

MONTEREY COUNTY PLANNING COMMISSION

Meeting: August 25, 2010	Time: <i>10:30 a.m.</i>	Agenda Item No.: <i>4</i>
Project Description: Workshop regarding proposed General Plan Amendment from Farmlands to Commercial and Rezoning from F/40 (Farmlands, 40 acre minimum) to LC (Light Commercial) on a 12.6 acre parcel.		
Project Location: 1500 Salinas Road	APN: 117-062-027-000	
Planning File Number: GPZ060004	Owner: R & L Land Company Agent: Al Pelton	
Planning Area: North County Area Plan	Flagged and staked: No	
Zoning Designation: : F/40 (Farmlands, 40 acre minimum)		
CEQA Action: Not Required for Workshop		
Department: RMA - Planning Department		

RECOMMENDATION:

Staff recommends that the Planning Commission conduct a workshop and advise the applicant and staff as to whether the Commission would be supportive of entertaining a General Plan Amendment from Farmlands to Commercial and Rezoning from F/40 (Farmlands, 40 acre minimum) to LC (Light Commercial).

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PROJECT OVERVIEW:

The property owner, R & L Land Company, has filed an application for a General Plan Amendment from Farmlands to Commercial and Rezoning from F/40 (Farmlands, 40 acre minimum) to LC (Light Commercial) for a 12.6 acre parcel at 1500 Salinas Road. The property is located northeast of the intersection of Highway 1 and Salinas Road (see **Exhibit C**, Vicinity Map). The site is adjacent to the interchange at Highway 1 and Salinas Road that is currently under construction. The applicant has not submitted any plans for development of the site at this time. See **Exhibit B** for a more detailed description of the proposed project and surrounding uses as well as a discussion of issues.

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

- √ RMA - Public Works Department
- √ Environmental Health Bureau
- √ Water Resources Agency
- √ North County Fire Protection District
- √ Parks Department
- √ Agricultural Commissioner's Office

Agencies that submitted comments are noted with a check mark.

North County (Non Coastal) Land Use Advisory Committee

The North County (Non Coastal) Land Use Advisory Committee (LUAC) reviewed this project at its November 1, 2006 meeting. The committee commented that the applicant's proposal is a reasonable use of the land to generate taxes in North County. The committee voted unanimously to stay the final decision on the project until the Caltrans funded action and performance is finished. The committee requested input from the Pajaro Redevelopment Citizens Advisory

Subcommittee. Staff will agendize the application for review by the Pajaro Redevelopment Citizens Advisory Subcommittee at their next meeting.

Agricultural Advisory Committee

The Agricultural Advisory Committee (AAC) reviewed this project at its meetings on October 22, 2009, December 3, 2009 and January 28, 2010. At the meeting on October 22, 2009, the AAC voted to continue the item to allow the AAC members an opportunity to visit the site and for staff to bring back a more comprehensive analysis of existing commercial establishments in the area as well as an agricultural viability report (see **Exhibit C**, Minutes of October 22, 2009 AAC meeting).

At the meeting on December 3, 2009, staff presented information regarding the existing commercial uses in the area as well as the agricultural viability of the project. The item was continued and the AAC requested additional information regarding: 1) the source of water for the project; 2) the type of mitigation that would be needed for the loss of farmland; and 3) the type of agricultural buffer that would be required (see **Exhibit D**, Minutes of December 3, 2009 AAC meeting).

At its meeting on January 28, 2010, staff presented information regarding: 1) the source of the project's water; 2) the type of mitigation needed for the loss of farmland; and 3) the type of agricultural buffer required for the project. The AAC voted 5-4-4 to recommend approval of the project to the Planning Commission (see **Exhibit E**, Minutes of January 28, 2010 AAC meeting).



Bob Schubert, AICP, Senior Planner
(831) 755-5183 or e-mail: schubertbj@co.monterey.ca.us
August 10, 2010

cc: Front Counter Copy; Planning Commission; North County Fire Protection District; Public Works Department; Parks Department; Environmental Health Bureau; Water Resources Agency; Parks Department; Agricultural Commissioner's Office; Taven Kinison Brown, Planning Services Manager; Bob Schubert, Project Planner; Carol Allen, Senior Secretary; Rod Hudson, Applicant; Al Pelton, Agent; Planning File GPZ060004.

Attachments:	Exhibit A	Project Discussion
	Exhibit B	Vicinity Map
	Exhibit C	Minutes of AAC Meeting on 10/22/2009
	Exhibit D	Minutes of AAC Meeting on 12/3/2009
	Exhibit E	Minutes of AAC Meeting on 1/28/2010
	Exhibit F	Traffic Impact Report, Pinnacle Traffic Engineering, 9/5/2006
	Exhibit G	Memo from Agricultural Commissioner's Office dated 11/20/2009
	Exhibit H	Map of Nearby Commercial Uses
	Exhibit I	Policies AG-1.2 and AG-1.12 in 2010 Draft General Plan


This report was reviewed by Taven Kinison Brown, Planning Services Manager 

EXHIBIT A
PROJECT DISCUSSION
GPZ060004 (R & L Land Company)
August 25, 2010

PROPOSED PROJECT

The property owner, R & L Land Company, has filed an application for a General Plan Amendment from Farmlands to Commercial and Rezoning from F/40 (Farmlands, 40 acre minimum) to LC (Light Commercial) for a 12.6 acre parcel at 1500 Salinas Road. The property has direct access to Salinas Road. The applicant has not submitted any plans for development of the site at this time. According to the applicant, the property owners have been limited to leasing the site to farmers due to its relatively small size. Crops that have been grown on the site in the past include strawberries, radicchio, lettuce and broccoli.

SURROUNDING USES

The site is adjacent to the interchange at Highway 1 and Salinas Road (i.e., the Salinas Road/Highway 1 improvement project, PLN070600) that is currently under construction. The other three corners of the adjacent interchange are located in the Coastal Zone. The State acquired a portion of the subject property in order to install the northbound merging lane onto Highway 1. Construction of the interchange is expected to be completed in approximately two years. The property is located in the inland area.

Adjacent parcels to the south and east are in agricultural use. The closest fire station is the Watsonville Fire Department located at 115 Second Street in Watsonville. In addition there are two CDFA stations nearby, one located on Beach Road and the other on Carpenteria Road in Aromas.

ISSUES

Issues that should be considered by the Planning Commission in discussing the feasibility of the project include traffic, water, agricultural viability, agricultural buffers, mitigation of loss of farmland and growth inducing impacts.

Traffic

The applicant submitted a Traffic Impact Report prepared by Pinnacle Traffic Engineering dated September 5, 2006 (see **Exhibit F**). The traffic report anticipated the construction of the adjacent interchange. Since the application does not include a specific development proposal for the site, a preliminary land use plan was assumed for the traffic analysis based on the uses allowed in the Light Commercial District. The preliminary plan that was analyzed included the following uses: 1) motel (50 rooms); 2) 3,500 square foot sit down restaurant; 3) 2, 500 square foot fast food restaurant with drive through; and 4) service station with convenience market.

The evaluation of "existing plus project" conditions indicated that the development of the site has a potential to significantly impact daily operations on Highway 1 (south of Salinas Road), Salinas Road (between the site and Highway 1), Elkhorn Road (Werner Road to Hall Road) and Hall Road (east of Elkhorn Road). The project also has a potential to significantly impact peak hour operations at 6 study intersections currently operating within unacceptable levels (Level of Service D-F).

Since the current application does not include a specific development proposal, no specific mitigation measures are proposed in the traffic study. The Public Works Department has indicated that, if the project proceeds to environmental review, an updated traffic study will be required due to changed traffic conditions in the area since the report was prepared.

Water

The property has an existing agricultural well. The applicant provided historical water consumption records from 1997-2005 and the utility billing history through July 2006. The most recent usage totals 25.4 acre feet for 2005. Since a specific development plan has not been submitted, the applicant has not submitted a water demand analysis of the proposed commercial use of the property or a hydrogeologic study of potential impacts on the water basin. Furthermore, no information has been submitted regarding water quality from the well. The Environmental Health Bureau has recommended that a Title 21 water quality test be performed prior to environmental review of the project.

The site is located in the Springfield Terrace subbasin. According to the 1995 North Monterey County Hydrogeologic Study (i.e., the Fugro Report), the sustainable yield of the Springfield Terrace subbasin is -1,860 acre feet/year (AF/Y). Sustainable yield is defined as the amount of annual pumping not causing additional ground water declines from 1992 conditions and/or not causing seawater intrusion. Complete cessation of agricultural pumpage would be required in order to achieve sustainable yield in the Springfield Terrace subbasin. The complete cessation in agricultural pumpage in Springfield Terrace is consistent with the recommendations of the Pajaro Valley Water Management Agency Basin Management Plan (1993).

Agricultural Viability

The Agricultural Commissioner's Office prepared an Agricultural Suitability Assessment of the applicant's proposal (see **Exhibit G**, Memorandum from Agricultural Commissioner's Office dated November 20, 2009) which was presented to the Agricultural Advisory Committee (AAC) at their meeting on December 3, 2009 (see **Exhibit D**, minutes of AAC meeting on December 3, 2009). The assessment parameters considered are based on a modified version of the Rural Valley Lands Plan, A Land Evaluation and Site Assessment (LESA) model, which is used by Tulare County. Although Monterey County has not adopted a similar guidance document for the evaluation of projects proposing agricultural land conversion locally, the Agricultural Commissioner's Office has used modified Rural Valley Lands Plan as an information tool in the past.

The Agricultural Suitability Assessment prepared by Agricultural Commissioner's Office found that the soils on the site are mostly good for agriculture consisting of mostly Class 2 soils and a small area of Class 3 soils. Currently, the parcel is being farmed in conjunction with an adjacent parcel. A commercial development on the subject parcel could impact the growing of crops on the adjacent parcel due to agricultural buffer requirements. No nuisances or agricultural preserves are near the parcel, fire protection is nearby, and there is a paved road providing access from Salinas Road. The buffer would be on this property further reducing the land available for commercial development.

Using the Tulare County Rural Lands points system, the property received a score of 16, which puts it in the middle range. If a property receives a score of 0-11, the Tulare County planners could allow development. If the property receives a score of 17-30, it is considered to have

strong agricultural attributes and should remain in agricultural production. However, if it falls in the middle of the range of 12-16, the Planning Commission and Board of Supervisors would have to make the decision as to whether to allow the conversion of farmland.

Agricultural Buffers

If the project were rezoned from F/40 (Farmlands, 40 acre minimum) to LC (Light Commercial), any future development proposal would be subject to the County's agricultural buffer requirements. Zoning Ordinance Section 21.66.030.F.2 requires a 200 foot agricultural buffer for developments adjacent to properties within the Farmlands (F) District. The 2010 Draft General Plan contains a policy (see Policy AG 1.2 in **Exhibit I**) requiring well defined buffer areas as partial mitigation for new non-agricultural development proposals that are located adjacent to agricultural land uses on farm lands designated as Prime, of Statewide Importance, Unique or Local Importance. The following criteria would be used to establish agricultural buffers: 1) the type of non-agricultural use proposed, site conditions and anticipated agricultural practices; and 2) weather patterns, crop type, machinery and pesticide use, existence of topographical features, trees and shrubs, and possible development of landscape berms to separate the non-agricultural use from the existing agricultural use. The width of an agricultural buffer that could be established on the subject property would be limited since the width of the parcel varies from approximately 378 feet to 507 feet.

Mitigation for Loss of Farmland

If the project were to move forward and begin the environmental review process, it would be subject to the requirements of 2010 Monterey County General Plan. The 2010 Draft General Plan contains a policy (see Policy AG 1.12 in **Exhibit I**) to set up a program in the future to mitigate the loss of Important Farmland. This policy would apply to the proposed project since a majority of the site is classified as Prime Farmland and a small portion is classified as Farmland of Statewide Importance. The mitigation program may include ratios, payment of fees or some other mechanisms. The County would work with private, non-profit land trusts and conservation organizations to promote implementation of the policy.

Growth Inducing Impacts

Finally, the Planning Commission should consider the potential growth inducing impacts of the applicant's proposal. In other words, would approval of the General Plan Amendment and Rezoning encourage conversion of other farmlands along Salinas Road? Currently, most of land on Salinas Road between Highway 1 and Pajaro is farmlands with a few isolated commercial uses and a golf course. The locations of nearby commercial uses and the golf course are shown in **Exhibit H** and include the following:

- Hilltop Mini Mart, 1007 Salinas Road
- Pajaro Valley Golf Club, 967 Salinas Road
- El Rancho Motel (12 rooms), 967 Salinas Road
- Coast Gas and Propane Sales and Service, 885 Salinas Road

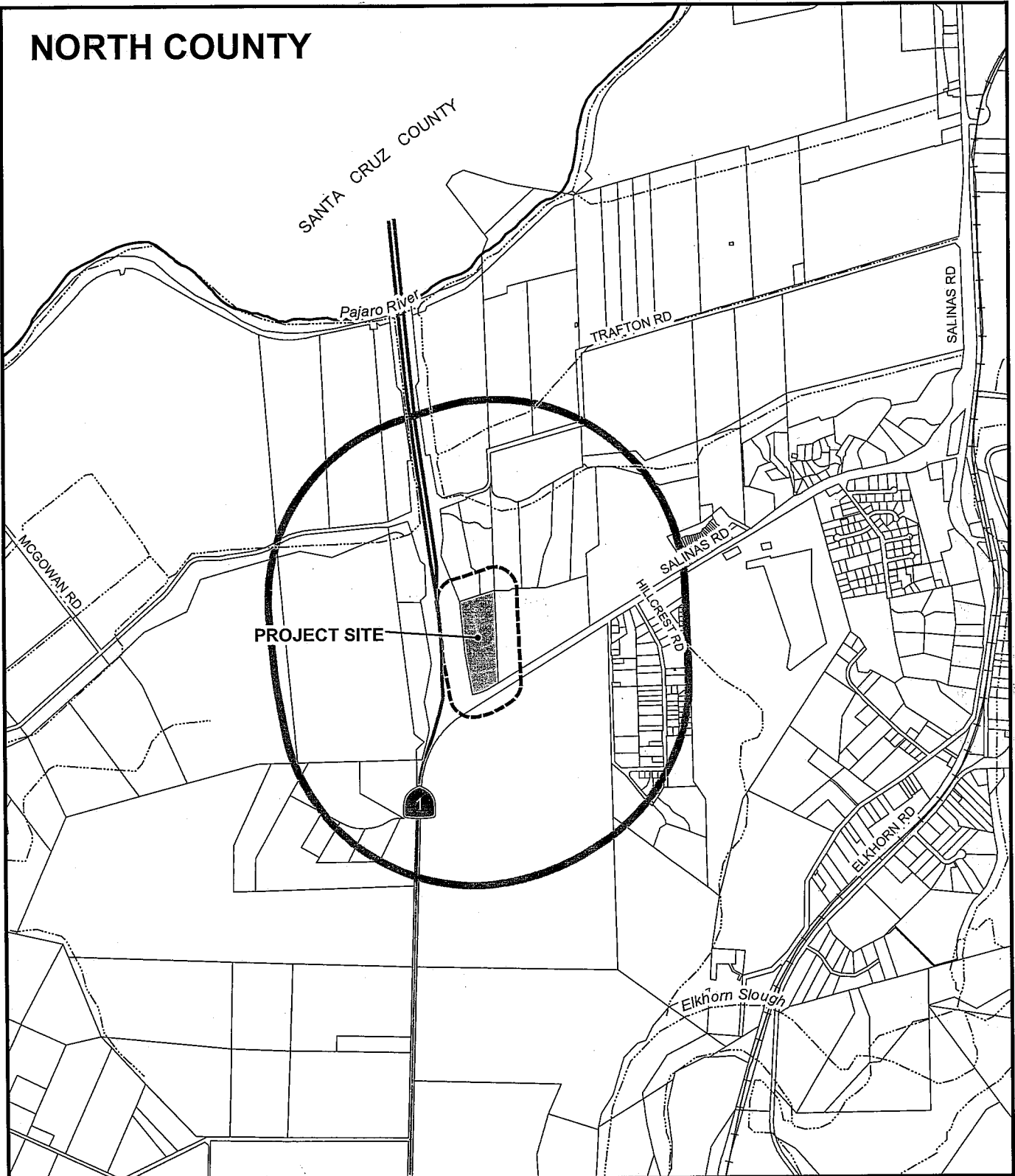
Other Issues

The Planning Commission should discuss whether there are any other issues or scoping matters that the Commission would like to have explored if the application moves forward.

Exhibit B

Vicinity Map



NORTH COUNTY

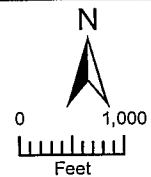


APPLICANT: R & L LAND COMPANY #1

APN: 117-062-027-000

FILE # GPZ060004

 300' Limit  2500' Limit  City Limits



PLANNER: SCHUBERT

Exhibit C

Minutes of AAC Meeting on 10/22/2009

**MONTEREY COUNTY
AGRICULTURAL ADVISORY COMMITTEE (AAC)**

Agricultural Center Conference Room
1428 Abbott Street, Salinas, CA 93901

October 22, 2009; 1:30 p.m.

MINUTES

Members	Present	Guests & Staff	Affiliation
Tom Am Rhein	✓	Carl Holm	RMA – Planning
John Baillie	✓	Steve Mason	RMA – Planning
Chris Bunn	✓	Bob Schubert	RMA – Planning
Bob Denney	✓	Gregg MacFarlane	Assessor's Office
Kurt Gollnick	--	Eric Lauritzen	Agricultural Commissioner
Bill Hammond	✓	Bob Roach	Agricultural Commissioner's Office
Jim Manassero	✓	Dawn Mathes	Agricultural Commissioner's Office
Mike Manfre	✓	Kathy Nielsen	Agricultural Commissioner's Office
Mike Miller	✓		
Manuel Morales	✓		
Scott Violini	--		
Ridge Watson	✓		

I. Call to Order

The meeting was called to order at 1:35 p.m. by Chairman Jim Manassero.

II. Approval

The meeting minutes of 8/27/09 were approved without discussion or change.

III. Public Comments

There were no public comments.

IV. Agricultural Commissioner Update (*Eric Lauritzen*)

- **Quarantine** – The PCIT program is being implemented as well as the new federal phytosanitary fee of \$3. The PCIT system has automatic fee collection, which is also working well and will increase program efficiency.
- **LBAM**
 - The draft EIR comment period has closed and the certified EIR is expected in early 2010. Upon release of the certified document, the two lawsuits (Monterey and Santa Cruz Counties) should be addressed.
 - Sterile Moth Rearing Facility – A test release has not yet been conducted. It does appear that the funding for this project remains available for future use.
 - Detection traps in the area have been removed in quarantine areas; boundary traps have been set since it is not necessary to look for moths that we know are already in an area.

- **Asian Citrus Psyllid** – This invasive pest has been found in a packing facility in Ventura County. CDFA is working with counties to do trace backs, which includes one facility in Monterey County. It is thought the ACP came from Riverside County; however, no results have been released. The traps have been serviced one time but nothing was found.
- **European Vine Moth** – Some vineyards in Napa County have been infested with this pest, another tortricid leafroller. CDFA is expected to put out survey traps next season. In 2003, the USDA conducted a risk assessment of the EVM and considered this a very significant pest, however, they did not notify growers of its potential for destruction. Further surveys will be conducted.
- **Erosion Complaints** – After the heavy rain experienced last week, our office received several complaints with regard to erosion control. One was forwarded to code enforcement.
- **PUE** – Another fumigation season has been completed with no significant issues. There is pressure to use Chloropicrin since the limit is being reached in Monterey County and others. The situation is being researched, and DPR has a risk assessment out. It is possible this may lead to an increased buffer zone.
- **Poder Popular** – They are working with our office and community members to change/enhance posting requirements. The group wants to include the date of pesticide application and the date of re-entry on the signs. We are meeting with industry contacts to review these issues. As this moves forward, they will be coming to this Committee to discuss.
- **Ag Expansion** – There have been a number of unexpected setbacks, but we should return to our Abbott Street location as scheduled by April 2010. For the next AAC meeting, the gate to the warehouse will be open to allow for parking in that area.
- **Office of Emergency Services (OES)** – Bob Roach and Dawn Mathes have been attending a training series organized by the OES and given by Western Institute for Food Safety and Security in an effort to properly respond to agricultural emergencies. The focus has been on developing a team (Sheriff, Environmental Health, OES, and Ag Commissioners) to be a resource for the industry in the event of any kind of emergency. Bob is working to schedule Philip Yenovkian of the OES to speak with this Committee. Additionally, a tour of the OES facility on Natividad Road was conducted and proved to be very informative. If anyone is interested in touring the facility, please advise Bob. Tentative dates for the tour are 11/10/09 or 11/12/09.

- **River Channel Maintenance**
Chris Bunn – Since funding for maintenance on the Salinas River Channel has been cut, should the AAC make a recommendation or send a letter in support of this important maintenance project? Without the maintenance, an emergency could result. **Response:** This should be placed on the agenda for the next meeting to allow adequate discussion. Dawn Mathes will look into this matter.
- **Monterey Bay National Marine Sanctuary Advisory Committee** – Recruiting is underway for the ag seat on the committee, which is currently held by Kurt Schmidt (currently Vice Chair) who will be reapplying. There is also an alternate seat available that is held by someone from San Mateo County who is associated with the area's Farm Bureau. Perhaps having someone more regionally located would be beneficial. Contact the MBNMS for application packets. The deadline is 11/13/09.
- **GMOs** – I will be writing a memo to the Board of Supervisors and when they respond, I will advise the Committee.
- **Rooster Ordinance** – This item has been reworked and will be brought before the Board of Supervisors for direction on 11/3/09.
- **New Committee Members** – The new appointments to the Committee were introduced.
 - **Chris Bunn** was appointed to the Committee on 8/25/09 by the Board of Supervisors and is a representative of the Farm Bureau.
 - **Bob Denney** was reappointed to the Ag Advisory Committee on 9/1/09 as a representative of the Vintners & Growers Association.
 - **Tom AmRhein** was appointed to the Ag Advisory Committee by the Board of Supervisors on 9/22/09 and will be representing the Strawberry Commission.
 - **Mike Miller** was appointed to the Ag Advisory Committee by the Board of Supervisors on 10/6/09. He is representing Supervisor Jane Parker of District 4.

V. Planning Department

a. *R&L Land Project* (Bob Schubert)

The applicant requests approval of a General Plan Amendment from Farmlands to Commercial and Rezoning from F/40 (Farmlands, 40 acre minimum) to LC (Light Commercial) for a 12.6 acre parcel. Location: The property is located at 1500 Salinas Road, northeast of the intersection of Highway 1 and Salinas Road. The site is adjacent to the new interchange project over Highway 1 that Caltrans will be constructing.

Issue: Conversion of the property from farmlands to commercial use.

Caltrans has taken ¼ acre already and will be taking another ¼ acre for the merge lanes at the intersection. A contractor has been hired recently, and the project is expected to take about two years to complete.

While there are no specific plans at this time, the landowner has completed a traffic analysis. To do this, an idea for use of the site had to be developed. Incorporation of a 50-room hotel, sit-down restaurant, take-out restaurant, and a service station with convenience store. This was only to get an idea of what could be done with the property. Comments from the Committee will be forwarded to the Planning Commission and the Board of Supervisors.

Upon introduction of the project, the Committee had the following questions:

1. Is there a well on the property?
Yes. The well information is not available at this meeting but is on record at the Planning Department. The well has been in place for a long time.
2. Is it contiguous agricultural land?
Yes. It is believed to be all in strawberries.
3. Does the proposed change have to go before the Coastal Commission?
No. This property is considered inland. The other three corners of the interchange had to go before the Coastal Commission. Caltrans made an effort to keep to the original footprint.
4. What happened with the produce stand?
The new interchange was designed to incorporate the produce stand, however, the owner decided not to continue with his business under the new guidelines.
5. Considering the proposed change of use by the landowner and the taking of property by Caltrans, will a change to the General Plan be generated?
A zoning change is not required. The Board of Supervisors can initiate this change without making any findings.
6. Given the current economic status and the surplus of commercially zoned property in the County, would the applicant return if the Committee advised against the project at this time?
Yes, the applicant would return.
7. What crops have been grown at this location?
It has been rotated between strawberries, radicchio, head lettuce, and broccoli.
8. It was expressed by the Committee that seeing the property would be beneficial to making a decision. As such, would the applicant bring the project back in one to two months?
County Counsel cautioned Committee members to visit the property individually and not in a group. The applicant and the Planning Department will bring the project back to the Committee at a future meeting.

9. Would it be appropriate to ask staff if they feel there should be more commercially zoned property in this area or not?
We could do more of an assessment of where commercial property is in that area.
10. What is the time frame for Caltrans to start work?
A contractor was just hired and there is a two-year timeline for the project; funding is in place.

Direction: A motion was made to reagendaize this for two months to give each member the opportunity to look at the parcel to develop a better idea of it and have staff bring back a more comprehensive analysis of what is available there as far as commercial property and what the needs might be for commercial property.

Motion was amended to include an ag viability report.

Planning is concerned about the timeframe for bringing this item back to the Committee, and suggested that instead of a specific date to return, as soon as the Ag Viability report is completed, Planning would request that the project be put on the next available agenda.

AYES: 10
NOES: 0
ABSENT: 2

b. ***Williamson Act Non-renewal Process*** (Carl Holm and Steve Mason)

- Consider Resolutions/Agreements for County-initiated Notice of Non-Renewal of all or part of 13 Williamson Act Land Conservation Contracts and Farmland Security Zone Contracts due to not meeting Williamson Act Program and County Contract requirements.

At the 10/20/09 Board of Supervisors' meeting, the Planning Department was directed to take eight Williamson Act non-renewal contracts to the Ag Advisory Committee for review and direction.

Committee members were provided with a web link to the documents provided to the Board of Supervisors. However, maps of the sites were provided at this meeting. Additionally, Gregg MacFarlane of the Assessor's Office distributed to members a spreadsheet detailing the financial impact for non-renewal of the contracts.

These properties are up for non-renewal due to responses received on their questionnaires. Each individual involved in the non-renewal process was contacted to confirm their questionnaire answers and ensure their knowledge of the process. Upon recommendation by County Counsel, the Committee reviewed and voted upon each contract separately.

1. Dolmatch, Elizabeth: Motion was made and seconded to support staff recommendation for non-renewal of the Dolmatch contract:
AYES: 10
NOES: 0
ABSENT: 2
2. Comgro Incorporated: Motion was made and seconded to support staff recommendation for non-renewal of the Comgro Incorporated contract:
AYES: 10
NOES: 0
ABSENT: 2
3. Perez-Palomares, Elias: Motion was made and seconded to support staff recommendation for non-renewal of the Perez-Palomares contract:
AYES: 10
NOES: 0
ABSENT: 2
4. Poulton, Jr., James W.: Motion was made and seconded to support staff recommendation for non-renewal of the Poulton contract:
AYES: 10
NOES: 0
ABSENT: 2
5. Ballesteros, Frank and Darlene: Motion was made and seconded to support staff recommendation for non-renewal of the Ballesteros contract:
AYES: 10
NOES: 0
ABSENT: 2
6. Guidotti, Milton and Rosemary: Motion was made and seconded to support staff recommendation for non-renewal of the Guidotti contract:
AYES: 10
NOES: 0
ABSENT: 2

7. Twin Peaks Land Company, Incorporated: Motion was made and seconded to support staff recommendation for non-renewal of the Twin Peaks contract:
AYES: 10
NOES: 0
ABSENT: 2
 8. Hilltown Road Properties: Motion was made and seconded to support staff recommendation for non-renewal of the Hilltown Road contract:
AYES: 10
NOES: 0
ABSENT: 2
- Provide direction to staff for developing a Monitoring and Enforcement Program for Williamson Act Land Conservation Contracts and Farmland Security Zone Contracts. (PD091035/Williamson Act Non-Renewals 2010).

In an effort to be prepared in the event of audit by the Department of Conservation (DOC), it is necessary that the County has in place the necessary tools to ensure participants are in compliance with their Williamson Act contracts. The DOC chooses counties to audit on a random basis. San Mateo and Santa Clara Counties have been audited, and San Mateo County has been fined. The goal is to have a definitive process in place by February 2010. At this time, there is approximately a 60% return rate out of 581 Williamson Act contracts. Each contract automatically renews on January 1 of each year unless a non-renewal is filed.

The information previously distributed to the Committee members was discussed. Following are suggestions and questions by the Committee:

- Use random or rotational selection to decide which contract participants to audit instead of basing it on parcel size.
- Not all contract properties would require on-site inspection. Aerial maps could be used and determination could also be made by the property address.
- On each form, state the name of the agency(ies) that will be using the information. Example: After confidential on page two of the questionnaire, add "To be used by the Assessor's Office only."
- Why is the tenant information required?
Response: *Because many companies lease land for their row crops.*
- Include additional information to allow for land not in agricultural use due to economic conditions. Is "open space" compatible with DOC requirements?
Response: *Recommendation can be made to the Board of Supervisors to include open space as an element of the Williamson Act. The Williamson Act*

does provide for open space use, but the county has never used that as a reason to establish preserves. Sometimes when open space is next to another piece of property that is under the same ownership and they want to include it, that is acceptable because it is part of an ag use.

- Why is it necessary to include "other income" (i.e., hunting rights, cellular tower, etc.)?

Response: *While these forms of income are compatible uses, the information is necessary to ensure the property owner is being taxed at the appropriate rate. The County must ask these questions in order to follow the DOC guidelines. It does not eliminate the landowner from the Williamson Act contract.*

- Eliminate questions six through eight on page three of the questionnaire.

Response: *The request for a Restricted Materials Permit number is there because we don't capture the APN on the pesticide permits so we can't link those two. If they have a Restricted Materials Permit, they are obviously in commercial agriculture.*

- If some but not all of the questions are answered, will the participant be fined?

Response: *There would be a fine if the questionnaire was not returned. Any fine amount would be established by the Board. The fines would cover costs incurred by the County for staff researching forms that are not returned.*

When this comes back to the Committee, we'll have to bring the two Board policies on establishing ag preserves and farmland security zones. These forms and procedures will then make more sense. It was requested by the Committee that this information be provided well before the next meeting.

VI. Administrative Matters

Appointments

At-Large Member Position – Bob Denney presented information on Alexandra Eastman, DVM, of Steinbeck Country Equine Clinic, requesting that she be considered for the vacant at-large position.

A motion was made to recommend to the Board of Supervisors that Dr. Eastman be appointed to the Agricultural Advisory Committee as an at-large member.

AYES: 10
NOES: 0
ABSENT: 2

VII. Adjournment

There being no further business before the Committee, the meeting was adjourned at 3:30 p.m.

VIII. Next Meeting
Thursday, December 3, 2009

Respectfully submitted,

Kathy Nielsen

Administrative Secretary
Monterey County Agricultural Commissioner's Office

Exhibit D

Minutes of AAC Meeting on 12/3/2009

**MONTEREY COUNTY
AGRICULTURAL ADVISORY COMMITTEE (AAC)**

Agricultural Center Conference Room
1428 Abbott Street, Salinas, CA 93901
December 3, 2009; 1:30 p.m.

MINUTES

Members	Present	Guests & Staff	Affiliation
Tom Am Rhein	--	Bob Schubert	RMA – Planning
John Baillie	✓	Bob Roach	Agricultural Commissioner’s Office
Chris Bunn	✓	Kathy Nielsen	Agricultural Commissioner’s Office
Bob Denney	✓	Darlene Din	Salinas River Channel Coalition
Alexandra Eastman	✓	Ted Rico	Poder Popular/CCFMC
Kurt Gollnick	--	Jesus Ramirez	Radio Bilingue
Bill Hammond	✓	Sabino Lopez	Center for Community Advocacy
Jim Manassero	✓	Juan Uranga	Center for Community Advocacy
Mike Manfre	✓		
Mike Miller	--		
Manuel Morales	✓		
Scott Violini	✓		
Ridge Watson	✓		

I. Call to Order

The meeting was called to order at 1:30 p.m. by Chairman Jim Manassero.

II. Introduction

Dr. Alexandra Eastman, DVM, was introduced as the newest member of the Committee. She fills the At-Large position, which is the final open position on the Committee. Dr. Eastman has lived in the County for nine years and is a Veterinarian at Steinbeck Country Equine Clinic in Salinas.

III. Approval

The meeting minutes of 10/22/09 were approved without discussion or change.

IV. Public Comments

There were no public comments.

V. Agricultural Commissioner Update (*Bob Roach*)

There were no updates to provide to the Committee at this time.

VI. Salinas River Channel Maintenance Program – Update

(Darlene Din, Salinas River Channel Coalition)

As a consultant to the Salinas River Channel Coalition (SRCC), Darlene provided background information on the group and their function. The SRCC was formed in 1995 to help alleviate future flood issues. It is a private/public partnership. Members and guests were provided with a copy of the November 2009 newsletter.

There are approximately 98 miles of the Salinas River that are privately owned and that the property owners are responsible to maintain. Due to changing laws, there are now tremendous permitting issues. The owners are required to work through the Monterey County Water Resource Agency for permits. There are two basic fundamental parts to the River: (1) constrained area closer to the mouth and (2) the unconstrained area where portions of the river are up to a couple of miles wide.

The 1995 flood devastated the Salinas Valley. It affected the farmers, landowners, and the farm worker population – lack of jobs; ability to move crops; road closures – which was reflected economically throughout the Valley. The Board of Directors of the SRCC hired Entrex, a consulting organization, to evaluate the maintenance program, how they can better do their work, and what has worked in the past. They look at capacity, buffers, fish flow, water, and where we can work with water supply projects.

After the 1995 flood, the governor at that time declared an emergency and allowed significant maintenance of the river to move forward. As such, when the 1998 flood occurred, the impact was not as severe.

Environmental groups have stopped maintenance of the river due to concerns about work being done by landowners and have complained that this maintenance has a potentially negative impact on the river environment. They have filed with the County and with the Regional Water Board asking that the permit not be renewed. It is the Monterey County Water Resource Agency (WRA) that applies for the permit, not the SRCC.

Before any work can be undertaken, permits from various agencies are required that are paid for by the property owners. Obtaining these permits is a lengthy process and meets with opposition from environmental groups. At this time, it is necessary to prepare an Environmental Impact Report (EIR) instead of a Mitigated Negative Declaration. The river was evaluated for steelhead trout and red-legged frogs, which changed the configuration for how the next permit will be administered. The permits are five years in duration.

The SRCC will be asking the Monterey County Water Resource Agency Board of Directors to support the environmental documents in order to move forward with maintenance. Currently, SRCC is working on the project description. In January, 2010, the WRA Board of Directors will be receiving comments on expending revenue on this project. It was recommended that the AAC should support the WRA to proceed with the

environmental documents and that they ask staff to attend the AAC January meeting to provide a technical timeline and the scope and magnitude of the project. Brent Buche would be the staff member providing that information as he is working with Entrex.

Discussion followed regarding lobbying efforts, permits process and length of time to complete that process, as well as the roles of our elected officials.

VII. Poder Popular

(Ted Rico, Program Director)

Mr. Rico introduced himself as well as other members of Poder Popular. In addition, he provided information on the group. A description of the proposed changes to posting requirements and several brochures were made available to the public.

Poder Popular is requesting consideration of a proposal to amend the Monterey County Posting Regulation to require additional information on the field posting signs. Currently, signs are not required to include an expiration date and or time for the restricted entry interval (REI). Poder Popular is suggesting the change to "require that the expiration date and time of the REI be listed on all required warning signs."

Operators are supposed to remove signs within 72 hours of the expiration of the REI; however, it is not apparent from the signage when the REI has ended. There has been confusion when supervisors tell the workers that it is safe to work in the field even though there is a posted warning with an unknown expiration date. The scenarios raised are anecdotal in nature, and there is no data to suggest that the current regulation is resulting in worker health effects or that the suggested problems are widespread.

After discussion, it was suggested that Poder Popular engage in further discussion with growers and pest management businesses and return to a future AAC meeting to discuss this further

VIII. Planning Department

R&L Land Project (Bob Schubert)

Mr. Schubert provided a brief history of the project. He also provided additional information as requested by the Committee at the 10/28/09 meeting: (1) Allow Committee members to visit the site, (2) Planning staff to come back with analysis of commercial uses in the area, and (3) prepare an ag viability report.

Bob Roach reviewed the ag viability report that had been prepared by Ag Program Manager Dawn Mathes. The ag viability report states that the soils are mostly good consisting of Class 2 and a small area of Class 3 soils. Currently, the parcel is being farmed in conjunction with a neighboring parcel. A commercial development could affect the growing of crops on the other parcel due to buffer requirements. Crops have been rotated between vegetables and strawberries; water is available. There are some small parcels in the area. No nuisances or agricultural preserves are near the parcel; fire protection is close by, as is a paved road. The property has a well, and it is assumed it would be adequate for development.

Utilizing a modified Tulare County Rural Lands Plan points system, the property received a score of 16, which puts it in the middle range. If a property receives a score of 0-11, the Planners could allow development; if from 17-30, it has strong agricultural attributes and should remain in agricultural production. However, if it falls in the middle range of 12-16, the Planning Commission or Board of Supervisors would have to make the decision.

One Committee member expressed that they could not support the project unless potable water is available on the project site.

Concern was expressed with setting a precedent to push commercial projects in this agricultural area.

While there were a couple of motions made both for and against recommendation of the project, but none passed. It was decided that additional information is needed. Mr. Schubert was requested to return to the next AAC meeting.

The following information was requested by the Committee:

1. Where is the project's water coming from?
2. What type of mitigation needs to take place for loss of farm land?
3. What is the type of buffer required?

VIII. Administrative Matters

Member Introduction – Committee members introduced themselves to Dr. Eastman.

2010 Meeting Schedule – The draft schedule was reviewed briefly and two possible conflicts were noted. January 28 is the Grape Symposium and June 24 is the Grower Shipper Association annual meeting. Members were asked to take another look at the proposed schedule and advise.

IX. Adjournment

There being no further business before the Committee, the meeting was adjourned at 3:30 p.m.

X. Next Meeting

Thursday, January 28, 2010.

Respectfully submitted,

Kathy Nielsen

Administrative Secretary
Monterey County Agricultural Commissioner's Office

Exhibit E

Minutes of AAC Meeting on 1/28/2010

**MONTEREY COUNTY
AGRICULTURAL ADVISORY COMMITTEE (AAC)**

Agricultural Center Conference Room
1428 Abbott Street, Salinas, CA 93901
January 28, 2010; 1:30 p.m.

MINUTES

Members	Present	Guests & Staff	Affiliation
Tom Am Rhein	--	Bob Roach	Agricultural Commissioner's Office
John Baillie	✓	Dawn Mathes	Agricultural Commissioner's Office
Chris Bunn	✓	Kathy Nielsen	Agricultural Commissioner's Office
Bob Denney	✓	Thom McCue	LAFCO
Alexandra Eastman	✓	Gregg MacFarlane	Assessor's Office
Kurt Gollnick	--	Steve Mason	RMA - Planning
Bill Hammond	✓	Bob Schubert	RMA - Planning
Jim Manassero	✓	Phil Yenovkian	Office of Emergency Services
Mike Manfre	--	Brent Buche	Water Resources Agency
Mike Miller	--		
Manuel Morales	✓		
Scott Violini	✓		
Ridge Watson	✓		

I. Call to Order

The meeting was called to order at 1:30 p.m. by Chairman Jim Manassero.

II. Approval

The meeting minutes of 12/3/2009 were approved.

It was requested that split votes be documented in the meeting minutes.

III. Public Comments

There were no public comments.

Scott Violini announced that the Monterey County Cattlemen's Association will be having their spring meeting on 2/19/10. Under discussion will be TMDL water and air rules as well as state issues. There will be a steak lunch available for \$15 that will be served at noon. Dorothy Giannini is the Cattlewoman of the Year and Ron Bernard is the Cattleman of the Year.

IV. Agricultural Commissioner Update (Bob Roach)

A. European Grapevine Moth

- Affects a wide area, approximately 32 vineyards in Napa County;
- It was discovered by growers taking it to the Ag Commissioner and the UC Extension office due to the damage it was causing.
- The moth is dormant over the winter months;

- Trapping will be conducted in the spring;
- Pest of flowers and fruits, not leaves;
- High risk pest; quarantines will be imposed;
- The European Grapevine Moth can do more damage to grapes than LBAM.

B. Asian Citrus Psyllid

- Found in Southern California affecting citrus;
- Transmits the citrus greening disease; similar to the relationship between the Glassy Winged Sharpshooter and Pierce's Disease; kills the citrus tree;
- Citrus Research Board is handling all the trapping throughout the state and will be doing that in Monterey County;
- Agricultural Commissioner will be trapping in urban areas and buffer zones around Gonzales;
- Monterey County has about 1,200 acres of citrus groves;
- The U.S. does not have the disease as yet; however, it is present in Mexico.

C. Light Brown Apple Moth

- Statewide meeting is being held between the USDA, CDFA, and Ag Commissioners of the infested counties to discuss the direction of the program;
- While not yet finalized, an expansion of the quarantine area around Gonzales is expected.

D. Genetically Modified Organisms Referral

- This referral was received from Supervisor Potter to consider and explore an ordinance prohibiting GMOs in Monterey County;
- Discussion continues with parties from both sides of the issue;
- Proponents of the ordinance are continuing to organize. The Commissioner recently attended an event at the IMAX theater in Monterey;
- This topic will be placed on the agenda for a future AAC meeting.

E. Land Use

- The Uni-Kool project is moving forward;
- Annexation to the City of Salinas of approximately 240 acres of land directly behind the Ag Commissioner's Office, between Harkins and Harris Roads;
- Passed by City; now to LAFCO.

F. Ag Building Expansion

- Construction is about 90% complete; finish work and final touches are being done;
- Expected move in is anticipated some time in April.

G. General Plan

- Committee member Chris Bunn inquired as to the involvement of the Ag Advisory Committee with regard to the ordinance phase with the General Plan. It was requested that an update be given on the status of the GPU at the next Committee meeting. The County continues to work on responses to the EIR comments.

V. LAFCO Update (Thom McCue, Senior Analyst)

Thom McCue came before the Committee due to the illness of Kate McKenna. The Committee was provided with an update with regard to the draft policy on the preservation of open space and agricultural lands, including agricultural land buffers. At the LAFCO meeting on Monday, January 25, 2010, the policy was adopted without changes.

- Talked about various provisions and concerns. Put those requirements on cities/districts that come forward to propose annexations and the need to show how they are conserving ag. land, buffers, and not causing other farmlands to develop prematurely;
- LAFCO and the County are two different entities. LAFCO looks at the boundaries of cities and special districts; regulates their boundaries; board/commission made up of reps from different levels of government (two supervisors; two city mayors; two reps from special district boards, and one public member). Make an effort to be flexible;
- LAFCO looks at affect of annexation to agriculture.
- When looking at buffers, LAFCO wants to see if the land is in ag use, and the impact of the urban area so the farmer does not lose the use of the land.
- The issue of land being donated to ag land trusts for farming purposes and later possibly causing a “leapfrog” development has been discussed by the Commission. However, LAFCO does not have the authority to intercede between landowners entering into private agreements with an organization.
-

VI. Planning Department

A. *Williamson Act*: Draft monitoring and Enforcement Procedures (Steve Mason)

- Changes have been made since the last AAC meeting;
- Section 2 will be expanded by adding “Do you allow others to use this land for the production of agricultural commodities?”
- Softened the verbiage on the cover letter to create incentive to return the survey;
- Surveys will be sent relative to the contract/ag preserve numbers, not the APN since some contracts have more than one. This method would reduce the number of surveys sent out and increase the likelihood of their return.
- Of particular interest last year were those responses that said they were not in agricultural production;
- Remove “Tenant” and “Phone” from the top of Section 2 and leave question 2.
- There is a minimum income that needs to be met when first applying for a Williamson Act contract, but there is no requirement to show maintenance of that income;
- In question 1 under “other” take out the word “specify;”
- When referring to sharing of information in Section 2, add one word to read, “Section 2 is not confidential and may be shared **only** with other County offices....” This would address concerns of the information being shared with the public;
- Put the lease and rental information of the property under question 1;
- Discussion followed and questions were raised that are addressed below;

Questions and Concerns:

- How is it pertinent to the Williamson Act if the landowner is letting someone use the land for grazing at no charge?

Response: *To ensure the land is in the production of food and fiber.*

- Why is Section 2 not considered confidential?

Response: *The information will be shared among departments. It will be noted that it should not be available in response to public requests. Other than the Ag Department, the Assessor's Office and County Counsel, no other departments are expected to have a need to use the information.*

- Under Section 3, if qualification for the Williamson Act depends on whether the land is in ag production, why get so specific with questions?

Response: *We want to believe them. Some of the contracts are verified by aerial photographs and or visual inspections.*

- Bob Denny, referencing the minutes of 10/22/09: How do you treat land that has been fallow for a number of years and was the concept that we may want to make as a Committee to the Board of Supervisors that open space be included as an aspect under the Williamson Act, which would cover that multiple year fallow land? In terms of the Assessor's office, there is no ag income on the fallow land; which is fallow due to lack of moisture, market conditions, etc.

Response: *A check box for fallow land has been added. As far as addressing the fallow land, the Assessor's Office works with the farmer/rancher to determine an acceptable reason and will be reviewed on a case-by-case basis. Open space is provided for under state law and is in use in Santa Clara and San Luis Obispo Counties. Monterey County did not include open space provisions in their Williamson Act.*

ACTION: The process and potential benefits/pitfalls of providing for open space under the Williamson Act for Monterey County will be researched jointly with Planning and County Counsel and brought to a future AAC meeting.
Bob Roach and Dawn Mathes (no deadline provided)

- Concern over confidentiality of Section 2 and listing only the department(s) who will share in the information.

Response: *The responses could be sent to County Counsel for distribution to the appropriate department(s). If a public records request is made for such information, would the information be considered exempt from disclosure?*

A motion made by Ridge Watson as follows:

- Under Section 2 add the word "only" to read as: "The following may be shared **only** with the Planning Department, Agricultural Commissioner's Office...."
- Remove "tenant" and "phone" from the top of Section 2;
- Remove "specify" in question 1;
- Remove question 5.

Comment: Does the word "only" limit any foreseeable use?

Response: *County Counsel raised concern over use of the word "only" and requested the opportunity for further research. Due to time constraints of mailing out the information, the addition of the word should be left out at this time. If the County were audited by the state, would all the information be provided?*

ACTION: County Counsel will look into repercussions of adding the word "only" under Section 2 of the survey.

Mary Perry (no deadline provided)

Therefore, the motion as amended by Ridge Watson to not include the word "only," was seconded by John Baillie, and voted upon with the following results:

AYES: 9
NOES: 0
ABSENT: 4

B. R&L Land Project – Response to Committee's Questions from 12/3/2009 meeting (Bob Schubert)

After a brief overview of the project, answers to the questions posed by the Committee at the 12/3/09 meeting were addressed as follows:

1. Where is the project's water coming from?
The applicant submitted to Planning a record of meter readings over a nine-year period; pumps from 7.5 to 10.5 million gallons/year; no information on the quality; Environmental Health recommended that a Title 21 test be performed prior to development.
2. What type of mitigation needs to take place for loss of farm land?
If the project were approved, it would fall under the requirements of the new General Plan. The GPU contains a policy (Ag 1.12) that requires the County to set up a program in the future that would compel any changes in land use resulting in the loss of important farm land to adequately mitigate for that loss. The program could include an exchange ratio (1:1) or charge fees based on the amount of land. The project would move forward if recommended by the Planning Commission, after which the application would begin to be processed and start environmental reviews.

3. What is the type of buffer required?

The zoning ordinance requires a 200-foot buffer for ag uses. Because of the site layout, this buffer would reduce over half of the 12-acre site making the project not feasible. The GPU contains a policy (Ag. 1.2) that sets up criteria to be used in design of the ag buffers. The criteria would take into consideration the type of use, the site condition, and whether the buffer area is bermed, etc.

Discussion:

- What is the buffer along the north side of the property? There is no buffer required along the north side of the property as it borders Resource Conservation land. (Bill Hammond)
- Concern over the appearance of setting a precedent for a "leapfrog" effect with regard to other sites and giving the impression to the public that the Committee endorses this method. This would create pressure for in-filling. While this may be desirable from a public standpoint in the future, are we going to create a precedent to force that demand to happen now? (Bob Denney)
- The ground is sub-par and not good quality; neighbor has him in a barrel as far as renting because the piece is so small it cannot be farmed by itself. (Chris Bunn)

MOTION: A motion was made by John Baillie to recommend the project to the Planning Commission Workshop. The motion was seconded by Chris Bunn and voted upon as follows:

AYES: 5
NOES: 4
ABSENT: 4

VII. Monterey County Ag/Bio Emergency Response Team (Phil Yenovkian)

Mr. Yenovkian is one of three Emergency Services Planners for Monterey County. The purpose of the Ag/Bio Emergency Response Team is to be a resource for the ag industry during emergencies, either intentional or through natural disaster. It was stressed that the team wants to work with the County and be a resource to the agriculture industry since the ag community already has a planned response. Damage assessment teams are being created so that when funding for a project such as this becomes available, the OES is ready to move forward with applications for relief funding.

The Emergency Response Team works with the Grower-Shipper Association, the Farm Bureau, and the California Homeland Security Consortium which is a branch of the Naval Postgraduate School to offer support to the ag community. They will also help to coordinate agencies responding to the disaster. It is important to know what is going on from the growers' perspective.

A VIP tour of the Emergency Operations Center is being scheduled and coordinated with Grower-Shipper Association, the Farm Bureau, and Hartnell College. An exercise will take place and an after-action review with the USDA and FDA. At this time, two Committee members have agreed to participate.

This project does not have a separate budget and is undertaken as part of the regular job tasks for OES.

VIII. Salinas River Channel Maintenance (Brent Buche)

Mr. Buche is the Chief of Operations at the Monterey County Water Resources Agency. Information regarding the maintenance of the Salinas River was provided as follows:

- The Water Resources Agency is the lead agency for acquiring the Corps of Engineers' 404 Permit;
- The biological assessment is a document that evaluates the environment of the river and defines a project description basing the biological assessment on that description.
- The assessment is then submitted to the Corps of Engineers who submits it to NOAA Fisheries and USFWS. From that document these two federal agencies will produce a biological option. Over the last 14 years there have been no questions from public agencies or private entities.
- This time several private entities and third party special interest groups contacted the state and federal regulatory agencies who in turn questioned what was being done in the river and how we were able to do it over the last 14 years. Nothing different has been done.
- The Regional Water Quality Control Board out of San Luis Obispo denied the 404 permit without prejudice based upon presentations made by special interest groups to both the Fish and Game Commission and the RWQCB. As a result of these presentations, both agencies now are questioning the work to be done in the river.
- The third amendment to the Entrex contract was just finished on Monday. Because of the time and money spent on the contract, funds have been taken away from producing the EIR. The scope of the EIR will be developed over the next couple of months and will be brought to the board; however, the cost of the EIR will be spread out over the next two fiscal years. An estimated cost is between \$250,000 and \$350,000. Alternatives of the environmental impacts based on the project description are being evaluated with Entrex.
- It is necessary to complete the EIR because the mitigated negative declaration document is not defensible in court.
- The RWQCB has stated their intent to work with the SRCC. Support from the Board of Supervisors is being sought as well. It was suggested that Anna Caballero be approached also.
- The Water Resources Agency is requesting the support of the Ag Advisory Committee with regard to the EIR.

ACTION: Return to the AAC meeting on 3/25/10 to provide an update to the above discussion items.

Brent Buche, Water Resources Agency (3/25/2010)

IX. Administrative Matters
2010 Meeting Calendar

MOTION: A motion was made by John Baillie and seconded by Scott Violini to accept the 2010 meeting calendar.

AYES: 9
NOES: 0
ABSENT: 4

X. Adjournment

There being no further business before the Committee, the meeting was adjourned at 3:30 p.m.

XI. Next Meeting

Thursday, March 25, 2010.

Respectfully submitted,

Kathy Nielsen

Administrative Secretary
Monterey County Agricultural Commissioner's Office

Exhibit F

**Traffic Impact Report
By Pinnacle Traffic Engineering
9/5/2006**

GP2060004

LIB060611

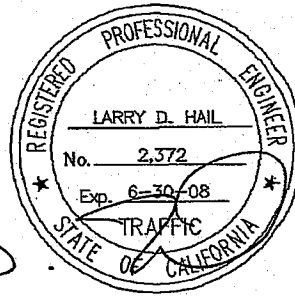
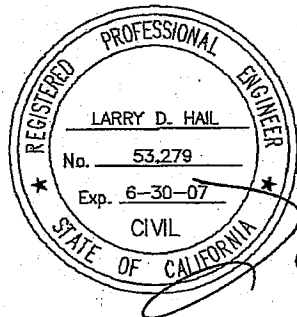
"TRAFFIC IMPACT REPORT"

ZONE CHANGE GPZ 060004

Monterey County, California

Prepared for:
Mr. Al Pelton
R & L Land Company
3253 Jamie Way
Hayward, CA 94541

RECEIVED
OCT 12 2006
MONTEREY COUNTY
PLANNING AND BUILDING
INSPECTION DEPARTMENT



Prepared by:
Larry D. Hail, C.E., T.E.
Pinnacle Traffic Engineering
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September 5, 2006

EXECUTIVE SUMMARY

The following report presents an evaluation of the potential traffic impacts associated with the proposed zone change project in northern Monterey County (GPZ 06-004). The project site is located on the east side of State Route (SR) 1, north of Salinas Road. The project will include the rezoning of an existing 12 acres from "Agricultural" to "Visitor Serving Commercial" land uses. Since the zone change does not include a specific development proposal, a preliminary land use plan was assumed for the analysis. The preliminary plan was developed from the various uses allowed under the "visitor serving" commercial zoning and included the following uses:

1. Motel - 50 Rooms
2. Quality Sit Down Restaurant - 3,500 Square Foot (SF)
3. Fast Food Restaurant, with Drive Through - 2,500 SF
4. Service Station with Convenience Market - 10 Fueling Stations

Access to the existing site is provided via a farm (agriculture) road connection to Salinas Road, just east of SR 1. Development of the project site will require the construction of a new full access driveway on Salinas Road. Project improvements will also include the appropriate frontage improvements on Salinas Road. The trip generation estimates were derived using data contained in the Institute of Transportation Engineers (ITE) Trip Generation Manual. An estimate of project "pass-by" trips was also conducted using information contained in the ITE Trip Generation Handbook and published by Monterey County. The preliminary uses will generate a total of 3,640 trips per day, with 269 trips during the morning (AM) peak hour and 276 trips during the afternoon (PM) peak hour. External demands will be approximately 2,366 trips per day, with 175 trips during the morning (AM) peak hour and 177 trips during the afternoon (PM) peak hour. The external demands will represent the amount of actual new traffic on the local street system. Based on the type of uses and location of the project site, it was estimated that 85-90% of the project trips will be oriented to and from SR 1.

The scope of the analysis was developed in consultation with staff at Monterey County Public Works. The primary purpose was to estimate the number of new vehicle trips associated with the zone change, and evaluate the potential impacts to the local and regional transportation infrastructure. Since the proposed zone change does not include a specific development proposal at this time the evaluation of existing and General Plan conditions was qualitative in nature, and only identified those areas which will need further study when a development is proposed. An evaluation of existing conditions indicated that 5 of the 9 study roadway segments operate within acceptable limits (Level of Service C or better), as defined by Monterey County. However, 4 of the study roadway segments operate within unacceptable limits (Level of Service D-F). The evaluation of existing peak hour operations indicated that only 2 of the 8 study intersections operate within acceptable limits during both the morning (AM) and afternoon (PM) peak hour periods. Traffic signal improvements are scheduled to be installed at the Hall Road and San Miguel Canyon Road intersection, which will improve peak hour operations at this intersection.

The evaluation of "existing plus project" conditions indicated that the development of the project site has a potential to significantly impact daily operations on SR 1 (south of Salinas Road), Salinas Road (between the project site and SR 1), Elkhorn Road (Werner Road to Hall Road) and Hall Road (east of Elkhorn Road). The project also has a potential to significantly impact peak hour operations at the 6 study intersections currently operating within unacceptable levels (Level of Service D-F). The evaluation of potential impacts also included a review of access on Salinas Road. As previously

stated, the development of the project site will require the construction of a new full access driveway on Salinas Road and the appropriate frontage improvements. The frontage improvements will need to be designed to facilitate the future widening of Salinas Road to 4 lanes and shall be coordinated with the Salinas Road Interchange Project. In addition, it is anticipated that traffic signal control will be required to maintain acceptable levels of service on Salinas Road and that an eastbound left turn lane will be required on Salinas Road at the project driveway.

The evaluation of General Plan conditions indicated that future traffic demand increases in this portion of the County will continue to degrade operations on the local (County) and regional (State) street systems. Development of the project site will potentially impact operations on Salinas Road and further degrade operations on Werner Road. The additional trips associated with the proposed zone change will also increase peak hour demands and potentially impact operations at the 6 intersections projected to operate at unacceptable levels (Level of Service D-F). Future roadway and intersection improvements in this portion of Monterey County are defined in the North County Circulation Study. These improvements include widening SR 1 (south of Salinas Road), Salinas Road, Elkhorn Road, Hall Road and San Miguel Canyon Road. In addition, these improvements also include the installation of an interchange at the SR 1 / Salinas Road intersection; as well as the installation of traffic signal control at the Salinas Road / Werner Road, Salinas Road / Elkhorn Road, Werner Road / Elkhorn Road, Elkhorn Road / Hall Road and Hall Road / Sill Road intersections. These improvements will improve overall traffic operations on the various roadway segments and at the study intersections projected to operate within unacceptable limits (Level of Service D-F), and minimize the potential for the project traffic to significantly impact operations. It should be noted that Monterey County is currently in the process of updating the existing General Plan (1982), and that upon adoption of the 2006 General Plan Update some of the future traffic volume projection data, future improvement requirements and acceptable level of service threshold criteria (from Level of Service C to Level of Service D) may change.

Mitigation measures typically required to offset impacts to the regional and local include payment of "fair-share" fees towards the future identified future improvements, as defined by Monterey County and the Transportation Agency for Monterey County. However, since the proposed zone change (GPZ 06-004) does not include a specific development at this time the determination of traffic fees should be assessed when an application for an actual development proposal is submitted. Therefore, no project specific mitigation measures are proposed.

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APPENDIX MATERIAL

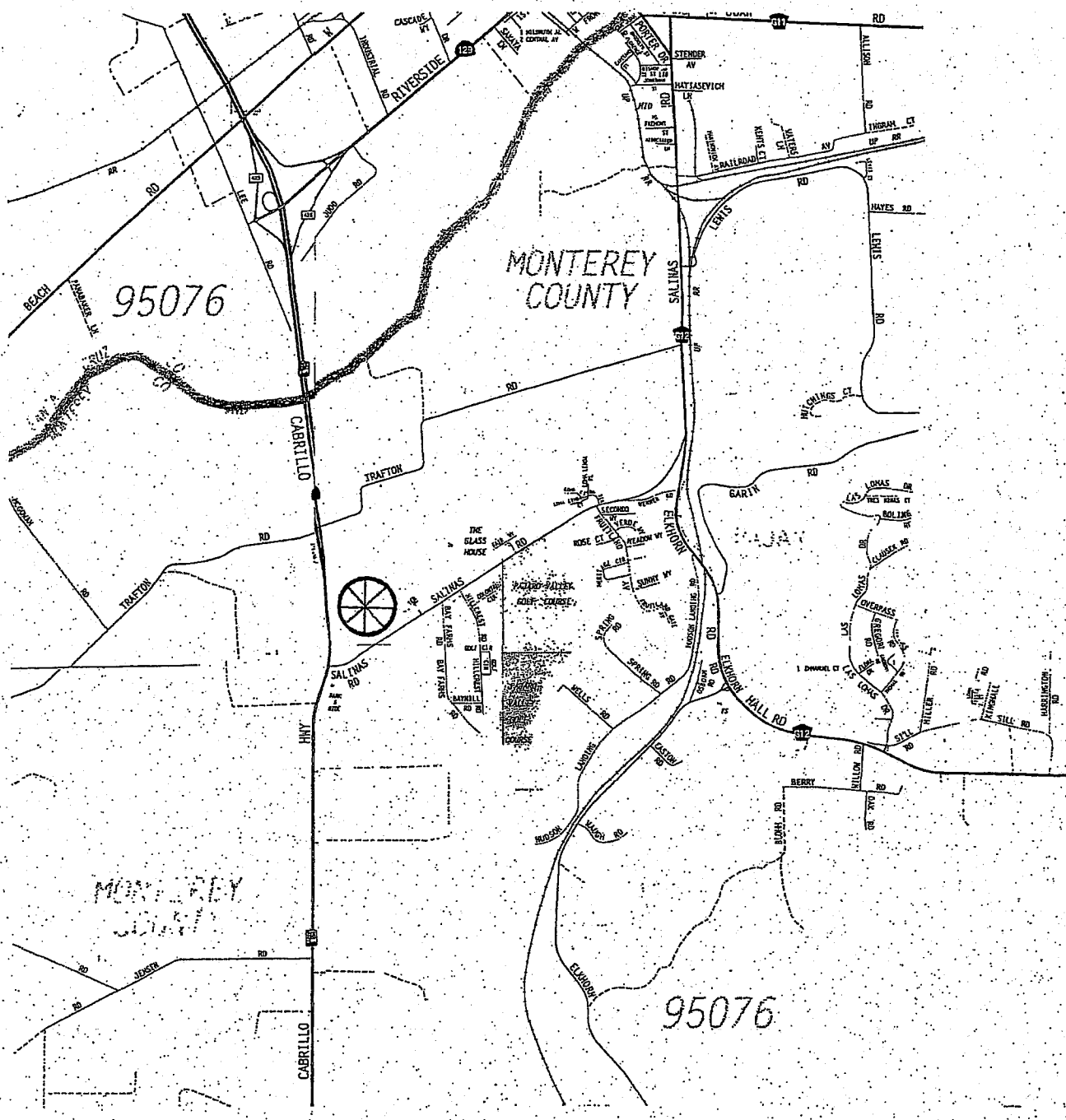
- Level of Service (LOS) Descriptions
- Level of Service 24-Hour ADT Volume Criteria
- Level of Service (LOS) Value - Vehicle Delay Relationship Data
- ITE Trip Generation Handbook Pass By Trip Data
- Salinas Road Vehicle Speed and Sight Distance Data
- MUTCD Peak Hour Traffic Signal Warrant Graph
- Monterey County Left Turn Lane Warrant Criteria
- AASHTO Left Turn Lane Warrant Criteria

I. INTRODUCTION

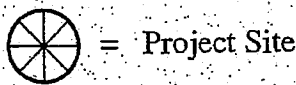
The following report presents an evaluation of the potential traffic impacts associated with the proposed zone change project in northern Monterey County (GPZ 06-004). The project site is located on the east side of State Route (SR) 1, north of Salinas Road. The project will include the rezoning of an existing 12 acres from "Agricultural" to "Visitor Serving Commercial" land uses. Access to the existing site is currently provided via a farm (agriculture) road connection to Salinas Road, just east of SR 1. Development of the project site will require the construction of a full access driveway on Salinas Road. The general location of the project site is illustrated on Figure 1 (Project Location Map).

The scope of the analysis was developed in consultation with staff at Monterey County Public Works. The primary purpose of the analysis is to estimate the number of new vehicle trips associated with the proposed zone change, and evaluate the potential impacts to the local and regional transportation infrastructure. Since the proposed zone change does not include a specific development proposal the evaluation of existing and General Plan traffic conditions is qualitative in nature, and only identifies areas which will need further study when a development is proposed. The analysis also provides an overview of access on Salinas Road. Data contained in the following reference reports was reviewed for the traffic analysis.

1. Rancho Los Robles Traffic Report Supplemental; Pinnacle Traffic Engineering; May 2, 2006
2. Rancho Los Robles Traffic Impact Analysis (TIA); Fehr & Peers; July 30, 2003
3. Blackie Meadow Estates; Higgins Associates; May 29, 2001
4. Sunridge Views Subdivision Traffic Analysis; Higgins Associates; January 31, 2001



LEGEND



**PINNACLE
TRAFFIC
ENGINEERING**

Monterey County Zone Change
GPZ 06-004
- Traffic Impact Report -

**FIGURE 1
PROJECT
LOCATION MAP**

II. EXISTING CONDITIONS

The street system serving the project site includes SR 1, Salinas Road, Elkhorn Road, Hall Road and San Miguel Road. The following is a brief description of the street system and an overview of existing traffic conditions (daily and peak hour).

Description

SR 1 is north-south regional State highway facility. South of Salinas Road, SR 1 has a single lane in each direction. SR 1 has a 4 lane freeway section north of Salinas Road. There is a southbound left turn lane at Salinas Road and a westbound-to-southbound acceleration lane for vehicles turning left from Salinas Road.

Salinas Road is a County roadway extending east from SR 1. The majority of Salinas Road between SR 1 and Fruitland Avenue has a single travel lane in each direction. The section adjacent to the Pajaro Valley Golf Club that has a 2 way left turn lane. North of Elkhorn Road, Salinas Road has a 4 lane section. The westbound approach on Salinas Road is stop sign controlled at SR 1 (free flowing north and westbound right turn movements). Left turn channelization is provided at Hillcrest Road and Fruitland Avenue.

Werner Road is a 2 lane local collected between Salinas Road and Elkhorn Road. Werner Road is stop sign controlled at Elkhorn Road. The left turn movement from Werner Road to westbound Salinas Road is stop sign controlled.

Elkhorn Road is a County roadway with a single travel lane in each direction. Elkhorn Road extends south from Salinas Road towards Hall Road and Castroville Boulevard. The #1 southbound lane on Salinas Road turns into a left turn lane at Elkhorn Road, which is controlled with a "yield" sign. The northbound lane on Elkhorn Road transitions to the #2 northbound lane on Salinas Road. Left turn channelization is provided at Werner Road, Hudson Landing Road and Garin Road. The surface of Elkhorn Road is in poor condition.

Hall Road is a County roadway with a single travel lane in each direction. Hall Road extends east from Elkhorn Road to San Miguel Canyon Road. Recent roadway and traffic signal improvements have been installed at Las Lomas Drive (including left turn lanes). Left turn lanes are also provided at Elkhorn Road, Sill Road and Johnson Road. The installation of a traffic signal is also scheduled for the San Miguel Canyon Road intersection, including a westbound left turn lane. The surface of Hall Road west of Willow Road is in poor condition.

San Miguel Canyon Road is a County roadway with a single lane in each direction. San Miguel Canyon Road extends south from San Juan Road towards US101 and is stop sign controlled at Hall Road (northbound). The existing bridge over the Elkhorn Slough is currently under construction. The traffic signal will be installed at the Hall Road intersection upon completion of the bridge improvements. Left turn lanes are provided at Strawberry Road, Paradise Road, Echo Valley Road and Castroville Boulevard.

Traffic Volumes

An evaluation of existing conditions was performed using the most current traffic count data published by Monterey County and Caltrans, and contained in the various reference reports. The evaluation includes a review of roadway segment and intersection peak hour volumes. The existing daily traffic volumes for selected roadway segments are illustrated on Figure 2. These traffic volumes are considered representative of existing annual average daily traffic (AADT) conditions.

Level of Service Analysis

Various "level of service" (LOS) analyses methodologies are used to evaluate traffic operations. Operating conditions range from LOS "A" (free-flowing conditions) to LOS "F" (forced-flow conditions). Monterey County has established "level of service" (LOS) C as the threshold for acceptable operations. LOS values for roadway segments can be estimated by comparing average daily traffic (ADT) volume data (or AADT) with the 24 Hour ADT Threshold Criteria developed from data in the Highway Capacity Manual (HCM2000), Transportation Research Board (TRB). A brief description of the LOS values and the 24 Hour ADT Criteria are included with the Appendix Material. Table 1 presents the existing AADT, the LOS C threshold volume and LOS values for the 9 study roadway segments.

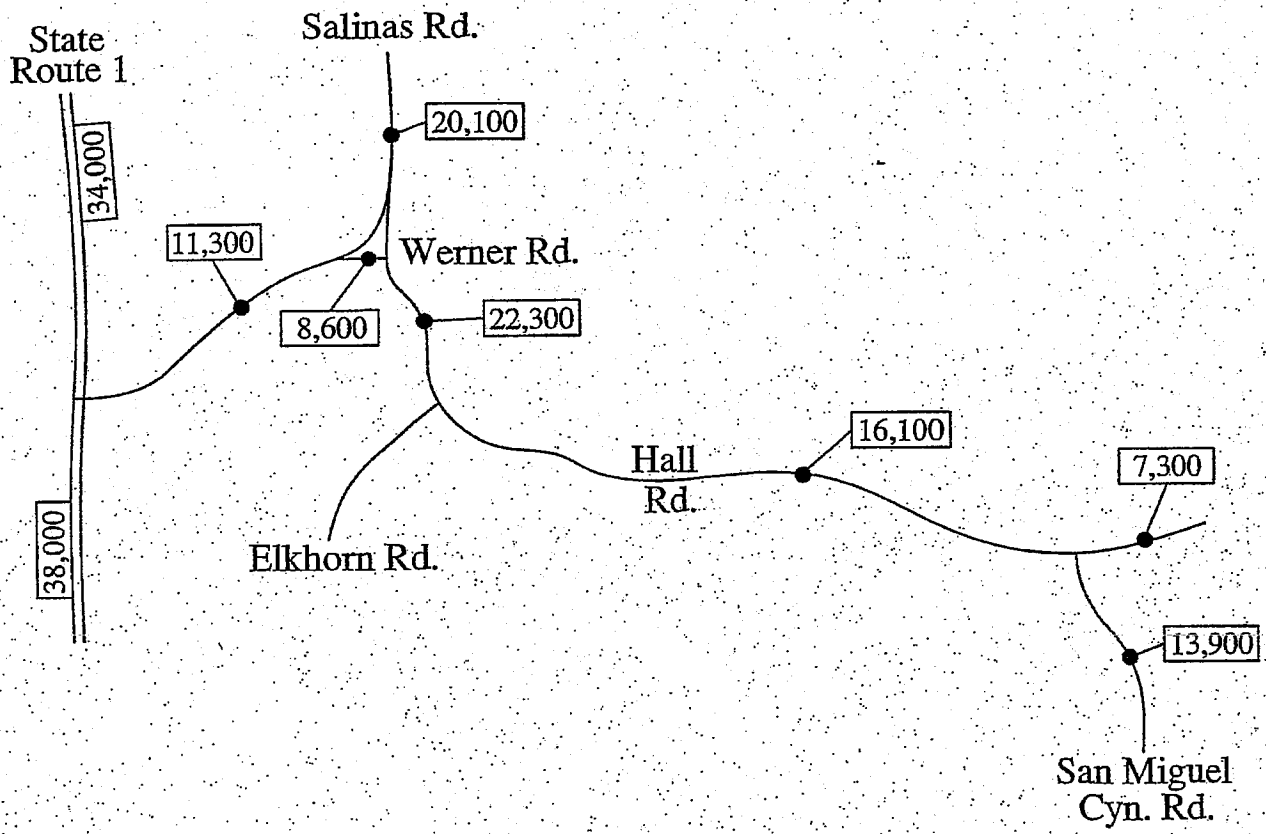
Table 1 - Existing Roadway Segment LOS Analysis

Roadway Segment	# of Lanes	LOS C Threshold	Existing AADT	Level of Service
SR 1, North of Salinas Rd. (a)	4	57,000	34,000	B
SR 1, South of Salinas Rd. (a)	2	12,000	38,000	F
Salinas Rd., SR 1 - Elkhorn Rd. (b)	2	14,500	11,300	B
Salinas Rd., North of Elkhorn Rd. (b)	4	22,000	20,100	C
Werner Rd., Salinas Rd. - Elkhorn Rd. (b)	2	9,000	8,600	C
Elkhorn Rd., Werner Rd. - Hall Rd. (b)	2	12,000	22,300	E
Hall Rd., Elkhorn Rd. - San Miguel Cyn. Rd. (b)	2	12,000	16,100	D
San Miguel Cyn. Rd., East of Hall Rd. (b)	2	12,000	7,300	B
San Miguel Cyn. Rd., South of Hall Rd. (b)	2	12,000	13,900	D

(a) 2005 Traffic Volumes on California State Highways (Caltrans).

(b) 2005 Annual Average Daily Traffic (Monterey County).

The data in Table 1 indicates that 5 of the 9 roadway segments operate within acceptable limits (LOS C or better), with 4 operating in the LOS D-F range. Future improvements planned for the State and local street systems are discussed under the General Plan conditions.



LEGEND

000 = Annual Average Daily Traffic (AADT) Volume



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**FIGURE 2
EXISTING
TRAFFIC VOLUMES**

During peak commuter travel periods traffic operations can be constrained at local intersections. LOS values for intersection peak hour operations are based on estimated average vehicle delays (number of delay seconds per vehicle). The analysis of intersection operations was performed using the methodologies outlined in the 2000 HCM. The existing peak hour LOS values for the 8 selected study intersections were obtained from the Rancho Los Robles TIA (July 30, 2003). Data reviewed for the Rancho Los Robles Traffic Report Supplemental (May 2, 2006) indicated that the existing intersection conditions documented in the 2003 TIA are still for the most part, valid. A copy of the LOS value-vehicle delay relationships is included with the Appendix Material. The existing intersection peak hour LOS values are presented in Table 2.

Table 2 - Existing Peak Hour Intersection LOS Analysis

Intersection	Peak Hour	Level of Service
SR 1 / Salinas Rd.	AM	F
	PM	F
Salinas Rd. / Werner Rd.	AM	C
	PM	B
Salinas Rd. / Elkhorn Rd.	AM	B
	PM	F
Werner Rd. / Elkhorn Rd.	AM	B
	PM	F
Elkhorn Rd. / Hall Rd.	AM	C
	PM	D
Hall Rd. / Las Lomas Dr. (a)	AM	B
	PM	C
Hall Rd. / Sill Rd.	AM	E
	PM	D
Hall Rd. / San Miguel Cyn. Rd. (b)	AM	D
	PM	F

(a) Estimated LOS Based on Recent Traffic Signal Improvements.

(b) Traffic Signal Improvements Scheduled for Installation.

The data in Table 2 indicates that 2 of the 8 study intersections operate within acceptable limits during both the AM and PM peak hour periods (LOS C or better). The remaining 6 intersections operate within unacceptable levels (LOS D-F) during one or both peak hour periods. It should be mentioned that the LOS values for the Hall Road and Las Lomas Drive intersection were estimated to reflect the recently installed traffic signal control. As previously stated, traffic signal improvements are scheduled to be installed at the Hall Road and San Miguel Canyon Road intersection. The traffic signal improvements will be installed upon completion of the Elkhorn Slough bridge improvements on San Miguel Canyon Road (south of Hall Road).

III. PROJECT CONDITIONS

As stated in the Introduction, the project (GPZ 06-004) includes the rezoning of 12 acres from agricultural to visitor serving commercial land uses. Since the zone change does not include a specific development proposal, a preliminary land use plan was assumed for the traffic analysis. The preliminary plan was developed from the various uses allowed under the "visitor serving" commercial zoning (ie: hotels, motels, inns, restaurants, service stations, recreational vehicle parks, employee housing, day care centers, etc). The following land uses were assumed for the project site preliminary plan:

1. Motel - 50 Rooms
2. Quality Sit Down Restaurant - 3,500 Square Foot (SF)
3. Fast Food Restaurant, with Drive Through - 2,500 SF
4. Service Station with Convenience Market - 10 Fueling Stations

Development of the project site will require the construction of a full access driveway on Salinas Road. Project improvements will also include the appropriate frontage improvements on Salinas Road as required to facilitate the future widening.

Trip Generation and Assignment

An estimate of trip generation quantities associated with the preliminary uses was derived using data contained in the Institute of Transportation Engineers (ITE) Trip Generation Manual (7th Edition). The ITE trip generation rates are presented in Table 3.

Table 3 - ITE Trip Generation Rates

Land Use (ITE Code)	Unit	Number of Vehicle Trips Per Unit				
		AM Peak Hr.		PM Peak Hr.		Daily
		IN	OUT	IN	OUT	
Motel (#320)	Room	0.23	0.41	0.31	0.27	9.11
Quality Restaurant (#931)	1,000 SF	0.42	0.39	5.02	2.47	89.95
Fast Food Restaurant, w/ D.T (#934)	1,000 SF	27.09	26.02	18.01	16.63	496.12
Service Station, w/ Conv. Market (#945)	(a)	5.03	5.03	6.69	6.69	162.78

(a) Number of vehicle trips estimated using the number of fueling stations.

The project site trip generation estimates were derived for the preliminary uses using the ITE trip generation rates in Table 3. Data contained in the ITE Trip Generation Handbook (2nd Edition) indicates that a portion of the trips associated with the commercial uses will be "pass-by" type trips, coming from traffic already on the local street system. The ITE data demonstrates that the average pass-by trip reduction for the restaurant and service station uses could range from about 45-55% (copy of ITE data included with Appendix Material). The "Guide for the Preparation of Traffic Impact Studies" published by Monterey County (October 2003) also allows a reduction for pass-by trips (retail oriented development). The County guidelines state that, "reductions greater than 15% require consultation and acceptance by Monterey County Public Works." Based on the type of uses and the location of the project site, it is anticipated that the actual pass-

by trip rate will be much higher than 15%. Therefore, the project site trip generation estimates were derived using a 40% pass-by trip reduction for the (1) quality restaurant, (2) fast food restaurant and (3) service station uses. The project site trip generation estimates are presented in Table 4.

Table 4 - Project Site Trip Generation Estimates

Project Component	Number of Vehicle Trips				Daily
	AM Peak Hour		PM Peak Hour		
	IN	OUT	IN	OUT	
Preliminary Land Uses :					
Motel - 50 Occupied Rooms	12	20	15	14	456
3,500 SF Quality Restaurant	2	1	17	9	316
2,500 SF Fast Food Restaurant (with Drive Through)	68	65	45	42	1,240
Service Station - 10 Fueling Station (with Convenience Market)	51	50	67	67	1,628
Total Project Site Trips :	133	136	144	132	3,640
Pass-By Trip Reductions (a) :	-48	-46	-52	-47	-1,274
New External Trips :	85	90	92	85	2,366

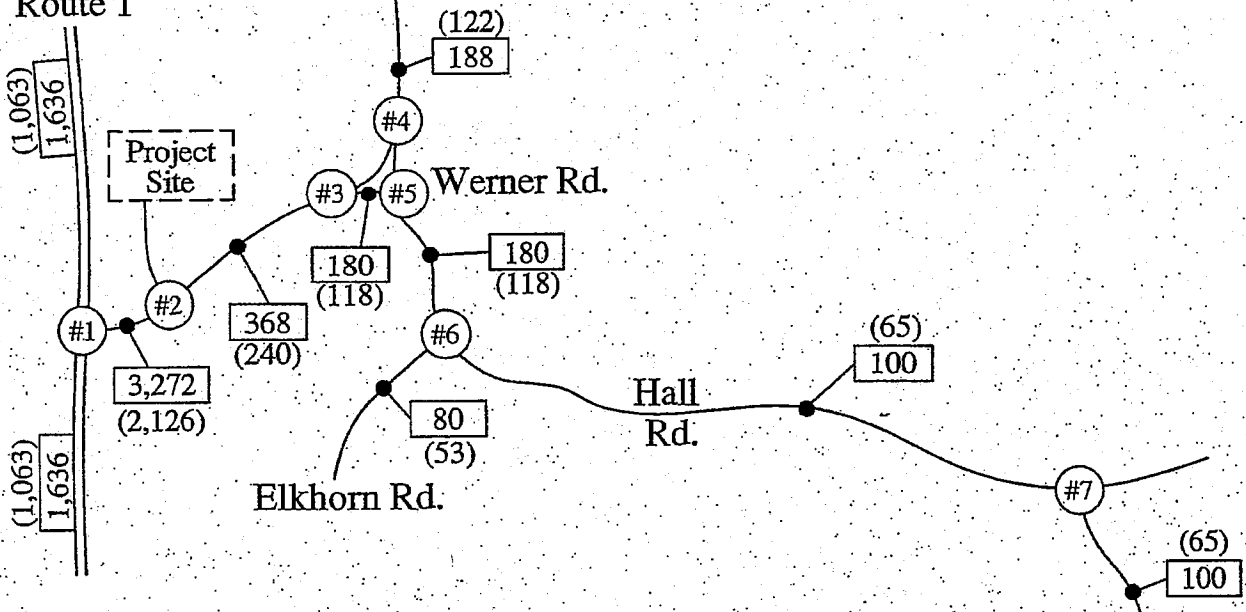
(a) A pass-by trip reduction of 40% for the restaurant and service stations uses.

The data in Table 4 indicates that the preliminary uses will generate a total of 3,640 trips per day; with 269 trips during the AM peak hour (133 inbound and 136 outbound) and 276 trips during the PM peak hour (144 inbound and 132 outbound). It is estimated that the project site will generate external demands of about 2,366 trips per day; with 175 trips during the AM peak hour (85 inbound and 90 outbound) and 177 trips during the PM peak hour (92 inbound and 85 outbound). The external demands are about 65% of the total trips and represent the actual new traffic on the local street system. It should be mentioned that the trips associated with the motel use may also account for a portion of the restaurant and service station trips. In addition, the trip generation estimates do not discount for any trips to and from the existing site. Therefore, the project site trip generation estimates presented in Table 4 are considered relatively conservative.

Based on the type of preliminary uses and location of the project site, it is estimated that 85-90% of the project trips will be oriented to and from SR 1 (50/50 split). The remaining 10-15% will come from the local street system (Salinas Road, Elkhorn Road, Hall Road and San Miguel Canyon Road). Figure 3 illustrates the "total" project trips associated with the preliminary land uses. A review of the data on Figure 3 indicates that maximum daily traffic demands will occur on Salinas Road, between SR 1 and project ACCESS driveway (3,272 ADT). It again should be mentioned that the actual number of new trips on the local street system (external demands) will be about 65% of the total trips illustrated on Figure 3. However, the actual turning movements at the project driveway on Salinas Road will reflect the total number of trips generated by the site.

State Route 1

Salinas Rd.



<p>#1 SR1</p> <p>60 (65) ↑</p> <p>61 (59) ↓</p> <p>61 (59) ↓</p> <p>60 (65) ↓</p> <p>Salinas Rd.</p>	<p>#2 Project Dwy.</p> <p>122 (118) ↓</p> <p>14 (14) ↓</p> <p>3,640 ↓</p> <p>13 (14) ↓</p> <p>120 (130) ↓</p> <p>Salinas Rd.</p>
<p>#3</p> <p>Salinas Rd. ← 7 (7)</p> <p>7 (7) →</p> <p>7 (7) →</p> <p>6 (7) ↓</p> <p>Werner Rd.</p>	<p>#4</p> <p>7 (7) ↓</p> <p>7 (7) ↓</p> <p>Elkhorn Rd.</p> <p>Salinas Rd.</p>
<p>#5</p> <p>Elkhorn Rd.</p> <p>Werner Rd.</p> <p>7 (7) ↓</p> <p>6 (7) ↓</p>	<p>#6</p> <p>Hall Rd. ← 3 (4)</p> <p>4 (4) →</p> <p>3 (3) ↓</p> <p>3 (3) ↓</p> <p>Elkhorn Rd.</p>
<p>#7</p> <p>Hall Rd.</p> <p>4 (4) →</p> <p>3 (4) ↓</p> <p>San Miguel Cyn. Rd.</p>	<p>NORTH</p>

LEGEND

- ← 00 (00) = AM (PM) Peak-Hour Traffic Volume
- 000 = Daily Traffic Volume
- (000) = External Daily Traffic Volume

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**FIGURE 3
TOTAL PROJECT
TRAFFIC VOLUMES**

Level of Service Analysis

The analysis of projection conditions is essentially an evaluation of "existing plus project" traffic conditions. Since the proposed zone change does not include a specific development the evaluation of project conditions (existing plus project) is qualitative in nature and identifies areas which will need further study when a specific development is proposed. The total existing plus project traffic demands are comprised of the existing volumes (Figure 2) and the external project traffic demands (65% of total project volumes on Figure 3). The external daily traffic demands will not impact the 5 roadway segments currently operating within acceptable limits, LOS C or better (refer to Table 1, page 4). However, the project will significantly increase daily traffic volumes on Salinas Road between the project site and SR 1 (approximately 19%), and add traffic to the 4 study roadway segments operating within the LOS D-F range. Development of the project site has a potential to significantly impact daily operations on SR 1 (south of Salinas Road), Elkhorn Road (Werner Road to Hall Road) and Hall Road (east of Elkhorn Road). The project also has a potential to impact peak hour operations at the 6 study intersections currently operating within unacceptable levels (LOS D-F). As previously mentioned, traffic signal improvements are scheduled for the Hall Road and San Miguel Canyon Road intersection which will improve existing conditions. Therefore, it is anticipated that the project will not impact operations at this intersection. Future improvements planned for the State and local street systems are discussed under the General Plan conditions.

Project Access

The evaluation of potential impacts also includes a review of project access on Salinas Road (ie: vehicle speeds, sight distance and turn lane channelization warrants). A random sampling of vehicle speeds was collected on Salinas Road during "free-flowing" conditions. The data indicated that average vehicle speeds in the eastbound direction were approximately 40 miles per hour (mph), while average speeds in the westbound direction were about 45 mph. The adequacy of "corner" sight distance was performed using the guidelines in the Caltrans Highway Design Manual (HDM), Topic 405. Under Topic 405.1 "Sight Distance," the 7 1/2 second criterion is used to evaluate the adequacy of "corner" sight distance (Table 405.1A). This is the minimum time allowable for the "waiting vehicle to either cross all lanes of through traffic, cross the near lanes and turn left, or right, without requiring through traffic to radically alter their speed." The measurement of sight distance using time incorporates the actual vehicle speeds. Sight distance measurements were also recorded during "free-flowing" conditions looking both east and west along Salinas Road (at a point about 10' north of the existing shoulder stripe). The availability of sight distance looking both east and west is less than 6 seconds. Copies of the vehicle speed and sight distance data are included with the Appendix Material.

As previously stated, the development of the project site will require the construction of a full access driveway on Salinas Road, including the appropriate frontage improvements. The project frontage improvements will also need to facilitate the future widening of Salinas Road. The existing plus project driveway volumes will not quite satisfy the peak hour traffic signal warrant criteria (warrant #3) contained in the Manual on Uniform Traffic Control Devices (MUTCD), 2003 Edition. However, the 70% warrant criteria will be satisfied. Due to the close proximity of the driveway to SR 1, it is anticipated that traffic signal control will be required to maintain acceptable levels of service on Salinas Road. The evaluation of project access also includes a review of channelization warrants for Salinas Road. Left turn lane warrant criteria published by

Monterey County (Appendix D-2 of the Guide for the Preparation of Traffic Impact Studies) and the American Association of State Highway and Transportation Officials (AASHTO-A Policy on Geometric Design of Highways and Streets) was reviewed for the evaluation. The existing plus project peak hour turning movements at the project driveway will exceed the minimum left turn lane warrant criteria (Monterey County and AASHTO). Therefore, an eastbound left turn lane will be required on Salinas Road at the project driveway. Copies of the MUTCD traffic signal warrant, and the County and AASHTO left turn lane warrant criteria are included with the Appendix Material.

The evaluation of project conditions (existing plus project volumes) indicates that development of the project site will impact traffic operations on SR 1 (south of Salinas Road) and Salinas Road, and possibly Elkhorn Road and Hall Road. In addition, project traffic will also impact operations at the SR 1 and Salinas Road intersection, and possibly other local intersections that currently operating within unacceptable limits (LOS D-F). Therefore, it is concluded that the appropriate mitigation measures will be required to accommodate the additional traffic that could be generated by the development of the project site.

IV. GENERAL PLAN CONDITIONS

The analysis of General Plan traffic conditions is based on data contained in the 2003 Rancho Los Robles TIA and the various reference reports, as well as additional data provided by the County. The General Plan daily traffic volume projection data for the study street system is illustrated on Figure 4. The current land use designation (agriculture) for the project site (12 acres) does not generate any significant amounts of traffic for the future General Plan scenario. Therefore, the trips associated with the proposed zone change project (GPZ 06-004) will increase the current General Plan traffic projections. The traffic projection data on Figure 4 represents the "base line" General Plan conditions, without any traffic generated by the project site. It should be mentioned that Monterey County is currently in the process of updating the existing General Plan (1982). Upon adoption of the 2006 General Plan Update, some of the future traffic volume projection data and/or future improvement requirements may change.

Level of Service Analysis

Similar to the analysis conducted for the "project" conditions, the analysis of General Plan conditions also evaluates the potential impacts associated with the proposed zone change project (GPZ 06-004). The analysis of roadway segments was conducted with and without the addition trips associated with the development of the project site. Table 5 presents the General Plan daily traffic volume projections and LOS values (with and without the project trips) for the 9 study roadway segments.

Table 5 - General Plan Roadway Segment LOS Analysis

Roadway Segment	LOS C Threshold	Daily Traffic / LOS Value	
		Base Line Conditions	Plus GPZ 06-004
SR 1, North of Salinas Rd.	57,000	42,200 / C	43,263 / C
SR 1, South of Salinas Rd.	12,000	42,350 / F	43,413 / F
Salinas Rd., SR 1 - Elkhorn Rd.	14,500	17,642 / E	17,882 / E
Salinas Rd., North of Elkhorn Rd.	22,000	20,250 / C	20,372 / C
Werner Rd., Salinas Rd. - Elkhorn Rd.	9,000	11,990 / E	12,108 / F
Elkhorn Rd., Werner Rd. - Hall Rd.	12,000	28,123 / F	28,241 / F
Hall Rd., Elkhorn Rd. - San Miguel Cyn. Rd.	12,000	28,060 / F	28,125 / F
San Miguel Cyn. Rd., East of Hall Rd.	12,000	12,520 / D	12,520 / D
San Miguel Cyn. Rd., South of Hall Rd.	12,000	19,320 / E	19,385 / E

The data in Table 5 indicates that the "base line" General Plan traffic projections (without project) will degrade daily traffic operations from acceptable to unacceptable levels on Salinas Road (SR 1 to Elkhorn Road), Werner Road (Salinas Road to Elkhorn Road) and San Miguel Canyon Road (east of Hall Road). In addition, the buildout of General Plan land uses will also further impact daily operations on SR 1 (south of Salinas Road), Elkhorn Road (Werner Road to

State
Route 1

42,200

42,350

Salinas Rd.

20,250

17,642

Werner Rd.

11,990

28,123

Elkhorn Rd.

Hall
Rd.

28,060

12,520

San Miguel
Cyn. Rd.

19,320

LEGEND

000 = Annual Average Daily Traffic (AADT) Volume



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FIGURE 4
GENERAL PLAN
TRAFFIC VOLUMES

Hall Road), Hall Road (Elkhorn Road to San Miguel Canyon Road) and San Miguel Canyon Road (south of Hall Road). As stated under the project conditions, development of the project site will significantly increase daily traffic volumes and potentially impact operations on Salinas Road between the project site and SR 1. Based on the data presented in Table 5 the project trips also have a potential to further degrade daily operations on Werner Road (LOS E to LOS F).

Table 6 presents the General Plan peak hour intersection LOS values (without the project trips). In addition, the General Plan LOS values do not assume that any of the identified future improvements are in place.

Table 6 - General Plan Peak Hour Intersection LOS Analysis

Intersection	Peak Hour	Level of Service (b)
SR 1 / Salinas Rd.	AM	F (C)
	PM	F (C)
Salinas Rd. / Werner Rd.	AM	E (C)
	PM	C (C)
Salinas Rd. / Elkhorn Rd.	AM	C (B)
	PM	F (B)
Werner Rd. / Elkhorn Rd.	AM	C (B)
	PM	F (D)
Elkhorn Rd. / Hall Rd.	AM	F (A)
	PM	F (B)
Hall Rd. / Las Lomas Dr. (a)	AM	B
	PM	C
Hall Rd. / Sill Rd.	AM	F (B)
	PM	F (A)
Hall Rd. / San Miguel Cyn. Rd. (a)	AM	B
	PM	C

(a) LOS Based on Traffic Signal Control.

(b) Numbers in Parenthesis Assume Traffic Signal Control.

The data in Table 6 indicates that General Plan peak hour traffic projections (without project) will degrade operations from acceptable to unacceptable levels at 3 intersections (Salinas Road / Werner Road, Elkhorn Road / Hall Road and Hall Road / Sill Road). In addition, the buildout of General Plan land uses will also further impact peak hour operations at the SR 1 / Salinas Road, Salinas Road / Elkhorn Road and Werner Road / Elkhorn Road intersections. Future peak hour LOS values at the Hall Road / Las Lomas Drive and Hall Road / San Miguel Canyon Road intersections are projected to be within acceptable limits during both the AM and PM peak hour periods (LOS C or better). The additional trips associated with the development of the project site will increase future peak hour traffic demands and potentially impact operations at the 6 intersections projected to operate at unacceptable levels (LOS D-F).

Identified Future Improvements

The evaluation of existing and General Plan traffic conditions indicates that numerous roadway segments and intersections currently operate and will continue to operate within unacceptable limits (LOS D-F). Identified future improvements for this portion of Monterey County have been defined in the North County Circulation Study (NCCS-October 1998). Future roadway improvements include the widening of SR 1 (south of Salinas Road), Salinas Road, Elkhorn Road, Hall Road and San Miguel Canyon Road to 4 lanes. In addition, the future improvements also include the installation of an interchange at the SR 1 / Salinas Road intersection, and traffic signal control at the Salinas Road / Werner Road, Salinas Road / Elkhorn Road, Werner Road / Elkhorn Road, Elkhorn Road / Hall Road and Hall Road / Sill Road intersections. These future improvements will improve overall traffic operations on the various roadway segments and at the study intersections (refer to Table 6).

As stated under Existing Conditions, Monterey County's current threshold for acceptable traffic operations is LOS C. It should be mentioned that the 2006 General Plan Update proposes to change the existing LOS C threshold to LOS D. Therefore, the adoption of the 2006 General Plan Update will allow LOS D operations, but will not eliminate any of the identified future improvements.

V. MITIGATION MEASURES

The analysis of project (existing plus project) and General Plan traffic conditions concluded that the development of the project site has a potential to significantly impact operations on SR 1 (south of Salinas Road), Salinas Road (between project site and SR 1), Werner Road, Elkhorn Road and Hall Road. In addition, the project will also add traffic and potentially impact peak hour operations at the 6 intersections projected to operate at unacceptable levels (General Plan conditions). Since the proposed zone change project (GPZ 06-004) does not include a specific development at this time, the evaluation of potential impacts is qualitative in nature and only identifies those areas which should be further studied when a specific development is proposed. Therefore, no project specific mitigation measures are proposed.

The mitigation measures discussed in the 2003 Rancho Los Robles TIA require developers to pay their "fair-share" of the costs towards the identified future improvements. The project's "fair-share" contribution towards the identified regional improvements (widen SR 1 south of Salinas Road) will be based on the fees defined Transportation Agency for Monterey County (Nexus Study, May 14, 2004). The project's "fair-share" contribution towards the local County improvements will be derived based on the actual project's percentage (net increase) of the General Plan traffic and then multiplied by the estimated future improvement costs.

As discussed under project conditions, the development of the project site will require the construction of a full access driveway on Salinas Road. Project improvements will also include the appropriate frontage improvements on Salinas Road to accommodate the future widening to 4 lanes. The project improvements may also need to include the installation of traffic signal control at the Salinas Road driveway and installation of an eastbound left turn lane on Salinas Road. The design of project frontage and driveway improvements shall be coordinated with the Salinas Road Interchange Project (Caltrans).

END

APPENDIX MATERIAL

Contents:

- Level of Service (LOS) Descriptions
- Level of Service 24-Hour ADT Volume Criteria
- Level of Service (LOS) Value - Vehicle Delay Relationship Data
- ITE Trip Generation Handbook Pass By Trip Data
- Salinas Road Vehicle Speed and Sight Distance Data
- MUTCD Peak Hour Traffic Signal Warrant Graph
- Monterey County Left Turn Lane Warrant Criteria
- AASHTO Left Turn Lane Warrant Criteria

The ability of a highway system to carry traffic is expressed in terms of its "service Level" at critical locations, usually intersections. Service levels are defined as follows:

- "A" Conditions of free unobstructed flow, no delays and all signal phases sufficient in duration to clear all approaching vehicles.
- "B" Conditions of stable flow, very little delay, a few phases are unable to handle all approaching vehicles.
- "C" Conditions of stable flow, delays are low to moderate, full use of peak direction signal phase(s) is experienced.
- "D" Conditions approaching unstable flow, delays are moderate to heavy, significant signal time deficiencies are experienced for short durations during the peak traffic period.
- "E" Conditions of unstable flow, delays are significant, signal phase timing is generally insufficient, congestion exists for extended duration throughout the peak period.
- "F" Conditions of forced flow, travel speeds are low and volumes are well above capacity. This condition is often caused when vehicles released by an upstream signal are unable to proceed because of back-ups from a downstream signal.

Roadway Type	LOS A	LOS B	LOS C	LOS D	LOS E
8 Lane Freeway	51,000	79,000	112,000	136,000	146,000
6 Lane Freeway	39,000	59,000	85,000	102,000	110,000
4 Lane Freeway	26,000	40,000	57,000	69,000	74,000
8 Lane Expressway	35,000	54,000	75,000	90,000	98,000
6 Lane Expressway	28,000	42,000	56,000	67,000	74,000
4 Lane Expressway	18,000	27,000	36,000	45,000	50,000
8 Lane Divided Arterial (with Left-Turn Lanes)	40,000	47,000	54,000	61,000	68,000
6 Lane Divided Arterial (with Left-Turn Lanes)	32,000	38,000	43,000	49,000	54,000
4 Lane Divided Arterial (with Left-Turn Lanes)	22,000	25,000	29,000	32,500	36,000
4 Lane Undivided Arterial (with Left-Turn Lanes)	19,000	22,000	25,500	28,000	31,500
4 Lane Undivided Arterial (without Left-Turn Lanes)	16,000	19,000	22,000	24,000	27,000
2 Lane Arterial (with Left-Turn Lanes)	11,000	12,500	14,500	16,000	18,000
2 Lane Arterial (without Left-Turn Lanes)	8,500	10,000	11,750	13,250	15,000
2 Lane Rural Highway	4,000	8,000	12,000	17,000	25,000
2 Lane Collector	6,000	7,500	9,000	10,500	12,000
2 Lane Local	1,200	1,400	1,600	1,800	2,000

Source data contained in the Highway Capacity Manual (2000HCM)

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**LEVEL OF SERVICE
24 HOUR ADT VOLUME
THRESHOLD CRITERIA**

930 San Benito Street - Hollister, CA 95023
(831) 638-9260 / FAX (831) 638-9268

**APPENDIX
MATERIAL**

TWO-WAY STOP SIGN CONTROLLED INTERSECTIONS

EXHIBIT 17-2. LEVEL-OF-SERVICE CRITERIA FOR TWSC INTERSECTIONS

Level of Service	Average Control Delay (s/veh)
A	0-10
B	> 10-15
C	> 15-25
D	> 25-35
E	> 35-50
F	> 50

ALL-WAY STOP SIGN CONTROLLED INTERSECTIONS

The level-of-service criteria are given in Exhibit 17-22. The criteria for AWSC intersections have different threshold values than do those for signalized intersections primarily because drivers expect different levels of performance from distinct types of transportation facilities. The expectation is that a signalized intersection is designed to carry higher traffic volumes than an AWSC intersection. Thus a higher level of control delay is acceptable at a signalized intersection for the same LOS.

EXHIBIT 17-22. LEVEL-OF-SERVICE CRITERIA FOR AWSC INTERSECTIONS

Level of Service	Control Delay (s/veh)
A	0-10
B	> 10-15
C	> 15-25
D	> 25-35
E	> 35-50
F	> 50

SIGNALIZED INTERSECTIONS

The average control delay per vehicle is estimated for each lane group and aggregated for each approach and for the intersection as a whole. LOS is directly related to the control delay value. The criteria are listed in Exhibit 16-2.

EXHIBIT 16-2. LOS CRITERIA FOR SIGNALIZED INTERSECTIONS

LOS	Control Delay per Vehicle (s/veh)
A	≤ 10
B	> 10-20
C	> 20-35
D	> 35-55
E	> 55-80
F	> 80

Trip Generation Handbook

Second Edition

An ITE Recommended Practice



June 2004

Institute of Transportation Engineers

Table 5.20
Pass-By Trips and Diverted Linked Trips
Weekday, p.m. Peak Period

Land Use 912—Drive-in Bank

SIZE (1,000 SQ. FT. GFA)	LOCATION	WEEKDAY SURVEY DATE	NO. OF INTERVIEWS	TIME PERIOD	PRIMARY TRIP (%)	NON-PASS- BY TRIP (%)	DIVERTED LINKED TRIP (%)	PASS-BY TRIP (%)	ADJ. STREET PEAK HOUR VOLUME	SOURCE
16.0	Overland Park, KS	Dec. 1988	20	4:30-5:30 p.m.	55	—	30	15	n/a	n/a
3.3	Louisville area, KY	Jul. 1993	n/a	4:00-6:00 p.m.	22	—	30	48	2,570	Barton-Aschman Assoc.
3.4	Louisville area, KY	Jul. 1993	n/a	4:00-6:00 p.m.	22	—	14	64	2,266	Barton-Aschman Assoc.
3.4	Louisville area, KY	Jul. 1993	75	4:00-6:00 p.m.	11	—	32	57	1,955	Barton-Aschman Assoc.
3.5	Louisville area, KY	Jun. 1993	53	4:00-6:00 p.m.	32	—	21	47	2,785	Barton-Aschman Assoc.
6.4	Louisville area, KY	Jun. 1993	66	4:00-6:00 p.m.	20	—	27	53	2,610	Barton-Aschman Assoc.

Average Pass-By Trip Percentage: 47

Table 5.21
Pass-By Trips and Diverted Linked Trips
Weekday, p.m. Peak Period

Land Use 931—Quality Restaurant

SEATS	SIZE (1,000 SQ. FT. GFA)	LOCATION	WEEKDAY SURVEY DATE	NO. OF INTERVIEWS	TIME PERIOD	PRIMARY TRIP (%)	NON-PASS- BY TRIP (%)	DIVERTED LINKED TRIP (%)	PASS-BY TRIP (%)	ADJ. STREET PEAK HOUR VOLUME	SOURCE
240	12	Louisville area, KY	Jul. 1993	38	4:00-6:00 p.m.	36	—	38	26	4,145	Barton-Aschman Assoc.
n/a	8	Orlando, FL	1992	168	4:00-8:00 p.m.	—	55	—	45	n/a	TPD Inc.
n/a	8.8	Orlando, FL	1992	84	2:00-6:00 p.m.	40	—	16	44	n/a	TPD Inc.
n/a	6.5	Orlando, FL	1995	173	2:00-6:00 p.m.	—	38	—	62	n/a	TPD Inc.

Average Pass-By Trip Percentage: 44

Table 5.24
Pass-By Trips and Diverted Linked Trips
Weekday, p.m. Peak Period

Land Use 934—Fast-Food Restaurant with Drive-Through Window

SEATS	SIZE (1,000-SQ. FT. GFA)	LOCATION	WEEKDAY SURVEY DATE	NO. OF INTERVIEWS	TIME PERIOD	PRIMARY TRIP (%)	NON-PASS- BY TRIP (%)	DIVERTED LINKED TRIP (%)	PASS-BY TRIP (%)	ADJ. STREET PEAK HOUR VOLUME	SOURCE
n/a	~2.6	Minn-St. Paul, MN	1987	50	3:00-7:00 p.m.	27	—	48	25	n/a	n/a
n/a	<5.0	Chicago suburbs, IL	1987	80	3:00-6:00 p.m.	—	62	—	38	n/a	Kenig, O'Hara, Humes, Flock
n/a	<5.0	Chicago suburbs, IL	1987	100	3:00-6:00 p.m.	—	45	—	55	n/a	Kenig, O'Hara, Humes, Flock
n/a	<5.0	Chicago suburbs, IL	1987	159	3:00-6:00 p.m.	—	44	—	56	n/a	Kenig, O'Hara, Humes, Flock
n/a	<5.0	Chicago suburbs, IL	1987	225	3:00-6:00 p.m.	—	52	—	48	n/a	Kenig, O'Hara, Humes, Flock
n/a	<5.0	Chicago suburbs, IL	1987	88	3:00-6:00 p.m.	—	65	—	35	n/a	Kenig, O'Hara, Humes, Flock
n/a	<5.0	Chicago suburbs, IL	1987	84	3:00-6:00 p.m.	—	56	—	44	n/a	Kenig, O'Hara, Humes, Flock
88	1.3	Louisville area, KY	1993	n/a	4:00-6:00 p.m.	22	—	10	68	2,055	Barton-Aschman Assoc.
120	1.9	Louisville area, KY	1993	33	4:00-6:00 p.m.	24	—	9	67	2,447	Barton-Aschman Assoc.
87	4.2	New Albany, IN	1993	n/a	4:00-6:00 p.m.	25	—	19	56	1,632	Barton-Aschman Assoc.
150	3.0	Louisville area, KY	1993	n/a	4:00-6:00 p.m.	31	—	38	31	4,250	Barton-Aschman Assoc.
n/a	3.1	Kissimmee, FL	1995	28	2:00-6:00 p.m.	—	29	n/a	71	n/a	TPD Inc.
n/a	3.1	Apopka, FL	1996	29	2:00-6:00 p.m.	—	62	n/a	38	n/a	TPD Inc.
n/a	2.8	Winter Springs, FL	1995	47	2:00-6:00 p.m.	—	34	—	66	n/a	TPD Inc.
n/a	4.3	Longwood, FL	1994	304	2:00-6:00 p.m.	—	38	—	62	n/a	TPD Inc.
n/a	3.2	Altamonte Springs, FL	1996	202	2:00-6:00 p.m.	39	—	21	40	n/a	TPD Inc.
n/a	2.9	Winter Park, FL	1996	271	2:00-6:00 p.m.	41	—	18	41	n/a	TPD Inc.
n/a	3.3*	several	1996	varies	4:00-6:00 p.m.	—	38	—	62	n/a	Oracle Engineering

* Average of several combined studies.
Average Pass-By Trip Percentage: 50

Table 5.30
Pass-By Trips and Diverted Linked Trips
Weekday, p.m. Peak Period

Land Use 945—Gasoline/Service Station with Convenience Market

SIZE (1,000 SQ. FT. GFA)	VEHICLE FUELING POSITIONS	LOCATION	WEEKDAY SURVEY DATE	NO. OF INTERVIEWS	TIME PERIOD	PRIMARY TRIP (%)	NON-PASS- BY TRIP (%)	DIVERTED LINKED TRIP (%)	PASS-BY TRIP (%)	ADJ. STREET PEAK HOUR VOLUME	SOURCE
0.8	8	Louisville area, KY	1993	83	4:00–6:00 p.m.	8	—	40	52	4,965	Barton-Aschman Assoc.
0.6	8	Louisville, KY	1993	60	4:00–6:00 p.m.	20	—	27	53	1,491	Barton-Aschman Assoc.
0.7	10	Louisville, KY	1993	n/a	4:00–6:00 p.m.	19	—	24	57	1,812	Barton-Aschman Assoc.
0.7	8	Louisville area, KY	1993	n/a	4:00–6:00 p.m.	7	—	21	72	2,657	Barton-Aschman Assoc.
0.7	10	Louisville area, KY	1993	n/a	4:00–6:00 p.m.	16	—	29	55	2,657	Barton-Aschman Assoc.
0.8	8	Silver Spring, MD	1992	36	4:00–6:00 p.m.	14	—	19	67	3,095	RBA
0.4	8	Derwood, MD	1992	46	4:00–6:00 p.m.	11	—	43	46	3,770	RBA
2.1	8	Kensington, MD	1992	31	4:00–6:00 p.m.	13	—	35	52	1,785	RBA
1	8	Silver Spring, MD	1992	35	4:00–6:00 p.m.	3	—	43	54	7,080	RBA

Average Pass-By Trip Percentage: 56

PINNACLE TRAFFIC ENGINEERING

930 San Benito Street
Hollister, California 95023
(831) 638-9260 • FAX (831) 638-9268
PinnacleTE.com (PTE@sbcglobal.net)

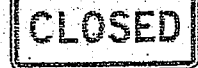
PROJECT: Zone Change (GPZ 06-004); Monterey County, CA Project Traffic Impact Report (August 29, 2006)

Sight Distance Measures (Seconds):

<u>Data #</u>	<u>Looking West (Eastbound)</u>	<u>Looking East (Westbound)</u>
1.	7	6
2.	11	6
3.	4	5
4.	5	6
5.	4	5
6.	5	5
7.	6	5
8.	4	6
9.	6	8
10.	7	5
11.		
12.		
13.		
14.		
15.		
Totals :	59	57

Ave. Sight Distance Looking West : $59 / 10 = 5.90$ Seconds

Ave. Sight Distance Looking East : $57 / 10 = 5.70$ Seconds



Manual on Uniform Traffic Control Devices

for Streets and Highways

2003 EDITION

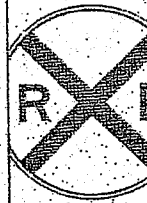
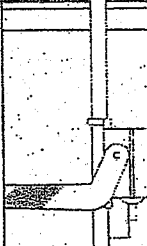
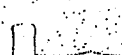
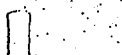
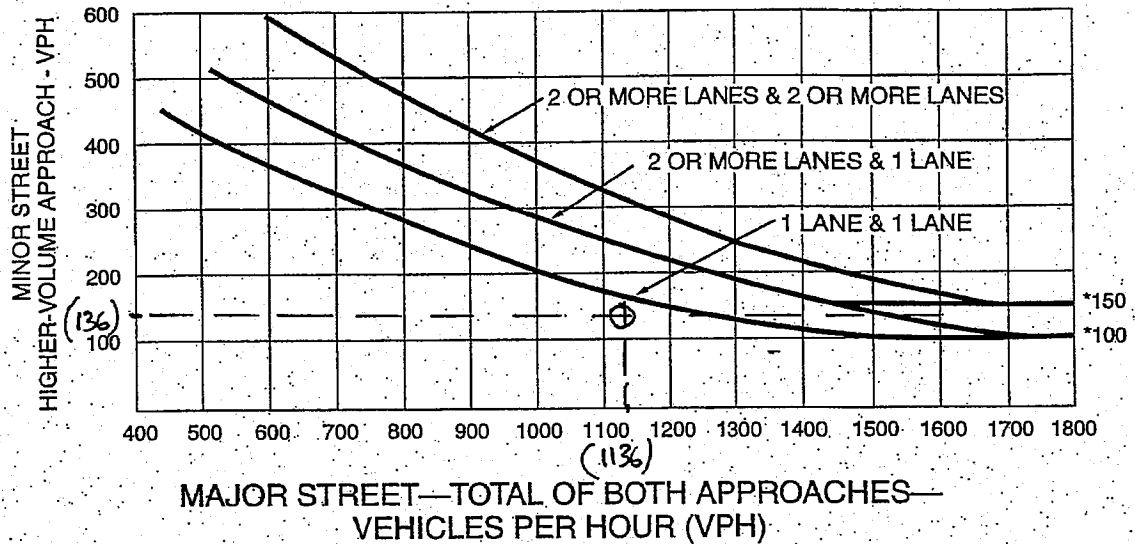


Figure 4C-3. Warrant 3, Peak Hour

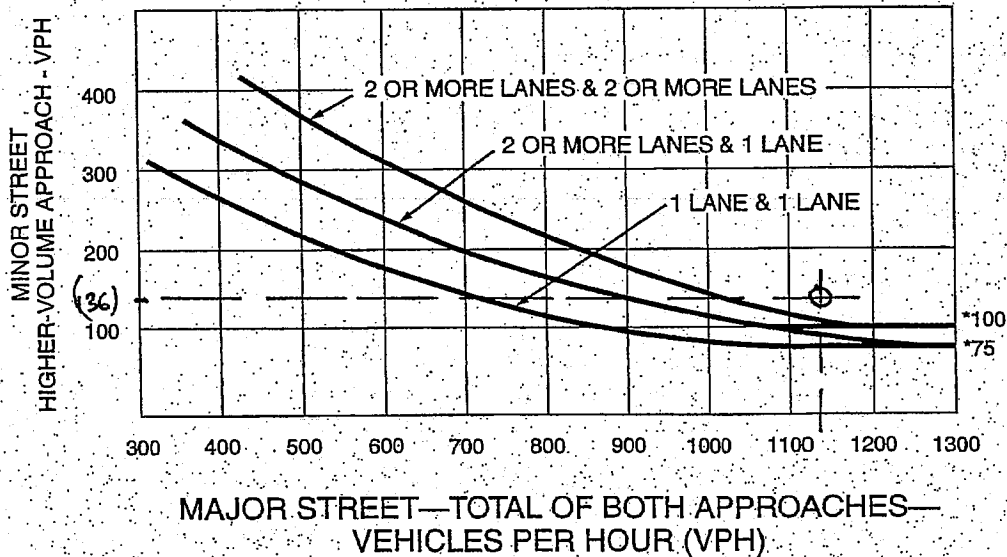


*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

EXISTING + PROJECT	AM PEAK HOUR	PM PEAK HOUR
- PROJECT DRIVEWAY →	136	132
* SALINAS ROAD (BOTH APPROACHES) →	1130	911

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 70 km/h OR ABOVE 40 mph ON MAJOR STREET)



*Note: 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 approach with one lane.

(* SOURCE - 2003 RANCHO LOS ROBLES TIA

APPENDIX D-2

TRAFFIC IMPACT STUDIES SIGNIFICANCE CRITERIA

For Signalized Intersections:

A significant impact would occur if an intersection operating at LOS A, B, or C, degrades to D, E, F. For intersections already operating at unacceptable levels D and E, a significant impact would occur if a project adds 0.01 during peak hour or more to the critical movement's volume-to-capacity ratio. If the intersection is already operating at LOS F any increase (one vehicle) in the critical movement's volume-to-capacity ratio is considered significant.

For Unsignalized Intersections:

A significant impact would occur if any traffic movement has LOS F or any traffic signal warrant is met.

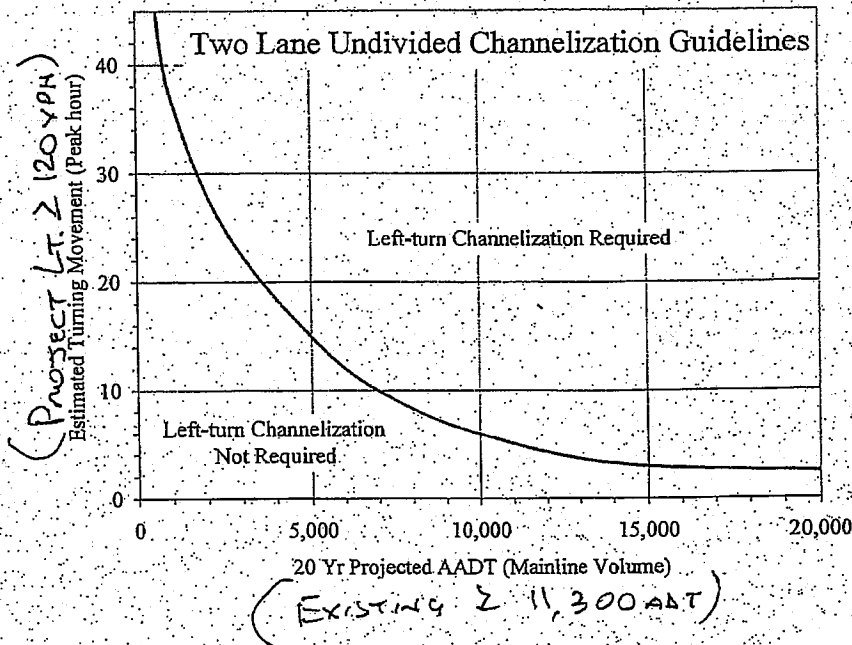
For Roadway Segments:

A significant impact would occur if a roadway segment operating at A through E degrades to a lower level of service of D, E, or F. If a segment is already operating at LOS F any increase during peak hour (one vehicle) is considered significant.

Use the latest edition of the Highway Capacity Manual to determine levels of service.

Left Turn Channelization Policy

Left turn lanes (pockets) are required based on a policy adopted by Monterey County. Below is the nomograph for said policy. Trip rates generated would normally be based on the ITE Trip Generation Manual fitted-curve equation for the specific land use proposed.



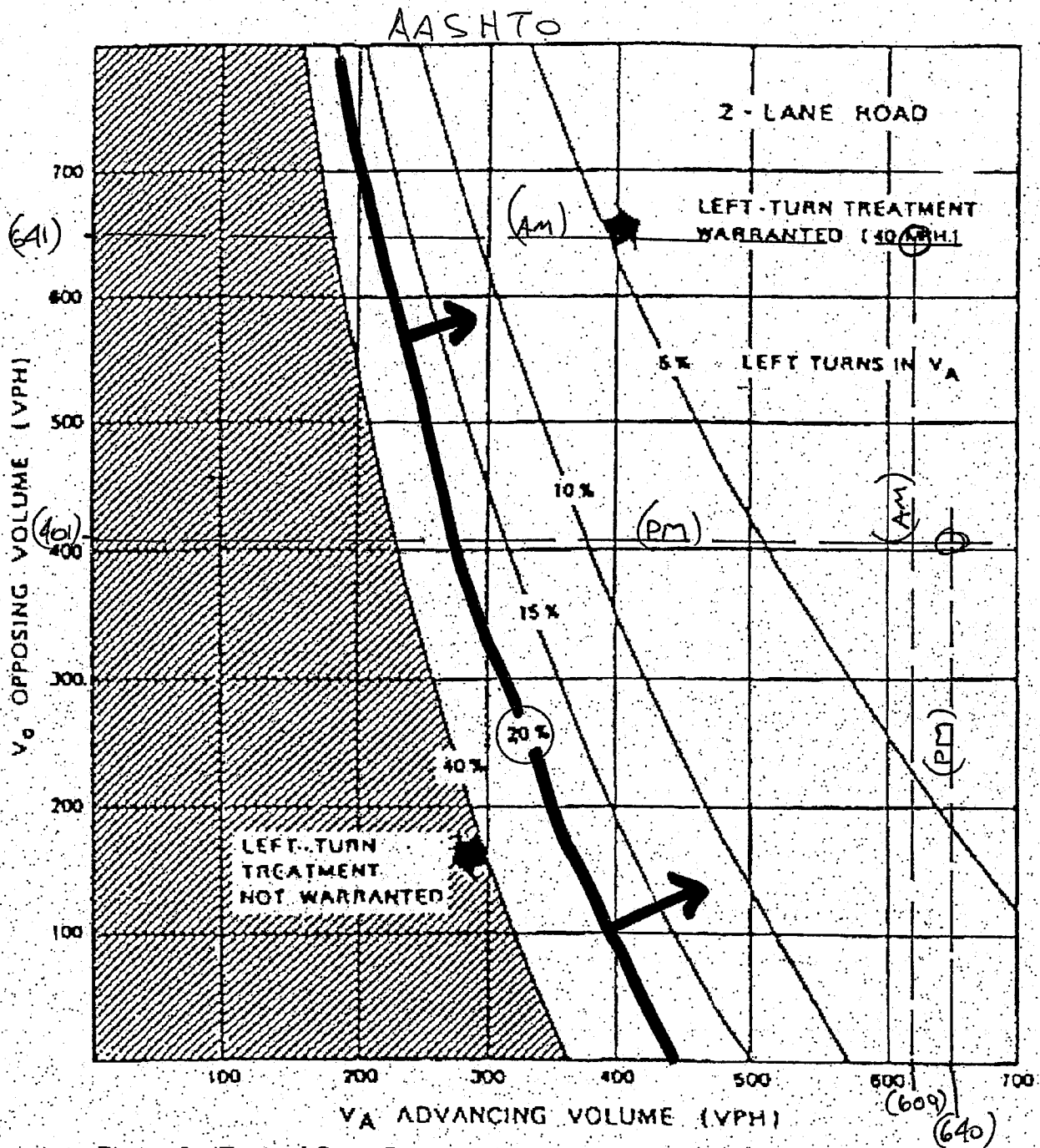


Figure 2: Typical State Design Manual Graph of Left Turn Lane Warrant Conditions on Two-Lane Highways at 40 mph.

EXISTING + PROJECT VOLUMES :

	V_A		V_0		% LT	
	AM	PM	AM	PM	AM	PM
PROJECT DRIVEWAY \Rightarrow	120	130				
SALINAS ROAD (*) \Rightarrow	609	640	641	401	20%	20%

PINNACLE TRAFFIC ENGINEERING

2 LANE ROADWAY (40 MPH)
LEFT-TURN LANE WARRANT CRITERIA

930 San Benito Street - Hollister, CA 95023
(831) 638-9260 / FAX (831) 638-9268

(*) - SOURCE, 2003 RANCHO LOS ROBLES TIA.

Exhibit G

**Memo from Agricultural Commissioner's
Office dated 11/20/2009**

Date: November 20, 2009
To: Agricultural Advisory Committee
Fr: Dawn Mathes, Agricultural Program Manager
Subject: R& L Land Company General Plan Amendment and Rezoning (GPZ060610)
Agricultural Suitability Assessment

Attached is the Agricultural Suitability Assessment for the proposed R& L Land Company General Plan Amendment and Rezoning project. The Assessment parameters considered are based on a modified version of the Rural Valley Lands Plan, a Land Evaluation and Site Assessment (LESA) model. Though the County of Monterey has not developed a similar guidance document for the evaluation of projects proposing agricultural land conversion locally, our office has used the modified Rural Valley Lands Plan as an informational tool in the past.

Consultation with Tom Moss, Monterey County Water Resources Agency, Bob Schubert, Planning Department, and Marc Gomes, Agricultural Commissioner's office contributed significantly to the report. Below is a brief description of the factors considered in the Assessment.

I. USDA Capability Class

The parcel soils are Elkhorn fine sandy loam. According to the USDA Soil Survey of Monterey County, this soil is used mostly for such specialty crops as artichokes, Brussels sprouts, broccoli, and strawberries. The soil Capability unit is II and the majority of the parcel is classified as Prime Farmland (see attached CLIRR-C and CDC FMMP 2008 maps).

II. Size/Shape of Parcel

The parcel is 12.6 acres in size and regular in shape.

III. Current Use

The parcel is in irrigated agricultural production, including a rotation of strawberries and vegetable crops. The property owner leases the property to the neighbor, who farms it concurrently with the adjoining parcel. The project applicant indicated that the small size of the parcel has significant limitations on the economic viability of the property for continued farming.

IV. Irrigability

The project applicant provided historical water consumption records from 1997-2005 and the utility billing history list through 07/10/2006. Most recent usage totals 25.443 acre feet for 2005.

V. Nearby Parcel Sizes

Attached is an acreage parcel map, illustrating nearby parcel sizes within a 1/4mile radius of the parcel. Nearby parcels range in size from .76 acre to over 200 acres. There are small parcels nearby, but not immediately adjacent to the project site. For a visual of surrounding land uses, a satellite view map (Ortho Photo) is included as an attachment to this report.

VI. Land Uses of Adjoining Parcels

The parcel is located along Salinas Road adjacent to the planned Hwy 1 interchange project that Caltrans will be constructing. Adjacent parcels to the South and East are in commercial agricultural production.

VII. Proximity to Nuisance Areas (Inharmonious to Development)

We did not identify any nuisance areas nearby.

VIII. Proximity to Agricultural Preserves

There are no Williamson Act agricultural preserves nearby (see attached Williamson Act map).

IX. Proximity to Fire Station

The closest fire station (3.1 miles) is the Watsonville Fire Department, located at 115 2nd Street, Watsonville. In addition there are two CDFA stations nearby, one located on Beach Road and the other on Carpenteria Road in Aromas.

X. Direct Access to Paved Road

The property has direct access to Salinas Road.

XI. Access to Domestic Water

The property has an agricultural well which presumably provides sufficient quality and quantity for domestic use. PVWMA is not available for consultation until after the date of this memo.

Attachments:

1. Agricultural Suitability Assessment
2. Ortho Photo
3. CDC FMMP 2008 Soils map
4. CLIRR-C Soils map
5. Parcel Acreage Map
6. Williamson Act Map

Agricultural Suitability Assessment
 Monterey County - R&L Land Company (GPZ060610)
 Parcel #: 117-062-027-000

Criterion	Possible Points	R&L Land
I. USDA Capability Class		
Class I	6	-
Class I-II	5	-
Class II	4	4
Class II-III	3	-
Class III	2	-
Class III-IV	1	-
Class IV or Lower	0	-
II. Size/Shape of Parcel		
>15 acres	4	-
5-15 acres/Regular	3	-
5-15 acres/Irregular	2	2
<5 acres	0	-
III. Current Use		
Currently in irrigated agriculture	4	4
Currently in non-irrigated agriculture	3	-
Currently grazed (active rangeland)	2	-
Mixed (fallow agriculture/rangeland)	1	-
No agriculture/range use possible	0	-
IV. Irrigability		
Irrigation water available, delivery system in place	4	4
Irrigation water available, no delivery system	2	-
Irrigation water potentially available (Zone 2c)	1	-
No irrigation water available	0	-
V. Nearby Parcel Sizes		
Less than 35% of nearby parcels are < 5 acres	2	1
Over 35% of nearby parcels are < 5 acres	0	-
VI. Land Uses of Adjoining Parcels		
All adjacent parcels agricultural	2	-
Some adjacent parcels in agriculture	1	1
No adjacent parcels in agriculture	0	-
VII. Proximity to Nuisance Area (Inharmonious to development)		
Nuisance uses nearby	2	-
Intermittent nuisance uses nearby	1	-
Commercial zoning or no nuisances	0	0
VIII. Proximity to an Agricultural Preserve		
Near ag preserve	1	-
Not near ag preserve	0	0
IX. Proximity to Fire Station		
Over 5 miles from a fire station	3	-
Near a fire station	0	0
X. Direct Access to Paved Road		
No direct access	1	-
Direct access to paved road	0	0
Access to Domestic Water		
No access to domestic water supplies	1	-
Access to domestic water supplies	0	0
TOTALS	30	16


Ratings Based on Scores*

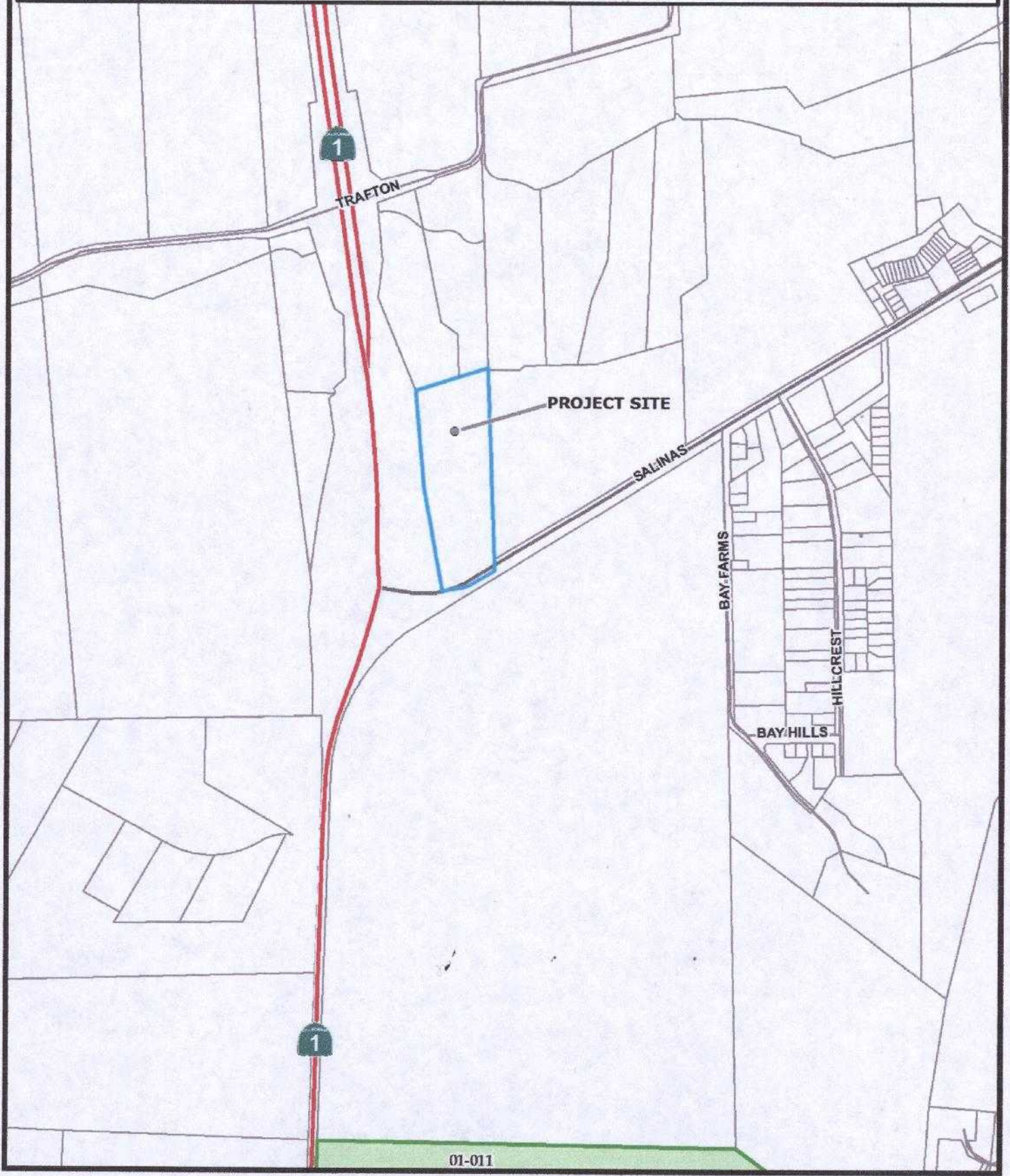
- 17-30: Strong agricultural attributes; should remain in agriculture
- 11-17: Marginal ag attributes; conversion may be allowed based on other overriding factors
- 0-11: Few ag attributes; may consider conversion to non-agricultural uses

*Ratings were developed using the LESA model, specifically for the County of Tulare

R & L Land Company General Plan Amendment and Rezoning (GPZ060004)

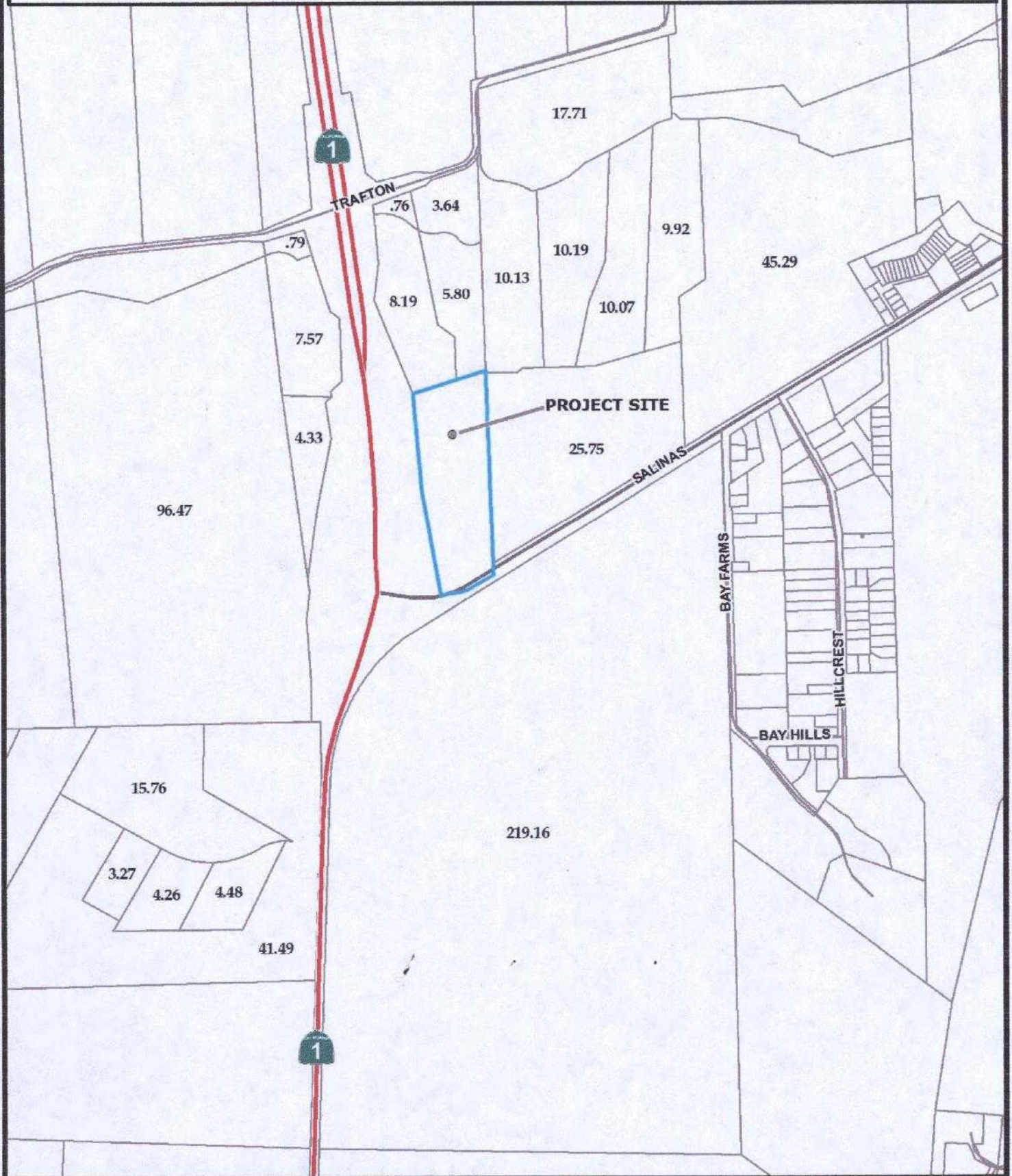
Williamson Act

 Williamson Act Parcels (AGP#)
as of 2009



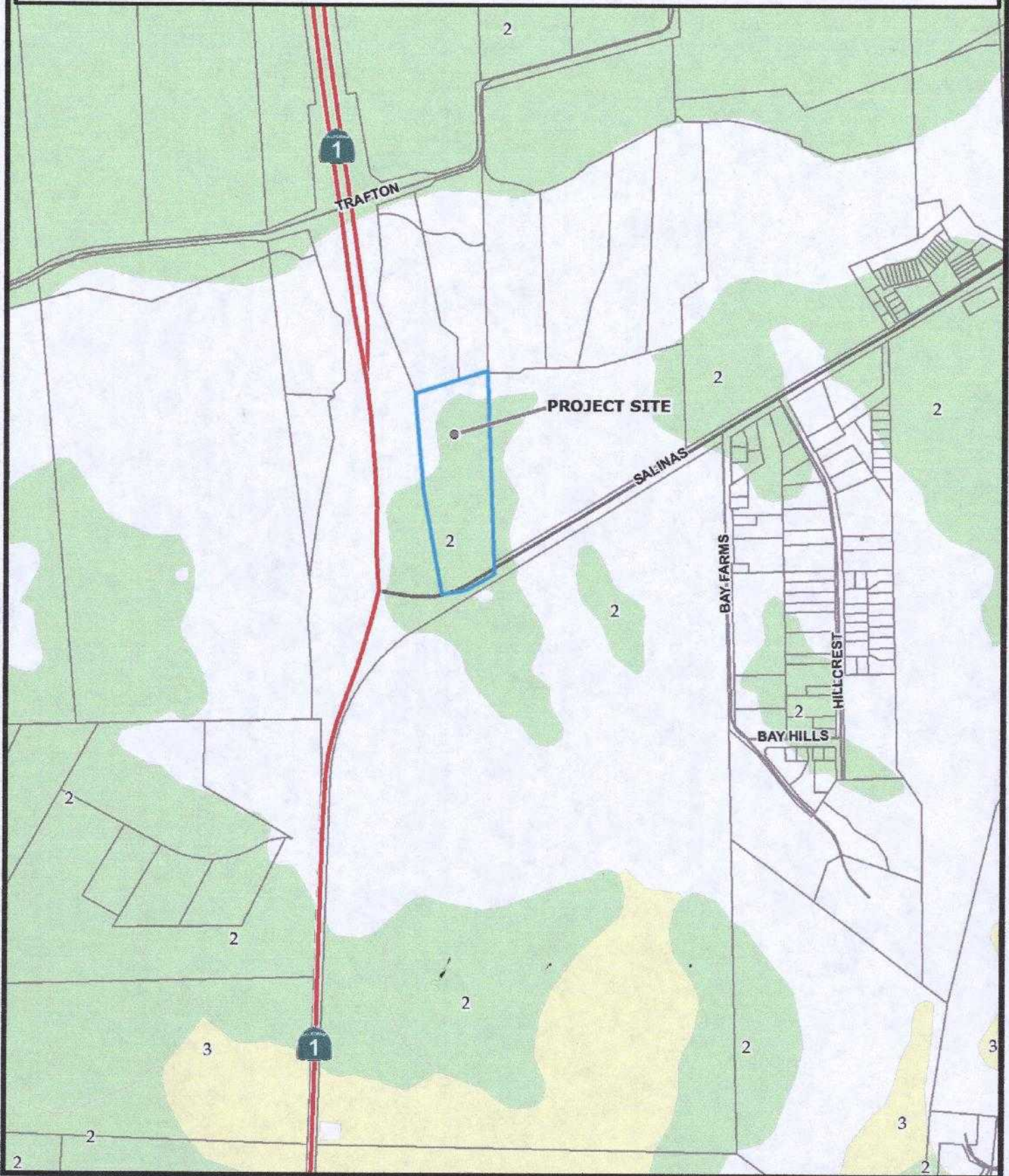
01-011

R & L Land Company General Plan Amendment and Rezoning (GPZ060004) Parcel Acreage









R & L Land Company General Plan Amendment and Rezoning (GPZ060004)

CLIRR-C Soils



R & L Land Company General Plan Amendment and Rezoning (GPZ060004) CDC FMMP 2008

- | | |
|--|---|
|  Prime Farmland |  Grazing Land |
|  Farmland of Statewide Importance |  Urban & Built-Up Land |
|  Unique Farmland |  Other Lands |



R & L Land Company General Plan Amendment and Rezoning (GPZ060004)
Ortho Photo

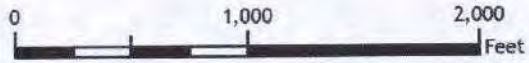


Exhibit H

Map of Nearby Commercial Uses

SANTA CRUZ COUNTY

NORTH COUNTY

Pajaro River

TRAFON RD

SALINAS RD

Coast Gas Propane Sales & Service
885 Salinas Rd

El Rancho Motel
976 Salinas Rd

PROJECT SITE

Pajaro Valley Golf Club

Hilltop Mini Mart
1007 Salinas Rd

SALINAS RD

BAY FARMS RD

HILLCREST RD

FRUITLAND AVE

ELKHORN RD

APPLICANT: R & L LAND COMPANY #1

APN: 117-062-027-000

FILE # GPZ060004

300' Limit

2500' Limit

City Limits

Water

N

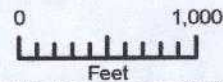


Exhibit I
2010 Draft General Plan
Policies AG-1.2 and AG-1.12

GOALS AND POLICIES AGRICULTURE

GENERAL AGRICULTURE

GOAL AG-1

PROMOTE THE LONG-TERM PROTECTION, CONSERVATION, AND ENHANCEMENT OF PRODUCTIVE AND POTENTIALLY PRODUCTIVE AGRICULTURAL LAND.

Policies

AG-1.1 Land uses that would interfere with routine and ongoing agricultural operations on viable farmlands designated as Prime, of Statewide Importance, Unique, or of Local Importance shall be prohibited.

AG-1.2 The County shall require that well-defined buffer areas be provided as partial mitigation for new non-agricultural development proposals that are located adjacent to agricultural land uses on farm lands designated as Prime, of Statewide Importance, Unique, or Local Importance.

The following shall be considered agricultural uses to protect existing agricultural operations:

Factors to consider include the type of agricultural use proposed, the conditions and anticipated agricultural practices. Other factors include weather patterns, crop type, machinery and pesticide use, existence of irrigation or related uses, and potential developmental impacts. Buffer areas shall be designed to protect agricultural uses from non-agricultural uses.

Drainage, shading, vegetation, and erosion control shall be considered in the establishment of an agricultural buffer area and shall be made beneficial to the adjacent agricultural use.

Buffers can be designed to comply with applicable state and local laws regulating general liability, pesticide setbacks, and other controls.

Agricultural uses and easements shall be provided on the land designated for the proposed new use and not on the adjacent agricultural land, and, unless by mutual agreement between the two landowners.

Vegetation and buffers are designed to be used for the purpose and manner described in this plan and for no other purpose unless agreed to by adjoining landowners.

Liability insurance will be the responsibility of the underlying fee title owner and shall be enforced by the County of Monterey.

in circumstances in which a buffer is not meant to be permanent, it will be terminated once the underlying agricultural purpose for the buffer no longer exists. The Agricultural Advisory Committee shall review and recommend to the Board of Supervisors changes to established buffer zones.

Criteria. The following criteria shall be used to establish agricultural buffers to protect current and reasonable foreseeable future agricultural operations:

1. The type of non-agricultural use proposed, site conditions and anticipated agricultural practices.
2. Wetland patterns, crop type, maturity and pesticide use.
3. Existence of topographical features, trees and shrubs, and possible development of landscape barriers to separate the non-agricultural use from the existing agricultural use.

Buffers. Buffers and/or easements shall be:

1. Designed to comply with applicable state and local laws regarding school buffers, pesticide buffers, and other setbacks.
2. Provided on the land designated for the proposed new use and not on the adjacent agricultural land unless by mutual agreement between the two landowners. Buffer maintenance will be the responsibility of the underlying parcel owner and shall be enforceable by the County of Monterey.
3. Reserved to be used for the purposes and manner described in this policy and for no other purposes unless agreed to by adjoining landowners. Drainage, shading, vegetation, and erosion control shall be made beneficial to the adjacent agricultural use.

In circumstances in which a buffer is not meant to be permanent, it will be terminated once the underlying agricultural purpose for the buffer no longer exists. The Agricultural Advisory Committee shall review and make recommendations on establishment of, and changes to, buffer zones.

- AG-1.3 Subdivision of Important Farmland, as mapped by the California Department of Conservation Farmland Mapping and Monitoring Program, and designated by the County as "Farmland," shall be allowed only for exclusive agricultural purposes. Exceptions to this policy include are:
- a. A Community Plan, or Infrastructure and Financing Study for a Rural Center, that implements an alternative farmland preservation strategy.
 - b. Division of land for the creation of farmworker or employee/family housing as allowed in *Policies AG-1.6* and *AG-1.7*.

AG-1.4 Viable agricultural land uses, including ancillary and support uses and facilities on farmland designated as Prime, of Statewide Importance, Unique, or of Local Importance shall be conserved, enhanced and expanded through agricultural land use designations and encouragement of large lot agricultural zoning, except as provided in a Community Plan. Agriculture shall be

established as the top land use priority for guiding further economic development on agricultural lands.

- AG-1.5 An ordinance establishing policies that provide tax and economic incentives to enhance the competitive capabilities of farms and ranches, thereby promoting long-term conservation, enhancement, and expansion of viable agricultural lands, shall be enacted.
- AG-1.6 In areas designated for agricultural land use, farmworker housing may be considered, subject to appropriate public health and environmental review in accordance with state law. Farmworker housing projects shall be located to minimize the conversion of viable agricultural lands and shall be consistent with the nature of the surrounding land uses.
- AG-1.7 In the Agricultural land use designations, housing facilities for family members and/or employees and their families employed on-site or off-site are allowed. Such housing shall be sited to minimize the conversion of viable agricultural lands, and is subject to approval of a discretionary permit. The clustering of residential uses accessory to the agricultural use of the land in locations that will have minimal impact on the most productive land shall be encouraged.
- AG-1.8 Development projects on lands designated for agricultural use that require a discretionary permit shall be referred to the County's Agricultural Advisory Committee for their review and recommendation to the decision-making body.
- AG-1.9 Agricultural operations in accord with all applicable laws and regulations and consistent with properly accepted customs and practices shall be given increased protection from nuisance claims through strengthening the County's "Right-to-Farm" ordinance. Said ordinance shall establish the strongest, most effective possible noticing requirements to make property owners located near agricultural operations aware of potential conditions that are accepted practices within Monterey County.
- AG-1.10 The Farmland Mapping and Monitoring Program (FMMP) Important Farmland Categories developed by the California Department of Conservation shall be used as a primary means to identify important agricultural lands in the County.
- AG-1.11 Permits for agriculture activities ~~will~~ shall be integrated with applicable permit coordination (streamlining) programs.
- AG-1.12 The County shall prepare, adopt, and implement a program that requires projects involving a change of land use designation resulting in the loss of Important Farmland (as mapped by the California Department of Conservation Farmland Mapping and Monitoring Program) ~~or involving land to be annexed to an incorporated area, in consultation with the cities to mitigate the loss of Important Farmland resulting from annexation~~ to mitigate the loss of that acreage. For such

land to be annexed to incorporated areas, the County shall work in consultation with the cities to mitigate the loss of Important Farmland resulting from annexation. The program may include ratios, payment of fees, or some other mechanisms. Mitigation mechanisms established through this program shall be based upon a graduated value of the Important Farmland, with mitigation for loss of prime land having the highest agricultural value. The County shall support private, non-profit land trusts and conservation organizations to promote the policies of this General Plan, facilitate the implementation of the program, and to receive, by voluntary donation or purchase, development rights on any lands to be preserved as part of this program's implementation strategy.

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The average value of a project or annexation that is to be utilized for the customary housing shall not be subject to this mitigation policy. A Community Plan or Rural Center Plan that includes a mitigation program shall not be subject to this policy. Annexations or spheres of influence amendments covered by the Greater Salinas Area Memorandum of Understanding (GSA-MOU) shall be consistent with and governed by the terms of the GSA-MOU and with the City's General Plan.

Consistent with the program that has been established, the County shall consult and cooperate with the cities so that projects shall mitigate the loss of Important Farmland on an individual basis as much as is feasible as determined by the Board of Supervisors.

AGRICULTURAL SUPPORT USES

GOAL AG-2

PROVIDE OPPORTUNITIES TO RETAIN, DEVELOP, AND EXPAND THOSE AGRICULTURE-RELATED ENTERPRISES AND AGRICULTURAL SUPPORT USES ESSENTIAL TO THE CONTINUING VIABILITY OF THE AGRICULTURAL INDUSTRY.

Policies