

**EXHIBIT B  
DRAFT RESOLUTION**

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

In the matter of the application of:

**BOLLENBACHER AND KELTON  
(Ferrini Ranch Application/PLN040758)**

**RESOLUTION NO. ----**

Resolution by the Monterey County Planning Commission to recommend that the Monterey County Board of Supervisors take the following Actions:

- 1) Certify an Environmental Impact Report; and
- 2) Adopt the Statements of Overriding Considerations

[PLN040758, Bollenbacher and Kelton, South side of Highway 68 between San Benancio Road and River Road, Toro Area Plan (APN: 161-011-019, -030, -039, -057, -058, -059, -078, -084, 161-031-016, -017)]

**The Ferrini Ranch application (PLN040758) came on for public hearing before the Monterey County Planning Commission on October 8, October 29, and November 12, 2014. Having considered all the written and documentary evidence, the administrative record, the staff report, oral testimony, and other evidence presented, the Planning Commission finds and decides as follows:**

**FINDINGS**

**FINDINGS FOR CERTIFICATION OF EIR AND ADOPTION OF OVERRIDING  
CONSIDERATIONS**

1. **FINDING:** **PROJECT DESCRIPTION:** The County prepared an Environmental Impact Report (EIR) for a project that proposes to subdivide nine parcels totaling approximately 870 acres into 146 clustered market-rate single family residential lots on approximately 178 acres, 43 inclusionary housing units and 23 clustered market rate single family lots (averaging 5,000 square feet) on approximately 13 acres, agricultural industrial uses on approximately 35 acres, and roadway improvements on approximately 43 acres, with approximately 600 remaining acres of open space. The proposed project would involve grading of approximately 92 acres of earth area in phases over multiple years (240,390 cubic yards of cut and 225,310 cubic yards of fill). A maximum of 921 coast live oak trees (*quercus agrifolia*) would be removed. The project is set on two large land areas that are separated by Toro County Park. DEIR evaluated primary access to the western parcels through either Toro park or access to Highway 68 with access to twelve lots from San Benancio Road. Access to the eastern parcels would be from River Road.

- EVIDENCE:**
- a) Application filed on March 24, 2005 by Bollenbacher and Kelton and was deemed complete on April 25, 2005. Information contained in the associated file labeled PLN040758.
  - b) Draft EIR, Recirculated DEIR, and Final EIR prepared for the Ferrini Ranch Subdivision (SCH2005091055).

2. **FINDING:** **CEQA (EIR)** - The County of Monterey has completed an Environmental Impact Report (EIR) in compliance with CEQA, the final EIR was presented to the Planning Commission which has reviewed and considered the information contained in the EIR prior to making its recommendation on the project, and the Final EIR reflects the County of Monterey's independent judgment and analysis.

- EVIDENCE:**
- a) The California Environmental Quality Act (CEQA) requires preparation of an Environmental Impact Report if there is substantial evidence in light of the whole record that the project may have a significant effect on the environment.
  - b) The Draft Environmental Impact Report ("DEIR") for the Ferrini Ranch Application (PLN040758) was prepared in accordance with CEQA and circulated for public review from August 27, 2012 through October 22, 2012 (SCH#: 2005091055). Based upon the comments received on the DEIR, a Recirculated Draft EIR (RDEIR) was prepared for four sections (Air Quality, Biological Resources, Greenhouse Gas Emissions and Climate Change, and Alternatives). The public review period for the RDEIR was from July 1, 2014 until August 18, 2014.
  - c) The Alternatives section of the RDEIR identified Alternative 5 as the Environmentally Superior alternative. For purposes of the findings contained in this resolution the project refers to the 185 lot Alternative 5 as modified by conditions of approval. Alternative 5 is labeled as the Reduced Impact/Reduced Unit Count Subdivision Design and includes the following important design considerations:
    - 1) Reduction in unit count (185 units; 168 market-rate units and 17 moderate rate units).
    - 2) Reduction in Parcel D size (11.8 acres) and conversion of use from agricultural industrial to visitor center.
    - 3) Reduction in lot sizes and reduction in development foot print,
    - 4) Increase open space by approximately 101 acres,
    - 5) Signalized intersection on SR-68 (New Torrero) and widening of Highway 68.
  - d) **SUMMARY OF IMPACTS**  
Issues that were analyzed in the Draft EIR include aesthetics and visual sensitivity, air quality, biological resources, cultural resources, geology/soils, groundwater resources and hydrogeology, surface water hydrology and water quality, hazards/hazardous materials, land use, population and housing, public services and utilities, noise, transportation and circulation, greenhouse gases and climate change,

- alternatives to the project, and cumulative.
- e) Project changes which avoid or lessen significant effects on the environment have been incorporated into the project and/or are made conditions of approval to the extent feasible (see findings below). A Condition Compliance and Mitigation Monitoring and/or Reporting Plan has been prepared in accordance with Monterey County regulations and is designed to ensure compliance during project implementation and is hereby incorporated herein by reference. The applicant must enter into an "Agreement to Implement a Mitigation Monitoring and/or Reporting Plan" as a condition of project approval.
  - f) RECIRCULATED DRAFT EIR. Comments were received on the DEIR that the County received determined required new information or analysis. In response, the County prepared an RDEIR for four sections, Air Quality, Biological Resources, Greenhouse Gas Emissions and Alternatives. These sections were recirculated for public review. The new information presented in these sections included new modeling for air quality impacts and greenhouse gas emissions based upon more current and accepted methodology, the revised biology section includes additional mitigation to address California Tiger Salamander and other resources, and the alternatives section includes a new alternative (Alternative 5) designed to further reduce potentially significant effects and more clearly identify the secondary effects of widening a portion of State Route 68. The four chapters in the RDEIR supersede the four chapters of the DEIR with the same title.
  - g) No new information was added to the FEIR that requires recirculation.
  - h) DEPARTMENT OF FISH AND WILDLIFE FEES. State Department of Fish and Game reviewed the EIR to comment and recommended necessary conditions to protect biological resources in this area. Therefore, the project will be required to pay the State fee plus a fee payable to the Monterey County Clerk/Recorder for processing said fee and posting the Notice of Determination (NOD).
  - 3. i) The County prepared a Final EIR for the Ferrini Ranch Subdivision. The FEIR was released to the public on October 1, 2014 and responds to all significant environmental points raised by persons and organizations that commented on the DEIR and RDEIR. The County has considered the comments received during the public review period for the DEIR and RDEIR, and in the FEIR the County has provided responses to the comments received. Together, the DEIR, RDEIR and Responses to Comments constitute the final EIR on the project.
  - j) Monterey County RMA-Planning, located at 168 W. Alisal, 2nd Floor, Salinas, California, 93901, is the custodian of documents and other materials that constitute the record of proceedings upon which the decision to recommend certification of the EIR is based.

4. **FINDING: EIR-ENVIRONMENTAL IMPACTS MITIGATED TO LESS THAN SIGNIFICANT** - The EIR identified potentially significant impacts to aesthetics and visual resources, air quality, biological

resources, cultural and historic resources, geology and soils, surface hydrology and water quality, hazards and hazardous materials, public services and utilities, noise and traffic which could result from the project as originally submitted. Changes or alterations have been required in or incorporated into the project which avoid or substantially lessen the potentially significant environmental effect identified in the Final EIR.

- EVIDENCE:**
- a) Potentially significant impacts on aesthetics and visual resources are mitigated to less than significant levels by maintaining new structures outside of the critical viewshed and associated 100 foot setback, and by using zoning regulations to control the height and visibility of structures within areas of visual sensitivity. In addition the base 212 unit project design included Ferrini Ranch Road running parallel to Highway 68 through Toro Park within the Critical Viewshed. This is identified as a Unavoidable Significant Adverse Impact. Alternative 5 removed Ferrini Ranch road from running parallel with Highway 68 within the 100 foot setback through Toro Park and this impact has been reduced to a less than significant level.
  - b) Potentially significant impacts on aesthetics and visual resources are mitigated to less than significant levels by using a berm around Parcel D on the mesa and lowering the finished grade by 10 feet to insure that there will not be ridgeline development. VS zoning will be applied to the property which will require development of individual lots to be reviewed for their visual impacts through an administrative permit process. If there is the potential for an adverse visual impact, a Use Permit will be required. Individual homes will not be approved administratively in a manner that causes ridgeline development.
  - c) Potentially significant impacts on air quality have been mitigated to a less than significant level through conditions of approval that would limit particulate matter and diesel emissions to within the thresholds of the Air Pollution Control District.
  - d) Potentially significant impacts on biological resources, specifically special status plant species Congdon's tarplant and Pacific Grove clover have been mitigated to a less than significant level through mitigation measures which requires surveying plant locations before grading or recordation of final map, avoidance to the extent feasible and restoration habitat.
  - e) Potentially significant impacts on biological resources specifically the listed California Tiger Salamander has been mitigated to a less than significant level through mitigation measures which requires avoidance of breeding habitat on site, and habitat enhancement through creation of a new breeding pond on site. Primary avoidance will involve not impact upon the existing breeding pond (Pond 18), then lots have been moved back away from pond 18 and under-crossings have been installed under roadways to allow CTS to continue to migrate on the site. For loss of upland habitat the remaining habitat is being set aside in a conservation easement, and a new breeding pond is being created on site which will

provide habitat enhancement. Lots 131-134 will not be recorded and no improvements will be installed until the new breeding pond is established.

- f) Potentially significant impacts on biological resources specifically special status animal species have been mitigated to a less than significant level through mitigation measures which require protection of roosting sites or relocation of animals by a qualified biologist.
- g) Potentially significant impacts on biological resources specifically riparian and wetland areas have been mitigated to a less than significant level through mitigation measures which require avoidance and establishment of replacement habitat.
- h) Potentially significant impacts on biological resources specifically oak woodlands have been mitigated to a less than significant level through mitigation measures which require avoidance, tree replanting and contribution of funds to Oak Woodland fund.
- i) Potentially significant impacts on biological resources specifically impacts on special status bird species have been mitigated to a less than significant level through mitigation measures which require tree removal outside of the nesting season and creation of buffers around active nesting sites.
- j) Potentially significant impacts on biological resources have been mitigated to a less than significant level through mitigation measures which require protecting the El Toro Creek undercrossing at Highway 68 by limiting development around the undercrossing.
- k) Potentially significant impacts on cultural resources have been mitigated to a less than significant level through mitigation measure requiring avoidance and protection of the resources.
- l) Potentially significant impacts on geology and soils have been mitigated to a less than significant level through compliance with the requirements of the California Building Code, additional engineering as determined necessary by a qualified professional and preparation of a Storm Water Pollution Prevention Plan.
- m) Potentially significant impacts on surface hydrology and water quality have been mitigated to a less than significant level through mitigation measures requiring storm water to be retained on site with the storm runoff being treated through the use of Best Management Practices prior to being allowed to drain off the site, and lots adjacent to drainage ways shall maintain an adequate setback from the drainage.
- n) Potentially significant impacts on hazards and hazardous materials have been mitigated to a less than significant level through mitigation measures which require clean up of areas that have been used to dispose of materials prior is issuance of a grading permit.
- o) Potentially significant impacts on park facilities have been mitigated to a less than significant level through payment of in-lieu park fees, and Alternative 5 which would not use Toro Park for access.
- p) Potentially significant impacts on noise have been mitigated to a less than significant level through conditions of approval that limit sound

emissions during construction, noise attenuation measures for installation of future utilities, noise attenuation designed into future residential structures and installation of a berm along Highway 68 to address noise from the widening of the highway adjacent to the existing residences.

- q) Potentially significant impacts on traffic have been mitigated to a less than significant level through mitigation measures requiring future intersection design to maintain adequate light of site and safety features.
- r) Potentially significant impacts on cumulative traffic have been mitigated to a less than significant level through installation of the Highway 68 commuter improvement project consisting of expanding the 4 lane segment of Highway 68 and installation of a traffic signal. This will maintain the overall function of the regional road network.

5. **FINDING:**

**EIR-ENVIRONMENTAL IMPACTS NOT MITIGATED TO LESS THAN SIGNIFICANT** – The 185 lot project would result in significant and unavoidable impacts that would not be mitigated to a less than significant level even with incorporation of mitigation measures from the EIR into the conditions of project approval, as further described in the evidence below. There are specific economic, legal, social, technological or other considerations which make infeasible mitigating these impacts to a less than significant level.

**EVIDENCE:**

- a) The DEIR found that direct project impacts to the Highway 68 intersections of Olmstead Road, York Road, Pasadera Drive-Boots Road and Laureles Grade and the Highway 68 segments at Josselyn Canyon Road, Olmstead Road, York Road, Pasadera-Boots Road, and Larueles Grade could not be mitigated to less than significant level through the “State Route 68 Improvements” project component of the Transportation Agency of Monterey County Regional Development Impact Fee.
- b) No feasible mitigation has been identified that would reduce these impacts to a less than significant level. The impacts to the intersections are based upon cumulative conditions, which is not the sole responsibility of the proposed project. A condition of approval requires the applicant to widen Highway 68 from the existing four lane section west to beyond the proposed new signal. These improvements are part of the improvements identified in the Highway 68 commuter improvements. The applicant will install these improvements in lieu of paying the TAMC RDIF fees. These improvements will result in improved traffic flow over the existing condition, but will not improve the functioning of intersections beyond the boundaries of these improvements.
- c) The DEIR found that impacts to Greenhouse Gas and Climate Change cannot be mitigated to a less than significant level because of the project’s incremental contribution to the cumulative impact on climate changes and the lack of clear guidelines determining what constitutes a significant adverse impact.

6. **FINDING:**

**EIR-CEQA ALTERNATIVES TO THE PROPOSED PROJECT -**

The EIR considered several alternatives to the proposed project in compliance with CEQA Guidelines section 15126.6. The EIR considered the following alternatives described below and as more fully described in the RDEIR. The project which the County is considering for approval concurrently with certification of the EIR is the 185 Lot Alternative 5, but the original alternatives analysis compared each of the alternatives to the original 212 unit project proposal. Specific economic, legal, social, technological or other considerations make infeasible the other project alternatives identified in the EIR.

**EVIDENCE:**

1. Alternative 1: No Project Alternative. The No Project Alternative considers not approving the 212 unit project, with the site remaining in its current use of grazing. Overall, the No Project Alternative would have fewer impacts, or no impacts to the environmental issues and resources than the proposed project. However, the No Project Alternative would not meet the project objectives of developing the property for single family residential in keeping with the General Plan Designation. An applicant objective is to create an economically viable plan for development while preserving large permanent open space on the property.
2. Alternative 2: Flatland Subdivision Design. The Flatland Subdivision Design would relocate all development on the western parcel to the flatland areas and meadows of the project site. Development would occur in six general areas that are bounded by Highway 68 on the northwest and the slope toes on the southeast. Overall, the Flat Land Subdivision Design Alternative would have similar impacts to the environmental issues and resources as the proposed project. However, the Flat Land Subdivision Design Alternative would not meet the project objective of preserving those areas of the plan highly visible from Highway 68 (areas within Critical Viewshed and Lupine Field) as open space.
3. Alternative 3: Reduced Impact Subdivision Design. The Reduced Impact Subdivision Design Alternative would reconfigure lots on the site, reduce the size of the winery related use to a visitor center and reduce the density of the lot pattern on the western portion of the site. A option within this alternative is to construct a signalized access to Highway 68 with an extension of the four lane segment of Highway 68. Overall, the Reduced Impact Subdivision Design Alternative would have similar impacts to the environmental issues and resources as the proposed project. The Reduced Impact Subdivision Design Alternative would be consistent with the project objectives. This was the environmentally superior alternative until Alternative 5 was developed and evaluated.
4. Alternative 4: Compact Footprint Subdivision Design. The Compact Footprint Subdivision Design Alternative would reduce the total development footprint of the project by transferring development

density to development nodes, which would largely have a clustered type of housing product. The access for this alternative is shown as grade separated interchange on Highway 68 with an extension of the four lane segment of Highway 68. Overall, the Compact Footprint Subdivision Design Alternative would have similar impacts to the environmental issues and resources as the proposed project. The Compact Footprint Subdivision Design Alternative would be generally consistent with the project objectives. This alternative included a grade separated interchange which makes it financially infeasible. Many of the concepts presented in this proposal (smaller lots with larger open areas) are included within the environmentally superior Alternative 5.

5. Alternative 5: Reduced Unit Count and Reduced Impact Subdivision Design. This alternative was added as part of the RDEIR. The Reduced Unit Count and Reduced Impact Subdivision Design Alternative refines alternative 3 and proposes a reduction in unit count, including removal of 25 inclusionary units. Access would be achieved through a new signalized intersection on Highway 68 with an extension of the four lane segment of Highway 68. Overall, the Reduced Unit Count and Reduced Impact Subdivision Design Alternative would have similar impacts to the environmental issues and resources as the proposed project. The Reduced Unit Count and Reduced Impact Subdivision Design Alternative would be consistent with the project objectives.
6. Environmentally Superior Alternative. Each of the alternatives either avoided or minimized to a greater extent some impact(s) associated with the proposed project. When all the alternatives were considered, the Reduced Unit Count and Reduced Impact Subdivision Design Alternative 5 is considered to be the Environmentally Superior Alternative because only the No Project Alternative avoided all the impacts related to the proposed project. However, Section 15126.6(e) of CEQA requires that if the No Project Alternative is the environmentally superior alternative, then another alternative must be identified amongst the alternatives considered as the Environmentally Superior Alternative. Therefore, the Reduced Unit Count and Reduced Impact Subdivision Design Alternative is considered to be the Environmentally Superior Alternative because it meets most of the project objectives with incrementally less environmental impacts to air quality, biology, aesthetic and visual resources, cultural resources, groundwater resources, surface water, Land Use, Population and Housing, park facilities, groundwater use, and transportation than the proposed project. This impacts are either less than significant or have been reduced to less than significant through project design and mitigation. The Reduced Unit Count and Reduced Impact Subdivision Design Alternative would not change the impacts associated with Greenhouse Gas and Climate Change and transportation which remain significant and unavoidable.



**7. FINDING:**

**REVISED MITIGATION MEASURES.** Subsequent to the comment period on the DEIR and RDEIR changes have been made to the Mitigation Measures. The changes made to the Mitigation Measures are as effective as or more effective than the Mitigation Measures presented in the DEIR and RDEIR. The revised Mitigation Measures themselves will not cause any potentially significant effect on the environment

**EVIDENCE: a)**

**MITIGATION MEASURES REVISED IN FEIR.**

The following Mitigation Measures have been revised in the FEIR.

MM 3.1-1a: Modified to clarify steps taken at final map to demonstrate that lots can be built upon with mitigation proposed.

MM 3.5-2a: Added requirements to retain native vegetation and record deed restrictions on the property of the need to follow the recommendations of the geotechnical engineer.

MM 3.5-5a: Added requirement for natural materials in erosion control to reduce impacts to wildlife.

MM 3.8-1: Modified requirements to address process of removing material from existing debris pile near existing farmhouse in northwest corner of the site.

MM 3.3-1a: Added performance criteria for the mitigation of impacts to Congdon's Tarplant.

MM 3.3-1b: Added performance criteria for the mitigation of impacts to Pacific Grove Clover

MM 3.3-2a Added performance criteria for the mitigation of impacts to California Tiger Salamander

MM 3.3-3a: Added requirement to install bat boxes within 100 feet of roosting sites

MM 3.3-3b: Added performance criteria for habitat related to riparian areas and grasslands

MM 3.3-4a: Changed buffer area from 100 feet to 200 feet.

MM 3.3-6a: Reworded requirement to mitigate 50% of oak woodland impact through payment of fees to State Oak Woodland fund.

MM 3.3-7: Added performance criteria for mitigation of impacts to burrowing owl.

MM 3.13-1: Added provision that CC&R's require a dedicated 240-volt line be installed in future houses for recharging electrical vehicles as mitigation for GHG.

A public hearing was held on the project by the Planning Commission on October 8, October 29, and November 12, 2014 in which the revisions to the mitigation measures were addressed. The revised mitigation measures are incorporated into project approval or made a condition of project approval.

**b) MITIGATION PROVIDED BY DESIGN OF ALTERNATIVE 5.**

The RDEIR included a new project alternative 5 which reduced the size of the project to 185 units, created better wildlife corridors, provided better buffers from California Tiger Salamander and created a better access for the site with a signalized intersection and adding additional

- traffic lanes to Highway 68. The new intersection in Alternative 5 removes the need for Ferrini Ranch Road to be constructed parallel to Highway 68 within the Critical Viewshed. The construction of Ferrini Ranch Road was identified as a significant and unavoidable impact. This alternative reduces this impact to a less than significant level.
- c) MITIGATION MEASURES REVISED IN MMRP. The following mitigation measures have been modified in the Condition Compliance and Mitigation Monitoring Plan:
- MM 3.1-1a: Specifically identified lots to be removed from critical viewshed and removed the allowance of lots in the Critical Viewshed if they are not visible.
  - MM 3.1-6: Procedural implementation of the Mitigation Measure through recordation of note on the Final Map, and clarified language for performance criteria.
  - MM 3.2-1: Procedural change, removed timing to any improvements.
  - MM 3.4-1a: Procedural change to prior to note timing.
  - MM 3.11-4a: Procedural change to require note on final map and to correct lot references to be consistent with Alternative 5.
  - MM 3.3-1a: Change to correct lot references to be consistent with Alternative 5.
  - MM 3.3-1b: Change to correct lot references to be consistent with Alternative 5.
  - MM 3.3-4b: Change to correct lot references to be consistent with Alternative 5.
  - MM 3.3-8d: Procedural change to require note on final map
  - MM 3.6-2: Procedural change to require note on final map
  - MM 3.5-2a: Procedural change to require note on final map
  - MM 3.10-3: Change from creation of private park to payment of in-lieu park fees for public park facilities.
  - MM 3.5-1: Procedural change to require note on final map
  - MM 3.5-5b: Procedural change to require note on final map
  - MM 3.5-5c: Procedural change to require as part of grading plans
  - MM 3.11-2: Procedural change to require note on final map
  - MM 3.5-6: Procedural change to require note on final map
  - MM 3.6-2: Procedural change to require note on final map
  - MM 3.7-3: Procedural change to require implementation with subdivision improvements
  - MM 3.7-4: Procedural change to require note on final map
  - MM 3.8-3: Procedural change to require note on final map
  - MM 3.10-4b: Condition removed. Unnecessary with Alternative 5 because access is not through the park.
  - MM 3.10-4a: Condition removed. Unnecessary with Alternative 5 because access is not through the park.
  - MM 3.10-4c: Removed requirement for fencing through park. Unnecessary with Alternative 5 because access is not through the park.
  - MM 3.10-5a: Condition removed. Unnecessary with Alternative 5 because access is not through the park.

- MM 3.10-5b: Condition removed. Unnecessary with Alternative 5 because access is not through the park.
- MM 3.11.1c: Procedural change requiring noise mitigation with improvement plans and construction management plan.
- MM 3.11-1d: Procedural change to require evidence of compliance prior to issuance of any permits
- MM 3.11-4b: Procedural change to require note on final map and change references to address Alternative 5.
- MM 3.11-4c: Combined with MM 3.11-4b
- MM 3.11-4d: Procedural change to require note on final map and eliminate requirements for structures in visually sensitive areas, relying instead on the acoustical analysis required by the Mitigation Measure.
- MM 3.12-1a: Applicant is not being required to pay TAMC fees and widen Highway 68. Condition removed.
- MM 3.12-1b: Procedural change to require note on final map
- MM 3.12-1c: Applicant is not being required to pay TAMC fees and widen Highway 68. Condition removed.
- MM 3.12-5: Duplicated other conditions. Condition removed.
- MM 3.11-4e: Procedural change to require note on final map
- MM 3.12-2b: Condition removed. Unnecessary with Alternative 5 because access is not through the park.
- MM 3.13-1: Procedural change to require note on final map

7. **FINDING:**

**EIR-STATEMENT OF OVERRIDING CONSIDERATIONS** - In accordance with Section 15093 of the CEQA Guidelines, the Planning Commission has evaluated the economic, legal, social, technological, or other benefits of the project against its unavoidable significant environmental impacts in determining whether to recommend approval of the project, and recommends that the Board of Supervisors find that the benefits of the project outweigh its unavoidable, adverse environmental impacts so that the identified significant unavoidable impact(s) may be considered acceptable, for the reasons set forth below.

**EVIDENCE:**

- a) The proposed project will result in development that will provide benefits to the surrounding community and the County has a whole. The project would provide the following benefits to the public:
- 1) The subdivider as part of the project proposes to construct a bicycle/pedestrian trail from San Benancio Road to River Road along the south side of Highway 68. This is stated in the project objectives for the analysis of the DEIR.
  - 2) The subdivider will improve approximately 1.3 miles of Highway 68 from two to four lanes and install a new four way intersection with traffic signal at New Torrero. This would improve the commute time between Salinas and Monterey by 1.1 minutes and remove cut through traffic in the Toro Park Subdivision.
  - 3) Provide a parcel that could be used for a visitor center for the Agricultural Winery Corridor near the intersection of Highway 68

- and River Road.
- 4) The project would maintain 600 acres of the site in permanent open space and this area would continue to be used for cattle grazing. In order to insure that the 600 acres remains in open space a scenic and conservation easement will be recorded over the property and the site will receive a B-6 zoning overlay to preclude further subdivision.

### DECISION

**NOW, THEREFORE**, based on the above findings and evidence, the Planning Commission does hereby recommend that the Board of Supervisors:

- a. Certify that the Final Environmental Impact Report for the Ferrini Ranch Subdivision (SCH2005091055); has been completed in compliance with CEQA, that the FEIR was presented to the Planning Commission, the Planning Commission considered the information contained in the eh FEIR before recommending the project for approval, and that the FEIR reflects the independent judgment and analysis of the County
- b. Adopt the Statements of Overriding Consideration

**PASSED AND ADOPTED** this 12<sup>th</sup> day of November, 2014 upon motion of xxxxx, seconded by xxxxx, by the following vote:

AYES:  
NOES:  
ABSENT:  
ABSTAIN:

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Mike Novo, Secretary, Planning Commission

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