekend operational analysis was not required. The following intersections were analyzed in this study:

1. Laureles Grade/Bernardus Driveway (Driveway 1);
2. Laureles Grade/Carmel Valley Road; and
3. Bernardus Driveway (Driveway 2)/Carmel Valley Road.

The following roadway segments were analyzed in this study:

1. Carmel Valley Road between Ford Road and Laureles Grade;
2. Carmel Valley Road between Laureles Grade and Robinson Canyon Road; and
3. Laureles Grade north of Carmel Valley Road.

The following development scenarios were assessed as part of this traffic impact analysis:

- Existing conditions;
- Existing Plus Project conditions; and
- Cumulative (Year 2030) conditions.

Improvements recommended under Existing conditions as well as mitigations for impacts created by the proposed project and cumulative projects are recommended.

Recommended Improvements:

Existing Conditions

1. Implement all-way stop control at the Laureles Grade/Carmel Valley Road intersection. (Responsibility: Monterey County)

- OR -

2. Signalize the Laureles Grade/Carmel Valley Road intersection. (Responsibility: Monterey County)

Existing Plus Project (Alternative 1) Conditions

No additional improvements are required under Existing Plus Project conditions beyond those recommended under Existing conditions.

Cumulative (Year 2030) Conditions

1. Signalize the Laureles Grade/Carmel Valley Road intersection. (Responsibility: Monterey County)

- OR -

2. Implement grade separation at the Laureles Grade/Carmel Valley Road intersection, as included in the current Capital Improvement Program. (Responsibility: Monterey County)

- AND -

3. Pay fair share contributions toward the following improvement programs (Responsibility: project):

    - Carmel Valley Master Plan Traffic Impact Fee; and
    - Transportation Agency for Monterey County (TAMC) Traffic Impact Fee.

1 INTRODUCTION

1.1 Project Description

This report presents the results of the traffic study for the proposed expansion of the existing Bernardus Lodge located at 415 Carmel Valley Road in Carmel Valley, California, which lies within the County-designated "Carmel Valley Master Plan (CVMP) area." The Bernardus Lodge currently features 57 suites, a full-service restaurant, wine tasting, a spa, ballroom and function space, as well as administrative offices. The proposed expansion includes the addition of 16 suites. **Exhibit 1** illustrates the project location and **Exhibit 2** includes the proposed project site plan.

1.2 Scope of Work

This report serves to update the *Bernardus Lodge Expansion Traffic Impact Study Report* prepared by Higgins Associates in April 2003. Traffic operations analysis was performed at three study intersections during typical weekday AM (7:00 to 9:00 AM) and PM (4:00 to 6:00 PM) peak hours. Because the traffic flows on Carmel Valley Road and Laureles Grade are lower on Saturdays and Sundays than on weekdays, a weekend operational analysis was not required. The following intersections were analyzed in this study:

1. Laureles Grade/Bernardus Driveway (Driveway 1);
2. Laureles Grade/Carmel Valley Road; and
3. Bernardus Driveway (Driveway 2)/Carmel Valley Road.

The following roadway segments were analyzed in this study:

1. Carmel Valley Road between Ford Road and Laureles Grade;
2. Carmel Valley Road between Laureles Grade and Robinson Canyon Road; and
3. Laureles Grade north of Carmel Valley Road.

The following development scenarios were assessed as part of this traffic impact analysis:

- Existing conditions;
- Existing Plus Project conditions; and
- Cumulative (Year 2030) conditions.

Improvements recommended under Existing conditions as well as mitigations for impacts created by the proposed project and cumulative projects are recommended.

1.3 Background Information

The Carmel Valley Master Plan developed in the 1980s established level of service standards for specific segments of Carmel Valley Road and required that each segment meet a designated level of service that was defined by the level of service at the time the original CVMP traffic study was prepared in 1986. An Environmental Impact Report (EIR), which was prepared to address the impacts of the CVM, was also certified during that year.

In 1991, the *Carmel Valley Road Improvement Plan Subsequent Environmental Impact Report (SEIR)* was prepared by Monterey County because traffic increases in the CVMP area had exceeded the County's expectations and were approaching the threshold volumes developed in the CVMP. The SEIR served as an update to the 1986 EIR and updated the recommended traffic improvements that would be required to maintain level of service standards established in the CVMP. The SEIR was certified and the project was adopted in November of 1991.

In December 2001, annual traffic monitoring showed that two segments of Carmel Valley Road had exceeded their volume and level of service thresholds. In response, the County Board of Supervisors implemented a subdivision moratorium in 2002 within the CVMP area until capacity-increasing improvements to Carmel Valley Road and Highway 1 are constructed and updated General Plan/Master Plan level of service policies are adopted for Carmel Valley Road.

Since 2002, some of the required capacity improvements have been made to Carmel Valley Road and improvements have been made to Highway 1 between Carmel Valley Road and Ocean Avenue, significantly improving operations along this portion of Highway 1.

An updated General Plan was adopted in January 2007 and subsequently repealed in June 2007; therefore, in July 2007, the Board of Supervisors determined that the existing 1982 General Plan and existing CVMP were in effect until an updated General Plan is adopted.

In order to address existing and forecasted level of service deficiencies in the CVMP area and in an effort to allow development to proceed in accordance with all CVMP policies, the *Carmel Valley Traffic Improvement Program Draft Subsequent Environmental Impact Report (DEIR)* was prepared by Jones & Stokes in August 2007. The proposed program includes roadway improvements, a potential change in roadway segment levels of service standard, and several interim options for the Laureles Grade/Carmel Valley Road intersection. The CVMP area has not changed from the 1991 SEIR. The proposed program includes the following projects within the Carmel Valley Road corridor[1]:

- Left-turn channelization on Carmel Valley Road west of Ford Road;
- Shoulder widening on Carmel Valley Road between Laureles Grade and Ford Road;
- Paved turnouts, new signage, shoulder improvements, and spot realignments on Laureles Grade;
- Grade separation at Laureles Grade and Carmel Valley Road;
- Passing lanes in front of the proposed September Ranch development;
- Passing lanes opposite Garland Park
- A climbing lane on Laureles Grade; and
- Upgrade all new road improvements within Carmel Valley Road corridor to include Class 2 bike lanes.

[1] *Carmel Valley Traffic Improvement Program Draft Subsequent Environmental Impact Report (DEIR),* Jones & Stokes, August 2007.

The proposed program also includes two additional projects:

- Passing lane (1/4 mile) between Schulte Road and Robinson Canyon Road; and
- Passing lane (1/4 mile) between Rancho San Carlos Road and Schulte Road.

As part of the SEIR, the *Carmel Valley Master Plan Traffic Study* was prepared by DKS Associates in July 2007. The purpose of that traffic study for the CVMP was to evaluate existing traffic conditions, identify existing and potential future land use changes, and identify potential traffic improvements to maintain established CVMP traffic level of service (LOS) standards.[2]

As identified in the *CVMP Traffic Study* and SEIR, the Laureles Grade/Carmel Valley Road intersection currently operates deficiently during the AM and PM peak hours. A grade separation improvement is included as a mitigation, which assumes a partial grade separation improvement of the southbound left turn movement; however, the fee program only generates sufficient funding for this improvement by 2022. Therefore, if no interim improvements are made, deficient operations will occur until that improvement is constructed. Two interim improvements are evaluated in the *CVMP Traffic Study* and SEIR:

- **All-way stop and modified geometry**: traffic control would be modified to all-way stop control and an additional through lane in the east and westbound directions would be provided.

- **Signalized intersection**: traffic control would be modified to traffic signal.

These two interim improvements have been evaluated, along with the grade separation improvement, under Cumulative conditions in this report.

1.4 Intersection and Segment Traffic Operation Evaluation Methodologies

Intersection and roadway segment traffic operations were evaluated using the Level of Service (LOS) concept. LOS is a quantitative description of an intersection's operations, ranging from LOS A to LOS F. LOS descriptions for un-signalized intersections with two-way stop control and un-signalized intersections with all-way stop control are shown in **Appendices A1 & A2**. A description of levels of service thresholds for road segments is included in **Appendix A3**.

The traffic operations of the intersections were evaluated using Traffix analysis software (Version 7.8), based on the *Highway Capacity Manual 2000* methodologies for signalized and un-signalized intersections. LOS C was established by the County of Monterey as the threshold for acceptable traffic operations, and LOS C is thus the required operational standard. Per the *Carmel Valley Master Plan Traffic Study*, the LOS standard for the portion of Carmel Valley Road between Ford Road and Rancho San Carlos Road is LOS D.

Intersection operations are based upon the average vehicular delay at the intersection. The average delay is then correlated to a level of service. For two-way stop controlled intersections,

[2] *Carmel Valley Master Plan Traffic Study*, DKS Associates, July 2007.

the vehicle delay for side street traffic is analyzed. LOS for each side street movement is based on the distribution of gaps in the major street traffic stream and driver judgment in selecting

gaps. Improvements are warranted when a side street approach reaches LOS F for two-way stop controlled intersections. When using the HCM 2000 method for the analysis of signalized and all-way stop controlled intersections, the overall intersection delay is used to determine LOS. Level of service calculation worksheets are included as appendices in this report.

Peak hour signal warrants were analyzed for the un-signalized intersections, as taken from the *California Manual on Uniform Traffic Control Devices For Streets and Highways (MUTCD)*, (Section 4C.04, Warrant 3, Peak Hour), California Department of Transportation, September 26, 2006. The decision to install a traffic signal should not be based purely on the warrants alone. Engineering judgment should be exercised on a case-by-case basis to evaluate the effect a traffic signal would have on certain types of accidents and traffic conditions at the subject intersection, as well as at adjacent intersections.

2 EXISTING TRAFFIC CONDITIONS

This chapter provides a description of Existing conditions in terms of roadway facilities, traffic volumes, and intersection operations.

2.1 Existing Road Network

Regional access to the project site is provided by Highway 1 and Highway 68. Direct access to the site is provided by Carmel Valley Road and Laureles Grade.

A brief description of the existing street network follows.

Carmel Valley Road is a two-lane rural highway except for a four-lane divided section between Carmel Rancho Boulevard and Via Petra Way. West of Laureles Grade, Carmel Valley Road has 12-foot travel lanes and shoulders with a minimum width of 6 feet. East of Laureles Grade, shoulder widths vary and travel lanes are 12 feet in width. The speed limit along Carmel Valley Road is 50 miles per hour west of Ford Road, and 25 miles per hour to the east through Carmel Valley Village.

Laureles Grade is a two-lane rural highway that extends from Carmel Valley Road to Highway 68. It has a long, uphill grade in the northbound direction from Carmel Valley Road towards Highway 68. This is followed by a long downhill grade in the northbound direction on its approach to Highway 68. Twelve-foot travel lanes and 2 to 6-foot shoulders are provided along Laureles Grade. The road is extremely winding along most of its length.

2.2 Existing Traffic Data

New weekday AM and PM peak hour turning movement counts were performed at the three study intersections on Thursday, June 26, 2008 to determine Existing condition traffic volumes. Based upon the Monterey County Public Works Traffic Count Monthly Adjustment Factors for Carmel Valley Road east of Carmel Rancho Boulevard, vehicular volumes during the month of June are above average. Therefore, the turning movement count data collected on June 26, 2008 is conservative. **Exhibit 3** presents the existing AM and PM peak hour volumes used in this study.

2.3 Existing Condition Intersection Operations

Existing condition AM and PM intersection levels of service are summarized on **Exhibit 4**. The LOS calculation sheets for Existing conditions can be found in **Appendix B**.

All of the study intersections operate at or better than the County of Monterey LOS C standard during both the AM and PM peak hours except for the Laureles Grade/Carmel Valley Road intersection. Although the Laureles Grade/Carmel Valley Road intersection operates at an overall LOS A during the PM peak hour, the southbound approach operates at LOS F, which is deficient.

2.4 Existing Condition Roadway Segment Analysis

Existing AM and PM peak hour road segment volumes on Carmel Valley Road and Laureles Grade were determined based upon turning volumes illustrated on **Exhibit 3**. The levels of service for the road segments in the vicinity of the project were determined using the threshold volumes as criteria.

Threshold volumes provided in **Appendix A2** are approximate in nature and serve primarily as a general guide as to whether major roadway widening is required. However, other factors may affect traffic flow conditions on roadway segments including intersection channelization design, type of traffic control devices, bicycle and pedestrian volume, driveway activities, average travel speed, and on-street parking activities.

The segment of Carmel Valley Road between Ford Road and Laureles Grade currently operates at LOS C during both the AM and PM peak hours, while the segment between Laureles Grade and Robinson Canyon Road currently operates at LOS B during the AM peak hour and LOS C during the PM peak hour. Laureles Grade north of Carmel Valley Road currently operates at LOS B during both the AM and PM peak hours under Existing conditions. This is based upon the typical peak hour threshold volumes provided in **Appendix A2**. To verify the traffic volume for this segment level of service evaluations, the 2006 Annual Average Daily Traffic (AADT) for Carmel Valley Road and Laureles Grade published by the Monterey County Public Works were used. The 2006 AADT on Carmel Valley Road between Laureles Grade and Ford Road is 11,100 vehicles per day and the AADT on Laureles Grade between Carmel Valley Road and Robley Road is 6,700 vehicles per day. This confirms the levels of service determined using the PM peak hour threshold volumes.

2.5 Existing Condition Signal Warrants

The Caltrans Peak Hour Volume Signal Warrant assessment for rural areas was performed for the Laureles Grade/Carmel Valley Road intersection. The warrant is currently met under Existing conditions during both the AM and PM peak hours. The signal warrant worksheets can be found in **Appendix C**. It should be noted that an all-way stop is an acceptable alternative to signalization per the California Manual on Uniform Traffic Control Devices (MUTCD).

2.6 Existing Condition Recommended Improvements

As previously discussed, the southbound approach of the Laureles Grade/Carmel Valley Road currently operates deficiently at LOS F during the PM peak hour and the Caltrans Peak Hour Signal Warrant is also met. It is recommended that Monterey County consider implementing either all-way stop control or a traffic signal at this intersection to improve the existing deficient operations at this intersection under Existing conditions.

All-way stop control at this intersection would improve intersection operations to LOS B during the AM peak hour and LOS C during the PM peak hour. Signalization of this intersection would improve intersection operations to LOS B during both the AM and PM peak hours. Recommended intersection improvements are summarized on **Exhibit 5**.

3 EXISTING PLUS PROJECT CONDITIONS

This chapter presents a description of the traffic volumes and intersection levels of service within the study area under Existing Plus Project conditions.

3.1 Project Description

The Bernardus Lodge currently features 57 suites, full-service restaurant, wine tasting, spa, ballroom and function space, as well as administrative offices. The proposed expansion includes the addition of 16 suites. **Exhibit 2** includes the proposed project site plan.

3.2 Project Trip Generation

The proposed project trip generation was determined based upon standard trip generation rates for the hotel land use as published by the Institute of Transportation Engineers (ITE) in "Trip Generation," 7th Edition, 2003.

It should be noted that Bernardus Lodge has several ancillary uses on site that are available to non-guests, including the restaurant, wine tasting, and ballroom and function space. These uses contribute to existing number of trips to and from the project site, although they are not necessarily associated with the actual hotel suites. Therefore, the proposed project's addition of solely hotel suites is not expected to result in an increase in the number of trips generated by the ancillary uses on site. For this reason, standard ITE trip generation rates for the hotel land use have been used to determine the trip generation that will be associated with the addition of 16 hotel suites.

It is estimated that the proposed project (expansion) will generate a total of 143 additional daily trips, with 11 trips (6 in, 5 out) during the AM peak hour and 11 trips (5 in, 6 out) during the PM peak hour. **Exhibit 6** includes the project trip generation table.

3.3 Project Trip Distribution and Assignment

Existing traffic patterns, as well as patterns of entering and exiting vehicles at the project driveway, were used to determine the trip distribution for the project trips. Because the number of AM and PM peak hour trips is relatively low, number of trips has been shown, rather than percentages. Percentages of trips would have resulted in skewed number due to small volumes. **Exhibit 7** illustrates the project trip distribution and assignment.

3.4 Existing Plus Project Condition Volumes

The project trip assignment volumes were added to the Existing condition volumes to determine Existing Plus Project condition volumes, which are shown on **Exhibit 8.**

3.5 Existing Plus Project Condition Intersection Operations

Existing Plus Project condition AM and PM intersection levels of service are summarized on **Exhibit 4**. The LOS calculation sheets for Existing Plus Project conditions can be found in **Appendix D**.

All of the study intersections are expected to continue operating at the same respective levels of service as under Existing conditions. The southbound approach of the Laureles Grade/Carmel Valley Road intersection will continue to operate deficiently at LOS F during the PM peak hour with the addition of project trips.

3.6 Existing Plus Project Condition Roadway Segment Analysis

The three study segments are expected to continue operating at the same respective levels of service as under Existing conditions. All three segments operate acceptably under Exisitng Plus Project conditions.

3.7 Existing Plus Project Condition Signal Warrants

The Caltrans Peak Hour Volume Signal Warrant assessment for rural areas was performed for the Laureles Grade/Carmel Valley Road intersection. The warrant continues to be met under Existing Plus Project conditions during both the AM and PM peak hours. The signal warrant worksheets can be found in **Appendix C**. It should be noted that an all-way stop is an acceptable alternative to signalization per the California Manual on Uniform Traffic Control Devices (MUTCD).

3.8 Existing Plus Project Condition Recommended Improvements

As previously discussed, it is recommended that Monterey County consider implementing either all-way stop control or a traffic signal at the Laureles Grade/Carmel Valley Road intersection to improve the existing deficient operations, which will improve Existing Plus Project intersection operations.

All-way stop control at this intersection would improve intersection operations to LOS B during the AM peak hour and LOS C during the PM peak hour. Signalization of this intersection would improve intersection operations to LOS B during both the AM and PM peak hours. **Exhibit 5** includes a summary of recommended intersection improvements.

3.9 On-Site Parking

An additional 18 parking spaces (16 for the new suites and 2 for service staff) will be required with the expansion of the lodge. This will be provided adjacent to the existing parking area.

4 CUMULATIVE (YEAR 2030) CONDITIONS

This chapter presents a description of the traffic volumes and intersection levels of service within the study area under Cumulative (Year 2030) conditions.

4.1 Cumulative Condition Volumes

Cumulative condition volumes at the three study intersections were determined based upon the Year 2030 segment volumes on Carmel Valley Road, as presented in the *Carmel Valley Master Plan (CVMP) Traffic Study* prepared by DKS Associates in July 2007. That report utilized the Association of Monterey Bay Area Governments (AMBAG) Regional Travel Demand Model to determine Year 2030 volumes. Four different 2030 scenarios were included in that report; however, for the sake of simplicity, the worst-case, or "Scenario A" 2030 volumes were used for this report, although all four forecast scenarios predict very similar two-way volumes on the relevant roadway segments (within a range of 37 peak hour trips). "Scenario A" assumes build out of the CVMP under the proposed CVMP with anticipated additional subdivisions to be evenly distributed across potential development locations, and no additional traffic improvements. This scenario increases vehicular traffic on the study area roadways due to growth within and outside the CVMP.[3]

It should be noted that the Year 2030 segment volumes on Carmel Valley Road, as included in the *Carmel Valley Master Plan (CVMP) Traffic Study*, are considered unrealistically high based upon recent development activity trends within Carmel Valley. Growth within the CVMP area has not occurred as extensively as once anticipated due to strict development policies, as well as the 2002 subdivision moratorium adopted by the County Board of Supervisors, which is still in effect. Furthermore, water constraints also limit the potential growth within the CVMP area. Historic growth trends over the past 20 years show approximately 1% growth per year in the traffic volumes on Carmel Valley Road in the CVMP area; however, it is anticipated that growth over the next 20 years will be far less vigorous due to the items discussed above. By comparison, the *Carmel Valley Master Plan (CVMP) Traffic Study* segment volume forecasts represent an increase of approximately 55% on Carmel Valley Road and 49% on Laureles Grade. Therefore, the Cumulative (Year 2030) volumes utilized in this report, which are based upon the Year 2030 segment volumes obtained from the *Carmel Valley Master Plan (CVMP) Traffic Study*, and subsequent Cumulative (Year 2030) conditions analysis, are considered to be very conservative.

The *Carmel Valley Master Plan Traffic Study* estimates that the two-way AM peak hour volume on Carmel Valley Road between Laureles Grade and Ford Road (east of the project) will be 1,598 vehicles and the two-way PM peak hour volume will be 1,498 vehicles in 2030. Furthermore, it is estimated that the two-way AM peak hour volume on Carmel Valley Road between Robinson Canyon Road and Laureles Grade (west of the project) will be 1,596 and the two-way PM peak hour volume will be 1,613 vehicles. **Appendix E** includes the Year 2030 forecast segment volumes from the *Carmel Valley Master Plan Traffic Study*.

[3] *Carmel Valley Master Plan (CVMP) Traffic Study*, DKS Associates, July 2007.

These AM and PM peak hour two-way volumes on Carmel Valley Road were used, in conjunction with existing traffic patterns, to determine Cumulative condition volumes at the three study intersections. **Exhibit 9** illustrates the Cumulative (Year 2030) condition intersection peak hour volumes. It should be noted that the project trips have been included in the Cumulative condition volumes presented in this exhibit.

4.2 Cumulative Condition Intersection Operations

Cumulative condition AM and PM intersection levels of service are summarized on **Exhibit 4**. The LOS calculation sheets for Cumulative conditions can be found in **Appendix F**.

All of the study intersections are expected to continue operating acceptably except for the Laureles Grade/Carmel Valley Road intersection. The increase in vehicular volumes on Carmel Valley Road and Laureles Grade under Cumulative conditions causes the overall level of service to decline to LOS F during both the AM and PM peak hours.

4.3 Cumulative Condition Roadway Segment Analysis

As previously discussed, per the *Carmel Valley Master Plan (CVMP) Traffic Study*, the LOS standard for the portion of Carmel Valley Road between Ford Road and Rancho San Carlos Road is LOS D. The study segments of Carmel Valley Road between Ford Road and Laureles Grade and between Laureles Grade and Robinson Canyon Road are expected to operate acceptably at LOS D during both the AM and PM peak hours, under Cumulative conditions. Laureles Grade north of Carmel Valley Road is expected to operate at LOS C during both the AM and PM peak hours under Cumulative conditions.

4.4 Cumulative Condition Signal Warrants

The Caltrans Peak Hour Volume Signal Warrant assessment for rural areas was performed for the Laureles Grade/Carmel Valley Road intersection. The warrant is met under Cumulative conditions during both the AM and PM peak hours. The signal warrant worksheets can be found in **Appendix C**.

4.5 Improvements Recommended in the *Carmel Valley Master Plan Traffic Study*

As previously discussed, a grade separation improvement at the Laureles Grade/Carmel Valley Road intersection is included as a mitigation in the *Carmel Valley Master Plan (CVMP) Traffic Study*. This improvement assumes a partial grade separation improvement of the southbound left turn movement. However, the fee program does not provide full funding for the improvement until 2022. This intersection currently operates deficiently and will continue to operate deficiently until improvements are made. The *Carmel Valley Master Plan (CVMP) Traffic Study* prepared by DKS Associates in July 2007 includes interim improvements options for this intersection that would improve operations until full funding for the grade separation improvement is provided in 2022. The two interim improvement options are 1) changing the intersection to all-way stop control and adding a second east and westbound through lane and 2) signalization of the intersection.

4.6 Evaluation of Improvement Options at Laureles Grade/Carmel Valley Road Intersection under Cumulative Conditions

Under Cumulative conditions, all-way stop control without any other intersection improvements would no longer provide acceptable intersection operations during the AM and PM peak hours.

With all-way stop control, along with an expanded intersection geometry (adding a second east and westbound through lane), the Laureles Grade/Carmel Valley Road intersection would not operate acceptably under Cumulative conditions.

Signalization of the Laureles Grade/Carmel Valley Road intersection would continue to provide acceptable levels of service (LOS C during the AM peak hour and LOS B during the PM peak hour) under Cumulative conditions.

The grade separation improvement was analyzed in the *Carmel Valley Master Plan (CVMP) Traffic Study* prepared by DKS Associates. The intersection geometry for each of these alternatives was obtained from that study. With implementation of a partial grade separation of the southbound left-turn movement, two new intersections would be created, replacing the existing intersection. The north portion of the intersection would operate acceptably during both the AM and PM peak hours (LOS B during the AM peak hour and LOS A during the PM peak hour). The south portion of the intersection would also operate acceptably during both the AM and PM peak hours (LOS C during AM and PM peak hours). **Exhibit 4** includes the LOS summary table.

4.7 Cumulative Condition Mitigations

The Bernardus Lodge Expansion project will contribute to Cumulative condition volumes at the Laureles Grade/Carmel Valley Road intersection, which will continue to operate deficiently unless improvements are made. It is recommended that the proposed project pay fair share contributions for the following improvement programs in order to mitigate its contribution to Cumulative impacts, including its impacts at the Laureles Grade/Carmel Valley Road intersection:

- Carmel Valley Master Plan Traffic Impact Fee; and
- Transportation Agency for Monterey County (TAMC) Traffic Impact Fee.

Exhibit 5 includes a summary of recommended intersection improvements.

5 SUMMARY OF RECOMMENDED IMPROVEMENTS

5.1 Existing Conditions

1. Implement all-way stop control at the Laureles Grade/Carmel Valley Road intersection. (Responsibility: Monterey County)

- OR -

2. Signalize the Laureles Grade/Carmel Valley Road intersection. (Responsibility: Monterey County)

5.2 Existing Plus Project Conditions

No additional improvements are required under Existing Plus Project conditions beyond those recommended under Existing conditions.

5.3 Cumulative Conditions

1. Signalize the Laureles Grade/Carmel Valley Road intersection. (Responsibility: Monterey County)

- OR -

2. Implement grade separation at the Laureles Grade/Carmel Valley Road intersection, as included in the current Capital Improvement Program. (Responsibility: Monterey County)

- AND -

3. Pay fair share contributions toward the following improvement programs (Responsibility: project):

    - Carmel Valley Master Plan Traffic Impact Fee; and
    - Transportation Agency for Monterey County (TAMC) Traffic Impact Fee.

6 REFERENCE MATERIALS

6.1 List of References

1. Higgins Associates, *Bernardus Lodge Expansion Traffic Impact Study Report*, April 15, 2003.
2. Higgins Associates, *Bernardus Wine Tasting and Office Relocation Traffic Analysis Report*, September 21, 1999.
3. Jones & Stokes, *Carmel Valley Traffic Improvement Program Draft Subsequent Environmental Impact Report*, August 2007.
4. DKS Associates, *Carmel Valley Master Plan Traffic Study*, July 2007.
5. Monterey County Department of Public Works Traffic Engineering, "2006 Annual Average Daily Traffic," February 2007.

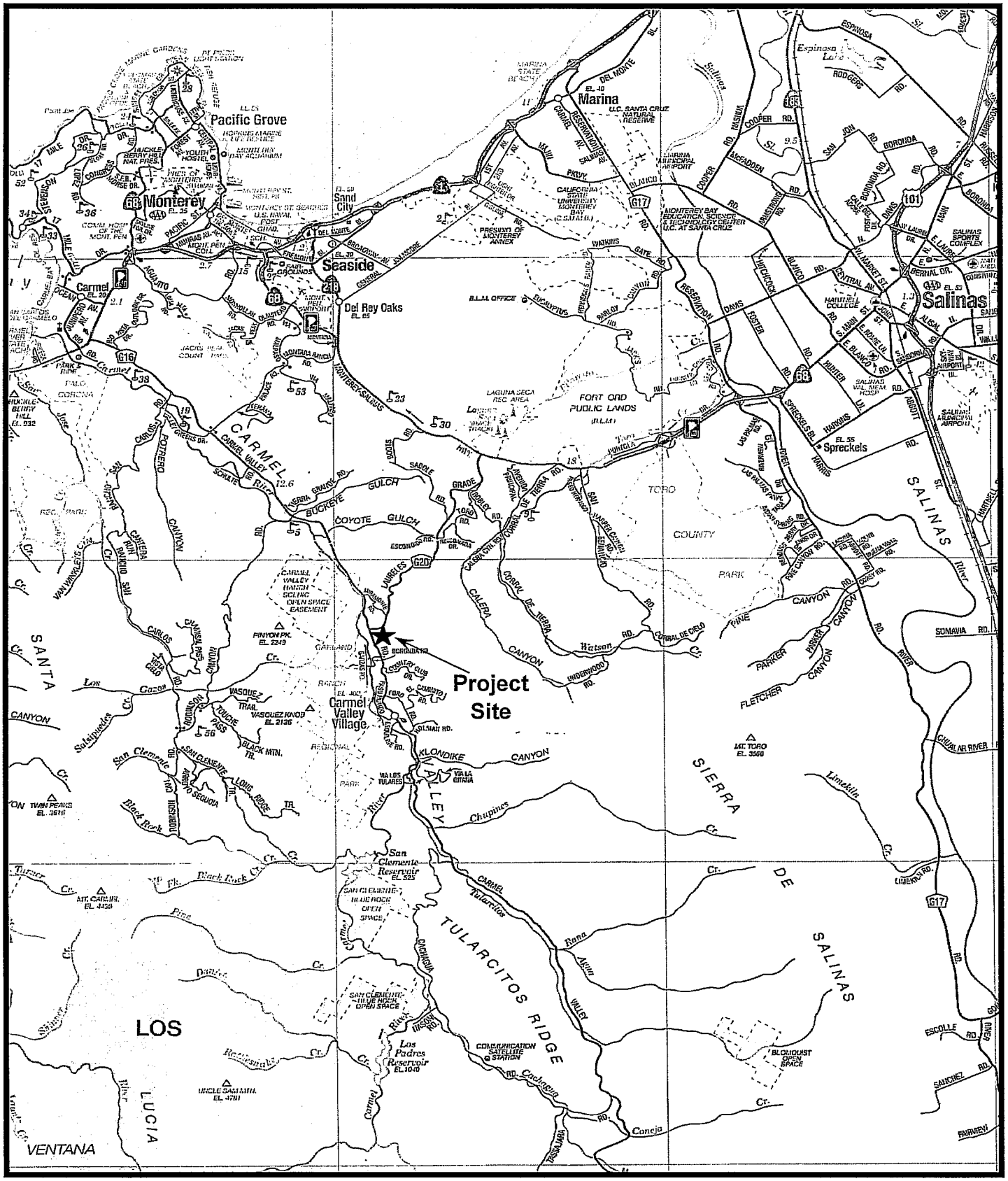
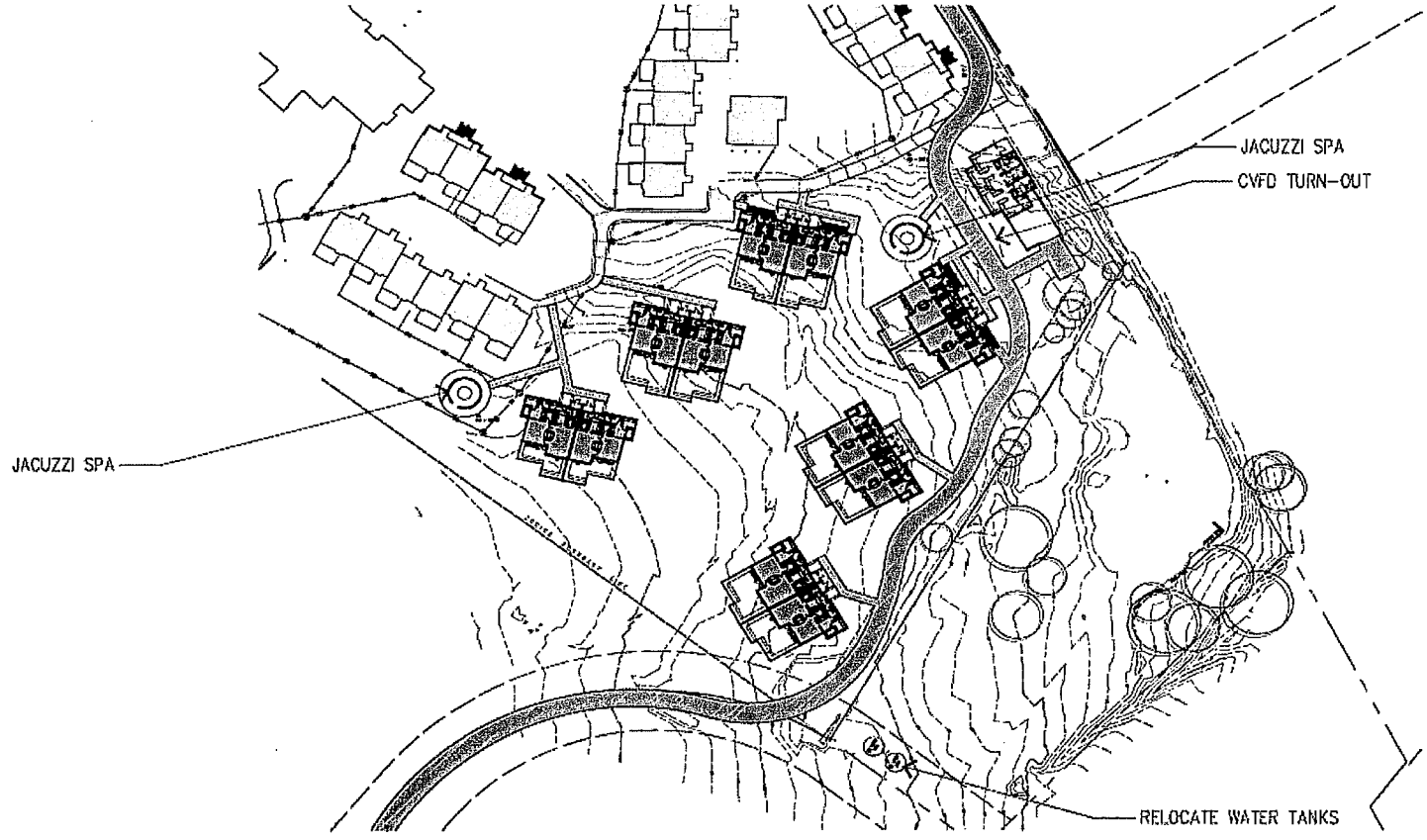


Exhibit 1

Project Location Map

HIGGINS ASSOCIATES

8-070 Maps - Proj Loc



OVERALL SITE PLAN

BERNARDUS VILLAS

CARMEL, CA

PROJECT NO. 07.141

JULY 14, 2008

N

SK080714

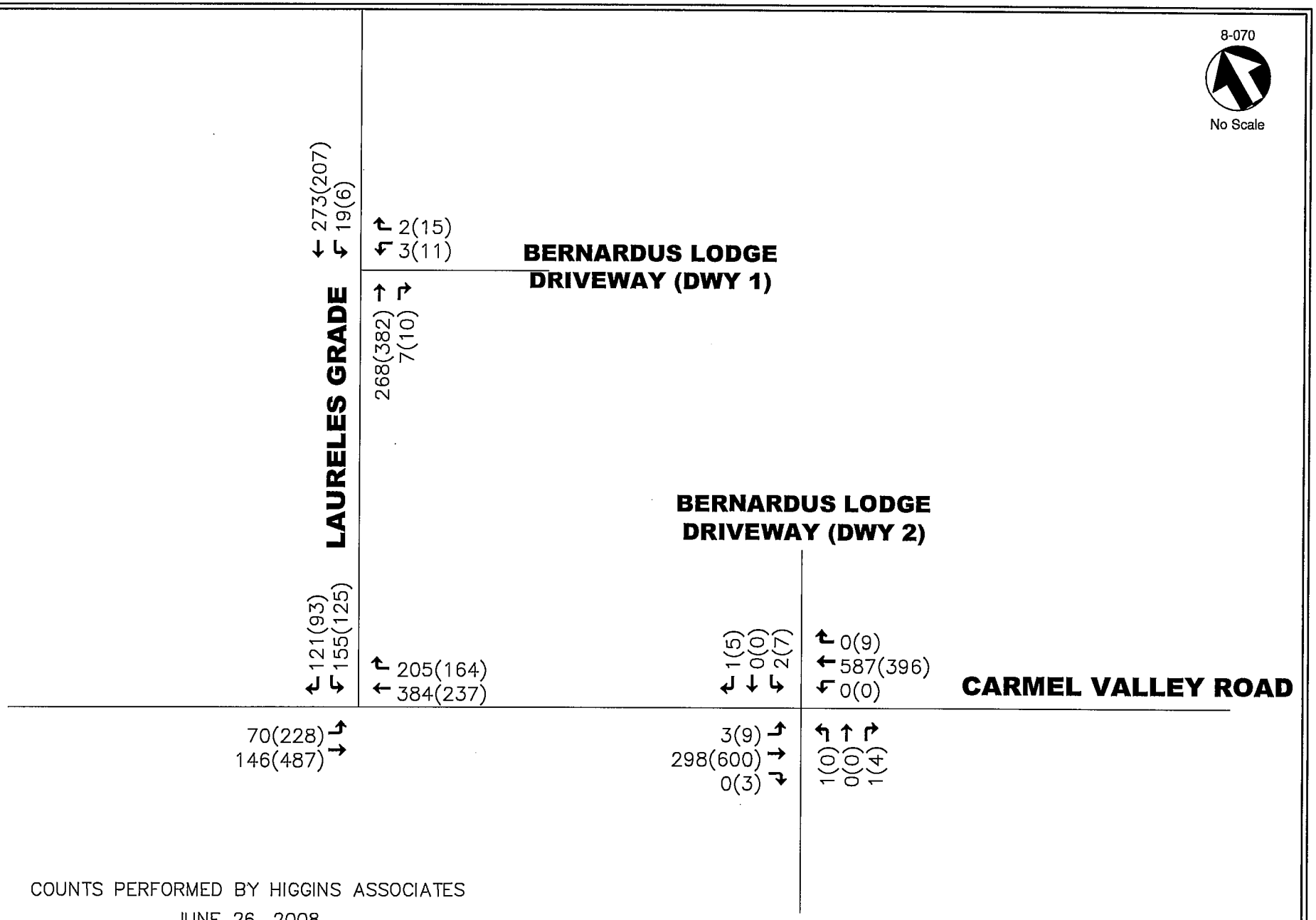
AXIS

HIGGINS ASSOCIATES

8-070 Maps - Site Plan

Exhibit 2

Proposed Site Plan



COUNTS PERFORMED BY HIGGINS ASSOCIATES
JUNE 26, 2008

XX(XX) = AM(PM)

Exhibit 3
Existing Conditions
AM and PM Peak Hour Volumes

Drawing: I:\2008\Jobs\051-100\8-070\AutoCAD Exhibits\8-070 Volumes.dwg
Layout: Existing (balanced)
Sep 03, 2008, 1:32pm

	N-S Street	E-W Street	Existing Operational Lane Configuration	Existing Intersection Control	Overall LOS Standard	Existing Conditions				Existing Plus Project Conditions				Cumulative (Year 2030) Conditions			
						AM Peak Hr		PM Peak Hr		AM Peak Hr		PM Peak Hr		AM Peak Hr		PM Peak Hr	
						Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS
1	Laureles Grade	Bernardus Lodge Driveway	NB 1-T/R SB 1-L/T WB 1-L/R	Stop Sign (EB) WA (EB)	C	**0.4** 11.7	**A** B	**0.6** 12.3	**A** B	**0.5** 11.9	**A** B	**0.7** 12.4	**A** B	**0.3** 20.4	**A** C	**0.6** 16.3	**A** C
2	Laureles Grade	Carmel Valley Road	SB 1-L, 1-R EB 1-L, 1-T WB 1-T, 1-R	Stop Sign (SB) WA (SB)	C	**5.0** 17.4	**A** C	**12.8** 68.6	**A** F	**5.1** 17.6	**A** C	**13.2** 70.8	**A** F	**70.4** 234.3	**F** F	**104.8** *	**F** F
				All-way stop		*13.4*	*B*	*21.1*	*C*	*13.5*	*B*	*21.3*	*C*	*105.6*	*F*	*112.7*	*F*
				Signal		*15.9*	*B*	*16.9*	*B*	*15.9*	*B*	*17.0*	*B*	*24.3*	*C*	*18.2*	*B*
				All-way stop & expanded geometry										*41.8*	*E*	*32.8*	*D*
				Grade Separation (north portion)										*7.7*	*B*	*4.4*	*A*
				Grade Separation (south portion)										*11.5*	*C*	*15.2*	*C*
3	Bernardus Lodge Driveway	Carmel Valley Road	SB 1-L/R EB 1-L/T WB 1-T/R	Stop Sign (SB) WA (SB)	C	**0.1** 17.9	**A** C	**0.4** 21.0	**A** C	**0.2** 17.5	**A** C	**0.4** 21.0	**A** C	**0.2** 44.9	**A** E	**0.5** 44.6	**A** E
	Road Segment			**Type**	**LOS Standard[7]**	Volume	LOS	Volume	LOS	Volume	LOS	Volume	LOS	Volume	LOS	Volume	LOS
Carmel Valley Road	between Ford Road and Laureles Grade			2-Lane Rural Highway	D	888	C	996	C	890	C	1,000	C	1,600	D	1,502	D
Carmel Valley Road	between Laureles Grade and Robinson Cyn.			2-Lane Rural Highway	D	695	B	1,028	C	699	B	1,032	C	1,600	D	1,617	D
Laureles Grade	north of Carmel Valley Road			2-Lane Rural Highway	C	562	B	596	B	567	B	599	B	1,189	C	918	C

NOTES:
1. L, T, R = Left, Through, Right.
2. NB, SB, EB, WB = Northbound, Southbound, Eastbound, Westbound
3. Level of service calculated using 2000 Highway Capacity Manual methodologies
4. Overall level of service standard for Monterey County is LOS C.
5. WA = Worst Approach
6. * = delay is over 300 seconds
7. Per the Carmel Valley Master Plan Traffic Study, prepared by DKS Associates in July 2007, the LOS standard for the portion of Carmel Valley Road between Ford Road and Rancho San Carlos Road is LOS D.

Exhibit 4
Level of Service
Summary Table

	N-S Street	E-W Street	Existing Operational Lane Configuration	Existing Intersection Control	Existing Conditions	Existing Plus Project Conditions	Cumulative (Year 2030) Conditions
1	Laureles Grade	Bernardus Lodge Driveway	NB 1-T/R SB 1-L/T WB 1-L/R	Stop Sign (EB) WA (EB)	None required	None required	None required
2	Laureles Grade	Carmel Valley Road	SB 1-L, 1-R EB 1-L, 1-T WB 1-T, 1-R	Stop Sign (SB) WA (SB)	Implement all-way stop control (Responsibility: Monterey County) - or - Signalize intersection (Responsibility: Monterey County)	Implement all-way stop control (Responsibility: Monterey County) - or - Signalize intersection (Responsibility: Monterey County)	Signalize intersection (Responsibility: Monterey County) - OR - Implement grade separation (Responsibility: Monterey County) AND Pay fair share contribution toward CVMP TIF and TAMC TIF
3	Bernardus Lodge Driveway	Carmel Valley Road	SB 1-L/R EB 1-L/T WB 1-T/R	Stop Sign (SB) WA (SB)	None required	None required	None required

NOTES:
1. L, T, R = Left, Through, Right.
2. NB, SB, EB, WB = Northbound, Southbound, Eastbound, Westbound

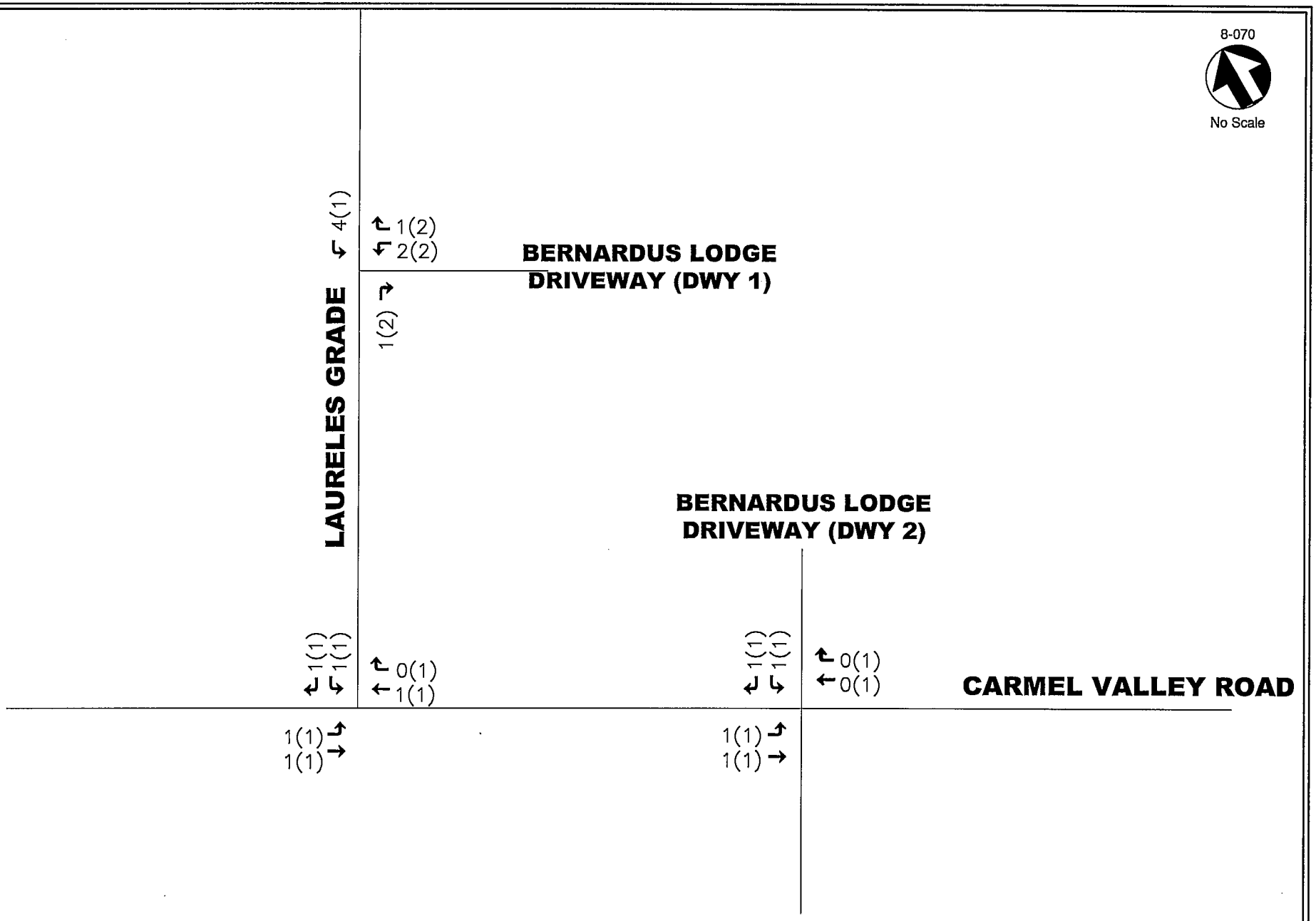
Exhibit 5
Summary of Recommended Intersection Improvements

TRIP GENERATION RATES[1]	ITE LAND USE CODE	DAILY TRIP RATE	AM PEAK HOUR				PM PEAK HOUR			
			PEAK HOUR RATE	% OF ADT	% IN	% OUT	PEAK HOUR RATE	% OF ADT	% IN	% OUT
Hotel - per occupied room[2]	310	8.92	0.67	8%	58%	42%	0.7	8%	49%	51%

GENERATED TRIPS	PROJECT SIZE	DAILY TRIPS	AM PEAK HOUR				PM PEAK HOUR			
			PEAK HOUR TRIPS	% OF ADT	TRIPS IN	TRIPS OUT	PEAK HOUR TRIPS	% OF ADT	TRIPS IN	TRIPS OUT
Hotel Expansion	16 Rooms	143	11	8%	6	5	11	8%	5	6
TOTAL GENERATED TRIPS	**16 Rooms**	**143**	**11**	**8%**	**6**	**5**	**11**	**8%**	**5**	**6**

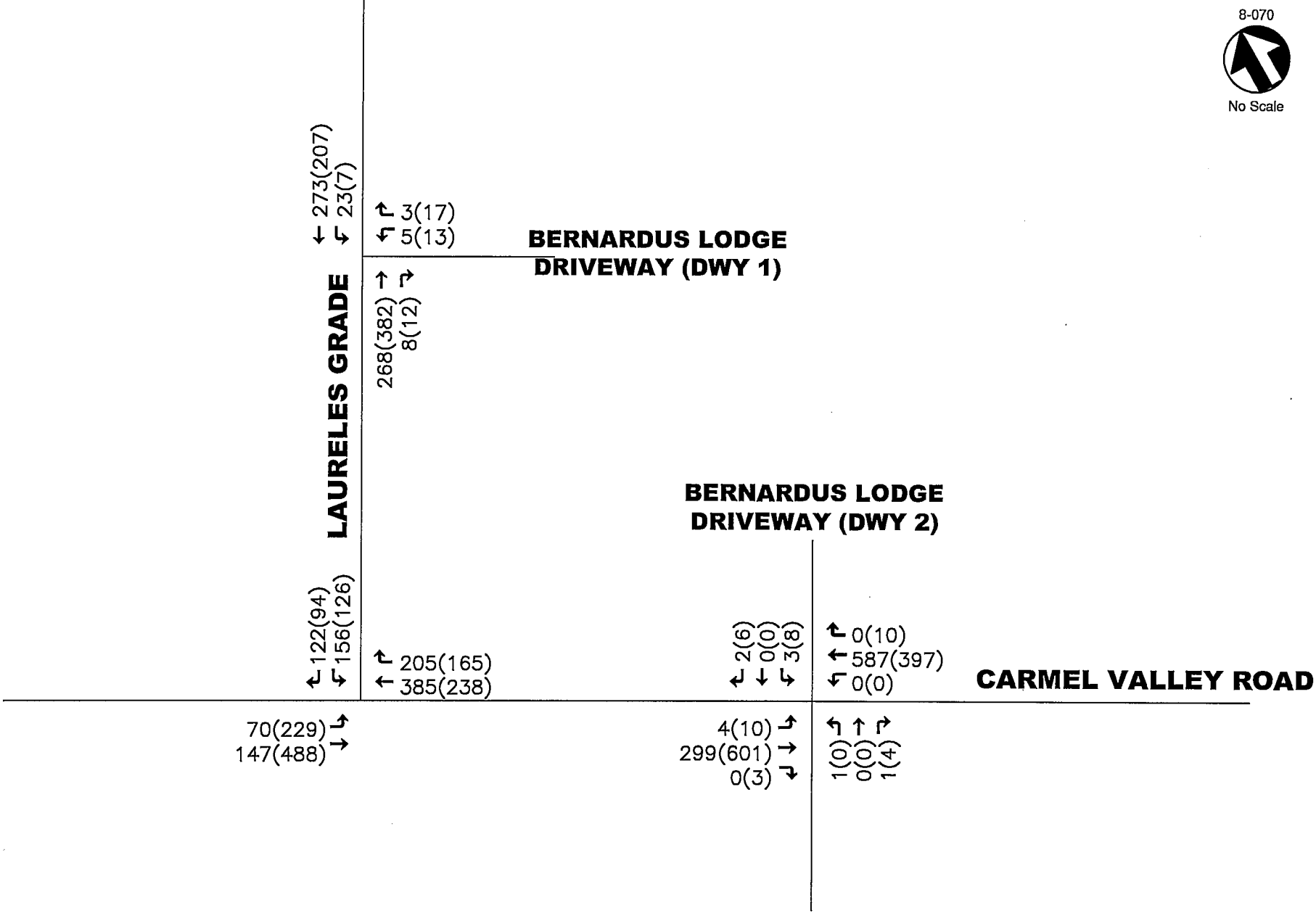
Notes:

1. Trip generation rates published by Institute of Transportation Engineers, "Trip Generation," 7th Edition, 2003.
2. 100% room occupancy was assumed for project trip generation, which represents a worst-case.



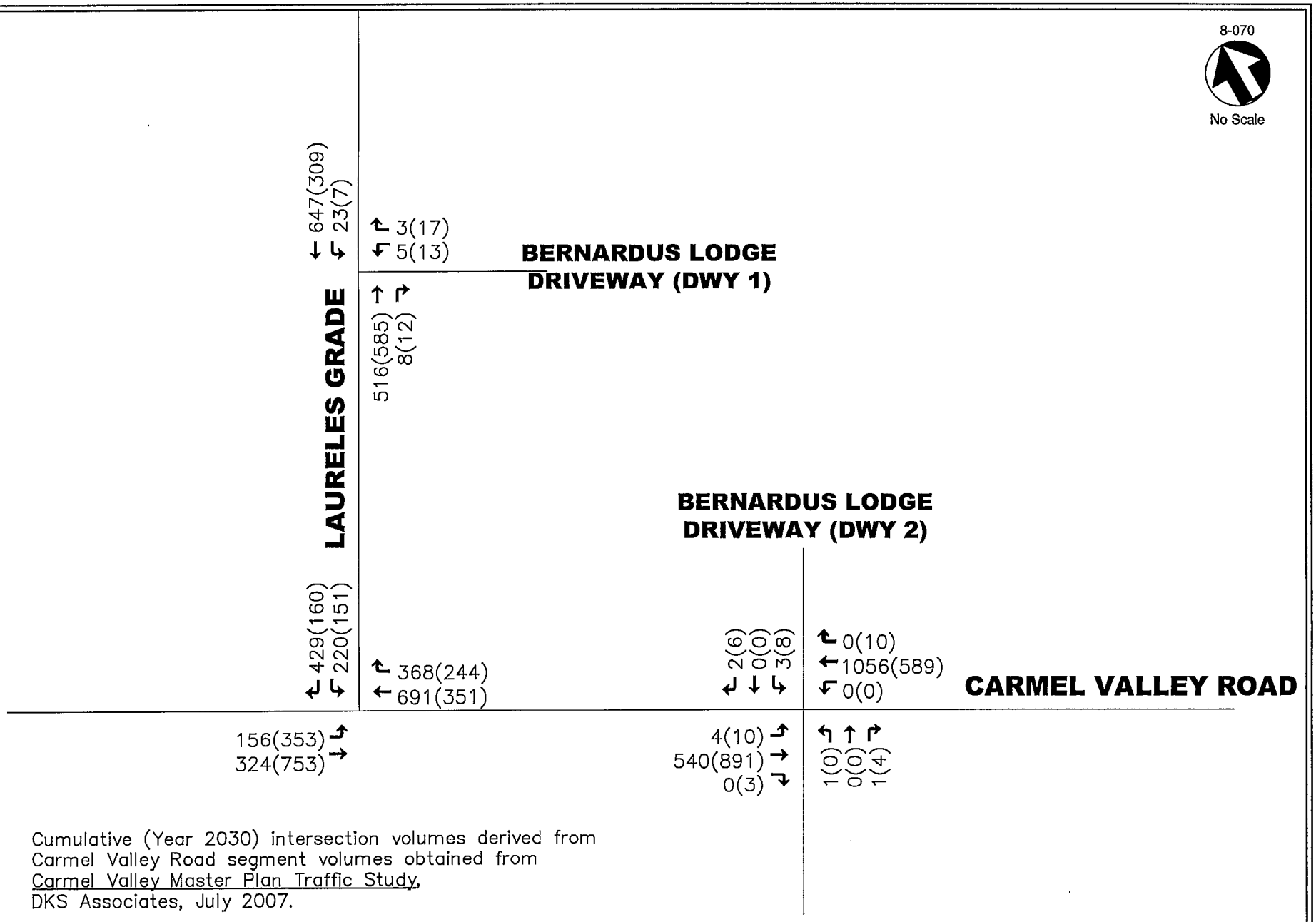
XX(XX) = AM(PM)

Exhibit 7
Project Trip Distribution & Assignment
AM and PM Peak Hour Volumes



XX(XX) = AM(PM)

Exhibit 8
Existing Plus Project Conditions
AM and PM Peak Hour Volumes



Cumulative (Year 2030) intersection volumes derived from Carmel Valley Road segment volumes obtained from Carmel Valley Master Plan Traffic Study, DKS Associates, July 2007.

Project trips have been included in Cumulative (Year 2030) volumes.

XX(XX) = AM(PM)

Exhibit 9
Cumulative (Year 2030) Conditions
AM and PM Peak Hour Volumes

APPENDIX A1

LEVEL OF SERVICE (LOS) DESCRIPTION
UNSIGNALIZED INTERSECTIONS WITH TWO-WAY STOP CONTROL (TWSC)

TWSC intersections are widely used and stop signs are used to control vehicle movements at such intersections. At TWSC intersections, the stop-controlled approaches are referred to as the minor street approaches; they can be either public streets or private driveways. The intersection approaches that are not controlled by stop signs are referred to as the major street approaches. A three-leg intersection is considered to be a standard type of TWSC intersection if the single minor street approach (i.e. the stem of the T configuration) is controlled by a stop sign. Three-leg intersections where two of the three approaches are controlled by stop signs are a special form of unsignalized intersection control.

At TWSC intersections, drivers on the controlled approaches are required to select gaps in the major street flow through which to execute crossing or turning maneuvers on the basis of judgement. In the presence of a queue, each driver on the controlled approach must use some time to move into the front-of-queue position and prepare to evaluate gaps in the major street flow. Capacity analysis at TWSC intersections depends on a clear description and understanding of the interaction of drivers on the minor or stop-controlled approach with drivers on the major street. Both gap acceptance and empirical models have been developed to describe this interaction.

Thus, the capacity of the controlled legs is based on three factors:

- the distribution of gaps in the major street traffic stream,;
- driver judgement in selecting gaps through which to execute the desired maneuvers; and
- the follow-up time required by each driver in a queue.

The delay experienced by a motorist is made up of a number of factors that relate to control, geometrics, traffic and incidents. Total delay is the difference between the travel time actually experienced and the reference travel time that would result during base conditions, in the absence of incident, control, traffic or geometric delay. Average control delay for any particular minor movement is a function of the capacity of the approach and the degree of saturation and referred to as level of service.

LEVEL OF SERVICE (LOS) CRITERIA FOR TWSC INTERSECTIONS
(Reference Highway Capacity Manual 2000)

Level of Service	Control Delay (seconds / vehicle)
A	**0 - 10**
B	**>10 - 15**
C	**>15 - 25**
D	**>25 - 35**
E	**>35 - 50**
F	**>50**

APPENDIX A2

LEVEL OF SERVICE (LOS) DESCRIPTION
UNSIGNALIZED INTERSECTIONS WITH ALL-WAY STOP CONTROL (AWSC)

AWSC intersections require every vehicle to stop at the intersection before proceeding. Since each driver must stop, the judgement as to whether to proceed into the intersection is a function of traffic conditions on the other approaches. While giving priority to the driver on the right is a recognized rule in some areas, it is not a good descriptor of actual intersection operations. What happens is the development of a consensus of right-of-way that alternates between the drivers on the intersection approaches, a consensus that depends primarily on the intersection geometry and the arrival patterns at the stop line.

If no traffic is present on the other approaches, a driver can proceed immediately after the stop is made. If there is traffic on one or more of the other approaches, a driver proceeds only after determining that there are no vehicles currently in the intersection and that it is the driver's turn to proceed. Since no traffic signal controls the stream movement or allocates the right-of-way to each conflicting stream, the rate of departure is controlled by the interaction between the traffic streams themselves.

For AWSC intersections, the average control delay (in seconds per vehicle) is used as the primary measure of performance. Control delay is the increased time of travel for a vehicle approaching and passing through an AWSC intersection, compared with a free-flow vehicle if it were not required to slow down or stop at the intersection.

The criteria for AWSC intersections have different threshold values than do those for signalized intersections, primarily because drivers expect different levels of performance from different kinds of traffic control devices (i.e traffic signals, two way stop or all way stop, etc.). The expectation is that a signalized intersection is designed to carry higher traffic volumes than an AWSC intersection and a higher level of control delay is acceptable at a signalized intersection for the same LOS.

For AWSC analysis using the HCM 2000 method, the LOS shown reflects the weighted average of the delay on each of the approaches.

LEVEL OF SERVICE (LOS) CRITERIA FOR AWSC INTERSECTIONS
(Reference Highway Capacity Manual 2000)

Level of Service	Control Delay (seconds / vehicle)
A	**0 - 10**
B	**>10 - 15**
C	**>15 - 25**
D	**>25 - 35**
E	**>35 - 50**
F	**>50**

APPENDIX A3

LEVEL OF SERVICE (LOS) DESCRIPTION
SIGNALIZED INTERSECTIONS

The capacity of an urban street is related primarily to the signal timing and the geometric characteristics of the facility as well as to the composition of traffic on the facility. Geometrics are a fixed characteristic of a facility. Thus, while traffic composition may vary somewhat over time, the capacity of a facility is generally a stable value that can be significantly improved only by initiating geometric improvements. A traffic signal essentially allocates time among conflicting traffic movements that seek to use the same space. The way in which time is allocated significantly affects the operation and the capacity of the intersection and its approaches.

The methodology for signalized intersection is designed to consider individual intersection approaches and individual lane groups within approaches. A lane group consists of one or more lanes on an intersection approach. The outputs from application of the method described in the HCM 2000 are reported on the basis of each lane. For a given lane group at a signalized intersection, three indications are displayed: green, yellow and red. The red indication may include a short period during which all indications are red, referred to as an all-red interval and the yellow indication forms the change and clearance interval between two green phases.

The methodology for analyzing the capacity and level of service must consider a wide variety of prevailing conditions, including the amount and distribution of traffic movements, traffic composition, geometric characteristics, and details of intersection signalization. The methodology addresses the capacity, LOS, and other performance measures for lane groups and the intersection approaches and the LOS for the intersection as a whole.

Capacity is evaluated in terms of the ratio of demand flow rate to capacity (v/c ratio), whereas LOS is evaluated on the basis of control delay per vehicle (in seconds per vehicle). The methodology does not take into account the potential impact of downstream congestion on intersection operation, nor does the methodology detect and adjust for the impacts of turn-pocket overflows on through traffic and intersection operation.

LEVEL OF SERVICE (LOS) CRITERIA FOR SIGNALIZED INTERSECTIONS
(Reference Highway Capacity Manual 2000)

Level of Service	Control Delay (seconds / vehicle)
A	**<10**
B	**>10 - 20**
C	**>20 - 35**
D	**>35 - 55**
E	**>55 - 80**
F	**>80**

APPENDIX A4
LEVEL OF SERVICE THRESHOLD VOLUMES FOR VARIOUS ROADWAY TYPES
TOTAL PEAK HOUR VOLUME IN BOTH DIRECTIONS (PHV)

ROADWAY TYPE	CODE	LOS A	LOS B	LOS C	LOS D	LOS E
10-Lane Freeway	10F	6,400	9,900	13,900	16,000	18,200
8-Lane Freeway	8F	5,100	7,900	11,200	13,600	14,600
6-Lane Freeway	6F	3,900	5,900	8,500	10,200	11,000
8-Lane Expressway	8E	3,500	5,400	7,500	9,000	9,800
6-Lane Expressway	6E	2,800	4,200	5,600	6,700	7,400
4-Lane Freeway	4F	2,600	4,000	5,700	6,900	7,400
8-Lane Divided Arterial (w/ left-turn lane)	9	4,000	4,700	5,400	6,100	6,800
6-Lane Divided Arterial (w/ left-turn lane)	7	3,200	3,800	4,300	4,900	5,400
4-Lane Expressway	4E	1,800	2,700	3,600	4,500	5,000
4-Lane Divided Arterial (w/ left-turn lane)	5	2,200	2,500	2,900	3,250	3,600
4-Lane Undivided Arterial (no left-turn lane)	4	1,600	1,900	2,200	2,400	2,700
2-Lane Rural Highway	2R	400	800	1,200	1,700	2,500
2-Lane Arterial (w/left turn lane)	3	1,100	1,250	1,450	1,600	1,800
2-Lane Collector	2	600	750	900	1,050	1,200
2-Lane Local	1	120	140	160	180	200
1-Lane Freeway Diamond Ramp	1D	1,320	1,540	1,760	1,980	2,200
2-Lane Freeway Diamond Ramp	2D	2,640	3,080	3,520	3,960	4,400
1- Lane Freeway Loop Ramp	1L	1,080	1,260	1,440	1,620	1,800
2- Lane Freeway Loop Ramp	2L	1,920	2,240	2,560	2,880	3,200

Notes:

1. The above threshold volumes for preliminary planning purposes only. If available, the results of detailed level of service analyses will typically have priority over the levels of service derived from this table. In that case this table can be used by the analyst for providing additional considerations for recommending the appropriate general roadway type for the specific condition being analyzed.
2. All above facilities assume a 60%/40% peak hour directional split, with the peak hour representing approximately 10% of the Average Daily Traffic (ADT).
3. Based on *Highway Capacity Manual*, Transportation Research Board, 2000.
4. Freeway thresholds are consistent with conditions utilizing a .95 peak hour factor, with 2% trucks and slightly over a one-mile average interchange spacing.
5. Expressways are consistent with the average of a multi-lane highway (with no signals) and Class 1 arterial (with an average signal spacing of 0.8 signals per mile and a .45 G/C ratio).
6. Arterial thresholds are consistent with the average of Class 1 and Class 2 arterials with an assumed signal density of two signals per mile. This assumes a divided arterial with left-turn lanes. Thresholds for four-lane undivided arterials assume approximately two-thirds the capacity of a four-lane divided arterial due to the impedance in traffic flow resulting from left-turning vehicles waiting in the inside through lane, thus significantly reducing the capacity of the roadway.
7. Rural highways are generally consistent with the *2000 Highway Capacity Manual* rural highway, assuming 8% trucks, 4% RV's, 20% no-passing, and level terrain. The greatest difference is that it assumes a maximum capacity (upper end of LOS E) of 25,000 rather than the 28,000 calculated using the new *Highway Capacity Manual*.
8. Two-lane collectors assume approximately three-fourths of the capacity of a two-lane arterial with left-turn lanes. This is based on the assumption that left-turn channelization is not provided on a two-lane collector.
9. Local street level of service thresholds are based upon "Neighborhood Traffic Related Quality-of-Life Considerations" which assumes a standard suburban neighborhood, 40-foot roadway width, and 25 mile per hour speed limit with normal speed violation rates.
10. Capacities for Diamond Ramps and Loop Ramps may be slightly higher or lower than the planning level capacities indicated above. The *2000 Highway Capacity Manual* (2000 HCM) states that the capacity of a one-lane diamond to be 2,200 vehicles per hour (vph), and 1,800 vph for a small radius loop ramp. Two-lane freeway ramp capacities are estimated in the 2000 HCM to be 4,400vph for a two-lane diamond, and 3,200vph 20 for a two-lane small radius loop. Varying intermediate capacities are provided for incremental conditions between these extremes. Capacities given for each service level assume the same level of service for the adjoining merging roadway as well as level of service being determined by volume-to-capacity and not attainable speed. Level of service will be controlled by freeway level of service if worse than ramp. Mitigations of level of service deficiencies may include the addition of a lane on the freeway ramp, the addition of an auxiliary lane on the freeway mainline, the addition of approach lanes at the ramp junction with the local intersecting street, and/or geometric modifications to improve the efficiency of the ramp itself or its termini. The appropriate mitigation should be determined on a case-by-case basis, considering freeway main line volumes and weaving, the extent that the freeway ramp volume exceeds the above planning thresholds, and the level of service of the ramp intersection with the local street.
11. All volumes are approximate and assume ideal roadway characteristics.

Appendix B

Level of Service Calculation Sheets – Existing Conditions

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #101 Laureles_Grade/Bernardus_Dwy

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: B[11.7]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			0 1 0 0 0			0 0 0 0 0			0 0 1! 0 0		
Volume Module: >> Count Date: 26 Jun 2008 << 7-9 AM												
Base Vol:	0	268	7	19	273	0	0	0	0	3	0	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	268	7	19	273	0	0	0	0	3	0	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	282	7	20	287	0	0	0	0	3	0	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	282	7	20	287	0	0	0	0	3	0	2
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	289	xxxx	xxxxx	xxxx	xxxx	xxxxx	613	xxxx	286
Potent Cap.:	xxxx	xxxx	xxxxx	1284	xxxx	xxxxx	xxxx	xxxx	xxxxx	459	xxxx	758
Move Cap.:	xxxx	xxxx	xxxxx	1284	xxxx	xxxxx	xxxx	xxxx	xxxxx	454	xxxx	758
Volume/Cap:	xxxx	xxxx	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	0.00
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	540	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.0	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	11.7	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			11.7		
ApproachLOS:	*			*			*			B		

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #101 Laureles_Grade/Bernardus_Dwy

Average Delay (sec/veh): 0.6 Worst Case Level Of Service: B[12.3]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			0 1 0 0 0			0 0 0 0 0			0 0 1! 0 0		
Volume Module: >> Count Date: 26 Jun 2008 << 4-6 PM												
Base Vol:	0	382	10	6	207	0	0	0	0	11	0	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	382	10	6	207	0	0	0	0	11	0	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	424	11	7	230	0	0	0	0	12	0	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	424	11	7	230	0	0	0	0	12	0	17
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	436	xxxx	xxxxx	xxxx	xxxx	xxxxx	673	xxxx	430
Potent Cap.:	xxxx	xxxx	xxxxx	1135	xxxx	xxxxx	xxxx	xxxx	xxxxx	423	xxxx	629
Move Cap.:	xxxx	xxxx	xxxxx	1135	xxxx	xxxxx	xxxx	xxxx	xxxxx	422	xxxx	629
Volume/Cap:	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	xxxx	0.03
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	521	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	8.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	12.3	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			12.3		
ApproachLOS:	*			*			*			B		

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #102 Laureles_Grade/Carmel_Valley_Rd

Average Delay (sec/veh): 5.0 Worst Case Level Of Service: C[17.4]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0 0		1 0	0 0	1	1 0	1 0	0	0 0	1 0	1
Volume Module: >> Count Date: 26 Jun 2008 << 7-9 AM												
Base Vol:	0	0	0	155	0	121	70	146	0	0	384	205
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	155	0	121	70	146	0	0	384	205
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	0	0	165	0	129	74	155	0	0	409	218
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	165	0	129	74	155	0	0	409	218
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	713	xxxx	409	627	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	402	xxxx	647	965	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	378	xxxx	647	965	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.44	xxxx	0.20	0.08	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	2.1	xxxx	0.7	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	21.7	xxxx	11.9	9.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	C	*	B	A	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			17.4			xxxxxx			xxxxxx		
ApproachLOS:	*			C			*			*		

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #102 Laureles_Grade/Carmel_Valley_Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.654
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	13.4
Optimal Cycle:	0	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	1 0	0 0	1	1 0	1 0	0	0 0	1 0	1
Volume Module: >> Count Date: 26 Jun 2008 << 7-9 AM												
Base Vol:	0	0	0	155	0	121	70	146	0	0	384	205
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	155	0	121	70	146	0	0	384	205
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	155	0	121	70	146	0	0	384	205
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	0	0	165	0	129	74	155	0	0	409	218
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	165	0	129	74	155	0	0	409	218
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	165	0	129	74	155	0	0	409	218
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	497	0	593	527	572	0	0	624	704
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.33	xxxx	0.22	0.14	0.27	xxxx	xxxx	0.65	0.31
Crit Moves:				****				****			****	
Delay/Veh:	0.0	0.0	0.0	12.8	0.0	9.9	10.3	11.0	0.0	0.0	18.1	9.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	12.8	0.0	9.9	10.3	11.0	0.0	0.0	18.1	9.8
LOS by Move:	*	*	*	B	*	A	B	B	*	*	C	A
ApproachDel:	xxxxxx				11.5			10.8			15.2	
Delay Adj:	xxxxx				1.00			1.00			1.00	
ApprAdjDel:	xxxxxx				11.5			10.8			15.2	
LOS by Appr:	*				B			B			C	
AllWayAvgQ:	0.0	0.0	0.0	0.4	0.0	0.2	0.2	0.3	0.0	0.0	1.7	0.4

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #102 Laureles_Grade/Carmel_Valley_Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.348
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	15.9
Optimal Cycle:	35	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 0	0 0	0	1 0	0 0	1	1 0	1 0	0	0 0	1 0	1
Volume Module: >> Count Date: 26 Jun 2008 << 7-9 AM												
Base Vol:	0	0	0	155	0	121	70	146	0	0	384	205
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	155	0	121	70	146	0	0	384	205
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	155	0	121	70	146	0	0	384	205
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	0	0	165	0	129	74	155	0	0	409	218
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	165	0	129	74	155	0	0	409	218
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	165	0	129	74	155	0	0	409	218
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.95	1.00	0.85	0.95	1.00	1.00	1.00	1.00	0.85
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1805	0	1615	1805	1900	0	0	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.08	0.04	0.08	0.00	0.00	0.22	0.14
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.26	0.00	0.26	0.12	0.74	0.00	0.00	0.62	0.62
Volume/Cap:	0.00	0.00	0.00	0.35	0.00	0.30	0.35	0.11	0.00	0.00	0.35	0.22
Uniform Del:	0.0	0.0	0.0	29.9	0.0	29.5	40.5	3.8	0.0	0.0	9.3	8.4
IncremntDel:	0.0	0.0	0.0	0.4	0.0	0.4	1.0	0.0	0.0	0.0	0.2	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	30.3	0.0	29.9	41.5	3.8	0.0	0.0	9.4	8.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	30.3	0.0	29.9	41.5	3.8	0.0	0.0	9.4	8.5
LOS by Move:	A	A	A	C	A	C	D	A	A	A	A	A
HCM2kAvgQ:	0	0	0	4	0	3	2	1	0	0	6	3

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #102 Laureles_Grade/Carmel_Valley_Rd

Average Delay (sec/veh): 12.8 Worst Case Level Of Service: F[68.6]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			1 0 0 0 1			1 0 1 0 0			0 0 1 0 1		
Volume Module: >> Count Date: 26 Jun 2008 << 4-6 PM												
Base Vol:	0	0	0	125	0	93	228	487	0	0	237	164
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	125	0	93	228	487	0	0	237	164
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	0	0	0	137	0	102	251	535	0	0	260	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	137	0	102	251	535	0	0	260	180
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1297	xxxx	260	441	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	180	xxxx	783	1130	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	150	xxxx	783	1130	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.92	xxxx	0.13	0.22	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	6.4	xxxx	0.4	0.8	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	111.9	xxxx	10.3	9.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	F	*	B	A	*	*	*	*	*
Movement:	LT	- LTR	- RT	LT	- LTR	- RT	LT	- LTR	- RT	LT	- LTR	- RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			68.6			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #102 Laureles_Grade/Carmel_Valley_Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.873
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	21.1
Optimal Cycle:	0	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	1	0 0	0 1	1	0 1	0 0	0	0 1	0 1
Volume Module: >> Count Date: 26 Jun 2008 << 4-6 PM												
Base Vol:	0	0	0	125	0	93	228	487	0	0	237	164
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	125	0	93	228	487	0	0	237	164
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	125	0	93	228	487	0	0	237	164
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	0	0	0	137	0	102	251	535	0	0	260	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	137	0	102	251	535	0	0	260	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	137	0	102	251	535	0	0	260	180
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	457	0	537	558	613	0	0	560	624
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.30	xxxx	0.19	0.45	0.87	xxxx	xxxx	0.47	0.29
Crit Moves:				****				****			****	
Delay/Veh:	0.0	0.0	0.0	13.3	0.0	10.5	14.0	35.3	0.0	0.0	14.1	10.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	13.3	0.0	10.5	14.0	35.3	0.0	0.0	14.1	10.5
LOS by Move:	*	*	*	B	*	B	B	E	*	*	B	B
ApproachDel:	xxxxxx			12.1			28.5			12.6		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			12.1			28.5			12.6		
LOS by Appr:	*			B			D			B		
AllWayAvgQ:	0.0	0.0	0.0	0.4	0.0	0.2	0.8	4.6	0.0	0.0	0.8	0.4

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #102 Laureles_Grade/Carmel_Valley_Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.352
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	16.9
Optimal Cycle:	35	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	1	0 0	0 1	1	0 1	0 0	0	0 1	0 1
Volume Module: >> Count Date: 26 Jun 2008 << 4-6 PM												
Base Vol:	0	0	0	125	0	93	228	487	0	0	237	164
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	125	0	93	228	487	0	0	237	164
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	125	0	93	228	487	0	0	237	164
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	0	0	0	137	0	102	251	535	0	0	260	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	137	0	102	251	535	0	0	260	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	137	0	102	251	535	0	0	260	180
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.95	1.00	0.85	0.95	1.00	1.00	1.00	1.00	0.85
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1805	0	1615	1805	1900	0	0	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.06	0.14	0.28	0.00	0.00	0.14	0.11
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.22	0.00	0.22	0.39	0.78	0.00	0.00	0.39	0.39
Volume/Cap:	0.00	0.00	0.00	0.35	0.00	0.29	0.35	0.36	0.00	0.00	0.35	0.29
Uniform Del:	0.0	0.0	0.0	33.2	0.0	32.8	21.3	3.3	0.0	0.0	21.6	21.0
IncremntDel:	0.0	0.0	0.0	0.6	0.0	0.5	0.3	0.1	0.0	0.0	0.3	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	33.8	0.0	33.3	21.6	3.4	0.0	0.0	21.9	21.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	33.8	0.0	33.3	21.6	3.4	0.0	0.0	21.9	21.2
LOS by Move:	A	A	A	C	A	C	C	A	A	A	C	C
HCM2kAvgQ:	0	0	0	4	0	3	5	5	0	0	6	4

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #103 Bernardus_Dwy/Carmel_Valley_Rd

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: C[17.9]

Approach:	North Bound			South Bound			East Bound						West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	1!	0	0	0	0	1!	0	0	0	1	0	0	0	0	0	1	0	0
Volume Module: >> Count Date: 26 Jun 2008 << 7-9 AM																				
Base Vol:	1	0	1			2	0	1			3	298		0		0	587		0	
Growth Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00		1.00		1.00	1.00		1.00	
Initial Bse:	1	0	1			2	0	1			3	298		0		0	587		0	
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	0.92	0.92	0.92			0.92	0.92	0.92			0.92	0.92		0.92		0.92	0.92		0.92	
PHF Volume:	1	0	1			2	0	1			3	324		0		0	638		0	
Reduct Vol:	0	0	0			0	0	0			0	0		0		0	0		0	
Final Vol.:	1	0	1			2	0	1			3	324		0		0	638		0	
Critical Gap Module:																				
Critical Gp:	7.1	xxxx	6.2			7.1	xxxx	6.2			4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
FollowUpTim:	3.5	xxxx	3.3			3.5	xxxx	3.3			2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Capacity Module:																				
Cnflict Vol:	969	xxxx	324			969	xxxx	638			638	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Potent Cap.:	235	xxxx	722			235	xxxx	480			955	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Move Cap.:	234	xxxx	722			234	xxxx	480			955	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Volume/Cap:	0.00	xxxx	0.00			0.01	xxxx	0.00			0.00	xxxx	xxxx	xxxx	xxxx	xxxx				
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Control Del:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			8.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	*	*	*			*	*	*			A	*	*	*	*	*				
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	353	xxxxx			xxxx	282	xxxxx			xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	xxxxx	0.0	xxxxx			xxxxx	0.0	xxxxx			0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	xxxxx	15.3	xxxxx			xxxxx	17.9	xxxxx			8.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	C	*			*	C	*			A	*	*	*	*	*				
ApproachDel:	15.3					17.9					xxxxxx			xxxxxx						
ApproachLOS:	C					C					*			*						

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #103 Bernardus_Dwy/Carmel_Valley_Rd

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: C[21.0]

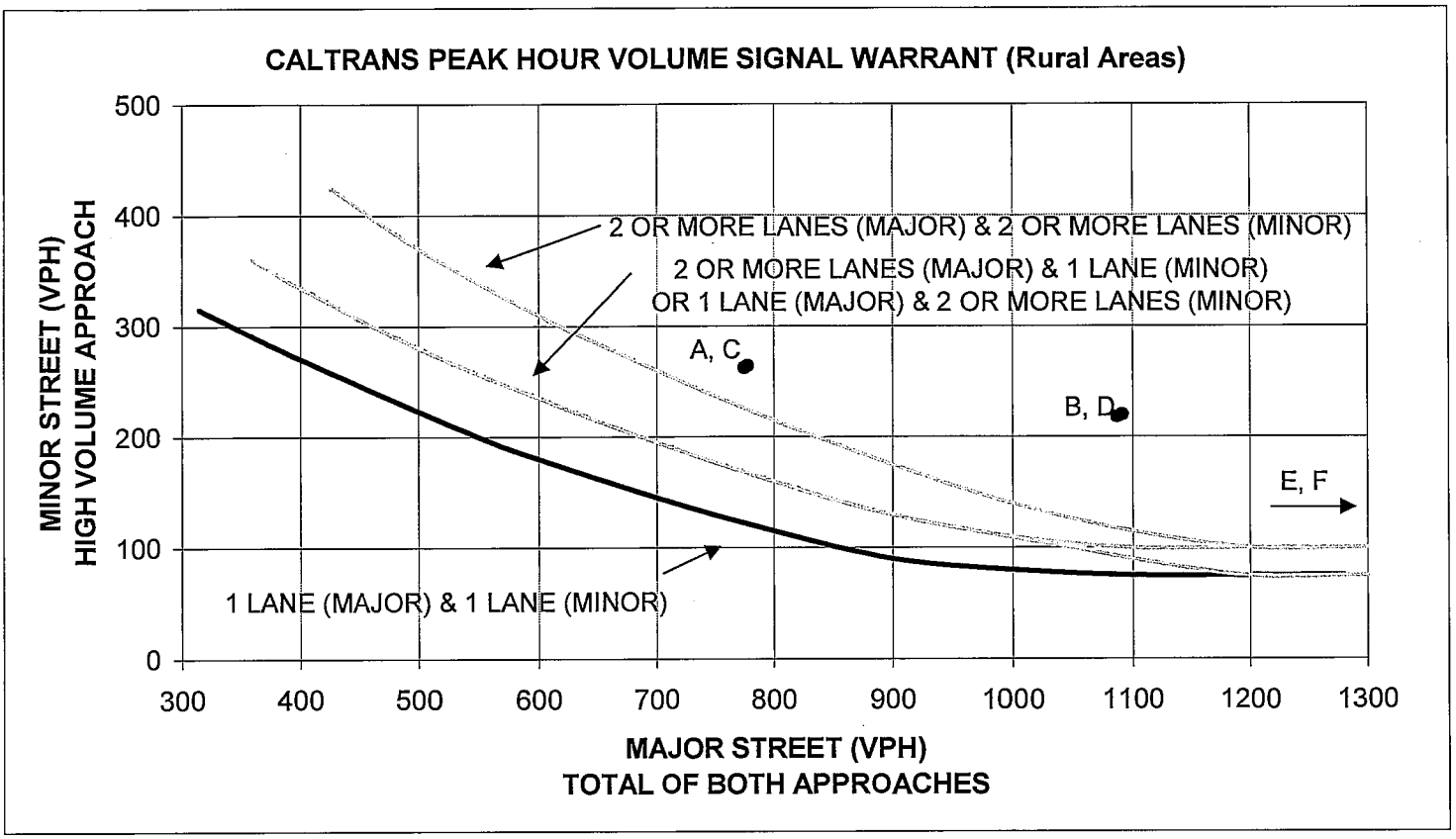
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 1			0 0 1! 0 0			0 0 1! 0 0			0 0 0 1 0		
Volume Module: >> Count Date: 26 Jun 2008 << 4-6 PM												
Base Vol:	0	0	4	7	0	5	9	600	3	0	396	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	4	7	0	5	9	600	3	0	396	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	0	0	5	8	0	6	10	690	3	0	455	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	5	8	0	6	10	690	3	0	455	10
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.2	7.1	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	691	1175	xxxx	460	466	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	448	170	xxxx	605	1106	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	448	167	xxxx	605	1106	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.01	0.05	xxxx	0.01	0.01	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.0	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	13.1	xxxxx	xxxx	xxxxx	8.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	B	*	*	*	A	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	239	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	21.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	C	*	*	*	*	*	*	*
ApproachDel:	13.1			21.0			xxxxxx			xxxxxx		
ApproachLOS:	B			C			*			*		

Note: Queue reported is the number of cars per lane.

Appendix C

Caltrans Peak Hour Signal Warrants

Intersection #2 - Laureles Grade/Carmel Valley Road



Scenario	Major Street	Minor Street	Warrant
	Hwy. 129	SB 101 Ramps	Met?
A. Existing AM	775	262	Yes
B. Existing PM	1087	218	Yes
C. Ex+Proj AM	778	264	Yes
D. Ex+Proj PM	1091	220	Yes
E. Cumulative AM	1539	649	Yes
F. Cumulative PM	1701	311	Yes

Notes:

1. 100 VPH applies as the lower threshold volume for a minor street approach with two or more lanes and 75 VPH applies as the lower threshold volume for a minor street approaching with one lane.

2. Bold line applies to intersection geometry.

Appendix D

Level of Service Calculation Sheets – Existing Plus Project Conditions

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #101 Laureles_Grade/Bernardus_Dwy

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: B[11.9]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			0 1 0 0 0			0 0 0 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	268	8	23	273	0	0	0	0	5	0	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	268	8	23	273	0	0	0	0	5	0	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	282	8	24	287	0	0	0	0	5	0	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	282	8	24	287	0	0	0	0	5	0	3
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	291	xxxx	xxxxx	xxxx	xxxx	xxxxx	622	xxxx	286
Potent Cap.:	xxxx	xxxx	xxxxx	1283	xxxx	xxxxx	xxxx	xxxx	xxxxx	454	xxxx	758
Move Cap.:	xxxx	xxxx	xxxxx	1283	xxxx	xxxxx	xxxx	xxxx	xxxxx	447	xxxx	758
Volume/Cap:	xxxx	xxxx	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	0.00
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	528	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.0	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	11.9	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			11.9		
ApproachLOS:	*			*			*			B		

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #101 Laureles_Grade/Bernardus_Dwy

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: B[12.4]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			0 1 0 0 0			0 0 0 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	382	12	7	207	0	0	0	0	13	0	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	382	12	7	207	0	0	0	0	13	0	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	424	13	8	230	0	0	0	0	14	0	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	424	13	8	230	0	0	0	0	14	0	19
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	438	xxxx	xxxxx	xxxx	xxxx	xxxxx	677	xxxx	431
Potent Cap.:	xxxx	xxxx	xxxxx	1133	xxxx	xxxxx	xxxx	xxxx	xxxxx	422	xxxx	629
Move Cap.:	xxxx	xxxx	xxxxx	1133	xxxx	xxxxx	xxxx	xxxx	xxxxx	419	xxxx	629
Volume/Cap:	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	xxxx	0.03
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	517	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	8.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	12.4	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			12.4		
ApproachLOS:	*			*			*			B		

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #102 Laureles_Grade/Carmel_Valley_Rd

Average Delay (sec/veh): 5.1 Worst Case Level Of Service: C[17.6]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			1 0 0 0 1			1 0 1 0 0			0 0 1 0 1		
Volume Module:												
Base Vol:	0	0	0	156	0	122	71	147	0	0	385	205
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	156	0	122	71	147	0	0	385	205
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	0	0	166	0	130	76	156	0	0	410	218
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	166	0	130	76	156	0	0	410	218
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	717	xxxx	410	628	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	399	xxxx	646	964	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	375	xxxx	646	964	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.44	xxxx	0.20	0.08	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	2.2	xxxx	0.7	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	22.0	xxxx	12.0	9.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	C	*	B	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			17.6			xxxxxx			xxxxxx		
ApproachLOS:	*			C			*			*		

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #102 Laureles_Grade/Carmel_Valley_Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.657
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	13.5
Optimal Cycle:	0	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	1 0	0 0	1	1 0	1 0	0	0 0	1 0	1
Volume Module:												
Base Vol:	0	0	0	156	0	122	71	147	0	0	385	205
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	156	0	122	71	147	0	0	385	205
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	156	0	122	71	147	0	0	385	205
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	0	0	166	0	130	76	156	0	0	410	218
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	166	0	130	76	156	0	0	410	218
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	166	0	130	76	156	0	0	410	218
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	497	0	592	526	571	0	0	623	703
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.33	xxxx	0.22	0.14	0.27	xxxx	xxxx	0.66	0.31
Crit Moves:				****				****			****	
Delay/Veh:	0.0	0.0	0.0	12.8	0.0	9.9	10.4	11.0	0.0	0.0	18.3	9.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	12.8	0.0	9.9	10.4	11.0	0.0	0.0	18.3	9.9
LOS by Move:	*	*	*	B	*	A	B	B	*	*	C	A
ApproachDel:	xxxxxx				11.6			10.8			15.4	
Delay Adj:	xxxxx				1.00			1.00			1.00	
ApprAdjDel:	xxxxxx				11.6			10.8			15.4	
LOS by Appr:	*				B			B			C	
AllWayAvgQ:	0.0	0.0	0.0	0.4	0.0	0.2	0.2	0.3	0.0	0.0	1.7	0.4

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #102 Laureles_Grade/Carmel_Valley_Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.349
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 15.9
Optimal Cycle: 35 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	1	0 0	0 1	1	0 1	0 0	0	0 1	0 1
Volume Module:												
Base Vol:	0	0	0	156	0	122	71	147	0	0	385	205
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	156	0	122	71	147	0	0	385	205
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	156	0	122	71	147	0	0	385	205
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	0	0	166	0	130	76	156	0	0	410	218
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	166	0	130	76	156	0	0	410	218
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	166	0	130	76	156	0	0	410	218
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.95	1.00	0.85	0.95	1.00	1.00	1.00	1.00	0.85
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1805	0	1615	1805	1900	0	0	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.08	0.04	0.08	0.00	0.00	0.22	0.14
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.26	0.00	0.26	0.12	0.74	0.00	0.00	0.62	0.62
Volume/Cap:	0.00	0.00	0.00	0.35	0.00	0.31	0.35	0.11	0.00	0.00	0.35	0.22
Uniform Del:	0.0	0.0	0.0	29.9	0.0	29.5	40.4	3.8	0.0	0.0	9.3	8.5
IncremntDel:	0.0	0.0	0.0	0.4	0.0	0.4	1.0	0.0	0.0	0.0	0.2	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	30.3	0.0	29.9	41.4	3.8	0.0	0.0	9.5	8.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	30.3	0.0	29.9	41.4	3.8	0.0	0.0	9.5	8.6
LOS by Move:	A	A	A	C	A	C	D	A	A	A	A	A
HCM2kAvgQ:	0	0	0	4	0	3	2	1	0	0	6	3

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #102 Laureles_Grade/Carmel_Valley_Rd

Average Delay (sec/veh): 13.2 Worst Case Level Of Service: F[70.8]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0	0	1 0	0	0 1	1 0	1	0 0	0 0	1	0 1
Volume Module:												
Base Vol:	0	0	0	126	0	94	229	488	0	0	238	165
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	126	0	94	229	488	0	0	238	165
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	0	0	0	138	0	103	252	536	0	0	262	181
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	138	0	103	252	536	0	0	262	181
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1301	xxxx	262	443	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	179	xxxx	782	1128	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	149	xxxx	782	1128	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.93	xxxx	0.13	0.22	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	6.6	xxxx	0.5	0.9	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	115.9	xxxx	10.3	9.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	F	*	B	A	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			70.8			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #102 Laureles_Grade/Carmel_Valley_Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.877
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	21.3
Optimal Cycle:	0	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	1 0	0 0	1	1 0	1 0	0	0 0	1 0	1
Volume Module:												
Base Vol:	0	0	0	126	0	94	229	488	0	0	238	165
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	126	0	94	229	488	0	0	238	165
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	126	0	94	229	488	0	0	238	165
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	0	0	0	138	0	103	252	536	0	0	262	181
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	138	0	103	252	536	0	0	262	181
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	138	0	103	252	536	0	0	262	181
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	457	0	537	557	612	0	0	559	622
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.30	xxxx	0.19	0.45	0.88	xxxx	xxxx	0.47	0.29
Crit Moves:				****				****			****	
Delay/Veh:	0.0	0.0	0.0	13.4	0.0	10.5	14.1	35.9	0.0	0.0	14.2	10.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	13.4	0.0	10.5	14.1	35.9	0.0	0.0	14.2	10.5
LOS by Move:	*	*	*	B	*	B	B	E	*	*	B	B
ApproachDel:	xxxxxx				12.1			28.9			12.7	
Delay Adj:	xxxxx				1.00			1.00			1.00	
ApprAdjDel:	xxxxxx				12.1			28.9			12.7	
LOS by Appr:	*				B			D			B	
AllWayAvgQ:	0.0	0.0	0.0	0.4	0.0	0.2	0.8	4.6	0.0	0.0	0.8	0.4

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #102 Laureles_Grade/Carmel_Valley_Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.354
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	17.0
Optimal Cycle:	35	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	1	0 0	0 1	1	0 1	0 0	0	0 1	0 1
Volume Module:												
Base Vol:	0	0	0	126	0	94	229	488	0	0	238	165
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	126	0	94	229	488	0	0	238	165
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	126	0	94	229	488	0	0	238	165
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	0	0	0	138	0	103	252	536	0	0	262	181
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	138	0	103	252	536	0	0	262	181
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	138	0	103	252	536	0	0	262	181
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.95	1.00	0.85	0.95	1.00	1.00	1.00	1.00	0.85
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1805	0	1615	1805	1900	0	0	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.06	0.14	0.28	0.00	0.00	0.14	0.11
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.22	0.00	0.22	0.39	0.78	0.00	0.00	0.39	0.39
Volume/Cap:	0.00	0.00	0.00	0.35	0.00	0.29	0.35	0.36	0.00	0.00	0.35	0.29
Uniform Del:	0.0	0.0	0.0	33.2	0.0	32.8	21.3	3.3	0.0	0.0	21.6	21.0
IncremntDel:	0.0	0.0	0.0	0.6	0.0	0.5	0.3	0.1	0.0	0.0	0.3	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	33.8	0.0	33.2	21.6	3.4	0.0	0.0	21.9	21.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	33.8	0.0	33.2	21.6	3.4	0.0	0.0	21.9	21.3
LOS by Move:	A	A	A	C	A	C	C	A	A	A	C	C
HCM2kAvgQ:	0	0	0	4	0	3	5	5	0	0	6	4

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #103 Bernardus_Dwy/Carmel_Valley_Rd

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: C[17.5]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	0 0 1!	0	0	0 1	0	0 0	0 0	1	0 0
Volume Module:												
Base Vol:	1	0	1	3	0	2	4	299	0	0	587	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	0	1	3	0	2	4	299	0	0	587	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	1	0	1	3	0	2	4	325	0	0	638	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	1	0	1	3	0	2	4	325	0	0	638	0
Critical Gap Module:												
Critical Gp:	7.1	xxxx	6.2	7.1	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	973	xxxx	325	972	xxxx	638	638	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	234	xxxx	721	234	xxxx	480	955	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	232	xxxx	721	233	xxxx	480	955	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.00	xxxx	0.00	0.01	xxxx	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	351	xxxxx	xxxx	293	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.0	xxxxx	xxxxx	0.1	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	15.3	xxxxx	xxxxx	17.5	xxxxx	8.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	C	*	*	C	*	A	*	*	*	*	*
ApproachDel:		15.3			17.5			xxxxxx			xxxxxx	
ApproachLOS:		C			C			*			*	

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #103 Bernardus_Dwy/Carmel_Valley_Rd

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: C[21.0]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 1			0 0 1! 0 0			0 0 1! 0 0			0 0 0 1 0		
Volume Module:												
Base Vol:	0	0	4	8	0	6	10	601	3	0	397	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	4	8	0	6	10	601	3	0	397	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	0	0	5	9	0	7	11	691	3	0	456	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	5	9	0	7	11	691	3	0	456	11
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.2	7.1	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	693	1180	xxxx	462	468	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	447	169	xxxx	604	1104	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	447	166	xxxx	604	1104	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.01	0.06	xxxx	0.01	0.01	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.0	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	13.1	xxxxx	xxxx	xxxxx	8.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	B	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	240	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	21.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	C	*	*	*	*	*	*	*
ApproachDel:		13.1			21.0			xxxxxx			xxxxxx	
ApproachLOS:		B			C			*			*	

Note: Queue reported is the number of cars per lane.

Appendix E

Carmel Valley Master Plan Traffic Study, DKS Associates, July 2007
2030 Segment Volumes on Carmel Valley Road

Table 14 Scenario A: 2030 Two-Lane Segment LOS Summary

2030 Scenario A - Peak-Hour LOS Summary
Two-Lane Segments of Carmel Valley Road

Segment	Carmel Valley Road		AM Peak Hour					PM Peak Hour				
	From	To	2-way Volume	PTSF[1]	LOS	2005[2] Vol	2005[2] LOS	2-way Volume	PTSF[1]	LOS	2005[2] Vol	2005[2] LOS
1	Holman Rd	East	680	64.90	C	373	A	680	67.30	C	430	A
2	Esquiline Rd	Holman Rd	700	64.54	C	390	A	723	67.89	C	473	A
3	Ford Rd	Esquiline Rd	1144	78.19	D	774	C	1031	72.39	D	790	B
4	Laureles Grade	Ford Rd	1598	84.80	D	1114	C	1498	81.48	D	1112	C
5	Robinson Cyn Rd	Laureles Grade	1596	87.49	E	1074	D	1613	84.44	D	1158	C
6	Schulte Rd	Robinson Cyn Rd	2048	91.30	E	1445	D	1924	88.75	E	1430	D
7	Rancho San Carlos Rd	Schulte Rd	2241	95.45	E	1629	D	2059	89.79	E	1556	D

Source: DKS Associates, 2006
[1] PTSF – Percent Time Spent Following
[2] 2005 Volume and LOS provided for reference purpose only.

Appendix F

Level of Service Calculation Sheets – Cumulative (Year 2030) Conditions

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #101 Laureles_Grade/Bernardus_Dwy

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: C[20.4]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			0 1 0 0 0			0 0 0 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	516	8	23	647	0	0	0	0	5	0	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	516	8	23	647	0	0	0	0	5	0	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	543	8	24	681	0	0	0	0	5	0	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	543	8	24	681	0	0	0	0	5	0	3
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	552	xxxx	xxxxx	xxxx	xxxx	xxxxx	1277	xxxx	547
Potent Cap.:	xxxx	xxxx	xxxxx	1028	xxxx	xxxxx	xxxx	xxxx	xxxxx	186	xxxx	540
Move Cap.:	xxxx	xxxx	xxxxx	1028	xxxx	xxxxx	xxxx	xxxx	xxxxx	182	xxxx	540
Volume/Cap:	xxxx	xxxx	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	xxxx	0.01
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	242	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	8.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	20.4	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			20.4		
ApproachLOS:	*			*			*			C		

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #101 Laureles_Grade/Bernardus_Dwy

Average Delay (sec/veh): 0.6 Worst Case Level Of Service: C[16.3]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			0 1 0 0 0			0 0 0 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	585	12	7	309	0	0	0	0	13	0	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	585	12	7	309	0	0	0	0	13	0	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	650	13	8	343	0	0	0	0	14	0	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	650	13	8	343	0	0	0	0	14	0	19
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	663	xxxx	xxxxx	xxxx	xxxx	xxxxx	1016	xxxx	657
Potent Cap.:	xxxx	xxxx	xxxxx	935	xxxx	xxxxx	xxxx	xxxx	xxxxx	266	xxxx	469
Move Cap.:	xxxx	xxxx	xxxxx	935	xxxx	xxxxx	xxxx	xxxx	xxxxx	264	xxxx	469
Volume/Cap:	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	xxxx	0.04
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	351	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	8.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	16.3	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			16.3		
ApproachLOS:	*			*			*			C		

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #102 Laureles_Grade/Carmel_Valley_Rd

Average Delay (sec/veh): 70.4 Worst Case Level Of Service: F[234.3]

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	0	0	1	0	0	0	1	1	0	1	0	0	0	0	1	0	1
Volume Module:																				
Base Vol:	0	0	0			220	0	429			156	324	0			0	691	368		
Growth Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
Initial Bse:	0	0	0			220	0	429			156	324	0			0	691	368		
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Adj:	0.94	0.94	0.94			0.94	0.94	0.94			0.94	0.94	0.94			0.94	0.94	0.94		
PHF Volume:	0	0	0			234	0	456			166	345	0			0	735	391		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
Final Vol.:	0	0	0			234	0	456			166	345	0			0	735	391		
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	xxxxx			6.4	xxxx	6.2			4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
FollowUpTim:	xxxxx	xxxx	xxxxx			3.5	xxxx	3.3			2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	xxxxx			1412	xxxx	735			1127	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Potent Cap.:	xxxx	xxxx	xxxxx			154	xxxx	423			627	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Move Cap.:	xxxx	xxxx	xxxxx			122	xxxx	423			627	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Volume/Cap:	xxxx	xxxx	xxxx			1.91	xxxx	1.08			0.26	xxxx	xxxx	xxxx	xxxx	xxxx				
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	xxxxx			18.7	xxxx	15.4			1.1	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Control Del:	xxxxx	xxxx	xxxxx			499.8	xxxx	98.2			12.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	*	*	*			F	*	F			B	*	*	*	*	*				
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shrd ConDel:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shared LOS:	*	*	*			*	*	*			*	*	*			*	*	*		
ApproachDel:	xxxxxx					234.3					xxxxxx					xxxxxx				
ApproachLOS:	*					F					*					*				

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #102 Laureles_Grade/Carmel_Valley_Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.531
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	105.6
Optimal Cycle:	0	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	1	0 0	0 1	1	0 1	0 0	0	0 1	0 1
Volume Module:												
Base Vol:	0	0	0	220	0	429	156	324	0	0	691	368
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	220	0	429	156	324	0	0	691	368
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	220	0	429	156	324	0	0	691	368
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	0	0	234	0	456	166	345	0	0	735	391
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	234	0	456	166	345	0	0	735	391
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	234	0	456	166	345	0	0	735	391
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	436	0	514	418	450	0	0	480	525
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.54	xxxx	0.89	0.40	0.77	xxxx	xxxx	1.53	0.75
Crit Moves:						****		****			****	
Delay/Veh:	0.0	0.0	0.0	19.7	0.0	42.5	16.4	31.6	0.0	0.0	269	26.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	19.7	0.0	42.5	16.4	31.6	0.0	0.0	269	26.4
LOS by Move:	*	*	*	C	*	E	C	D	*	*	F	D
ApproachDel:	xxxxxx			34.8			26.7			184.8		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			34.8			26.7			184.8		
LOS by Appr:	*			D			D			F		
AllWayAvgQ:	0.0	0.0	0.0	1.1	0.0	4.7	0.6	2.6	0.0	0.0	34.5	2.5

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #102 Laureles_Grade/Carmel_Valley_Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.761
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	24.3
Optimal Cycle:	96	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	1 0	0 0	1	1 0	1 0	0	0 0	1 0	1
Volume Module:												
Base Vol:	0	0	0	220	0	429	156	324	0	0	691	368
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	220	0	429	156	324	0	0	691	368
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	220	0	429	156	324	0	0	691	368
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	0	0	234	0	456	166	345	0	0	735	391
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	234	0	456	166	345	0	0	735	391
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	234	0	456	166	345	0	0	735	391
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.95	1.00	0.85	0.95	1.00	1.00	1.00	1.00	0.85
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1805	0	1615	1805	1900	0	0	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.13	0.00	0.28	0.09	0.18	0.00	0.00	0.39	0.24
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.37	0.00	0.37	0.12	0.63	0.00	0.00	0.51	0.51
Volume/Cap:	0.00	0.00	0.00	0.35	0.00	0.76	0.76	0.29	0.00	0.00	0.76	0.48
Uniform Del:	0.0	0.0	0.0	22.7	0.0	27.6	42.6	8.4	0.0	0.0	19.7	16.0
IncremntDel:	0.0	0.0	0.0	0.3	0.0	5.7	14.5	0.1	0.0	0.0	3.6	0.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	23.0	0.0	33.3	57.1	8.5	0.0	0.0	23.3	16.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	23.0	0.0	33.3	57.1	8.5	0.0	0.0	23.3	16.4
LOS by Move:	A	A	A	C	A	C	E	A	A	A	C	B
HCM2kAvgQ:	0	0	0	5	0	14	7	5	0	0	19	8

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #102 Laureles_Grade/Carmel_Valley_Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.968
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	41.8
Optimal Cycle:	0	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	1 0	0	0 1	1 0	2	0 0	0 0	2	0 1
Volume Module:												
Base Vol:	0	0	0	220	0	429	156	324	0	0	691	368
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	220	0	429	156	324	0	0	691	368
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	220	0	429	156	324	0	0	691	368
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	0	0	234	0	456	166	345	0	0	735	391
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	234	0	456	166	345	0	0	735	391
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	234	0	456	166	345	0	0	735	391
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	400	0	471	321	671	0	0	829	450
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.59	xxxx	0.97	0.52	0.51	xxxx	xxxx	0.89	0.87
Crit Moves:						****	****				****	
Delay/Veh:	0.0	0.0	0.0	22.6	0.0	60.8	23.4	22.2	0.0	0.0	48.8	43.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	22.6	0.0	60.8	23.4	22.2	0.0	0.0	48.8	43.1
LOS by Move:	*	*	*	C	*	F	C	C	*	*	E	E
ApproachDel:	xxxxxx				47.8			22.6			46.8	
Delay Adj:	xxxxx				1.00			1.00			1.00	
ApprAdjDel:	xxxxxx				47.8			22.6			46.8	
LOS by Appr:	*				E			C			E	
AllWayAvgQ:	0.0	0.0	0.0	1.2	0.0	6.6	0.9	0.9	0.0	0.0	4.3	4.1

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #102 Laureles_Grade/Carmel_Valley_Rd

Cycle (sec):	1	Critical Vol./Cap.(X):	0.733
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	7.7
Optimal Cycle:	0	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Yield Sign			Yield Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	0	0	0 0 1	0	1	0 0	0	0	0 0	0	1
Volume Module:												
Base Vol:	0	156	0	0	220	429	0	0	0	0	0	368
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	156	0	0	220	429	0	0	0	0	0	368
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	156	0	0	220	429	0	0	0	0	0	368
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	166	0	0	234	456	0	0	0	0	0	391
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	166	0	0	234	456	0	0	0	0	0	391
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00	1.00
Final Sat.:	0	952	0	0	623	623	0	0	0	0	0	674
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.00	0.00	0.38	0.73	0.00	0.00	0.00	0.00	0.00	0.58
Crit Moves:		****				****			****			****
Green/Cycle:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume/Cap:	0.00	0.17	0.00	0.00	0.38	0.73	0.00	0.00	0.00	0.00	0.00	0.58
Delay/Veh:	0.0	1.9	0.0	0.0	4.2	16.2	0.0	0.0	0.0	0.0	0.0	9.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	1.9	0.0	0.0	4.2	16.2	0.0	0.0	0.0	0.0	0.0	9.1
DesignQueue:	0	0	0	0	0	0	0	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #102 Laureles_Grade/Carmel_Valley_Rd

Cycle (sec):	1	Critical Vol./Cap.(X):	0.772
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	11.5
Optimal Cycle:	0	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Yield Sign			Yield Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			1 0 0 0 0			1 0 0 0 0			0 0 0 0 1		
Volume Module:												
Base Vol:	0	0	0	220	0	0	156	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	220	0	0	156	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	220	0	0	156	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	0	0	234	0	0	166	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	234	0	0	166	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00
Final Sat.:	0	0	0	485	0	0	215	0	0	0	0	1
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.48	0.00	0.00	0.77	0.00	0.00	0.00	0.00	0.00
Crit Moves:			****	****			****					****
Green/Cycle:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume/Cap:	0.00	0.00	0.00	0.48	0.00	0.00	0.77	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	6.3	0.0	0.0	18.8	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	6.3	0.0	0.0	18.8	0.0	0.0	0.0	0.0	0.0
DesignQueue:	0	0	0	0	0	0	0	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #102 Laureles_Grade/Carmel_Valley_Rd

Average Delay (sec/veh): 104.8 Worst Case Level Of Service: F[665.3]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0 0		1 0 0	0 1		1 0 1	0 0		0 0 1	0 1	
Volume Module:												
Base Vol:	0	0	0	151	0	160	353	753	0	0	351	244
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	151	0	160	353	753	0	0	351	244
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	0	0	0	166	0	176	388	827	0	0	386	268
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	166	0	176	388	827	0	0	386	268
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1989	xxxx	386	654	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	68	xxxx	667	943	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	46	xxxx	667	943	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	3.61	xxxx	0.26	0.41	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	18.4	xxxx	1.1	2.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	1357	xxxx	12.3	11.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	F	*	B	B	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			665.3			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #102 Laureles_Grade/Carmel_Valley_Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.525
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	112.7
Optimal Cycle:	0	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	1 0	0 0	1	1 0	1 0	0	0 0	1 0	1
Volume Module:												
Base Vol:	0	0	0	151	0	160	353	753	0	0	351	244
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	151	0	160	353	753	0	0	351	244
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	151	0	160	353	753	0	0	351	244
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	0	0	0	166	0	176	388	827	0	0	386	268
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	166	0	176	388	827	0	0	386	268
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	166	0	176	388	827	0	0	386	268
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	425	0	493	501	543	0	0	509	559
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.39	xxxx	0.36	0.77	1.52	xxxx	xxxx	0.76	0.48
Crit Moves:				****				****			****	
Delay/Veh:	0.0	0.0	0.0	15.9	0.0	13.4	29.7	263	0.0	0.0	28.2	14.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	15.9	0.0	13.4	29.7	263	0.0	0.0	28.2	14.6
LOS by Move:	*	*	*	C	*	B	D	F	*	*	D	B
ApproachDel:	xxxxxx			14.6			188.8			22.6		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			14.6			188.8			22.6		
LOS by Appr:	*			B			F			C		
AllWayAvgQ:	0.0	0.0	0.0	0.6	0.0	0.5	2.8	38.3	0.0	0.0	2.6	0.9

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #102 Laureles_Grade/Carmel_Valley_Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.544
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	18.2
Optimal Cycle:	50	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	1	0 0	0 1	1	0 1	0 0	0	0 1	0 1
Volume Module:												
Base Vol:	0	0	0	151	0	160	353	753	0	0	351	244
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	151	0	160	353	753	0	0	351	244
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	151	0	160	353	753	0	0	351	244
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	0	0	0	166	0	176	388	827	0	0	386	268
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	166	0	176	388	827	0	0	386	268
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	166	0	176	388	827	0	0	386	268
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.95	1.00	0.85	0.95	1.00	1.00	1.00	1.00	0.85
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1805	0	1615	1805	1900	0	0	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.11	0.21	0.44	0.00	0.00	0.20	0.17
Crit Moves:						****		****		****		
Green/Cycle:	0.00	0.00	0.00	0.20	0.00	0.20	0.41	0.80	0.00	0.00	0.39	0.39
Volume/Cap:	0.00	0.00	0.00	0.46	0.00	0.54	0.52	0.54	0.00	0.00	0.52	0.43
Uniform Del:	0.0	0.0	0.0	35.2	0.0	35.9	22.1	3.5	0.0	0.0	23.5	22.4
IncremntDel:	0.0	0.0	0.0	0.9	0.0	1.9	0.7	0.4	0.0	0.0	0.7	0.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	36.2	0.0	37.8	22.7	4.0	0.0	0.0	24.1	22.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	36.2	0.0	37.8	22.7	4.0	0.0	0.0	24.1	22.9
LOS by Move:	A	A	A	D	A	D	C	A	A	A	C	C
HCM2kAvgQ:	0	0	0	5	0	6	9	9	0	0	9	6

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #102 Laureles_Grade/Carmel_Valley_Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.881
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	32.8
Optimal Cycle:	0	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	1	0	0	1	0	2	0	1	
Volume Module:												
Base Vol:	0	0	0	151	0	160	353	753	0	0	351	244
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	151	0	160	353	753	0	0	351	244
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	151	0	160	353	753	0	0	351	244
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	0	0	0	166	0	176	388	827	0	0	386	268
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	166	0	176	388	827	0	0	386	268
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	166	0	176	388	827	0	0	386	268
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	395	0	453	441	940	0	0	806	439
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.42	xxxx	0.39	0.88	0.88	xxxx	xxxx	0.48	0.61
Crit Moves:				****				****				****
Delay/Veh:	0.0	0.0	0.0	17.5	0.0	14.8	45.8	43.8	0.0	0.0	18.7	21.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	17.5	0.0	14.8	45.8	43.8	0.0	0.0	18.7	21.7
LOS by Move:	*	*	*	C	*	B	E	E	*	*	C	C
ApproachDel:	xxxxxx			16.1			44.5			19.9		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			16.1			44.5			19.9		
LOS by Appr:	*			C			E			C		
AllWayAvgQ:	0.0	0.0	0.0	0.7	0.0	0.6	4.3	4.4	0.0	0.0	0.8	1.3

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #102 Laureles_Grade/Carmel_Valley_Rd

Cycle (sec):	1	Critical Vol./Cap.(X):	0.496
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	4.4
Optimal Cycle:	0	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Yield Sign			Yield Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	0	0	0 0 1	0	1	0 0 0	0	0	0 0 0	0	1
Volume Module:												
Base Vol:	0	353	0	0	151	160	0	0	0	0	0	244
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	353	0	0	151	160	0	0	0	0	0	244
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	353	0	0	151	160	0	0	0	0	0	244
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	0	388	0	0	166	176	0	0	0	0	0	268
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	388	0	0	166	176	0	0	0	0	0	268
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00	1.00
Final Sat.:	0	1031	0	0	607	607	0	0	0	0	0	541
Capacity Analysis Module:												
Vol/Sat:	0.00	0.38	0.00	0.00	0.27	0.29	0.00	0.00	0.00	0.00	0.00	0.50
Crit Moves:		****				****			****			****
Green/Cycle:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume/Cap:	0.00	0.38	0.00	0.00	0.27	0.29	0.00	0.00	0.00	0.00	0.00	0.50
Delay/Veh:	0.0	4.2	0.0	0.0	2.8	3.0	0.0	0.0	0.0	0.0	0.0	6.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	4.2	0.0	0.0	2.8	3.0	0.0	0.0	0.0	0.0	0.0	6.6
DesignQueue:	0	0	0	0	0	0	0	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #102 Laureles_Grade/Carmel_Valley_Rd

Cycle (sec):	1	Critical Vol./Cap.(X):	0.830
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	15.2
Optimal Cycle:	0	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Yield Sign			Yield Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			1 0 0 0 0			1 0 0 0 0			0 0 0 0 0		
Volume Module:												
Base Vol:	0	0	0	151	0	0	353	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	151	0	0	353	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	151	0	0	353	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	0	0	0	166	0	0	388	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	166	0	0	388	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	200	0	0	600	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.83	0.00	0.00	0.65	0.00	0.00	0.00	0.00	0.00
Crit Moves:			****	****			****					****
Green/Cycle:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume/Cap:	0.00	0.00	0.00	0.83	0.00	0.00	0.65	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	23.4	0.0	0.0	11.7	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	23.4	0.0	0.0	11.7	0.0	0.0	0.0	0.0	0.0
DesignQueue:	0	0	0	0	0	0	0	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #103 Bernardus_Dwy/Carmel_Valley_Rd

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: E[44.9]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Uncontrolled						Uncontrolled					
Rights:	Include						Include						Include						Include					
Lanes:	0	0	1!	0	0		0	0	1!	0	0		0	1	0	0	0		0	0	1	0	0	
Volume Module:																								
Base Vol:	1	0	1				3	0	2				4	540	0				0	1056	0			
Growth Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Initial Bse:	1	0	1				3	0	2				4	540	0				0	1056	0			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	0.92	0.92	0.92				0.92	0.92	0.92				0.92	0.92	0.92				0.92	0.92	0.92			
PHF Volume:	1	0	1				3	0	2				4	587	0				0	1148	0			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Final Vol.:	1	0	1				3	0	2				4	587	0				0	1148	0			
Critical Gap Module:																								
Critical Gp:	7.1	xxxx	6.2				7.1	xxxx	6.2				4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
FollowUpTim:	3.5	xxxx	3.3				3.5	xxxx	3.3				2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
Capacity Module:																								
Cnflict Vol:	1745	xxxx	587				1744	xxxx	1148				1148	xxxx	xxxxx	xxxx	xxxx	xxxxx						
Potent Cap.:	68	xxxx	513				69	xxxx	244				616	xxxx	xxxxx	xxxx	xxxx	xxxxx						
Move Cap.:	67	xxxx	513				68	xxxx	244				616	xxxx	xxxxx	xxxx	xxxx	xxxxx						
Volume/Cap:	0.02	xxxx	0.00				0.05	xxxx	0.01				0.01	xxxx	xxxx	xxxx	xxxx	xxxx						
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx						
Control Del:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				10.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
LOS by Move:	*	*	*				*	*	*				B	*	*	*	*	*						
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	119	xxxxx				xxxx	96	xxxxx				xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx						
SharedQueue:	xxxxx	0.1	xxxxx				xxxxx	0.2	xxxxx				0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
Shrd ConDel:	xxxxx	35.7	xxxxx				xxxxx	44.9	xxxxx				10.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
Shared LOS:	*	E	*				*	E	*				B	*	*	*	*	*						
ApproachDel:	35.7						44.9						xxxxxx						xxxxxx					
ApproachLOS:	E						E						*						*					

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #103 Bernardus_Dwy/Carmel_Valley_Rd

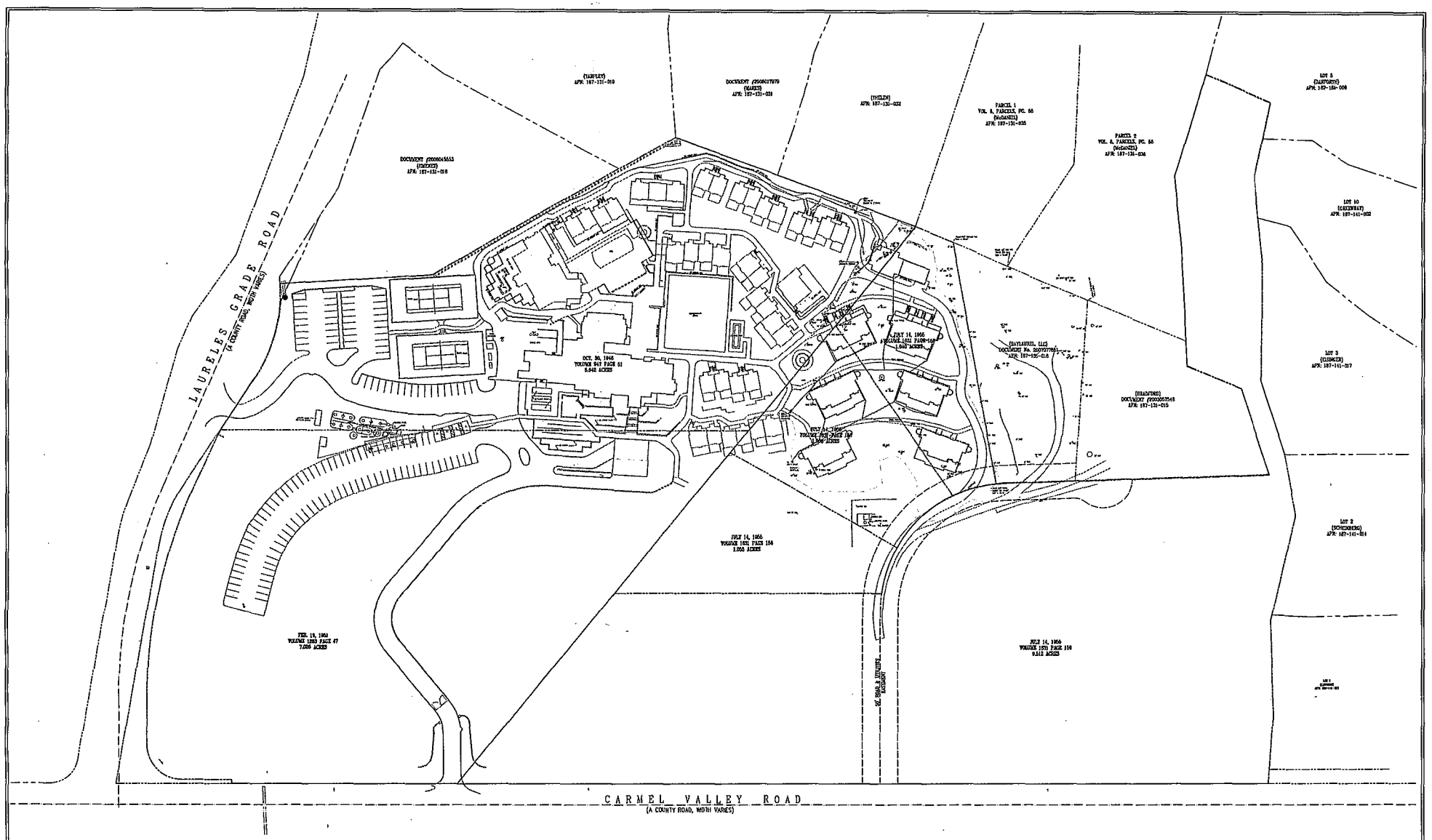
Average Delay (sec/veh): 0.5 Worst Case Level Of Service: E[44.6]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Uncontrolled						Uncontrolled					
Rights:	Include						Include						Include						Include					
Lanes:	0	0	0	0	1		0	0	1!	0	0		0	0	1!	0	0		0	0	0	1	0	
Volume Module:																								
Base Vol:	0	0	4				8	0	6				10	891	3				0	589	10			
Growth Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Initial Bse:	0	0	4				8	0	6				10	891	3				0	589	10			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	0.87	0.87	0.87				0.87	0.87	0.87				0.87	0.87	0.87				0.87	0.87	0.87			
PHF Volume:	0	0	5				9	0	7				11	1024	3				0	677	11			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Final Vol.:	0	0	5				9	0	7				11	1024	3				0	677	11			
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx	6.2				7.1	xxxx	6.2				4.1	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
FollowUpTim:	xxxxx	xxxx	3.3				3.5	xxxx	3.3				2.2	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx	1026				1734	xxxx	683				689	xxxx	xxxxx				xxxx	xxxx	xxxxx			
Potent Cap.:	xxxx	xxxx	288				70	xxxx	453				915	xxxx	xxxxx				xxxx	xxxx	xxxxx			
Move Cap.:	xxxx	xxxx	288				68	xxxx	453				915	xxxx	xxxxx				xxxx	xxxx	xxxxx			
Volume/Cap:	xxxx	xxxx	0.02				0.14	xxxx	0.02				0.01	xxxx	xxxx				xxxx	xxxx	xxxx			
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx	0.0				xxxx	xxxx	xxxxx				0.0	xxxx	xxxxx				xxxx	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	17.7				xxxxx	xxxx	xxxxx				9.0	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
LOS by Move:	*	*	C				*	*	*				A	*	*				*	*	*			
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx				xxxx	107	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx				xxxxx	0.5	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx				xxxxx	44.6	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*				*	E	*				*	*	*				*	*	*			
ApproachDel:	17.7						44.6						xxxxxx						xxxxxx					
ApproachLOS:	C						E						*						*					

Note: Queue reported is the number of cars per lane.

July 14, 1955 Vol 1631 PS 151
1.048

July 14, 1955
Vol 1631 PS 158
1.066



NOTES:

1. BOUNDARY LOCATIONS SHOWN HEREON WERE DETERMINED WITH THE BENEFIT OF A FIELD SURVEY SUPPLEMENTED BY RECORD DATA. ALL BOUNDARY DATA SHOWN ARE FROM THE RECORDS.
2. DISTANCES SHOWN ARE IN FEET AND DECIMALS THEREOF.
3. OWNER INFORMATION: BAYLAUREL, LLC
   P.O. BOX 1900
   CARMEL VALLEY, CA 93924
4. EXISTING ZONING: LDR/1-D-S & VO-D-S & PDP-D-S
5. EXISTING PARCELS ARE COMBINED UNDER ASSESSORS PARCEL NUMBER: 187-131-044

SCALE 1" = 50'

REGISTERED PROFESSIONAL ENGINEER
No. 21,115
CIVIL
STATE OF CALIFORNIA
EXPIRES 12/31/09

REVISIONS	
DATE	BY

EXISTING PARCELS EXHIBIT

BERNARDUS LODGE
415 CARMEL VALLEY ROAD
A PORTION OF PARCEL 2
VOLUME 24, SURVEYS, PAGE 57
RANCHO LOS LAURELES
CARMEL VALLEY — COUNTY OF MONTEREY — STATE OF CALIFORNIA

PREPARED FOR
BAYLAUREL, LLC

BY
MONTEREY BAY ENGINEERS, INC.
857 CHARLES AVE. SUITE B — (831) 899-7989 — SEASIDE, CALIFORNIA, 93955

JOB No. 06-027	SCALE	DATE	DRAWN BY	SHEET
	1" = 50'	SEPT. 2008	BCW	C1

EXHIBIT I

COMMENTS ON MITIGATED NEGATIVE DECLARATION

EXHIBIT I

MONTEREY BAY
Unified Air Pollution Control District
serving Monterey, San Benito, and Santa Cruz counties

Air Pollution Control Officer
Richard Stedman

24580 Silver Cloud Court • Monterey, California 93940 • 831/647-9411 • FAX 831/647-8501

June 25, 2009

Ms. Anna Quenga, Assistant Planner
Monterey County Resource Management Agency
Planning Department
168 West Alisal Street, 2nd Floor
Salinas, CA 93901

Sent Electronically To:
CEQAcomments@co.monterey.ca.us
Original Sent by First Class Mail.

SUBJECT: MND FOR BAY LAUREL LLC
(EXPANSION OF BERNARDUS LODGE)

Dear Ms. Quenga:

The Air District submits the following comments for your consideration:

Consistency with the AQMP: Commercial, Industrial and Institutional Projects (Non-Residential Population-Serving Projects)
A hotel is not a residential project. Non-residential population-related projects (hotels, motels and RV parks) are evaluated on a case-by-case basis. The environmental document should have included a letter from the Air District to document its determination that the project is consistent with the 2008 Air Quality Management Plan (AQMP). Please include this letter as documentation that the sixteen rooms are accommodated in the August 2008 AQMP.

State Ozone Standard
The State ozone standard includes two components: a 1-hour standard and an 8-hour standard. There is no "2 hour standard" as specified on page eleven of the Initial Study.

Demolition of Two Existing Structures
Please contact Mike Sheehan of the District's Compliance Division (647-9411 x 217) to discuss permitting requirements.

Project-Specific Construction Impacts

Were the construction impacts evaluated with URBEMIS 2007? Without knowing the schedule and intensity of construction activity (grading, demolition and building), it would not be possible to determine that the air quality impacts would be less than significant.

Thank you for the opportunity to review the document.

Sincerely,

Jean Getchell
Supervising Planner
Planning and Air Monitoring Division

cc: Mike Sheehan, Compliance Division

LandWatch
monterey county
Post Office Box 1876
Salinas, CA 93902-1876
Salinas Phone: 831-422-9390
Monterey Phone: 831-375-3752
Website: www.landwatch.org
Email: landwatch@mclw.org
Fax: 831-422-9391

June 30, 2009

Mike Novo, Director of Planning
Monterey County Planning Department
168 West Alisal Street, 2nd Floor
Salinas, CA 93901

Subject: MND for Bay Laurel LLC

Dear Mr. Novo:

LandWatch Monterey County reviewed the MND for the Bay Laurel project which is a combined development permit to allow the construction of 16 additional hotel units and a 3,000 square foot, two-story maintenance, storage and office building at Bernardus Lodge in Carmel Valley. We have the following comments:

1. The document should address consistency of the proposed 16 hotels units with the allocation of hotel/motel units permitted under the Carmel Valley Master Plan.

2. The MND finds a significant, adverse cumulative traffic impact at the intersection of Carmel Valley Road and Los Laureles Grade. The document finds that a proposed mitigation measure that would be implemented in 2022 would reduce the impact to less than significant. We question the finding that a mitigation measure that cannot be implemented for 13 years reduces the cumulative impact to less than significant. Additionally, the document should identify if traffic related to the Steiny and Holman Ranch projects is specifically included in the traffic impact analysis.

Thank you for the opportunity to review the MND.

Sincerely,

Amy White, Interim Executive Director
LandWatch Monterey County

LETTER OF TRANSMITTAL

MONTEREY COUNTY RESOURCE MANAGEMENT AGENCY

☐ BUILDING SERVICES DEPARTMENT
☐ PLANNING DEPARTMENT

TO: GUY **DATE:** 7/1/09

FROM: DAVID J. ELLIOTT **PHONE #:** 831-663-1418

Property Address:

Assessor's Parcel Number: **Permit Number:** PLN090051

Name of Property Owner: GLENN CAMERON

Email of Property Owner:

Purpose of Submittal:
(Note: list the items attached/addressed in the submittal)

LETTER OF CONCERN

RECEIVED
JUL 0 1 2009
BUILDING SERVICES DEPARTMENT
MONTEREY COUNTY

Comments/Instructions:

Received By:	***Data Entry Complete:***
	Date:
revised 03/03/2008	***Initials:***

Rev: 03-27-08

David J. Elliott
& Associates
Planning • Architecture • Interiors
17800 Cunha Lane
Salinas, California 93907
Tel. 831/663-1418
Fax 831/663-6385
david@djelliott.net

July 1, 2009

County of Monterey
Planning Building Services Department
168 W. Alisal Street, Second Floor
Salinas, CA 93901

SUBJECT: Benardus Lodge expansion project
MCAPN 187-131-016
393 W. Carmel Vally Road
Carmel Valley, CA
PLN 0900051

TO WHOM IT MAY CONCERN:

I represent Glenn Cameron, the adjacent property owner at 1 Phelps Way; Carmel Valley, CA; MCAPN 187-141-013. We have concerns of this project regarding the flow of the natural creek adjacent to Mr. Cameron's property. We question the interruption of the surface drainage and how it may affect the downstream neighbors. The creek has two to three feet of water flowing about two weeks of the rainy season.

Sincerely,

LICENSED ARCHITECT

David J. Elliott, Architect
California License No. C11776

cc: Glenn Cameron

EXHIBIT J

LETTER FROM MPWMD AND COPY OF DEED RESTRICTION

EXHIBIT J

MONTEREY PENINSULA
WATER MANAGEMENT DISTRICT

5 HARRIS COURT, BLDG. G
POST OFFICE BOX 85
MONTEREY, CA 93942-0085 • (831) 658-5601
FAX (831) 644-9560 • http://www.mpwmd.dst.ca.us

June 30, 2008

Anthony Lombardo, Esquire
Lombardo & Gilles
Post Office Box 2119
Salinas, California 93902

Subject: Documentation of Water Use Credit for 415 W. Carmel Valley Rd, Carmel Valley (APN: 187-131-044)

Dear Tony:

In accordance with MPWMD Rule 25.5, the following Water Use Credit has been verified to be current as of this date at the site referenced above:

- **Credit for 3.740 acre-feet of water resulting from the permanent removal of all laundry facilities at Bernardus Lodge**

This Water Use Credit may be applied to future water use on that site at any time within a period of 60 months from **April 17, 2008.** After the 60th month, renewal of the Water Use Credit will be allowed only upon proof that some or all water savings represented by the credit are current. If savings are not current, a pro-rata reduction will occur. A single renewal period of 60 months is allowed; thereafter any unused Water Use Credit expires.

The Water Use Credit shown in this letter is a final determination of the Water District's General Manager. Final determinations of the General Manager may be appealed to the District Board within twenty-one (21) days after any such determination pursuant to District Rule 70. For information about the appeal process, contact the District office.

This letter should be presented to the Water Management District to utilize the credit. At such time as this Water Use Credit is applied to a water permit, one or more deed restrictions may be required to ensure permanent savings from the Water Use Credit.

Sincerely,

Gabriela Ayala
Conservation Representative

U:\demand\Work\Letters\Credits\2008\County\187-131-044_Baylaurel_Water Use Credit_Ayala.doc

Stephen L. Vagnini
Monterey County Recorder
Recorded at the request of
Filer

CRLUCY
6/30/2008
11:54:00

DOCUMENT: **2008042295**

Titles: 1/ Pages: 4

Fees....	18.00
Taxes...	
Other...	2.00
AMT PAID	$20.00

MONTEREY PENINSULA WATER MANAGEMENT DISTRICT

5 HARRIS COURT, BLDG. G
POST OFFICE BOX 85
MONTEREY, CA 93942-0085 • (831) 658-5601
FAX (831) 644-9560 • http://www.mpwmd.dst.ca.us

Recording Requested by:
Monterey Peninsula Water Management District

And When Recorded Mail To:
Monterey Peninsula Water Management District
Post Office Box 85
Monterey, California 93942-0085

NOTICE AND DEED RESTRICTION REGARDING LIMITATION ON USE OF WATER ON A PROPERTY

NOTICE IS GIVEN that the Monterey Peninsula Water Management District (hereinafter referred to as the Water Management District), duly formed as a water district and public entity pursuant to the provisions of law found at Statutes of 1977, Chapter 527, as amended (found at West's California Water Code Appendix, Chapters 118-1 to 118-901), has approved water service to the real property referenced below as "Subject Property".

NOTICE IS FURTHER GIVEN that the real property affected by this agreement is situated in the **County of Monterey**:

415 W. CARMEL VALLEY RD, CARMEL VALLEY CA 93924
(VOL 24 SUR MAPS PG 57 25.345 AC)
ASSESSOR'S PARCEL NUMBER 187-131-044-000

This real property is hereinafter referred to as the "Subject Property." The Subject Property is located within the jurisdiction of the Water Management District. **Baylaurel, LLC, a California Limited Liability Company,** (hereinafter referred to as "Owner(s)"), are record Owner(s) of the Subject Property.

Owner(s) and the Water Management District each acknowledge and agree that **all laundry facilities** on the Subject Property shall be permanently abandoned. At no time may water supplied by California American Water be used for any **laundry facilities** on the Subject Property without prior authorization from the governing Jurisdiction and a Water Permit authorizing such use issued by the Water Management District.

NOTICE IS FURTHER GIVEN if at any time, the Water Management District finds upon inspection of the property, or that **laundry facilities** are being used on Subject Property, or if at any time access to inspect the property is denied, an immediate debit to the Jurisdiction's Allocation shall occur in the amount of the water demand associated with the use, and a lien shall be placed against the property for full payment of all Connection Charges and/or other charges to service this water use.

NOTICE IS FURTHER GIVEN that this agreement is binding and has been voluntarily entered into by Owner(s), and each of them, and constitutes a mandatory condition precedent to receipt of regulatory approval from the Water Management District relating to the Subject Property and **approval of this Water Use Credit**. This agreement attaches to the land and shall bind any tenant, successor or assignee of Owner(s).

NOTICE IS FURTHER GIVEN that present and/or future use of water at the Subject Property site is restricted by Water Management District Rules and Regulations to the water use requirements referenced above. Any modification to a water use connection as set forth in District Rule 20-B will require prior written authorization and Permit from the Water Management District. Approval may be withheld by the Water Management District, in accord with then applicable provisions of law. Present or future Allocations of water may not be available to grant any Permit to Intensify Water Use at this site. If any request to Intensify Water Use on the Subject Property is approved, Connection Charges and other administrative fees may be required as a condition of approval.

NOTICE IS FURTHER GIVEN that modification or Intensification of Water Use on the Subject Property that occurs without the advance written approval of the Water Management District is a violation of Water Management District Rules and may result in a monetary penalty for each offense as allowed by Water Management District Rules. Each separate day, or portion thereof, during which any violation occurs or continues without a good faith effort by the Responsible Party to correct the violation shall be deemed to constitute a separate offense. All Water Users within the jurisdiction of the Water Management District are subject to the Water Management District Rules, including Rules 11, 20, 21, 23, 24, and 148.

The Owner(s) and the Water Management District each intend that this Notice and Deed Restriction act as a deed restriction upon the Subject Property, and that it shall be irrevocable under its terms. This document shall be enforceable by the Water Management District or any public entity that is a successor to the Water Management District.

The Owner(s) elects and irrevocably covenants with the District to abide by this Notice and Deed Restriction. But for the limitations and notices set forth herein, **approval of this Water Use Credit** would otherwise be withheld and found to be inconsistent with the Water Management District Rules and Regulations.

This Notice and Deed Restriction is placed upon the Subject Property. Any transfer of this property, or an interest therein, is subject to this deed restriction. This Notice and Deed Restriction shall have no termination date unless amended by the filing of a less restrictive deed restriction.

If any provision of this Notice and Deed Restriction is held to be invalid, or for any reason becomes unenforceable, no other provision shall thereby be affected or impaired.

The undersigned Owner(s) agrees with and accepts all terms of this document stated above, and requests and consents to recordation of this Notice and Deed Restriction Regarding Limitation on Use of Water on a Property. The Owner(s) further agrees to notify any present and future tenant of the Subject Property of the terms and conditions of this document.

OWNER(S) agrees to recordation this Notice and Deed Restriction in the Recorder's Office for the County of Monterey. Owner(s) further unconditionally accepts the terms and conditions stated above.

(Signatures must be notarized).

Baylaurel, LLC, a California Limited Liability Company

MANAGER:

Baylaurel Corporation,
a California Corporation

By: _____ **Dated:** 4/15/08
Carole A. Forest, President

PENNY S. ROCKWOOD
COMM. #1559860
NOTARY PUBLIC • CALIFORNIA
MONTEREY COUNTY
Comm. Exp. MARCH 30, 2009

Attest: Penny S. Rockwood

By: _____
Carole A. Forest, Secretary

By: _____ **Dated:** 6-24-08
Gabriela Ayala, Conservation Representative
Monterey Peninsula Water Management District

CALIFORNIA ALL-PURPOSE ACKNOWLEDGMENT

State of California
County of Monterey }

On June 24, 2008 (Date) before me, Penny S. ROCKWOOD, Notary Public (Here Insert Name and Title of the Officer)
personally appeared Carole A. Forest (Name(s) of Signer(s))

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

PENNY S. ROCKWOOD
COMM. #1559860
NOTARY PUBLIC • CALIFORNIA
MONTEREY COUNTY
Comm. Exp. MARCH 30, 2009

Place Notary Seal Above

Signature Penny S. Rockwood (Signature of Notary Public)

OPTIONAL

Though the information below is not required by law, it may prove valuable to persons relying on the document and could prevent fraudulent removal and reattachment of this form to another document.

Description of Attached Document

Title or Type of Document: Notice and Deed Restriction Regarding Limitations on Use of Water on a Property
Document Date: April 15, 2008 Number of Pages: 3
Signer(s) Other Than Named Above: _____

Capacity(ies) Claimed by Signer(s)

Signer's Name: Carole A. Forest
☐ Individual
☒ Corporate Officer — Title(s): Secretary
☐ Partner — ☐ Limited ☐ General
☐ Attorney in Fact
☐ Trustee
☐ Guardian or Conservator
☐ Other: _____
Signer Is Representing: Baylaurel LLC

RIGHT THUMBPRINT OF SIGNER
Top of thumb here

Signer's Name: _____
☐ Individual
☐ Corporate Officer — Title(s): _____
☐ Partner — ☐ Limited ☐ General
☐ Attorney in Fact
☐ Trustee
☐ Guardian or Conservator
☐ Other: _____
Signer Is Representing: _____

RIGHT THUMBPRINT OF SIGNER
Top of thumb here

END OF DOCUMENT

EXHIBIT K

MPWMD WATER RELEASE FORM

EXHIBIT K

MONTEREY PENINSULA WATER MANAGEMENT DISTRICT
COMMERCIAL WATER RELEASE FORM AND WATER PERMIT APPLICATION

NOTE: When approved and signed, this form must be submitted with final and complete construction plans, to the Monterey Peninsula Water Management District permit office (831-658-5601), 5 Harris Court, Bldg. G, Monterey. Completing the Water Release Form & Permit Application does not guarantee issuance of a water permit.

ALL SPACES BELOW MUST BE COMPLETED OR THE APPLICATION MAY NOT BE PROCESSED. *(Please print firmly).*

Property Owner: Bay Laurel LLC
Agent/Representative: Lombardo & Gilles
Name of Business: Bernardus Lodge
Mailing Address: 318 Cayuga St
Business Owner: Bay Laurel LLC
Salinas, CA
Owner's Phone: 754-2444
Agent's Phone: 754-2444
Property Address: 415 Carmel Valley Rd
Assessor's Parcel Number: 187 - 131 - 044
Carmel, CA
Is a Water Meter Needed? NO If yes, how many? _____

(District law requires each water user to have separate water meters)

Water Company Serving Property: CAL-AM

All properties that modify or add water fixtures on a property within the Monterey Peninsula Water Management District must obtain written authorization from the District prior to taking action. Commercial users that increase square-footage or change uses, as illustrated below, are also required to obtain a water permit. Low water use plumbing fixtures will be required as a condition of most water permits. Applicants not increasing demand according to the table below may be directed by the jurisdiction to obtain a water permit waiver from the District in lieu of a water permit.

DETERMINE THE MOST APPROPRIATE CATEGORY FROM THE FOLLOWING LIST AND COMPLETE THE BLANK SPACES BELOW.

Square Footage of Commercial Space: _____

GROUP I - Low to Moderate Use

Multiply square-footage by 0.00007 to estimate water needs for the following uses:

Auto Uses	Chiropractic	Family Grocery	Office	Storage	
Retail	Bank	Church	General Retail	General Medical	
Fast Photo	Gym	Warehouse	Florist	Manicure/Pedicure	

GROUP II - High Use

Multiply square-footage by 0.0002 to estimate water needs for the following uses:

Bakery	Deli	Photographic	Coffee House	
Intensive Medical	Sandwich Shop	Convenience Store	Dry Cleaner	
Pizza	Supermarket	Candy Store	Veterinary	

GROUP III - Miscellaneous Uses:

Each Type of Use has a Separate Factor. Multiply an appropriate factor as listed:

Use	Factor	Measurement (each)	Use	Factor (each)	Measurement (each)
Dorm	0.04	room	Restaurant (24hr)	0.038	seat (capacity counted)
Child Care	0.0072	child	Beauty Shop	0.0567	cutting station
Plant Nursery	0.00009	square-foot	Theater	0.0012	seat
Landscaping		Call District	Bar	0.02	seat (capacity counted)
Laundromat	0.2	washer	Restaurant	0.02	seat (capacity counted)
Gas Station	0.0913	# of pumps	Self-Storage	0.00001	square-footage
Meeting Hall	0.00053	square-foot	Spa	0.05	per spa/Jacuzzi 1
Lux. Hotel	0.21	room	Motel/B&B	0.1	room 16
Residential Care		Call District	Dental		Call District
Car Wash		Call District	Swimming Pool	0.02	100 square-feet surface area

PLEASE COMPLETE THE FOLLOWING:

	Measurement	X	Factor from Above	=	Water Capacity
(1) PREVIOUS USE	_____	X	_____	=	_____ ACRE-FEET
(2) PROPOSED USE	_____	X	_____	=	_____ ACRE-FEET
	SUBTRACT (2) FROM (1)				_____ ACRE-FEET

Assistance with completing this form may be obtained from the MPWMD at (831) 658-5601 from 8:00 - 5:00 weekdays.

1.6 + 0.05 = 1.65 ac ft
3.740 - 1.65 = 2.09 ac ft Credit

OFFICIAL USE ONLY

1. PLAN CHECKED FOR:
   _____ BUILDING PERMIT
   PLN020298 DISCRETIONARY
2. JURISDICTION'S FILE NUMBER
   _____
3. PLAN CHECK DATE
   ____/____/____
4. AMOUNT OF WATER DEDUCTION AUTHORIZED
   2 ACRE-FEET
5. ACCOUNT TO BE DEBITED (Please check one)
   X Paralta Allocation
   _____ Public Credit Account
   _____ Pre-Paralta Account
   _____ NO DEBIT AUTHORIZED
6. Date of Authorization
   5/27/09
7. Authorized by
   MC

Notes:
CREDIT on File @ MPWMD.

⇨ **NOTE: If the result is a positive number, the jurisdiction must authorize water for the difference.**

In completing this Water Release Form, the undersigned (as owner or as agent for the property owner) acknowledges that any discrepancy or mistake may cause rejection or delay in processing of the application. Additionally, the applicant is responsible for accurately accounting for the type of commercial use of the business. If the type of use changes without notification to the District, water permits for the property may be canceled. In addition, changes in use or expansions completed without a water permit may be cause for interruption of the water service to the site, additional fees and penalties, the imposition of a lien on the property, and deduction of water from the local jurisdiction's allocation.

I certify, under penalty of perjury, that the information provided on this Water Release Form & Permit Application is to my knowledge correct, and the information accurately reflects the changes presently planned for this property.

Signature of Owner/Agent: Mandell Brandt Date: 2/11/2009

This form expires on the same date as any discretionary or building permits issued for this project by the city or county.

WHITE - MPWMD YELLOW - APPLICANT PINK - LOCAL JURISDICTION MPWMD(27APR1999)

EXHIBIT L

LETTER FROM CARMEL LAHAINA

EXHIBIT L

CARMEL LAHAINA
Utility Services, Inc.
P.O. Box 6, Carmel Valley, Ca. 93924 (831) 659-3595, Fax 656-9480
CarmelLahaina@aol.com

July 10, 2008
To: Monterey County Planning Department
Sub: Bernardus Lodge Wastewater Discharge

Bernardus Lodge, Carmel Valley, was issued Water Quality Order No. 97-10-DWQ by the California Regional Water Quality Control Board on April 9, 1999. This order allows the operation of their domestic wastewater treatment and disposal system up to a maximum average daily flow of 20,000 gallons per day.

This order was issued upon review and approval of report "Waste Discharge For Bernardus Lodge" dated February 22, 1999, submitted to them by Questa Engineering Corporation of Point Richmond, California.

This report concludes, in Table 1, page 3, "Anticipated Wastewater Flows for Bernardus Lodge", daily flow rates of 15,561 gallons (gpd). This estimate assumed full use of all project facilities e.g., restaurant/bar, meeting/banquet rooms, tennis courts/pool/spa, employees, and 57 guest units. Flow demands for these calculations were taken from Monterey County Code, Chapter 15.20, Table B.

The anticipated 15,561 gallons per day has proven to be very conservative. Actual flow records for the year April 2006 through March 2007 show a daily average of 6,458 gallons per day. The highest monthly average, July 2006, was 7,888 gallons per day. This data was collected as part of our daily plant operations for Bernardus Lodge. Carmel Lahaina Utility Services is licensed buy the State of California to contract operate water and wastewater plants, and has operated the Bernardus plant since December 1999.

The addition of 16 rooms, using flow demands from Monterey County Code, Chapter 15.20, would increase the daily flow by 1,920 gallons. Calculating the anticipated flows from 16 additional rooms using actual historic data indicate a practical increase of less than one half of that 1,920 gallon amount.

In conclusion, the existing wastewater facility with its design capacity of 20,000 gallons per day, is more than capable of receiving the additional flows generated by 16 more guest rooms, even using the more conservative method of calculation.

Sincerely,

Pete Garneau, President