MONTEREY COUNTY PLANNING COMMISSION

Meeting: May 8, 2013 Time: 9:00 A.M.	**Agenda Item No.: 2**
Project Description: Combined Development Permit (formerly PLN080052) for the San Clemente Dam Seismic Safety Project consisting of: 1) Use Permit for the removal of the San Clemente Dam and related improvements; 2) Use Permit for the removal of the Old Carmel River Dam and related improvements; 3) Use Permit for development on 25% slopes; and 4) Use Permit for the removal of protected trees. The project includes construction of a new access road off Carmel Valley Road (the Tularcitos-High Road, or THR).	
Project Location: San Clemente Dam Region, at the confluence of the Carmel River (River Mile 18.5) and San Clemente Creek, approximately 15 miles southeast of the City of Carmel-by-the-Sea and 3.7 miles southeast of Carmel Valley Village.	**APNs:** 417-051-004-000; 417-051-005-000; 417-051-001-000; 417-251-002-000-M
Planning File Number: PLN110373	**Owner:** California American Water **Agent:** URS Corporation
Planning Area: Greater Monterey Peninsula Area Plan and Cachagua Area Plan	**Flagged and staked:** No
Zoning Designation: PG/160 [Permanent Grazing, with a minimum building site of 160 acres] and RC/1000 [Resource Conservation with a maximum gross density of one unit/1,000 acres]	
CEQA Action: Final EIR/EIS, two Final Supplemental EIRs, and an EIR Addendum	
Department: RMA - Planning	

RECOMMENDATION:

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

1) Consider an Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the San Clemente Dam Seismic Safety Project (California Department of Water Resources, January 2008), a Supplement to the Final EIR/EIS for the San Clemente Dam Seismic Safety Project (Final SEIR No. 1, California Department of Water Resources, July 2012), a Supplement No. 2 to the San Clemente Dam Seismic Safety Project Final EIR/EIS (Removal of Old Carmel River Dam) (Final SEIR No. 2, California Coastal Conservancy, August 2012), and an Addendum to the Final EIR/EIS (California Department of Water Resources, April 2013);
2) Adopt the findings and Statement of Overriding Considerations set forth in the draft resolution (**Exhibit C**);
3) Approve Combined Development Permit for the San Clemente Dam Seismic Safety Project, based on the findings and evidence and subject to the conditions of approval (**Exhibit C**); and
4) Adopt a Mitigation Monitoring and Reporting Plan.

PROJECT OVERVIEW:

The San Clemente Dam is a 106-foot high concrete arch dam located approximately 18.5 miles from the Pacific Ocean on Carmel River, approximately 15 miles southeast of the City of Carmel-by-the-Sea and 3.7 miles southeast of Carmel Valley Village. The confluence of the Carmel River and San Clemente Creek is located just upstream of the dam. When the dam was constructed in 1921, it had a reservoir storage capacity of approximately 1,425 acre-feet. Today the reservoir has been filled by more than 2.5 million cubic yards of sediment, leaving a reservoir storage capacity of approximately 70 acre-feet. California American Water (CAW) owns and operates the dam. The dam no longer serves a useful purpose now that water is no longer diverted from upstream of the dam.

The California Department of Water Resources (CDWR) issued a safety order for the dam structure early in the 1990s, determining that San Clemente Dam could potentially fail in the event of either a major earthquake or flood. In 2006, CDWR the released a Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the San Clemente Dam Seismic Safety Project that evaluated five alternatives for addressing dam safety issues, including CAW's then- preferred approach of Dam Strengthening, as well as an alternative that would remove the San Clemente Dam and reroute the Carmel River (Alternative 3).

Strengthening the dam would resolve the public safety issues, but would not address other issues related to the dam such as impaired access for steelhead to 25 miles of upstream spawning and rearing habitat, disruption of sediment transport to the lower river and Carmel River beach, and ecological discontinuity of aquatic and riparian habitats. Removing the dam would resolve these issues and provide significant benefits to both steelhead and California red-legged frog. For these reasons, the California State Coastal Conservancy (as a lead for the State of California), National Oceanic and Atmospheric Administration's National Marine Fisheries Service, and the Planning and Conservation League Foundation worked with CAW to develop a feasible approach to cooperatively implement Alternative 3. In January 2008, CDWR certified the 2008 Final EIR/EIS, and in February 2008, CDWR indicated that the dam safety issue could be addressed through implementation of Alternative 3. The County of Monterey is a responsible agency for the project under CEQA.

After selection of Alternative 3, CAW identified several necessary changes to Alternative 3. CDWR, as a lead agency, evaluated the proposed changes, and determined that a supplement to the Final EIR (SEIR) needed to be prepared. The Draft SEIR No. 1, prepared by CDWR, describes the revised project features and analyzes potential impacts associated with changes to the project and to proposed mitigation. The Draft SEIR No. 1 was released on April 24, 2012 for a 45-day public review period. The Final SEIR No. 1 was certified in July 2012.

The Old Carmel River Dam is located approximately 1,800 feet downstream of the San Clemente Dam on a bend of the Carmel River. Each of the project alternatives evaluated in the 2008 Final EIR/EIS included constructing a notch in the Old Carmel River Dam, with the exception of the no-project alternative. To improve fish passage and restore the Carmel River to a more natural state, CAW now proposes to completely remove the Old Carmel River Dam, rather than notch this dam as described and analyzed in the 2008 Final EIR/EIS. DWR did not address removal of the Old Carmel River Dam in the April 2012 SEIR. Therefore, a Second Draft SEIR (SEIR No. 2) was prepared by the California Coastal Conservancy to specifically address impacts related to removal of Old Carmel River Dam. The Draft SEIR No. 2 was released on June 14, 2012 for a 45-day review period. The Final SEIR No. 2 was certified in August 2012.

On September 12, 2012, the Monterey County Planning Commission held a duly noticed public hearing to consider the San Clemente Dam Removal and Carmel River Reroute project. After receiving public testimony about the project, the Planning Commission directed the applicant team to better inform the Cachagua community about the effects of the primary access route being proposed and directed staff to return on October 31, 2012 with additional information. A summary of Planning Commission direction and the additional information requested is provided in Section 2.0 of **Exhibit B**. Subsequently, the applicant team conducted two public workshops in the Cachagua community on September 25, 2012. Based on input and questions received at

these public meetings (refer to Section 3.0 of **Exhibit B**), the applicant team decided to reconsider alternative access routes for the proposed project.

On October 31, 2012, at the County Planning Commission's continued public hearing on the project, staff presented a new access route concept being considered by the applicant. Because additional analysis of the new access route concept was required, staff recommended continuation of the public hearing until environmental review was complete and a new project application had been received. After receiving public testimony about the project, the Planning Commission continued the hearing until March 13, 2013 to allow for further evaluation of access alternatives.

After the October 31, 2012 hearing, the applicants conducted additional community outreach meetings, performed additional technical analyses, and began negotiations with a selected Design-Builder. Based on information gained through these efforts, the applicants formalized a new proposed access route, which would extend from Carmel Valley Road directly to the project site, through California-American Water Company Property. The previously proposed access route (Tassajara Road to Cachagua Road to the Jeep Trail to the Reservoir Access Road) would not be used. The new access route, referred to as the Tularcitos-High Road (THR) route is described in Section 1.3 of **Exhibit B**.

A joint Site Visit/Special Meeting with the Planning Commission, Carmel Valley LUAC, Cachagua LUAC and the Carmel Valley Road Committee was held on March 6, 2013. On March 13, 2013 at the County Planning Commission's continued public hearing on the project, staff provided an update on the status of the project. Staff reported that technical reports comparing the level of impacts of the current proposal to those that were evaluated in the 2008 Final EIR/EIS were being prepared. It was determined that once the technical reports are submitted and reviewed, CDWR would make a decision as to whether a Supplemental EIR or an Addendum should be prepared pursuant to CEQA Sections 15163 and 15164, respectively. Pending technical analysis and CEQA documentation, the Planning Commission continued the public hearing to a date uncertain.

Based on the technical analysis, CDWR determined that an Addendum to the Final EIR/EIS was the appropriate level of CEQA review. CDWR adopted the Addendum on April 5, 2013. Monterey County staff has reviewed the Addendum (refer to **Exhibit N)** and concurs with this assessment. Now that the lead agency's environmental review is complete, staff scheduled and duly noticed the May 8, 2013 Planning Commission public hearing.

LUAC Review. On September 6, 2011, the project was initially reviewed by the Carmel Valley Land Use Advisory Committee (LUAC). The LUAC members asked questions regarding project design details and requested a site visit before making a recommendation on the project. A joint site visit with the Planning Commission was held on May 23, 2012. The project was reviewed again by the LUAC on June 18 and July 2, 2012. Issues discussed at the LUAC meetings included potential downstream flooding, sedimentation transport, use of San Clemente Drive for construction access, the timing of the Cachagua Road closures, the location of park and ride lots for construction workers and California American Water's local-hire practices. The Carmel Valley LUAC recommended support of the project as proposed on July 2, 2012 (see **Exhibit E**, Minutes of July 2, 2012 meeting). On March 18, 2013, the Carmel Valley LUAC supported the THR route provided that deference is given to the suggestions from the Sleepy Hollow Homeowner's Association.

The newly-formed Cachagua LUAC reviewed the project on March 27, 2013 and April 24, 2013. The Cachagua LUAC recommended approval of the project on April 24, 2013 subject to the following conditions (see **Exhibit G**, minutes of April 24, 2013 meeting):

1) The suggestions in the April 19, 2013 letter from Sleepy Hollow Homeowner's Association (see **Exhibit Q**, Public Comments) should be followed should be included in the project conditions of approval, as deemed appropriate by County staff.

2) Once the land is transferred to the Bureau of Land Management (BLM), public access is strongly encouraged.

3) The Planning Commission should take into consideration repairing Carmel Valley Road from the Village to the new access route to County standards following completion of the project.

Carmel Valley Road Committee Review. On April 11, 2013, the Carmel Valley Road Committee recommended approval of the project with the following concerns and conditions:

1) Employees should be required to phase their arrival and departure in accordance with the Sleepy Hollow provisions of 7 am to 7 pm to avoid school traffic.

2) To limit possible interactions between heavy trucks, school buses and children en route to school, heavy trucks should be limited in hours so that they cannot cross the intersection of Carmel Valley Road and Ford Road between 9 am and 2:30 pm when Carmel Unified School District is in session.

3) That dust control measures be in place to minimize dust on the new unpaved areas of Tularcitos High Road.

See Project Discussion in **Exhibit B** for an in-depth discussion of the proposed project.

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

√ RMA - Public Works Department
√ Environmental Health Bureau
√ Water Resources Agency
Cachagua Fire Protection District
√ RMA - Building Department
California Department of Fish and Game
National Marine Fisheries Service
United States Fish and Wildlife Service

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

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

Bob Schubert

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April 30, 2013

cc: Front Counter Copy; Planning Commission; Cachagua Fire Protection District; Public Works Department; Parks Department; Environmental Health Bureau; Water Resources Agency; Wanda Hickman, Planning Services Manager; Bob Schubert, Project Planner; Jeff Syztel, Owner's Representative; John Chamberlain, Agent; Seth Gentzler, URS Corporation; Trish Chapman, California Coastal Conservancy; Laura Engeman, California Coastal Conservancy; Joyce Ambrosius, National Oceanic & Atmospheric Administration; Megan Jones, Rincon Consultants; Henry Gowan; Kathleen Lee; Denise Duffy; Roberta Chappell; Brock Guruniazi; Charles Page; Robert Reid; Kathleen Lee; Louis Ramirez; Steve Woolpert; Doug Gardner; Greg Martin, Matt Belleli, Steven Stanley, Melinda Friday, Louise Bishop, Joseph Demarig, Jack Galante, Tony Scardina, Amy Shanahan, The Open Monterey Project; LandWatch; Planning File PLN110373

Attachments:

Exhibit A	Project Data Sheet
Exhibit B	Project Discussion
Exhibit C	Draft Resolution, including: • Conditions of Approval • Mitigation Monitoring and Reporting Program
Exhibit D	Vicinity Map
Exhibit E	Carmel Valley Land Use Advisory Committee Minutes of July 2, 2012 Meeting (Distributed previously in July 2012)
Exhibit F	Carmel Valley Land Use Advisory Committee Minutes of March 18, 2013 Meeting
Exhibit G	Cachagua Land Use Advisory Committee Minutes of April 24, 2013 Meeting
Exhibit H	Original Project Application (Distributed in packet for July 25, 2012 Workshop to Planning Commissioners only, on CD)
Exhibit I	Original Supplemental Application Materials (Distributed in packet for September 12, 2012 Hearing).
Exhibit J	Revised Project Application (March 2013)
Exhibit K	2008 Final EIR/EIS (CDWR, distributed on August 29, 2012 to Planning Commissioners only, on CD)
Exhibit L	July 2012 Final SEIR No. 1 (CDWR, distributed on August 29, 2012 to Planning Commissioners only, on CD)
Exhibit M	August 2012 Final SEIR No. 2 (California Coastal Conservancy, distributed on August 29, 2012 to Planning Commissioners only, on CD)
Exhibit N	April 2013 Addendum (CDWR)
Exhibit O	Letter from Douglas J. Gardner (July 26, 2012)
Exhibit P	Applicant's Response to Douglas J. Gardner Requests (August 17, 2012)
Exhibit Q	Public Comments

Exhibit R	Planning Commission Direction Regarding Additional Information on September 12, 2012 (Distributed in packet for October 31, 2012 hearing)
Exhibit S	List of Questions Raised at Public Meetings of September 25, 201 (Distributed in packet for October 31, 2012 hearing)
Exhibit T	Proposed Landscaped Berm
Exhibit U	Sleepy Hollow HOA Memorandum of Understanding: Summary of Agreement Terms
Exhibit V	Parking Plan

Exhibit A

Project Data Sheet

EXHIBIT A

Project Information for PLN110373

Project Information:

Project Name:	CALIFORNIA-AMERICAN WATER CO (SAN CLEMENTE DAM REMOVAL)		
Location:	SAN CLEMENTE DAM REGION		
Permit Type:	Combined Development Permit		
Environmental Status:	EIR	**Final Action Deadline (884):**	9/12/2013
Existing Structures (sf):	0	**Coverage Allowed:**	N/A
Proposed Structures (sf):	0	**Coverage Proposed:**	N/A
Total Sq. Ft.:	0	**Height Allowed:**	N/A
Tree Removal:	1,266	**Height Proposed:**	N/A
Water Source:	CARMEL RIVER AND SAN CLEMENTE CREE	**FAR Allowed:**	N/A
Water Purveyor:	N/A	**FAR Proposed:**	N/A
Sewage Disposal (method):	SEPTIC	**Lot Size:**	925
Sewer District:	N/A	**Grading (cubic yds.):**	1200000

Parcel Information:

Primary APN:	417-051-005-000	**Seismic Hazard Zone:**	VI,UNDETERMINED,IV
Applicable Plan:	Grtr. Mont. Peninsula AP & Cachagua Area Plan	**Erosion Hazard Zone:**	Low,High,Moderate
Advisory Committee:	Cachagua Advisory Committee	**Fire Hazard Zone:**	High,Very High
Zoning:	PG/160,RC/1000,RC/B-5/2054 AC MIN	**Flood Hazard Zone:**	A,X (shaded),AE
Land Use Designation:	Rivers and Water Bodies,Public/Quasi-Public	**Archaeological Sensitivity:**	high
Coastal Zone:		**Viewshed:**	
Fire District:	Cachagua FPD,Monterey County Regional FF	**Special Setbacks on Parcel:**	

Reports on Project Parcel:

Soils Report #:	
Biological Report #:	
Geologic Report #:	
Forest Management Rpt. #:	LIB120294
Archaeological Report #:	LIB120293
Traffic Report #:	

Date Printed: 4/24/2013

Exhibit B

Project Discussion

EXHIBIT B
PROJECT DISCUSSION

1.0 Project Description

California American Water (CAW) has applied for a Combined Development Permit consisting of: 1) Use Permit for the removal of the San Clemente Dam and related improvements; 2) Use Permit for the removal of the Old Carmel River dam and related improvements; 3) Use Permit for development on 25% slopes; and 4) Use Permit for the removal of protected trees (see **Exhibit H**, Original Project Application, and **Exhibit J**, Revised Project Application). The project area is approximately 80 acres.

The project involves rerouting the Carmel River into San Clemente Creek at a location approximately 3,000 feet upstream of the dam, bypassing the majority of accumulated sediment in the Carmel River. The bypass will be excavated through the drainage divide between the Carmel River and San Clemente Creek. Upstream of the reroute channel, the Upper Carmel River will be excavated and restored to transition to exiting channel grades upstream. The new combined flow reach between the Reroute Channel and the present dam location will be restored with focus on steelhead passage. Upstream of the combined flow reach, the Upper San Clemente Creek will also be excavated and restored to transition to existing channel grades upstream. The accumulated sediment in the San Clemente Creek will be excavated and relocated to the abandoned Carmel River arm, and the sediment in the abandoned Carmel River arm will be stabilized in place to form a sediment stockpile. A diversion dike will be constructed to divert the Carmel River flow into the San Clemente Creek drainage through the reroute channel, and to prevent flow from entering the upstream end of the abandoned reservoir.

1.2 Previously Proposed Construction Access

The two major roads that were previously proposed to provide access to the project were San Clemente Drive from the north and Tassajara Road through Cachagua Road from the southeast. From Cachagua Road, access was proposed to continue on an existing dirt road (referred to as the Jeep Trail) to a section of road that would be constructed, referred to as the Reservoir Access Road (see Item 2.1, Site Access Map, in Section 2 of **Exhibit H**, Original Project Application). The route taken would have depended on the type of construction vehicles accessing the site, with personal vehicles and small trucks using San Clemente Drive, construction personnel and highway-legal dump trucks using Cachagua Road, and larger heavy vehicles for heavy equipment mobilization using Tassajara Road to the Southern arm of Cachagua Road.

Several small staging areas would have been created along the Jeep Trail and the Reservoir Access Road for stockpiling materials, vehicles and equipment during construction. The staging area at the intersection of Cachagua Road and the Jeep Trail would have been used for offloading equipment from large tractor-trailers, and assembling the equipment prior to transport to the site.

The previously proposed construction access route would have required several improvements to Cachagua Road, as the section of Cachagua Road to the south of the intersection with the Jeep Trail has five curves that would be difficult for tractor-trailers pulling lowboys to negotiate. The five curves would have required widening to allow passage of the larger construction vehicles. This section of Cachagua Road has a load-restricted one-lane bridge that would have needed improvements to handle construction equipment loads.

1.3 New Proposed Construction Access

The new proposed construction access route (hereafter the "Tularcitos-High Road" Route, or THR) would include the construction of an entrance off of Carmel Valley Road approximately 1,100 feet west of San Clemente Drive and a proposed bridge across Tularcitos Creek, which runs parallel to Carmel Valley Road in this area (See Item 2.1, Revised Access Route Map, in Section 2 of **Exhibit J,** Revised Project Application). This proposed access route would align with the existing Filter Plant Access road, and connect to an existing CAW access road (the extension of San Clemente Drive into CAW property located south of the Sleepy Hollow Gate). San Clemente Drive would only be used at the beginning of construction (while constructing the THR), and the previously proposed primary access (Tassajara Road, Cachagua Road, the Jeep Trail, and the Reservoir Access Road) would not be used.

After connecting into the existing CAW access road, the THR route would run south and east until its intersection with the existing High Road. The access route would then follow the High Road alignment to its termination at the site limits of work (near the left dam abutment staging area). From the left abutment staging area, a temporary construction road would be built within the limits of work, and would include a temporary creek crossing over San Clemente Creek (See Item 2.1, Revised Access Route Map, in Section 2 of **Exhibit J,** Revised Project Application). Large construction equipment would be offloaded at designated areas at the project entrance identified in Item 2.1, Access Route Map (in Section 2 of **Exhibit J,** Revised Project Application), used by ride-sharing vehicles, material hauling trucks, smaller equipment hauling trucks, and limited management personal vehicles would travel along the entire route to access the work area. At the beginning of construction, a limited volume of construction equipment would temporarily use San Clemente Drive through the Sleepy Hollow community to facilitate construction of the access roads.

Heavy construction equipment would access the Old Carmel River Dam (OCRD) for demolition activities using either the Plunge Pool Access Road (See Item 1.2b and Item 2.1 in **Exhibit J,** Revised Project Application) from upstream after SCD is removed, or possibly the Low Road from SCD down to OCRD prior to removal of SCD.

2.0 Planning Commission Hearings

At the hearing on September 12, 2012, the Monterey County Planning Commission directed the applicant to better inform the Cachagua community regarding construction access, which was at the time proposed to use Tassajara Road and Cachagua Road. Commissioners requested an explanation of why access was being proposed using these roads rather than San Clemente Drive. Commissioners also requested further analysis and consideration of impacts to both residents and businesses within the Cachagua community. A list of the information requested by the Planning Commission is provided in **Exhibit R.**

In response to public feedback received after September 12, 2012 (as described in Section 3.0, below), the project team analyzed different access alternatives. At the hearing on October 31, 2012, the Monterey County Planning Commission received a presentation regarding the concept of constructing a new access road off Carmel Valley Road. After receiving public testimony about the project, the Planning Commission continued the hearing until March 13, 2013 to allow for further evaluation of access alternatives.

On March 13, 2013 at the County Planning Commission's continued public hearing on the project, staff provided an update on the status of the project. Staff reported that technical reports comparing the level of impacts of the current proposal to those that were evaluated in the 2008 Final EIR/EIS were being prepared. It was determined that once the technical reports are submitted and reviewed, CDWR would make a decision as to whether a Supplemental EIR or an Addendum should be prepared pursuant to CEQA Sections 15163 and 15164, respectively. Pending technical analysis and CEQA documentation, the Planning Commission continued the public hearing to a date uncertain.

Based on the technical analysis, CDWR determined that an Addendum to the Final EIR/EIS was the appropriate level of CEQA review. CDWR adopted the Addendum on April 5, 2013. Monterey County staff has reviewed the Addendum (refer to **Exhibit N)** and concurs with this assessment. Now that the lead agency's environmental review is complete, staff scheduled and duly noticed the May 8, 2013 Planning Commission public hearing.

3.0 Public Meetings

In response to Planning Commission direction at the September 12, 2013 hearing (refer to Section 2.0, above), the applicant conducted two public outreach meetings at the Cachagua General Store on September 25, 2012. Two duplicate sessions were held at 12:00 PM and 6:00 PM. At each meeting, the applicant team provided a project overview and details of the project's proposed use of Cachagua Road and Tassajara Road, discussing construction traffic impacts and route alternatives. The meetings included a question-and-answer session for community members to ask questions and communicate their concerns. Approximately 60 to 80 Cachagua residents attended each of the meetings. County Planning Department and Public Works staff were also in attendance. The questions that were raised at the public outreach meetings are summarized in **Exhibit S.**

The project team also met with representatives of several wineries in Cachagua on September 25, 2012. Eight wineries were represented at the meeting.

A second set of public outreach meetings was scheduled for October 11, 2012. These meetings were intended as a follow-up to the questions and comments at the September 25, 2012 meetings and to provide an overview of any additional mitigation measures to be incorporated into the project. However, the project team rescheduled these meetings to October 24, 2012 to provide additional time to consider an alternative access route in response to the public comments.

On October 24, 2012, two public meetings were held at the Cachagua General Store (at 1:00 PM and 6:00 PM) to present a conceptual "hybrid" approach for construction access to the project site. This approach was also discussed separately with the Cachagua Citizens group on October 24, 2012 at the Cachagua General Store (at 3:00 PM). Based in part on feedback provided by the community at these meetings, the project team conducted additional analyses and concluded that it would propose the Tularcitos-High Road (THR) access route as the construction access route moving forward.

During analysis of the THR route, the project team conducted outreach to the Sleepy Hollow community, which is located near the proposed THR access route. The applicants met with the Sleepy Hollow Homeowners Association (SHHOA) Board of Directors on February 13, 2013, February 17, 2013, and March 14, 2013. The February 17, 2013 meeting was conducted on-site at the location where San Clemente Drive intersects with the Filter Plant Road to identify a

solution to reduce the potential noise and visual impacts of construction traffic on Lot 1. Applicant outreach and coordination with the SHHOA is ongoing.

4.0 Other Project Issues

In addition to the selection of the proposed construction access route, other key project issues include: removal of protected trees; grading; impacts to sensitive habitats; proof of access to San Clemente Drive; parking for construction workers; and downstream sediment. These issues were discussed in the August 25, 2012 and September 12, 2012 staff reports. The discussion below describes how these issues have changed since selection of a new access alternative.

4.1 Removal of Protected Trees

The protected trees in the vicinity of the THR were inventoried and mapped in January 2013, and the existing Arborist Report and Forest Management Plan for the project was updated in March 2013 (see Attachment 3, Supplement to Arborist Report/Forest Management Plan in **Exhibit J**, Revised Project Application). A total of 451 live trees protected by Monterey County would be removed to construct the THR route. However, the Jeep Trail and Reservoir Access Road would not be constructed, and improvements on Cachagua Road are no longer needed. By removing these project components, 512 trees previously proposed for removal would not be removed. Tree removal in the project area and Plunge Pool Road would not change (726 and 89, respectively).

In total, 1,266 trees are currently proposed for removal, compared to 1,327 for the prior project application, including access via Cachagua Road and the Jeep Trail. The net result of the access road changes is that 61 fewer trees (a 4.6% reduction) would be removed.

Proposed mitigation ratios for tree replacement are the same as described in the prior staff reports, as follows:

- 50% of removed oak trees will be mitigated at a 3:1 replacement ratio for the entire project area;
- 50% of removed oak trees will be mitigated by providing or acquiring a conservation easement; and
- 100% of removed protected non-oak trees will be replaced at a 1:1 ratio for the Cachagua Area Plan.

The proposed mitigation meets the requirements of Public Resources Code section 21083.4 and Monterey County Code Section 21.64.260.D.4. Installation of the trees listed in the proposed planting plan results in a net gain of trees.

4.2 Grading

Grading within the main project area (excluding the proposed construction access route improvements) would be the same as described in the August 25, 2012 and September 12, 2012 staff reports. Grading previously required for improvements on Cachagua Road and construction of the Jeep Trail and Reservoir Access Road (55,000 CY cut and 20,000 CY fill) would no longer be required.

For the proposed THR route, the total grading quantities are 12,800 cubic yards (CY) of cut and 12,800 CY of fill. There would be grading during construction of an entrance road at Carmel

Valley Road and at the intersection of the Filter Plant Road and San Clemente Drive. After bridging Tularcitos Creek, the THR route would be graded to allow construction mobilization trucks to pass under a 30-inch water pipeline braced to accommodate equipment passing underneath. Grading would involve ridge earthwork cut in the vicinity of the existing pipeline, earthwork fill adjacent and south of the existing ridge and a graded transition to the existing CAW Filter Plant Road, which would require surface improvements to accommodate construction traffic. A 2-3 foot tall berm would be constructed adjacent to a 200- to 300-foot long portion of the proposed THR route where it diverges from the Filter Plant Road and before it connects with the CAW Access Road. This berm would screen project-related activity from adjacent residences. Finally, the existing Plunge Pool Road would require limited removal of vegetation and minor grading to be passable by construction equipment.

Based on the proposed access route changes, the total grading quantities for the project would change from 1,243,640 CY of cut and 1,198,200 CY of fill to 1,201,440 CY cut and 1,190,200 CY of fill (a 3.4% decrease and 0.7% decrease, respectively).

4.3 Sensitive Habitat

Impacts to sensitive habitats within the main project area (excluding the proposed construction access route improvements) would be the same as described in the August 25, 2012 and September 12, 2012 staff reports. Item 2.9 in Section 2.0 of **Exhibit J,** Revised Project Application, has been revised to indicate the proposed THR access route and the critical habitats for the Monterey spineflower. In general, vegetation impacts from the THR route would be similar to those analyzed in the 2008 Final EIR/EIS, and would be slightly reduced because the new proposed route is approximately one mile shorter than the original Tularcitos route (refer to Attachment 4 in **Exhibit N,** April 2013 Addendum). In addition, the Landscape Restoration Plan has been revised to delete restoration of the Jeep Trail and Reservoir Access Road, which are no longer part of the project. Restoration of the THR route is not proposed because this route will remain as a permanent access route to the site. The Landscape Restoration Plan (see Section 3 and Attachments F and G in **Exhibit H**, Original Project Application and Section 2.0 of **Exhibit J,** Revised Project Application) includes the following:

- *Riparian*: Approximately 16.6 acres of riparian vegetation will be planted in a corridor paralleling the banks of the reconstructed river.
- *Wetland*: Approximately 3 acres of wetlands will be restored to achieve a no net loss of wetland and provide habitat for California Red Legged and other wildlife.
- *Upland*: Oak woodlands, chaparral and scrub are proposed for upland restoration in appropriate locations.

Habitat construction activities would be completed at the end of each construction season, but most restoration would occur during the fourth construction year. These activities include collection, growing, installation and maintenance of replacement plants in the restoration areas.

4.4 Proof of Access to San Clemente Drive

Monterey County General Plan Policy C-3.6 requires proof of access as part of any development application when the proposed use is not identified in the provisions of the applicable agreement. The original project application included access to the site using the Jeep Trail, which is owned and maintained by the Monterey Peninsula Regional Parks District (MPRPD), with a portion located on a Conservation and Scenic Easement deeded to Monterey County. Because this access route will no longer be utilized, proof of access to the Jeep Trail is no longer required.

The currently proposed project would require short-term access through San Clemente Drive, which is held in private easement. CAW currently has an easement on San Clemente Drive for access to the existing filter plant. However, access for the purposes of the proposed project was still being negotiated between CAW and the Sleepy Hollow Homeowner's Association (SHHOA) at the time of the September 12, 2012 staff report preparation. The applicant and SHHOA reached an agreement on access to the project site on September 4, 2012 (refer to **Exhibit U,** Sleepy Hollow HOA Memorandum of Understanding: Summary of Agreement Terms).

4.5 Parking for Construction Workers/Trip Reduction

The original project application, as described in August 25, 2012 and September 12, 2012 staff reports, would limit on-site parking to 12 temporary parking spaces for equipment in use and workers. Park and Ride lots would have been used and laborers would have been shuttled by minibus to the project site. The use of park and ride lots and laborer shuttles is no longer proposed. Instead, a total of 60 parking spaces would be provided on-site (refer to **Exhibit V,** Parking Plan) and the selected Design-Build (D-B) Contractor would encourage carpooling or ride-sharing through implementation of a Trip Reduction Plan. A draft Trip Reduction Plan prepared by the D-B Contractor currently includes the following components:

- Encouraging private carpooling or ride-sharing for workers living within a few miles of each other.
- Encouraging use of existing park and ride facilities throughout the County for workers living farther apart.
- Use of company vehicles travelling from construction office/construction yard locations and traveling to the jobsite carrying four (4) construction workers.
- Refinements in the final project design and construction methods (for example, using more efficient geotechnical and water handling solutions) to reduce truck trips.

The D-B Contractor currently estimates that there will be approximately 40 cars on site during 2013 (once the access is completed), 60 cars during 2014, and 50 during 2015.

4.6 Downstream Sediment

The 2008 Final EIR/EIS, SEIR, and April 2013 Addendum identified potentially significant impacts related to changes in sediment flow passing the San Clemente Dam immediately after construction (Issue WR-2a), changes in sediment storage and composition in the lower river during construction (Issue WR-2b), and increase in frequency of high suspended sediment concentrations (Issue WR-4b). Removing the dam would cause the full annual sediment load plus a portion of the residual sediment remaining in the reservoir to pass the dam site to the lower river, which would also change sediment storage and composition. Mitigation includes stream restoration and revegetation, which would stabilize sediment in the reservoir area and avoid long-term significant impacts. However, even with mitigation, the short-term impacts related to sediment flow and storage (Issues WR-2a and WR-2b) would be significant and unavoidable. In addition, high flows would increase sediment concentrations in the river and sediment management activities would further increase suspended sediment concentrations downstream of the dam. No mitigation is available to reduce this impact, and the impact is considered long-term, significant and unavoidable.

5.0 CEQA

5.1 CEQA Review

The proposed project has been analyzed in four related CEQA documents, and mitigation measures that apply to the project are contained in two separate MMRPs. The Lead Agency for the 2008 Final EIR/EIS, SEIR No. 1, and Addendum was CDWR. The Lead Agency for the SEIR No. 2 was the California Coastal Conservancy. Monterey County is a Responsible Agency for the project under CEQA. Table 1 (below) provides a timeline of prior environmental review, including dates of document certifications, and describes the scope and content of each document. Site visits and previous LUAC and Planning Commission meetings are also included.

Table 1. Timeline

Date	Document/Activity	Scope and Content
1998	Draft EIR	Analyzed seismic retrofit of the San Clemente Dam, using San Clemente Drive to access the site.
2000	Recirculated Draft EIR	Revised the 1998 Draft EIR to eliminate San Clemente Drive as the primary access and look at alternative access routes. This EIR was never certified.
April 2006	Draft EIR/EIS	Analyzed the "proponent's proposed project" (dam strengthening) and four alternatives. The current project (dam removal) was analyzed as Alternative 3. Issue areas included: Geology and Soils, Hydrology and Water Resources, Water Quality, Fisheries, Vegetation and Wildlife, Wetlands, Air Quality, Greenhouse Gas Emissions, Noise, Traffic and Circulation, Cultural Resources, Visual Resources (Aesthetics), Recreation, Land Use, and Environmental Justice.
January 2008	Final EIR/EIS	Same as Draft EIR/EIS with the addition of Responses to Comments.
February 2008	Selection of Alternative 3	The California State Coastal Conservancy, National Oceanic and Atmospheric Administration's National Marine Fisheries Service (NMFS), and the Planning and Conservation League Foundation worked with Cal Am to develop a feasible approach to cooperatively implement Alternative 3.
March 2011	Notice of Determination (NOD) and MMRP	NOD filed with the State Clearinghouse (SCH) identifying Alternative 3 as the preferred alternative. MMRP for Alternative 3 received by CDWR.
September 6, 2011	Carmel Valley LUAC Meeting	LUAC members asked questions regarding project design details and requested a site visit before making a recommendation on the project.
February 15, 2012	Site Visit	Attended by the applicant team, U.S. Army Corps of Engineers, Regional Water Quality Control Board, CDFG, and County staff.
April 2012	Draft SEIR No. 1	Analyzed changes proposed to Alternative 3, including an increase in removal of accumulated sediment; construction of staging areas; utilization of Tassajara Road and Cachagua Road, and use of a new screening plant, among other changes. The Draft SEIR No. 1 included all issue areas contained in Final EIR/EIS except Hydrology and Water Resources, Land Use, and Environmental Justice. The SEIR added the issue of Greenhouse Gas Emissions. The Draft SEIR No. 1 included nine new impacts not included in the Final EIR/EIS: WI-14 (Increased Traffic on Cachagua/Jeep Trail), WI-15 (Nighttime Work and Associated Lighting), AQ-1a (Screening Plant Operations), AQ-3a (Project Generated Traffic – Additional Truck Trips), Alternative 3 GHG emissions (no issue number given), TC-8 (Delays to Emergency Vehicles), VQ-5a (Changes to Viewsheds near or on the Jeep Trail), VQ-6 (Light and Glare from Nighttime Construction Activities), and REC-5 (Delays for Motorists Travelling to Los Padres National Forest).
April 18, 2012	Application Filed	The applicant submitted an application for a Combined Development

Table 1. Timeline

Date	Document/Activity	Scope and Content
		Permit to the Monterey County RMA Planning Department.
May 23, 2012	Site Visit/Special Meeting	Attended by members of the Carmel Valley LUAC, Planning Commission, and County staff.
June 2012	Draft SEIR No. 2	Analyzed removal of the OCRD and associated fish ladder, which was not analyzed in either the Final EIR/EIS or Draft SEIR No. 1. The Draft SEIR No. 2 included the following issue areas: Hydrology and Water Resources, Water Quality, Fisheries, Vegetation and Wildlife, Wetlands, Air Quality, Greenhouse Gas Emissions, Noise, Traffic and Circulation, and Cultural Resources. The Draft SEIR No. 2 identified one new impact not included in the Final EIR/EIS or Draft SEIR No. 1: TC-9 (Removal of OCRD Bridge). Two new mitigation measures were also identified: WQ-12a and FI-14a.
June 18 and July 2, 2012	Carmel Valley LUAC Meetings	Issues discussed included potential downstream flooding, sedimentation transport, use of San Clemente Drive for construction access, the timing of the Cachagua Road closures, the location of park and ride lots for construction workers and California American Water's local-hire practices. On a 4-1-2-0 vote, the LUAC supported the project as proposed.
July 11, 2012	Construction Access Alternatives Site Visit	Attended by members of the design teams, the California Coastal Conservancy, County staff and members of the public.
July 25, 2012	Monterey County Planning Commission Workshop	Planning Commission held workshop to receive staff presentation on the proposed Combined Development Permit for the Carmel River Reroute and Dam Removal Project.
July 27, 2012	Final SEIR No. 1, NOD, and MMRP	Responses to Comments on the Draft SEIR No. 1. Associated MMRP included all mitigation applicable to the project from both the Final EIR/EIS and SEIR No. 1. This includes 71 measures in the following issue areas: Geology and Soils, Hydrology and Water Resources, Water Quality, Fisheries, Vegetation and Wildlife, Wetlands, Air Quality, Greenhouse Gas Emissions, Noise, Traffic and Circulation, Cultural Resources, Visual Resources (Aesthetics), and Recreation.
August 8, 2012	SEIR No. 2 NOD	NOD for OCRD Removal filed with SCH.
August 22, 2012	Final SEIR No. 2 and Draft MMRP	Responses to Comments on the Draft SEIR No. 2. MMRP includes only two new mitigation measures identified in the Final SEIR No. 2: WQ-12a and FI-14a.
August 30, 2012	Meeting with Cachagua Road neighbors	The applicant and County staff (Planning and Public Works) met with nine neighbors that live along Cachagua Road and discussed their concerns regarding traffic impacts on Cachagua Road during construction.
September 12, 2012	Monterey County Planning Commission Hearing	Planning Commission considered the project as previously proposed, and directed the applicant to address community concerns. Continued the public hearing to October 31, 2012.
September 25, 2012	Cachagua Community Meetings	The applicant team held two public outreach meetings at the Cachagua General Store on September 25, 2012. The intent of the meetings was to provide a project overview and discuss construction traffic impacts and route alternatives.
October 2012	Alternative Access Route Analysis	Based on the public input received at the September 25, 2012 outreach meetings, the applicant team reconsidered alternative access to the sites.
October 31, 2012	Monterey County Planning Commission Hearing	Planning Commission received report on new proposed access concept for dam construction. After receiving public testimony about the project, the Planning Commission continued the hearing until March 13, 2013 to allow for further evaluation of access alternatives.
March 13, 2013		Planning Commission receives update on new access route.
March 29, 2013	Revised Application	The applicant submitted a revised application for a Combined

Table 1. Timeline

Date	Document/Activity	Scope and Content
	Filed	Development Permit to the Monterey County RMA Planning Department.
April 5, 2013	Addendum	DWR adopted Addendum to the EIR/EIS which addressed minor modifications to the proposed project, including use of the THR (which was analyzed in the 2008 Final EIR/EIS) for Alternative 3, and slight modifications to the THR alignment. No new impacts or mitigation measures were identified.
May 8, 2013	Monterey County Planning Commission Hearing	Planning Commission conducts hearing on revised Combined Development Permit application.

Based on the analysis contained in the 2008 Final EIR/EIS, Final SEIR No. 1, Final SEIR No. 2, and April 2013 Addendum, the proposed project would result in 20 significant and unavoidable environmental impacts. These include:

- *Issue WR-2a (Changes in Sediment Flow Passing SCD Immediately After Construction)*
- *Issue WR-2b (Changes in Sediment Storage and Composition in the Lower River During Construction)*
- *Issue WR-4b (Increase in Frequency of High Suspended Sediment Concentrations)*
- *Issue WQ-9 (Reservoir Drawdown)*
- *Issue WQ-10 (Reservoir Sediment Excavation)*
- *Issue AQ-1 (Dam Site Activities)*[1]
- *Issue AQ-1a (Screening Plant Operations)*
- *Issue AQ-3 (Project-Generated Traffic)*
- *Issue NO-1 (Dam Site Activities)*[2]
- *Issue NO-2 (Access Road Upgrades)*
- *Issue NO-3 (Project-Generated Traffic)*
- *Issue TC-1 (Road Segment Traffic Operations)*
- *Issue TC-3b (Traffic Safety San Clemente Drive)*
- *Issue TC-6 (Neighborhood Quality of Life)*
- *Issue CR-4 (CR-4a in SEIR No. 2) (Demolition or Alteration to Historic Properties)*
- *Issue CR-5 (Alteration of Surrounding Environment)*
- *Issue CR-6 (Introduction of Visual Obstructions)*
- *Issue VQ-2 (Changes to Viewsheds from Residences Adjacent to SCD)*
- *Issue VQ-3 (Residential Views from Sleepy Hollow)*[3]
- *Issue VQ-6 (Light and Glare from Nighttime Construction Activities)*

It should be noted that three significant and unavoidable impacts were eliminated as a result of the proposed access route modification. These include:

- *Issue VQ-5a (Changes to Viewsheds near or on the Jeep Trail)*

[1] Issue AQ-1a in the SEIR No. 2

[2] Issue NO-1a in the SEIR No. 2.

[3] Issue VQ-3 was considered short-term, less than significant for Alternative 3 but short term, significant and unavoidable for the Proponent's Proposed Project in the 2008 Final EIR/EIS. Because the access route that triggered the significant unavoidable impact for the Proponent's Proposed Project (dam strengthening) is now being proposed for the current project (former Alternative 3), this previously disclosed impact now applies to the project.

- *Issue REC-2 (Disruption of Use of Jeep Trail to Stone Cabin)*
- *Issue REC-5 (Delays for Motorists Travelling to Los Padres National Forest)*

6.2 Prior CEQA Review of Access Alternatives

In 1998, a Draft EIR was prepared for seismic retrofit of the San Clemente Dam. The proposed access route in this EIR was San Clemente Drive through the Sleepy Hollow Subdivision. Based on comments received from the Sleepy Hollow Homeowners Association (HOA), the EIR was revised and recirculated in 2000 to consider different alternatives to using San Clemente Drive for project access. This recirculated DEIR briefly analyzed a Tularcitos Access Route ("Alternative Access 1"), which is similar to what is currently being considered. However, this EIR was never certified.

The 2008 Final EIR/EIS examined two different access options – one for the Proponent's Proposed Project (Dam Strengthening) and one for the alternatives. For the Proponent's Proposed Project (Dam Strengthening), the analyzed access route included a new access from Carmel Valley Road (the "Tularcitos Access Route"). For the alternatives to dam strengthening (including the currently proposed project of dam removal and re-route of the Carmel River), the proposed access route was Cachagua Road to the Jeep Trail to the Reservoir Access Road.

Both the Final SEIR No. 1 and Final SEIR No. 2 analyzed access using Cachagua Road or Tassajara Road to the southern arm of Cachagua Road, and then to the Jeep Trail to the Reservoir Access Road. Neither SEIR analyzed any component of the THR.

The new proposed THR is similar to the Tularcitos Access Route analyzed in the 2008 Final EIR/EIS, but differs slightly. The currently proposed route includes the following changes:

- Change in entrance location along Carmel Valley Road (from 800 feet west of San Clemente Drive to 1,100 feet west of San Clemente Drive) and a slightly different alignment of the initial portion of the access road, including the location of the Tularcitos Creek Bridge (refer to Figure 1 in **Exhibit N,** April 2013 Addendum);
- At the south end of San Clemente Drive, the THR alignment has shifted to the west, placing it further away from Sleepy Hollow residences, before connecting to San Clemente Drive south of CAW's locked gate (refer to Figure 1 in Attachment 1 to **Exhibit N,** April 2013 Addendum);
- Addition of a small (two to three feet tall and 200 to 300 feet long) landscaped earthen berm near the connection with the existing CAW access road;
- Possible installation of a temporary bridge over the Sleepy Hollow Ford, and associated approach grading (refer to Figure 1 in Attachment 1 to **Exhibit N,** April 2013 Addendum); and
- Fewer improvements to the Low Road due to decreased usage.

In addition to the above route modifications, the Tularcitos Access Route analyzed in the 2008 Final EIR/EIS was analyzed only for the Proponent's Proposed Project (Dam Strengthening) and not dam removal. Thus, the construction schedule and vehicle trips would differ from what was previously assumed for this route.

To assess the environmental impacts of these changes to the access route, CDWR prepared an Addendum to the Final EIR/EIS pursuant to the State CEQA Guidelines Section 15164. The Addendum (**Exhibit N**) is further discussed in Section 6.3, below.

6.3 2013 Addendum

In the October 31, 2013 staff report, County staff recommended that a third Supplemental EIR be prepared to analyze the environmental effects of the proposed THR. After preparing technical reports analyzing the impacts of the THR route in comparison to previous CEQA analyses, the Lead Agency (CDWR) determined that, in general, impacts for the THR were adequately addressed and disclosed in the 2008 Final EIR/EIS (as supplemented by Final Supplemental EIR #1), and that project impact changes would be minor. Further, CDWR determined that there would be no new significant impacts or substantially increased significant impacts, and no new mitigation measures would be required. Thus, an Addendum to the Final EIR/EIS was prepared pursuant to State CEQA Guidelines Section 15164. CDWR adopted the Addendum on April 5, 2013. County staff has reviewed the Addendum and supporting technical analyses, and independently concurs with the assessment that an Addendum is the appropriate level of CEQA review.

Consistent with the staff recommendation in the March 13, 2013 staff report, and given the high degree of public interest surrounding the project, the County recommended that CDWR circulate the Addendum for agency and public comments prior to certification. CDWR elected not to circulate the document for public review. Therefore, the County elected to make the EIR Addendum available for public review prior to the Planning Commission hearing on May 8, 2013. The Public Hearing Notice for the meeting noted the availability of the EIR Addendum on the County website. Hard copies of the Addendum were made available at the RMA-Planning counter.

7.0 Combined Development Permit

Cal Am has applied for a Combined Development Permit for the proposed project, including four separate Use Permits: one for removal of the San Clemente Dam and related improvements; one for the removal of the Old Carmel River Dam and related improvements; one for development on 25% slopes; and one for the removal of protected trees. All Use Permits require a public hearing pursuant to Chapter 21.78 of the Monterey County Code. In addition, in order to grant any Use Permit the Planning Commission is required make the following findings (per Section 21.74.050):

1. *The establishment, maintenance, or operation of the use or structure applied for, will not, under the circumstances of the particular case, be detrimental to health, safety, peace, morals, comfort, and general welfare of persons residing or working in the neighborhood of such proposed use; or be detrimental or injurious to property and improvement in the neighborhood; or to the general welfare of the County.*
2. *The subject property is in compliance with all rules and regulations pertaining to zoning uses, subdivision, and any applicable provisions of Title 21 and any zoning violation abatement costs have been paid.*

For a discussion of these findings, refer to Finding #4 (Health and Safety), Finding #2 (Consistency), and Finding #5 (No Violations) in **Exhibit C.** As described therein, the proposed project would not be detrimental to the health, safety, peace, morals, comfort, and general

welfare of persons residing or working in the neighborhood of such proposed use, or be detrimental or injurious to property and improvements in the neighborhood or to the general welfare of the County (Finding #4). In addition, the project would be consistent with applicable General Plan and Area Plan policies (Finding #2). Lastly, the subject property is in compliance with all rules and regulations pertaining to zoning and other applicable provisions of the County's Codes (Finding #5). No violations exist on the property.

Specific findings are also required for development on slopes and tree removal. Refer to Finding #6 (Development on Slope) and Finding #7 (Tree Removal). As described therein, there is no feasible alternative that would allow development to occur on slopes of less than 25%. In addition, the proposed development better achieves the goals, policies and objectives of the Monterey County General Plan, Cachagua Area Plan, Greater Monterey Peninsula Area Plan, and the Monterey County Zoning Ordinance (Title 21) than other development alternatives (Finding #13). In addition, proposed tree removal is the minimum required under the circumstances and the removal will not involve a risk of adverse environmental impacts (Finding #7).

Exhibit C

Draft Resolution

EXHIBIT C
DRAFT RESOLUTION

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

In the matter of the application of:
CALIFORNIA AMERICAN WATER (PLN110373)
RESOLUTION NO. ----
Resolution by the Monterey County Planning Commission:

1) Considering an Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the San Clemente Dam Seismic Safety Project (California Department of Water Resources, January 2008), a Supplement to the Final EIR/EIS for the San Clemente Dam Seismic Safety Project (Final SEIR No. 1, California Department of Water Resources, July 2012), a Supplement No. 2 to the San Clemente Dam Seismic Safety Project Final EIR/EIS (Removal of Old Carmel River Dam) (Final SEIR No. 2, California Coastal Conservancy, August 2012), and an Addendum to the Final EIR/EIS (California Department of Water Resources, April 2013);
2) Adopting the findings and Statement of Overriding Considerations set forth herein;
3) Approving the San Clemente Dam Seismic Safety Project, based on findings evidence and subject to conditions of approval; and
4) Adopting a Mitigation Monitoring and Reporting Plan.

[PLN110373, California American Water, at the confluence of the Carmel River and San Clemente Creek, Greater Monterey Peninsula Area Plan and Cachagua Area Plan (APNs: 417-051-004-000; 417-051-005-000; 417-051-001-000; 417-251-002-000-M)]

The San Clemente Dam Seismic Safety Project application (PLN110373) came on for public hearing before the Monterey County Planning Commission on September 12, 2012, October 31, 2012, March 13, 2013 and May 8, 2013. Having considered all the written and documentary evidence, the administrative record, the staff report, oral testimony, and other evidence presented, the Planning Commission finds and decides as follows:

FINDINGS

1. **FINDING:** **PROJECT DESCRIPTION** – The proposed project (PLN110373) is a Combined Development Permit (CDP) consisting of: 1) Use Permit for the removal of the San Clemente Dam and related improvements; 2) Use Permit for the removal of the Old Carmel River Dam and related improvements; 3) Use Permit for development on 25% slopes; and 4) Use Permit for the removal of 1,266 protected trees. The project includes construction of a new access road off Carmel Valley Road (the Tularcitos-High Road, or THR). The project additionally includes rerouting of the Carmel River into San Clemente Creek and restoration.

EVIDENCE:

a) The application, project plans, and related support materials submitted by the project applicant to the Monterey County RMA - Planning Department for the proposed project found in Project File PLN110373.

b) Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the San Clemente Dam Seismic Safety Project (California Department of Water Resources (CDWR, January 2008), a Supplement to the Final EIR for the San Clemente Dam Seismic Safety Project (Final SEIR No. 1; CDWR, July 2012), a Supplement No. 2 to the San Clemente Dam Seismic Safety Project Final EIR/EIR (Removal of Old Carmel River Dam) (Final SEIR No. 2; California Coastal Conservancy, August 2012), and an Addendum to the Final EIR?EIS (CDWR, April 2013).

2. **FINDING:** **CONSISTENCY** – The Project, as conditioned, is consistent with the applicable plans and policies which designate this area as appropriate for development.

EVIDENCE:

a) The project site is located in San Clemente Dam region, at the confluence of the Carmel River (River Mile 18.5) and San Clemente Creek, approximately 15 miles southeast of the City of Carmel-by-the-Sea and 3.7 miles southeast of Carmel Valley Village (Assessor's Parcel Numbers 417-051-004-000; 417-051-005-000; 417-051-001-000; 417-251-002-000-M), Greater Monterey Peninsula Area Plan and Cachagua Area Plan. The parcel is zoned PG/160 [Permanent Grazing, with a minimum building site of 160 acres] and RC/1000 [Resource Conservation with a maximum gross density of one unit/1,000 acres]. The project involves removal of the San Clemente Dam, Old Carmel River Dam, and related improvements; rerouting of the Carmel River into San Clemente Creek; and restoration. The project does not constitute the development of a new land use and is therefore consistent with existing zoning for the site.

b) During the course of review of this application, the project has been reviewed for consistency with the text, policies, and regulations in:

- the 2010 Monterey County General Plan;
- Greater Monterey Peninsula ("GMP") Area Plan;
- Cachagua ("CACH") Area Plan; and
- Monterey County Zoning Ordinance (Title 21).

No conflicts were found to exist. No communications were received during the course of review of the project indicating any inconsistencies

with the text, policies, and regulations in these documents.

c) The proposed project is consistent with the following General Plan and Area Plan policies:

1. **Policy LU-1.11 - Development proposals shall be consistent with the General Plan Land Use Map designation of the subject property and the policies of this plan.** The project site is located in both the Cachagua and Greater Monterey Peninsula area plans and is designated as Permanent Grazing and Resource Conservation. The project does not include development of a new land use and is therefore consistent with the General Plan Land Use Map designations and land use designations in both the CACH and GMP Area Plans. Therefore, the proposed project is consistent with Policy LU-1.11 of the General Plan.
2. **Policy C-2.4 - A reduction of the number of vehicle miles traveled per person shall be encouraged.** Mitigation for Issue TC-1 in the 2008 Final EIR/EIS and SEIR No. 1, which are made conditions of project approval, include the requirement that a trip reduction plan be prepared that identifies measures to reduce the number of vehicle trips generated by construction workers. These measures include a ride-sharing program using buses, and/or vanpools to reduce construction worker trips. The selected Design-Build Contractor has prepared a draft Trip Reduction Plan that includes the following components:
   - Encouraging private carpooling or ride-sharing for workers living within a few miles of each other.
   - Encouraging use of existing park and ride facilities throughout the County for workers living farther apart.
   - Use of company vehicles travelling from construction office/construction yard locations and traveling to the jobsite carrying four (4) construction workers.
   - Refinements in the final project design and construction methods (for example, using more efficient geotechnical and water handling solutions) to reduce truck trips.

   Therefore, the proposed project is consistent with Policy C-2.4 of the General Plan.
3. **Policy C-3.4 - Strategies to encourage travel in non-peak hours shall be supported.** Mitigation for Issue TC-1 in the 2008 Final EIR/EIS and SEIR No. 1, which are made conditions of project approval, include preparation of a traffic coordination and communication plan that defines the specific schedules for truck delivery and worker shifts to avoid periods of peak commute traffic including school bus traffic on area roadways. Therefore, the proposed project is consistent with Policy C-3.4 of the General Plan.
4. **Policy C-3.6 – The County shall establish regulations for new development that would intensify use of a private road or access easement. Proof of access shall be required as part of any development application when the proposed use is not identified in the provisions of the applicable agreement.** The proposed project will require access through San Clemente Drive, which is a private road with an easement held by Cal Am. The applicant and

Sleepy Hollow Homeowner's Association reached an agreement on access to the project site on September 4, 2012 (refer to **Exhibit U,** Sleepy Hollow HOA Memorandum of Understanding: Summary of Agreement Terms). Therefore, the project is consistent with General Plan Policy C-3.6.

5. **Goal OS-1 - Retain the character and natural beauty of Monterey County by preserving, conserving, and maintaining unique physical features, natural resources, and agricultural operations**. The project results in short-term, significant and unavoidable visual impacts (Issues VR-2, VR-3, and VR-6 in the 2008 Final EIR/EIS and SEIR No. 1). However, the project includes removal of the SCD, OCRD, and related improvements, and will return the project site to a more natural character. Therefore, the proposed project is consistent with Goal OS-1 of the General Plan.
6. **Goal OS-3 – Prevent soil erosion to conserve soils and enhance water quality.** Project mitigation (Issue GS-4 in the 2008 Final EIR/EIS and SEIR No. 1), which is made a condition of project approval, requires slope stabilization with rock and concrete and implementation of erosion control and water quality best management practices (BMPs) in the project stormwater pollution prevention plan (SWPPP), among other measures. Erosion impacts were determined to be less than significant. In addition, stream restoration and revegetation will stabilize sediment in the reservoir area and avoid long-term significant impacts (Issues WR-2a and WR-2b in the 2008 Final EIR/EIS and SEIR No. 1). Therefore, the proposed project is consistent with Goal OS-3 of the General Plan.
7. **Policy OS-3.1 – Best Management Practices (BMPs) to prevent and repair erosion damage shall be established and enforced**. The project is required to comply with a stormwater pollution prevention plan (SWPPP), which includes erosion control and water quality BMPs. Therefore, the proposed project is consistent with Policy OS-3.1 of the General Plan.
8. **Policy OS-3.5 - The County shall regulate activity on slopes to reduce impacts to water quality and biological resources:**
   1) **Non-Agricultural.**
      a) **Development on slopes in excess of twenty five percent (25%) shall be prohibited except as stated below; however, such development may be allowed pursuant to a discretionary permit if one or both of the following findings are made, based upon substantial evidence:**
         1. **there is no feasible alternative which would allow development to occur on slopes of less than 25%;**
         2. **the proposed development better achieves the resource protection objectives and policies contained in the Monterey County General Plan, accompanying Area Plans, and all applicable master plans.**
      b) **Development on slopes greater than 25-percent (25%) or that contain geologic hazards and constraints shown on the County's GIS Geologic (*Policy S-1.2*) or Hydrologic**

(*Policy PS-2.6*) **Hazard Databases shall require adequate special erosion control and construction techniques and the discretionary permit shall:**

1. **evaluate possible building site alternatives that better meet the goals and policies of the general plan;**
2. **identify development and design techniques for erosion control, slope stabilization, visual mitigation, drainage, and construction techniques; and**
3. **minimize development in areas where potentially unstable slopes, soil and geologic conditions, or sewage disposal pose substantial risk to public health or safety.**

c) **Where proposed development impacting slopes in excess of twenty five percent (25%) does not exceed ten percent (10%), or 500 square feet of the total development footprint (whichever is less), a discretionary permit shall not be required.**

d) **It is the general policy of the County to require dedication of a scenic easement on a slope exceeding 25%.**

The project requires a Use Permit for development on slopes exceeding 25%. Given the nature of the project (dam removal and river re-route) and the topography of the site (as shown in Item 6.1 in the original application package and Item 6.1 in the revised application package), there is no feasible alternative which allows the project to be implemented entirely on slopes of less than 25%. In addition, removal of the SCD and OCRD addresses existing issues related to the dam including impaired access for steelhead to 25 miles of upstream spawning and rearing habitat, disruption of sediment transport to the lower river and Carmel River beach, and ecological discontinuity of aquatic and riparian habitats. Removing the dam resolves these issues and provides significant benefits to both steelhead and California red-legged frog. As a result, the project achieves the resource protection objectives and policies contained in the Monterey County General Plan, CACH Area Plan, and GMP Area Plan. Project mitigation (Issue GS-4 in the 2008 Final EIR/EIS and SEIR No. 1), which is made a condition of project approval, requires slope stabilization with rock and concrete and implementation of erosion control and water quality best management practices (BMPs) in the project stormwater pollution prevention plan (SWPPP), among other measures. Erosion impacts were determined to be less than significant. In addition, stream restoration and revegetation will stabilize sediment in the reservoir area and avoid long-term significant impacts (Issues WR-2a and WR-2b in the 2008 Final EIR/EIS and SEIR No. 1). Because of the nature of the project (dam removal), alternatives sites are not available. Therefore, the proposed project is consistent with Policy OS-3.5 of the General Plan.

9. <u>Goal OS-4</u> **- Protect and conserve the quality of coastal, marine, and river environments, as applied in areas not in the coastal zone**. The project includes removal of the SCD and OCRD, which

improves access for steelhead to 25 miles of upstream spawning and rearing habitat, restores natural sediment transport to the lower river and Carmel River beach, and improves ecological continuity of aquatic and riparian habitats. Removing the dam also provides significant benefits to both steelhead and California red-legged frog (CRLF). Because of these benefits, the project protects and conserves the quality of both river and coastal environments. Therefore, the proposed project is consistent with Goal OS-4 of the General Plan.

10. **Policy OS-4.1 - Federal and State listed native marine and fresh water species or subspecies of a bird, mammal, fish, amphibian, reptile, or plant shall be protected. Species designated in Area Plans shall also be protected.** Protected species are analyzed in the 2008 Final EIR/EIS, April 2012 SEIR, June 2012 SEIR, and April 2013 Addendum. Impacts to special-status plant species are less than significant with mitigation. Mitigation is made a condition of project approval. Fisheries impacts are less than significant or less than significant with mitigation in the short-term, and/or beneficial in the long-term. Impacts to CRLF, special-status bird species, and habitat are less than significant with mitigation. Therefore, the proposed project is consistent with Policy OS-4.1 of the General Plan.
11. **Policy OS-4.2 - Direct and indirect discharges of harmful substances into marine waters, rivers or streams shall not exceed state or federal standards.** Water quality impacts are addressed in the 2008 Final EIR/EIS, April 2012 SEIR, June 2012 SEIR, and April 2013 Addendum. The project does not directly discharge harmful substances into the Carmel River or San Clemente Creek, but generates sediment discharges during construction. These impacts were determined to be less than significant with mitigation, and will not exceed state or federal standards. Mitigation measures are made a condition of project approval. Accidental releases of toxic substances were also addressed, and determined to be a less than significant impact with required mitigation. Therefore, the proposed project is consistent with Policy OS-4.2 of the General Plan.
12. **Goal OS-5 - Conserve listed species, critical habitat, habitat and species protected in Area Plans; avoid, minimize and mitigate significant impacts to biological resources.** Impacts to biological resources are analyzed in the 2008 Final EIR/EIS, April 2012 SEIR, June 2012 SEIR, and April 2013 Addendum. Impacts to special-status plant species are less than significant with mitigation, which is made a condition of project approval. Fisheries impacts are less than significant or less than significant with mitigation. Impacts to steelhead are beneficial in the long-term. Construction related impacts to CRLF, special-status bird species, and habitat are less than significant with mitigation. In the long-term, the project provides significant benefits to CRLF. The CACH Area Plan specifically protects steelhead and native trees, while the GMP Area Plan protects oak, pine, and redwood forest habitat and wetlands. These biological resources are discussed in the CEQA documents

listed above. Impacts are avoided, minimized or mitigated to the maximum extent feasible. Therefore, the proposed project is consistent with Goal OS-5 of the General Plan.

13. **Policy OS-5.3 - Development shall be carefully planned to provide for the conservation and maintenance of critical habitat.** The project area contains critical habitat zones for CRLF, steelhead, California tiger salamander (CTS) and the Monterey spineflower. Some impacts to these critical habitats will occur during construction. However, in the long-term, the proposed project provides the following benefits: unimpaired access for steelhead trout to over 25 miles of spawning and rearing habitat, restoration of sediment to the lower river and Carmel River State Beach, and restored ecological connectivity of aquatic and riparian habitats. Impacts to CTS are not significant. The project provides significant benefits to both steelhead and CRLF. Therefore, the proposed project is consistent with Policy OS-5. 3 of the General Plan.
14. **Policy OS-5.4 - Development shall avoid, minimize, and mitigate impacts to listed species and critical habitat to the extent feasible. Measures may include but are not limited to:**
    a. **clustering lots for development to avoid critical habitat areas,**
    b. **dedications of permanent conservation easements; or**
    c. **other appropriate means.**

    If development may affect listed species, consultation with United States Fish and Wildlife Service (USFWS) and California Department of Fish and Game (CDFG) may be required and impacts may be mitigated by expanding the resource elsewhere onsite or within close proximity off-site. Final mitigation requirements would be determined as required by law. The proposed project does not constitute development of new structures or facilities, but includes the removal of the SCD, OCRD, construction of a new access road, and related improvements. The USFWS and California Department of Fish and Wildlife (CDFW; formerly the California Department of Fish and Game) were consulted through the EIR process, and impacts to biological resources are mitigated to less than significant. In the long-term, the project provides significant benefits to both steelhead and CRLF. An off-site conservation easement for oak trees will be established, sufficient to mitigate at least half the loss of oak trees. The property will be conveyed to the Bureau of Land Management after project completion. Therefore, the proposed project is consistent with Policy OS-5.4 of the General Plan.
15. **Policy OS-5.6 - Native and native compatible species, especially drought resistant species, shall be utilized in fulfilling landscaping requirements.** After removal of the SCD and OCRD, the project area will be revegetated in accordance with a Landscape Restoration Plan that utilizes an all-native plant palette. Therefore, the proposed project is consistent with Policy OS-5.6 of the General Plan.
16. **Policy OS-5.9 - Tree removal that requires a permit shall be**

established by Area Plans. The project lies in two planning areas: the GMP Area Plan and the CACH Area Plan, each with a distinct list of protected trees. Oak trees are the only species protected in the GMP Area Plan. The CACH Area Plan list of protected trees includes Santa Lucia Fir, Black Cottonwood, Fremont Cottonwood, Box Elder, Willows, California Laurel, Sycamore, Oak and Madrone. The project mitigates tree removal in accordance with these Area Plans, as follows:

- 50% of removed oak trees will be mitigated at a 3:1 ratio for the entire project area;
- 50% of removed oak trees will be mitigated by providing or acquiring a conservation easement; and

Therefore, the proposed project is consistent with Policy OS-5.9 of the General Plan.

17. **Policy OS-5.11 - Conservation of large, continuous expanses of native trees and vegetation shall be promoted as the most suitable habitat for maintaining abundant and diverse wildlife.** The protected trees in the vicinity of the project construction activities were inventoried and mapped. These maps then were overlaid on the design plans to see if changes could be made to minimize tree removals. As a result, three design changes were made to minimize removal of protected trees, avoiding 49% of the trees that would have been removed by implementation of the initial design. The first design change relocated staging areas to avoid removing groves of large oaks, avoiding the removal of 893 protected trees. The second design change resulted in avoidance of 251 additional trees through modifications to the former access road (Jeep Trail and Reservoir Access Road). The third design change involved both a change in the access routes from the Jeep Trail and Reservoir Access Road to the THR route, and changes to the THR route to reduce tree impacts (e.g. reduction in size of staging areas, road alignment to avoid trees). As a result, the total number of protected trees proposed for removal was reduced from 2,463 to 1,266. Therefore, the proposed project is consistent with Policy OS-5.11 of the General Plan.
18. **Policy OS-5.16 - A biological study shall be required for any development project requiring a discretionary permit and having the potential to substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or substantially reduce the number or restrict the range of an endangered, rare, or threatened species. An ordinance establishing minimum standards for a biological study and biological surveys shall be enacted. A biological study shall include a field reconnaissance performed at the appropriate time of year. Based on the results of the biological study, biological surveys may be necessary to identify, describe, and delineate the habitats or species that are potentially impacted. Feasible measures to reduce significant impacts to a less than significant level shall be adopted as conditions of**

approval. The proposed project requires discretionary permits for removal of the SCD, removal of the OCRD, development on slopes exceeding 25%, and tree removal. A number of biological studies have been conducted for the project. These include, but are not limited to: a *Botanical Report* conducted by Vern Yadon in July 2005 (with field work on May 25 and 30, June 10, and July 21, 2005); a *Botanical Resources Management Plan* prepared in January 2008; and a *Wetland Delineation* prepared by ENTRIX, Inc. in 2008 and updated by URS in February 2013. Surveys were conducted for special-status plant species in 1997, 2005, and 2013 and were scheduled to coincide with the periods during which all potential special-status species would be identifiable. Surveys for special-status animal species were conducted for the project, including systematic annual surveys for CRLF between 2002 and 2006. Other surveys were reviewed as part of environmental document preparation. Mitigation measures identified in the 2008 Final EIR/EIS, April 2012 SEIR, June 2012 SEIR, and April 2013 Addendum have been incorporated into an MMRP and will be required as conditions of approval for the project. Therefore, the proposed project is consistent with Policy OS-5.16 of the General Plan.

19. **Policy OS-5.18 - Prior to disturbing any federal or state jurisdictional areas, all applicable federal and state permitting requirements shall be met, including all mitigation measures for development of jurisdictional areas and associated riparian habitats.** The project will be required to obtain permits from the California Department of Fish and Wildlife (CDFW), the Regional Water Quality Control Board (RWQCB), the U.S. Army Corps of Engineers (USACOE), and the United States Fish and Wildlife Service (USFWS) prior to construction. Mitigation measures identified in the 2008 Final EIR/EIS, April 2012 SEIR, June 2012 SEIR, and April 2013 Addendum have been incorporated into an MMRP and will be required as conditions of approval for the project. Therefore, the proposed project is consistent with Policy OS-5.18 of the General Plan.
20. **Policy OS-5.25 - Occupied nests of statutorily protected migratory birds, and raptors shall not be disturbed during the breeding season (generally February 1 to September 15). The county shall consult, or require the developer to consult, with a qualified biologist prior to any site preparation or construction work in order to:**
    - **determine whether work is proposed during nesting season for migratory birds or raptors,**
    - **determine whether site vegetation is suitable to nesting migratory birds or raptors,**
    - **identify any regulatory requirements for setbacks or other avoidance measures for migratory birds and raptors which could nest on the site, and**
    - **establish project-specific requirements for setbacks, lock-out periods, or other methods of avoidance of disruption**

of nesting birds.

The county shall require the development to follow the recommendations of the biologist. This measure may be implemented in one of two ways:

1) **preconstruction surveys may be conducted to identify active nests and, if found, adequate buffers shall be provided to avoid active nest disruption until after the young have fledged; or**
2) **vegetation removal may be conducted during the non-breeding season (generally September 16 to January 31); however, removal of vegetation along waterways shall require approval of all appropriate local, state, and federal agencies.**

This policy shall not apply in the case of an emergency fire event requiring tree removal. This policy shall apply for tree removal that addresses fire safety planning, since removal can be scheduled to reduce impacts to migratory birds and raptors. As a condition of approval, the Monterey County RMA –Planning Department will require standard condition PD050 (Raptor/Migratory Bird Nesting). This condition requires that, for any tree removal activity that occurs during the typical bird nesting season (February 22-August 1), the project applicant retain a County qualified biologist to perform a nest survey in order to determine if any active raptor or migratory bird nests occur within the project site or within 300 feet of proposed tree removal activity. If nesting birds are found on the project site, an appropriate buffer plan shall be established by the project biologist. Therefore, the proposed project is consistent with Policy OS-5.25 of the General Plan.

21. <u>Policy OS-6.2</u> - **Information on the location and significance of the County's archaeological resources shall be compiled and used in the environmental and development review process. The County shall rely on and participate in the statewide inventory work of the California Native American Heritage Commission and the State Office of Historic Preservation. All Phase I, II, and III studies, and records of Native Californian consultation, shall be filed with appropriate state agencies and local tribes as well as local data source compilations maintained by the County. The County shall work with local tribes to update County GIS maps showing high, moderate, and low archaeological sensitivity areas.** The environmental analysis of the proposed project included a *Section 106 Technical Report* prepared by ENTRIX in 2005 and a *Section 106 Technical Report Addendum* prepared by URS Corporation and JRP Historical Consulting, LLC in March 2012. Both reports included Native American consultation. Therefore, the proposed project is consistent with Policy OS-6.2 of the General Plan.
22. <u>Policy OS-6.3</u> - **New development proposed within moderate or high sensitivity zones, or within 150 feet of a known recorded archaeological and/or cultural site, shall complete a Phase I**

survey including use of the regional State Office of Historic Preservation or the California Native American Heritage Commission's list of sacred and traditional sites. Routine and Ongoing Agricultural Activities shall be exempted from this policy in so far as allowed by state or federal law. See OS-6.2. The proposed project is consistent with Policy OS-6.3 of the General Plan.

23. **Policy OS-10.3 - Monterey County shall promote conservation of naturally vegetated and forested areas for their air purifying functions.** As a result of three design changes, 49% of the trees that would have been removed by implementation of the initial design will be avoided. These conserved trees will continue to provide air purifying functions. In addition, after removal of the SCD and OCRD, the project area will be revegetated in accordance with a Landscape Restoration Plan that utilizes an all-native plant palette. Therefore, the proposed project is consistent with Policy OS-10.3 of the General Plan.
24. **Policy OS-10.7 - Use of the best available technology for reducing air pollution emissions shall be encouraged.** Mitigation for the proposed project, as outlined in the MMRP, includes measures to reduce air pollution. These include, but are not limited to: construction watering, prohibiting grading during high wind periods, use of chemical soil stabilizers and non-toxic binders, installing NOx controls for diesel vehicles and equipment, and utilization of state-certified construction equipment in the Portable Equipment Registration Program (PERP). Therefore, the proposed project is consistent with Policy OS-10.7 of the General Plan.
25. **Policy OS-10.9 - The County of Monterey shall require that future development implement applicable Monterey Bay Unified Air Pollution Control District control measures. Applicants for discretionary projects shall work with the Monterey Bay Unified Air Pollution Control District to incorporate feasible measures that assure that health-based standards for diesel particulate emissions are met. The County of Monterey will require that future construction operate and implement MBUAPCD PM_{10} control measures to ensure that construction-related PM_{10} emissions do not exceed the MBUAPCD's daily threshold for PM10. The County shall implement MBUAPCD measures to address off-road mobile source and heavy duty equipment emissions as conditions of approval for future development to ensure that construction-related NO_X emissions from non-typical construction equipment do not exceed the MBUAPCD's daily threshold for NO_X.** Mitigation for the proposed project, as outlined in the MMRP, includes measures to reduce air pollution, as outlined under *OS-10.7,* above. The MBUAPCD was consulted during preparation of the 2008 Final EIR/EIS, April 2012 SEIR, and June 2012 SEIR. Therefore, the proposed project is consistent with Policy OS-10.9 of the General Plan.
26. **Goal S-1 - Minimize the potential for loss of life and property resulting from geologic and seismic hazards.** The CDWR issued a

safety order for the SCD early in the 1990s, determining that structure could potentially fail in the event of either a major earthquake or flood. The proposed project removes this safety hazard. Therefore, the proposed project is consistent with Goal S-1 of the General Plan.

27. Policy S-1.9 - **A California licensed civil engineer or a California licensed landscape architect can recommend measures to reduce moderate and high erosion hazards in the form of an Erosion Control Plan**. The project application includes an Erosion Control Plan. Therefore, the proposed project is consistent with Policy S-1.9 of the General Plan.
28. Policy S-2.3 - **All new development, including filling, grading, and construction, within designated 100-year floodplain areas shall conform to the guidelines of FEMA and the National Flood Insurance Program and ordinances established by the County Board of Supervisors. With the exception of the construction of structures, Routine and Ongoing Agricultural Activities shall be exempt from this policy.** The project area is within a 100-year floodplain area. The project does not include the construction of new structures and does not place new residences within a flood zone. Project changes to the 100-year flood elevations are localized and not present throughout a full reach of any part of the river. This impact was determined to be less than significant in the CEQA documentation for the project. Therefore, the proposed project is consistent with Policy S-2.3 of the General Plan.
29. Policy S-3.2 - **Best Management Practices to protect groundwater and surface water quality shall be incorporated into all development**. Potential water quality impacts of the proposed project are mitigated to a less than significant level with implementation of standard erosion control methods, BMPs, and associated water quality monitoring measures developed and included in the Storm Water Pollution Prevention Plan (SWPPP). Specific BMPs may include construction of sediment barriers, straw bales, silt fences, sandbags and waterbars to control sediment from entering any water course. Therefore, the proposed project is consistent with Policy S-3.2 of the General Plan.
30. Policy S-4.13 - **The County shall require all new development to have adequate water available for fire suppression. The water system shall comply with Monterey County Code Chapter 18.56, NFPA Standard 1142, or other nationally recognized standard. The fire authority having jurisdiction, the County Departments of Planning and Building Services, and all other regulatory agencies shall determine the adequacy and location of water supply and/or storage to be provided.** A Fire Prevention and Suppression Plan was prepared for the proposed project, and is included in the 2008 Final EIR/EIS as Appendix Z. The Plan identifies measures to be taken by Cal Am and its contractors to ensure that fire prevention and suppression techniques are carried out in accordance with federal, state, and local regulations. This Plan does not identify a water source or system for fire suppression;

however, the project does not constitute new structural development. Therefore, the proposed project is consistent with Policy S-4.13 of the General Plan.

31. <u>Goal S-7</u> - **Maintain a healthy and quiet environment free from annoying and harmful sounds.** The project creates significant and unavoidable noise during construction. Mitigation measures, which are made conditions of project approval, include the use of quiet-design equipment, mufflers, enclosures; eliminate unnecessary idling; equipment maintenance and lubrication; timing restrictions for equipment use. In the long-term, the project does not create a new source of annoying or harmful noise. Therefore, the proposed project is consistent with Goal S-7 of the General Plan.
32. <u>Policy S-7.10</u> – **Construction project shall include the following standard noise protection measures. These measures shall include:**
    - **Construction shall occur only during times allowed by ordinance/code unless such limits are waived for public convenience;**
    - **All equipment shall have properly operating mufflers; and**

    Lay-down yards and semi-stationary equipment such as pumps or generators shall be located as far from noise-sensitive land uses as practical. Noise mitigation required by the 2008 Final EIR/EIS, SEIRs, and April 2013Addendum include the use of construction equipment that is of quiet design, has a high-quality muffler system, and is well maintained; installation of engine enclosure panels on stationary gas, diesel, or pump equipment; elimination of unnecessary idling; and timing restrictions on some operations. Noise impacts resulting from construction and use of the THR would be mitigated by eliminating unnecessary idling, using good maintenance and lubrication procedures, and limiting the hours of passenger vehicle access and deliveries of construction material. Some construction may also occur during nighttime hours. Mitigation measures are required as a condition of project approval. Night work is restricted to sediment excavation in the San Clemente Creek arm and placement of materials in the Sediment Disposal Area. No material delivery trucks or heavy construction equipment will be moved in or out of the site at night and no blasting is be permitted at night. Noise resulting from nighttime construction work was analyzed in the April 2012 SEIR; analysis shows that there will be no perceptible increase in noise levels at nearby sensitive receptors (including the Sleepy Hollow community) due to construction activities being conducted during nighttime hours. Therefore, the proposed project is consistent with Policy S-7.10 of the General Plan.
33. <u>Goal PS-2</u> - **Assure an adequate and safe water supply to meet the County's current and long-term needs**. The project does not require a long-term water supply, and removal of the SCD and OCRD does not remove an existing water source from use. During construction, water will be provided via project dewatering wells

and pumped water from the Carmel River. The maximum construction water use will occur in August 2014, and is estimated at 20.88 acre-feet. This level of water use is temporary, and is not expected to impact the County's current or long-term water supply needs. Therefore, the proposed project is consistent with Goal PS-2 of the General Plan.

34. Policy PS-3.1. **Except as specifically set forth below, new development for which a discretionary permit is required, and that will use or require the use of water, shall be prohibited without proof, based on specific findings and supported by evidence, that there is a long-term, sustainable water supply, both in quality and quantity to serve the development. This requirement shall not apply to:**
    b. **Specified development (a list to be developed by ordinance) designed to provide: a) public infrastructure or b) private infrastructure that provides critical or necessary services to the public, and that will have a minor or insubstantial net use of water (e.g. water facilities, wastewater treatment facilities, road construction projects, recycling or solid waste transfer facilities).**

    The project involves removal of the SCD, OCRD, and related improvements; rerouting of the Carmel River into San Clemente Creek; and restoration. Therefore, the project qualifies for an exemption as a public infrastructure project. The project removes an identified public safety hazard, which is a critical and necessary public service. In addition, as discussed above, increased water use for the project is temporary (during construction), and is not expected to impact the County's long-term water supply needs. Therefore, the proof of long-term sustainable water supply requirement does not apply to the proposed project and the project is consistent with General Plan Policy PS-3.1.

35. Policy PS-5.3 - **Programs to facilitate recycling/diversion of waste materials at new construction sites, demolition projects, and remodeling projects shall be implemented.** The project includes demolition of the SCD, OCRD, and related facilities. Any reinforcing steel will be separated from the concrete and transported off-site for disposal; the clean concrete will be reused on-site to stabilize sediment slopes. Rock spoils from channel construction will be used for construction of a diversion dike. Any remaining rock spoils will be used to help stabilize sediment slopes. Reuse of these materials will minimize the amount of material hauled off-site for disposal, thus reducing solid waste. Therefore, the proposed project is consistent with Policy PS-5.3 of the General Plan.

36. Policy PS-5.4 - **The maximum use of solid waste source reduction, reuse, recycling, composting, and environmentally-safe transformation of wastes, consistent with the protection of the public's health and safety, shall be promoted.** See PS-5.3. The proposed project is consistent with Policy PS-5.4 of the General Plan.

37. <u>Policy PS-12.15</u> - **The special character of designated historic districts and neighborhoods shall be retained.** An historic resources inventory conducted as part of the project environmental review identified nine individual historic period resources in the project area. Six of the resources are contributors to a SCD Historic District (SCDHD), including the SCD, and Fish Ladder; OCRD and Fish Ladder; Chemical Building; Dam Keeper's Cottage; Dam Keeper's House; and Filtration Plant Chemical Building. The project includes removal of these contributing structures, which will alter the character and setting of significant historic resources. This was determined to be a significant and unavoidable impact to a designated historic district in the 2008 Final EIR/EIS, July 2012 Final SEIR No. 1, August 2012 Final SEIR No. 2, and April 2013 Addendum. Although it is a significant unavoidable impact under CEQA, the project is not inconsistent with this General Plan policy. Monterey County Code Section 18.25.030 defines "historic district" as an area, which may include public rights-of-way, within the County having special historic and architectural worth and designated as such by the Board of Supervisors pursuant to the provisions of that Chapter. The Board of Supervisors has not designated the SCDHD as an historic district. As such, the term "designated historic districts" does not apply to the project area. In addition, the project site does not constitute a "neighborhood." Therefore, the proposed project is consistent with General Plan Policy PS-12.15.
38. <u>Policy CACH-1.6</u> - **To assure that the value of the night sky in not compromised, exterior lighting should not exceed the minimum required to assure safety.** The project does not install new, permanent lighting. Temporary lighting will be used during nighttime construction. Mitigation requires that lighting be directed downward to the work area and shielded to reduce light spillover. Therefore, the proposed project is consistent with Policy CACH-1.6 of the Cachagua Area Plan.
39. <u>Policy CACH-2.4</u> - **The County shall require that any major timber, mining, or public works projects incorporate features, such as flag persons, signs, or warning lights, into the project to ensure the safety of persons using public roads.** Mitigation for Issue TC-1 in the 2008 Final EIR/EIS and SEIR No. 1, which is required as a condition of project approval, requires preparation of a traffic safety plan that addresses the appropriate vehicle size and speed; travel routes; flag person requirements; coordination with law enforcement and fire control agencies; emergency access to ensure child, pet and livestock safety; and the need for traffic and speed limit signs including advance warning and/or construction work zone signing on Carmel Valley Road. Mitigation also requires preparation of a traffic coordination and communication plan that defines the specific schedules for truck delivery and worker shifts to avoid periods of peak commute traffic including school bus traffic on area roadways. Therefore, the proposed project is consistent with Policy CACH-2.4 of the Cachagua Area Plan.

40. <u>Policy CACH-2.5</u> - **Any major timber, mining, or public works projects that use heavy vehicles on public roads shall be required to maintain and restore such roads to the pre-project level.** The project includes the construction of a new intersection on Carmel Valley Road, and construction vehicles would utilize Carmel Valley Road to the THR route. As a condition of approval, the Monterey County Public Works Department will require that the applicant to enter into a Road Maintenance Agreement and repair any damage to project access roads that occur during project construction. Therefore, the proposed project is consistent with Policy CACH-2.5 of the Cachagua Area Plan.
41. <u>Policy CACH-3.3</u> - **Alteration of hillsides and natural landforms caused by cutting, filling, grading, or vegetation removal shall be minimized through sensitive siting and design of all improvements and maximum feasible restoration. Where cut and fill is unavoidable on steep slopes, disturbed areas shall be re-vegetated.** Approximately 830,000 cubic yards of accumulated sediment behind the dam on the San Clemente Creek arm of the reservoir and a portion of the Carmel River will be relocated to the Carmel River arm sediment disposal area, where the bulk of accumulated sediment already has been deposited. A portion of the Carmel River will be permanently bypassed by cutting an approximately 450-foot-long channel between the Carmel River and San Clemente Creek, approximately 2,500 feet upstream of the Dam. The bypassed portion of the Carmel River will be used as a sediment disposal site for the accumulated sediment. Although natural landforms will be substantially altered, the project has been designed to avoid tree removal to the extent feasible (refer to Policy OS-5.11), and is intended to restore the Carmel River to a more natural condition. Given the nature of the project (dam removal and river re-route) and the topography of the site (as shown in Item 6.1 in the original application package), there is no alternative which eliminates cut and fill on steep slopes. In addition, after removal of the SCD and OCRD, the project area will be revegetated in accordance with a Landscape Restoration Plan that utilizes an all-native plant palette. Therefore, the proposed project is consistent with Policy CACH-3.3 of the Cachagua Area Plan.
42. <u>Policy CACH-3.4</u> - **Removal of healthy, native oak, madrone, and redwood trees in the Cachagua Planning Area shall be discouraged. An ordinance shall be developed to identify required procedures for removal of these trees. Said ordinance shall take into account fuel modification needed for fire prevention in the vicinity of structures and shall include:**
    a. **permit requirements**
    b. **replacement criteria**
    c. **exceptions for emergencies and governmental agencies**

    The project application includes a Use Permit for removal of 1,266 trees. Pursuant to approval of this discretionary permit, the project is consistent with this policy. Mitigation for tree removals in the CACH Area Plan includes 100% replacement for protected non-oak

trees at a 1:1 ratio, in addition to the following:

- 50% of removed oak trees will be mitigated at a 3:1 ratio for the entire project area; and
- 50% of removed oak trees will be mitigated by providing or acquiring a conservation easement.
- 100% of removed protected non-oak trees will be replaced at a 1:1 ratio for the Cachagua Area Plan.

Therefore, the proposed project is consistent with Policy CACH-3.4 of the Cachagua Area Plan.

43. Policy CACH-3.7 - **New development shall be sited to protect riparian vegetation and threatened fish species, minimize erosion, and preserve the visual aspects of the Carmel and Arroyo Seco Rivers. Private property owners are encouraged to preserve the Carmel River in its natural state, to prevent erosion and protect fishery habitat. Fishery habitats located above the Los Padres and San Clemente Dams shall be maintained in a productive state accessible to fish populations, especially steelhead.** The project results in short-term, significant and unavoidable visual impacts (Issues VR-2, VR-3, and VR-6 in the 2008 Final EIR/EIS and SEIR No. 1). However, the project includes removal of the SCD, OCRD, and related improvements, and will return the project site to a more natural character in the long-term. Project mitigation (Issue GS-4 in the 2008 Final EIR/EIS and SEIR No. 1) requires slope stabilization with rock and concrete and implementation of erosion control and water quality best management practices (BMPs) in the project stormwater pollution prevention plan (SWPPP), among other measures. In addition, stream restoration and revegetation will stabilize sediment in the reservoir area and avoid long-term significant impacts (Issues WR-2a and WR-2b in the 2008 Final EIR/EIS and SEIR No. 1). Removal of the SCD and OCRD addresses existing issues related to the dam including impaired access for steelhead to 25 miles of upstream spawning and rearing habitat, disruption of sediment transport to the lower river and Carmel River beach, and ecological discontinuity of aquatic and riparian habitats. Removing the dam resolves these issues and provides significant benefits to both steelhead and California red-legged frog. Therefore, the proposed project is consistent with Policy CACH-3.7 of the Cachagua Area Plan.

44. Policy GMP-3.5 - **Removal of healthy, native oak, Monterey pine, and redwood trees in the Greater Monterey Peninsula Planning Area shall be discouraged. An ordinance shall be developed to identify required procedures for removal of these trees. Said ordinance shall take into account fuel modification needed for fire prevention in the vicinity of structures and shall include:**
    a. **Permit requirements**
    b. **Replacement criteria**
    c. **Exceptions for emergencies and governmental agencies**

The project application includes a Use Permit for removal of 1,266

trees. This includes 824 Coast live oaks (655 in the GMP Area), 7 Valley oaks (6 in the GMP Area), and 4 Monterey Pines (all in the GMP Area). No redwoods 6" in diameter or greater will be removed. As described under Policy OS-5.11, three design changes were made to avoid 49% of the trees that would have been removed by implementation of the initial design. Therefore, the project has been designed to avoid tree removal to the extent feasible. In addition, the project mitigates oak tree removal as follows:

- 50% of removed oak trees will be mitigated at a 3:1 ratio; and
- 50% of removed oak trees will be mitigated by providing or acquiring a conservation easement.

Protected non-oak trees in the CACH Plan Area will also be replaced at a 1:1 ratio. Therefore, the proposed project is consistent with Policy GMP-3.5 of the Greater Monterey Peninsula Area Plan.

45. **<u>Policy GMP-4.1</u> - Redwood, pine, oak forest, and chaparral habitat on land exceeding 25 percent slope, should remain undisturbed due to potential erosion impacts and loss of visual amenities.** The project will not remove any redwood or pine trees, but will remove 824 Coast live oaks (655 in the GMP Area), 7 Valley oaks (6 in the GMP Area), and 4 Monterey Pines (all in the GMP Area). Several chaparral habitats will also be impacted by the project. Given the nature of the project (dam removal and river re-route) and the topography of the site (as shown in Item 6.1 in the original application package and Item 6.1 in the revised application package), there is no alternative which allows the project to be implemented entirely on slopes of less than 25%. In addition, the project is required to comply with a SWPPP, which includes erosion control BMPs. Further, while the project results in short-term, significant and unavoidable visual impacts (Issues VR-2, VR-3, and VR-6 in the 2008 Final EIR/EIS and SEIR No. 1), it will return the project site to a more natural character in the long-term. Therefore, the proposed project is consistent with Policy GMP-4.1 of the Greater Monterey Peninsula Area Plan.

d) The project planner conducted a site inspection on February 15, 2012, May 23, 2012, and March 6, 2013 to verify that the project on the subject parcel conforms to the plans listed above.

e) Pursuant to Title 16 Section 16.60.040.C, a Use Permit is required for the removal of more than three protected trees on a lot in a one-year period. The project will remove 1,266 protected trees. Therefore, a Use Permit is required. See Finding #7 for more detail.

f) 2010 General Plan Policy OS-3.5 prohibits development on slopes in excess of twenty-five percent (25%) unless no feasible alternative exists or the development better achieves the resource protection objectives and policies contained in the General Plan and accompanying Area Plans. The proposed project involves the removal of two dams and road improvements, requiring development on slopes in excess of 25%. There is no alternative that allows the project to be implemented entirely on slopes of less than 25% (refer to Finding #6). In addition, the project achieves the resource protection objectives and policies contained in the Monterey County General Plan, CACH Area Plan, and GMP Area Plan

(refer to Finding #2).

g) The project was referred to the Carmel Valley Land Use Advisory Committee (LUAC) and the Cachagua LUAC for review. Based on the LUAC Procedure guidelines adopted by the Monterey County Board of Supervisors per Resolution No. 08-338, this application warranted referral to the LUAC because the project is subject to CEQA review. The Carmel Valley LUAC discussed downstream flooding, sedimentation transport, use of San Clemente Drive for construction access, the timing of the Cachagua Road closures, the location of park and ride lots for construction workers, and local hire practices before supporting the project as proposed on a 4-1-2-0 vote on July 2, 2012. On March 18, 2013, the Carmel Valley LUAC supported the THR route provided that deference is given to the suggestions from the Sleepy Hollow Homeowner's Association.

The Cachagua LUAC reviewed the project on March 27, 2013 and April 24, 2013. The Cachagua LUAC recommended approval of the project on April 24, 2013 subject to the following conditions:

1) The suggestions in the April 19, 2013 letter from Sleepy Hollow Homeowner's Association (see **Exhibit Q**, Public Comments) should be followed should be included in the project conditions of approval, as deemed appropriate by County staff.
2) Once the land is transferred to the Bureau of Land Management (BLM), public access is strongly encouraged.
3) The Planning Commission should take into consideration repairing Carmel Valley Road from the Village to the new access route to County standards following completion of the project.

On April 11, 2013, the Carmel Valley Road Committee recommended approval of the project with the following concerns and conditions:

1) Employees should be required to phase their arrival and departure in accordance with the Sleepy Hollow provisions of 7 am to 7 pm to avoid school traffic.
2) To limit possible interactions between heavy trucks, school buses and children en route to school, heavy trucks should be limited in hours so that they cannot cross the intersection of Carmel Valley Road and Ford Road between 9 am and 2:30 pm when Carmel Unified School District is in session.
3) That dust control measures be in place to minimize dust on the new unpaved areas of Tularcitos High Road.

h) The application, project plans, and related support materials submitted by the project applicant to the Monterey County RMA - Planning Department for the proposed development found in Project File PLN110373.

3. **FINDING:** **SITE SUITABILITY** – The site is physically suitable for the use

proposed.

EVIDENCE:

a) The CDWR issued a safety order for the SCD early in the 1990s, determining that structure could potentially fail in the event of either a major earthquake or flood. The proposed project removes this safety hazard.

b) The project involves removal of the SCD, OCRD, and related improvements; rerouting of the Carmel River into San Clemente Creek; and restoration. The project does not constitute the development of a new land use.

c) The project has been reviewed by the following departments and agencies: RMA – Planning Department, RMA – Public Works Department, Environmental Health Bureau, Water Resources Agency, Cachagua Fire Protection District, RMA – Building Department, California Department of Fish and Wildlife, National Marine Fisheries Service, and United States Fish and Wildlife Service. There has been no indication from these departments/agencies that the site is not suitable for the proposed dam removal. Conditions recommended have been incorporated.

d) In addition to the 2008 Final EIR/EIS, SEIR No. 1, SEIR No. 2, April 2013 Addendum and supporting documents, the following reports have been prepared for the project:

- "Arborist Report/Forest Management Plan" (LIB#120294) prepared by URS Corporation and HortScience, Inc., Oakland, California, January 2012.
- "Flood Study: Hydraulic Analysis Summary Report" (LIB#120295), April 2012.
- "Section 106 Technical Report Addendum" (LIB#120293) prepared by URS Corporation and JRP Historical Consulting, LLC, Oakland, California, March 2012.
- "Supplement to Arborist Report/Forest Management Plan" (LIB#130139) prepared by URS Corporation and HortScience, Inc., Oakland, California, March 2013.
- "Tularcitos Creek Bridge Flood Study" (LIB#130140) prepared by URS Corporation, March 2013.

As discussed in the environmental documents and technical reports, impacts identified in the environmental review have been mitigated to the extent feasible.

e) Staff conducted site inspections on February 15, 2012, May 23, 2012, and March 6, 2013 to verify that the site is suitable for the proposed action.

f) The application, project plans, and related support materials submitted by the project applicant to the Monterey County RMA - Planning Department for the proposed project found in Project File PLN110373.

4. **FINDING:** **HEALTH AND SAFETY** - The establishment, maintenance, or operation of the project applied for will not under the circumstances of this particular case be detrimental to the health, safety, peace, morals, comfort, and general welfare of persons residing or working in the neighborhood of such proposed use, or be detrimental or injurious to property and improvements in the neighborhood or to the general

welfare of the County.

EVIDENCE:

a) CDWR issued a safety order for the San Clemente Dam structure in the early 1990s, indicating that the dam could potentially fail in the event of either a major earthquake or flood. Failing to address this problem through dam strengthening, dam notching, or dam removal would expose thousands of downstream residents to potentially significant public safety hazards.

b) The project was reviewed by the RMA – Planning Department, RMA – Public Works Department, Environmental Health Bureau, Water Resources Agency, Cachagua Fire Protection District, RMA – Building Department, California Department of Fish and Wildlife, National Marine Fisheries Service, and United States Fish and Wildlife Service. The respective agencies have recommended conditions, where appropriate, to ensure that the project will not have an adverse effect on the health, safety, and welfare of persons either residing or working in the neighborhood.

c) Necessary public facilities are available. During construction, water will be provided via project dewatering wells and pumped water from the Carmel River. The project does not require a long-term water supply. Sewer services will be provided by portable toilets, and effluent will be disposed of using waste hauler trucks. The project does not require long-term sewer services.

d) Staff conducted site inspections on February 15, 2012, May 23, 2012, and March 6, 2013 to verify that construction of the THR access route and removal of the SCD and OCRD at the project site will not be detrimental to health and safety of nearby residences.

e) The application, project plans, and related support materials submitted by the project applicant to the Monterey County RMA - Planning Department for the proposed development found in Project File PLN110373.

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

EVIDENCE:

a) Staff reviewed Monterey County RMA – Planning Department and Building Services Department records and is not aware of any violations existing on subject property.

b) Staff conducted site inspections on February 15, 2012, May 23, 2012, and March 6, 2013 and researched County records to assess if any violation exists on the subject property.

c) There are no known violations on the subject parcel.

d) The application, plans and supporting materials submitted by the project applicant to the Monterey County Planning Department for the proposed development are found in Project File PLN110373.

6. **FINDING:** **DEVELOPMENT ON SLOPE** – There is no feasible alternative that allows development to occur on slopes of less than 25%. In addition, the proposed development better achieves the goals, policies and objectives of the Monterey County General Plan, Cachagua Area Plan, Greater

Monterey Peninsula Area Plan, and the Monterey County Zoning Ordinance (Title 21) than other development alternatives.

EVIDENCE:

a) In accordance with the applicable policies of the Cachagua Area Plan, Greater Monterey Peninsula Area Plan, and the Monterey County Zoning Ordinance (Title 21), a Use Permit is required and the standards to grant said permits have been met.

b) The project includes application for development on slopes exceeding 25%.

c) Given the nature of the project (dam removal and river re-route) and the steep topography of the site, there is no alternative which allows the project to be implemented entirely on slopes of less than 25%. In addition, removal of the San Clemente Dam and Old Carmel River Dam addresses existing issues related to the dam including impaired access for steelhead to 25 miles of upstream spawning and rearing habitat, disruption of sediment transport to the lower river and Carmel River beach, and ecological discontinuity of aquatic and riparian habitats. Removing the dams resolves these issues and provides significant benefits to both steelhead and California red-legged frog. As a result, the project achieves the resource protection objectives and policies contained in the Monterey County General Plan, Cachagua Area Plan, and Greater Monterey Peninsula Area Plan (see Finding #2).

d) The application, plans and supporting materials submitted by the project applicant to the Monterey County Planning Department for the proposed development are found in Project File PLN11073.

e) The project planner conducted site inspections on February 15, 2012, May 23, 2012, and March 6, 2013.

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

EVIDENCE:

a) The project includes an application for the removal of 1,266 trees. In accordance with the applicable policies of the Cachagua Area Plan, Greater Monterey Peninsula Area Plan, and the Monterey County Zoning Ordinance (Title 21), a Use Permit is required and the standards to grant said permit have been met.

b) The project site lies in two planning areas: the Greater Monterey Peninsula Area Plan and the Cachagua Area Plan, each with a distinct list of protected trees. The Greater Monterey Peninsula Area Plan protects oak trees. The Cachagua Area Plan list of protected trees includes Santa Lucia Fir, Black Cottonwood, Fremont Cottonwood, Box Elder, Willows, California Laurel, Sycamore, Oak and Madrone. The project will remove 1,266 protected trees, including 66 Black Cottonwood, 8 Fremont Cottonwood, 242 Willow, 66 California Laurel, 35 Sycamore, 3 Blue Oak, 824 Coast Live Oak, 7 Valley Oak, and 11 Madrone.

c) Title 21 Section 21.64.260.C.3 states that no native tree six inches or more in diameter two feet above ground level shall be removed in the Cachagua Area Plan area without approval of the permit(s) required in Subsection 21.64.240.D. Native trees include Santa Lucia Fir, Black Cottonwood, Fremont Cottonwood, Box Elder, Willows, California

Laurel, Sycamore, Oak and Madrone. Subsection D states that a Use Permit is required for the removal of more than three protected trees. The project proposes to remove 1,266 native trees. Therefore, a Use Permit is required.

d) Title 21 Section 21.64.260.C.4 states that no oak tree six inches or more in diameter two feet above ground level may be removed in any area of the County of Monterey designated in the applicable area plan as Resource Conservation, Residential, Commercial or Industrial without approval of the permit(s) required in Subsection 21.64.240.D. Subsection D states that a Use Permit is required for the removal of more than three protected trees. The project will remove 3 Blue Oak, 824 Coast Live Oak, and 7 Valley Oak. Therefore, a Use Permit is required.

e) A combined Arborist Report and Forest Management Plan was prepared by URS Corporation and HortScience, Inc. in January 2012 and updated by URS Corporation and HortScience, Inc. in March 2013 (LIB#120294 and LIB#130139, respectively).

f) Measures for tree protection during construction have been incorporated as conditions of approval and include tree protection zones, trunk protection, hand excavation and bridging roots.

g) The project has been designed and sited to minimize the removal of protected trees to the greatest extent feasible. The protected trees in the vicinity of the project construction activities were inventoried and mapped. These maps then were overlaid on the design plans to see if changes could be made to minimize tree removals. As a result, three design changes were made to minimize removal of protected trees, avoiding 49% of the trees that would have been removed by implementation of the initial design. The first design change relocated staging areas to avoid removing groves of large oaks, avoiding the removal of 893 protected trees. The second design change resulted in avoidance of 251 additional trees through modifications to the former access road (Jeep Trail and Reservoir Access Road). The third design change involved both a change in the access routes from the Jeep Trail and Reservoir Access Road to the THR route, and changes to the THR route to reduce tree impacts (e.g. reduction in size of staging areas, road alignment to avoid trees). As a result, the total number of protected trees proposed for removal was reduced from 2,463 to 1,266.

h) The removal will not involve a risk of adverse environmental impacts. Impacts related to water quality, biological and ecological systems, noise, and wildlife habitat were addressed in the 2008 Final EIR/EIS, SEIR No. 1, SEIR No. 2, and April 2013 Addendum. Mitigation measures have been incorporated to reduce impacts where feasible. The project mitigates tree removal as follows:

- 50% of removed oak trees will be mitigated at a 3:1 ratio for the entire project area; and
- 50% of removed oak trees will be mitigated by providing or acquiring a conservation easement.

In accordance with the project restoration plan, a total of 1,527 oak trees and 11,031 non-oak trees will be re-planted. Trees will be planted in an ecologically sound manner blending with the surrounding oak

woodlands and riparian habitats.

i) Staff conducted a site inspection on February 15, 2012, May 23, 2012, and March 6, 2013 to verify that the tree removal is the minimum necessary for the project and to identify any potential adverse environmental impacts related to the proposed tree removal.

j) The application, plans and supporting materials submitted by the project applicant to the Monterey County Planning Department for the proposed development are found in Project File PLN110373.

8. **FINDING:** **OAK WOODLANDS** – The project, as conditioned and mitigated, will not have significant environmental impacts to oak woodlands.

EVIDENCE:

a) The application includes a Use Permit for the removal of 1,266 protected trees. Of these, 448 have a diameter of 12 to 18 inches, 199 have a diameter of 18 to 24 inches, and 108 have a diameter of over 24 inches (heritage trees). Of the trees proposed for removal, 834 are oak trees. Most tree removals (726) will occur as a result of dam removal. 451 trees would be removed for construction of the THR route. The remaining 89 trees would be removed for construction of the Plunge Pool Road.

b) Pursuant to Public Resources Code section 21083.4, the County must determine whether a project within its jurisdiction may result in a conversion of oak woodlands that will have a significant effect on the environment. If the County determines that the project may have a significant effect on oak woodlands, the County must require feasible mitigation measures to mitigate the significant effect of the conversion of oak woodlands. This project site contains oak woodlands. Fish and Game Code Section 1361 states: "Oak Woodlands means an oak stand with a greater than 10 percent canopy cover or that may have historically supported greater than 10 percent canopy cover." The project may have a potential impact resulting from the conversion of oak woodlands, but the impacts are mitigated by requiring the applicant to implement the mitigation measures identified in the 2008 Final EIR/EIS and Draft SEIR No. 1. Mitigation measure VE-2 requires replacement of up to half the oak trees at a 3:1 ratio, provision or acquisition of a conservation easement sufficient to mitigate at least half of the loss of oak trees, and five year monitoring in accordance with a Botanical Resources Management Plan (Appendix U in **Exhibit L,** SEIR No. 1) and Forest Management Plan (Attachment C in **Exhibit H,** Original Project Application and Attachment 3 in **Exhibit J,** Revised Project Application).

c) The applicant is required to enter into an agreement to implement the MMRP pursuant to Condition #5.

d) Combined Arborist Report and Forest Management Plan prepared by URS Corporation and HortScience, Inc., January 2012 (Attachment C in **Exhibit H,** Original Project Application).

e) Supplement to the Arborist Report and Forest Management Plan prepared by URS Corporation and HortScience, Inc., March 2013 (Attachment 3 in **Exhibit J,** Revised Project Application).

f) Botanical Resources Management Plan (Appendix U in **Exhibit L,** SEIR No. 1).

g) Staff conducted site inspections on February 15, 2012, May 23, 2012, and March 6, 2013 to verify that impacts to oak woodlands will be minimized through project design and adequately mitigated in accordance with County and State requirements.

h) The 2008 Final EIR/EIS, Draft SEIR No. 1, and April 2013 Addendum analyzed impacts to oak woodlands. As described in Issue VE-2 (Loss of Protected Oak Woodland), the project results in the loss of approximately 21 acres of oak woodlands (increased from 18 acres disclosed in the 2008 Final EIR/EIS and Draft SEIR No. 1). The increase in acreage is due to the longer length of access and also the fact that the mapping includes some ruderal areas as oak woodland. Although the acreage has increased, the number of protected trees proposed for removal has decreased. Mitigation VE-2 requires replacement of up to half the oak trees at a 3:1 ratio. All plant materials will be derived from Carmel Valley area populations and be monitored for five years after planting. Mitigation also requires that a conservation easement be provided or acquired sufficient to mitigate at least half of the loss of oak trees. These measures have been incorporated as project conditions of approval and reduce impacts to a less than significant level.

i) Administrative record, including materials in RMA-Planning Department file PLN110373.

9. **FINDING:** **CEQA (FINAL EIR/EIS, SUPPLEMENTAL EIRs AND ADDENDUM)** – The County, as a responsible agency under CEQA, has considered the 2008 Final EIR/EIS, July 2012 Final SEIR No. 1, August 2012 Final SEIR No. 2, and April 2013 Addendum prepared by the lead agencies.

EVIDENCE: a) In 2006, CDWR the released a Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the San Clemente Dam Seismic Safety Project that evaluated five alternatives to meet the project purposes and objectives. These included:

- Alternative 1: Dam Notching
- Alternative 2. Dam Removal
- Alternative 3. Carmel River Reroute and Dam Removal (the current project)
- Alternative 4. No Project
- Proponent's Proposed Project: Dam Strengthening

b) The Final EIR/EIS was certified by the CDWR on December 31, 2007 and it was filed with the State Clearinghouse in January 2008. The cover of the Final EIR/EIS is dated January 2008 which is the date used in this resolution. In February 2008, CDWR selected Alternative 3.

c) Since selection of Alternative 3, CAW identified several necessary changes to Alternative 3. CDWR, as a lead agency, evaluated the proposed changes, and determined that a supplement to the Final EIR (SEIR) needed to be prepared. The Draft SEIR No. 1, prepared by CDWR, describes the revised project features and analyzes potential impacts associated with changes to the project and to proposed mitigation. The Draft SEIR No. 1 was released on April 24, 2012 for a 45-day public review period. The Final SEIR No. 1 was certified in July

2012.

d) DWR did not address removal of the Old Carmel River Dam in the April 2012 SEIR or SEIR No. 1. Removal of this dam and related facilities is now proposed. Therefore, a Second Draft SEIR (SEIR No. 2) was prepared by the California Coastal Conservancy to specifically address impacts related to removal of Old Carmel River Dam. The Draft SEIR No. 2 was released on June 14, 2012 for a 45-day review period. The Final SEIR No. 2 was certified in August 2012.

e) In response to Planning Commission direction and public comment, CAW elected to modify project access from Cachagua Road and the Jeep Trail/Reservoir Access Road to the Tularcitos High Road (THR). A similar route was analyzed in the 2008 Final EIR/EIS for the Proponent's Proposed Project. CDWR, as a lead agency, evaluated modifications to the proposed route, and determined that an Addendum was appropriate. The April 2013 Addendum, prepared by CDWR, describes the modifications to the THR route and compares potential impacts with those analyzed in the 2008 Final EIR/EIS, as supplemented. The April EIR Addendum was certified by CDWR on April 5, 2013. Although not required for an Addendum under CEQA, the County elected to release the document for public review. The document was placed on the County website and copies were made available at the RMA-Planning counter. The availability of the EIR Addendum was noted in the Public Hearing Notice for the May 8, 2013 Planning Commission meeting.

f) None of the conditions described in Section 15162 of the CEQA Guidelines calling for the preparation of a Supplemental or Subsequent EIR have occurred. Minor revisions to the EIR/EIS were needed to analyze the Tulacaritos High Road Route but this change to the project did not require major revisions to the EIR/EIS due to the involvement of new environmental effects or substantial increase in the severity of previously identified environmental effects. In addition, there has been no new information or change in circumstances not previously known that shows new significant effects or more severe effects.

10. **FINDING:** **POTENTIALLY SIGNIFICANT ENVIRONMENTAL IMPACTS IDENTIFIED IN THE EIR THAT ARE REDUCED TO A LEVEL OF "LESS THAN SIGNIFICANT" BY THE MITIGATION MEASURES IDENTIFIED IN THE EIR AND ADOPTED FOR THE PROJECT** – Per Public Resources Code section 21081(a)(1), with respect to significant effects on the environment identified in the 2008 Final EIR/EIS, SEIR No. 1, SEIR No. 2, and April 2013 Addendum (collectively referred to as "environmental documents"), changes or alterations have been required in, or incorporated into, the project which mitigate or avoid significant effects on the environment, as described below.

EVIDENCE: a) The environmental documents identified potentially significant impacts to Geology and Soils, Hydrology and Water Resources, Water Quality, Fisheries, Vegetation and Wildlife, Wetlands, Air Quality, Greenhouse Gas Emissions, Noise, Traffic and Circulation, Cultural Resources, and Visual Resources (Aesthetics) which could result from all components

of project. Impacts to Geology and Soils, Fisheries, Vegetation and Wildlife, Air Quality, Greenhouse Gas Emissions, and Traffic and Circulation are mitigated to a less than significant level due to incorporation of mitigation measures from the environmental documents into the conditions of project approval.

b) Geology and Soil. Issue GS-5 (Bypass Rock Removal by Blasting) in the 2008 Final EIR/EIS and SEIR No. 1has been mitigated through measure GS-5 requiring implementation of measures in the blasting plan such as controlling excessive vibration by limiting the size of charges and using charge delays. BMPs are customized to address site-specific conditions encountered on the steep slopes that adjoin the river. Erosion control measures included in the SWPPP (Appendix K in the 2008 Final EIR/EIS) will be implemented. The April 2013 Addendum found that geology and soils impacts of the THR route would be similar to those analyzed in the 2008 Final EIR/EIS, as supplemented, and that the same mitigation would continue to apply. Mitigation monitoring for GS-5 will be reported to the Monterey County RMA – Planning Department. Refer also to Finding 11 for geology and soils impacts and mitigation measures that will be overseen by agencies other than the County of Monterey. See Section 4.1 of the 2008 Final EIR/EIS, Section 4.1 of the SEIR No. 1, and Attachment 1to the April 2013 Addendum (for a general discussion of geology and soils impacts associated with the THR route).

c) Fisheries. Issue FI-15 (Sleepy Hollow Steelhead Rearing Facility) in the 2008 Final EIR/EIS and SEIR No. 1is substantially lessened by adoption of mitigation measure FI-15 requiring that an alternative water supply be made available to the SHSRF in the Carmel River. The April 2013 Addendum found that fisheries impacts of the THR route would be similar to those analyzed in the 2008 Final EIR/EIS, as supplemented, and that the same mitigation would continue to apply. Mitigation monitoring for this measure will be reported to the Monterey County RMA – Planning Department. Refer also to Finding 11 for fisheries impacts and mitigation measures that will be overseen by agencies other than the County of Monterey. See Section 4.4 of the 2008 Final EIR/EIS, Section 4.4 of the SEIR No.1, and Section 4.2.3 of the SEIR No. 2.

d) Vegetation and Wildlife. Issue VE-2 (Loss of Protected Oak Woodland) in the 2008 Final EIR/EIS, SEIR No. 1, and April 2013 Addendum is substantially lessened by adoption of mitigation measure VE-2 requiring that impacts to oak trees be avoided by confining access improvement activity in the vicinity of the oak woodlands. This measure also requires replacement of up to half the oak trees at a 3:1 ratio, provision or acquisition of a conservation easement sufficient to mitigate at least half of the loss of oak trees, and five year monitoring in accordance with a Botanical Resources Management Plan (Appendix U in **Exhibit L,** SEIR No. 1) and Forest Management Plan (Attachment C in **Exhibit H,** Original Project Application, and Attachment 3 in **Exhibit J,** Revised Project Application). Issue VE-3 (Loss of Other Native Vegetation) in the 2008 Final EIR/EIS, SEIR No. 1 (Issue VE-3a in the SEIR No. 2), and April 2013 Addendum is substantially lessened by adoption of

mitigation measure VE-3 (VE-3a in the SEIR No. 2) requiring that footprints minimize loss of native vegetation, fencing to prevent encroachment into undisturbed native habitat or within the dripline of native trees, diffuse outflows to minimize erosion, supplemental irrigation, and implementation of measures identified in the Botanical Resources Management Plan. Issue WI-9 (Pre-Existing Access Road Improvements) in the 2008 Final EIR/EIS and SEIR No. 1 is substantially lessened by adoption of mitigation measure WI-9 requiring that tree and vegetation removal be restricted to the minimum amount necessary to allow access by construction vehicles. Mitigation also includes mapping and flagging of active wood rat nests, planning routes to avoid dusky footed wood rat nests, erosion controls and barriers, and conducing of CTS surveys. Issue WI-15 (Nighttime Work and Associated Lighting) in the SEIR No. 1 is substantially lessened by adoption of mitigation measure WI-15 requiring that lighting be directed downward and shielded to reduce light spillover onto adjacent wildlife habitats. Nighttime work will be conducted outside of the nesting season, if possible, or a protocol-level pre-construction survey will be conducted and associated recommendations implemented. The April 2013 Addendum found that vegetation and wildlife impacts of the THR route would be similar to those analyzed in the 2008 Final EIR/EIS, as supplemented, and that the same mitigation would continue to apply. Mitigation monitoring for VE-2, VE-3 (VE-3a in the SEIR No. 2), WI-9 and WI-15 will be reported to the Monterey County RMA – Planning Department. Refer also to Finding 11 for vegetation and wildlife impacts and mitigation measures that will be overseen by agencies other than the County of Monterey. See Section 4.5 of the 2008 Final EIR/EIS, Section 4.5 of the SEIR No.1, Section 4.2.4 in the SEIR No. 2, and Attachment 1 to the April 2013 Addendum (for Issues VE-2, VE-3, and WI-8).

e) Air Quality. Issue AQ-2 (Access Road Upgrades) was considered significant and unavoidable in the 2008 Final EIR/EIS. However, mitigated fugitive dust emissions were recalculated during preparation of the SEIR No. 1 and were found to be less than the MBUAPCD threshold of significance (82 lbs/day). The April 2013 Addendum found that impacts of the THR route would be similar to those analyzed in the 2008 Final EIR/EIS, as supplemented. This issue was not discussed in the SEIR No. 2. The impact has been substantially lessened by adoption of mitigation measure AQ-2 requiring that crushed rock be used as a final base on unpaved roads; watering of unpaved or unrocked roads, parking areas, and staging areas; implementation of water quality BMPs; use of non-toxic chemical stabilizers or dust suppressants; use of street sweepers to prevent sediment accumulation on paved roads; enforcement of a 15-mph speed limit on unpaved haul roads; implementation of PM_{10} controls on access roads, including paving and coarse graveling, in addition to periodic watering, along with practical and cost-effective NOX controls for diesel vehicles and equipment. Mitigation monitoring for mitigation measure AQ-2 will be reported to the Monterey County RMA – Planning Department. See Section 4.7 of the 2008 Final EIR/EIS, Section 4.7 of the SEIR No.1, and Attachment

1 to the April 2013 Addendum.

f) Greenhouse Gas Emissions. Alternative 3 Project-Generated Emissions impacts (no impact number provided) were discussed in the SEIR No. 1 and the April 2013 Addendum. This impact has been substantially lessened by adoption of mitigation measures requiring maximum on-road fuel efficiency; developing a VMT reduction plan; using carpools, vanpools, or shuttle services to reduce worker-related VMT; reducing unnecessary idling through use of auxiliary power units, electric equipment and enforcement of idling and speed limits; maintaining engines and equipment efficiently; implementing a construction and demolition plan that will result in at least 50 percent diversion through reuse or recycling of nonhazardous construction waste; hauling non-reusable materials to the nearest waste disposal facility. The April 2013 Addendum found that greenhouse gas emissions of the THR route would be lower than those analyzed in the SEIR No. 1, and that the same mitigation would continue to apply. Mitigation monitoring for these measures will be reported to the Monterey County RMA – Planning Department. See Section 4.7a of the SEIR No.1 and Attachment 1 to the April 2013 Addendum.

g) Traffic and Circulation. Issue TC-7 (Pavement Loadings) in the 2008 Final EIR/EIS, SEIR No. 1, and April 2013 Addendum is substantially lessened by adoption of mitigation measure TC-7 requiring that the applicant coordinate with local agencies to determine whether the proposed routes for truck travel are appropriate before beginning construction. The applicant will repair any damage to County roads and will restore them to pre-project conditions immediately after construction has been completed. The 2008 Final EIR/EIS and SEIR No. 1 identified potentially significant traffic and circulation impacts related to delays to emergency vehicles (Issue TC-8), which would have been substantially lessened by adoption of mitigation measure TC-8. Because Tassajara and Cachagua Roads are no longer proposed to be used for access, this impact and associated mitigation measure no longer applies to the project. The April 2013 Addendum found that traffic and circulation impacts of the THR route would generally be similar to those analyzed in the 2008 Final EIR/EIS, as supplemented, and that the same mitigation would continue to apply (except for Issue TC-8, which would be eliminated). Refer also to Finding 11 for traffic and circulation impacts and mitigation measures that will be overseen by agencies other than the County of Monterey. See Section 4.9 of the 2008 Final EIR/EIS, Section 4.9 of the SEIR No.1, and Attachment 1 to the April 2013 Addendum (for a general discussion of traffic and circulation impacts associated with the THR route).

11. **FINDING:** **POTENTIALLY SIGNIFICANT ENVIRONMENTAL IMPACTS IDENTIFIED IN THE EIR THAT ARE REDUCED TO A LEVEL OF "LESS THAN SIGNIFICANT" BY CHANGES OR ALTERATIONS ADOPTED BY ANOTHER PUBLIC AGENCY** – Per Public Resources Code Section 21081(a)(2), with respect to significant effects on the environment identified in the Final EIR/EIS, SEIR No. 1, SEIR No. 2, and Addendum (collectively referred to as

"environmental documents"), changes or alterations have been adopted by, or can and should be adopted by, a public agency other than the County of Monterey, which mitigate or avoid the significant effects on the environment, as described below. Although these measures are adopted by another public agency, they are required as conditions of project approval and the County of Monterey has elected to be added as a monitoring agency.

EVIDENCE: a) The environmental documents identified potentially significant impacts to Geology and Soils, Hydrology and Water Resources, Water Quality, Fisheries, Vegetation and Wildlife, Wetlands, Air Quality, Greenhouse Gas Emissions, Noise, Traffic and Circulation, Cultural Resources, and Visual Resources (Aesthetics) which could result from all components of project. Impacts to Geology and Soils, Hydrology and Water Resources, Water Quality, Fisheries, Vegetation and Wildlife, Wetlands, Traffic and Circulation, and Cultural Resources are mitigated to a less than significant level due to incorporation of changes or alterations that have been adopted by, or can and should be adopted by, another public agency.

b) Geology and Soil. Issues GS-2 (Access Route Landslide/Slope Stability) and GS-4 (Soil Erosion) in the 2008 Final EIR/EIS, SEIR No. 1, and April 2013 Addendum have been mitigated through measure GS-2 requiring geotechnical design of road improvements and measure GS-4 requiring stabilization of sediment slopes with rock and clean concrete, use of in-situ treatments, construction of channels to route storm flows, and the implementation of standard erosion control methods and BMPs on both the upslope and downslope sides of all construction zones. BMPs are customized to address site-specific conditions encountered on the steep slopes that adjoin the river. Erosion control measures included in the SWPPP (Appendix K in the 2008 Final EIR/EIS) will be implemented. The April 2013 Addendum found that geology and soils impacts of the THR route would be similar to those analyzed in the 2008 Final EIR/EIS, as supplemented, and that the same mitigation would continue to apply. Mitigation measures GS-2 and GS-4 in the 2008 Final EIR/EIS, SEIR No. 1, and April 2013 Addendum apply to the project and have been adopted by the Lead Agency (CDWR), will be implemented by the applicant, and overseen by agencies other than the County of Monterey. See Section 4.1 of the 2008 Final EIR/EIS, Section 4.1 of the SEIR No. 1, and Attachment 1to the April 2013 Addendum.

c) Hydrology and Water Resources. Issues WR-3b (Increased Sediment Deposition that Obstructs Fish Passage) and WR-7 (Impact to Location or Timing of Water Supply Diversions) in the 2008 Final EIR/EIS, SEIR No. 1, and April 2013 Addendum have been mitigated through measures WR-3b requiring design of the reconstructed channel and bypass channel to allow for fish passage and WR-7 requiring operation of the diversion to maintain fish passage flows in January-May. The April 2013 Addendum found that hydrology and water resources impacts of the THR route would be similar to those analyzed in the 2008 Final EIR/EIS, as supplemented, and that the same mitigation would continue to apply. Mitigation measures WR-3b and

WR-7 have been adopted by the Lead Agency (CDWR), will be implemented by the applicant, and overseen by agencies other than the County of Monterey. See Section 4.2 of the 2008 Final EIR/EIS and Section 4.2 of the SEIR No. 1, and Attachment 1to the April 2013 Addendum (for a general discussion of hydrology and water resources impacts associated with the THR route).

d) Water Quality. Issues WQ-1 (Road Construction and Improvement Activities), WQ-2 (Instream, Streambank, and/or Stream Margin Construction Activities), WQ-3 (Accidental Leaks and Spills of Toxic Substances), WQ-5 (Stream Diversions Ponded Areas), WQ-6 (Stream Diversions Return of Bypassed Flows), WQ-7 (Rewatering After Stream Diversions), WQ-8 (Discharge from Settling Basins), WQ-14 (Dam-related Construction or Demolition), WQ-16 (Sediment Disposal), and WQ-17 (Construction of Diversion Channel and Diversion Dike) in the 2008 Final EIR/EIS, SEIR No. 2, and April 2013 Addendum have been mitigated through implementation of erosion control measures identified in the SWPPP (Appendix K in the 2008 Final EIR/EIS) (required by measures WQ-1 through WQ-3, WQ-7, WQ-8, WQ-14, and WQ-17), and revegetation of stream margins with native species as identified in the Botanical Resources Management Plan (Appendix U in the Final SEIR No. 1). The SWPPP may be modified during consultation with the CCRWQCB and other permitting agencies to include additional provisions to prevent impacts due to erosion and sediment input to protect streams from construction/deconstruction activities. In addition, measure WQ-5 requires pipeline design to minimize effects, monitoring, and mixing to reduce high water temperatures; measure WQ-6 requires energy dissipation structures; and measure WQ-16 requires monitoring of the sediment disposal site and erosion control as needed. Issue WQ-12a in the SEIR No. 2 (Removal of OCRD) has been mitigated through revegetation of stream margins when construction is complete. The April 2013 Addendum found that water quality impacts of the THR route would be similar to those analyzed in the 2008 Final EIR/EIS, as supplemented, and that the same mitigation would continue to apply. These mitigation measures have been adopted by the Lead Agency (CDWR), will be implemented by the applicant, and overseen by agencies other than the County of Monterey. See Section 4.3 of the 2008 Final EIR/EIS, Section 4.3 of the SEIR No.1, Section 4.2.2 in the SEIR No. 2, and Attachment 1 to the April 2013 Addendum (for Issues WQ-1, WQ-2, and WQ-3).

e) Fisheries. Issues FI-2, FI-4, and FI-5 were considered significant and unavoidable in the 2008 Final EIR/EIS, but reduced to less than significant with mitigation in the SEIR No. 1 and April 2013 Addendum (for Issue FI-2). These impacts were not discussed in the SEIR No. 2. Issue FI-2 (Dewatering River Channels for Construction Purposes) is substantially lessened by adoption of mitigation measure FI-2 requiring fish rescue, erosion control and water quality protection, implementing measures in the SWPPP, stream channel restoration, and adoption of measures provided by NMFS and CDFW. The April 2013 Addendum found that this impact of the THR route's bridge over Tularcitos Creek

and the possible new bridge at Sleepy Hollow Ford would have the same impacts as those analyzed in the 2008 Final EIR/EIS, as supplemented, and that the same mitigation would continue to apply in both locations. The April 2013 Addendum found that other fisheries impacts of the THR route would be similar to those analyzed in the 2008 Final EIR/EIS, as supplemented, and that the same mitigation would continue to apply. Issue FI-4 (Diversion of Carmel River and San Clemente Creek around San Clemente Reservoir for Construction Purposes) has been reduced by adoption of mitigation measure FI-4 which requires that fish be rescued from the area of the diversion sites prior to constructing the diversion structures and transported to relocation sites. Issue FI-5 (Reservoir Dewatering) has been reduced by adoption of mitigation measure FI-5 which requires installation of nets and fish traps across the channels leading into the reservoir to prevent fish from swimming upstream into the Carmel River and San Clemente Creek. A fish rescue will occur in the reservoir during drawdown. Rescued fish will be relocated to other suitable habitat downstream of OCRD in the Carmel River. Issues FI-1 (Access Route Improvements), FI-6 (Water Quality Effects on Fish), FI-10 (Relocate CAW Water Diversion Upstream), FI-13 (Stream Sediment Removal, Storage, and Associated Restoration) in the 2008 Final EIR/EIS, SEIR No. 1, and April 2013 Addendum (for Issue FI-1), and Issue FI-14a (Removal of OCRD) in the SEIR No. 2 are substantially lessened by adoption of mitigation measure FI-1 requiring implementation of BMPs for riparian vegetation identified in the Botanical Resources Management Plan (Appendix U in the SEIR No. 1), implementing measures in the SWPPP (Appendix K in the 2008 Final EIR/EIS), and revegetation of stream margins with native species; measure FI-6 requiring a water quality protection plan, diverting flows around the reservoir, drawdown timing, insulating or shading diversion pipes, and aeration; measure FI-10 requiring an Operations Plan to be developed in conjunction with NMFS, CDFW, SWRCB, and the MPWMD to establish flows for steelhead habitat in this reach of the river; measure FI-13 requiring construction of a new channel for the Carmel River through the diversion bypass channel between the Carmel River and San Clemente Creek, and down the San Clemente Creek arm; and measure FI-15 requiring that an alternative water supply be made available to the SHSRF in the Carmel River. Channel restoration activities will include excavation and placement of gravel, cobble, and boulder materials salvaged during sediment removal. Habitat in the restored channels will be revegetated with native trees and shrubs. The SCD will be removed, restoring unimpaired fish access past the SCD site to the upper watershed and substantially restoring sediment transport to the lower river; and measure FI-14a requiring preparation of a fish rescue and relocation plan, provided to and approved by the appropriate resource agencies before the OCRD diversion system is installed. These mitigation measures have been adopted by the Lead Agency (CDWR), will be implemented by the applicant, and overseen by agencies other than the County of Monterey. Although implementation of measures identified for these impacts cannot guarantee the survival of all fish,

adoption of measures approved by NMFS and CDFW for the benefit of steelhead will reduce the overall impact to that species to less than significant. Adoption of measures that will avoid significant impacts to steelhead are anticipated to reduce the overall impact to any non-listed species to less than significant. See Section 4.4 of the 2008 Final EIR/EIS, Section 4.4 of the SEIR No.1, Section 4.2.4 in the SEIR No. 2, and Attachment 1 to the April 2013 Addendum (for Issues FI-1 and FI-2).

f) Vegetation and Wildlife. Issue VE-1 (Special-Status Plant Species) in the 2008 Final EIR/EIS, SEIR No. 1, and April 2013 Addendum is substantially lessened by adoption of mitigation measure VE-1 requiring that, to the extent possible, populations of CNPS List 4 species be avoided during construction activities. Issue VE-4 (Indirect Effects on Native Vegetation) in the 2008 Final EIR/EIS, SEIR No. 1, and April 2013 Addendum is substantially lessened by adoption of mitigation measure VE-4 requiring BMPs for erosion control; minimizing changes to existing drainage patterns; avoiding work within tree dripline; dust control; revegetation; and monitoring. Issue WI-2 (Removal of Ancillary Facilities) in the 2008 Final EIR/EIS and SEIR No. 1 is substantially lessened by adoption of mitigation measure WI-2 requiring preconstruction surveys followed by consultation. Issue WI-3 (Cofferdam Construction and Plunge Pool Dewatering) was considered significant and unavoidable in the 2008 Final EIR/EIS, but reduced to less than significant with mitigation in the SEIR No. 1. This impact was not discussed in the SEIR No. 2 or April 2013 Addendum. The impact has been reduced by adoption of mitigation measure WI-3 which requires pre-construction surveys, the capture and relocation of CRLF, western pond turtles, two-striped garter snakes, and other special status species, and a bullfrog eradication program. Issue WI-4a (Removal of the OCRD) in the SEIR No. 2 is substantially lessened by adoption of mitigation measure WI-4a which requires site habitat assessment, preconstruction surveys, and implementation of protection measures identified in the 2008 Final EIR/EIS and SEIR No. 1. Issue WI-8 (Vegetation Removal and Construction-Related Disturbance) in the 2008 Final EIR/EIS, SEIR No. 1, and April 2013 Addendum is substantially lessened by adoption of mitigation measure WI-8 requiring that vegetation removal be accomplished outside of the nesting season. If removal does occur during the nesting season, protocol-level pre-construction surveys for breeding birds will be conducted by a qualified wildlife biologist and recommendations will be implemented. Issues WI-10, WI-11, and WI-13 were considered significant and unavoidable in the 2008 Final EIR/EIS, but reduced to less than significant with mitigation in the SEIR No. 1. These issues were not discussed in the SEIR No. 2 or 2013 Addendum. Issue WI-10 (Reservoir Drawdown or Elimination with Sediment Removal) has been reduced by adoption of mitigation measure WI-10 which requires that CDFW and USFWS approved biologists monitor and oversee all terrestrial wildlife-related activities associated with the drawdown and subsequent activities in the reservoir bed. The biologists and crew will rescue CRLF, tadpoles, and western pond turtle adults, juveniles and hatchlings from the inlet

streams and pools in the sediment bed, and relocate them to appropriate nearby aquatic habitat within one mile of the San Clemente reservoir site. Other native wildlife taken incidentally during these operations will be transported to appropriate habitat. Issue WI-11 (Sediment Removal) has been reduced by adoption of mitigation measure WI-11 which requires amphibian rescue and relocation, predator control, restrictions on vegetation clearing, abundance surveys, and adoption of measures approved by USFWS for the protection of CRLF populations. Issue WI-13 (Bypass Channel Excavation) has been reduced by adoption of mitigation measure WI-13 which requires rescue and relocation of CRLF and Western pond turtle, presence/absence surveys for special-status species, flagging for avoidance, and adoption of measures approved by USFWS for the protection of CRLF populations. Issue WI-14 (Increased traffic on Cachagua/Jeep Trail), which was determined to be potentially significant but mitigable in the 2008 Final EIR/EIS and SEIR No. 1, no longer applies to the project because the use of Cachagua Road and the Jeep Trail is no longer proposed. Mitigation measure WI-14 (which required the avoidance of nighttime construction-related vehicle traffic during October-April in areas closest to potential suitable habitat for CTS, among other measures) would no longer be required. Mitigation measures in the 2008 Final EIR/EIS still apply to the project and have been adopted by the Lead Agency (CDWR), will be implemented by the applicant, and overseen by agencies other than the County of Monterey. See Section 4.5 of the 2008 Final EIR/EIS, Section 4.5 of the SEIR No.1, Section 4.2.4 in the SEIR No. 2, and Attachment 1 to the April 2013 Addendum (for a general discussion of vegetation and wildlife impacts associated with the THR route).

g) Wetlands. Issue WET-1 (Permanent Loss of Wetlands and Other Waters of the U. S.) in the 2008 Final EIR/EIS and SEIR No. 1 is substantially lessened by adoption of mitigation measure WET-1 requiring implementation of measures in the Botanical Resources Management Plan (Appendix U in **Exhibit L**, SEIR No. 1), including provisions for restoration, mitigation, and monitoring for wetlands affected by the project. In addition, 2.95 acres of wetlands in San Clemente Creek and Carmel River arms will be restored to achieve at least a 1:1 ratio. Permanent loss of about 26 acres of Other Waters will be mitigated by restoring 3,000 feet of Carmel River and San Clemente Creek channel and stream channels upstream of the project area along other streams in the watershed. Issue WET-2 (Short-term Disturbance of Wetlands and Other Waters of the U.S.) in the 2008 Final EIR/EIS and SEIR No. 1 (Issue WET-2a in the SEIR No. 2) is substantially lessened by adoption of Mitigation Measure WET-2 (WET-2a in the SEIR No. 2) regarding the design of construction features and implementation of measures in the Botanical Resources Management Plan. Issue WET-3 (Indirect Impacts to Wetlands and Other Waters of the U.S.) in the 2008 Final EIR/EIS, SEIR No. 1, and April 2013 Addendum is substantially lessened by adoption of mitigation measure WET-3 requiring that road improvements be designed to avoid placing fill above canyon walls, and to avoid or minimize alterations of existing drainage patterns that could

lead to increased erosion and sedimentation. Construction work will be scheduled to occur during the dry season. The April 2013 Addendum found that wetlands impacts of the THR route (and specifically Issue WET-3) would be similar to those analyzed in the 2008 Final EIR/EIS, as supplemented, and that the same mitigation would continue to apply. Mitigation measures applying to Issue WET-1 (Permanent Loss of Wetlands and Other Waters of the U.S.) under Alternative 3 will also reduce impacts. Mitigation measures for Wetlands impacts have been adopted by the Lead Agency (CDWR), will be implemented by the applicant, and overseen by agencies other than the County of Monterey. See Section 4.6 of the 2008 Final EIR/EIS, Section 4.6 of the SEIR No.1, Section 4.2.5 in the SEIR No. 2, and Attachment 1 to the April 2013 Addendum (for Issue WET-3).

h) Traffic and Circulation. Issue TC-3a (Traffic Safety Carmel Valley Road) in the 2008 Final EIR/EIS, SEIR No. 1, and April 2013 Addendum is substantially lessened by adoption of mitigation measure TC-3a requiring implementation of a trip reduction plan, a traffic coordination and communication plan, a traffic safety plan, and to pay for additional enforcement. See Section 4.9 of the 2008 Final EIR/EIS, Section 4.9 of the SEIR No.1, and Attachment 1 to the April 2013 Addendum (for a general discussion of traffic and circulation impacts associated with the THR route).

i) Cultural Resources. Issues CR-1 (Ground Disturbance), CR-2 (Damage to Historic Structures from Construction related Vibration), and CR-3 (Introduction of Short-term Dirt/Unintended Damage) in the 2008 Final EIR/EIS, SEIR No. 1, and April 2013 Addendum (for Issue CR-1) are substantially lessened by adoption of mitigation measure CR-1 requiring the applicant to complete the Section 106 process, prepare a Memorandum of Agreement, and following requirements in 36 CFR 800.13 in the event unanticipated impacts to historic properties occur after completion of the 106 process; measure CR-2 requiring the use of rigid support of structures to minimize ground movement; and measure CR-3 requiring implementation of dust reduction measures. Activities involving the "saddle" (the peninsula of land bordered to the east, north and west by the reservoir) could damage or destroy buried deposits in CA-MNT-1253 (BRM features) (AR-4), which has not been tested. The site will be protected by use of exclusion fencing. If avoidance is not possible, the State Historic Preservation Office (SHPO) will be contacted. Data recovery of the site may be required. These measures have been adopted by the Lead Agency (CDWR) and will be enforced by the SHPO. See Section 4.10 in the 2008 Final EIR/EIS, Section 4.10 of the SEIR No.1, and Attachment 1 to the April 2013 Addendum (for Issue CR-1).

12. **FINDING:** **SIGNIFICANT UNAVOIDABLE ADVERSE IMPACTS** – Per Public Resources Code section 21081(a)(3), with respect to significant unavoidable effects on the environment identified in the Final EIR/EIS, SEIR No. 1, SEIR No. 2, and Addendum (collectively referred to as "environmental documents"), specific economic, legal, social, technological, or other considerations, including considerations for the

provision of employment opportunities for highly trained workers, make infeasible mitigation measures that could avoid or reduce such impacts to a level of insignificance, even with incorporation of measures identified in the environmental documents, as described below.

EVIDENCE: a) The environmental documents identified potentially significant impacts to Hydrology and Water Resources, Water Quality, Air Quality, Noise, Traffic and Circulation, Cultural Resources, and Visual Resources (Aesthetics) which could result from all components of project. These impacts are significant and unavoidable and cannot be mitigated to a less than significant level even with incorporation of mitigation measures from the environmental documents into the conditions of project approval.

b) Hydrology and Water Resources. The 2008 Final EIR/EIS and SEIR No. 1 identified potentially significant impacts related to changes in sediment flow passing the San Clemente Dam immediately after construction (Issue WR-2a), changes in sediment storage and composition in the lower river during construction (Issue WR-2b), and increase in frequency of high suspended sediment concentrations (Issue WR-4b). Although the April 2013 Addendum did not specifically address these issues, the analysis contained therein did determine that no new impacts to hydrology and water resources would occur from the proposed THR route and that no new mitigation would be required. The use of the THR route would not alter Issues WR-2a, WR-2b, or WR-4b, as analyzed in the 2008 Final EIR/EIS and SEIR No. 1. Removing the dam would cause the full annual sediment load plus a portion of the residual sediment remaining in the reservoir to pass the dam site to the lower river, which would also change sediment storage and composition. Mitigation includes stream restoration and revegetation, which would stabilize sediment in the reservoir area and avoid long-term significant impacts. However, even with mitigation, the short-term impacts related to sediment flow and storage (Issues WR-2a and WR-2b) would be significant and unavoidable. In addition, high flows would increase sediment concentrations in the river and sediment management activities would further increase suspended sediment concentrations downstream of the dam. No mitigation is available to reduce this impact, and the impact is considered long-term, significant and unavoidable.

c) Water Quality. The 2008 Final EIR/EIS and SEIR No. 1 identified potentially significant impacts to reservoir drawdown (Issue WQ-9) and reservoir sediment excavation (Issue WQ-10). Although the April 2013 Addendum did not specifically address these issues, the analysis contained therein did determine that water quality impacts associated with the THR route would be the same as those identified in the prior CEQA review, and that no new mitigation measures would be required. The use of the THR route would not alter Issues WQ-9 or WQ-10, as analyzed in the 2008 Final EIR/EIS and SEIR No. 1. Lowering of water levels in the reservoir will cause increased turbidity and decreased dissolved oxygen. Mitigation measure WQ-9 requires the use of settling basins and filtration systems to treat ground and surface water pumped from reservoir by before water is discharged to the Carmel River.

Excavating sediment above the reservoir could also increase turbidity and decrease dissolved oxygen during and immediately following excavation. Erosion control and water quality monitoring methods would partially reduce this impact. However, even with this mitigation, water quality degradation resulting from reservoir drawdown and sediment excavation remains significant and unavoidable. These are both short-term, construction-related environmental impacts.

d) Air Quality. The 2008 Final EIR/EIS, SEIR No. 1, and SEIR No. 2 identified potentially significant impacts to air quality resulting from dam site construction activities (Issue AQ-1 in the 2008 Final EIR/EIS and SEIR No. 1, AQ-1a in the SEIR No. 2) and screening plant operations (Issue AQ-1a in the 2008 Final EIR/EIS and SEIR No. 1), and the 2008 Final EIR/EIS, SEIR No. 1, and SEIR No. 2, and April 2013 Addendum identified potentially significant impacts related to project-generated traffic (Issue AQ-3). Although the April 2013 Addendum did not specifically address Issues AQ-1 or AQ-1a, the analysis contained therein did determine that air quality impacts associated with the THR route would be the same as those identified in the prior CEQA review, and that no new mitigation measures would be required. The use of the THR route would not alter Issues AQ-1 or AQ-1a, as analyzed in the 2008 Final EIR/EIS, SEIR No. 1, and SEIR No. 2. Dam site construction activities will generate temporary emissions from diesel-powered equipment and road dust. Fugitive dust will exceed the MBUAPCD construction thresholds of significance for PM_{10}. The impact has been reduced by adoption of mitigation measure AQ-1 which requires implementation of measures to control emissions and fugitive dust during construction. However, even with this mitigation, the impact will remain significant and unavoidable. Screening plant operation (Issue AQ-1a in the Final EIR/EIS and SEIR No. 1) will add to the overall significant emissions generated by the project. The impact has been reduced by adoption of mitigation measure AQ-1, described above. This measure will partially mitigate this impact. However, even with the mitigation, the impact will remain significant and unavoidable. Further, project-generated traffic would generate dust and other emissions during project-related travel. Mitigation would include the provision of a point of contact for nearby residents to obtain corrective action when dust impacts occur. Despite this measure, impacts would remain significant and unavoidable. All of these impacts are short-term, construction-related environmental impacts.

e) Noise. The 2008 Final EIR/EIS, SEIR No. 1, and SEIR No. 2 identified potentially significant impacts to noise resulting from dam site construction activities (Issue NO-1 in the 2008 Final EIR/EIS and SEIR No. 1, NO-1a in the SEIR No. 2). The 2008 Final EIR/EIS, SEIR No. 1, and April 2013 Addendum additionally identified significant impacts to noise resulting from access road upgrades (Issue NO-2) and project-generated traffic (Issue NO-3). Although the April 2013 Addendum did not specifically address Issue NO-2 (NO-1a in the SEIR No. 2), the analysis contained therein did determine that noise impacts associated with the THR route would be the same as those identified in the prior CEQA review, and that no new mitigation measures would be required.

The use of the THR route would not alter Issue NO-1 (NO-1a in the SEIR No. 2), as analyzed in the 2008 Final EIR/EIS, SEIR No. 1, and SEIR No. 2. Dam site construction activities will cause short-term day and nighttime noise impacts. The impact has been reduced by adoption of mitigation measure NO-1 (NO-1a in the SEIR No. 2), which specifies use of quiet-design equipment, mufflers, and enclosures, elimination of unnecessary idling, maintenance of equipment, and timing restrictions for equipment use. However, even with implementation of this mitigation, given the sparsely populated rural nature of the project area, the impact will remain significant and unavoidable. Access road upgrades (Issue NO-2 in the 2008 Final EIR/EIS, SEIR No. 1, and April 2013 Addendum) will generate noise detectable to sensitive receptors, including those in the Sleepy Hollow community. Noise impacts may remain at a significant level for several weeks. The impact has been reduced by adoption of mitigation measure NO-2 which requires the use and maintenance of quiet design construction equipment, the installation of engine enclosure panels, and the implementation of timing restrictions and limitations on equipment idling and access road construction. Implementation of these mitigation measures will reduce the impacts of noise generated during access road improvements, but the impact remains significant and unavoidable. Noise from construction-related traffic (Issue NO-3 in the 2008 Final EIR/EIS, SEIR No. 1, and April 2013 Addendum) will occur both day and night and may exceed the normally acceptable range or be more than 5 dBA above background. The impact has been reduced by adoption of mitigation measure NO-3 which requires the use and maintenance of quiet design construction equipment, the installation of engine enclosure panels, implementation of timing restrictions and limitations on equipment idling, limiting night work to sediment excavation at the SCD and reservoir sites, and limiting access road construction hours. Night work will be limited to sediment excavation at the SCD and reservoir sites. Implementation of these mitigation measures reduces the impacts of noise from construction related travel, but the impact remains significant and unavoidable. All significant and unavoidable noise impacts are short-term, construction-related environmental impacts.

f) Traffic and Circulation. The 2008 Final EIR/EIS and SEIR No. 1 identified potentially significant impacts to traffic and circulation resulting from road segment traffic operations (Issue TC-1) and traffic safety on San Clemente Drive (Issue TC-3b). The 2008 Final EIR/EIS, SEIR No.1, and April 2013 Addendum also identified potentially significant impacts to neighborhood quality of life (Issue TC-6). Although the April 2013 Addendum did not specifically address Issues TC-1 and TC-3b, the analysis contained therein did determine that traffic and circulation impacts associated with the THR route would be the same as those identified in the prior CEQA review, and that no new mitigation measures would be required. The use of the THR route would not alter Issues TC-1 and TC-3a, as analyzed in the 2008 Final EIR/EIS and SEIR No. 1. The impact to road segment traffic operations has been reduced by adoption of mitigation measure TC-1 which requires implementation of a construction management plan and a

traffic control plan, avoiding equipment trips during peak traffic hours, coordination of equipment trips with local fire districts, and school bus schedules. Even with implementation of these measures, traffic delays to non-project related users may exceed 10 minutes; therefore the impact remains potentially significant and unavoidable. Traffic safety on San Clemente Drive and neighborhood quality of life impacts would be reduced through a Construction Management Plan that would reduce the number of vehicles and their interaction with other vehicles as well as a Traffic/Transportation Plan that includes trip coordination, trip reduction, and traffic safety. Despite these measures, impacts would remain significant and unavoidable. All these impacts are short-term, construction-related environmental impacts.

g) Cultural Resources. The 2008 Final EIR/EIS, SEIR No. 1, and SEIR No. 2 identified potentially significant impacts related to demolition or alteration of historic properties (Issue CR-4 in the Final EIR/EIS and SEIR No.1, CR-4a in the SEIR No. 2), alteration of the surrounding environment (Issue CR-5), and introduction of visual obstructions (Issue CR-6). Although the April 2013 Addendum did not specifically address these issues, the analysis contained therein did determine that cultural resources impacts associated with the THR route would be the same as those identified in the prior CEQA review, and that no new mitigation measures would be required. The use of the THR route would not alter Issues CR-4 (CR-4a in the SEIR No. 2), CR-5, or CR-6, as analyzed in the 2008 Final EIR/EIS, SEIR No. 1, and SEIR No. 2. The OCRD and associated fish ladder, SCD and associated fish ladder, and the Chemical Building/Instrument Hut will be demolished. The impact has been reduced by adoption of mitigation measure CR-4 with the requirement to perform historic properties recordation and to complete Historic American Buildings Survey (HABS)/Historic American Engineering Record (HAER) level documentation, and to incorporate any additional measures specified by the Section 106 MOA. However, even with implementation of these mitigation measures, the impact will remain significant and unavoidable. The proposed project would alter the character of setting and generate a loss of visual integrity for the San Clemente Dam Historic District (refer also to Finding 2, Policy PS-12.15 for a discussion of the "historic district"). Mitigation measures for these long-term impacts include preparation of a National Register of Historic Places Nomination Form for the SCD Historic District (HR-9) and the completion of a Historic Preservation Management Plan, included in a MOA. However, this mitigation could not reduce the impact to a less than significant level, and the impact would remain significant and unavoidable.

h) Visual Resources (Aesthetics). The 2008 Final EIR/EIS and SEIR No. 1 identified potentially significant impacts to viewshed from residences adjacent to the SCD (Issue VQ-2), residential views from Sleepy Hollow (Issue VQ-3), and related to light and glare from nighttime construction activities (Issue VQ-6). Although the April 2013 Addendum did not specifically address these issues, the analysis contained therein did determine that aesthetics impacts associated with the THR route would be the same as those identified in the prior CEQA

review, and that no new mitigation measures would be required. The use of the THR route would not alter Issues VQ-2, VQ-3, or VQ-6, as analyzed in the 2008 Final EIR/EIS, SEIR No. 1, and SEIR No. 2. In addition, the 2008 Final EIR/EIS and SEIR No. 1 identified a potentially significant impact to viewsheds near the Jeep Trail (Issue VQ-5a. Because the Jeep Trail is no longer proposed, this impact is eliminated and mitigation measure VQ-5a is longer required. Residents near the SCD will have views of project construction activities during normal working hours and at night. Due to the location of the residences, construction activities at the dam will be in full view of the residence located adjacent to the SCD. Because of the close proximity of the residence to the dam site, and because construction activities occur could both day and night, there is no feasible way to reduce the impacts to the viewshed at this location. This impact (VQ-2) is a short-term, construction-related environmental impact. Operation of construction equipment and ancillary facilities would be visible from residences. There is no feasible way to reduce the impacts to the viewshed at this location. This impact (VQ-3) is a short-term, construction-related environmental impact. Construction activities at the dam and reservoir site will occur at night, requiring lighting of the work area. Residents at the Dam Keeper's cottage will be directly affected by the project lighting. It is possible that residents in the surrounding area, such as Sleepy Hollow, the Stone Cabin, or Camp Stephanie, could perceive some light in the nighttime sky. The impact has been reduced by adoption of mitigation measure VQ-6 with the requirement to direct light down towards the work areas to the extent possible, and shield light sources to reduce sky glow and spillover. However, even with implementation of this measure, this impact remains significant and unavoidable. These impacts are all short-term, construction-related environmental impacts.

i) Impacts Eliminated. The 2008 Final EIR/EIS and SEIR No. 1 identified potentially significant recreation impacts related to the disruption of use of the Jeep Trail (Issue REC-2) and to delays for motorists travelling to the Los Padres National Forest (Issue REC-5). These impacts would have been partially reduced with the adoption of mitigation measures REC-2 and REC-5, which would limit the hours of access road construction and the implementation of trip reduction measures. Because Tassajara and Cachagua Roads are no longer proposed for use, these impacts, which would have been significant and unavoidable, have been eliminated and these mitigation measures are no longer required. Refer to Attachment 1 of the April 2013 Addendum for a discussion of recreation impacts.

13. **FINDING:** **ALTERNATIVES WERE CONSIDERED AND ONE WAS SELECTED** – The project which is the subject of this permit is a modified version of "Alternative 3" considered in the 2008 Final EIR/EIS. It has been chosen over the original proposed project (referred to as "proponent's proposed project" in the 2008 Final EIR/EIS). Specific economic, legal, social, technological, or other considerations made infeasible the other alternatives.

EVIDENCE: a) In 2006, CDWR the released a Draft EIR/EIS for the San Clemente Dam Seismic Safety Project that evaluated four alternatives in addition to the proposed project to meet the project purposes and objectives. These included:

- The Proponent's Proposed Project (Dam Strengthening)
- Alternative 1: Dam Notching
- Alternative 2. Dam Removal
- Alternative 3. Carmel River Reroute and Dam Removal (the current project)
- Alternative 4. No Project

Based on considerations presented below, CDWR rejected the proponent's proposed project and instead selected Alternative 3.

b) The Proponent's Proposed Project. The proponent's proposed project would have increased dam safety to current standards and would have addressed other objectives of the project. However, dam strengthening would have posed more significant and unavoidable impacts to noise and aesthetics than would Alternative 3, and would have had similar impacts to air quality and cultural resources. The proponent's proposed project would have also had other significant effects, equally undesirable, that were avoided by the selection of Alternative 3.

c) Alternative 1 – Dam Notching. Alternative 1 would have posed fewer significant and unavoidable impacts to hydrology and water resources, vegetation and wildlife than would Alternative 3, and would have had similar impacts to fisheries, air quality, traffic and circulation, and cultural resources. However, Alternative 1 would have posed more significant and unavoidable impacts to water quality, aesthetics, recreation, and land use. Alternative 1 would have also created other significant effects, equally undesirable, that were avoided by the selection of Alternative 3.

d) Alternative 2 – Dam Removal. Alternative 2 would have met the project need to increase dam safety to current standards and would have posed fewer significant and unavoidable impacts to vegetation and wildlife. However, Alternative 2 would have posed more significant and unavoidable impacts to hydrology and water resources, fisheries, noise, aesthetics, land use, and recreation. This alternative would have also created other significant effects, equally undesirable, that were avoided by the selection of Alternative 3.

e) Alternative 4 – No Project. Alternative 4 would not have met the project need to increase dam safety to current standards, and would not have addressed the objective of protecting public safety. The No Project alternative would have failed to adequately address the objective of providing fish passage at the San Clemente Dam. The No Project alternative was not considered a feasible means to avoid the residual significant effects of the project.

f) Selected Alternative. Strengthening or notching the dam would have resolved the public safety issues, but would not have addressed other issues related to the dam such as impaired access for steelhead to 25 miles of upstream spawning and rearing habitat, disruption of sediment transport to the lower river and Carmel River beach, and ecological discontinuity of aquatic and riparian habitats. Removing the dam will

resolve these issues and provide significant benefits to both steelhead and California red-legged frog.

g) Modifications to Alternative 3 were made after CDWR filed the Notice of Determination on the 2008 Final EIR/EIS. Compared to the previously analyzed Alternative 3, these changes included an increase in removal of accumulated sediment from 380,000 cubic yards (cy) to 830,000 cy (relocating sediment to the Carmel River arm sediment disposal area); the construction of 12 staging areas along the Jeep Trail; utilization of Tassajara Road and Cachagua Road for heavy equipment mobilization; and use of a new screening plant upstream of the diversion dike, among other changes. These changes were analyzed in the July 2012 Final SEIR No. 1.

h) Each of the project alternatives evaluated in the 2008 Final EIR/EIS included constructing a notch in the Old Carmel River Dam, with the exception of the no-project alternative. To improve fish passage and restore the Carmel River to a more natural state, CAW decided to completely remove the Old Carmel River Dam, rather than notch this dam as described and analyzed in the 2008 Final EIR/EIS. DWR did not address removal of the Old Carmel River Dam in the July 2012 Final SEIR No. 1. Therefore, a Second SEIR was prepared to specifically address impacts related to removal of Old Carmel River Dam (August 2012 Final SEIR No. 2).

i) Further modifications to Alternative 3 were made after initial consideration of the project by the Planning Commission and receipt of public testimony in 2012. Namely, CDWR modified project access from Cachagua Road and the Jeep Trail/Reservoir Access Road to the Tularcitos High Road (THR). The THR route would include the construction of an entrance off of Carmel Valley Road approximately 1,100 feet west of San Clemente Drive and a proposed bridge across Tularcitos Creek, which runs parallel to Carmel Valley Road in this area. This proposed access route would align with the existing Filter Plant Access road, and connect to an existing CAW access road (the extension of San Clemente Drive into CAW property located south of the Sleepy Hollow Gate). San Clemente Drive would only be used at the beginning of construction (while constructing the THR), and the previously proposed primary access (Tassajara Road, Cachagua Road, the Jeep Trail, and the Reservoir Access Road) would not be used. A similar route was analyzed in the 2008 Final EIR/EIS for the Proponent's Proposed Project. As modified (when compared to the version considered in the 2008 Final EIR/EIS), the THR route would reduce tree removal, and all other impacts would be the same as those identified in prior CEQA documents (refer to Attachment 1 to the April 2013 Addendum). CDWR, as a lead agency, evaluated modifications to the proposed route, and determined that an Addendum needed to be prepared. The April 2013 Addendum, prepared by CDWR, describes the modifications to the THR route and compares potential impacts with those analyzed in the 2008 Final EIR/EIS, as supplemented. These modifications pertained to the access route only; the remainder of the project (removal of both the San Clemente Dam and the Old Carmel River Dam, and rerouting the Carmel River) would be the same as

analyzed in the 2008 Final EIR/EIS, SEIR No. 1, and SEIR No. 2.

14. **FINDING:** **STATEMENT OF OVERRIDING CONSIDERATION** – Having reduced all the effects of the proposed Carmel River Reroute and Dam Removal Project to the extent feasible by adopting mitigation measures into project approval as conditions and by choosing a project alternative that reduces environmental impacts, and balanced the benefits of the project against unavoidable adverse impacts related to hydrology and water resources, water quality, air quality, noise, traffic and circulation, cultural resources, and visual resources, the County hereby determines that the specific overriding economic, legal, social, technological, or other benefits of the proposed project outweigh the potential unavoidable adverse impacts, and that the unavoidable adverse effects are therefore acceptable, based on the following overriding considerations, each of which is sufficient to outweigh the project's unavoidable adverse effects:

EVIDENCE: a) The existing San Clemente Dam could potentially fail in the event of either a major earthquake or flood, as determined by a CDWR safety order issued for the dam structure in the early 1990s. Failing to address this problem through dam strengthening, dam notching, or dam removal will expose thousands of downstream residents to potentially significant public safety hazards.

b) The CDWR, California State Coastal Conservancy, NMFS, and the Planning and Conservation League Foundation have determined that the Carmel River Reroute and Dam Removal Project (Alternative 3, as modified) is the preferred project among alternatives examined to address seismic safety issues associated with the San Clemente Dam with the least adverse impacts on the environment (refer to Finding #13).

c) The project will provide the following public benefits that outweigh the potential unavoidable adverse impacts:

1. Protecting public safety by removing the dam.
2. Significantly improving fish passage by removing the dam and rerouting the Carmel River to provide unobstructed flow from the mouth of the Carmel River to Los Padres Dam above the site of the San Clemente Dam. This will open up approximately 25 miles of upstream spawning and rearing habitat that is currently inaccessible to steelhead and other fish species.
3. Restoring the ecological integrity of the Carmel River up- and down-stream of the San Clemente Dam site, thereby helping to restore river functions and habitats. This will re-establish natural sediment transport to the lower river and Carmel River beach and restore ecological continuity of aquatic and riparian habitats.
4. Providing significant benefits to both steelhead and California red-legged frog.

15. **FINDING:** **PUBLIC HEARING** – The Planning Commission held duly noticed public hearings on the San Clemente Dam Seismic Safety Project on July

25, September 12, and October 31, 2012, and on March 13 and May 8, 2013.

EVIDENCE:

a) On July 25, 2012, the Planning Commission held workshop to receive staff presentation on the proposed Combined Development Permit for the San Clemente Dam Seismic Safety Project.

b) Public hearings notices for the September 12, 2012 Planning Commission meeting were mailed to neighbors on August 29, 2012. Public hearing notices were posted on September 1, 2012. A public hearing notice was published in the Monterey County Herald on September 2, 2012.

c)

d)

e) On September 12, 2012, the Monterey County Planning Commission held a duly noticed public hearing to consider the San Clemente Dam Removal and Carmel River Reroute project. After receiving public testimony about the project, the Planning Commission directed the applicant team to better inform the Cachagua community about the effects of the primary access route being proposed and directed staff to return on October 31, 2012 with additional information.

f) On October 31, 2012, the Monterey County Planning Commission held the continued public hearing to receive a presentation regarding a new access route concept being considered by the applicant. After receiving public testimony, the Planning Commission continued the hearing until March 13, 2013 to allow for further evaluation of access alternatives.

g) On March 13, 2012, the Monterey County Planning Commission held a duly noticed public hearing and received a staff presentation on the status of the project. Pending technical analysis and CEQA documentation on the new access route, the Planning Commission continued the public hearing to a date uncertain. The hearing was subsequently scheduled and noticed for May 8, 2013.

h) Public hearings notices for the May 8, 2013 Planning Commission meeting were mailed to neighbors on April 23, 2013. Public hearing notices were posted on April 24, 2013. A public hearing notice was published in the Monterey County Weekly on April 25, 2013.

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

EVIDENCE:

a) Per Section 21.80.040.D of the Monterey County Code, the decision on the project is appealable to the Board of Supervisors.

DECISION

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

1) Consider an Environmental Impact Report/Environmental Impact Statement for the San Clemente Dam Seismic Safety Project (CDWR, January 2008), a Supplement to the Final EIR for the San Clemente Dam Seismic Safety Project (Final SEIR No. 1, CDWR, July 2012), a Supplement No. 2 to the San Clemente Dam Seismic Safety Project Final EIR/EIS (Removal of Old Carmel River Dam) (Final SEIR No. 2,

California Coastal Conservancy, August 2012), and an Addendum to the FEIR/EIS (California Department of Water Resources, April 2013);

2) Adopt the findings and Statement of Overriding Considerations set forth herein;

3) Approve the San Clemente Dam Seismic Safety Project, which consists of a Combined Development Permit (formerly PLN080052) consisting of: 1) Use Permit for the removal of the San Clemente Dam and related improvements; 2) Use Permit for the removal of the Old Carmel River Dam and related improvements; 3) Use Permit for development on 25% slopes; and 4) Use Permit for the removal of protected trees. The project includes construction of a new access road off Carmel Valley Road (the Tularcitos-High Road, or THR). based on the findings and evidence and subject to the conditions of approval attached hereto as **Exhibit C**; and

4) Adopt a Mitigation Monitoring and Reporting Plan.

PASSED AND ADOPTED this 8th day of May, 2013 upon motion of xxxx, seconded by xxxx, by the following vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

_____

Mike Novo, Planning Commission

COPY OF THIS DECISION MAILED TO APPLICANT ON DATE

THIS APPLICATION IS APPEALABLE TO THE BOARD OF SUPERVISORS.

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

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

NOTES

1. You must comply with the Monterey County Building Ordinance in every respect.

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

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

2. This permit expires 3 years after the above date of granting thereof unless construction or use is started within this period.

Monterey County Planning Department

DRAFT Condition of Approval Implementation Plan/Mitigation Monitoring Reporting Plan

PLN110373

1. PD001 - SPECIFIC USES ONLY

Responsible Department: Planning Department

Condition/Mitigation Monitoring Measure: This permit was approved in accordance with County ordinances and land use regulations subject to the terms and conditions described in the project file. The terms "Applicant" and "Owner" in the conditions of this permit refer to California American Water (CAW). Neither the uses nor the construction allowed by this permit shall commence unless and until all of the conditions of this permit are met to the satisfaction of the Director of the RMA – Planning Department. Any use or construction not in substantial conformance with the terms and conditions of this permit is a violation of County regulations and may result in modification or revocation of this permit and subsequent legal action. No use or construction other than that specified by this permit is allowed unless additional permits are approved by the appropriate authorities. To the extent that the County has delegated any condition compliance or mitigation monitoring to the Monterey County Water Resources Agency, the Water Resources Agency shall provide all information requested by the County and the County shall bear ultimate Responsibility to ensure that conditions and mitigation measures are properly fulfilled. (RMA - Planning Department)

Compliance or Monitoring Action to be Performed: The Owner/Applicant shall adhere to conditions and uses specified in the permit on an ongoing basis unless otherwise stated.

2. PD002 - NOTICE PERMIT APPROVAL

Responsible Department: Planning Department

Condition/Mitigation Monitoring Measure: The applicant shall record a Permit Approval Notice.
This notice to contain the Resolution Number, Name of Hearing Body, Assessor's Parcel Number, Date the permit was approved, and the statements "The permit was granted subject to 39 conditions of approval which run with the land" and "A copy of the permit is on file with the Monterey County RMA - Planning Department."
Proof of recordation of this notice shall be furnished to the Director of the RMA - Planning Department prior to issuance of building permits or commencement of the use.
(RMA - Planning Department)

Compliance or Monitoring Action to be Performed: Prior to the issuance of grading and building permits or commencement of use, the Owner/Applicant shall provide proof of recordation of this notice to the RMA - Planning Department.

3. PD004 - INDEMNIFICATION AGREEMENT

Responsible Department: Planning Department

Condition/Mitigation Monitoring Measure: The property owner agrees as a condition and in consideration of approval of this discretionary development permit that it will, pursuant to agreement and/or statutory provisions as applicable, including but not limited to Government Code Section 66474.9, defend, indemnify and hold harmless the County of Monterey or its agents, officers and employees from any claim, action or proceeding against the County or its agents, officers or employees to attack, set aside, void or annul this approval, which action is brought within the time period provided for under law, including but not limited to, Government Code Section 66499.37, as applicable. The property owner will reimburse the County for any court costs and attorney's fees which the County may be required by a court to pay as a result of such action. The County may, at its sole discretion, participate in the defense of such action; but such participation shall not relieve applicant of his obligations under this condition. An agreement to this effect shall be recorded upon demand of County Counsel or concurrent with the issuance of building permits, use of property, filing of the final map, whichever occurs first and as applicable. The County shall promptly notify the property owner of any such claim, action or proceeding and the County shall cooperate fully in the defense thereof. If the County fails to promptly notify the property owner of any such claim, action or proceeding or fails to cooperate fully in the defense thereof, the property owner shall not thereafter be responsible to defend, indemnify or hold the County harmless.
(RMA - Planning Department)

Compliance or Monitoring Action to be Performed: Upon demand of County Counsel or concurrent with the issuance of building permits, use of the property, recording of the final/parcel map, whichever occurs first and as applicable, the Owner/Applicant shall submit a signed and notarized Indemnification Agreement to the Director of RMA-Planning Department for review and signature by the County.

Proof of recordation of the Indemnification Agreement, as outlined, shall be submitted to the RMA-Planning Department.

4. PD003(B) - CULTURAL RESOURCES POSITIVE ARCHAEOLOGICAL REPORT

Responsible Department: Planning Department

Condition/Mitigation Monitoring Measure: If archaeological resources or human remains are accidentally discovered during construction, the following steps will be taken:

There shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until the coroner of the county in which the remain are discovered must be contacted to determine that no investigation of the cause of death is required.

If the coroner determines the remains to be Native American:
- The coroner shall contact the Native American Heritage Commission and the RMA - Planning Department within 24 hours.
- The Native American Heritage Commission shall identify the person or persons from a recognized local tribe of the Esselen, Salinan, Costonoans/Ohlone and Chumash tribal groups, as appropriate, to be the most likely descendant.
- The most likely descendant may make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code Section 5097.9 and 5097.993, Or

Where the following conditions occur, the landowner or his authorized representatives shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance:

1. The Native American Heritage Commission is unable to identify a most likely descendant or the most likely descendant failed to make a recommendation within 24 hours after being notified by the commission.
2. The descendant identified fails to make a recommendation; or
3. The landowner or his authorized representative rejects the recommendation of the descendant, and the mediation by the Native American Heritage Commission fails to provide measures acceptable to the landowner.

(RMA - Planning Department)

Compliance or Monitoring Action to be Performed: Prior to the issuance of grading or building permits or approval of Subdivision Improvement Plans, whichever occurs first, the Owner/Applicant, per the archaeologist, shall submit the contract with a Registered Professional Archaeologist to the Director of the RMA-Planning Department for approval.

Prior to the issuance of grading or building permits and/or prior to the recordation of the final/parcel map, whichever occurs first, the Owner/Applicant shall include requirements of this condition as a note on all grading and building plans, on the Subdivision Improvement Plans, in the CC&Rs, and shall be included as a note on an additional sheet of the final/parcel map.

5. PD006 - MITIGATION MONITORING

Responsible Department: Planning Department

Condition/Mitigation Monitoring Measure: The Owner/Applicant shall enter into an agreement with the County to implement a Mitigation Monitoring and/or Reporting Plan in accordance with Section 21081.6 of the California Public Resources Code and Section 15097 of Title 14 Chapter 3 of the California Code of Regulations. The applicant shall reimburse the County of Monterey for fees associated with mitigation monitoring at the Resource Management Agency – Planning Department's standard hourly rate. A deposit in the amount of $20,000 shall be paid to the County of Monterey at the time the Owner/Applicant submits the signed mitigation monitoring agreement. (RMA-Planning Department)

Compliance or Monitoring Action to be Performed: Within sixty (60) days after project approval or prior to the issuance of building and grading permits, whichever occurs first, the Owner/Applicant shall:

1) Enter into agreement with the County to implement a Mitigation Monitoring Program.

2) A deposit in the amount of $20,000 shall be paid at the time the Owner/Applicant submits the signed mitigation monitoring agreement.

6. PD007- GRADING WINTER RESTRICTION

Responsible Department: Planning Department

Condition/Mitigation Monitoring Measure: No land clearing or grading shall occur on the subject parcel between October 15 and April 15 unless authorized by the Director of RMA - Building Services Department.
(RMA - Planning Department and Building Services Department)

Compliance or Monitoring Action to be Performed: The Owner/Applicant, on an on-going basis, shall obtain authorization from the Director of RMA - Building Services Department to conduct land clearing or grading between October 15 and April 15.

7. PD010 - EROSION CONTROL PLAN

Responsible Department: Planning Department

Condition/Mitigation Monitoring Measure: The approved development shall incorporate the recommendations of the Erosion Control Plan as reviewed by the Director of RMA - Planning and Director of Building Services. All cut and/or fill slopes exposed during the course of construction be covered, seeded, or otherwise treated to control erosion during the course of construction, subject to the approval of the Director of RMA - Planning and RMA - Building Services. The improvement and grading plans shall include an implementation schedule of measures for the prevention and control of erosion, siltation and dust during and immediately following construction and until erosion control planting becomes established. This program shall be approved by the Director of RMA - Planning and Director of RMA - Building Services.
(RMA - Planning Department and RMA - Building Services Department)

Compliance or Monitoring Action to be Performed: Prior to the issuance of grading and building permits, the Owner/Applicant shall submit an Erosion Control Plan to the RMA - Planning Department and the RMA - Building Services Department for review and approval.

The Owner/Applicant, on an on-going basis, shall comply with the recommendations of the Erosion Control Plan during the course of construction until project completion as approved by the Director of RMA - Planning and Director of RMA - Building Services.

8. PD011 - TREE AND ROOT PROTECTION

Responsible Department: Planning Department

Condition/Mitigation Monitoring Measure: Trees which are located close to construction site(s) shall be protected from inadvertent damage from construction equipment by fencing off the canopy driplines and/or critical root zones (whichever is greater) with protective materials, wrapping trunks with protective materials, avoiding fill of any type against the base of the trunks and avoiding an increase in soil depth at the feeding zone or drip-line of the retained trees. Said protection, approved by certified arborist, shall be demonstrated prior to issuance of building permits subject to the approval of RMA - Director of Planning. If there is any potential for damage, all work must stop in the area and a report, with mitigation measures, shall be submitted by certified arborist. Should any additional trees not included in this permit be harmed, during grading or construction activities, in such a way where removal is required, the owner/applicant shall obtain required permits. (RMA - Planning Department)

Compliance or Monitoring Action to be Performed: Prior to issuance of grading and/or building permits, the Owner/Applicant shall submit evidence of tree protection to the RMA - Planning Department for review and approval.

During construction, the Owner/Applicant/Arborist shall submit on-going evidence that tree protection measures are in place through out grading and construction phases. If damage is possible, submit an interim report prepared by a certified arborist.

Prior to final inspection, the Owner/Applicant shall submit photos of the trees on the property to the RMA-Planning Department after construction to document that tree protection has been successful or if follow-up remediation or additional permits are required.

9. PD032(A) - PERMIT EXPIRATION

Responsible Department: Planning Department

Condition/Mitigation Monitoring Measure: The permit shall be granted for a time period of 3 years, to expire on September 12, 2015 unless use of the property or actual construction has begun within this period. (RMA-Planning Department)

Compliance or Monitoring Action to be Performed: Prior to the expiration date stated in the condition, the Owner/Applicant shall obtain a valid grading or building permit and/or commence the authorized use to the satisfaction of the Director of Planning. Any request for extension must be received by the Planning Department at least 30 days prior to the expiration date.

10. PD047 - DEMOLITION/DECONSTRUCTION (MBUAPCD RULE 439)

Responsible Department: Planning Department

Condition/Mitigation Monitoring Measure: In accordance with Monterey Bay Unified Air Pollution Control District Rule 439, construction plans shall include "Demolition and Deconstruction" notes that incorporate the following work practice standards:
1. Sufficiently wet the structure prior to deconstruction or demolition. Continue wetting as necessary during active deconstruction or demolition and the debris reduction process;
2. Demolish the structure inward toward the building pad. Lay down roof and walls so that they fall inward and not away from the building;
3. Commencement of deconstruction or demolition activities shall be prohibited when the peak wind speed exceeds 15 miles per hour.
All Air District standards shall be enforced by the Air District.
(RMA - Planning Department)

Compliance or Monitoring Action to be Performed: Prior to the issuance of a demolition permit, if applicable, the Owner/Applicant/Contractor shall incorporate a "Demolition/Deconstruction" note on the demolition site plan that includes, but is not limited to, the standards set forth in this condition.

During demolition, the Owner/Applicant/Contractor shall obtain any required Air District permits and the Air District shall conduct all deconstruction or demolition activities as required by the Air District.

11. PDSP01 - IRRIGATION PLAN

Responsible Department: Planning Department

Condition/Mitigation Monitoring Measure: The applicant shall prepare an Irrigation Plan that identifies the location and type of irrigation fixtures proposed. The irrigation plan shall utilize a smart watering system that evaluates the existing site conditions and plant material against weather conditions to avoid overwatering of such areas, and shall include an estimate of annual water use.

Compliance or Monitoring Action to be Performed: Prior to commencement of construction of Phase 2 (Dam Removal), submit an irrigation plan to RMA – Planning Department for review and approval. The irrigation plan shall be signed and stamped by licensed professional under the following statement, "I certify that this irrigation plan complies with all Monterey County landscaping requirements including low-flow, water conserving irrigation fixtures."

12. EHSP01 - HAZARDOUS MATERIALS: BUSINESS RESPONSE PLAN

Responsible Department: Health Department

Condition/Mitigation Monitoring Measure: The applicant shall maintain an up-to-date Business Response Plan that meets the standards found in the California Code of Regulations, Title 19, Division 2, Chapter 4 (Hazardous Material Release Reporting, Inventory, and Response Plans) and the California Health and Safety Code, Division 20, Chapter 6.95 (Hazardous Material Release Response Plans and Inventory), and the Monterey County Code Chapter 10.65. (Environmental Health)

Compliance or Monitoring Action to be Performed: Prior to commencement of construction, submit a signed Business Response Plan - Memorandum of Understanding (form available from EHB) that specifies an approved Business Response Plan must be on file with Hazardous Materials Management Services prior to bringing hazardous materials on site and/or commencement of operations. Once approved, the applicant shall maintain an up-to-date Business Response Plan.

13. EHSP02 - HAZARDOUS WASTE CONTROL

Responsible Department: Health Department

Condition/Mitigation Monitoring Measure: The facility shall comply with the standards found in the California Code of Regulations, Title 22, Division 4.5 and the California Health and Safety Code, Division 20, Chapter 6.5, and the Monterey County Code Chapter 10.65 for the proper handling, storage and disposal of Hazardous Waste as approved by the Environmental Health Bureau (EHB). (Environmental Health)

Compliance or Monitoring Action to be Performed: Prior to commencement of operations the facility shall be registered with Hazardous Materials Management Services of the Environmental Health Bureau.

Comply with all conditions of the Hazardous Materials permit.

14. EHSP03 - HAZARDOUS MATERIALS: SPILL PREVENTION CONTROL COUNTERMEASURE PLAN

Responsible Department: Health Department

Condition/Mitigation Monitoring Measure: Above ground storage tanks for petroleum products (i.e. diesel, oil, and gasoline) with greater than 1320-gallons of capacity or for cumulative storage of more than 1320-gallons shall meet the standards as found in the California Health and Safety Code, Section 25270 et seq. and of the Code of Federal Regulations, Part 112 (commencing with Section 112.1) of Subchapter D of Chapter 1 of Title 40. (Environmental Health)

Compliance or Monitoring Action to be Performed: Prior to commencement of construction submit a Spill Prevention Control Countermeasure (SPCC) Plan to the Environmental Health Bureau for review and approval.

Once approved, the applicant shall maintain an up-to-date SPCC Plan.

15. WRSP1 - FEMA LETTER OF MAP REVISION (NON-STANDARD CONDITION)

Responsible Department: Water Resources Agency

Condition/Mitigation Monitoring Measure: The applicant shall obtain a FEMA Letter of Map Revision (LOMR) documenting changes to the effective FEMA Flood Insurance Rate Map which will result from the removal of Old Carmel River Dam. (Water Resources Agency)

Compliance or Monitoring Action to be Performed: Prior to final inspection, the applicant shall submit a FEMA LOMR application, with all supporting materials, to the Water Resources Agency for review and approval.

Following Agency approval, the applicant shall submit the LOMR application and fees to FEMA.

16. PW0001 - ENCROACHMENT (COM)

Responsible Department: Public Works Department

Condition/Mitigation Monitoring Measure: Obtain an encroachment permit from the Department of Public Works and construct a private driveway connection to Cachagua Road. The design and construction is subject to the approval of the Public Works Director.

Compliance or Monitoring Action to be Performed: Prior to construction activities the Applicant/ Contractor shall obtain an encroachment permit from DPW. Improvements are to be completed prior to construction activities. Applicant is responsible to obtain all permits and environmental clearances.

17. PWSP001 - ENCROACHMENT (NON-STANDARD)

Responsible Department: Public Works Department

Condition/Mitigation Monitoring Measure: Obtain an encroachment permit from the Department of Public Works to construct road improvements. The design and construction is subject to the approval of the Public Works Director.

Compliance or Monitoring Action to be Performed: Prior to construction activities the Applicant/ Contractor shall obtain an encroachment permit from DPW. Improvements are to be completed prior to construction activities. Applicant is responsible to obtain all permits and environmental clearances.

18. PWSP002 - CONSTRUCTION MANAGEMENT PLAN (NON-STANDARD)

Responsible Department: Public Works Department

Condition/Mitigation Monitoring Measure: The applicant and both California American Water supplied contractors shall submit Construction Management Plans (CMPs) to the RMA-Planning Department and the Department of Public Works for review and approval prior to the initiation of construction related activity that could adversely affect traffic on County roadways. The CMPs shall provide the following information based on the requirements of each agency:

1. Duration of the construction,
2. Hours of operation,
3. Estimate of the number of truck trips that will be generated,
4. Number of construction workers,
5. Locations of parking areas for both equipment and workers,
6. Locations of truck staging areas,
7. Trip Reduction Plan for Construction Workers [note that the selected Design-Build Contractor has prepared a draft Trip Reduction Plan that includes the following components: encouraging private carpooling or ride-sharing for workers living within a few miles of each other; encouraging use of existing park and ride facilities throughout the County for workers living farther apart; use of company vehicles travelling from construction office/construction yard locations and traveling to the jobsite carrying four (4) construction workers; and refinements in the final project design and construction methods (for example, using more efficient geotechnical and water handling solutions) to reduce truck trips].
8. Traffic Coordination and Communication Plan,
9. Traffic Safety Plan,
10. Vehicle Size and Traffic Limitations,
11. Travel Routes,
12. Flag Person Requirements,
13. Emergency Access,
14. Construction Signing,
15. Equipment mobilization coordination with fire departments and schools,
16. Proposed public outreach efforts,
17. Locations of designated turnouts for trucks along the truck routes, including Carmel Valley Road.

The CMP shall include measures to insure that the following operational requirements are met in order to minimize traffic impacts during the construction:

1. The applicant and both California American Water supplied contractors shall hold public outreach meetings only as requested by the County RMA ¿ Planning Department.
2. The Traffic Control Plan shall include traffic coordination and communication plan and proposed public outreach efforts. The owner shall hold meetings with members of the public, as requested by the County RMA ¿ Planning Department.
3. Should additional road closures be proposed, there shall be advance notification and a meeting with the RMA Public Works Department and the public prior to authorization by the County. Any road closures must adhere to requirements of the County-approved Traffic Control Plan.
4. Access for police, fire, ambulance and emergency vehicles shall be provided at all times.
5. Prior to approval of the project, a proposal to prepare a road condition survey that would characterize current conditions and recommend strategies for regular maintenance and post-project repair to meet or exceed baseline conditions shall be prepared and submitted for review and approval by the RMA Planning Department.
6. Transportation permits for extra-legal sized vehicles shall be required.
7. Hauling trucks and equipment mobilization truck/trailers will not operate on public roads on weekends. In the event that a night shift is needed, only personal vehicles shall access the site outside of daylight hours.
8. The contractor shall designate a Traffic/Transportation Coordinator who shall be responsible for keeping a log of all reported violations. The Traffic/Transportation Coordinator shall submit reported violations to the owner immediately. The County may query the owner at any time regarding the nature and extent of any and all reported violations.

(CONTINUED ON NEXT CONDITION)

Compliance or Monitoring Action to be Performed:

1. Prior to construction activities the Applicant and their Contractor shall prepare a CMP and shall submit the CMP to the RMA-Planning Department and the Department of Public Works for review and approval.
2. On-going through construction phases the Applicant and their Contractor shall implement the approved measures during the construction/grading phase of the project.

19. PWSP002 - CONSTRUCTION MANAGEMENT PLAN (PART 2)

Responsible Department: Public Works Department

Condition/Mitigation Monitoring Measure:

9. The Traffic/Transportation Coordinator shall be responsible for maintaining an up-to-date anticipated construction traffic schedule that can be viewed by the public, be contactable for the public to report violations, and keep a log of all reported violations.
10. Electronic signs shall be posted with a 24 hour telephone contact number for public complaints and to report violations; notification of weekly construction trips, and notification of road closures. The electronic signs shall be installed at locations as designated in the CMP.
11. The owner shall establish a website to provide information to the public. Estimated weekly trips shall be posted as updates to the project website based upon weekly communications with the Traffic/Transportation Coordinator.
12. Any significant design changes and changes related to the requirements of the Encroachment Permit conditions shall be subject to review and approval by the RMA-Public Works Department. Notifications of significant project changes shall be issued using website and/or electronic signage before the changes occur.

Approved measures included in the CMP shall be implemented by the applicant during the construction/grading phase of the project.

In addition, construction access shall be limited to the following hours:

1. Regulatory, management, and inspection vehicles: unrestricted (24/7) access
2. Employee passenger vehicles and trucks: access limited to between 6:45 AM and 7:00 PM Monday through Saturday
3. Trucks under 29 tons gross vehicle weight (GVW): access limited to between 8:00 AM and 5:00 PM Monday through Saturday
4. Major equipment and delivery trucks (over 29 tons GVW): access limited to between 8:45 AM and 2:30 PM at the intersection of Carmel Valley and Ford Road during regular school season (generally the middle August through the end of May) and 8:30 AM to 4:00 PM Monday to Saturday during the summer months (generally the end of May to the middle of August).

Compliance or Monitoring Action to be Performed:

1. Prior to construction activities the Applicant and their Contractor shall prepare a CMP and shall submit the CMP to the RMA-Planning Department and the Department of Public Works for review and approval.
2. On-going through construction phases, the Applicant and their Contractor shall implement the approved measures during the construction/ grading phase of the project.

20. PWSP003 - ROAD MAINTENANCE AGREEMENT (NON-STANDARD)

Responsible Department: Public Works Department

Condition/Mitigation Monitoring Measure: In order to mitigate impacts to haul routes resulting form wear and tear generated by the additional truck traffic, the applicant shall enter into a Road Maintenance Agreement with the County of Monterey. The agreement with the County of Monterey shall include an annual maintenance schedule and specific maintenance measures, including and widening of the travel way and road shoulders as determined adequate to RMA-Public Works Department, to mitigate the wear and tear of the hauling route; and any other improvements necessary for the paved portion of the hauling route(s) during construction activities. The necessary improvements for the entire hauling route shall be determined by a "Road Surface Evaluation" prepared by a Licensed Civil Engineer or professional as required by the Department of Public Works.

Compliance or Monitoring Action to be Performed: The applicant shall enter into a Road Maintenance Agreement with the County of Monterey within 30 days of permit approval and prior to commencement of construction activities.
The applicant shall submit a "Road Surface Evaluation" prepared by a licensed civil engineer or professional as required by the Department of Public Works, that identifies the necessary improvements for the entire hauling route. The Evaluation shall be submitted concurrently with the Road Maintenance Agreement.

21. PDSP001 - LANDSCAPED BERM (NON-STANDARD)

Responsible Department: Planning Department

Condition/Mitigation Monitoring Measure: The proposed THR alignment shall be designed to provide for no line-of-sight of cars, trucks (including exhaust pipes), and equipment as viewed from the dwellings located on Sleepy Hollow Lots 1-5.

Earth material, or its equivalent in terms of noise attenuation, used to block line-of sight, shall be several feet higher or wider, as the case may be, than the line-of-sight in order to mitigate adverse noise for the residents of said dwellings. Moreover, the appearance of the noise attenuation material, whether it be earth material exposed by a grading cut, earth berm or temporary structure, shall be in reasonable harmony with the Sleepy Hollow neighborhood and, before construction, shall first be reviewed by the Sleepy Hollow HOA and approved administratively by the County of Monterey RMA ¿ Planning Department.

Compliance or Monitoring Action to be Performed: The Applicant/Contractor shall design and construct the THR to provide for no line-of-sight of cars, trucks (including exhaust pipes), and equipment as viewed from the dwellings located on Sleepy Hollow Lots 1-5, including the use of a landscaped earthen berm, as appropriate and as approved by the Sleepy Hollow HOA. Prior to construction of the berm or other structure, the Applicant/Contractor shall submit plans to the County of Monterey RMA ¿ Planning Department for review and approval, along with written proof of Sleepy Hollow HOA approval.

22. PDSP002 - OFF-LOADING AND LOADING AREA (NON-STANDARD)

Responsible Department: Planning Department

Condition/Mitigation Monitoring Measure: The Applicant/Contractor may use the Off-Loading and Loading area only during the hours of 9:00 AM to 3:00 PM, non-holiday weekdays, unless prior approval is received by the Sleepy Hollow Homeowners Association (HOA).

Uses allowed in the Off-Loading and Loading area are: heavy equipment and materials off-loading and loading. The materials specifically permitted include general construction materials (e.g. piping, landscape materials, sheet piling, aggregate base rock, demolition timbers), operating front-end loaders, forklifts, and cranes necessary for the immediate unloading or loading of allowed equipment and materials.

Uses prohibited in the Off-Loading and Loading area specifically include:
a. Any processing of any materials, including, but not limited to, aggregate, concrete, timber, vegetation, and soil.
b. The operation of any portable or stationary machinery, including electrical generators and air compressors. Maintenance of vehicles or equipment.
c. Storage of materials or equipment. "Storage" is defined as being idle or remaining in the area in excess of five (5) calendar days.
(RMA-Planning)

Compliance or Monitoring Action to be Performed: The Applicant/Contractor shall use the Off-Loading and Loading area only during the hours of 9:00 AM to 3:00 PM, non-holiday weekdays, unless prior approval is received by the Sleepy Hollow HOA. Prior to extension of Off-Loading and Loading area use, written proof of Sleepy Hollow HOA approval of such extension shall be provided to the County of Monterey RMA – Planning Department

23. MMPR001 - GEOLOGY AND SOILS

Responsible Department: Planning Department

Condition/Mitigation Monitoring Measure: MITIGATION MEASURE:
Implement measures in the blasting plan such as controlling excessive vibration by limiting the size of charges and using charge delays. Follow procedures for safe storage, handling, loading, firing, and disposal of explosive materials. Implement blasting BMPs in the SWPPP (Appendix K) including use of blasting mats and fabric barriers.

MONITORING OR REPORTING ACTION:
Monitor compliance with blasting plan and report to Monterey County RMA - Planning Department and DWR.

MONITORING OR REPORTING ENTITY: Applican and Applicant's Environmental Inspector and Project Engineer

Compliance or Monitoring Action to be Performed: TIMING
Monitor throughout blasting activities. Monthly monitoring reports will be submitted to Monterey County RMA - Planning Department.

ENFORCEMENT ENTITY:
Monterey County RMA - Planning Department

24. MMRP002 - FISHERIES

Responsible Department: Planning Department

Condition/Mitigation Monitoring Measure:

MITIGATION MEASURE:
To offset poor water quality at the Sleepy Hollow Steelhead Rearing Facility, during construction and operations into the future until MRWMD completes construction of their replacement intake facilities, an alternative supply, such as from the Russell Wells, will be provided.

MONITORING OR REPORTING ACTION:
Monitor water quality and report to MPWMD, CCRWQCB, and DWRs.

MONITORING OR REPORTING ENTITY:
Applicant and Applicant's Environmental Inspector

Compliance or Monitoring Action to be Performed:

TIMING:
Throughout construction and during future operations, from early summer to winter or late spring, monitor water quality daily during active construction, equipment operation or future project-related operations. Submit monthly reports to agencies.

ENFORCEMENT ENTITY:
MPWMD, CCRWQCB, and Monterey County RMA - Planning Department

25. MMRP003 - VEGETATION AND WILDLIFE

Responsible Department: Planning Department

Condition/Mitigation Monitoring Measure:

MITIGATION MEASURE:
Implement measures in Botanical Resources Management Plan (Appendix U) including: under supervision of a qualified botanist, replace up to half the removed oaks with seedlings or potted oaks at 3:1 ratio; replant trees that don't survive; derive all plant material from Carmel Valley area oak populations. To ensure long-term survival, take remedial action such as irrigation or protection from browsing animals per Monterey County Code Title 16, Chapter 16.6; provide or acquire a conservation easement sufficient to mitigate at least half the oak tree loss per Monterey County Code. Adhere to all permit conditions.

MONITORING OR REPORTING ACTION:
Monitor compliance with vegetation protection measures and report to Monterey County RMA - Planning Department, CDFW, and DWR. Monitor revegetation plantings and report to Monterey County RMA - Planning Department, CDFW, and DWR.

MONITORING OR REPORTING ENTITY:
Applicant and Applicant's Environmental Inspector

Compliance or Monitoring Action to be Performed:

TIMING:
a) Monitor activities daily during construction for construction encroachment impacts. During construction, conduct monitoring annually on all revegetated areas and areas and areas identified for potential erosion and sedimentation problems; implement monitoring immediately following planting; monitor during years 1,2,3, and 5 following planting; for areas in which trees, saplings, poles, wands, or acorns are planted, also monitor in year 10 following planting.

Reports will be submitted to the agencies after the conclusion of each annual monitoring period. A summary report will be submitted after year ten, the final year of monitoring.

ENFORCEMENT ENTITY:
Monterey County RMA - Planning Department, CDFW

26. MMRP004 - VEGETATION AND WILDLIFE

Responsible Department: Planning Department

Condition/Mitigation Monitoring Measure:

MITIGATION MEASURE:
Design project features to minimize loss of native vegetation; limit damage to roots of trees; implement erosion and sedimentation control methods; minimize alteration of flows and subsequent bank erosion; limit dust deposition on roadside vegetation; avoid alteration of hydrology supporting riparian forest habitat on adjacent floodplain. Implement preconstruction and construction BMPs; all personnel involved in project shall attend environmental training addressing erosion and sediment control requirements, proper clearing and grading methods, and importance of protecting vegetation resources. To the maximum extent possible, use existing disturbed area or areas of annual grassland as a staging area; use fencing to prevent encroachment of vehicles or other project activity into native habitat or into the dripline of native trees outside of designated areas.

MONIORING OR REPORTING ACTION:
Monitor compliance with vegetation protection measures and report to Monterey County RMA - Planning Department, CDFW, and DWR.

Under supervision of a qualified botanist, replace up to half the removed oaks with seedlings or potted oaks at 3:1 ratio; replant trees that don't survive; derive all plant material from Carmel Valley area oak populations. To ensure long-term survival, take remedial action such as irrigation, or protection from browsing animals per MCC Title 16, Chapter 16.6. Provide or acquire a conservation easement sufficient to mitigate at least half the oak tree loss per Monterey County Code.

Implement measures in the Botanical Resources Management Plan (Appendix U); adhere to permit requirements.

MONITORING OR REPORTING ACTION:
Monitor revegetation plantings and report to Monterey County RMA - Planning Department, CDFW, and DWR.

MONITORING OR REPORTING ENTITY:
Applicant and Applicant's Environmental Inspector

Compliance or Monitoring Action to be Performed:

TIMING:

a) During construction, conduct monitoring annually on all revegetated areas and areas identified for potential erosion and sedimentation problems; implement monitoring immediately following planting; monitor during years 1,2,3, and 5 following planting; for areas in which trees, saplings, poles, wands, or acorns are planted, also monitor in year 10 following planting.

b) Reports will be submitted to the agencies after the conclusion of each annual monitoring period. A summary report will be submitted after year ten, the final year of monitoring.

c) Throughout construction, for erosion control, water quality protection and temporary and permanent revegetated areas inspect as follows: inspect daily in areas under active construction or equipment operation, weekly in areas with no active construction or equipment operation, in all areas within 24-hours of each 0.5 inch or greater rainfall event, soil and weather conditions permitting. Reports of daily inspections will be submitted monthly to the agencies.

d) Environmental Inspector shall document all inspections in Environmental Daily Inspection Report. Verbally report noncompliance within 24 hours from time applicant is first aware of the circumstance and submit written report within 5 days. Reports will be made to the appropriate agency identified in the SWPPP and SPCC (Appendices K and R), to the U.S. EPA Emergency Response Branch and the CCRWQCB.

e) Post-construction monitoring will be conducted for ten years, and reports will be submitted to the agencies monthly.

ENFORCEMENT ENTITY:

Monterey County RMA - Planning Department, CDFW, CCRWQCB, USACE

27. MMRP005 - VEGETATION AND WILDLIFE

Responsible Department: Planning Department

Condition/Mitigation Monitoring Measure:

MITIGATION MEASURE:
Minimize tree removal to number necessary to allow construction access; use GPS to map and flag known active woodrat nests along route; conduct surveys to identify other active woodrat nests; plan routes to avoid woodrat nests; have bat expert conduct preconstruction surveys of rock outcrops and other formations to determine presence of possible roosts; use GPS to map roosts; route construction to avoid roosts; implement erosion and sedimentation control BMPs (SWPPP, Appendix K) to avoid and minimize impacts to CRLF, foothill yellow-legged frogs, western pond turtles and twostriped garter snake along Carmel River; in wet conditions, do daily surveys in wet conditions at all drainage crossings, move sensitive species to suitable locations, conduct rescue and relocation according to agency protocols. Conduct surveys for California Tiger Salamander (CTS), maintain 50-ft buffer around potential burrows, if working at night, project-related traffic will be escorted during rainy or wet conditions. Obtain Incidental Take Permit if necessary. Other mitigation measures provided by CDFW and USFWS will be adopted as specified. Implement strategies in the Protection Measures for Special-status Species (Appendix V); comply with permit conditions.

MONITORING OR REPORTING ACTION:
Monitor compliance with measures in Appendix V and erosion and sediment control measures and report to CDFW, USFWS, CCRWQCB, Monterey County RMA - Planning Department and DWR. Report preconstruction survey results to USFWS, CDFW, and DWR.

MONITORING OR REPORTING ENTITY:
Applicant and Applicant's Environmental Inspector

Compliance or Monitoring Action to be Performed:

TIMING:
Report preconstruction survey results to agencies immediately after survey completion.

Report encounters with special status species to CDFW and USFWS. Report finding dead or injured special-status species within 3 days to CDFW and USFWS. Within 60 days of completing construction activities for the season, submit special-status species report; comply with monitoring and reporting schedule as specified by USFWS and CDFW.

Throughout construction, for erosion control, water quality protection and temporary and permanent revegetated areas inspect as follows: inspect daily in areas under active construction or equipment operation, weekly in areas with no active construction or equipment operation, in all areas within 24-hours of each 0.5 inch or greater rainfall event, soil and weather conditions permitting. Reports of daily inspections will be submitted monthly to the agencies.

Environmental Inspector shall document all inspections in Environmental Daily Inspection Report. Verbally report noncompliance within 24 hours from time applicant is first aware of the circumstance and submit written report within 5 days. Reports will be made to the appropriate agency identified in the SWPPP and SPCC (Appendices K and R), to the U.S. EPA Emergency Response Branch and the CCRWQCB. Post-construction monitoring will be conducted for ten years, and reports will be submitted to the agencies monthly.

ENFORCEMENT ENTITY:
USFWS, CDFW, CCRWQCB, and Monterey County RMA - Planning Department

28. MMRP006 - VEGETATION AND WILDLIFE

Responsible Department: Planning Department

Condition/Mitigation Monitoring Measure:

MITIGATION MEASURE:
Lighting will be directed downward to prevent spillover into habitats. Conduct night work between Sept. 15 and Feb. 1 to avoid nesting season. If night work must be conducted between Feb. 1 and Sept. 15, a qualified wildlife biologist will conduct protocol-level preconstruction surveys. CDFW and USFWS will be contacted if active nests are found, protect nests of fully protected species with 500 foot buffers; coordinate buffers for nests of other species with CDFW and USFWS, monitor nests until young have fledged and are not dependent on parental care, implement additional measures designated by agencies.

MITIGATION OR REPORTING ACTION:
Report results of preconstruction surveys to CDFW, USFWS, Monterey County RMA - Planning Department, and DWR. If night work must occur outside of the September 15 through February 1 period, coordinate with the regulatory agencies, conduct additional surveys, and report results to CDFW, USFWS, Monterey County RMA - Planning Department, and DWG. Nest surveys will be coordinated with the CDFW and USFWS; nest survey results will be reported to CDFW and USFWS.

MITIGATION OR REPORTING ENTITY:
Qualified Biologist. Applicant and Applicant's Environmental Inspector

Compliance or Monitoring Action to be Performed:

TIMING:
Report results of all surveys immediately after completion. Report encounters with special-status species and protected birds to CDFW and USFWS; report finding dead or injured special-status species and birds within 3 days to CDFW and USFWS. Coordinate nesting surveys and buffer zones with CDFW and USFWS and report as required by these agencies. Within 60 days of completing construction activities for the season, submit special-status species report; comply with monitoring and reporting schedule as specified by USFWS and CDFW.

ENFORCEMENT ENTITY:
USFWS, CDFW, and Monterey County RMA - Planning Department

29. MMRP007 - AIR QUALITY

Responsible Department: Planning Department

Condition/Mitigation Monitoring Measure:

MITIGATION MEASURE:
To minimize impacts to air quality, all active construction areas and access roads will be watered at least twice daily. All grading will be prohibited during winds greater than 15 mph. Chemical soil stabilizers will be applied to disturbed construction areas that have been unused for at least four consecutive days, as necessary. Non-toxic binders will be applied to exposed areas after cut and fill operations and to hydroseeded areas. Haul trucks will maintain at least 2 feet of freeboard. All trucks hauling dirt, sand, or loose materials will be covered. Disturbed areas will be seeded or planted with a vegetative ground cover as soon as possible. Inactive storage piles will be covered with tarps. A sign will be posted giving the telephone number and person to contact regarding dust complaints. This person would respond to complaints and take corrective action within 48 hours. The phone number of the Monterey Bay Unified Air Pollution Control District (MBUAPCD) would be visible to ensure compliance with Rule 402 (Nuisance).

Even with implementation of these measures, the impact will remain significant and unavoidable.

MONITORING OR REPORTING ACTION:
Monitor compliance with measures to reduce emissions from construction equipment and road dust and report to the MBUAPCD and DWR.

MONITORING OR REPORTING ENTITY:
Applicant and Applicant's Environmental Inspector, MBUAPCD monitoring stations

Compliance or Monitoring Action to be Performed:

TIMING:
Monitoring will occur daily, during construction. Monthly reports will be submitted to the MBUAPCD throughout construction.

ENFORCEMENT ENTITY:
MBUAPCD and Monterey County RMA - Planning Department

30. MMRP008 - AIR QUALITY

Responsible Department: Planning Department

Condition/Mitigation Monitoring Measure:

MITIGATION MEASURE:
Reduce emissions of NOX from construction equipment by using NOX controls for diesel vehicles and equipment.

MONITORING OR REPORTING ACTION:
Monitor compliance with measures to reduce emissions from construction equipment and report to the MBUAPCD and DWR.

MONITORING OR REPORTING ENTITY:
Applicant and Applicant's Environmental Inspector, MBUAPCD monitoring stations

Compliance or Monitoring Action to be Performed:

TIMING:
Monitoring will occur daily, during construction. Monthly reports will be submitted to the MBUAPCD throughout construction.

ENFORCEMENT ENTITY:
MBUAPCD and Monterey County RMA - Planning Department

31. MMRP009 - AIR QUALITY

Responsible Department: Planning Department

Condition/Mitigation Monitoring Measure: To minimize impacts to air quality, crushed rock will be used as necessary as a final base on unpaved roads (including service roads) to minimize dust generation, including within the vicinity of the Sleepy Hollow subdivision, and to make the roads more drivable. A posted 15-mph speed limit will be enforced on all vehicles on unpaved haul roads. Unpaved or unrocked roads, parking areas, and staging areas will be watered as necessary to control dust. Water quality BMPs will be implemented to avoid introducing sediment into the river and creeks. Non-toxic chemical stabilizers or dust suppressants will be applied to unpaved haul roads, as necessary. As traffic and weather allow, as necessary, a street sweeper will be regularly used to prevent sediment accumulation on paved roads and affected portions of San Clemente Drive. The Applicant will implement practical and cost effective PM10 controls for access roads, including paving and coarse graveling, in addition to periodic watering, along with practical and cost-effective NOX controls for diesel vehicles and equipment. The Tularcitos High Road shall be paved from E. Carmel Valley Road to the Off-Loading/Loading area. To the maximum extent possible, state-certified construction equipment in the PERP, pre-approved for use in any district by the Air Resources Board, will be used. The Applicant will comply with all MBUAPCD permit requirements.

Even with implementation of these measures, impact AQ-3 will remain significant and unavoidable.

MONITORING OR REPORTING ACTION:
Monitor compliance with measures to reduce dust and other emissions during access road improvements and report to the MBUAPCD and DWR.

MONITORING OR REPORTING ENTITY:
Applicant and Applicant's Environmental Inspector, MBUAPCD monitoring stations

Compliance or Monitoring Action to be Performed: TIMING:
Monitoring will occur daily, during construction. Monthly reports will be submitted to the MBUAPCD throughout construction.

ENFORCEMENT ENTITY:
MBUAPCD and Monterey County RMA - Planning Department

32. MMRP010 - AIR QUALITY

Responsible Department: Planning Department

Condition/Mitigation Monitoring Measure: MITIGATION MEASURE:
Implement BMPs including watering roads and construction areas, using chemical stabilizers, and employing other appropriate measures.

MONITORING OR REPORTING ACTION:
Monitor compliance with measures to reduce emissions from construction equipment and road dust and report to the MBUAPCD and DWR.

MONITORING OR REPORTING ENTITY:
Applicant and Applicant's Environmental Inspector, MBUAPCD monitoring stations

Compliance or Monitoring Action to be Performed: TIMING:
Monitoring will occur daily, during construction. Monthly reports will be submitted to the MBUAPCD throughout construction.

ENFORCEMENT ENTITY:
MBUAPCD and Monterey County RMA - Planning Department

33. MMRP011 - GREENHOUSE GAS EMISSIONS

Responsible Department: Planning Department

Condition/Mitigation Monitoring Measure:

MITIGATION MEASURE:
Implement BMPs including: Maximize on-road fuel efficiency; develop a VMT reduction plan; use carpools, vanpools, or shuttle services to reduce worker-related VMT; reduce unnecessary idling through use of auxiliary power units, electric equipment and enforcement of idling and speed limits; properly maintain engines and equipment efficiently; implement a construction and demolition plan that will result in at least 50 percent diversion through reuse or recycling of nonhazardous construction waste; materials that are not recyclable or reusable for another project will be hauled to the nearest waste disposal facility.

MONITORING OR REPORTING ACTION:
Monitor compliance with measures to reduce emissions from construction equipment and activities and report to the MBUAPCD and DWR.

MONITORING OR REPORTING ENTITY:
Inspector, MBUAPCD monitoring stations

Compliance or Monitoring Action to be Performed:

TIMING:
Monitoring will occur daily, during construction. Monthly reports will be submitted to the MBUAPCD throughout construction.

ENFORCEMENT ENTITY:
MBUAPCD and Monterey County RMA - Planning Department

34. MMRP012 - NOISE

Responsible Department: Planning Department

Condition/Mitigation Monitoring Measure:

MITIGATION MEASURE:
Use quiet-design equipment, mufflers, and enclosures; eliminate unnecessary idling; conduct appropriate equipment maintenance and lubrication; implement timing restrictions for equipment use.

Even with implementation of this measure, the impact will remain significant and unavoidable.

MONITORING OR REPORTING ACTION:
Monitor compliance with daytime working hours restriction and report to Monterey County RMA - Planning Department and DWR.

MONITORING OR REPORTING ENTITY:
Applicant and Applicant's Environmental Inspector

Compliance or Monitoring Action to be Performed:

TIMING:
Monitoring will occur daily, during construction. Quarterly reports will be submitted to the County throughout construction.

ENFORCEMENT ENTITY:
Monterey County RMA - Planning Department

35. MMRP013 - NOISE

Responsible Department: Planning Department

Condition/Mitigation Monitoring Measure:

MITIGATION MEASURE:
To minimize noise impacts, limit access road upgrade construction as described in Condition 18, use quiet design construction equipment; install enclosure panels when required on stationary equipment; eliminate unnecessary idling; implement good maintenance and lubrication procedures; implement timing restrictions such as limiting operations to daytime working hours; limit construction worker passenger vehicle access during construction season and truck deliveries of construction materials as described in Condition 18; enforce California Vehicle Code prohibitions against faulty or modified loud exhaust systems; enforce reduced speed limits to 15 mph on unpaved roads.

Even with implementation of these measures, the impact will remain significant and unavoidable.

MONITORING OR REPORTING ACTION:
Monitor compliance with measures to reduce noise generated during access road improvements and report to Monterey County RMA - Planning Department and DWR.

MONITORING OR REPROTING ENTITY:
Applicant and Applicant's Environmental Inspector

Compliance or Monitoring Action to be Performed:

TIMING:
Monitoring will occur daily, during construction. Quarterly reports will be submitted to the County throughout construction.

ENFORCEMENT ENTITY:
Monterey County RMA - Planning Department

36. MMRP014 - NOISE

Responsible Department: Planning Department

Condition/Mitigation Monitoring Measure:

MITIGATION MEASURE:
To minimize noise impacts, night work would only be for sediment excavation at the SCD and reservoir sites, no delivery trucks or heavy construction equipment would be moved at night, access road construction will be limited to hours as described in Condition 18, use quiet design construction equipment; install enclosure panels when required on stationary equipment; eliminate unnecessary idling; implement good maintenance and lubrication procedures; implement timing restrictions, such as limiting operations to daytime working hours; limit construction worker passenger vehicle access during construction season and truck deliveries of construction materials as described in Condition 18; enforce California Vehicle Code prohibitions against faulty or modified loud exhaust systems; enforce reduced speed limits to 15 mph on unpaved roads.

Even with implementation of these measures, the impact will remain significant and unavoidable.

MONITORING OR REPORTING ACTION:
Monitor compliance with measures to reduce noise from construction-related travel including travel associated with mobilization, materials, and workers, and report to Monterey County RMA - Planning Department and DWR.

MONITORING OR REPORTING ENTITY:
Applicant and Applicant's Environmental Inspector

Compliance or Monitoring Action to be Performed:

TIMING:
Monitoring will occur daily, during construction. Quarterly reports will be submitted to the County throughout construction.

ENFORCEMENT ENTITY:
Monterey County RMA - Planning Department

37. MMRP015 - TRAFFIC AND CIRCULATION

Responsible Department: Planning Department

Condition/Mitigation Monitoring Measure:

MITIGATION MEASURE:
Implement trip reduction plan for construction workers including use carpooling and use of off-site park and ride areas; prepare Traffic Coordination and Communication Plan to define specific schedules for truck deliveries and worker shifts to avoid peak commute and school bus traffic; use resident Traffic/Transportation Coordinator; prepare and implement Traffic Safety Plan to address vehicle size and speed, coordinate travel routes, coordinate with emergency response entities, determine need for flag persons and traffic and speed limit signs. Equipment trips will avoid peak traffic hours as described in Condition 18, will be coordinated with local fire districts, and will be coordinated with school bus schedules. Develop vehicle and driver inspection program, prepare Construction Management Plan per Monterey County RMA - Public Works Department specifications that would reduce the number of project-related vehicles, reduce interaction between construction and other vehicles, and promote public safety. The Traffic Control Plan will include Carmel Valley Road between Carmel Village and the Tularcitos High Road turnoff on Carmel Valley Road. Traffic impact fees will be paid to Monterey County. Even with implementation of these measures, the impact will remain significant and unavoidable.

MONITORING OR REPORTING ACTION:
Monitor compliance with measures to reduce impacts related to having additional traffic on the area road network and report to the Monterey County RMA - Public Works Department, Monterey County RMA - Public Works Department and DWR.

MONITORING OR REPORTING ENTITY:
Applicant and Applicant's Traffic/Transportation Coordinator

Compliance or Monitoring Action to be Performed:

TIMING:
Monitoring will occur daily, during construction. Quarterly reports will be submitted to the County throughout construction.

ENFORCEMENT ENTITY:
Monterey County RMA - Public Works Department

38. MMRP016 - TRAFFIC AND CIRCULATION

Responsible Department: Planning Department

Condition/Mitigation Monitoring Measure:

MITIGATION MEASURE:
Restore affected public roads to pre-project condition immediately after construction is complete.

MONITORING OR REPORTING ACTION:
After construction, coordinate with the Monterey County RMA - Public Works Department to immediately restore public roads to pre-project conditions.

MONITORING OR REPORTING ENTITY:
Applicant and Applicant's Traffic/Transportation Coordinator

Compliance or Monitoring Action to be Performed:

TIMING:
Coordinate with, and report to the Monterey County RMA - Public Works Department before and post-construction.

ENFORCEMENT ENTITY:
Monterey County RMA - Public Works Department

39. MMRP017 - VISUAL RESOURCES (AESTHETICS)

Responsible Department: Planning Department

Condition/Mitigation Monitoring Measure:

MITIGATION MEASURE:
To minimize visual impacts, lighting will be directed down towards work areas and shielded to reduce sky glow and spillover.

Even with implementation of these measures, the impact will remain significant and unavoidable.

MONITORING OR REPORTING ACTION:
Monitor compliance with measures to reduce the effects of construction lighting and report to Monterey County RMA - Planning Department and DWR.

MONITORING OR REPORTING ENTITY:
Applicant and Applicant's Environmental Inspector

Compliance or Monitoring Action to be Performed:

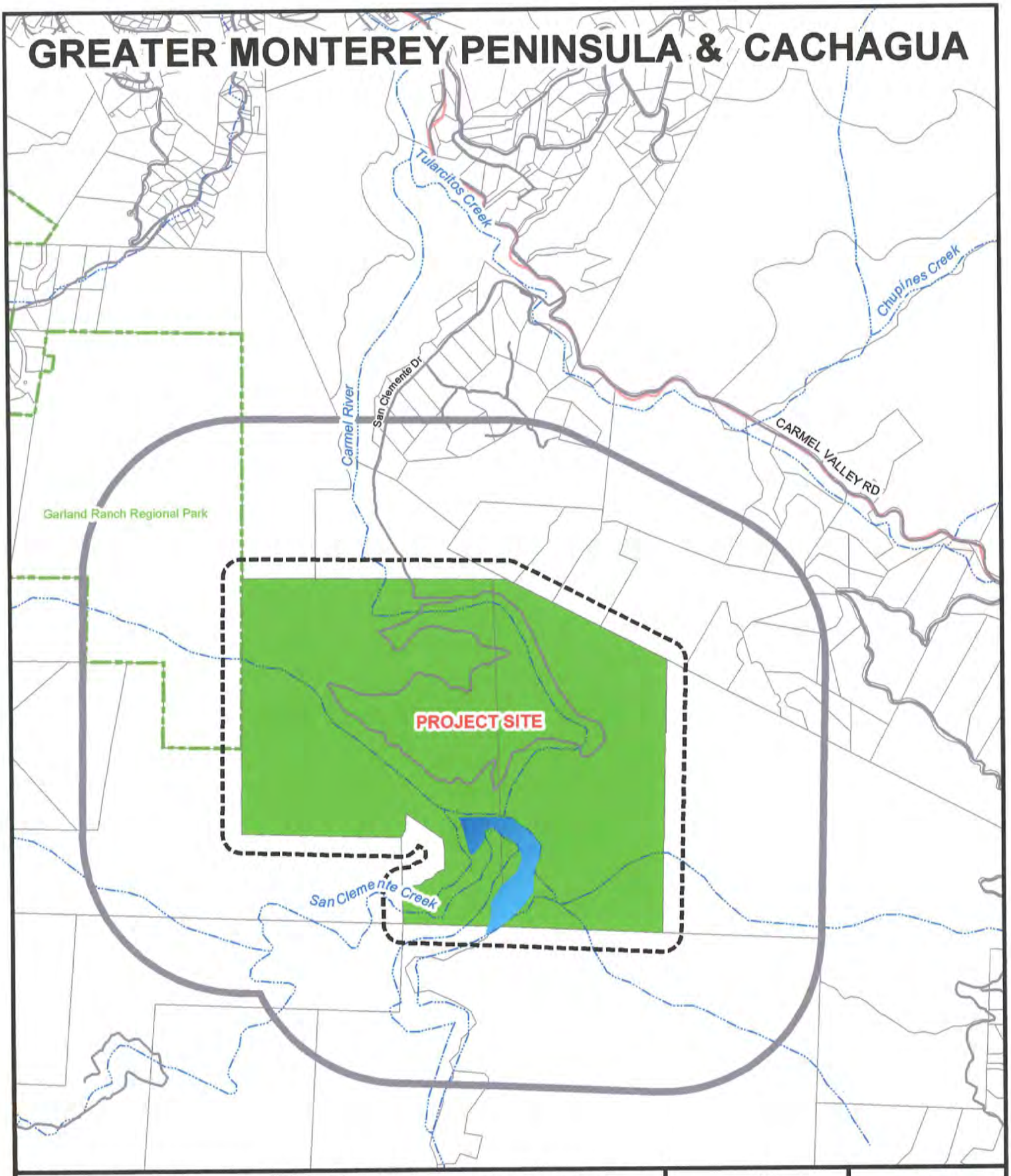
TIMINIG:
Monitoring to ensure compliance with mitigation will occur daily when nighttime construction is necessary. Quarterly reports will be submitted to the County throughout construction.

ENFORCEMENT ENTITY:
Monterey County RMA - Planning Department

Exhibit D

Vicinity Map

GREATER MONTEREY PENINSULA & CACHAGUA



APPLICANT: CAL-AM WATER CO (SAN CLEMENTE DAM REMOVAL)

APN: 417-051-004-000 & 417-051-005-000 **FILE #** PLN110373

Water | 2500' Limit | 300' Limit | City Limits

N

0 2,000
Feet

MONTEREY COUNTY CALIFORNIA 1850

Exhibit E

Carmel Valley Land Use Advisory Committee Minutes of July 2, 2012 Meeting (Distributed previously in July 2012)

MINUTES
Carmel Valley Land Use Advisory Committee
Monday, July 2, 2012

1. **Meeting called to order by** Janet Brennan at 6:28 pm

2. **Roll Call**

Members Present: John Anzini, Janet Brennan, David Burbidge, Judy MacClelland, Doug Pease

Members Absent: Neil Agron, Charles Franklin

3. **Approval of Minutes:**

A. June 18, 2012 minutes

Motion: John Anzini (LUAC Member's Name)

Second: Doug Pease (LUAC Member's Name)

Ayes: 4

Noes: 0

Absent: 2 (Agron, Franklin)

Abstain: 1 (Brennan)

4. **Public Comments:** The Committee will receive public comment on non-agenda items that are within the purview of the Committee at this time. The length of individual presentations may be limited by the Chair.

None

5. **Scheduled Item(s)**

6. **Other Items:**

A) Preliminary Courtesy Presentations by Applicants Regarding Potential Projects

None

B) Announcements

Janet Brennan announced that the July 16, 2012 LUAC meeting will be held at the Mid Valley Fire Station.

7. **Meeting Adjourned:** 7:10 pm

Minutes taken by: Judy MacClelland

Minutes received via email July 4, 2012

Action by Land Use Advisory Committee
Project Referral Sheet

Monterey County Planning Department
168 W Alisal St 2nd Floor
Salinas CA 93901
(831) 755-5025

Advisory Committee: **Carmel Valley**

Please submit your recommendations for this application by: **July 2, 2012**

Project Title: CALIFORNIA-AMERICAN WATER CO (SAN CLEMENTE DAM REMOVAL)
File Number: PLN110373 Item continued from 6/18/12 meeting
File Type: PC
Planner: SCHUBERT
Location: SAN CLEMENTE DAM REGION
Project Description:
Combined Development Permit (formerly PLN080052) consisting of: 1) Use Permit for the removal of the San Clemente Dam and related improvements; 2) Use Permit for the removal of the Old Carmel River Dam and related improvements; 3) Use Permit for development on 25% slopes; and 4) Use Permit for the removal of protected trees. The project includes road improvements on the construction access route along Cachagua Road and the Jeep Trail. The property is located in the San Clemente Dam Region, at the confluence of the Carmel River (River Mile 18.5) and San Clemente Creek, approximately 15 miles southeast of the City of Carmel-by-the-Sea and 3.7 miles southeast of Carmel Valley Village (Assessor's Parcel Number 417-051-004-000; 417-051-005-000; 417-051-001-000; 417-251-002-000-M), Greater Monterey Peninsula Area Plan and Cachagua Area Plan.

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

Jeffery Szytel, WSC Water Systems Consulting, Inc.

Was a County Staff/Representative present at meeting? Bob Schubert (Name)

PUBLIC COMMENT:

Name	Site Neighbor?		Issues / Concerns (suggested changes)
	YES	NO	
Deborah McFarland 241 Vista Verde Carmel Valley, CA 93924		X	What kind of earthquake insurance does Cal.-Am have for the existing dams?

LUAC AREAS OF CONCERN

Concerns / Issues (e.g. site layout, neighborhood compatibility; visual impact, etc)	Policy/Ordinance Reference (If Known)	Suggested Changes - to address concerns (e.g. relocate; reduce height; move road access, etc)
Janet Brennan: Requested clarification regarding lead agency for the project application.		
David Burbidge: Changes in streambed. Use of San Clemente Drive as transportation route. Timing of Cachagua Road closure.		
John Anzini: Opposed to project, concern about sediment transport. Asked about local-hire preferences.		

ADDITIONAL LUAC COMMENTS

Judy MacClelland: Requested comparison of pre-project and post-project floodplain.

Janet Brennan: In support of dam removal; dams are destructive to fisheries; project is well-designed.

RECOMMENDATION:

Motion by: Doug Pease (LUAC Member's Name)

Second by: Dave Burbidge (LUAC Member's Name)

X Support Project as proposed

_____ Recommend Changes (as noted above)

_____ Continue the Item

Reason for Continuance: _____

Continued to what date: _____

AYES: 4 (Pease, Burbidge, Brennan, MacClelland,)

NOES: 1 (Anzini)

ABSENT: 2 (Agron, Franklin)

ABSTAIN: 0

Exhibit F

Carmel Valley Land Use Advisory Committee Minutes of March 18, 2013 Meeting

MINUTES
Carmel Valley Land Use Advisory Committee
Monday, March 18, 2013

1. **Meeting called to order by** Janet Brennan at 6:30 pm

2. **Roll Call**

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

Douglas Pease, David Burbidge

Members Absent: None

3. **Approval of Minutes:**

A. March 4, 2013 minutes

Motion: Neil Agron (LUAC Member's Name)

Second: John Anzini (LUAC Member's Name)

Ayes: 6 (Brennan, Franklin, MacClelland, Agron, Pease, Burbidge)

Noes: 0

Absent: 1 (Anzini arrived after approval of minutes)

Abstain: 0

4. **Public Comments:** The Committee will receive public comment on non-agenda items that are within the purview of the Committee at this time. The length of individual presentations may be limited by the Chair.

None

5. Scheduled Item(s)

6. Other Items:

A) Preliminary Courtesy Presentations by Applicants Regarding Potential Projects

None

B) Announcements

None

7. Meeting Adjourned: 7:15 pm

Minutes taken by: Charles Franklin

Minutes received via email March 21, 2013

Action by Land Use Advisory Committee
Project Referral Sheet

Monterey County Planning Department
168 W Alisal St 2nd Floor
Salinas CA 93901
(831) 755-5025

Advisory Committee: **Carmel Valley**

Please submit your recommendations for this application by: **March 18, 2013**

Project Title: CALIFORNIA-AMERICAN WATER CO (SAN CLEMENTE DAM REMOVAL)
File Number: PLN110373
File Type: PC
Planner: SCHUBERT
Location: SAN CLEMENTE DAM REGION
Project Description:
Combined Development Permit consisting of: 1) Use Permit for the removal of the San Clemente Dam and related improvements; 2) Use Permit for the removal of the Old Carmel River Dam and related improvements; 3) Use Permit for development on 25% slopes; and 4) Use Permit for the removal of protected trees. The property is located in the San Clemente Dam Region, at the confluence of the Carmel River (River Mile 18.5) and San Clemente Creek, approximately 15 miles southeast of the City of Carmel-by-the-Sea and 3.7 miles southeast of Carmel Valley Village (Assessor's Parcel Number 417-051-004-000; 417-051-005-000; 417-051-001-000; 417-251-002-000-M), Greater Monterey Peninsula Area Plan and Cachagua Area Plan.

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

Trish Chapman, Coastal Conservancy

Was a County Staff/Representative present at meeting? ____Bob Schubert_____ (Name)

PUBLIC COMMENT:

Name	Site Neighbor?		Issues / Concerns (suggested changes)
	YES	NO	
Steve Wolpert, Sleepy Hollow Homeowners Assoc	X		See letter dated March 1
Sharon Pizole	X		Physical wear on Carmel Valley Road

LUAC AREAS OF CONCERN

Concerns / Issues (e.g. site layout, neighborhood compatibility; visual impact, etc)	Policy/Ordinance Reference (If Known)	Suggested Changes - to address concerns (e.g. relocate; reduce height; move road access, etc)

ADDITIONAL LUAC COMMENTS

We recommend approval with due consideration for the needs of the Sleepy Hollow Community

RECOMMENDATION:

Motion by: Charles Franklin (LUAC Member's Name)

Second by: Neil Agron (LUAC Member's Name)

_____ Support Project as proposed

__X__ Recommend Changes (as noted above)

_____ Continue the Item

Reason for Continuance: _____

Continued to what date: _____

AYES: 7 (Brennan, Franklin, MacClelland, , Agron, Anzini, Pease, Burbidge)

NOES: 0

ABSENT: 0

ABSTAIN: 0

Exhibit G

Cachagua Land Use Advisory Committee
Minutes of April 24, 2013 Meeting

MINUTES
Cachagua Land Use Advisory Committee
Wednesday, April 24, 2013

1. **Meeting called to order by** Fidela Schneider at 6:02 pm

2. **Roll Call**

Members Present: Fidela Schneider, Sarah Haussermann, David Schiffman, Steve Ray, Jack Galante & Tony Scardina

Members Absent: Kathy Herbermann

3. **Public Comments:** The Committee will receive public comment on non-agenda items that are within the purview of the Committee at this time. The length of individual presentations may be limited by the Chair.

None

4. **Scheduled Item(s)**

5. **Other Items:**

A) Approve Revised Meeting Schedule (Changed May 29 to May 22 on schedule)

Motion by: David Schiffman (LUAC Member's Name)

Second by: Sarah Haussermann (LUAC Member's Name)

Ayes: 6 (Schneider, Haussermann, Schiffman, Ray, Galante & Scardina)

Noes: 0

Absent: 1 (Hebermann)

Abtain: 0

B) Preliminary Courtesy Presentations by Applicants Regarding Potential Projects

None

C) Announcements

None

8. **Meeting Adjourned:** 7:35 pm

Minutes taken by: Tony Scardina

Action by Land Use Advisory Committee
Project Referral Sheet

Monterey County Planning Department
168 W Alisal St 2nd Floor
Salinas CA 93901
(831) 755-5025

Advisory Committee: **Cachagua**

Please submit your recommendations for this application by: **April 24, 2013**

Project Title: CALIFORNIA-AMERICAN WATER CO (SAN CLEMENTE DAM REMOVAL)
Item continued from 3/27/13 meeting
File Number: PLN110373
File Type: PC
Planner: SCHUBERT
Location: SAN CLEMENTE DAM REGION
Project Description:
Combined Development Permit consisting of: 1) Use Permit for the removal of the San Clemente Dam and related improvements; 2) Use Permit for the removal of the Old Carmel River Dam and related improvements; 3) Use Permit for development on 25% slopes; and 4) Use Permit for the removal of protected trees. The property is located in the San Clemente Dam Region, at the confluence of the Carmel River (River Mile 18.5) and San Clemente Creek, approximately 15 miles southeast of the City of Carmel-by-the-Sea and 3.7 miles southeast of Carmel Valley Village (Assessor's Parcel Number 417-051-004-000, 417-051-005-000, 417-051-001-000, and 417-251-002-000-M), Greater Monterey Peninsula Area Plan and Cachagua Area Plan.

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

Trish Chapman, California-American Water Co
Jeff Szytel, California-American Water Co

Trish Chapman and Jeff Szytel commented to the board that the applicant and SHHOA were in negotiation in regards to access routes, mitigation and believed the 2 parties were very close to an agreement

Was a County Staff/Representative present at meeting? Bob Schubert (Name)

PUBLIC COMMENT:

Name	Site Neighbor?		Issues / Concerns (suggested changes)
	YES	NO	
Steve Woolpert, President SHHOA	X		See letter dated 4/19/2013
Hershtin Schlager	X		SHHOA – questions only

LUAC AREAS OF CONCERN

Concerns / Issues (e.g. site layout, neighborhood compatibility; visual impact, etc)	Policy/Ordinance Reference (If Known)	Suggested Changes - to address concerns (e.g. relocate; reduce height; move road access, etc)
Dust and noise mitigation at San Clemente Drive	See SHHOA letter dated 4/19/2013	See SHHOA letter dated 4/19/2013
County road conditions during project and after project completion	See LUAC recommendations below	See LUAC recommendations below
Public access to BLM and donated properties in project area	See LUAC recommendations below	See LUAC recommendations below

ADDITIONAL LUAC COMMENTS

Fidela speaking for the absent Kathy Herbermann voiced concerns over the existing road conditions east of the Carmel Valley Village and that the baseline study is taking place after pipeline project has left this section of the road in disrepair. Recommends road be brought up to County standards regardless of after the fact baseline study.

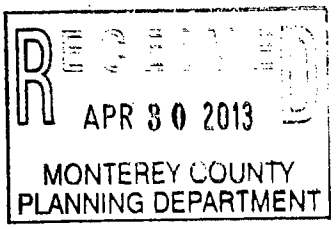
RECOMMENDATION:

The LUAC recommends approval of the project subject to the following conditions:

1) Recommends that the suggestions contained in the April 19, 2013 letter from the SHHOA be included in the conditions of approval as deemed appropriate by County staff
2) Once the land being donated by CAW is transferred to BLM public access is strongly encouraged.
3) Recommend that the Planning Commission take into consideration to repair Carmel Valley Road, east of the Carmel Valley Village to the entrance of the new access route, to County standards following completion of the project.

Motion by: Tony Scardina (LUAC Member's Name)

Second by: Steve Ray (LUAC Member's Name)



_____ Support Project as proposed

__X__ Recommend Changes (as noted above)

_____ Continue the Item

Reason for Continuance: _____

Continued to what date: _____

Ayes: 6 (Schneider, Haussermann, Schiffman, Ray, Galante & Scardina)

Noes: 0

Absent: 1 (Hebermann)

Abtain: 0

Sleepy Hollow Homeowners Association
C/o Steve Woolpert, President
8 Sleepy Hollow
Carmel Valley, CA 93924
sgwoolpert@comcast.net
831-659-3060

Submitted to the LUAC on 4/24/13

April 19, 2013

Cachagua Land Use Advisory Committee
County of Monterey
Monterey County Planning Department
168 W. Alisal Street, 2nd Floor
Salinas, CA 93901

Subject: San Clemente Dam Removal and Carmel River Re-route Project. Tularcitos High Road Conditions of Approval.

Dear Cachagua Land Use Advisory Committee Members:

Thank you for receiving our March 27, 2013 letter of recommendations of Conditions of Approval for the subject project at your last meeting held on March 27, 2013.

Following your meeting, we have had the opportunity to meet with the applicant and discuss how to best fine-tune the project design, condition its operations, and thereby provide for protecting the quality of life for our residents. Moreover, we have read the project's EIR Addendum (date stamped April 5, 2013; released to the public April 17, 2013).

Our meeting with the applicant has resulted in our agreeing to a number of significant terms and conditions, subject to their releasing any more project description specifics, including their having three (3) alternative access route alignments. The feasible mitigations for all three (3) alignments have a common attribute: Earth material shall be placed (berm) and/or the road shall be designed (cut and fill) so as to block the line-of-sight of moving equipment and trucks from our residents occupying the dwellings on Lots 1 – 5. All three (3) alignments are with respect to the segment of the Tularcitos High Road between the Filter Plant and the Clearwell Tank, where the project traffic is currently proposed to travel within 2,500' of these dwellings. The alignments are:

1. Alignment #1 This would use the existing Pipeline Road and the Filter Plant Road/Spur Road,
2. Alignment #2 This would use only the Filter Plant Road/Spur Road, and
3. Alignment #3 This would use a Northern portion of the existing Pipeline Road connected to a new graded connection road up to beyond the applicant's gate on the San Clemente Drive (existing upon the lands of the applicant).

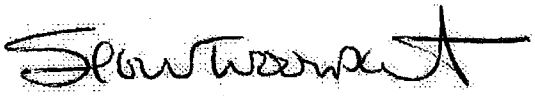
The applicant may choose one or more of Alignments #1 – #3. They are illustrated on the attached Figures 13 and 14.

We have prepared and attached a complete list, including the access-road alignment alternatives discussed above, of recommended Project Conditions. Should you choose to recommend approval of this Project, we are respectfully asking you to please include the Project Conditions, as listed on the attachment, in such recommendation.

Please do not hesitate to contact us with any questions or suggestions you may have. Thank you.

Sincerely,

SLEEPY HOLLOW HOMEOWNERS ASSOCIATION



BY: Steve Woolpert, Its President.

Attachments

CC: Richard Svindland, Vice President-Engineering
California American Water

April 19, 2013

San Clemente Dam Removal and Carmel River re-Route Project
Sleepy Hollow Residential Community Considerations
Recommended Conditions of Approval

1. CAW shall design, construct, and use the Tularcitos High Road (THR) from E. Carmel Valley Road following the alignments as identified in the attached Figures 1, 2, and 13, excepting that the THR segment between the Filter Plant and the Clearwell Tank may follow one or more of the following three alignments:
   a. Alignment #1 Existing Pipeline Road and the Filter Plant Road / Spur Road,
   b. Alignment #2 Filter Plant Road / Spur Road, and
   c. Alignment #3 The Northern portion of the existing Pipeline Road and a new graded connection road beyond the San Clemente Drive gate (existing upon the lands of CAW).

   Alignments #1 – #3 are illustrated on the attached Figures 13 and 14.

2. Alignments #2 and #3 shall be designed to provide for no line-of-sight of cars, trucks (including exhaust pipes), and equipment as viewed from the dwellings (as if no vegetation or man-made structures exist) located on Sleepy Hollow Lots 1 – 5 .

   Earth material, or its equivalent in terms of noise attenuation, used to block line-of-sight, shall be a several feet higher or wider, as the case may be, than the line-of-sight in order to adequately mitigate adverse noise for the residents of said dwellings. Moreover, the appearance of the noise attenuation material, whether it be earth material exposed by a grading cut, earth berm or temporary structure, shall be in reasonable harmony with the Sleepy Hollow neighborhood and, before construction, shall first be reviewed by the Sleepy Hollow HOA and approved administratively by the County of Monterey Planning Department.

3. Should CAW choose to use Alignment #1, the type of project traffic that may use the Pipeline Road is limited to trucks, automobiles, and pickups. The type of project traffic that may use the Filter Plant Road/Spur Road is limited to self-propelled heavy equipment and a fuel truck.

   Should CAW choose to use Alignment #2, the type of project traffic that may use the Filter Plant Road/Spur Road is not limited.

   Should CAW choose to use Alignment #3, the type of project traffic that may use the Northern portion of the Pipeline Road and the new graded connection up to beyond the San Clemente Drive gate, where it exists on CAW lands, is not limited.

4. CAW may use the Off-Loading and Loading area as identified on the attached Figure 1 only during 9:00am to 3:00pm, non-holiday, weekdays.

   Uses allowed in the Off-Loading and Loading area are: Heavy Equipment and materials off-loading and loading. The materials specifically permitted include general construction materials (e.g. piping, landscape materials, sheet piling, aggregate base rock, demolition timbers). Operating front-end loaders, forklifts, and cranes necessary for the immediate unloading or loading of allowed equipment and materials.

   Uses disallowed in the Off-Loading and Loading area specifically include:

   i. Any processing of any materials, including, but not limited to, aggregate, concrete, timber, vegetation, and soil.
   ii. The operation of any portable or stationary machinery, including electrical generators and air compressors. Maintenance of vehicles or equipment.
   iii. Storage of materials or equipment. "Storage" is defined as being idle or remaining in the Area in excess of five (5) calendar days.

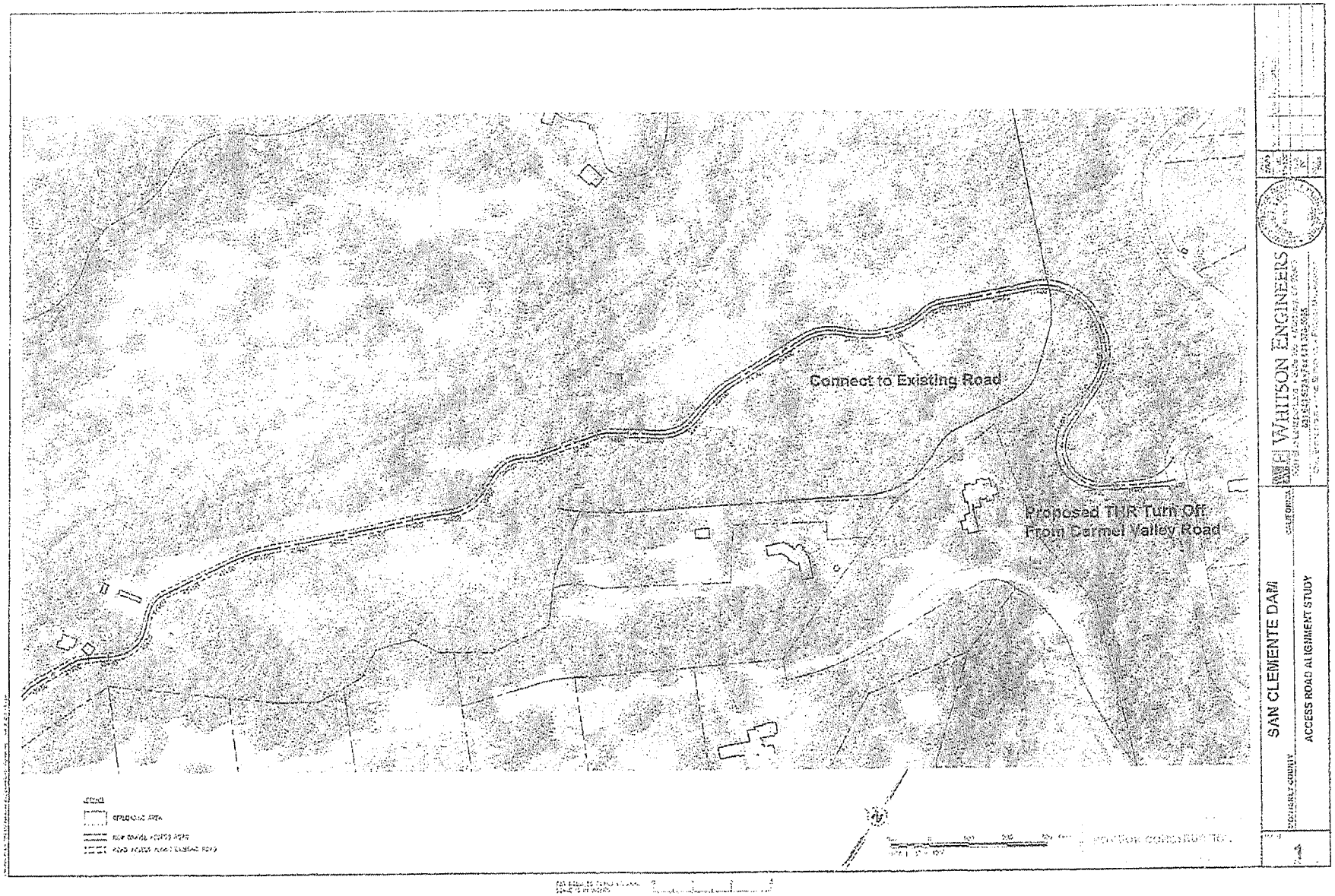
5. CAW Project use of San Clemente Drive within Sleepy Hollow is strictly limited to support of its six (6) week construction of the Easternmost 1,000' segment of the THR (measured from the THR intersection with E. Carmel Valley Road) and, simultaneously, for the purpose of accessing the San Clemente Dam site in order to conduct additional studies, build fencing, maintain the steelhead program, and the like. Said 1,000' segment shall be constructed immediately upon Project commencement. In no case shall CAW continue such use of San Clemente Drive beyond calendar year 2013.

6. Project traffic using San Clemente Drive as described in Paragraph #5 above is limited, as follows: a. the Gross Vehicle Weight (GVW) limit is twenty (20) tons, and b. the days and hours of use are limited to non-holiday, weekdays, with cars and pickups only within 7:00am – 7:00pm, and all other traffic and equipment only within 9:00am – 3:00pm.

7. CAW shall immediately (within said 6-week construction period for the easternmost 1,000' segment) pave such segment of the THR from E. Carmel Valley Road to the Off-Loading/Loading area shown in the attached Figure 1., and upon Project completion, the THR route that CAW intends to use as its continuing, post-project, long-term road, shall then be paved from the Off-Loading/Loading area to the Clearwell Tank

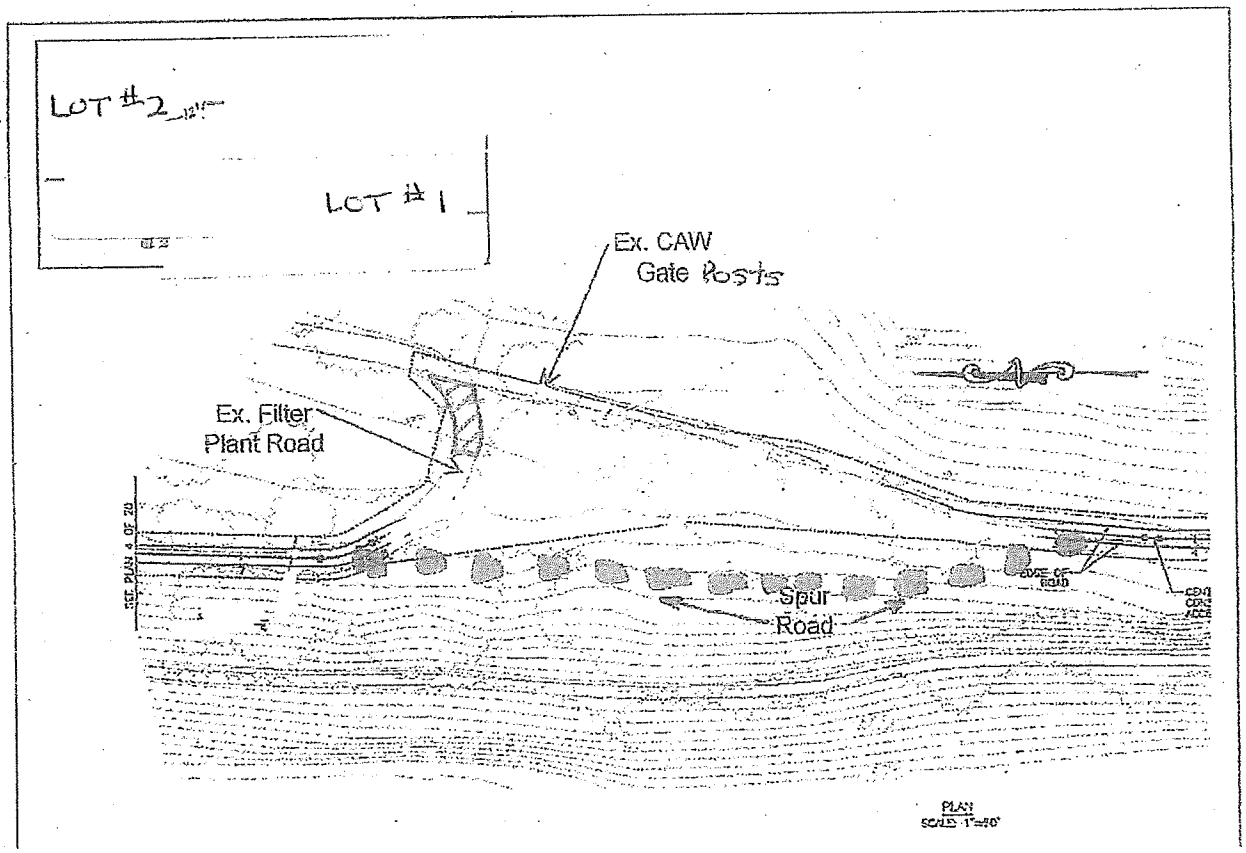
8. For the purposes of the Project, CAW's use of the segments of the THR that run from E. Carmel Valley Road to the Clearwell tank, as identified on the attached Figures 1, 2, 13, and 14, and as further described herein as Alignments #1 – #3, shall be in the manner as set forth: Trucks, truck and trailers, and equipment are permitted to operate within the hours of 9:00am – 3:00pm, non-holiday weekdays. Carpool cars and personal cars and pickups for employees are permitted to operate 7:00 am – 7:00 pm, Monday – Saturday, and Supervisors/Managers in personal cars or pickups are permitted to operate 24/7.

Figure 1


Connect to Existing Road
Proposed T/R Turn Off
From Carmel Valley Road
WHITSON ENGINEERS
SAN CLEMENTE DAM
ACCESS ROAD ALIGNMENT STUDY

SAN CLEMENTE DAM
ACCESS ROAD ALIGNMENT STUDY
AREA OF POTENTIAL AFFECT
WHITSON ENGINEERS
Proposed Filter Plant Road Realignment
Berm and Turn Around
Las Pedrizas Rd.

Figure 2

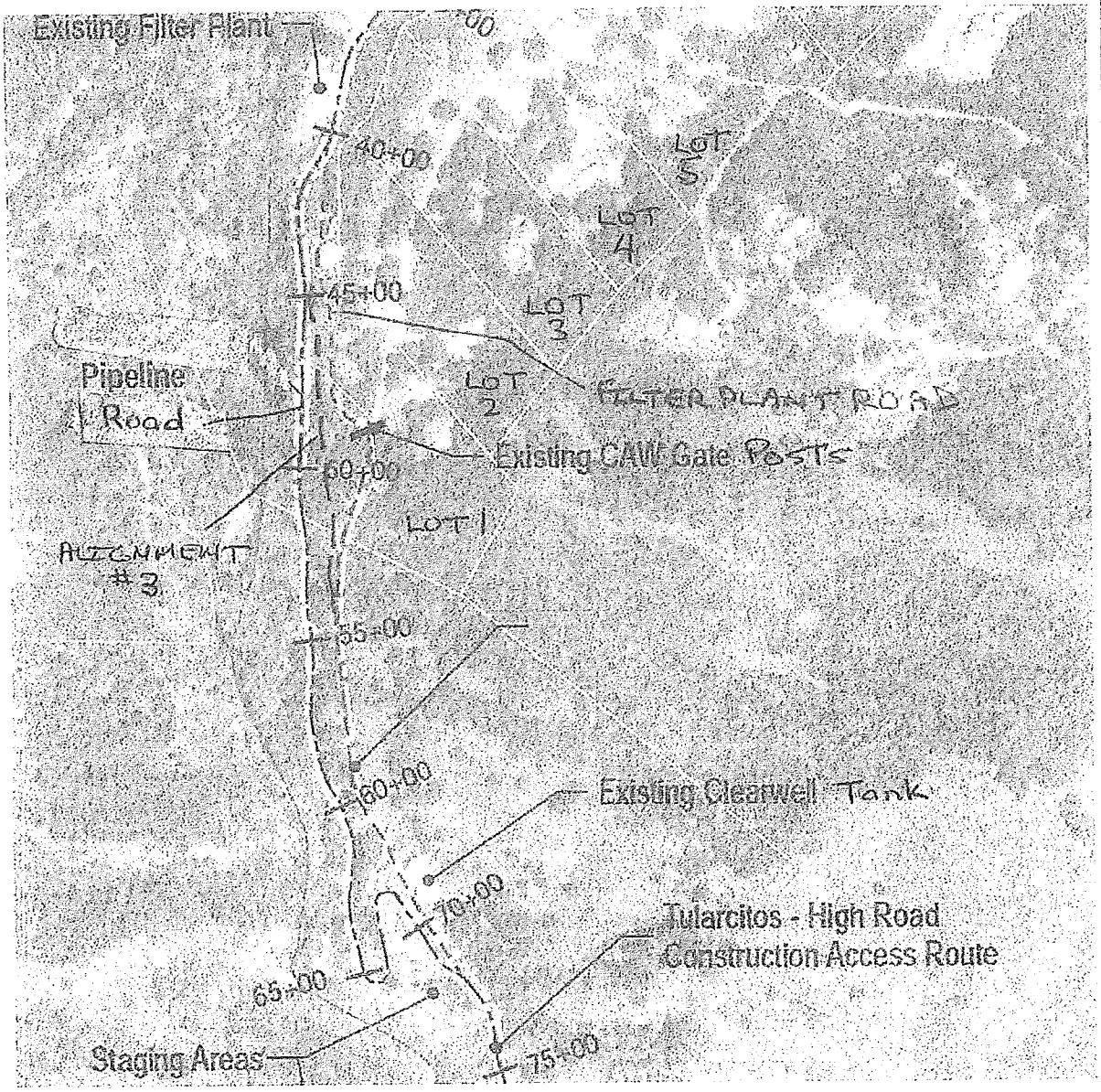


SLEEPY HOLLOW HOA
TURN-AROUND

Spur Road

Project No. 26818031	Carmel River Reroute & San Clemente Dam Removal	Filter Plant Spur Road Around CAW Gate	Figure 13
URS			

INDICATIVE DESIGN - PREPARED FOR MONTEREY COUNTY PERMIT ONLY (DATED 03/26/2013)



Project No. 26818031	Carmel River Reroute & San Clemente Dam Removal	Figure 14

URS

Exhibit H

Original Project Application (Distributed in packet for July 25, 2012 Workshop to Planning Commissioners only, on CD)

Exhibit I

Original Supplemental Application Materials (Distributed in packet for September 12, 2012 Hearing)

Exhibit J

Revised Project Application (March 2013) (Provided to Planning Commissioners on April 25, 2013 in Separate Binder)

Exhibit K

2008 Final EIR/EIS (CDWR, distributed on August 29, 2012 to Planning Commissioners only, on CD)

Exhibit L

July 2012 Final SEIR No. 1 (CDWR, distributed on August 29, 2012 to Planning Commissioners only, on CD)

Exhibit M

August 2012 Final SEIR No. 2 (California Coastal Conservancy, distributed on August 29, 2012 to Planning Commissioners only, on CD)

Exhibit N

April 2013 Addendum (CDWR)

Addendum to the Environmental Impact Report for the San Clemente Dam Seismic Safety Project (State Clearinghouse Number 200591148)

A. Introduction and Background

The San Clemente Dam Seismic Safety Project was the subject of a Final Environmental Impact Report/Environmental Impact Statement (FEIR/EIS) that was certified by the Department of Water Resources (DWR) in 2007.

California American Water Company (CAW), the project applicant, recently notified DWR's Division of Safety of Dams of its desire to make slight changes to two elements of the project relative to what had been described in the FEIR/EIS. DWR has determined that the proposals represent minor changes that do not trigger the need for a subsequent EIR pursuant to Section 15162 or a supplement to an EIR pursuant to Section 15163.

DWR has prepared this Addendum to the FEIR pursuant to CEQA Guidelines Section 15164, subsection (a) which states "The lead agency or responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for the preparation of a subsequent EIR have occurred."

B. Proposed Changes

CAW proposes two changes to the Tularcitos Access Route as described in the FEIR/EIS, a substitute of the entrance to the route and a change in the size and location of staging areas. This substitute and the changes to the staging areas are depicted on Figure 1 (modified from Figure 3.2-2 in the FEIR/EIS). The substitute entrance and relocated staging areas are depicted in red on Figure 1. Two staging areas that were evaluated in the FEIR, but which CAW does not currently plan to develop, are shown in blue. The remainder of the route as described in the FEIR/EIS at Figure 3.2-2 is the same.

CAW has also proposed specific implementation measures associated with construction access involving the installation of a temporary crossing over the existing concrete ford where the access road crosses the Carmel River (see Figure 1). CAW intends to build a temporary crossing to avoid direct use of the existing in-stream concrete ford for construction traffic. Use of the in-stream concrete ford was discussed in the FEIR/EIS, but it was also anticipated that minor improvements might be made to the existing access road (*see* Chapters 3.2.5, 3.4.5, and 3.5.5 in the FEIR/EIS). As a result, the temporary crossing does not constitute a change to the FEIR/EIS.

1. Access Route Entrance

Access to the project work site by way of the Tularcitos Access Route was evaluated in the FEIR/EIS at pages 3.2-23 through 3.2-27.

CAW has proposed to relocate the entrance to the Tularcitos Access Route to a location on Carmel Valley Road approximately 1,100 to 3,200 feet west of San Clemente Drive on land owned by CAW. The precise entrance location will be selected by the contractor based the most feasible location for the bridge crossing. The purpose of this change is to further reduce noise, traffic, and other impacts to a residential neighborhood. The substitute entrance would have basically the same impacts as those that would result from the route described in the FEIR/EIS. Although the location is slightly different, the same species, habitat, and other environmental concerns are the same for either entrance route. Mitigation measures would be the same for the new route as the route described in the FEIR/EIS.

2. Staging Areas

The FEIR/EIS evaluated the impacts of a 5-acre concrete batch plant and staging area located approximately 2,400 feet northeast of the Carmel Valley Filter Plant road (page 3.2-10, Figure 3.2-8) and a .65-acre staging located approximately 2,600 feet south of the Carmel Valley Filter Plant road (page 3.2-15). These are depicted in blue on Figure 1.

CAW has proposed changes to the staging areas including different locations and smaller sizes. The analysis in the FEIR/EIS anticipated use of the Tularcitos Access Route in conjunction with the dam buttressing alternative. Because CAW has elected to remove the dam instead, the larger staging areas evaluated in the FEIR/EIS will not be required. For instance, the following staging areas proposed by CAW would be in lieu of the 5-acre concrete batch plant and staging area and the .65-acre staging area described in the FEIR/EIS.

CAW has proposed development of the following sites.

Staging Area 1 - Approximately 1.3 acre offloading area for equipment at the intersection of the new entrance with the Carmel Valley Filter Plant access route.

Staging Area 2 - Approximately 0.9 acre staging area near the existing Clearwell Tank.

Staging Area 3 - Approximately 2.0 acre staging area near Monterey Peninsula Water Management District's Sleepy Hollow Steelhead Rearing Facility

3. Temporary Crossing Over Existing Concrete Ford

The FEIR/EIS discussion of construction access from Carmel Valley Road to San Clemente Dam includes the use of a concrete in-channel ford where the access road crosses Carmel River (*see* pages 3.2-24, 3.4-4, and 3.5-17). However, California Department of Fish and Wildlife will not permit the use of the in-channel concrete ford during periods when there is flow in the Carmel River. Therefore, CAW plans to install a temporary crossing over the Carmel River to avoid use of the in-stream concrete ford.

C. Environmental Impact of Proposed Changes

DWR concludes that the proposed changes will not cause new or different environmental impacts from those already evaluated in the FEIR/EIS.

The substitute entrance to the access route covers a similar distance and would be constructed using similar materials and techniques as the entrance discussed in the FEIR/EIS. All mitigation measures described in the FEIR/EIS would apply to the substitute entrance.

The substitute staging areas would likewise not result in any new or different environmental impacts. The overall staging area footprint will be less than that described in the FEIR/EIS, and no additional impacts will occur as a result of developing and using these staging areas.

Installation of the temporary crossing over the existing concrete ford would not result in any new or different environmental impacts. Installation and use of the temporary crossing will further reduce Carmel River fishery and water quality impacts.

At the request of CAW, URS Corporation reviewed and briefly documented potential impacts of the proposed changes to wildlife and vegetation, among other things (see attached). URS conclusions, that neither proposed change would cause any new environmental impacts not previously identified and mitigated for, are consistent with DWR's conclusions.

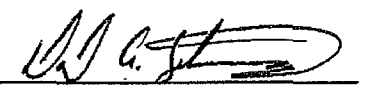
D. Department of Water Resources Approval of Addendum

I find that:

1. Changes or additions have been proposed for the Project.

2. The changes or additions proposed for the Project are minor changes that do not trigger the need to prepare a subsequent EIR or supplement to the FEIR.

3. Because the location, nature, and extent of project impacts will be the same or less than those described in the FEIR, no new or more severe environmental impacts will result as a result of the changes or additions proposed for the Project, and an Addendum is appropriate.



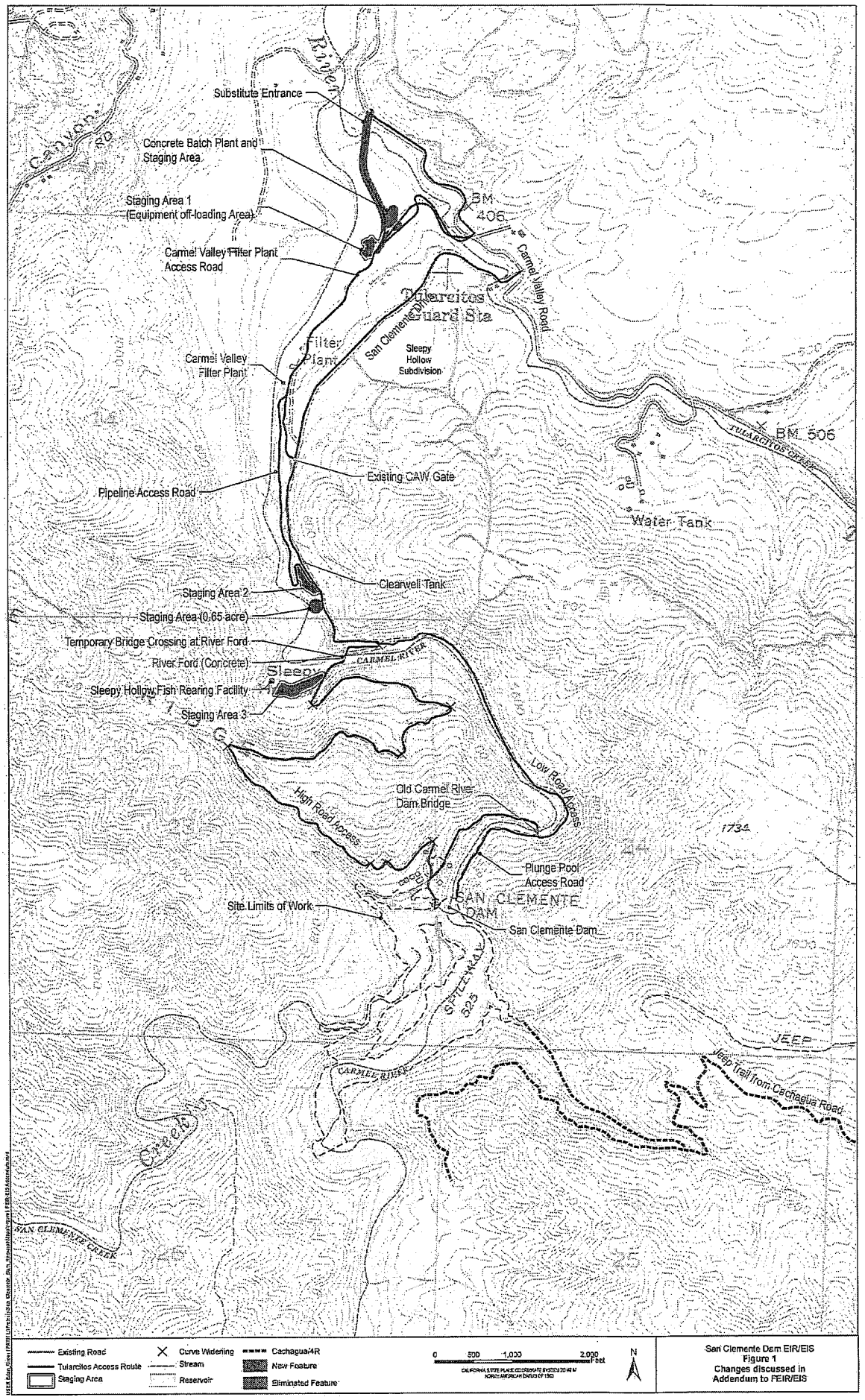
4/5/13

David A. Gutierrez, Chief
Division of Safety of Dams
Department of Water Resources

Date

Attachments:

1. CEQA Memo
2. Tularcitos Fisheries Memo
3. San Clemente Dam Traffic Memo
4. Access Road Length Email
5. Tularcitos Access Road Route Supplemental Noise Analysis
6. CRRDR THR Wetland Summary
7. Tree and Vegetation Impacts Technical Memo



San Clemente Dam EIR/EIS
Figure 1
Changes discussed in Addendum to FEIR/EIS

URS

Date: March 20, 2013, revised April 5, 2013

To: Bob Schubert, Monterey County Planning Department

From: Bill Martin, Katherine Dudney, Francesca Demgen and Seth Gentzler, URS Corporation

Re: **CEQA Memo: Proposed Changes to the Tularcitos Access Route and Comparison of Potential Impacts**

In 2006 the Department of Water Resources (DWR) released a joint Environmental Impact Report/Environmental Impact Statement (EIR/EIS) in compliance with the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA) for the San Clemente Dam Seismic Safety Project. In December 2007, DWR certified the Final EIR/EIS (FEIR/EIS) in compliance with CEQA; the document was published in January 2008. The FEIR/EIS analyzed a number of project alternatives ranging from strengthening the existing dam to complete dam removal. Construction access for each of the alternatives was assessed in the FEIR/EIS. In July 2012, DWR finalized a Supplement to the EIR (July 2012 SEIR) which evaluated the impacts of: 1) increased volume of sediment excavation; 2) removal of the instrument hut near the dam's left abutment; 3) refined approaches to slope stabilization and water diversion; 4) modifications to expected project-generated traffic volumes; 5) realignment of the Reservoir Access Road connecting the Jeep Trail to the reservoir area; and 6) use of Tassajara Road and Southern Cachagua Road for a portion of the project traffic. In August 2012, the State Coastal Conservancy finalized a second SEIR (SEIR #2) which evaluated the impacts of removing Old Carmel River Dam rather than notching it.

In the FEIR/EIS, construction access for the Proponents Proposed Alternative (Dam Strengthening) was via the Tularcitos Access Route, an access route from Carmel Valley Road, located entirely on land owned by California American Water (CAW). The route would pass by the Carmel Valley Filter Plant to San Clemente Drive, then split into a Low Road to the base of San Clemente Dam and a High Road to the top of the dam. This route, with slight modifications is being incorporated into the alternative currently proposed for construction: The Carmel River Reroute and San Clemente Dam Removal (CRRDR, Alternative 3 in the FEIR/EIS). The Tularcitos Access Route modifications and potential impact changes are the subject of this memo, prepared in response to Monterey County's request for information, namely:

1. A description of proposed changes to the CRRDR project
2. Comparison of the proposed 2013 Tularcitos - High Road Access Route (THR) with the Tularcitos Access Route as assessed in the FEIR/EIS
3. Assessment of the potential changes to impacts and mitigation as a result of the new route

The incorporation of the modified Tularcitos Access Route for all construction access would eliminate the impacts evaluated in the July 2012 SEIR associated with realignment of the Reservoir Access Road and the use of Tassajara Road and Southern Cachagua Road for a portion of the project traffic. All of the

other project changes evaluated in the July 2012 SEIR, plus the changes evaluated in SEIR #2, would continue to apply to the proposed project.

1.0 Description of Original and Proposed Modified Routes

1.1 Original (2008) Tularcitos Access route

In the FEIR/EIS, the original Tularcitos Access Route, shown on Figure 1, included a new bridge over Tularcitos Creek, upgrades to both the High Road to the upper portion of San Clemente Dam (SCD) and the Low Road to the base of the dam, and improvements to the existing Pipeline Access Road that runs from the Filter Plant to the Clearwell. This route was to be developed as a permanent access road to the Carmel Valley Filter Plant and SCD.

The Tularcitos Access Route was described as a 3-mile access road to SCD from Carmel Valley Road requiring realignment and improvements to accommodate heavy equipment used for construction activities. The new road would start at Carmel Valley Road about 800 feet west of San Clemente Drive, cross Tularcitos Creek over a new bridge, and provide access to a proposed staging area and concrete batch plant (that were part of the Proponents Proposed Alternative). The existing road between the staging area and the filter plant would be upgraded and widened to 22 feet.

Approximately 175 feet from its origin at Carmel Valley Road the route alignment crossed Tularcitos Creek. A permanent, single-lane, 200 foot long, steel truss bridge with a wood deck and concrete abutments was proposed. Though Tularcitos Creek normally contains minimal flow, the contributing watershed at this location is approximately 36,000 acres and the bridge would have been designed to pass a 100-year storm. It was estimated that a bridge with a clear area of approximately 800 square feet underneath would be necessary to pass flood flows from the 100-year storm.

In the 2008 proposed route, the bridge at Old Carmel River Dam (OCRD) would have been replaced to accommodate heavy trucks.

Proposed improvements to the existing road surfaces included grading, minor widening, and vegetation trimming at various locations along the filter plant road, San Clemente Drive (beyond the CAW gate) and along the High and Low roads to accommodate construction traffic.

1.2 Proposed (2013) Tularcitos - High Road Access Route

Construction access for the CRRDR Project will be provided via a proposed construction access road through CAW property that extends from Carmel Valley Road to the Project site. Figure 1 shows the proposed route alignment. The construction access road, hereafter referred to as the Tularcitos-High Road (THR) route, will involve improvement of existing roads and construction of new roads and bridges, as necessary to allow construction traffic and equipment to access the site. Other than a slight change in alignment near the entrance, the route to the dam follows the route originally proposed in the FEIR/EIS.

The THR route intersects with Carmel Valley Road approximately 1,100 feet west of San Clemente Drive. A temporary bridge over Tularcitos Creek may be installed during CY1 and will be replaced by a permanent crossing structure, no later than CY3. The bridge would span approximately 200 feet across Tularcitos Creek at a height designed to pass 100-year storm event flows, thereby avoiding impacts to fish passage.

After crossing Tularcitos Creek, the THR route will be graded to pass under a 30-inch water pipeline, which will be braced to accommodate equipment passing underneath. Approximately 1,300 feet from Carmel Valley Road the entrance portion of the THR route transitions to the existing CAW filter plant access road. The THR route would follow the improved filter plant access road alignment for approximately 2,500 feet until approximately 150 feet before the filter plant road intersects with San Clemente Drive (near the existing CAW gate). At this point the THR route would extend due south for approximately 200 to 300 feet before connecting into the existing CAW access road (an extension of San Clemente Drive on CAW property). For this 200 to 300 foot portion of the route, the road bed would be excavated down approximately 2 feet. The excavated material (approximately 150 cubic yards) will be added to an unvegetated area of slope between the THR and San Clemente Drive. The fill will slightly steepen the slope and create a berm between the THR and San Clemente Drive to minimize visual and noise impacts to the adjacent residence (Figure 3).

After connecting into the existing CAW access road, the THR route would run south and east until its intersection with the High Road. The access route would then follow the High Road alignment to its termination at the site limits of work (near the left dam abutment staging area). The High Road would require minor improvements for construction traffic. At the Sleepy Hollow Ford low-flow crossing of the Carmel River, a temporary bridge may be installed if the concrete ford is not sufficient to allow construction traffic to cross the river. If a temporary bridge across the Carmel River is necessary, it would either be sized to accommodate the 100-year storm, or would be removed from the river during the wet season.

One staging and one equipment offloading area would be built during CY1 along the THR Route (Figure 1). The equipment offloading area allows equipment mobilization trucks to off-load large construction equipment and its location roughly corresponds to the concrete batch plant and staging area that was part of the original route. This offloading area will not be used to store material or equipment. Types of equipment include articulated haulers, large hydraulic excavators, motor graders, bulldozers (D12), cranes, and mobile material screening plants. The equipment would then be driven under its own power to the dam site using the High Road route summarized above. A staging area is planned along the THR route near the existing clearwell, to stage both equipment and materials for the Project.

Ride sharing vehicles, material hauling trucks, smaller equipment hauling trucks, and limited management personal vehicles would travel along the entire route to access the work area.

At the start of construction, select construction equipment would occasionally use San Clemente Drive through the Sleepy Hollow community to facilitate construction of the access roads.

Heavy construction equipment would access OCRD for demolition activities using either the Plunge Pool Access Road (Figure 1) from upstream after SCD is removed, or possibly the Low Road from SCD down to OCRD prior to removal of SCD. The existing Low and Plunge Pool Roads would require relatively minor removal of vegetation and grading to be made passable by construction equipment as opposed to the more extensive improvements planned under the original route discussed in the FEIR/EIS.

The CEQA Addendum prepared by DWR considers locating the access route entrance off of Carmel Valley Road and the bridge over Tularcitos Creek within the area from 1,100 to 3, 200 feet west of San Clemente Drive on land owned by CAW (Figure 2). This memo considers both the specific route proposed by CAW and the broader options addressed in the Addendum. The Addendum also assumes use of the Pipeline Access Road as described in the FEIR/EIS. The impacts for use of the Pipeline Access Road would be the same as assessed in the FEIR/EIS and no further analysis is necessary. CAW does not currently propose to use the Pipeline Access Road.

2.0 Comparison of the Original and THR (new) routes

There are essentially four primary changes between the original and 2013 proposed access route:

1) Change in entrance location along Carmel Valley Road and alignment of the initial portion of the access road, including the location of the Tularcitos Creek Bridge (Figures 1 and 2)
2) At the south end of San Clemente Drive the road is realigned to the west placing it further away from Sleepy Hollow residences, before connecting to San Clemente Drive south of CAW's locked gate and adding a landscaped earthen berm
3) Possible installation of a temporary bridge over the Sleepy Hollow Ford, and associated approach grading
4) The THR would use the Low Road only minimally, and thus the Low Road would not need to be extensively improved.

Table 1 further summarizes differences between the two routes.

Table 1: Comparison of Original Tularcitos Access Route and proposed 2013 THR routes

Issue	Original Tularcitos Access Route	2013 THR Route
Tularcitos Creek Bridge	Included	Included but at a location approximately 250 feet west of the originally proposed bridge.
Route	Low Road – included in route and used by the majority of construction traffic. Would have been improved with cuts, including blasting, to achieve needed widths. High Road -- High Road would be used for outgoing traffic	Includes use of the low road for access to Old Carmel River Dam (addressed in 2012 SEIR #2 for OCRD removal). Minor improvements such as vegetation trimming and grading may be necessary, but no widening would be required. Route involves use of High Road for incoming and outgoing traffic.
Pipeline Access Road	Included	Included

Table 1: Comparison of Original Tularcitos Access Route and proposed 2013 THR routes		
Issue	Original Tularcitos Access Route	2013 THR Route
Width	22 feet with a 3 foot drainage ditch	Road width would range from 12 to 18 feet along road tangents, and would be wider at curves to accommodate design vehicle turning radius.
Carmel River Bridge	Replacement of bridge at Old Carmel River Dam	Possible installation of temporary bridge at the Sleepy Hollow Ford
Staging Areas	Concrete batch plant and staging area near Carmel Valley Road. Near Clearwell tank (optional)	Equipment offloading area at approximately same location as original concrete batch plant and staging area. Near Clearwell tank (Figure 1)

3.0 Discussion of Impacts and Mitigation

This section provides a brief discussion of impacts of the 2013 THR Route and compares those qualitatively (and quantitatively if possible) to the impacts described in the FEIR/EIS. In many cases as is typical for many CEQA documents, impacts in the FEIR/EIS are described on a project-wide basis and not specifically quantified by individual project components (e.g., a specific access road).

In general, impacts for the THR were covered in the FEIR/EIS. Impact quantities may be somewhat different (greater or less), but the types of impacts were considered and would be similar to those already described in the FEIR/EIS. There are only minor changes in the alignment of the THR, and compared with the route assessed in the FEIR/EIS, impacts would not be substantially different than those already addressed and would not be considered "new" impacts. Mitigation measures would be the same as those described in the FEIR/EIS and July 2012 SEIR and summarized in the July 2012 Mitigation Monitoring and Reporting Program (MMRP) for the Final EIR/EIS and Final SEIR.

No new significant impacts or substantially increased significant impacts were identified.

No new mitigation measures are required and none are proposed.

3.1 Geology and Soils

Issues GS-2 (Access Route Landslides) and GS-4 (Soil Erosion) in the FEIR/EIS were assessed for the original Tularcitos Access Route and would apply to construction of the THR. These impacts were considered Less than Significant with Mitigation in the FEIR/EIS. Modification of the entrance alignment and other minor modifications to the alignment would not alter the potential impacts described in the FEIR/EIS. Mitigation[1] would be the same, and includes providing construction design specifications to

[1] For details on all mitigation measures, refer to the July 2012 MMRP.

minimize slope instability at cuts for the access road and implementing erosion control and BMPs to minimize erosion.

No new significant impacts would occur as a result of the proposed modifications to the Tularcitos Access Route and no new mitigation measures would be required.

3.2 Hydrology and Water Resources

None of the Hydrology and Water Resources Issues (impacts) described in the FEIR/EIS were assessed specifically for construction of the access road. Both the originally proposed Tularcitos Access Route and the THR would construct a bridge over Tularcitos Creek. CAW proposes to locate the Tularcitos Creek bridge approximately 250 feet west of the originally proposed bridge, and the Addendum considers bridge locations up to 2,000 feet west of the originally proposed bridge. Both the original and currently proposed bridges would clear span Tularcitos Creek and would not affect flow in the creek. Both would be designed to pass the 100 year storm and both would be permanent structures, thus there would be no differences in regards to Hydrology and Water Resources, other than location of the bridge.

The THR would use the High Road with access to this road via the existing low-flow crossing or a temporary bridge over the Carmel River at the Sleepy Hollow Ford (Figure 1). The temporary bridge would also clear span the river with no supports or fill in the river that could affect flow. The bridge would be designed to pass the 100 year storm or be removed in the winter.

No new impacts to hydrology would occur and no new mitigation would be required.

3.3 Water Quality

FEIR/EIS Issues WQ-1 (Road Construction and Improvement Activities), WQ-2 (Instream, Streambank and/or Stream Margin Construction Activities), and WQ-3 (Accidental Leaks and Spills of Toxic Substances) apply to access road construction and were assessed for the construction of the original Tularcitos Access Route. All of these impacts were considered less than significant with mitigation in the FEIR/EIS. These impact categories would also apply to the THR.

As described in the FEIR/EIS, construction near streams could result in sediment discharges and increased turbidity. Accidental spills could release toxic materials into the water. The THR would not involve substantially greater amounts of excavation near streams or have an inherently greater risk of accidental spills or leaks than the originally proposed and analyzed route, and would thus not result in any new significant impact. Impacts for the proposed modifications would still be considered less than significant with mitigation.

Mitigation measures for the original Tularcitos Access Route for Issues WQ-1, WQ-2 and WQ-3 included implementation of standard erosion control methods, BMPs, and associated water quality monitoring measures developed and included in the project's Storm Water Pollution Prevention Plan (SWPPP) (Appendix K of the FEIR/EIS). For accidental spills of toxic substances, mitigation included adherence to a

Spill Prevention, Containment, and Countermeasure (SPCC) Plan to be developed by the construction contractor.

Since impacts would be similar, the mitigation measures would apply and no new mitigation would be required.

3.4 Fisheries

Studies conducted for the FEIR/EIS, and reported in Section 4.4 of the document, characterized fish resources in both the Carmel River and Tularcitos Creek. The document acknowledged the presence of steelhead, as well as steelhead spawning and rearing habitat in the Carmel River and Tularcitos Creek.

Issue FI-1 (Access Route Improvements) in the FEIR/EIS addressed the construction of a bridge over Tularcitos Creek and associated disturbance to riparian habitat for construction of the bridge. The road approach and bridge construction would result in the loss of up to 50 feet of riparian vegetation shading along each bank of Tularcitos Creek. This section also described impacts of road construction along the Carmel River, including potential loss of riparian vegetation and potential water quality effects such as short term increases in turbidity during construction. Mitigation measures for these impacts were addressed in the FEIR/EIS and included reestablishment of riparian vegetation as identified in Appendix U (Botanical Resources Management Plan) and implementation of a SWPPP to protect water quality, as identified in Appendix K of the FEIR/EIS. This impact was considered less than significant with mitigation in the FEIR/EIS.

Although the proposed THR has an entrance location that is 250 feet west of the original location, impacts would be similar to those described in the FEIR/EIS, namely that approximately 50 feet of riparian cover would be removed on each bank to construct the bridge. Approximately the same amount of riparian habitat would have to be removed for bridge locations further to the west. Riparian habitat and cover is similar throughout this reach of Tularcitos Creek, based on observations made during site visits on January 15 and 22, 2013, therefore impacts to riparian habitat would be similar to that addressed in the FEIR/EIS. Mitigation of the impacts would be the same as the original Tularcitos Access Route as described in the FEIR/EIS. Disturbed riparian habitat would be replaced per guidance provided in the Botanical Resources Management Plan (FEIR/EIS Appendix U). Temporary water quality impacts from potentially increased turbidity would be the same as those described in the FEIR/EIS and would be mitigated in the same way: by implementation of the provisions in the SWPPP.

Impacts of the THR would be similar and thus would be considered less than significant with mitigation. Mitigation would be as addressed in the FEIR/EIS and no new mitigation measures would be required, however, the mitigation would now also apply to Tularcitos Creek.

Issue FI-2 in the FEIR/EIS (Dewatering River Channels for Construction Purposes) described the impacts of dewatering a 100-foot section of the Tularcitos Creek channel for bridge construction. Mitigation for this impact was to implement fish rescue and relocation efforts for the dewatered portion of the creek. This impact was considered a significant, unavoidable short-term impact.

The CAW's proposed bridge across Tularcitos Creek for the THR would clear-span the creek and would not have structures (pier walls or piles) located in the creekbed. No fill within the ordinary high water mark would occur. Therefore, there would be no permanent loss of fish habitat. If the proposed bridge requires pile driving that could result in hydroacoustic impacts to fish, dewatering a 100-foot section of Tularcitos Creek may be necessary to avoid mortality to steelhead. Since the impacts would be the same as described in the FEIR/EIS, the mitigation measures would apply and no new mitigation would be required. The mitigation would now also apply to Tularcitos Creek.

The THR currently proposes to use the existing crossing at Sleepy Hollow Ford, but may include a temporary bridge for access to the High Road. This crossing was not specifically discussed in the fisheries section of the FEIR/EIS, although fishery resources were adequately characterized for this river reach by studies conducted for the original document. Approximately 50 feet of riparian vegetation would be removed on each bank for placement of this bridge. This temporary crossing would clear-span the river and would not result in any fill or placement of structures within the ordinary high water mark of the river. In addition, no dewatering or diversion of the river would be necessary for placement of this crossing. Disturbed riparian habitat would be replaced per guidance provided in the Botanical Resources Management Plan and no new or additional mitigation measures would be required. Temporary water quality effects would be similar to those described in the FEIR/EIS for the Tularcitos Creek Bridge and would be mitigated through implementation of the provisions in the SWPPP. This impact would be considered less than significant with mitigation.

The FEIR/EIS described removal of riparian vegetation as necessary along the Carmel River between the Sleepy Hollow Ford and OCRD (the Low Road, Figure 1). Tree removal would have been limited to only those limbs or trees that require cutting to meet access requirements along the Carmel River between the Sleepy Hollow Ford and OCRD. The Low Road would have been the primary access route to the dam and this road would have undergone improvements including replacement of the bridge at OCRD to accommodate heavy trucks. These impacts would not occur with the proposed THR route.

3.5 Vegetation and Wildlife

Issues VE-1 (Special-Status Plant Species), VE-2 (Loss of Protected Oak Woodland), VE-3 (Loss of other Native Vegetation), VE-4 (Indirect Effects on Native Vegetation), WI-6 (Tularcitos Access Road Construction), WI-8 (Vegetation Removal and Construction-Related Disturbance), and WI-9 (Pre-Existing Access Road Improvements) in the FEIR/EIS were assessed for the original Tularcitos Access Route and would apply to construction of the THR. All of these issues were determined to be less than significant with mitigation for the original route. The mitigation proposed in the FEIR/EIS for each of the issues would still apply and be the same for the THR.

Impacts to native vegetation (VE-1, VE-2, VE-3, and VE-4) would be similar between the original Tularcitos Access Route and the new THR. In both cases, a new road would be constructed from Carmel Valley Road, crossing over Tularcitos Creek, and connecting to the existing filter plant road. Both the original Tularcitos Access Route and the new THR would result in the removal of riparian vegetation around the Tularcitos Creek crossing and oak woodland as the route approaches the filter plant road.

The quantities of habitat and tree removal would be similar. Potential impacts to special status plants and indirect effects to vegetation would be the same as considered in the FEIR/EIS.

If constructed, a new temporary bridge at Sleepy Hollow Ford may result in removal of approximately 50 feet of riparian vegetation. This impact is similar to the impact that will occur with the construction of the bridge over Tularcitos Creek described in the FEIR/EIS. Construction of the bridge would avoid direct impacts to wetlands and waters at this location by spanning the 100 year floodplain. If the existing ford crossing is used, riparian vegetation removal would be minor if needed at all. In comparison to the original Tularcitos Access Route, the quantity of this vegetation removal may be somewhat offset by the reduced impacts to the Low Road for the THR. The mitigation described for these crossings, restoration of riparian vegetation as per the Botanical Resources Management Plan, would apply to the temporary bridge at Sleepy Hollow Ford. With the incorporation of this mitigation, these impacts would be less than significant.

The Tularcitos Access Route was described as 22 feet wide with a 3 foot wide drainage ditch. The new THR would be generally 12 to 18 feet wide, but may be slightly wider in some places to accommodate turning or passing vehicles. Minor road widening will be needed on curves along the High Road. This widening will occur primarily in areas that lack vegetation and would result in minimal impacts to vegetation. Mitigation measures described in the FEIR/EIS would apply. With the incorporation of this mitigation, these impacts would be less than significant.

Impacts to wildlife associated with the road construction, including direct and indirect impacts, would be the same as described in the FEIR/EIS Issues WI-6 (Tularcitos Access Road Construction (effects to special-status species)) and WI-9 (Pre-Existing Access Road Improvements (effects to special-status species)). Mitigation measures proposed would still apply. These impacts were considered to be short-term and less than significant with mitigation.

3.6 Wetlands

The THR route would avoid direct impacts to wetlands and other waters of the U.S. The construction of the bridge over Tularcitos Creek and the temporary bridge at the Sleepy Hollow Ford (if built) could result in indirect impacts to wetland features as described in issue WET-3 (Indirect Impacts to Wetlands and Other Waters of the U.S.) in the FEIR/EIS. The impacts and mitigation described for WET-3 would apply to the THR. Similar to the findings in the FEIR/EIS, these impacts would be less than significant with mitigation and short-term.

3.7 Air Quality

Issue AQ-2 (Access Road Upgrades) assessed daily and annual air emissions for construction of access roads for the proponents proposed project. Tables 4.7-18 and 4.7-19 in the FEIR/EIS provide estimated emissions. Estimated daily emissions from fuel combustion for road construction itself would not exceed any level of significance. Though PM_{10} did not exceed criteria, mitigation measures were proposed to reduce fugitive dust emissions. Due to the nuisance level that could occur to residents of Sleepy Hollow, DWR considered the impact significant and unavoidable for short periods of time.

The THR has a very similar alignment to the Tularcitos Access Route assessed in the FEIR/EIS, also includes construction of a permanent bridge over Tularcitos Creek, and would be constructed using similar equipment. The THR would not involve extensive improvements to the Low Road or structural improvements to the bridge at OCRD, but may involve installation of a temporary bridge over the Carmel River at the Sleepy Hollow Ford. Because the differences between the two routes are small, air emissions resulting from construction of the THR would be similar to those described in the FEIR/EIS.

Issue AQ-3 (Project Generated Traffic) addressed impacts of the trucks and worker vehicles accessing the site. Factors that affect the amount of emissions include the number of vehicle trips as well as the distance that vehicles are driven. Project generated truck trips for the proposed alternative are described in the July 2012 SEIR (approximately 28 trips per day at the beginning of the construction season and averaging about 3 trucks per day during most of the construction period). Worker trips are expected to be up to approximately 160 round trips per day on the THR route as evaluated in the SEIR.

Trip length is the other factor involved in determining exhaust emissions. A valid exhaust emissions comparison is between vehicles traveling on the Alternative 3 (the CRRDR) access route with the current THR route. The access route assessed for Alternative 3 in the FEIR/EIS was Carmel Valley Road to Cachagua Road to the Jeep Trail, a distance of approximately 7 miles (one way) from the currently proposed THR entrance to the dam site. Vehicles using the THR would travel only approximately 4.5 miles (one way to the dam site), thus exhaust emissions would be reduced somewhat because of the shorter vehicle trip length. The access route analyzed in the July 2012 SEIR included the use of Tassajara Road, Cachagua Road and the Jeep Trail, a significantly longer route (approximately 20 miles longer, one-way, than the THR). When this route is compared with the THR, vehicle miles travelled are substantially lower and thus emissions would be substantially lower than those addressed in the July 2012 SEIR.

Project generated traffic was considered a significant, unavoidable short-term impact in the FEIR/EIS primarily due to fugitive dust emissions from vehicles traveling on unpaved portions of access roads. This would still be considered significant due to truck travel on the unpaved portions of the THR to and from the dam site that would sometimes be upwind of residential neighborhoods and, if not mitigated, create the potential for dust nuisance complaints. Mitigation would be the same as that proposed in the FEIR/EIS, and would primarily consist of requiring the contractor to minimize dust generated during construction through implementation of the dust suppression techniques, including frequent watering of unpaved surfaces and applying base rock.

3.8 Greenhouse Gas Emissions

The FEIR/EIS did not analyze greenhouse gas (GHG) emissions as this was not required under CEQA at the time of publication (2008). In August of 2007, Senate Bill 97 directed the Office of Planning and Research (OPR) to develop guideline amendments for the analysis of climate change in CEQA documents. OPR released draft CEQA Guidelines for GHGs and final amendments to the CEQA Guidelines became effective on March 18, 2010.

DWR's 2012 supplemental EIR (SEIR) estimated total GHG emissions from fuel combustion equipment and vehicles during construction. The access route analyzed in the SEIR was approximately 20 miles longer than the THR route currently proposed. The SEIR concluded that GHG emissions would not exceed levels of significance. The emissions were deemed to be small in comparison to the amount of greenhouse gas emissions for major facilities that are required to report greenhouse gas emissions (25,000 metric tons of CO2e per year). This is also consistent with DWR's Climate Action Plan which covers projects that emit less than a total of 25,000 metric tons of CO2e for the project or 12,500 metric tons of CO2e per year for any single construction project.

To compare the THR emissions to the original access route, it is relevant to consider only the changes in fuel combustion equipment and vehicle use since emission factors for the scenarios would be the same. Total emissions are a combination of equipment use times an emission factor. The THR has a very similar alignment to the Tularcitos Access Route analyzed in the FEIR/EIS. Like the original route, the THR includes construction of a permanent bridge over Tularcitos Creek and would be constructed using similar equipment. The THR would not involve extensive improvements to the Low Road or structural improvements to the bridge at OCRD, but may involve installation of a temporary bridge over the Carmel River at the Sleepy Hollow Ford. Because the differences between the two routes are small and would have similar equipment activity usage, the GHG emissions, even though they weren't quantified in the original FEIR/EIS, would be expected to be similar.

The access road improvements and truck trips analyzed in the 2012 SEIR were for more intensive road access improvement activity and a longer truck trip route. Thus there is a reduction in overall fuel combustion equipment and vehicle use associated with the THR compared to the Cachagua/Tassajara Route analyzed in the July 2012 SEIR. Therefore the GHG emissions would be expected to be lower than those reported for the July 2012 SEIR.

Based on a comparison of anticipated fuel combustion activity it can be concluded that the GHG emissions associated with the change to the THR are less than the emissions evaluated in both the previous FEIR/EIS and July 2012 SEIR. The impact from GHG emissions remains less than significant.

3.9 Noise

Issue NO-2 (Access Road Upgrades) and Issue NO-3 (Project Generated Traffic) in the FEIR/EIS described noise impacts during the construction of the access road and noise generated by vehicles on the access road during the construction phase of the project. These were considered significant, unavoidable short-term impacts.

Access Road Construction: During access road construction equipment such as scrapers, bulldozers, backhoes, and excavators would be used. Construction equipment would be similar for both the originally proposed route and the THR. This equipment typical generates noise levels of 75 to 85

decibels (A-weighted, dBA[2]) at a distance of approximately 50 feet. The noise attenuates with distance and the FEIR/EIS stated that noise exposures associated with road improvement would be in the 60 to 80 dBA range and would be very noticeable above background noise levels at Sleepy Hollow receptors.

A supplemental noise study was conducted for the THR. Additional ambient noise measurements and modeling were conducted to assess potential noise impacts. This supplemental noise analysis showed results similar to those reported in the FEIR/EIS. Construction activities would generate intermittent, short-term, and unavoidable impacts at nearby noise-sensitive receivers when construction activities are being conducted nearby. Impacts would decrease as construction activities move further away from each respective receiver. Noise would be in the 60 to 80 dBA range, depending on the distance to the receiver. The FEIR/EIS also concluded that noise generated by access road construction would range from 60 to 80 dBA. These similar construction noise impacts would be considered significant, unavoidable and short-term as they were for the originally proposed access route. Measures to reduce access road construction noise levels would be the same as those presented in the FEIR/EIS and would include:

- Use construction equipment that is of quiet design, has a high-quality muffler system, and is well maintained. This includes trucks used to haul materials.
- Install engine enclosure panels when required on stationary gas, diesel, or pump equipment.
- Eliminate unnecessary idling of machines when not in use.
- Use good maintenance and lubrication procedures to reduce operating noise.
- Conduct construction activities during daytime hours

Project Generated Traffic: Project generated traffic noise was assessed in the FEIR/EIS. Typical project-generated traffic would be comprised of material delivery trucks and construction worker vehicles traveling to and from the site. Large diesel trucks would be employed to deliver aggregate and heavy equipment to the dam site. These trucks have large diesel engines and produce noise levels of 75 to 80 dBA under full load and 70 to 75 dBA while idling (100 feet). Construction worker vehicles traveling to and from the dam site include standard gas engine cars, pickups and vans, producing noise levels of 55 to 65 dBA at 50 feet. Vehicles would be similar for the THR.

The FEIR/EIS estimated that receivers in Sleepy Hollow would experience intermittent truck passby noise of approximately 60-77 dBA at areas in the northern portion of San Clemente Drive and approximately 65-80 dBA at locations nearest the southern end of San Clemente Drive (FEIR/EIS Table 4.8-8). Worker vehicles would produce noise in the range of 47-57 dBA to the north and 50-60 dBA to the south. These impacts were considered significant, unavoidable and short-term. The FEIR/EIS concludes that project generated traffic noise for the CRRDR would be the same as for the Proponent's Proposed Project. Traffic noise would be generated by large diesel trucks delivering equipment materials to the site, construction equipment driving to the site, and worker vehicles.

[2] A-weighting de-emphasizes the very low and very high frequency components of sound in a manner that simulates the frequency response of human hearing, and correlates well with people's group reactions to sound and environmental noise.

Noise modeling conducted for the THR yielded very similar results to those in the FIER/EIS, with truck passby noise levels approximately 70-75 dBA at the north end of San Clemente Drive and approximately 77 dBA at the southern end and worker vehicle passbys at approximately 44-57 dBA. These are within the range of estimates provided in the FEIR/EIS.

These noise levels would be intermittent and short-term, only occurring when trucks or worker vehicles are passing nearby. However, since background levels are relatively low in the area away from Carmel Valley Road, vehicle traffic passing the road several times per hour would be noticeable.

As with the original proposed access route, noise impacts from the THR would be considered significant, unavoidable and short-term and would be the same as those already addressed in the FEIR/EIS. Mitigation would be the same as that in the FEIR/EIS. No new mitigation measures would be required.

3.10 Traffic and Circulation

The FEIR/EIS addressed three impacts related to the Tularcitos Access Route: Issue TC-4 (Inadequate Corner Sight Distances), Issue TC-5 (New Intersections), and Issue TC-6 (Neighborhood Quality of Life).

Corner Sight Distances: The FEIR/EIS determined that corner sight distance to the location of the Tularcitos Access Road looking from the east along Carmel Valley Road was approximately 300 feet and the sight distance from the west is approximately 350 feet. The posted speed limit on Carmel Valley Road is 35 miles per hour (mph), although average vehicle speeds measured along this relatively straight portion of the roadway were 40 mph. The recommended stopping sight distance is 300 feet for vehicles traveling 40 mph, and therefore corner sight distances were deemed adequate.

With CAW's proposed alignment, the intersection for the THR would be approximately 1,100 feet west of San Clemente Drive (approximately 250 feet west of the original intersection). This location provides a corner site distance from the east of approximately 380 feet, and a corner site distance from the west of approximately 245 feet. A design speed of 40 mph is appropriate for vehicles approaching from the east. As stated above, the stopping sight distance for a design speed of 40 mph is 300 feet. Therefore, adequate corner sight distance would be provided on Carmel Valley Road for vehicles approaching from the east. From the west, a design speed of 25 mph is appropriate as vehicles would be travelling slower around the curves just west of the proposed intersection. The stopping sight distance for a design speed of 25 mph is 150 feet. The corner sight distance approaching the proposed location of the THR entrance from the west is approximately 245 feet, which exceeds the 150 foot stopping sight distance. Therefore, adequate corner sight distance would be provided on Carmel Valley Road for vehicles approaching from the west.

If the THR entrance is located further to the west, the recommended design speed is 45 mph, based on measured vehicle speeds along this portion of Carmel Valley Road. The stopping sight distance for 45 mph is 360 feet. A sight distance of over 360 feet in both directions can be provided by locating the intersection for the western entrance alternative at the center of the curve in Carmel Valley Road as shown on Figure 1.

New intersection: The FEIR/EIS addressed the new intersection on Carmel Valley Road that would be created at the entrance to the Tularcitos Access Route. This intersection would be designed to meet Monterey County design standards. The FEIR/EIS concluded that during periods of peak traffic demand during the construction project, the new intersection would operate at Level of Service (LOS) A.

The traffic analysis was updated for the THR, using current peak project generated traffic estimates and updated average daily traffic volumes for Carmel Valley Road. The analysis yielded the same result as the FEIR/EIS, indicating the new intersection would operate at LOS A.

As for the original Tularcitos Access Route, the new intersection would be appropriately identified with advance warning and/or construction work zone signage on Carmel Valley Road. Analysis of the peak hour intersection operations indicates that left-turn channelization would not be required on the westbound Carmel Valley Road approach and a right turn lane would not be required on the eastbound Carmel Valley Road approach to the new THR.

Neighborhood Quality of Life: The FEIR/EIS addressed the use of San Clemente Drive through Sleepy Hollow during the first year of construction for heavy equipment mobilization and worker trips, until the Tularcitos Access Route construction was completed. This impact was considered significant and unavoidable.

The currently proposed plan would not use San Clemente Drive though Sleepy Hollow for equipment mobilization or worker trips on a regular basis, but vehicles and equipment would occasionally need to access the site via this road early in the construction schedule. Use of San Clemente Drive will be consistent with the terms and conditions of the August 29, 2012 MOU between CAW and the Sleepy Hollow Homeowners Association. Use of San Clemente Drive would likely be less than that described for the original Tularcitos Access Route and for a shorter period of time.

Construction vehicle use of San Clemente Drive would still be considered significant, unavoidable and short-term under the THR, however, the level of impact would be somewhat less than under the original plan. Mitigation set forth in the FEIR/EIS included (but was not limited to) developing and implementing a Traffic Coordination and Communication Plan, a Traffic Safety Plan, and traffic volume limitations.

3.11 Cultural Resources

Issue CR-1 (Ground Disturbance) was addressed in the FEIR/EIS. A large village site (labeled AR-1 in the FEIR/EIS) extends on both sides of the Tularcitos Access Route just north of the Carmel Valley Filter Plant (CVFP). The site consists of two large midden areas separated by a small, possibly sterile, area. Constituents of the site include shell and faunal bone fragments, some of which appear to be burned, lithic tools, mortar fragments, pestles, metates, and other possibly ground stone milling tools. At least five bedrock mortar features have been located along the riverbank. The site has been recommended eligible for listing on the NRHP. The FEIR/EIS concluded that improvement or increased use of the current access road near the CVFP could damage or destroy the archaeological resource. As portions of this village site within the APE are still intact, monitoring of construction activities was recommended to

protect those portions from inadvertent damage. This impact was considered less than significant with mitigation.

The THR would follow the same route in this area as the original Tularcitos Access Route, and thus the same impacts could occur. Mitigation addressed in the FEIR/EIS, in the form of a comprehensive monitoring plan would be implemented for the THR. In addition, the contractor has agreed to not conduct any excavation in this area.

3.12 Aesthetics

Views from residences were assessed in the FEIR/FEIS. Generally, views of the Tularcitos Access Route are obstructed for most residences due to terrain and dense vegetation. Portions of the access route and staging areas may visible from more elevated, but distant locations north of Carmel Valley Road. In these more distant locations, residents may view trucks and vehicles travelling the road and equipment being offloaded, during regular daytime working hours. The FEIR/EIS considered potential impacts to views from Sleepy Hollow, primarily of the concrete batch plant, as significant and unavoidable, but short-term. Other visual impacts were considered less than significant due to the more distant views. No mitigation was proposed.

The THR does not differ significantly from the original route in the majority of its alignment, but the proposed project alternative (CRRDR) does not include a concrete batch plant. The equipment offloading area would be in the same approximate location as the batch plant described under the Proponents Proposed Alternative in the FEIR/EIS. Impacts to visual resources from the THR are expected to be the same, or somewhat less, with some residents potentially being able to see construction vehicles and equipment at clearings or partially screened through the vegetation along the route. At the southern end of the San Clemente Drive, the berm between the THR and San Clemente Drive, described in Section 1.2, would help to screen this portion of the THR from the residence near the CAW gate.

As with the original proposed access route, potential impacts from the THR route to views from Sleepy Hollow would be considered significant, unavoidable and short-term while other visual impacts would be considered less than significant. Mitigation would be the same as that in the FEIR/EIS. No new mitigation measures would be required.

3.13 Recreation

Neither the originally proposed Tularcitos Access Route nor the THR would affect recreational users. The access route is on private property and would be for private use only.

3.14 Land Use

There would be no changes to land use impacts as described in the FEIR/EIS.

3.15 Other Environmental Effects

Other environmental effects addressed in the FEIR/EIS included population, housing, and employment. These issues are not specific to the access route component. No specific impacts were addressed for the access route in the FEIR/EIS and no new impacts in these topic areas would be applicable to the THR.

4.0 CEQA Documentation for the THR

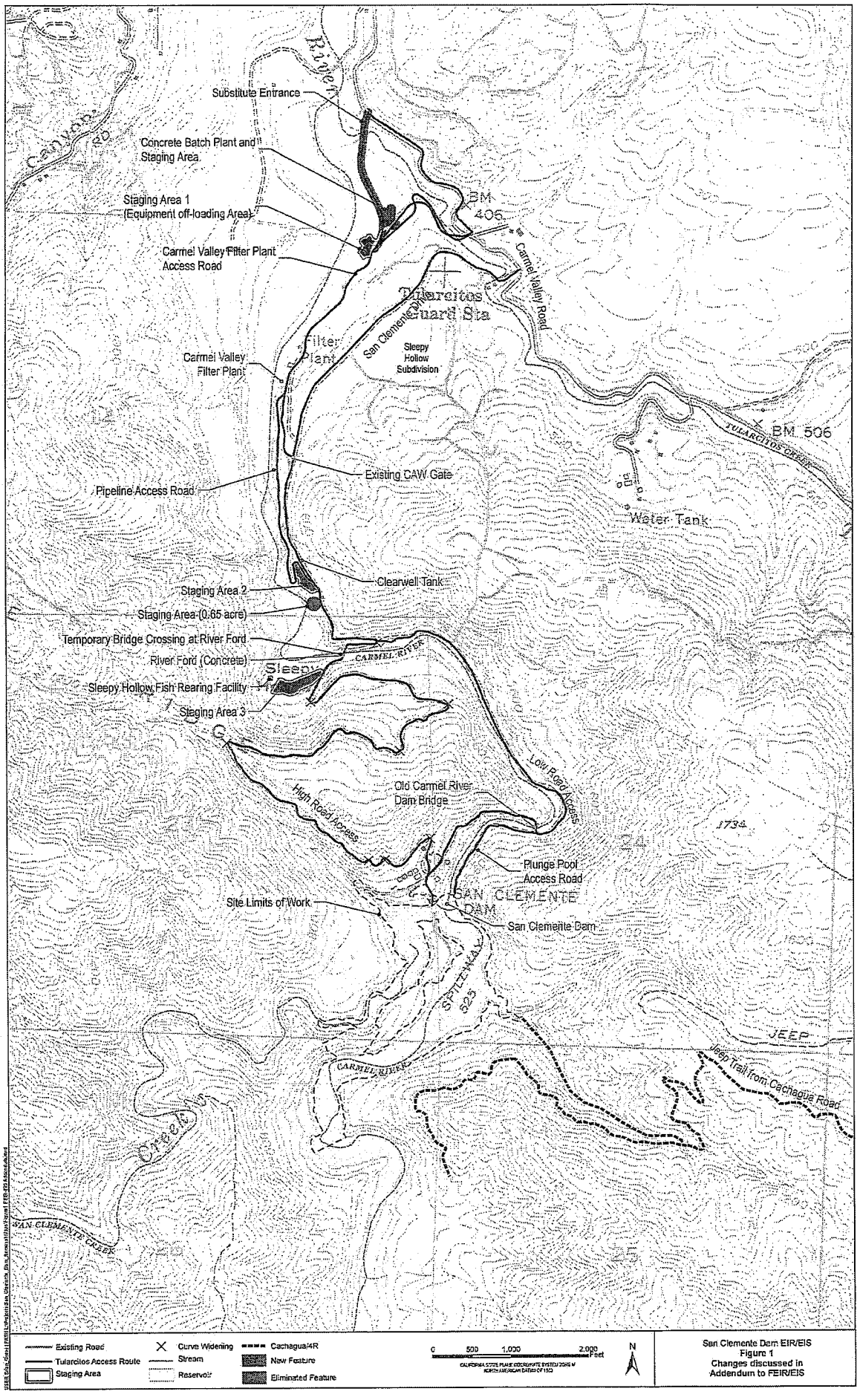
Pursuant to 14 California Code of Regulations Section 15162, CEQA requires preparation of a subsequent EIR if the lead agency determines that a project has undergone substantial changes which will require major revisions of the previous EIR due to the involvement of new significant environmental effects, a substantial increase in the severity of previously identified significant effects, or new mitigation measures that are considerably different from those analyzed in the previous EIR.

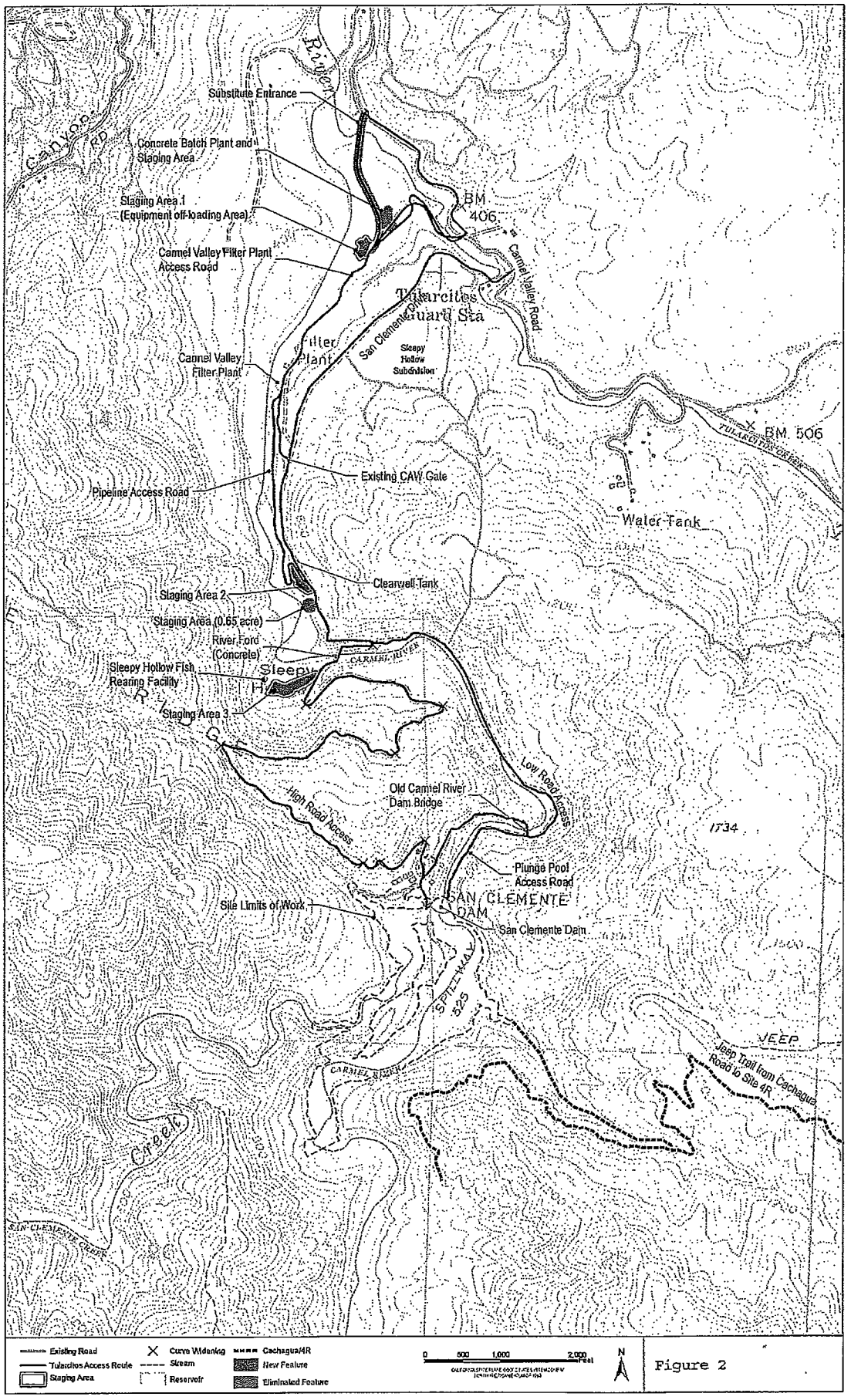
The preceding analysis and impact category evaluation suggests that the THR does meet these criteria. THR involves a minor relocation of the intersection with Carmel Valley Road, slight modifications to the alignment near Carmel Valley Road, and potentially the installation of a temporary bridge over the Sleepy Hollow Ford.

Pursuant to Section 15163, a supplement to the EIR is appropriate when there are new significant effects or mitigation being introduced, but project changes are otherwise minor. As described in Section 15164,an addendum is appropriate when changes to the project are minor and no new significant impacts would occur and no new mitigation is required. Since the Tularcitos Access Route was included in the FEIR/EIS and the changes due to the THR are minor, it is our belief that an addendum would be a sufficient CEQA level document.

The proposed THR would result in small changes in quantities of some of the impacts (e.g., minor changes in the amount of vegetation removed). As described above, none of the changes would result in new significant impacts or substantially increased impacts that were considered significant in the FEIR/EIS, nor is there need for new mitigation measures. Mitigation would be applied as described in the FEIR/EIS.

Table 2 summarizes the resource topics, impacts that were evaluated in the FEIR/EIS for the Tularcitos Access Route and whether mitigation already described in the FEIR/EIS is applicable to the changes as a result of the current design of the THR.


Substitute Entrance
Concrete Batch Plant and Staging Area
Staging Area 1 (Equipment off-loading Area)
Carmel Valley Filter Plant Access Road
Carmel Valley Filter Plant
Pipeline Access Road
Existing CAW Gate
Clearwell Tank
Staging Area 2
Staging Area (0.65 acre)
Temporary Bridge Crossing at River Ford
River Ford (Concrete)
Sleepy Hollow Fish Rearing Facility
Staging Area 3
Old Carmel River Dam Bridge
High Road Access
Low Road Access
Plunge Pool Access Road
Site Limits of Work
San Clemente Dam
Jeep Trail from Cachagua Road
Tularcitos Guard Sta
Sleepy Hollow Subdivision
Carmel Valley Road
BM 406
BM 506
Water Tank
CARMEL RIVER
SAN CLEMENTE DAM
SAN CLEMENTE CREEK
Existing Road
Tularcitos Access Route
Staging Area
Curve Widening
Stream
Reservoir
Cachagua/4R
New Feature
Eliminated Feature
0 500 1,000 2,000 Feet
N
San Clemente Dam EIR/EIS
Figure 1
Changes discussed in Addendum to FEIR/EIS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Water Tank
Carmel Valley Road
San Clemente Creek
Tularcitos Creek
Carmel River
Spillway
Existing Road
Tularcitos Access Route
Staging Area
Curve Widening
Stream
Reservoir
Cachagua/4R
New Feature
Eliminated Feature
0 500 1,000 2,000 Feet
N

Figure 2

Figure 3

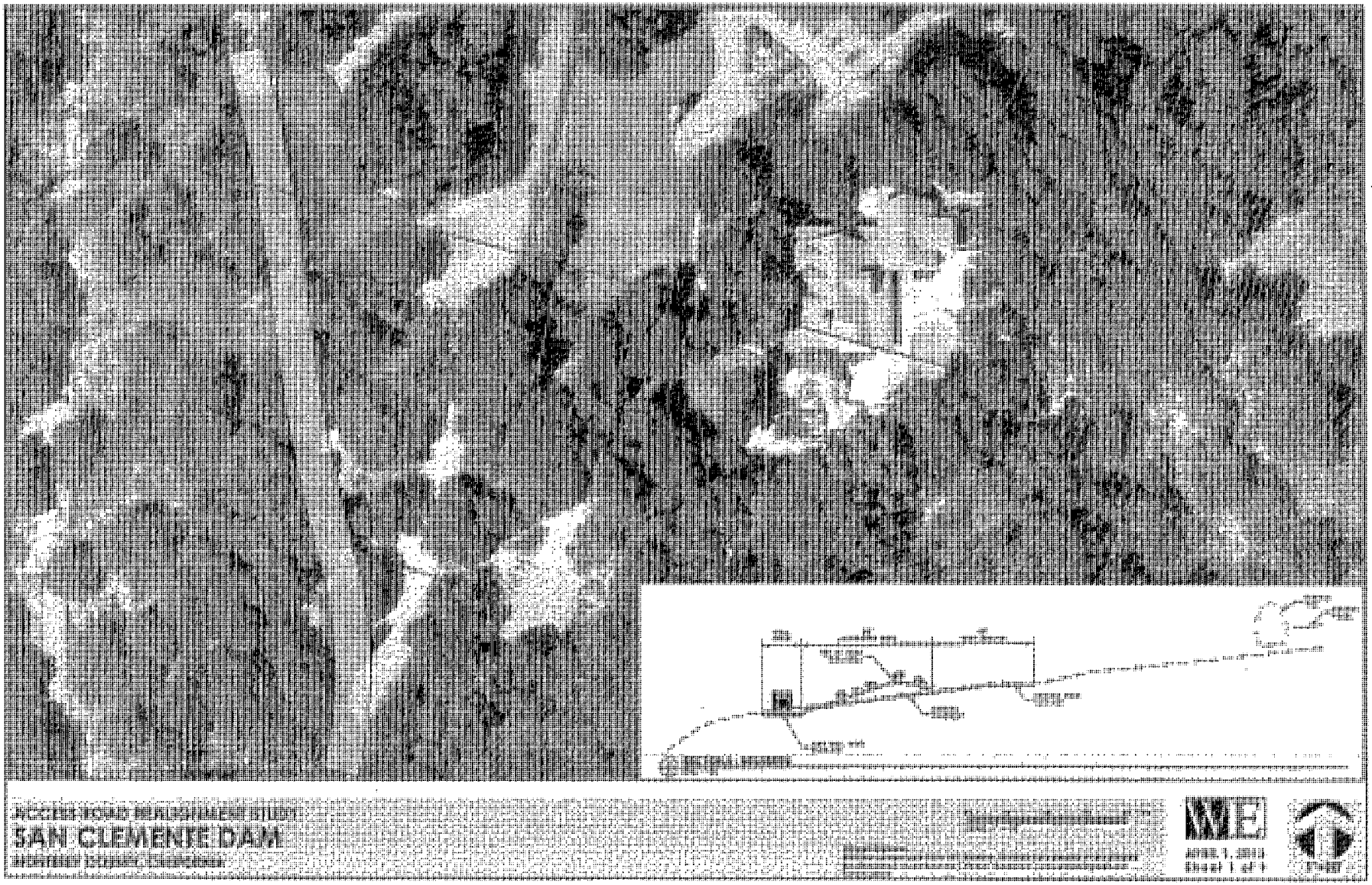

TABLE 2.
Summary Comparison of the Tularcitos Access Route from the DWR 2008 FEIR/EIS and the THR

Topic	Impacts Evaluated in FEIR for Proponents Proposed Project – Tularcitos Access Route	Would THR result in a New Significant Impact or substantially increased significant impact?	Is FEIR mitigation adequate to address THR changes?	Findings / Notes
Geology and Soils	Erosion, Access route landsides	No	Yes, same mitigation would apply	FEIR covers slope stability/landslides for access routes. Analysis of soil erosion is applicable to any ground disturbing activities at the site, including access routes.
Hydrology and Water Resources	No specific impacts for road construction	No	NA	No impact. New bridges will not be within the OHWH of Carmel River or Tularcitos Creek and will not disrupt flow.
Water Quality	Sediment discharges, turbidity; accidental leaks and spills of toxic materials	No	Yes	Water quality impacts and mitigation from road construction were addressed in general terms, applied to all activities. The same mitigation measures would apply to THR, .
Fisheries	Loss of riparian vegetation, dewatering of Tularcitos creek channel during construction of bridge	No	Yes	Impacts associated with Tularcitos crossing would be similar to those described in 2008 FEIR. Mitigation would not change and would apply to installation of the temporary Sleepy Hollow ford bridge.

TABLE 2. Summary Comparison of the Tularcitos Access Route from the DWR 2008 FEIR/EIS and the THR				
Topic	Impacts Evaluated in FEIR for Proponents Proposed Project – Tularcitos Access Route	Would THR result in a New Significant Impact or substantially increased significant impact?	Is FEIR mitigation adequate to address THR changes?	Findings / Notes
Vegetation and Wildlife	Vegetation: Impacts to virgate eriastrum and blue oak along Tularcitos Access Wildlife: Potential impacts to several species including CRLF, woodrat, pallid bat.	No	Yes	Vegetation section of FEIR does not cover specific project features, though mention is made of avoiding eriastrum along the Tularcitos route and blue oak along the High Road. The 2008 EIR did not specifically quantify vegetation and wildlife impacts for individual project components such as the Tularcitos Access Road, but rather, lumped together total impacts for each project alternative. The types and quantities of impacts for the new alignment will be very similar to those resulting from the 2008 proposed road. Mitigation measures would be the same.
Wetlands	Permanent and temporary loss of wetlands and Other Waters.	No	Yes	The proposed alignment avoids impacts to wetlands and waters; there would be no new impacts to wetlands and waters due to this proposed alternative. Mitigation would remain the same for the project. But no mitigation would be needed specifically for the THR

TABLE 2. Summary Comparison of the Tularcitos Access Route from the DWR 2008 FEIR/EIS and the THR				
Topic	Impacts Evaluated in FEIR for Proponents Proposed Project – Tularcitos Access Route	Would THR result in a New Significant Impact or substantially increased significant impact?	Is FEIR mitigation adequate to address THR changes?	Findings / Notes
Air Quality	Construction emissions, project generated traffic	No	Yes	THR construction would be similar to the Tularcitos Access Route analyzed in the FEIR/EIS. The THR is not substantially larger or small than the original route. Thus air quality impacts would be similar. The THR is similar in length alignment to the Tularcitos Route assessed in the FEIR/EIS, Project generated traffic may be somewhat less than previously analyzed as fewer worker vehicles are expected. Air quality emissions are expetected the be the same or somewhat less than those previously analyzed in the FEIR/EIS. Overall project generated traffic emissions would decrease from use of Cachagua/Tassajara Road as addressed in the Supplemental 2012 EIR since vehicle miles travelled (VMT) would decrease.
Greenhouse Gas	Not addressed in 2008 FEIR/EIS as this was not a CEQA requirement at the time	No	NA	Greenhouse gas emissions from this change are likely to be similar for access road construction. Project generated traffic emissions would decrease due to the lower VMT

TABLE 2. Summary Comparison of the Tularcitos Access Route from the DWR 2008 FEIR/EIS and the THR				
Topic	Impacts Evaluated in FEIR for Proponents Proposed Project – Tularcitos Access Route	Would THR result in a New Significant Impact or substantially increased significant impact?	Is FEIR mitigation adequate to address THR changes?	Findings / Notes
Noise	Construction of Tularcitos access route and bridge; project generated traffic	No	Yes	Noise impacts were reassessed for the THR and results were nearly identical. Local residents will hear truck passbys during the construction periods, as was described in the FEIR/EIS.
Traffic	Sight distances, new intersection at Tularcitos Access Road; neighborhood quality of life	No	Yes	Conclusions regarding sight distances and LOS at the new THR intersection with Carmel Valley Road are the same as the FEIR/EIS. The current plan would use San Clemente Drive much less extensively than described in the FEIR/EIS. (occasional use versus being the primary access for the first year of construction)

TABLE 2. Summary Comparison of the Tularcitos Access Route from the DWR 2008 FEIR/EIS and the THR				
Topic	Impacts Evaluated in FEIR for Proponents Proposed Project – Tularcitos Access Route	Would THR result in a New Significant Impact or substantially increased significant impact?	Is FEIR mitigation adequate to address THR changes?	Findings / Notes
Cultural Resources	Ground disturbance and effects to NHRP eligible site (CA-MNT 33A and B)	No	Yes	The FEIR recommends complete avoidance of this site, but if not, the document describes mitigation including monitoring and recording of the site. No ground disturbance (e.g., excavation or grading) would occur near this site under the currently THR plan.
Aesthetics	Views of the Tularcitos Access Route	No	NA	The FEIR/EIS concluded some Sleepy Hollow and distant residents on hills north of Carmel Valley Road may view construction vehicles traveling along the road and may have views of the Concrete batch plant. View would be the same for the THR. Concrete batch plant is not part of the proposed project, but residents would potentially view construction vehicles traveling along the road and at the equipment offloading site. Views would mostly be through dense vegetation, though the offloading site is in a clearing. No mitigation was or is proposed.

TABLE 2. Summary Comparison of the Tularcitos Access Route from the DWR 2008 FEIR/EIS and the THR				
Topic	Impacts Evaluated in FEIR for Proponents Proposed Project – Tularcitos Access Route	Would THR result in a New Significant Impact or substantially increased significant impact?	Is FEIR mitigation adequate to address THR changes?	Findings / Notes
Recreation	No impacts	No	NA	Tularcitos route not a route used by recreational users.
Land Use	Impacts to land use not specific to the Access Route	No	NA	
Other Environmental Effects (employment, housing, population)	Impacts under this topic not specific to the Access Route	No	NA	The access route component would not affect population, housing, or employment.

URS

Memorandum

Date: January 14, 2013

To: Richard Olebe / Charyce Hatler

From: Bill Martin

Subject: **Fisheries**

No additional fisheries studies were conducted as part of the analysis for the Tularcitos access route options. Studies conducted for the 2008 EIR/EIS, and reported in Section 4.4 of the document, adequately characterized fish resources in both the Carmel River and Tularcitos Creek. The document acknowledged the presence of steelhead, as well as steelhead spawning and rearing habitat in Tularcitos Creek and the Carmel River.

Impact FI-1 (Access Route Improvements) in the Final EIR/EIS addressed the construction of a bridge over Tularcitos Creek and associated disturbance to riparian habitat for construction of the bridge. This section also described impacts of road construction along the Carmel River, including potential loss of riparian vegetation and potential water quality effects such as short term increases in turbidity during construction. Mitigation measures for these impacts were addressed and included reestablishment of riparian vegetation as identified in Appendix U (Botanical Resources Management Plan) of the FEIR/EIS and implementation of a Storm Water Pollution Prevention Plan (SWPPP) to protect water quality, as identified in Appendix K.

Impact FI-2 (Dewatering River Channels for Construction Purposes) in the FEIR/EIS described the impacts of dewatering a 100-foot section of the Tularcitos Creek Channel for bridge construction. Mitigation for this impact was to implement fish rescue and relocation efforts for the dewatered portion of the creek.

The currently proposed Tularcitos Access Route has two potential alternate entrance locations, but would ultimately result in the construction of just one bridge over Tularcitos Creek for the chosen alternative, similar to the original Tularcitos Access Route. Impacts would be similar at either location, and would be similar to that described in the FEIR/EIS, namely that approximately 50 feet of riparian cover would be removed to construct the bridge. Riparian habitat and cover is similar throughout this reach, based on observations made during site visits on December 18, 2012 and January 22, 2013, therefore impacts to riparian habitat would be similar regardless of the option chosen. Mitigation of the impacts would be the same as the original Tularcitos Access Route, as described in the FEIR/EIS. Disturbed riparian habitat would be replaced per guidance provided in the Botanical Resources Management Plan. Temporary water quality impacts from potentially increased turbidity for either bridge option would be the same as those described in the FEIR/EIS and would be mitigated in the same way: by implementation of the provisions in the SWPPP.

The bridge across Tularcitos Creek would clear-span the creek and would not have structures (pier walls or piles) located in the creekbed. No fill within the ordinary high water mark would occur. Therefore, there would be no temporary or permanent loss of fish habitat. Furthermore, no temporary dewatering of the creek would be necessary under the current proposed construction methods thus, impacts described in the FEIR/EIS for dewatering of Tularcitos Creek would be eliminated.

A temporary bridge would be placed across the Carmel River at the Sleepy Hollow Ford for access to the High Road. This crossing was not specifically discussed in the FEIR/EIS, although fishery resources were adequate assessed for this river reach by studies conducted for the original document. Approximately 50 feet of riparian vegetation would be removed on each bank for placement of this bridge. Disturbed riparian habitat would be replaced per guidance provided in the Botanical Resources Management Plan and no new or additional mitigation measures would be required. Temporary water quality effects would be mitigated though implementation of the provisions in the SWPPP. This temporary crossing would clear-span the river and would not result in any fill or placement of structures within the ordinary high water mark of the river. In addition, no dewatering or diversion of the river would be necessary for placement of this crossing.

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February 20, 2013

MEMORANUMUM

TO: Bill Martin

FROM: Dan Takacs

SUBJECT: San Clemente Dam Retrofit Project – Tularcitos Access

This memorandum provides a traffic impact assessment of the proposed Tularcitos Access Route for the San Clemente Dam Seismic Safety Project. The proposed access plan would provide access to the project via a new access road connection from Carmel Valley Road.

The access road would intersect Carmel Valley Road at one of two alternative locations as shown on Exhibit 1. Access Road Alternative 1 West Access Alternative) would intersect Carmel Valley Road about 0.6 miles west of the Carmel Valley Road/San Clemente Drive intersection. Access Road Alternative 2 (East Access Alternative) would intersect Carmel Valley Road about 1,110 feet west of the Carmel Valley Road/San Clemente Drive intersection.

A Tularcitos Access Road was a component of the 2008 proponent's project. Traffic impacts associated with this access alternative were evaluated in the San Clemente Dam Seismic Safety Project Final Environmental Impact Report/Environmental Impact Statement, January 2008 in conjunction with the proponent's proposed project at that time. The entrance for the original Tularcitos Access Road was approximately 50 feet east of the currently proposed Alternative 2 (east access alternative). The impact analysis contained in this memorandum updates the traffic operational analysis documented in the 2008 FEIR for the proponent's project at that time to reflect the proponent's currently proposed project, Carmel River Reroute and Dam Removal.

A. Existing Traffic Volumes and Traffic Operations

Road Segment Daily Traffic Volumes and Levels of Service (LOS)

The existing daily traffic volumes and levels of service for various segments of Carmel Valley Road, Carmel Rancho Boulevard, Rio Road and SR 1 are shown on Exhibit 2. Based upon planning level threshold values, all segments of Carmel Valley Road, Carmel Rancho Boulevard and Rio Road operate at satisfactory levels of service. The segment of SR 1 north of Carmel Valley Road currently operates at LOS F based on the volume of daily traffic carried by this portion of the roadway. Appendix A provides a description of the level of service threshold volumes that were utilized to evaluate segment operating conditions based on daily traffic volumes.

Intersection Traffic Volumes and Levels of Service

AM and PM peak hour intersection volumes were collected at the intersection of Carmel Valley Road and San Clemente Drive on Thursday, January 14, 2013 from 7:00 am to 9:00 am and from 4:00 pm to 6:00 pm. The peak one-hour of traffic volume during these periods are shown on Exhibit 3 with the existing peak hour volumes documented in the 2008 EIR/EIS, which were collected in 2005. The 2013 volumes are about 30 percent less that the peak hour volumes utilized in the 2007/2008 environmental studies for the San Clemente Dam project. To provide a

reasonable worst-case analysis, the existing volumes utilized in the 2007/2008 environmental studies, which are higher than the volumes collected in 2013, were used for the analysis update.

The existing intersection volumes are shown on Exhibit 4 and the existing intersection levels of service are summarized on Exhibit 5. Traffic volumes for the Carmel Valley Road/Cachagua Road intersection are included on Exhibit 4 and the operations of the intersection are included in this study. The Cachagua Road intersection was evaluated in the 2008 environmental document and the intersection is included in this study for informational purposes.

Based on technical procedures documented in the 2000 Highway Capacity Manual (HCM), all study intersections currently operate at an overall LOS A during the AM and PM peak hours. The minor street approaches at the study intersections operate at LOS A or LOS B. Appendix B provides a description of the unsignalized intersection level of service values. The level of service calculation worksheets are contained in Appendix C. Cachagua Area Plan Policy 2.6 requires LOS C as an acceptable LOS within the planning area.

B. Project Trip Generation

The trip generation estimate for the project is based on the proponent's current estimate of project employees and truck deliveries. The project trip generation is summarized on Exhibits 6A and 6B. The assumptions used to develop the trip generation estimate are consistent with the assumptions used in the 2008 EIR/EIS and are as follows:

1. Each employee will generate four vehicle trips per day, two inbound and two outbound. This is a conservative estimate of daily trip generation for the project and accounts for miscellaneous employee and visitor trips.
2. Each employee arrives by personal vehicle with an average vehicle occupancy of 1.0 person per vehicle. This is a conservative estimate, as it does not account for carpooling by employees.

The peak daily trip generation for the project is projected to occur in October of the third construction year when 352 trips per day would be generated. On a passenger car equivalent (PCE) basis, the peak trip generation is projected to occur in June of the third construction year when 428 trips per day would be generated. The PCE adjustment accounts for the slower travel speeds of large trucks. The daily trip generation estimates do not account for the employee carpooling to and from the site. Therefore, the projections are conservative (high-side) projections of project trip generation.

Exhibits 6A and 6B also include estimates of the volume of peak hour trips that would be generated by the project. It was assumed that each employee would arrive by private vehicle during the peak one-hour of traffic on the adjacent street network during the AM peak period and leave during the peak one-hour of traffic on the adjacent street network during the PM peak period. In addition, an allowance equal to 15 percent of the total peak hour trip generation was assumed for vehicles entering and exiting the project site in the non-commute direction (outbound in the morning and inbound in the evening). For the June, Year 3 trip generation estimate, this results in an estimate of 14 outbound trips during the AM peak hour and 14 inbound trips during the PM peak hour and a total trip generation of 93 trips for the project during the AM and PM peak hours for June, Year 3. The allowance for non-commute direction trips accounts for drop-off trips and other miscellaneous trips that might occur during the peak commute periods.

The highest number of peak hour trips generated by the project will occur in October of year 3 when 104 vehicle trips would be generated during the AM and PM peak hours. Adjusted for passenger-car equivalencies, 110 PCE vehicle trips would be generated during the AM and PM peak hours in October of year 3. An operational analysis of peak hour traffic impacts to the study intersections is presented in Section C of this memorandum. The operational analysis utilizes the PCE adjusted peak hour trip generation estimates for the October, Year 3 condition to estimate impacts at the study intersections.

C. Existing Plus Project Conditions

Road Segment Traffic Operations

The daily traffic volumes for the study road segments for the peak daily trip generation (PCE adjusted) is shown on Exhibit 2. The daily trip generation for the peak month of construction activity, June, Year 3, was used for the analysis of project impacts to the study segments. A trip distribution pattern of 95 percent to the west and 5 percent to the east was assumed for the project, reflecting an expected predominant orientation of trips generated by the project to and from the west.

With the project generated traffic added to the existing segment daily volume, the existing road segment levels of service are not changed except for the SR 1 segment south of Carmel Valley Road that deteriorates from LOS C to LOS D. LOS D is an acceptable level of service for this segment of SR 1. The project would add traffic to the SR 1 segment north of Carmel Valley Road that operates at LOS F based on the segment level of service analysis using daily traffic volumes. The project would temporarily add traffic to the existing deficient section of SR 1 north of Carmel Valley Road and this would create a significant impact to this segment. The finding is consistent with the findings associated with the proponent's project that was analyzed in the 2008 EIR/EIS.

The mitigation described for the proponent's project in the 2008 EIR/EIS for TC-1: Road Segment Traffic Operations is recommended for the currently proposed project.

Intersection Traffic Operations

The project trip assignments during the AM and PM peak hours are shown on Exhibit 7. The Existing Plus Project peak hour traffic volumes are shown on Exhibit 8. The Existing Plus Project intersection levels of service are summarized on Exhibit 5.

With project trips added to the existing traffic volumes, the study intersections will continue to operate at an overall LOS A during the AM and PM peak hours. Traffic operations on the minor street approaches at the study intersections are forecast to operate at LOS A or B during the AM and PM peak hours. The project will not significantly impact traffic operations at the existing Carmel Valley Road intersections at San Clemente Drive and Cachagua Road. In addition, the intersection of the Tularcitos Access Route and Carmel Valley Road will also operate at a satisfactory level of service.

The distance between the two alternative locations where the new access route would intersect Carmel Valley Road is approximately one-half mile. There is one intersecting road between the two alternative access intersections, Vista Verde, which provides access to a rural subdivision. Based on the density of the subdivision and the opportunity to access the subdivision from an intersection located west of the West Access Alternative intersection with Carmel Valley Road,

traffic operations at the West Access Alternative intersection will be very similar to traffic operations at the East Access Alternative intersection. The volume of trips added to Carmel Valley Road at the Vista Verde intersection would not be at levels that would significantly change the level of traffic operations presented in Exhibit 5 for the Carmel Valley Road/Tularcitos (Project) Access Road. Therefore, the intersection of Carmel Valley Road and the proposed new access route to San Clemente Dam will operate at a satisfactory level of service with either access alternative route.

D. Carmel Valley Road/Tularcitos Access Route Intersection Design

At unsignalized intersections, adequate corner sight distance should be provided to allow a vehicle on the side road approach to enter the major road without requiring through traffic to radically alter their speed. According to Caltrans standards, at private road intersections, the minimum corner sight distance shall be equal to the stopping sight distance.

The Alternative 2/East Access Alternative intersection with Carmel Valley Road would be located about 880 feet west of San Clemente Drive. Based on the Caltrans Highway Design Manual, the horizontal alignment of Carmel Valley Road approaching from the east allows a comfortable vehicle speed of 25 to 30 mph. A design speed of 35 mph is appropriate for vehicles approaching from the east. The stopping sight distance for a design speed of 35 mph is 250 feet. The corner sight distance looking to the east from the proposed location of the access road approach to Carmel Valley Road is 380 feet, which exceeds the 250 foot stopping sight distance for the 35 mph design speed. Therefore, adequate corner sight distance would be provided on Carmel Valley Road for vehicles approaching from the east.

The horizontal alignment of Carmel Valley Road approaching from the west to the Alternative 2/East Access Alternative intersection on Carmel Valley Road allows a comfortable vehicle speed of 20 mph. A design speed of 25 mph is appropriate for vehicles approaching from the west. The stopping sight distance for a design speed of 25 mph is 150 feet. The corner sight distance looking to the west from the proposed location of the access road approach to Carmel Valley Road is 245 feet, which exceeds the 150 foot stopping sight distance for the 25 mph design speed. Therefore, adequate corner sight distance would be provided on Carmel Valley Road for vehicles approaching from the west.

The westerly access alternative would intersect Carmel Valley Road on the outside of a curve in Carmel Valley Road. A vehicle speed study performed at the location determined the 85th percentile speed at this location is 43 miles per hour in both directions. A design speed of 45 miles per hour is recommended for evaluating sight distances at this location. The stopping sight distance for a 45 mile per hour design speed is 360 feet. It is recommended that the West Access Alternative intersect Carmel Valley Road at a location that provides at least 360 feet of sight distance between a vehicle stopped on the road access approach to Carmel Valley Road and vehicles approaching from each direction on Carmel Valley Road. A sight distance of over 360 feet in both directions can be provided by locating the intersection of Carmel Valley Road and West Access Alternative at the center of the curve in Carmel Valley Road at that location.

Analysis of peak hour traffic operations indicates left-turn channelization would not be required on the westbound Carmel Valley Road approach to the new access road at either location. In addition, a right turn lane is not warranted on Carmel Valley Road on the eastbound approach to the access road. However, a right turn taper should be provided on the eastbound Carmel Valley Road approach to the new access road. Left-turn and right-turn channelization worksheets are presented in Appendix D.

The new intersection will be designed and constructed to meet Monterey County design standards. The mitigation described for the proponent's project in the 2008 EIR/EIS for Issue TC-5: New Intersections is recommended for the currently proposed access alternatives.

E. Traffic Safety on Carmel Valley Road

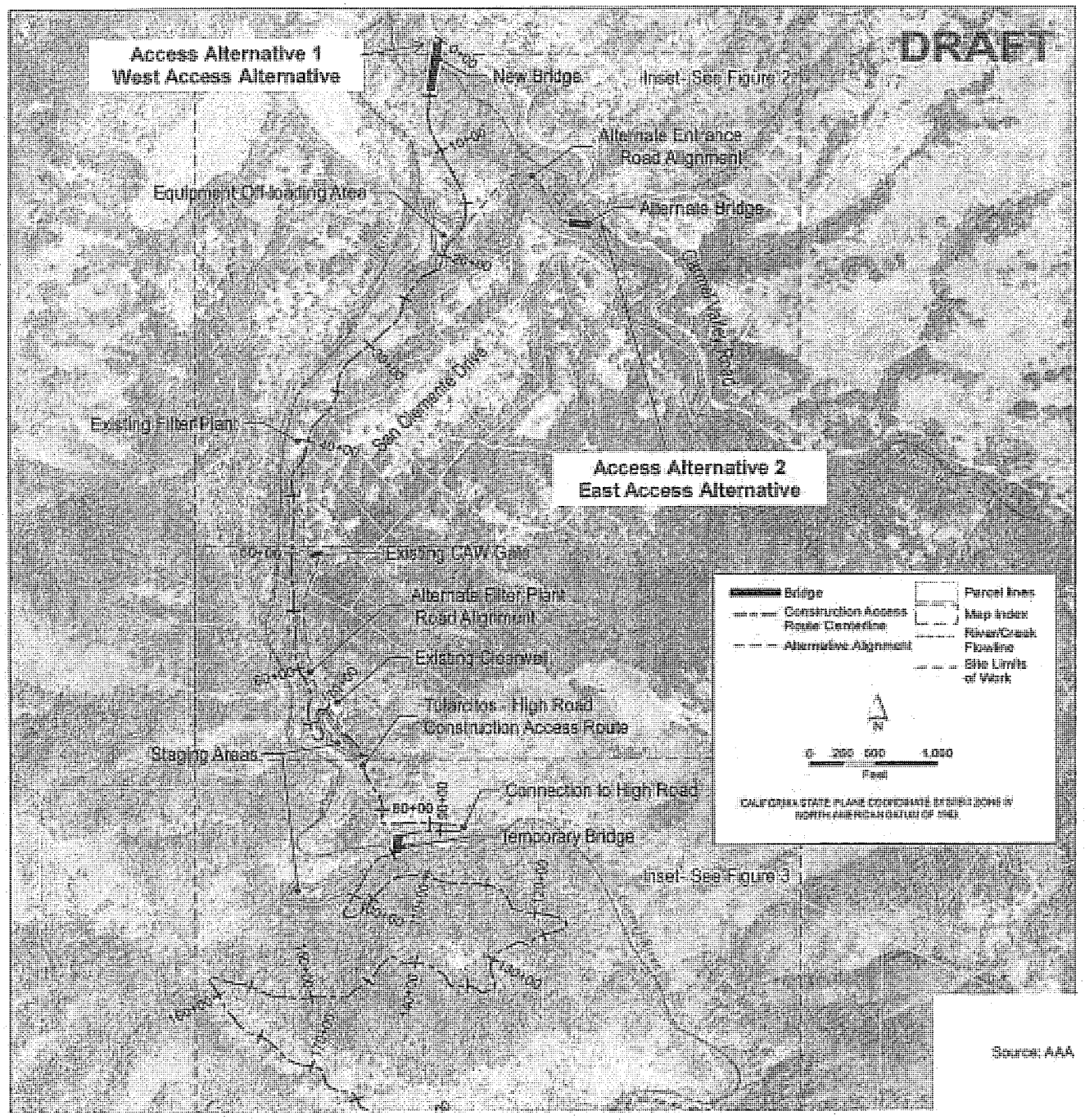
There is no change to the findings concerning traffic safety on Carmel Valley Road that are documented for the proponent's project in the 2008 EIR/EIS. The project will add construction traffic to Carmel Valley Road east of Carmel Valley Village. Carmel Valley Road east of Carmel Valley Village experiences accident rates that exceed rates that would be expected for similar types of roads. This segment of Carmel Valley Road has poor horizontal alignments, minimal shoulder width and narrow lanes in some locations.

The mitigation described for the proponent's project in the 2008 EIR/EIS for TC-3a: Traffic Safety on Carmel Valley Road is recommended for the currently proposed project.

F. Pavement Loadings

The proposed project would generate estimated 2,717 single-unit truck trips and 1,330 double trailer truck trips over the duration of the project. Over a 10-year design period, the project would generate an average of 01.56 truck trips per day, which would generate 2,724 equivalent single axle loads (ESALs). It is estimated that the segment of Carmel Valley Road near the project site is currently subject to the application of 107,736 ESALs over a 10-year time period. The existing truck loadings equate to a Traffic Index (TI) of 6.9. The TI is a measure of axle loadings that determines pavement structure requirements. With the project traffic loadings added to the existing ambient loadings, the total ESALs would increase to 110,588, which equates to a TI of 6.9. Because the TI does not change with the additional loadings generated by the project, the project would not have a significant impact to the pavement loadings on Carmel Valley Road east of Carmel Village.

The Cachagua Area Plan Policy CACH 2.5 requires projects that generate heavy vehicles to restore and maintain roads to their existing condition. The mitigation described for the proponent's project in the 2008 EIR/EIS for TC-7: Pavement Loadings is recommended for the currently proposed project.



Hatch Mott MacDonald

Exhibits.xls1A-Project Location

EXHIBIT 1
PROJECT LOCATION

ROAD SEGMENT NO.	DESCRIPTION	CARMEL VALLEY MASTER PLAN LEVEL OF SERVICE THRESHOLD (24-HOUR VOLUME)	LEVEL OF SERVICE STANDARD	EXISTING VOLUMES ADT	EXISTING VOLUMES LOS	PROJECT TRAFFIC DISTRIBUTION	EXISTING PLUS PROPOSED PROJECT: PROPOSED PROJECT TRIPS	EXISTING PLUS PROPOSED PROJECT: TOTAL EXISTING + PROJECT VOLUMES	EXISTING PLUS PROPOSED PROJECT: TOTAL EXISTING + PROJECT LOS
A. CARMEL VALLEY ROAD									
	East of Cachagua	N/A	C	900	A	5%	21	921	A
1.	Holman - Cachagua	8,487	C	3,000	A	95%	407	3,407	A
2a.	Esquiline - Holman	6,835	C	3,500	A	95%	407	3,907	A
2b.	Ford - Esquiline	N/A	C	7,800	C	90%	385	8,185	C
3.	Laureles - Ford	11,600	D	10,200	C	80%	342	10,542	C
5.	Robinson - Laureles	12,752	D	10,800	C	80%	342	11,142	C
6.	Schulte - Robinson	15,499	D	13,300	D	80%	342	13,642	D
7.	Rancho San Carlos - Schulte	16,340	D	15,100	D	78.5%	336	15,436	D
8.	Rio - Rancho San Carlos	48,487	C	18,800	A	75%	321	19,121	A
9.	Carmel Rancho - Rio	51,401	C	23,200	B	75%	321	23,521	B
10.	Highway 1 - Carmel Rancho	27,839	E	22,200	B	70%	300	22,500	B
B. CARMEL RANCHO BOULEVARD									
11.	Carmel Valley - Rio	33,495	D	13,900	A	2.5%	11	13,911	A
C. RIO ROAD									
12.	Carmel Rancho - Highway 1	33,928	D	10,800	A	2.5%	11	10,811	A
D. SR 1									
	North of Carmel Valley Rd	N/A	D	35,000	F	70%	300	35,300	F
	South of Carmel Valley Rd	N/A	D	14,500	C	2.5%	11	14,511	D
E. CACHAGUA ROAD									
	Carmel Valley - Jeep Road	N/A	C	630	B	0.0%	0	630	B

Notes:

1. LOS: Level of Service.
2. ADT: Average Daily Traffic.
3. N/A: Not applicable.
4. Numbers in bold exceed Carmel Valley Road Master Plan threshold volume.
5. Source for existing volumes:
   Annual Average Daily Traffic, 2012, Monterey County Department of Public Works, Traffic Engineering
   Caltrans Traffic Data Branch Website, Traffic Volumes on State Highways, 2011.

EXHIBIT 2
ROAD SEGMENT VOLUMES AND LEVELS OF SERVICE

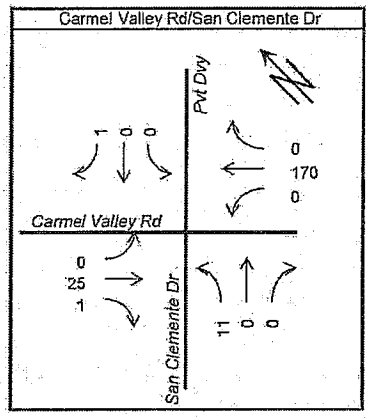
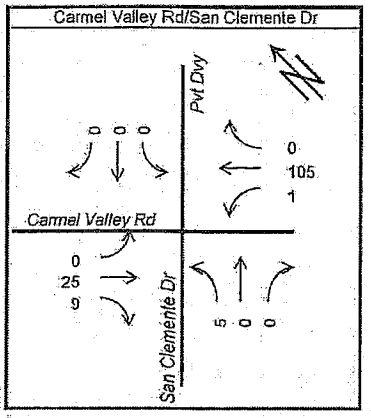
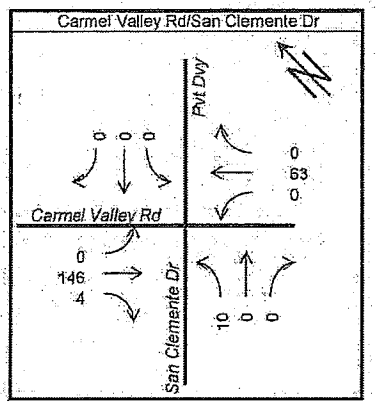
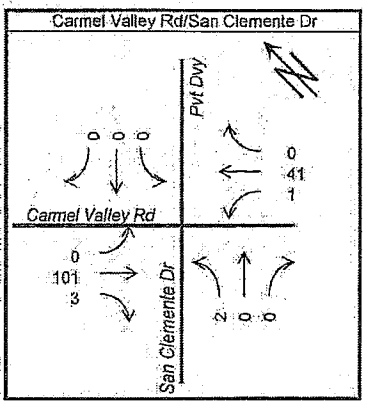
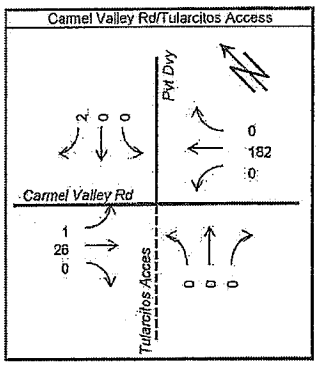
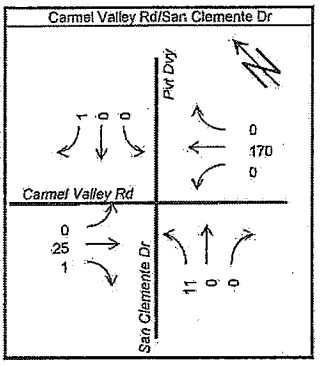
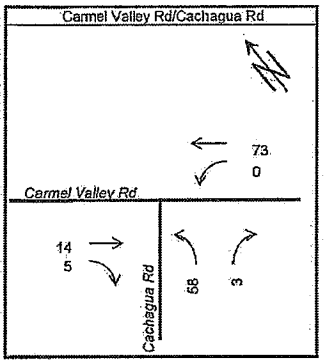
	2008 FEIR VOLUMES (March 23, 2005)	2013 VOLUMES (January 24, 2013)
AM PEAK HOUR	 TOTAL VOL = 208	 TOTAL VOL = 145
PM PEAK HOUR	 TOTAL VOL = 223	 TOTAL VOL = 148

EXHIBIT 3
EXISTING PEAK HOUR VOLUME COMPARISON (2005 VERSUS 2013)

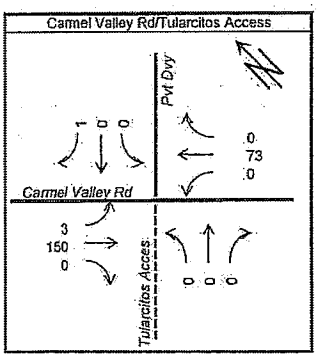
AM PEAK HOUR

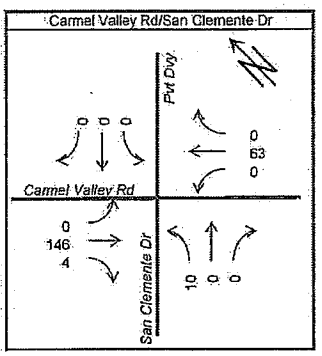






PM PEAK HOUR





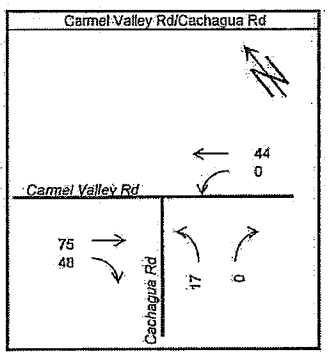


EXHIBIT 4
EXISTING PEAK HOUR TRAFFIC VOLUME

	N-S Road	E-W Road	Existing Lane Configuration	Existing Intersection Control	LOS Standard	Existing Conditions				Existing Plus Proposed Project			
						AM Peak Hr		PM Peak Hr		AM Peak Hr		PM Peak Hr	
						Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS
1	Private Dvwy/ Tularcitos Access Road (Future)	Carmel Valley Road	EB 1-L/T WB 1-T/R SB 1-L/R	Stop Sign (SB) Northbound Approach Southbound Approach	C	0.1 - 9.5	A - A	0.1 - 8.7	A - A	0.9 11.1 9.5	A B A	3.2 11.3 8.7	A B A
2	San Clemente Drive	Carmel Valley Road	EB 1-L/T/R WB 1-L/T/R SB 1-L/T/R NB 1-L/T/R	Stop Sign (NB & SB) Northbound Approach Southbound Approach	C	0.6 10.3 9.4	A B A	0.4 9.9 0.0	A A A	0.6 10.3 9.4	A B A	0.4 10.0 0.0	A A A
3	Cachagua Road	Carmel Valley Road	EB 1-T/R WB 1-L/T NB 1-L/R	Stop Sign (NB) Northbound Approach Southbound Approach	C	3.7 9.3	A A	0.9 9.4	A A	3.6 9.4	A A	0.8 9.5	A A

Note 1. L, T, R = Left, Through, Right
2. NB, SB, EB, WB = Northbound, Southbound, Eastbound, Westbound

EXHIBIT 5
INTERSECTION
LEVELS OF SERVICE

SAN CLEMENTE DAM SEISMIC RETROFIT PROJECT TRIP GENERATION.
(YEARS 1 - 3)

	Year 1												Year 2												Year 3											
	Jan	Feb	Mar	April	May	June	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	April	May	June	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	April	May	June	July	Aug	Sept	Oct	Nov	Dec
A. PROJECT DESCRIPTION																																				
Total Daily Personnel Onsite	0	0	0	0	0	0	0	27	32	29	29	32	16	2	2	16	81	73	55	61	63	63	2	2	2	2	2	16	43	79	71	71	80	87	28	2
Daily Matl Single Hauler Round Trips	0	0	0	0	0	0	0	1	1	1	1	1	1	0	0	1	1	1	1	1	1	1	0	0	0	0	0	1	1	12	12	1	1	1	1	0
Daily Matl & Mob/Demob Round Trips	0	0	0	0	0	0	0	1	1	1	1	1	1	0	0	1	2	1	3	1	1	1	0	0	0	0	0	1	1	2	1	1	1	1	3	0
B1. DAILY VEHICLE TRIPS																																				
Employee trips (One-way trips, 4 per employee)	0	0	0	0	0	0	0	108	128	116	116	128	64	8	8	64	324	292	220	244	252	252	8	8	8	8	8	64	170	316	284	284	320	348	112	8
Daily Matl Single Hauler (One-Way Trips)	0	0	0	0	0	0	0	2	2	18	18	2	2	0	0	2	2	2	2	2	2	2	0	0	0	0	0	2	2	24	24	2	2	2	2	0
Daily Matl & Mob/Demob (One-WayTrips)	0	0	0	0	0	0	0	2	2	2	2	2	2	0	0	1	4	2	6	2	2	2	0	0	0	0	0	2	2	4	2	2	2	2	6	0
Total One-Way Daily Trips	0	0	0	0	0	0	0	112	132	136	136	132	68	8	8	68	330	296	228	248	256	256	8	8	8	8	8	68	174	344	310	288	324	352	120	8
B2. DAILY PASSENGER CAR EQUIVALENCIES																																				
Employee trips (One-way trips, 4 per employee)	0	0	0	0	0	0	0	108	128	116	116	128	64	8	8	64	324	292	220	244	252	252	8	8	8	8	8	64	170	316	284	284	320	348	112	8
Daily Matl Single Hauler (One-Way Trips)	0	0	0	0	0	0	0	8	8	72	72	8	8	0	0	8	8	8	8	8	8	8	0	0	0	0	0	8	8	96	96	8	8	8	8	0
Daily Matl & Mob/Demob (One-WayTrips)	0	0	0	0	0	0	0	8	8	8	8	8	8	0	0	8	16	8	24	8	8	8	0	0	0	0	0	8	8	16	8	8	8	8	24	0
Total One-Way Daily Trips	0	0	0	0	0	0	0	124	144	196	196	144	80	8	8	80	348	308	252	260	268	268	8	8	8	8	8	80	186	428	388	300	336	364	144	8
C1. AM PEAK HOUR																																				
Employees	0	0	0	0	0	0	0	32	38	34	34	38	19	2	2	19	95	86	65	72	74	74	2	2	2	2	2	19	50	93	84	84	94	102	33	2
Trucks	0	0	0	0	0	0	0	2	0	2	2	0	0	0	0	0	2	0	2	0	1	2	0	0	0	0	0	0	0	4	4	0	0	2	2	0
Total	0	0	0	0	0	0	0	34	38	36	36	38	19	2	2	19	97	86	67	72	75	76	2	2	2	2	2	19	50	97	88	84	94	104	35	2
C2. AM PEAK HOUR (PCE Adjusted)																																				
Employees	0	0	0	0	0	0	0	32	38	34	34	38	19	2	2	19	95	86	65	72	74	74	2	2	2	2	2	19	50	93	84	84	94	102	33	2
Trucks	0	0	0	0	0	0	0	8	0	8	8	0	0	0	0	0	8	0	8	0	4	8	0	0	0	0	0	0	0	16	16	0	0	8	8	0
Total	0	0	0	0	0	0	0	40	38	42	42	38	19	2	2	19	103	86	73	72	78	82	2	2	2	2	2	19	50	109	100	84	94	110	41	2
D1. PM PEAK HOUR																																				
Employees	0	0	0	0	0	0	0	32	38	34	34	38	19	2	2	19	95	86	65	72	74	74	2	2	2	2	2	19	50	93	84	84	94	102	33	2
Trucks	0	0	0	0	0	0	0	2	0	2	2	0	0	0	0	0	2	0	2	0	1	2	0	0	0	0	0	0	0	4	4	0	0	2	2	0
Total	0	0	0	0	0	0	0	34	38	36	36	38	19	2	2	19	97	86	67	72	75	76	2	2	2	2	2	19	50	97	88	84	94	104	35	2
D2. PM PEAK HOUR (PCE Adjusted)																																				
Employees	0	0	0	0	0	0	0	32	38	34	34	38	19	2	2	19	95	86	65	72	74	74	2	2	2	2	2	19	50	93	84	84	94	102	33	2
Trucks	0	0	0	0	0	0	0	8	0	8	8	0	0	0	0	0	8	0	8	0	4	8	0	0	0	0	0	0	0	16	16	0	0	8	8	0
Total	0	0	0	0	0	0	0	40	38	42	42	38	19	2	2	19	103	86	73	72	78	82	2	2	2	2	2	19	50	109	100	84	94	110	41	2

Notes:

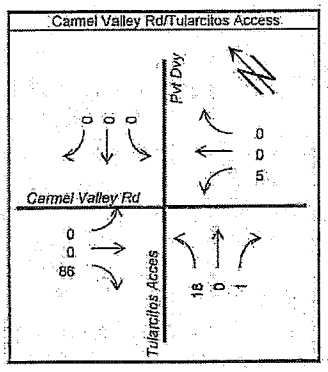
1. PCE - passenger car equivalency
2. Figures in bold are the highest total daily & peak hour trip generation on a PCE unadjusted and PCE adjusted basis.

SAN CLEMENTE DAM SEISMIC RETROFIT PROJECT TRIP GENERATION (YEARS 4 - 5)																								
	Year 4												Year 5											
	Jan	Feb	Mar	April	May	June	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	April	May	June	July	Aug	Sept	Oct	Nov	Dec
A. PROJECT DESCRIPTION																								
Total Daily Personnel Onsite	2	2	2	16	31	75	67	71	69	53	44	35	0	0	0	0	0	0	21	24	0	0	0	0
Daily Matl Single Hauler Round Trips	0	0	0	1	1	1	4	4	1	1	1	1	0	0	0	0	0	0	1	1	0	0	0	0
Daily Matl & Mob/Demob Round Trips	0	0	0	1	1	2	1	1	1	1	1	1	0	0	0	0	0	0	1	1	0	0	0	0
B1. DAILY VEHICLE TRIPS																								
Employee trips (One-way trips, 4 per employee)	8	8	8	64	122	300	268	284	274	212	176	140	0	0	0	0	0	0	84	96	0	0	0	0
Daily Matl Single Hauler (One-Way Trips)	0	0	0	2	2	2	8	8	2	2	2	2	0	0	0	0	0	0	2	2	0	0	0	0
Daily Matl & Mob/Demob (One-WayTrips)	0	0	0	2	2	4	2	2	2	2	2	2	0	0	0	0	0	0	2	2	0	0	0	0
Total One-Way Daily Trips	8	8	8	68	126	306	278	294	278	216	180	144	0	0	0	0	0	0	88	100	0	0	0	0
B2. DAILY PASSENGER CAR EQUIVALENCIES																								
Employee trips (One-way trips, 4 per employee)	8	8	8	64	122	300	268	284	274	212	176	140	0	0	0	0	0	0	84	96	0	0	0	0
Daily Matl Single Hauler (One-Way Trips)	0	0	0	8	8	8	32	32	8	8	8	8	0	0	0	0	0	0	8	8	0	0	0	0
Daily Matl & Mob/Demob (One-WayTrips)	0	0	0	8	8	16	8	8	8	8	8	8	0	0	0	0	0	0	8	8	0	0	0	0
Total One-Way Daily Trips	8	8	8	80	138	324	308	324	290	228	192	156	0	0	0	0	0	0	100	112	0	0	0	0
C1. AM PEAK HOUR																								
Employees	2	2	2	19	36	88	79	84	81	62	52	41	0	0	0	0	0	0	25	28	0	0	0	0
Trucks	0	0	0	0	0	0	2	2	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	2	2	19	36	88	81	86	81	64	54	41	0	0	0	0	0	0	25	28	0	0	0	0
C2. AM PEAK HOUR (PCE Adjusted)																								
Employees	2	2	2	19	36	88	79	84	81	62	52	41	0	0	0	0	0	0	25	28	0	0	0	0
Trucks	0	0	0	0	0	0	8	8	0	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	2	2	19	36	88	87	92	81	70	60	41	0	0	0	0	0	0	25	28	0	0	0	0
D1. PM PEAK HOUR																								
Employees	2	2	2	19	36	88	79	84	81	62	52	41	0	0	0	0	0	0	25	28	0	0	0	0
Trucks	0	0	0	0	0	0	2	2	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	2	2	19	36	88	81	86	81	64	54	41	0	0	0	0	0	0	25	28	0	0	0	0
D2. PM PEAK HOUR (PCE Adjusted)																								
Employees	2	2	2	19	36	88	79	84	81	62	52	41	0	0	0	0	0	0	25	28	0	0	0	0
Trucks	0	0	0	0	0	0	8	8	0	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	2	2	19	36	88	87	92	81	70	60	41	0	0	0	0	0	0	25	28	0	0	0	0

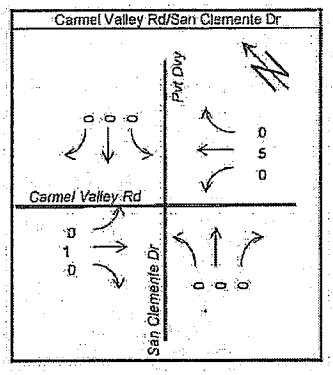
Notes:

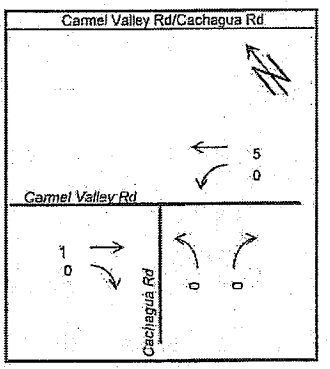
1. PCE - passenger car equivalinency

AM PEAK HOUR

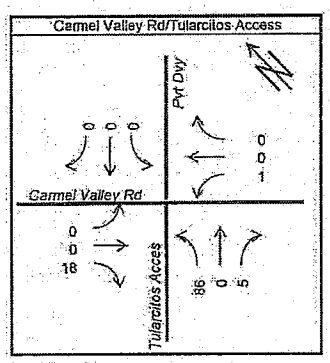


IN= 91
OUT= 19

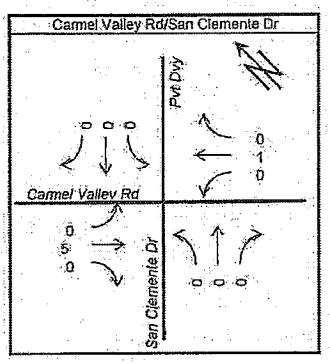




PM PEAK HOUR



IN= 19
OUT= 91



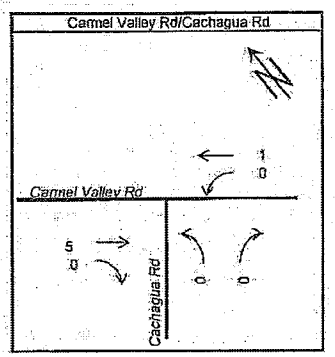
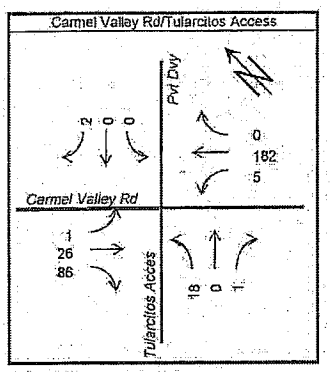
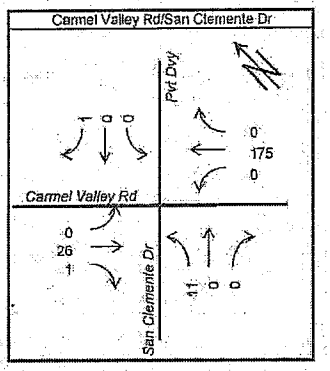
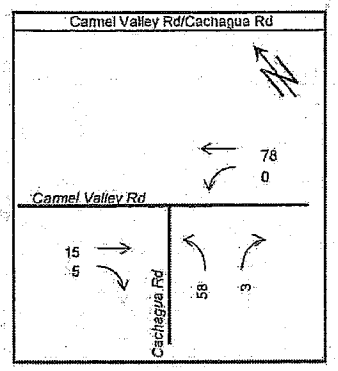


EXHIBIT 7
PROJECT AM AND PM PEAK HOUR TRAFFIC ASSIGNMENT

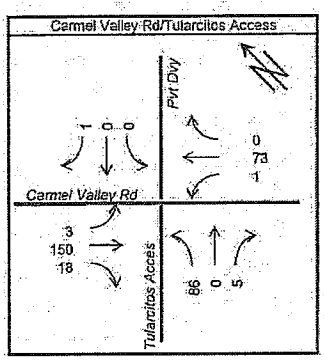
AM PEAK HOUR

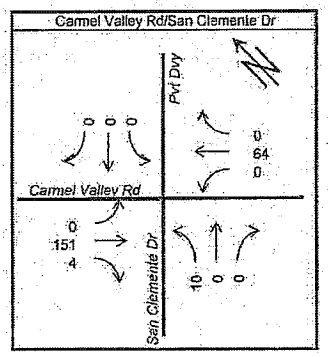






PM PEAK HOUR





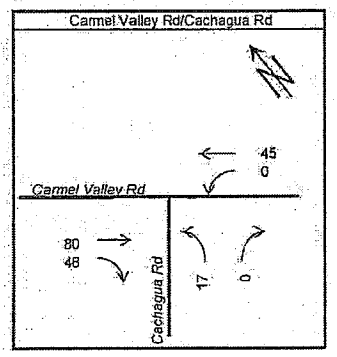


EXHIBIT 8
EXISTING PLUS PROJECT
PEAK HOUR
TRAFFIC VOLUME

APPENDIX
LEVEL OF SERVICE THRESHOLD VOLUMES FOR VARIOUS ROADWAY TYPES
TOTAL DAILY VOLUMES IN BOTH DIRECTIONS (ADT)

ROADWAY TYPE	CODE	LOS A	LOS B	LOS C	LOS D	LOS E	LOS F
10-Lane Freeway	10F	71,000	110,000	154,000	178,000	202,000	>202,000
8-Lane Freeway	8F	56,000	88,000	124,000	151,000	162,000	>162,000
6-Lane Freeway	6F	43,000	66,000	94,000	113,000	122,000	>122,000
8-Lane Expressway	8E	35,000	54,000	75,000	90,000	98,000	>98,000
6-Lane Expressway	6E	28,000	42,000	56,000	67,000	74,000	>74,000
4-Lane Freeway	4F	29,000	44,000	63,000	77,000	82,000	>82,000
8-Lane Divided Arterial (w/ left-turn lane)	9	40,000	47,000	54,000	61,000	68,000	>68,000
6-Lane Divided Arterial (w/ left-turn lane)	7	32,000	38,000	43,000	49,000	54,000	>54,000
4-Lane Expressway	4E	18,000	27,000	36,000	45,000	50,000	>50,000
4-Lane Divided Arterial (w/ left-turn lane)	5	22,000	25,000	29,000	32,500	36,000	>36,000
4-Lane Undivided Arterial (no left-turn lane)	4	16,000	19,000	22,000	24,000	27,000	>27,000
2-Lane Rural Highway	2R	4,000	8,000	12,000	17,000	25,000	>25,000
2-Lane Arterial (w/ left-turn lane)	3	11,000	12,500	14,500	16,000	18,000	>18,000
2-Lane Collector	2	6,000	7,500	9,000	10,500	12,000	>12,000
2-Lane Local	1	1,200	1,400	1,600	1,800	2,000	>2,000
1-Lane Freeway Diamond Ramp	1D	11,000	12,800	14,700	16,500	18,300	>18,300
2-Lane Freeway Diamond Ramp	2D	22,000	25,600	29,400	33,000	36,600	>36,600
1-Lane Freeway Loop Ramp	1L	9,000	10,500	12,000	13,500	15,000	>15,000
2-Lane Freeway Loop Ramp	2L	16,000	18,700	21,300	24,000	26,700	>26,700

Notes:

1. The above threshold volumes for preliminary planning purposes only. If available, the results of detailed level of service analyses will typically have priority over the levels of service derived from this table. In that case this table can be used by the analyst for providing additional considerations for recommending the appropriate general roadway type for the specific condition being analyzed.
2. All above facilities assume a 60%/40% peak hour directional split. All above facilities assume peak hour representing approximately 10% of the Average Daily Traffic (ADT), except for mainline freeway facilities, which assume peak hour representing 9% of the Average Daily Traffic (ADT).
3. Based on *Highway Capacity Manual*, Transportation Research Board, 2000.
4. Freeway thresholds are consistent with conditions utilizing a .95 peak hour factor, with 2% trucks and slightly over a one-mile average interchange spacing.
5. Expressways are consistent with the average of a multi-lane highway (with no signals) and Class 1 arterial (with an average signal spacing of 0.8 signals per mile and a .45 G/C ratio).
6. Arterial thresholds are consistent with the average of Class 1 and Class 2 arterials with an assumed signal density of two signals per mile. This assumes a divided arterial with left-turn lanes. Thresholds for four-lane undivided arterials assume approximately three-fourths the capacity of a four-lane divided arterial due to the impedance in traffic flow resulting from left-turning vehicles waiting in the inside through lane, thus significantly reducing the capacity of the roadway.
7. Rural highways are generally consistent with the *2000 Highway Capacity Manual* rural highway, assuming 8% trucks, 4% RV's, 20% no-passing, and level terrain. The greatest difference is that it assumes a maximum capacity (upper end of LOS E) of 25,000 rather than the 28,000 calculated using the new *Highway Capacity Manual*.
8. Two-lane collectors assume approximately three-fourths of the capacity of a two-lane arterial with left-turn lanes. This is based on the assumption that left-turn channelization is not provided on a two-lane collector.
9. Local street level of service thresholds are based upon "Neighborhood Traffic Related Quality-of-Life Considerations" which assumes a standard suburban neighborhood, 40-foot roadway width, and 25 mile per hour speed limit with normal speed violation rates.
10. Capacities for Diamond Ramps and Loop Ramps may be slightly higher or lower than the planning level capacities indicated above. The *2000 Highway Capacity Manual* (2000 HCM) states that the capacity of a one-lane diamond to be 2,200 vehicles per hour (vph), and 1,800 vph for a small radius loop ramp. Two-lane freeway ramp capacities are estimated in the 2000 HCM to be 4,400vph for a two-lane diamond, and 3,200vph 20 for a two-lane small radius loop. Varying intermediate capacities are provided for incremental conditions between these extremes. Capacities given for each service level assume the same level of service for the adjoining merging roadway as well as level of service being determined by volume-to-capacity and not attainable speed. Level of service will be controlled by freeway level of service if worse than ramp. Mitigations of level of service deficiencies may include the addition of a lane on the freeway ramp, the addition of an auxiliary lane on the freeway mainline, the addition of approach lanes at the ramp junction with the local intersecting street, and/or geometric modifications to improve the efficiency of the ramp itself or its termini. The appropriate mitigation should be determined on a case-by-case basis, considering freeway main line volumes and weaving, the extent that the freeway ramp volume exceeds the above planning thresholds, and the level of service of the ramp intersection with the local street.
11. All volumes are approximate and assume ideal roadway characteristics.

APPENDIX B

LEVEL OF SERVICE (LOS) DESCRIPTION
UNSIGNALIZED INTERSECTIONS WITH TWO-WAY STOP CONTROL (TWSC)

TWSC intersections are widely used and stop signs are used to control vehicle movements at such intersections. At TWSC intersections, the stop-controlled approaches are referred to as the minor street approaches; they can be either public streets or private driveways. The intersection approaches that are not controlled by stop signs are referred to as the major street approaches. A three-leg intersection is considered to be a standard type of TWSC intersection if the single minor street approach (i.e. the stem of the T configuration) is controlled by a stop sign. Three-leg intersections where two of the three approaches are controlled by stop signs are a special form of unsignalized intersection control.

At TWSC intersections, drivers on the controlled approaches are required to select gaps in the major street flow through which to execute crossing or turning maneuvers on the basis of judgement. In the presence of a queue, each driver on the controlled approach must use some time to move into the front-of-queue position and prepare to evaluate gaps in the major street flow. Capacity analysis at TWSC intersections depends on a clear description and understanding of the interaction of drivers on the minor or stop-controlled approach with drivers on the major street. Both gap acceptance and empirical models have been developed to describe this interaction.

Thus, the capacity of the controlled legs is based on three factors:

- the distribution of gaps in the major street traffic stream,;
- driver judgement in selecting gaps through which to execute the desired maneuvers; and
- the follow-up time required by each driver in a queue.

The delay experienced by a motorist is made up of a number of factors that relate to control, geometrics, traffic and incidents. Total delay is the difference between the travel time actually experienced and the reference travel time that would result during base conditions, in the absence of incident, control, traffic or geometric delay. Average control delay for any particular minor movement is a function of the capacity of the approach and the degree of saturation and referred to as level of service.

LEVEL OF SERVICE (LOS) CRITERIA FOR TWSC INTERSECTIONS
(Reference Highway Capacity Manual 2000)

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

APPENDIX C
INTERSECTION LEVEL OF SERVICE CALCULATION WORKSHEETS

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1 Carmel Valley Rd/Tularcitos Access

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: A[9.5]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 0 0 0 1			0 1 0 0 0			0 0 1 0 0		
Volume Module:												
Base Vol:	0	0	0	0	0	2	1	26	0	0	182	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	2	1	26	0	0	182	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
PHF Volume:	0	0	0	0	0	3	1	34	0	0	239	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	3	1	34	0	0	239	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	239	239	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	804	1339	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	804	1339	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.0	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.5	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	A	A	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			9.5			xxxxxx			xxxxxx		
ApproachLOS:	*			A			*			*		

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1 Carmel Valley Rd/Tularcitos Access

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: A[8.7]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Uncontrolled						Uncontrolled					
Rights:	Include						Include						Include						Include					
Lanes:	0	0	0	0	0		0	0	0	0	1		0	1	0	0	0		0	0	1	0	0	
Volume Module:																								
Base Vol:	0	0	0				0	0	1				3	150	0				0	73	0			
Growth Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Initial Bse:	0	0	0				0	0	1				3	150	0				0	73	0			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	0.84	0.84	0.84				0.84	0.84	0.84				0.84	0.84	0.84				0.84	0.84	0.84			
PHF Volume:	0	0	0				0	0	1				4	179	0				0	87	0			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
FinalVolume:	0	0	0				0	0	1				4	179	0				0	87	0			
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	6.2				4.1	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
FollowUpTim:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	3.3				2.2	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx	xxxxx				xxxx	xxxx	87				87	xxxx	xxxxx				xxxx	xxxx	xxxxx			
Potent Cap.:	xxxx	xxxx	xxxxx				xxxx	xxxx	977				1522	xxxx	xxxxx				xxxx	xxxx	xxxxx			
Move Cap.:	xxxx	xxxx	xxxxx				xxxx	xxxx	977				1522	xxxx	xxxxx				xxxx	xxxx	xxxxx			
Volume/Cap:	xxxx	xxxx	xxxx				xxxx	xxxx	0.00				0.00	xxxx	xxxx				xxxx	xxxx	xxxx			
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx	xxxxx				xxxx	xxxx	0.0				0.0	xxxx	xxxxx				xxxx	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	8.7				7.4	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
LOS by Move:	*	*	*				*	*	A				A	*	*				*	*	*			
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				0.0	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				7.4	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*				*	*	*				A	*	*				*	*	*			
ApproachDel:	xxxxxx						8.7						xxxxxx						xxxxxx					
ApproachLOS:	*						A						*						*					

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1 Carmel Valley Rd/Tularcitos Access

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: B[11.1]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	0 0	0	1	0 0 1!	0	0	0 1	0	0 0 0
Volume Module:												
Base Vol:	18	0	1	0	0	2	1	26	86	5	182	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	0	1	0	0	2	1	26	86	5	182	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
PHF Volume:	24	0	1	0	0	3	1	34	113	7	239	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	24	0	1	0	0	3	1	34	113	7	239	0
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	xxxxx	xxxx	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	347	346	91	xxxx	xxxx	239	239	xxxx	xxxxx	147	xxxx	xxxxx
Potent Cap.:	611	580	972	xxxx	xxxx	804	1339	xxxx	xxxxx	1447	xxxx	xxxxx
Move Cap.:	606	577	972	xxxx	xxxx	804	1339	xxxx	xxxxx	1447	xxxx	xxxxx
Volume/Cap:	0.04	0.00	0.00	xxxx	xxxx	0.00	0.00	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.0	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.5	7.7	xxxx	xxxxx	7.5	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	A	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	619	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	11.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	A	*	*
ApproachDel:		11.1			9.5			xxxxxx			xxxxxx	
ApproachLOS:		B			A			*			*	

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1 Carmel Valley Rd/Tularcitos Access

Average Delay (sec/veh): 3.2 Worst Case Level Of Service: B[11.3]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	0 0 0	0	1	0 0 1!	0	0	0 1	0	0 0
Volume Module:												
Base Vol:	86	0	5	0	0	1	3	150	18	1	73	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	86	0	5	0	0	1	3	150	18	1	73	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	102	0	6	0	0	1	4	179	21	1	87	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	102	0	6	0	0	1	4	179	21	1	87	0
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	xxxxx	xxxx	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	286	286	189	xxxx	xxxx	87	87	xxxx	xxxxx	200	xxxx	xxxxx
Potent Cap.:	670	627	858	xxxx	xxxx	977	1522	xxxx	xxxxx	1384	xxxx	xxxxx
Move Cap.:	668	625	858	xxxx	xxxx	977	1522	xxxx	xxxxx	1384	xxxx	xxxxx
Volume/Cap:	0.15	0.00	0.01	xxxx	xxxx	0.00	0.00	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.0	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	8.7	7.4	xxxx	xxxxx	7.6	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	A	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	676	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	11.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	A	*	*
ApproachDel:		11.3			8.7			xxxxxx			xxxxxx	
ApproachLOS:		B			A			*			*	

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #2 Carmel Valley Rd/San Clemente Dr

Average Delay (sec/veh): 0.6 Worst Case Level Of Service: B[10.3]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 0	0 0		0 0 0	0 1		0 0 0	1 0		0 0 1	0 0	
Volume Module:												
Base Vol:	11	0	0	0	0	1	0	25	1	0	170	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	0	0	0	0	1	0	25	1	0	170	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
PHF Volume:	14	0	0	0	0	1	0	33	1	0	224	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	14	0	0	0	0	1	0	33	1	0	224	0
Critical Gap Module:												
Critical Gp:	7.1	xxxx	xxxxx	xxxxx	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	258	xxxx	xxxxx	xxxx	xxxx	224	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	699	xxxx	xxxxx	xxxx	xxxx	821	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	698	xxxx	xxxxx	xxxx	xxxx	821	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.02	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	0.0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	10.3	xxxx	xxxxx	xxxxx	xxxx	9.4	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	*	*	A	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	10.3			9.4			xxxxxx			xxxxxx		
ApproachLOS:	B			A			*			*		

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #2 Carmel Valley Rd/San Clemente Dr

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: A[9.9]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 0	0 0		0 0 1!	0 0		0 0 0	1 0		0 0 1	0 0	
Volume Module:												
Base Vol:	10	0	0	0	0	0	0	146	4	0	63	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	0	0	0	0	0	0	146	4	0	63	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	12	0	0	0	0	0	0	174	5	0	75	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	12	0	0	0	0	0	0	174	5	0	75	0
Critical Gap Module:												
Critical Gp:	6.4	xxxx	xxxxx	7.1	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	251	xxxx	xxxxx	251	254	75	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	742	xxxx	xxxxx	706	653	992	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	742	xxxx	xxxxx	706	653	992	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.02	xxxx	xxxx	0.00	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	9.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:		9.9			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		A			*			*			*	

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #2 Carmel Valley Rd/San Clemente Dr

Average Delay (sec/veh): 0.6 Worst Case Level Of Service: B[10.3]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1 0	0 0	0	0	0 0	0 1	0	0 0	1 0	0	0 1	0 0
Volume Module:												
Base Vol:	11	0	0	0	0	1	0	26	1	0	175	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	0	0	0	0	1	0	26	1	0	175	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
PHF Volume:	14	0	0	0	0	1	0	34	1	0	230	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	14	0	0	0	0	1	0	34	1	0	230	0
Critical Gap Module:												
Critical Gp:	7.1	xxxx	xxxxx	xxxxx	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	266	xxxx	xxxxx	xxxx	xxxx	230	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	691	xxxx	xxxxx	xxxx	xxxx	814	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	690	xxxx	xxxxx	xxxx	xxxx	814	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.02	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	0.0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	10.3	xxxx	xxxxx	xxxxx	xxxx	9.4	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	*	*	A	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:		10.3			9.4			xxxxxx			xxxxxx	
ApproachLOS:		B			A			*			*	

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #2 Carmel Valley Rd/San Clemente Dr

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: A[10.0]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 0	0 0		0 0 1!	0 0		0 0 0	1 0		0 0	1 0 0	
Volume Module:												
Base Vol:	10	0	0	0	0	0	0	151	4	0	64	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	0	0	0	0	0	0	151	4	0	64	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	12	0	0	0	0	0	0	180	5	0	76	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	12	0	0	0	0	0	0	180	5	0	76	0
Critical Gap Module:												
Critical Gp:	6.4	xxxx	xxxxx	7.1	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	258	xxxx	xxxxx	258	261	76	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	735	xxxx	xxxxx	699	647	991	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	735	xxxx	xxxxx	699	647	991	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.02	xxxx	xxxx	0.00	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	10.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:		10.0			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		A			*			*			*	

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Carmel Valley Rd/Cachagua Rd

Average Delay (sec/veh): 3.7 Worst Case Level Of Service: A[9.3]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	0 0 0	0	0	0 0 0	1	0	0 0 1	0	0
Volume Module:												
Base Vol:	58	0	3	0	0	0	0	14	5	0	73	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	0	3	0	0	0	0	14	5	0	73	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	69	0	4	0	0	0	0	17	6	0	87	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	69	0	4	0	0	0	0	17	6	0	87	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	107	107	20	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	896	787	1064	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	896	787	1064	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.08	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	903	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	9.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	A	*	*	*	*	*	*	*	*	*	*
ApproachDel:		9.3			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		A			*			*			*	

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Carmel Valley Rd/Cachagua Rd

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: A[9.4]

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0
Volume Module:																				
Base Vol:	17	0	0	0	0	0	0	0	0	0	75	48	0	44	0					
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Initial Bse:	17	0	0	0	0	0	0	0	0	0	75	48	0	44	0					
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86					
PHF Volume:	20	0	0	0	0	0	0	0	0	0	87	56	0	51	0					
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
FinalVolume:	20	0	0	0	0	0	0	0	0	0	87	56	0	51	0					
Critical Gap Module:																				
Critical Gp:	6.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
FollowUpTim:	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Capacity Module:																				
Cnflict Vol:	166	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Potent Cap.:	829	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Move Cap.:	829	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Volume/Cap:	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx								
Level Of Service Module:																				
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Control Del:	9.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*								
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*								
ApproachDel:		9.4			xxxxxx				xxxxxx				xxxxxx							
ApproachLOS:		A			*				*				*							

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Carmel Valley Rd/Cachagua Rd

Average Delay (sec/veh): 3.6 Worst Case Level Of Service: A[9.4]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	0 1	0	0 0	1 0	0
Volume Module:												
Base Vol:	58	0	3	0	0	0	0	15	5	0	78	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	0	3	0	0	0	0	15	5	0	78	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
PHF Volume:	69	0	4	0	0	0	0	18	6	0	93	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	69	0	4	0	0	0	0	18	6	0	93	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	114	114	21	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	888	780	1063	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	888	780	1063	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.08	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	895	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	9.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	A	*	*	*	*	*	*	*	*	*	*
ApproachDel:		9.4			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		A			*			*			*	

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Carmel Valley Rd/Cachagua Rd

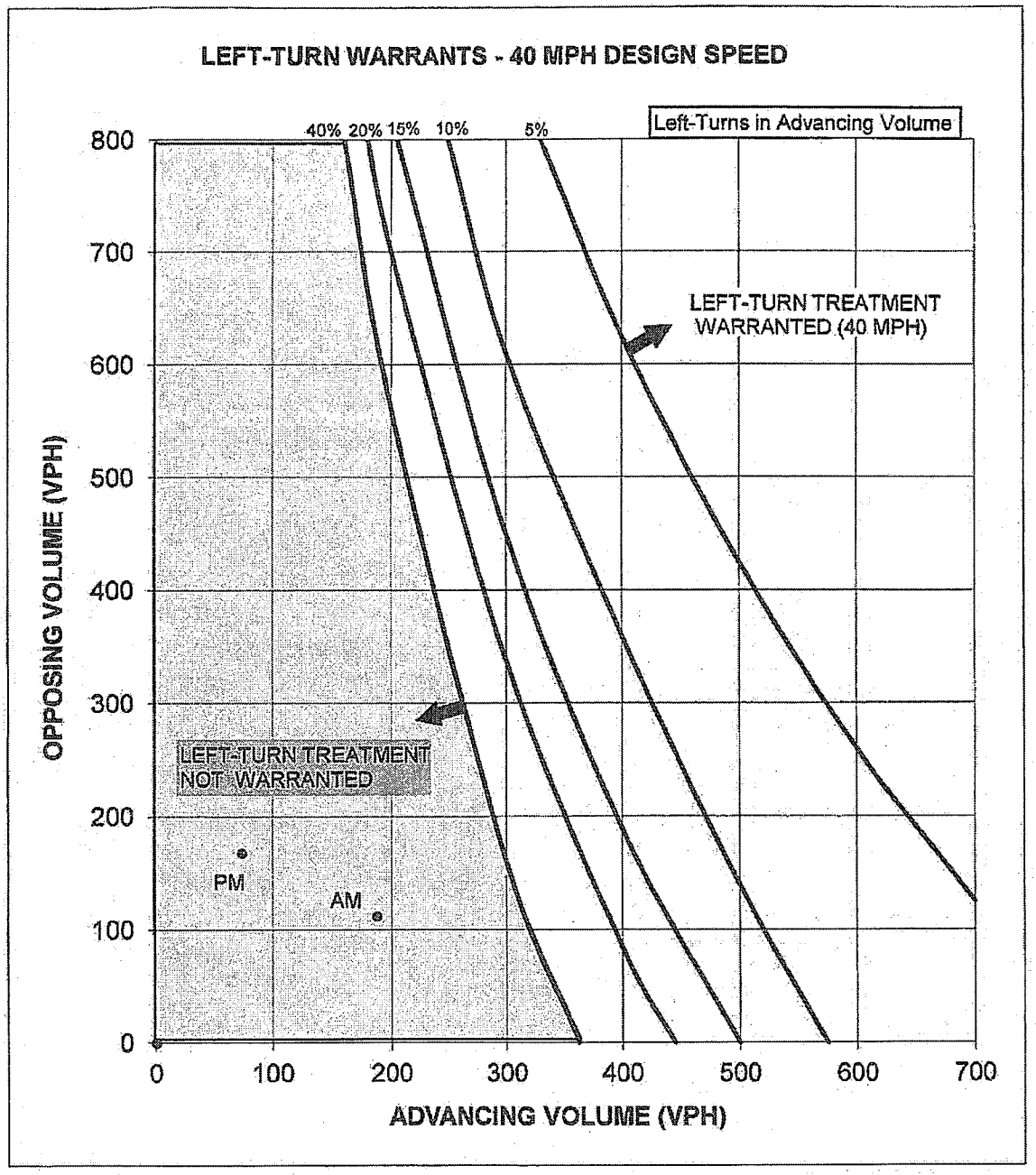
Average Delay (sec/veh): 0.8 Worst Case Level Of Service: A[9.5]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1 0	0 0	0	0 0	0 0	0	0 0	0 1	0	0 0	1 0	0
Volume Module:												
Base Vol:	17	0	0	0	0	0	0	80	48	0	45	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	0	0	0	0	0	0	80	48	0	45	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	20	0	0	0	0	0	0	93	56	0	52	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	20	0	0	0	0	0	0	93	56	0	52	0
Critical Gap Module:												
Critical Gp:	6.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	173	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	821	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	821	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	9.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:		9.5			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		A			*			*			*	

Note: Queue reported is the number of cars per lane.

APPENDIX D
LEFT-TURN AND RIGHT-TURN WARRANT WORKSHEETS

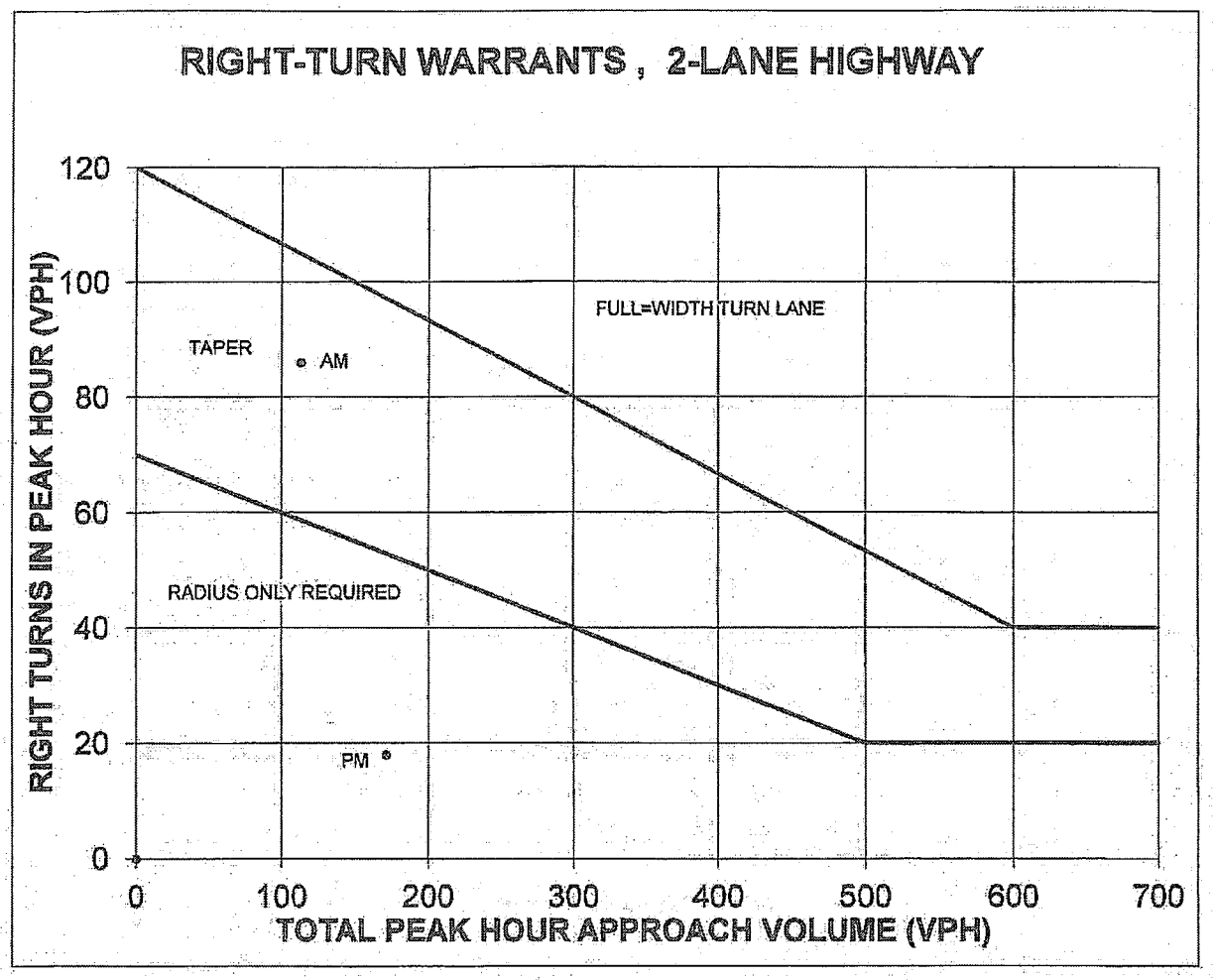
Carmel Valley Road/Tularcitos Access Road
Westbound Approach



Scenario	Advancing	Opposing	% Left-Turn	Left-Turn Lane Warranted
A. Existing + Project A	187	112	3%	No
B. Existing + Project P	74	168	1%	No

Source: Transportation Research Board, "Intersection Channelization Guide", NCHRP Report 279, November, 1985

Carmel Valley Road/Tularcitos Access Road
Eastbound Approach



Scenario	Total	Right-Turning	Treatment Required
A. Existing + Project AM	113	86	Taper
B. Existing + Project PM	171	18	None

Source: Transportation Research Board, "Intersection Channelization Guide", NCHRP Report 287, November, 1985, p. 64.

Note: For posted speeds at or under 45 mph, peak hour right turns greater than 40 vph, and total peak hour approach less than 300 vph, adjust right turn volumes.

Adjust peak hour right turns = peak hour right turns - 20.

From: Martin, Bill
Sent: Saturday, February 09, 2013 7:37 PM
To: Olebe, Richard@DWR; Hatler, Charyce
Cc: Gentzler, Seth; Meyersohn, Daniel@DWR
Subject: Access Route lengths and intersections

Richard/Charyce,

Table 1 provides the length of each access route and the number of intersections along each route. Access road lengths were calculated from GIS mapping of each of the routes. The original Tularcitos route and the current proposed Tularcitos Route Options were measured with their intersection with Carmel Valley Road as the starting point. Each of the Tularcitos Routes includes the length of San Clemente Drive through Sleepy Hollow in addition to the 0.15 mile distance along Carmel Valley Road between the original Tularcitos Route and San Clemente Drive. The length of the Cachagua Route (via Tassajara Road) was measured with entrance to the original Tularcitos Access Route as the starting point.

All roads that intersected the routes were counted as intersections as per your email, with the exception of short private driveways within the Sleepy Hollow development. For the Tularcitos Options, intersections included were the new entrances off Carmel Valley Road and where the access routes joined San Clemente Drive past the CAW gate. The original route added the two junctions between the low and high roads, where they split below the dam and where they come together again at the dam. Each of these routes also included the San Clemente Drive entrance to Sleepy Hollow and two named streets, Lismore Lane and Sleepy Hollow Drive within the development.

For the Cachagua route, there were four named roadways along Carmel Valley Road (San Clemente Drive, Cachagua, a "County Road" , and Tassajara). Along Tassajara/Cachagua portion of the route, named roads included the Tassajara/Cachagua split, Cosat Road, Trampa Canyon, Asoleado Rd, Nasson Rd, Ridgeback Rd, Via Cielo, and the Jeep Trail. All others counted as intersections were unnamed private roads, most of which appeared be, based on the aerial views, long private driveways to properties set well off the road.

Table 1. Access Route Lengths and Intersections

Route	Length (miles)	Number of intersections*
Original Tularcitos Access Route (includes Low and High Roads and portion of San Clemente Drive through Sleepy Hollow)	5.7	7
Tularcitos Option 1 (includes High Road and portion of San Clemente Drive through Sleepy Hollow)	4.8**	5
Tularcitos Option 2 (includes High Road and portion of San Clemente Drive through Sleepy Hollow)	4.7	5
Cachagua Route (Carmel Valley Road/Tassajara Road/Cachagua Road/Jeep Trail – relative to Tularcitos Access Route Entrance)	20.4	53***

* as discernible from Google Earth

**Tularcitos Option 1 would reduce the travel by 0.4 mile on Carmel Valley Road relative to the more eastern entrances, but would add the same 0.4 mile to vehicles traveling to San Clemente Drive.

***Includes 12 named roads (inc. the Jeep Trail) and 41 unnamed private roads/driveways.

I will be in on Monday if you would like to discuss.

Bill Martin
URS Corporation
1333 Broadway, Suite 800
Oakland, CA 94612
(510) 874-3020

Carmel River Reroute & San Clemente Dam Removal Project Environmental Permitting

Task 6: DRAFT SUPPLEMENTAL NOISE ANALYSIS

Prepared for:

State Coastal Conservancy
California American Water

URS Corporation
1333 Broadway, Suite 800
Oakland, CA 94612

Table of Contents

Tables

Figures

List of Acronyms

ADT	Average Daily Traffic
CAW	California American Water
CRRDR	Carmel River Reroute and Dam Removal
CVFP	Carmel Valley Filter Plant
dB	decibels
dBA	decibel – A-Weighted
DNL	day-night sound level
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
L_{xx}	percentile-exceeded sound level
L_{dn}	day-night sound level
L_{eq}	equivalent sound level
L_{max}	maximum sound level
L_{min}	minimum sound level
LT-X	Long-Term measurement location
R-X	Modeled Receiver location
SCC	State Coastal Conservancy
SLM	sound level meter

1.0 Introduction

An Environmental Impact Report/Statement (EIR/EIS) was prepared for the San Clemente Dam Seismic Safety Project, located in Carmel Valley, which is an unincorporated area of Monterey County, California. The EIR/EIS evaluated environmental noise exposure during construction activities. Modified construction access alternatives are being considered for Alternative 3, the Carmel River Reroute and San Clemente Dam Removal. Construction access for Alternative 3 is now proposed via the Tularcitos Access Route that was previously described as part of the Proponent's Proposed Alternative in the final EIR/EIS. Minor modifications have been made to the construction access route since certification of the Final EIR. There are now two access route alternatives (Option 1 and Option 2) for the modified Tularcitos Access Route proposed for construction of Alternative 3. The Option 1 and 2 alignments are depicted in Figure 1.

Option 1 would begin at Carmel Valley Road approximately 3,200 feet west of San Clemente Drive although the final connection point to Carmel Valley Road may be refined to be anywhere between 1,100 and 3,200 feet west of San Clemente Drive. Option 1 would require the construction of a permanent bridge in order to cross Tularcitos Creek. The proposed road from the bridge would connect with the existing Carmel Valley Filter Plant (CVFP) access road. Once the access road reaches the CVFP, the Option 1 alignment would continue south on the existing Pipeline Access Road and connect with the private California American Water (CAW) access road where it will run south and east until it intersects with the High Road near the existing concrete ford over the Carmel River.

Option 2 would begin at Carmel Valley Road approximately 800 feet west of San Clemente Drive. A permanent bridge would be constructed in order to cross Tularcitos Creek. The proposed road from the bridge would also connect with the existing CVFP access road. Once the access road reach the CVFP, the Option 2 alignment would continue south on the existing paved road until it reaches the CAW gate. From the CAW gate, the Option 2 alignment would run south and east along San Clemente Drive until it intersects with the High Road near the existing concrete ford over the Carmel River.

The purpose of this Supplemental Noise Analysis is to analyze noise exposure and potential noise impacts generated by Project peak construction traffic along the Option 1 and 2 alignments.

2.0 Fundamentals of Acoustics

Noise is defined as unwanted sound. Sound levels are measured on a logarithmic scale in decibels (dB). The most common descriptor of sound and noise associated with community noise measurements is the A-weighted sound pressure level (dBA). It is defined as the sound pressure level in decibels as measured on a sound meter using the A-weighting filter network. The A-weighted frequency filter de-emphasizes the very low and very high frequency components of sound in a manner that simulates the frequency response of human hearing, and correlates well with people's group reactions to sound and environmental noise. All sound levels in this report are A-weighted. A-weighted sound pressure levels of typical sources of noise are shown in Table 1.

The ambient sound level is the existing sound level resulting from natural and mechanical sources and human activity considered normally present in a particular area. The ambient noise level is

composed of the cumulative sum of all noise sources, both near and far. The background noise level generally describes the mixture of indistinguishable sounds from many sources without any one dominating sound. It is the noise level that exists in the absence of identifiable, sporadic, individual noise events such as those caused by individual automobile pass-bys, aircraft overflights, intermittent dog barking, etc.

Humans are better able to perceive changes in noise level than determining absolute noise levels. Potential responses of persons to changes in the noise environment are usually assessed by evaluating differences between the existing and total predicted future noise environments. The following relationships of perception and response to quantifiable noise changes are used as a basis for assessing potential effects of these changes in environmental noise level:

- Except in a carefully controlled laboratory condition, a change of 1 dBA is very difficult to perceive.
- In the outside environment, a 3 dBA change is considered just perceptible.
- An increase of 5 dBA is considered readily perceptible and would generally result in a change in community response.
- A 10 dBA increase is perceived as a doubling in loudness and would likely result in a widespread community response.

Table 1. Sound Levels of Typical Noise Sources and Noise Environments

Noise Source (at a given distance)	Scale of dBA Sound Levels	Noise Environment
Commercial Jet Take-off (200 ft.)	120	Threshold of Pain
Pile Driver (50 ft.)	110	
Ambulance Siren (100 ft.) Newspaper Press (5 ft.) Power Lawn Mower (3 ft.)	100	Very Loud
Motorcycle (25 ft.) Propeller Plane Flyover (1000 ft.) Diesel Truck, 40 mph (50 ft.)	90	
Garbage Disposal (3 ft.)	80	High Urban Ambient Sound
Passenger Car, 65 mph (25 ft.) Vacuum Cleaner (10 ft.)	70	Moderately Loud
Normal Conversation (5 ft.) Air Conditioning Unit (100 ft.)	60	
Light Traffic (100 ft.)	50	
Bird Calls (distant)	40	Lower Limit of Urban Ambient Sound
Soft. Whisper (5 ft.)	30	
	20	Very Quiet
	0	

Source: Compiled by URS Corporation.

Because of the logarithmic nature of the dB unit, sound levels cannot be added or subtracted directly and are somewhat cumbersome to handle mathematically. However, some simple rules are useful in dealing with sound levels. First, if a sound's intensity is doubled, the sound level increases by 3 dB,

regardless of the initial sound level. For example, 60 dB + 60 dB = 63 dB, and 80 dB + 80 dB = 83 dB. However, it requires about a 10 dB increase to double the perceived intensity of a sound.

Because environmental noise varies with time, it is beneficial to define certain measurement terms that are used to characterize this fluctuating quantity. The energy-average level over a specific period is defined as the Equivalent Sound Level. The Equivalent Sound Level (L_{eq}) is the sound pressure level over a time interval that is equivalent to a perfectly constant sound pressure level containing the same acoustic energy over the same interval. Thus, L_{eq} includes all sporadic or transient events occurring during the given event.

In addition to the L_{eq} metric, the statistical distribution of measured sound levels is used to describe the range of noise levels measured during a given period. This metric is presented as L_N, which is the sound level exceeded N percent of the time during a given measurement interval. For example, L_{10} (in dBA) is the sound level exceeded 10 percent of the time and this level is commonly used to represent the peak noise levels of the measurement. L_{50} is the sound level that is exceeded 50 percent of the time and represents the median sound level. L_{90} is the sound level exceeded 90 percent of the time and this level represents the background noise levels of the measurement.

Other descriptors of noise are also commonly used to identify noise/land use compatibility guidelines and assist in the prediction of community reaction to adverse effects of environmental noise, including traffic-generated and industrial noise. These descriptors include the Day-Night Noise Level (DNL or L_{dn}); in California, the Community Noise Equivalent Level (CNEL) descriptor is used. The maximum A-weighted noise level recorded for a single event is defined as L_{max}. Each of these descriptors uses units of dBA. Both L_{dn} and CNEL noise metrics represent 24-hour periods and both apply a time-weighted factor designed to penalize noise events that occur during evening or nighttime hours, when relaxation and sleep disturbance is of more concern. The time-weighting adds a 10 dBA penalty to the hourly L_{eq} noise levels from 10:00 p.m. to 7:00 a.m. (nighttime period) and a 5 dBA penalty from 7:00 p.m. to 10:00 p.m. (evening period). For CNEL, daytime is defined as the time between 7:00 a.m. to 7:00 p.m., and for L_{dn} daytime is defined as the time between 7:00 a.m. to 10:00 p.m. The use of either the CNEL or L_{dn} noise metrics are mandated by state guidelines for noise/land use compatibility planning purposes (State of California, General Plan Guidelines, November 1990) and are the predominant metrics used by local governments to describe noise environments within their jurisdictions.

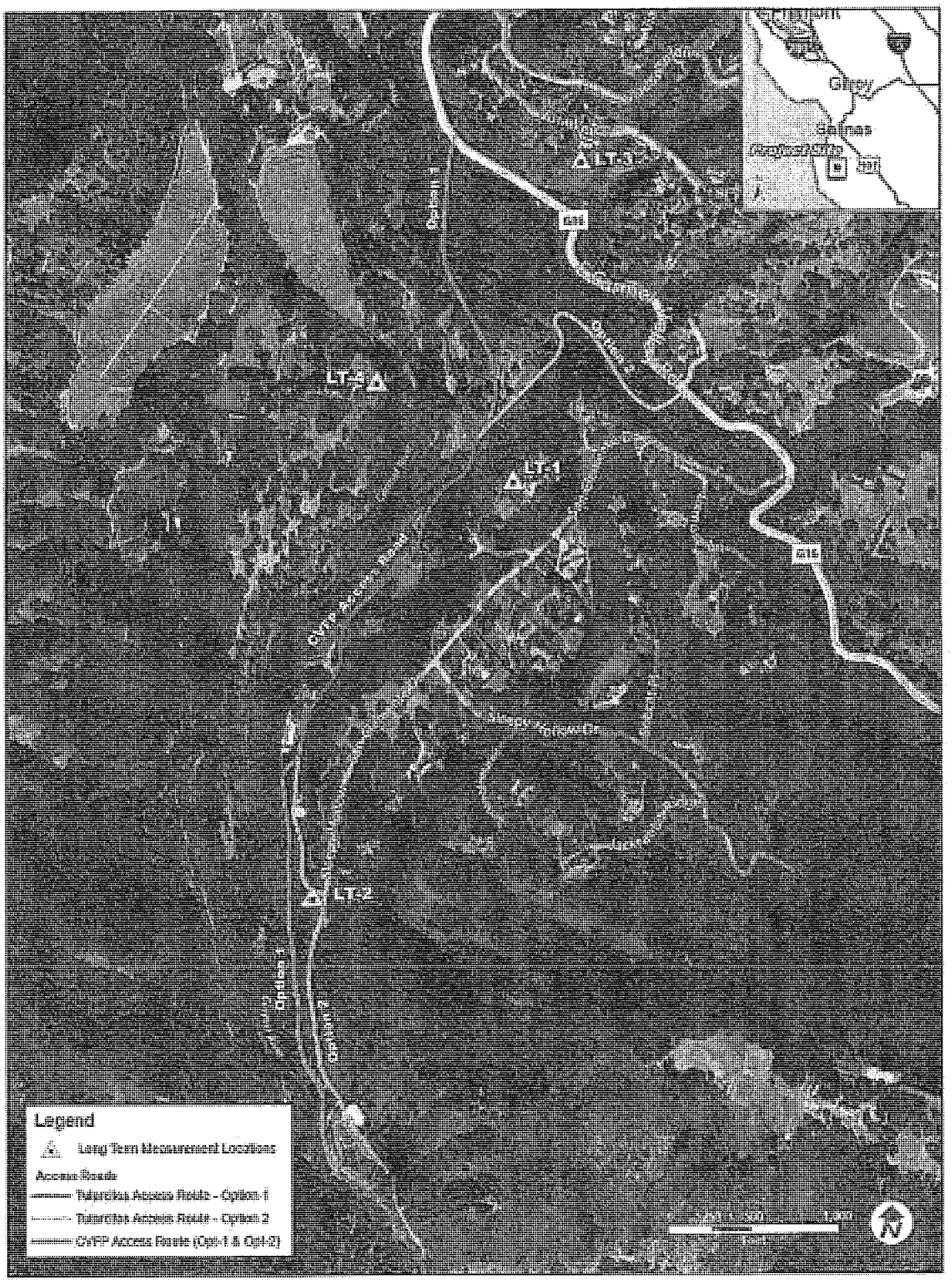
3.0 Local Regulatory Setting

Monterey County's Noise Control Code states, "No person shall, within the unincorporated limits of the County of Monterey, operate any machine, mechanism, device, or contrivance which produces a noise level exceeding 85 dBA measured fifty feet therefrom", but goes on to say "The prohibition in this Section shall not apply to aircraft nor to any such machine, mechanism, device or contrivance which is operated in excess of 2,500 feet from any occupied dwelling unit." Noise-sensitive receivers located further than 2,500 feet away from proposed construction activities will not be subject to the noise standard found in the County of Monterey Noise Control Code.

4.0 Environmental Setting

The existing noise environment was quantified by a noise measurement survey conducted January 15 and 16, 2013 at noise-sensitive receivers located near the Tularcitos Access Route. Ambient noise measurements were conducted at two locations within the Sleepy Hollow community, one location in the Los Tulares community along Vista Verde, and one location in Stonepine Estates. These locations are shown in Figure 1. The purpose of the measurements was to quantify noise exposure in the project environs, with emphasis on locations of noise-sensitive receivers that may be impacted by material deliveries and construction worker trips utilizing the Tularcitos Access Route. Long-term (24-hour) measurements were conducted at each of the four measurement locations. During the noise measurements, the temperature was near 52° Fahrenheit with relative humidity at 43 percent. Winds ranged from calm to light and were rarely at speeds over 5 mph. The sky ranged from clear to partly cloudy throughout the entire noise measurement period. These weather conditions were optimum for obtaining accurate noise measurements.

Figure 1. Ambient Noise Measurement Locations



The sound level meters (SLMs) were placed in key locations that represented the ambient noise levels at nearby noise-sensitive receivers. All sound level meters were configured to measure dBA noise levels at the slow meter response setting. The calibration of each meter was verified in the field before and after each measurement period. Certificates of certification for the ambient noise survey equipment and field measurement data sheets are in Appendices A and B, respectively. Ambient noise levels for the noise measurement sites are presented below.

LT-1: The noise-sensitive receiver located at LT-1 is a single-family home located on Lot 10 within the Sleepy Hollow community. Lot 10 is located in the northwest portion of the Sleepy Hollow community along San Clemente Drive. The SLM was placed in a metal utility box, affixed to a tree located in the backyard of Lot 10, and positioned at an elevation of five feet above existing ground surface. Table 2 lists the hourly results of the 24-hour ambient noise survey conducted at site LT-1. The average daytime ambient noise level (L_{eq}) was 39.8 dBA and hourly L_{eq} noise levels ranged from 36.9 to 43.8 dBA. The average evening ambient noise level (L_{eq}) was 36 dBA and hourly L_{eq} noise levels ranged from 35.3 to 36.9 dBA. The average nighttime ambient noise level (L_{eq}) was 33.7 dBA and hourly L_{eq} noise levels ranged from 33 to 35.1 dBA. The CNEL over the 24-hour measurement period was 41.8 dBA.

Table 2. Ambient Noise Level Measurement at LT-1 (dBA)

Date and Time (Hour-Starting)	L_{eq}	L_{max}	L_{10}	L_{50}	L_{90}	L_{min}
1/15/2013 10:00	39.5	56.0	42.5	35.7	33.2	31.7
1/15/2013 11:00	37.1	47.6	39.3	35.9	34.2	32.7
1/15/2013 12:00	39.5	51.2	41.4	38.8	36.4	34.3
1/15/2013 13:00	38.3	47.2	39.7	37.8	36.4	35.1
1/15/2013 14:00	39.8	49.0	41.5	39.2	37.6	35.5
1/15/2013 15:00	41.0	53.9	42.9	40.0	38.2	36.0
1/15/2013 16:00	40.1	54.2	42.5	38.7	37.3	35.7
1/15/2013 17:00	39.5	46.8	40.9	39.2	37.9	36.7
1/15/2013 18:00	36.9	42.7	38.1	36.6	35.6	34.1
1/15/2013 19:00	36.9	49.4	38.0	36.4	35.2	34.4
1/15/2013 20:00	35.6	40.4	36.9	35.4	34.2	33.1
1/15/2013 21:00	35.3	40.5	36.3	35.1	34.1	32.9
1/15/2013 22:00	34.8	45.2	35.8	34.4	32.8	32.2
1/15/2013 23:00	33.7	38.4	34.3	33.7	33.0	32.2
1/16/2013 0:00	33.1	35.3	33.8	33.2	32.0	30.9
1/16/2013 1:00	33.0	36.1	34.4	32.7	31.8	31.1
1/16/2013 2:00	33.2	38.7	34.5	32.9	31.9	31.3
1/16/2013 3:00	33.1	36.2	33.9	33.1	32.0	31.2
1/16/2013 4:00	33.5	35.2	34.0	33.4	33.0	32.4
1/16/2013 5:00	33.5	39.9	34.4	33.2	32.5	31.5
1/16/2013 6:00	35.1	49.5	36.2	34.7	33.4	32.7

Date and Time (Hour-Starting)	L_{eq}	L_{max}	L_{10}	L_{50}	L_{90}	L_{min}
1/16/2013 7:00	38.6	51.3	40.3	36.5	34.8	32.8
1/16/2013 8:00	38.9	57.1	40.2	37.1	35.4	34.2
1/16/2013 9:00	43.8	64.2	44.6	36.9	35.1	33.8

Source: URS Corporation, 2013.
Notes:
Measurements conducted on January 15 and 16, 2013. Measurement Location: N 36° 27' 30.0", W 121° 42' 42.6."
24-hour L_{eq} = 37.9 dBA; CNEL = 41.8 dBA; Daytime L_{eq} = 39.8 dBA; Evening L_{eq} = 36.0 dBA; Nighttime L_{eq} = 33.7 dBA
Key:
dBA = A-weighted decibel
L_{eq} = equivalent sound level
CNEL = Community Noise Equivalent Level
L_{max} = maximum sound level
L_{10} = sound level exceeded 10% of the time
L_{50} = sound level exceeded 50% of the time
L_{90} = sound level exceeded 90% of the time
L_{min} = minimum sound level

LT-2: The SLM at LT-2 was located across the street from a single-family home located on Lot 1 within the Sleepy Hollow community. Lot 1 is located in the southern portion of the Sleepy Hollow community along San Clemente Drive. The SLM was placed in a metal utility box, affixed to a chain link fence, and positioned at an elevation of five feet above existing ground surface. Table 3 lists the results of the 24-hour ambient noise survey conducted at site LT-2. The average daytime ambient noise level (L_{eq}) was 45 dBA and hourly L_{eq} noise levels ranged from 37.2 to 54.4 dBA. The average evening ambient noise level (L_{eq}) was 38.9 dBA and hourly L_{eq} noise levels ranged from 38.7 to 39.2 dBA. The average nighttime ambient noise level (L_{eq}) was 38.8 dBA and hourly L_{eq} noise levels ranged from 38.5 to 39.6 dBA. The CNEL over the 24-hour measurement period was 46.7 dBA.

Table 3. Ambient Noise Level Measurement at LT-2 (dBA)

Date and Time (Hour-Starting)	L_{eq}	L_{max}	L_{10}	L_{50}	L_{90}	L_{min}
1/15/2013 10:00	39.3	48.5	39.8	39.0	38.4	37.8
1/15/2013 11:00	54.4	85.7	40.5	37.9	37.1	36.2
1/15/2013 12:00	37.2	48.8	38.1	36.9	36.1	35.6
1/15/2013 13:00	42.2	70.2	38.9	37.4	36.6	35.8
1/15/2013 14:00	38.8	56.8	38.5	37.4	36.7	36.0
1/15/2013 15:00	39.7	53.6	41.3	38.8	37.5	36.8
1/15/2013 16:00	39.4	53.8	40.5	38.4	37.6	37.1
1/15/2013 17:00	38.7	41.4	39.1	38.6	38.3	38.1
1/15/2013 18:00	38.7	53.3	38.8	38.3	38.1	37.8
1/15/2013 19:00	39.2	54.9	38.8	38.3	37.9	37.6
1/15/2013 20:00	38.7	41.3	39.2	38.6	38.2	37.7
1/15/2013 21:00	38.7	52.2	39.0	38.5	38.1	37.7
1/15/2013 22:00	39.6	60.7	39.0	38.6	38.2	37.6
1/15/2013 23:00	38.6	40.0	39.0	38.6	38.2	37.8
1/16/2013 0:00	38.5	39.5	38.8	38.5	38.1	37.6
1/16/2013 1:00	38.6	40.0	39.0	38.6	38.3	37.8

Date and Time (Hour-Starting)	L_{eq}	L_{max}	L_{10}	L_{50}	L_{90}	L_{min}
1/16/2013 2:00	38.6	39.6	38.9	38.6	38.2	37.7
1/16/2013 3:00	38.6	40.2	39.0	38.6	38.3	37.7
1/16/2013 4:00	38.7	39.9	39.0	38.7	38.3	38.0
1/16/2013 5:00	38.9	55.7	39.0	38.6	38.3	37.8
1/16/2013 6:00	38.9	40.2	39.3	38.8	38.5	38.1
1/16/2013 7:00	40.5	57.0	40.6	39.1	38.6	38.0
1/16/2013 8:00	39.6	49.3	40.3	39.3	38.7	38.0
1/16/2013 9:00	41.8	57.9	40.8	39.6	39.0	38.2

Source: URS Corporation, 2013.
Notes:
Measurements conducted on January 15 and 16, 2013. Measurement Location: N 36° 27' 05.8", W 121° 42' 57.8"
24-hour L_{eq} = 42.9 dBA; CNEL = 46.7 dBA; Daytime L_{eq} = 45.0 dBA; Evening L_{eq} = 38.9 dBA; Nighttime L_{eq} = 38.8 dBA
Key:
dBA = A-weighted decibel
L_{eq} = equivalent sound level
CNEL = Community Noise Equivalent Level
L_{max} = maximum sound level
L_{10} = sound level exceeded 10% of the time
L_{50} = sound level exceeded 50% of the time
L_{90} = sound level exceeded 90% of the time
L_{min} = minimum sound level

LT-3: The SLM at LT-3 was located in the backyard of the single-family home located at 220 Vista Verde within the Los Tulares community that is located north of Carmel Valley Road. The SLM was placed in a metal utility box, affixed to a wooden fence post in the backyard, and positioned at an elevation of five feet above existing ground surface. Table 4 lists the results of the 24-hour ambient noise survey conducted at site LT-3. The average daytime ambient noise level (L_{eq}) was 45.4 dBA and hourly L_{eq} noise levels ranged from 42.2 to 46.8 dBA. The average evening ambient noise level (L_{eq}) was 42.5 dBA and hourly L_{eq} noise levels ranged from 42.2 to 43 dBA. The average nighttime ambient noise level (L_{eq}) was 41.3 dBA and hourly L_{eq} noise levels ranged from 40.4 to 44 dBA. The CNEL over the 24-hour measurement period was 48.7 dBA.

Table 4. Ambient Noise Level Measurement at LT-3 (dBA)

Date and Time (Hour-Starting)	L_{eq}	L_{max}	L_{10}	L_{50}	L_{90}	L_{min}
1/15/2013 11:00	44.6	61.9	46.4	39.8	37.6	36.1
1/15/2013 12:00	43.9	59.0	47.3	40.4	37.6	35.8
1/15/2013 13:00	42.2	54.9	45.4	39.3	37.3	35.7
1/15/2013 14:00	46.3	58.5	50.0	43.8	39.4	36.8
1/15/2013 15:00	45.1	56.8	49.0	42.2	38.5	36.6
1/15/2013 16:00	46.1	59.2	50.2	43.1	38.6	36.3
1/15/2013 17:00	45.8	57.2	49.9	42.5	39.6	37.5
1/15/2013 18:00	45.2	60.7	48.7	42.2	40.1	38.9
1/15/2013 19:00	43.0	54.2	45.8	40.5	39.5	38.7
1/15/2013 20:00	42.4	57.5	44.3	40.3	39.5	38.8
1/15/2013 21:00	42.2	57.4	43.7	40.3	39.7	38.9
1/15/2013 22:00	41.3	55.7	42.2	40.1	39.1	38.2

Date and Time (Hour-Starting)	L_{eq}	L_{max}	L_{10}	L_{50}	L_{90}	L_{min}
1/15/2013 23:00	40.6	50.7	41.6	40.3	39.4	38.2
1/16/2013 0:00	40.4	49.5	41.3	40.1	39.4	38.4
1/16/2013 1:00	40.6	48.2	41.9	40.2	39.3	38.4
1/16/2013 2:00	40.6	48.9	42.2	40.2	39.3	38.3
1/16/2013 3:00	40.6	46.8	41.7	40.3	39.4	38.5
1/16/2013 4:00	40.5	49.4	41.6	40.1	39.3	38.6
1/16/2013 5:00	41.5	56.8	42.1	40.5	39.5	38.5
1/16/2013 6:00	44.0	56.3	46.7	41.5	40.2	39.2
1/16/2013 7:00	46.8	65.7	49.8	44.2	41.3	40.2
1/16/2013 8:00	46.6	65.4	49.2	43.7	40.9	39.2
1/16/2013 9:00	45.0	60.2	47.6	42.2	39.7	38.3
1/16/2013 10:00	44.7	63.0	47.2	42.3	39.6	38.2

Source: URS Corporation, 2013.
Notes:
Measurements conducted on January 15 and 16, 2013. Measurement Location: N 36° 27' 48.7", W 121° 42' 37.3."
24-hour L_{eq} = 43.9 dBA; CNEL = 48.7 dBA; Daytime L_{eq} = 45.4 dBA; Evening L_{eq} = 42.5 dBA; Nighttime L_{eq} = 41.3 dBA
Key:
dBA = A-weighted decibel
L_{eq} = equivalent sound level
CNEL = Community Noise Equivalent Level
L_{max} = maximum sound level
L_{10} = sound level exceeded 10% of the time
L_{50} = sound level exceeded 50% of the time
L_{90} = sound level exceeded 90% of the time
L_{min} = minimum sound level

LT-4: The SLM at LT-4 was located in the backyard of the guest house located within the Stonepine Estates. The SLM was placed in a metal utility box, affixed to a wooden fence post in the backyard, and positioned at an elevation of five feet above existing ground surface. Table 4 lists the results of the 24-hour ambient noise survey conducted at site LT-4. The average daytime ambient noise level (L_{eq}) was 41.7 dBA and hourly Leq noise levels ranged from 40.2 to 43.5 dBA. The average evening ambient noise level (L_{eq}) was 40.8 dBA and hourly Leq noise levels ranged from 40.7 to 40.8 dBA. The average nighttime ambient noise level (L_{eq}) was 40.2 dBA and hourly Leq noise levels ranged from 40 to 40.6 dBA. The CNEL over the 24-hour measurement period was 47.1 dBA.

Table 5. Ambient Noise Level Measurement at LT-4 (dBA)

Date and Time (Hour-Starting)	L_{eq}	L_{max}	L_{10}	L_{50}	L_{90}	L_{min}
1/15/2013 11:00	41.2	53.8	41.1	39.5	39.0	38.5
1/15/2013 12:00	40.2	50.5	41.1	39.9	39.2	38.5
1/15/2013 13:00	41.0	59.0	41.5	40.5	39.8	39.1
1/15/2013 14:00	42.0	60.8	42.7	41.1	40.2	39.4
1/15/2013 15:00	42.2	57.5	43.4	41.6	40.5	39.5
1/15/2013 16:00	41.8	57.8	43.7	40.9	40.1	39.3
1/15/2013 17:00	41.7	45.2	42.5	41.6	40.8	40.2
1/15/2013 18:00	40.9	43.4	41.4	40.7	40.3	39.9

Date and Time (Hour-Starting)	L_{eq}	L_{max}	L_{10}	L_{50}	L_{90}	L_{min}
1/15/2013 19:00	40.8	46.6	41.2	40.6	40.3	39.9
1/15/2013 20:00	40.8	47.6	41.2	40.8	40.4	40.0
1/15/2013 21:00	40.7	43.0	41.1	40.6	40.2	39.8
1/15/2013 22:00	40.6	45.3	41.1	40.4	39.9	39.7
1/15/2013 23:00	40.2	52.6	40.4	40.1	39.7	39.4
1/16/2013 0:00	40.0	40.7	40.3	39.9	39.6	39.3
1/16/2013 1:00	40.0	41.1	40.3	39.9	39.6	39.3
1/16/2013 2:00	40.0	41.0	40.4	39.9	39.6	39.3
1/16/2013 3:00	40.0	40.9	40.4	40	39.7	39.4
1/16/2013 4:00	40.2	41.4	40.6	40.2	39.8	39.6
1/16/2013 5:00	40.1	41.3	40.4	40.1	39.8	39.5
1/16/2013 6:00	40.6	46.4	41.3	40.4	40.0	39.4
1/16/2013 7:00	43.5	67.7	43.4	41.2	40.4	40.0
1/16/2013 8:00	42.0	63.5	42.6	40.8	40.1	39.4
1/16/2013 9:00	42.0	57.6	41.6	40	39.4	38.8
1/16/2013 10:00	41.1	57.7	42.1	40.4	39.4	38.5

Source: URS Corporation, 2013.
Notes:
Measurements conducted on January 15 and 16, 2013. Measurement Location: N 36° 27' 35.9", W 121° 42' 52.6"
24-hour L_{eq} = 41.1 dBA; CNEL = 47.1 dBA; Daytime L_{eq} = 41.7 dBA; Evening L_{eq} = 40.8 dBA; Nighttime L_{eq} = 40.2 dBA
Key:
dBA = A-weighted decibel
L_{eq} = equivalent sound level
CNEL = Community Noise Equivalent Level
L_{max} = maximum sound level
L_{10} = sound level exceeded 10% of the time
L_{50} = sound level exceeded 50% of the time
L_{90} = sound level exceeded 90% of the time
L_{min} = minimum sound level

5.0 Significance Thresholds

Significance thresholds for noise are based on the perceptible increase in CNEL at the areas of frequent use on the properties of noise-sensitive residential land uses near the two proposed entrances and access routes associated with the Tularcitos Access Route for the Carmel River Reroute and San Clemente Dam Removal Project. Noise impacts have the potential to be generated by trucks associated with material deliveries in addition to construction workers utilizing the Tularcitos Access Route.

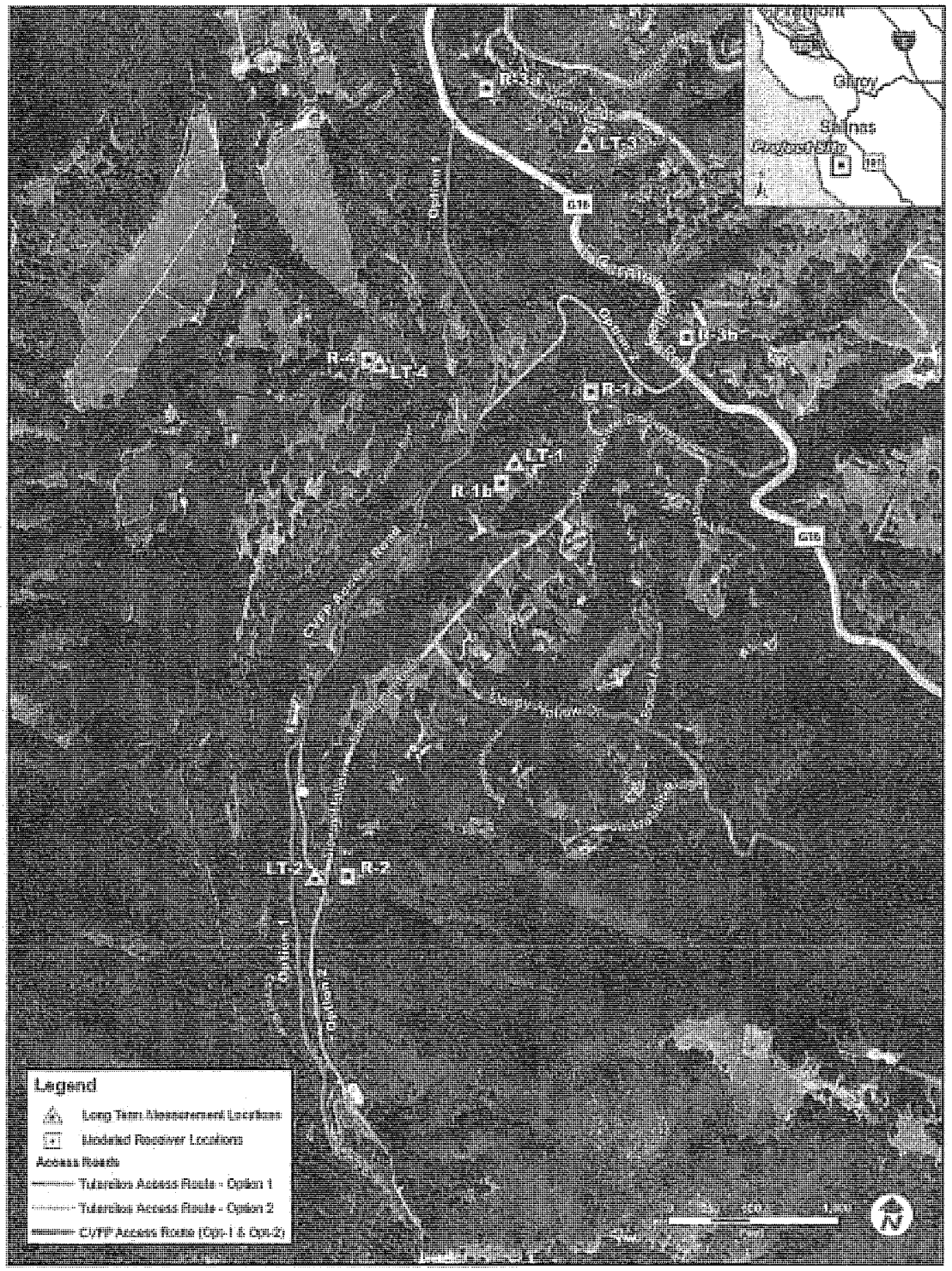
Changes in a noise level of less than 3 decibels A-weighted (dBA) are not typically noticed by the human ear. Some individuals who are extremely sensitive to changes in noise may notice changes from 3 to 5 dBA. An increase of 5 dBA is considered readily perceptible and would generally result in a change in community response. Based on this information, a temporary or periodic increase in the ambient noise level (CNEL) by 5 dBA or more at areas of frequent human use during construction activities associated with the utilization of the Tularcitos Access Route would result in a significant impact. It should be noted that because the CNEL is a 24-hour average noise level, the 5 dBA criterion is not applicable to single vehicle pass-bys.

The measured ambient noise levels are applied to modeled noise-sensitive receivers where there are areas of frequent human use in order to analyze potential noise impacts due to the utilization of Options 1 and 2 for the Tularcitos Access Route. Table 6 summarizes the significance thresholds at each of the noise-sensitive receivers where ambient noise measurements were conducted. The existing CNEL, applicable modeled noise-sensitive receivers, significance threshold (existing CNEL + 5 dBA), and Project construction traffic noise significance threshold at each noise-sensitive receiver are listed. Figure 2 illustrates the locations of all ambient noise measurement locations and modeled noise-sensitive receivers.

Table 6. Significance Thresholds (dBA)

Ambient Noise Measurement Location	Applicable Modeled Noise-Sensitive Receivers – Area of Frequent Human Use	Existing CNEL (dBA)	Significance Threshold (Existing + Project Construction Traffic Noise) (CNEL dBA)	Project Construction Traffic Noise Significance Threshold at Receiver (CNEL dBA)
LT-1	R-1a, R-1b	41.8	46.8	45.1
LT-2	R-2	46.7	51.7	50.0
LT-3	R-3a, R-3b	48.7	53.7	52.0
LT-4	R-4	47.1	52.1	50.4

Figure 2. Ambient Noise Measurement Locations and Modeled Noise-Sensitive Receivers



6.0 Construction Traffic Noise Model

The existing and Project construction traffic noise levels were calculated using the Federal Highway Administration Highway Traffic Noise Prediction Model (FHWA RD-77-108). The model is based on the Calveno reference noise factors for automobiles, medium trucks, and heavy trucks – with consideration given to vehicle volume, speed, roadway configuration, distance to the receiver, and the acoustical characteristics of the area. Soft site conditions are assumed in the model. The model was developed to predict hourly L_{eq} values for free-flowing traffic conditions. The day/night distribution of traffic is factored into the model calculations to assess noise exposure in terms of CNEL (Community Noise Equivalent Level) or L_{dn} (day-night average sound level). The CNEL metric is the standard noise metric used in California in order to identify potential noise impacts caused by increases in traffic over the course of a 24-hour period. Table 7 lists the construction traffic summary during the peak month when Project construction traffic utilizing the Tularcitos Access Route will be at its highest volume and generating the highest noise levels. The peak month will occur in June of 2014 and this month will be used as the worst-case scenario for the noise model. The daily personnel trips, daily material (single hauler) trips, and daily material and mobilization/demobilization (trailer) trips are listed in the table as roundtrips and Average Daily Traffic (ADT) volumes. All Project construction traffic trips are assumed to be occurring during daytime hours (7:00 AM to 7:00 PM). Project construction traffic is assumed to travel at 15 mph along both options for the Tularcitos Access Route.

Table 7. Project Peak Construction ADT along Tularcitos Access Route and Carmel Valley Road

Project Construction Traffic Type	Roundtrips	Project Construction ADT
Daily Personnel Trips	20	40
Daily Mat'l - Single Hauler Unit Trips	12	24
Daily Mat'l & Mob/Demob - Trailer Trips	2	4

The estimated CNEL values that would be generated by Project construction traffic trips along the Tularcitos Access Route for Options 1 and 2, in addition to Carmel Valley Road, were compared to the CNEL values generated by existing traffic conditions to determine the change in CNEL at nearby noise-sensitive receivers. For both Options 1 and 2, it is assumed that there are no existing ADTs along the proposed Tularcitos Access Route. For this traffic noise analysis, a change in the CNEL of 5 dBA or more is considered a significant impact. The noise levels generated by Project construction traffic trips cannot exceed the significance thresholds at the modeled noise-sensitive receivers listed in Table 6.

Due to the rural nature of the environs surrounding the Tularcitos Access Route, additional noise analysis and modeling was conducted in order to quantify the short-term, intermittent increases in noise at areas of frequent human use as the trucks and passenger vehicles pass nearby. The L_{max} values generated by the trucks and passenger vehicles were compared to the average daytime L_{eq} values in order to quantify the potential noise increases at each modeled receiver location. These potential noise increases will only be audible as the vehicles travel along the Option 1 and 2 alignments and near the modeled receivers and will dissipate quickly.

7.0 Project Construction Traffic Noise

Noise generated by Project construction traffic trips along Options 1 and 2 for the Tularcitos Access Route are modeled at areas of frequent human use near the two proposed routes. The CNEL values found in Table 6 are applied to the areas of frequent human use at noise-sensitive receivers located near the four long-term measurement locations. The 68 trips (round trips for 20 cars and 14 single hauler units/trailers) were input into the noise model along Option 1 and Option 2 in order to model the potential increase in noise caused by Project peak construction traffic. This peak month construction traffic occurs at similar levels for only four months of the 3-year construction schedule. The average number of trucks per day over the period when construction is occurring (i.e. excluding the winter periods when there are zero truck trips) is 3 trucks per day. Tables 8 and 9 list the modeled receiver, distance to the Tularcitos Access Route, measured existing CNEL at the receiver, modeled CNEL at the receivers due to Project construction traffic along the Tularcitos Access Route, the measured plus modeled CNEL at each receiver, and the change in CNEL due to the implementation of each Option for the Tularcitos Access Route, respectively. The increase in CNEL at each noise-sensitive receiver due to the introduction of Project peak construction traffic along both Options 1 and 2 for the Tularcitos Access Route will be less than 5 dBA.

A typical diesel truck passby generates a noise level of up to 85 dBA Lmax at a distance of 50 feet and a typical passenger vehicle passby generates a noise level of up to 65 dBA Lmax at a distance of 50 feet. Due to the relatively low ambient noise level conditions near the proposed Tularcitos Access Route, trucks and passenger vehicles passing by homes located near the Option 1 and 2 alignments will be briefly noticeable as they pass nearby. For Option 1, Tables 10 and 11 summarize the noise levels that will be audible at each modeled receiver as the trucks and passenger vehicles, respectively, pass by the areas of frequent human use. For Option 2, Tables 12 and 13 summarize the noise levels that will be audible at each modeled receiver as the trucks and passenger vehicles, respectively, pass by the areas of frequent human use. There will be short-term, intermittent increases in noise levels at most of the areas of frequent human use as the trucks and passenger vehicles travel along the Option 1 and 2 alignments. These increases in noise will only be noticeable as the trucks and passenger vehicles pass nearby and will quickly dissipate as the vehicles travel along the Tularcitos Access Route toward the Project site.

As noted above, peak construction traffic of 11 to 14 trucks per day (equaling 22 to 28 round trips) occurs for four months of the 3-year construction schedule. The average number of trucks per day over the period when construction is occurring (i.e. excluding the winter periods when there are zero truck trips) is 3 trucks per day, or 6 round trips.

Table 8. Change in CNEL Due to Project Peak Construction Traffic along the Tularcitos Access Route at Modeled Receivers – Option 1

Area of Frequent Human Use Modeled Receiver	Closest Distance from Option 1 Access Route to Receiver (feet)	Measured Existing CNEL at Receiver (dBA)	Modeled Option 1 CNEL at Receiver (dBA)	Measured Existing CNEL Plus Modeled Option 1 CNEL (dBA)	Change in CNEL (dBA)
R-1a	540	41.8	29.8	42.1	0.3
R-1b	275	41.8	34.2	42.5	0.7
R-2	340	46.7	32.8	46.9	0.2
R-3a	275	48.7	34.2	48.9	0.2
R-3b	1,140	48.7	24.9	48.7	0.0
R-4	700	47.1	28.1	47.2	0.1

Table 9. Change in CNEL Due to Project Peak Construction Traffic along the Tularcitos Access Route at Modeled Receivers – Option 2

Area of Frequent Human Use Modeled Receiver	Closest Distance from Option 2 Access Route to Receiver (feet)	Measured Existing CNEL at Receiver (dBA)	Modeled Option 2 CNEL at Receiver (dBA)	Measured Existing CNEL Plus Modeled Option 2 CNEL (dBA)	Change in CNEL (dBA)
R-1a	160	41.8	37.7	43.2	1.4
R-1b	275	41.8	34.2	42.5	0.7
R-2	125	46.7	39.3	47.4	0.7
R-3a	1,440	48.7	23.4	48.7	0.0
R-3b	225	48.7	35.5	48.9	0.2
R-4	800	47.1	27.2	47.1	0.0

Table 10. Short-Term Increase in Noise Levels at Modeled Receivers Due to Trucks Traveling along the Tularcitos Access Route – Option 1

Area of Frequent Human Use Modeled Receiver	Closest Distance from Option 1 Access Route to Receiver (feet)	Measured Existing Daytime L_{eq} at Receiver (dBA)	Modeled Option 1 L_{max} at Receiver Due to Truck Passby (dBA)	Short-Term Increase in Noise Level Above Existing Daytime L_{eq} as Truck Passes Nearby (dBA)
R-1a	540	39.8	64.3	24.5
R-1b	275	39.8	70.2	30.4
R-2	340	45.0	68.3	23.3
R-3a	275	45.4	70.2	24.8
R-3b	1,140	45.4	57.8	12.4
R-4	700	41.7	62.1	20.4

Table 11. Short-Term Increase in Noise Levels at Modeled Receivers Due to Passenger Vehicles Traveling along the Tularcitos Access Route – Option 1

Area of Frequent Human Use Modeled Receiver	Closest Distance from Option 1 Access Route to Receiver (feet)	Measured Existing Daytime L_{eq} at Receiver (dBA)	Modeled Option 1 L_{max} at Receiver Due to Passenger Vehicle Passby (dBA)	Short-Term Increase in Noise Level Above Existing Daytime L_{eq} as Passenger Vehicle Passes Nearby (dBA)
R-1a	540	39.8	44.3	4.5
R-1b	275	39.8	50.2	10.4
R-2	340	45.0	48.3	3.3
R-3a	275	45.4	50.2	4.8
R-3b	1,140	45.4	37.8	0.0
R-4	700	41.7	42.1	0.4

Table 12. Short-Term Increase in Noise Levels at Modeled Receivers Due to Trucks Traveling along the Tularcitos Access Route – Option 2

Area of Frequent Human Use Modeled Receiver	Closest Distance from Option 2 Access Route to Receiver (feet)	Measured Existing Daytime L_{eq} at Receiver (dBA)	Modeled Option 2 L_{max} at Receiver Due to Truck Passby (dBA)	Short-Term Increase in Noise Level Above Existing Daytime L_{eq} as Truck Passes Nearby (dBA)
R-1a	160	39.8	74.9	35.1
R-1b	275	39.8	70.2	30.4
R-2	125	45.0	77.0	32.0
R-3a	1,440	45.4	55.8	10.4
R-3b	225	45.4	71.9	26.5
R-4	800	41.7	60.9	19.2

Table 13. Short-Term Increase in Noise Levels at Modeled Receivers Due to Passenger Vehicles Traveling along the Tularcitos Access Route – Option 2

Area of Frequent Human Use Modeled Receiver	Closest Distance from Option 2 Access Route to Receiver (feet)	Measured Existing Daytime L_{eq} at Receiver (dBA)	Modeled Option 2 L_{max} at Receiver Due to Passenger Vehicle Passby (dBA)	Short-Term Increase in Noise Level Above Existing Daytime L_{eq} as Passenger Vehicle Passes Nearby (dBA)
R-1a	160	39.8	54.9	15.1
R-1b	275	39.8	50.2	10.4
R-2	125	45.0	57.0	12.0
R-3a	1,440	45.4	35.8	0.0
R-3b	225	45.4	51.9	6.5
R-4	800	41.7	40.9	0.0

8.0 References

County of Monterey. 1993. County of Monterey Code of Ordinance, Chapter 10.60 – Noise Control.

Appendix A

Certification of Calibration for Ambient Noise Survey Equipment

PCB PIEZOTRONICS
A PCB GROUP COMPANY

Certificate of Calibration and Conformance

Certificate Number 2011-151007

Instrument Model CAL200, Serial Number 2794, was calibrated on 02NOV2011. The instrument meets factory specifications per Procedure D0001.8190.

Instrument found to be in calibration as received: YES
Date Calibrated: 02NOV2011
Calibration due: 02NOV2013

Calibration Standards Used

MANUFACTURER	MODEL	SERIAL NUMBER	INTERVAL	CAL. DUE	TRACEABILITY NO.
Larson Davis	2559	2504	12 Months	29NOV2011	17665-1
PCB	1502B02FJ15PSIA	1342	12 Months	06DEC2011	3374488329
Larson Davis	2900	0661	12 Months	05APR2012	2011-141857
Hewlett Packard	34401A	3146A10352	12 Months	21AUG2012	5335364
Larson Davis	PRM915	0112	12 Months	09SEP2012	2011-148845
Larson Davis	PRM902	0480	12 Months	09SEP2012	2011-148846
Larson Davis	MTS1000/2201	0111	12 Months	09SEP2012	SM090911

Reference Standards are traceable to the National Institute of Standards and Technology (NIST)

Calibration Environmental Conditions

Environmental test conditions as shown on calibration report.

Affirmations

This Certificate attests that this instrument has been calibrated under the stated conditions with Measurement and Test Equipment (M&TE) Standards traceable to the U.S. National Institute of Standards and Technology (NIST). All of the Measurement Standards have been calibrated to their manufacturers' specified accuracy / uncertainty. Evidence of traceability and accuracy is on file at Provo Engineering & Manufacturing Center. An acceptable accuracy ratio between the Standard(s) and the item calibrated has been maintained. This instrument meets or exceeds the manufacturer's published specification unless noted.

This calibration complies with the requirements of ISO 17025 and ANSI Z540. The collective uncertainty of the Measurement Standard used does not exceed 25% of the applicable tolerance for each characteristic calibrated unless otherwise noted.

The results documented in this certificate relate only to the item(s) calibrated or tested. A one year calibration is recommended, however calibration interval assignment and adjustment are the responsibility of the end user. This certificate may not be reproduced, except in full, without the written approval of the issuer.

Before: 114.06 dB, 94.05 dB, 1000.1 Hz @ sea level
After: Refer to Certificate of Measured Output

Signed: Scott Montgomery
Technician: Scott Montgomery

Provo Engineering and Manufacturing Center, 1681 West 820 North, Provo, Utah 84601
Toll Free: 888.258.3222 Telephone: 716.926.8243 Fax: 716.926.8215
ISO 9001-2008 Certified

PCB PIEZOTRONICS
A PCB GROUP COMPANY

Certificate of Calibration and Conformance

Certificate Number 2012-162320

Instrument Model 820, Serial Number 1470, was calibrated on 06AUG2012. The instrument meets factory specifications per Procedure D0001.8160, ANSI S1.4 1983, IEC 651-Type 1 1979, and IEC 804-Type 1 1985.

Instrument found to be in calibration as received: NO
Date Calibrated: 06AUG2012
Calibration due: 06AUG2013

Calibration Standards Used

MANUFACTURER	MODEL	SERIAL NUMBER	INTERVAL	CAL DUE	TRACEABILITY NO.
Larson Davis	LDSigGn2209	0589 / 0103	12 Months	08DEC2012	2011-152462

Reference Standards are traceable to the National Institute of Standards and Technology (NIST)

Calibration Environmental Conditions

Temperature: 24 ° Centigrade

Relative Humidity: 31 %

Affirmations

This Certificate attests that this instrument has been calibrated under the stated conditions with Measurement and Test Equipment (M&TE) Standards traceable to the U.S. National Institute of Standards and Technology (NIST). All of the Measurement Standards have been calibrated to their manufacturers' specified accuracy / uncertainty. Evidence of traceability and accuracy is on file at Provo Engineering & Manufacturing Center. An acceptable accuracy ratio between the Standard(s) and the item calibrated has been maintained. This instrument meets or exceeds the manufacturer's published specification unless noted.

This calibration complies with the requirements of ISO 17025 and ANSI Z540. The collective uncertainty of the Measurement Standard used does not exceed 25% of the applicable tolerance for each characteristic calibrated unless otherwise noted.

The results documented in this certificate relate only to the item(s) calibrated or tested. A one year calibration is recommended, however calibration interval assignment and adjustment are the responsibility of the end user. This certificate may not be reproduced, except in full, without the written approval of the issuer.

See "As Received" data
Tested with PRM828 S/N 0917

Signed: Nick Rasmussen
Technician: Nick Rasmussen

Provo Engineering and Manufacturing Center, 1681 West 820 North, Provo, Utah 84601
Toll Free: 888.258.3222 Telephone: 716.926.8243 Fax: 716.926.8215
ISO 9001-2008 Certified

PCB PIEZOTRONICS
A PCB GROUP COMPANY

Certificate of Calibration and Conformance

Certificate Number 2012-153626

Instrument Model 820, Serial Number 1528, was calibrated on 11JAN2012. The instrument meets factory specifications per Procedure D0001.8160, ANSI S1.4 1983, IEC 651-Type 1 1979, and IEC 804-Type 1 1985.

Instrument found to be in calibration as received: NO
Date Calibrated: 11JAN2012
Calibration due: 11JAN2014

Calibration Standards Used

MANUFACTURER	MODEL	SERIAL NUMBER	INTERVAL	CAL. DUE	TRACEABILITY NO.
Larson Davis	LDSigGn2209	0277 / 0109	12 Months	21MAR2012	2011-141059

Reference Standards are traceable to the National Institute of Standards and Technology (NIST)

Calibration Environmental Conditions

Temperature: 23 ° Centigrade

Relative Humidity: 27 %

Affirmations

This Certificate attests that this instrument has been calibrated under the stated conditions with Measurement and Test Equipment (M&TE) Standards traceable to the U.S. National Institute of Standards and Technology (NIST). All of the Measurement Standards have been calibrated to their manufacturers' specified accuracy / uncertainty. Evidence of traceability and accuracy is on file at Provo Engineering & Manufacturing Center. An acceptable accuracy ratio between the Standard(s) and the item calibrated has been maintained. This instrument meets or exceeds the manufacturer's published specification unless noted.

This calibration complies with the requirements of ISO 17025 and ANSI Z540. The collective uncertainty of the Measurement Standard used does not exceed 25% of the applicable tolerance for each characteristic calibrated unless otherwise noted.

The results documented in this certificate relate only to the item(s) calibrated or tested. A one year calibration is recommended, however calibration interval assignment and adjustment are the responsibility of the end user. This certificate may not be reproduced, except in full, without the written approval of the issuer.

"AS RECEIVED" data unavailable due to unit failure.
Tested with PRM828-2437

Signed: Ron Harris
Technician: Ron Harris

Provo Engineering and Manufacturing Center, 1681 West 820 North, Provo, Utah 84601
Toll Free: 888.258.3222 Telephone: 716.926.8243 Fax: 716.926.8215
ISO 9001:2008 Certified

PCB PIEZOTRONICS
A PCB GROUP COMPANY

Certificate of Calibration and Conformance

Certificate Number 2011-151300

Instrument Model 820, Serial Number 1768, was calibrated on 08NOV2011. The instrument meets factory specifications per Procedure D0001.8160, ANSI S1.4 1983, IEC 651-Type 1 1979, and IEC 804-Type 1 1985.

Instrument found to be in calibration as received: YES
Date Calibrated: 08NOV2011
Calibration due: 08NOV2013

Calibration Standards Used

MANUFACTURER	MODEL	SERIAL NUMBER	INTERVAL	CAL. DUE	TRACEABILITY NO.
Larson Davis	LDSigGn2239	0099 / 0104	12 Months	18JAN2012	2011-138645

Reference Standards are traceable to the National Institute of Standards and Technology (NIST)

Calibration Environmental Conditions

Temperature: 23 ° Centigrade

Relative Humidity: 25 %

Affirmations

This Certificate attests that this instrument has been calibrated under the stated conditions with Measurement and Test Equipment (M&TE) Standards traceable to the U.S. National Institute of Standards and Technology (NIST). All of the Measurement Standards have been calibrated to their manufacturers' specified accuracy / uncertainty. Evidence of traceability and accuracy is on file at Provo Engineering & Manufacturing Center. An acceptable accuracy ratio between the Standard(s) and the item calibrated has been maintained. This instrument meets or exceeds the manufacturer's published specification unless noted.

This calibration complies with the requirements of ISO 17025 and ANSI Z540. The collective uncertainty of the Measurement Standard used does not exceed 25% of the applicable tolerance for each characteristic calibrated unless otherwise noted.

The results documented in this certificate relate only to the item(s) calibrated or tested. A one year calibration is recommended, however calibration interval assignment and adjustment are the responsibility of the end user. This certificate may not be reproduced, except in full, without the written approval of the issuer.

"AS RECEIVED" data same as shipped data.
Tested with PRM828-2751

Signed: Ron Harris
Technician: Ron Harris

Provo Engineering and Manufacturing Center, 1681 West 820 North, Provo, Utah 84601
Toll Free: 888.258.3222 Telephone: 716.926.8243 Fax: 716.926.8215
ISO 9001:2008 Certified

PCB PIEZOTRONICS
A PCB GROUP COMPANY

Certificate of Calibration and Conformance

Certificate Number 2012-162318

Instrument Model 820, Serial Number 1597, was calibrated on 16JUL2012. The instrument meets factory specifications per Procedure D0001.8160, ANSI S1.4 1983, IEC 651-Type 1 1979, and IEC 804-Type 1 1985.

Instrument found to be in calibration as received: YES
Date Calibrated: 16JUL2012
Calibration due: 16JUL2013

Calibration Standards Used

MANUFACTURER	MODEL	SERIAL NUMBER	INTERVAL	CAL. DUE	TRACEABILITY NO.
Larson Davis	LDSigGrv2209	0589 / 0103	12 Months	09DEC2012	2011-152462

Reference Standards are traceable to the National Institute of Standards and Technology (NIST)

Calibration Environmental Conditions

Temperature: 24 ° Centigrade

Relative Humidity: 40 %

Affirmations

This Certificate attests that this instrument has been calibrated under the stated conditions with Measurement and Test Equipment (M&TE) Standards traceable to the U.S. National Institute of Standards and Technology (NIST). All of the Measurement Standards have been calibrated to their manufacturers' specified accuracy / uncertainty. Evidence of traceability and accuracy is on file at Provo Engineering & Manufacturing Center. An acceptable accuracy ratio between the Standard(s) and the item calibrated has been maintained. This instrument meets or exceeds the manufacturer's published specification unless noted.

This calibration complies with the requirements of ISO 17025 and ANSI Z540. The collective uncertainty of the Measurement Standard used does not exceed 25% of the applicable tolerance for each characteristic calibrated unless otherwise noted.

The results documented in this certificate relate only to the item(s) calibrated or tested. A one year calibration is recommended, however calibration interval assignment and adjustment are the responsibility of the end user. This certificate may not be reproduced, except in full, without the written approval of the issuer.

"As Received" data is the same as shipped data
Tested with PRM828 S/N 2491

Signed: Nick Rasmussen
Technician: Nick Rasmussen

Provo Engineering and Manufacturing Center, 1681 West 820 North, Provo, Utah 84601
Toll Free: 888.258.3222 Telephone: 716.926.8243 Fax: 716.926.8215
ISO 9001:2008 Certified

Appendix B

Ambient Noise Level Field Measurement Data Sheets

FIELD MEASUREMENT DATA SHEET

URS Project Name: San Clemente Dam 2 Job # 26818107.00210

SITE IDENTIFICATION: LT-1 OBSERVER(s): P( ) Team: RM + JK
START DATE & TIME: 9:07 1/15/13 END DATE & TIME: 10:23 1/16/13
ADDRESS: Lot 10 at San Clemente Drive
CITY:
GPS coordinates: N- 36° 27' 30.0" W- 121° 42' 42.6"

TEMP: 52 °F HUMIDITY: 43 % R.H. WIND: CALM / LIGHT MODERATE VARIABLE
WINDSPEED: MPH DIR: N NE E SE S SW W NW STEADY GUSTY MPH
SKY: CLEAR SUNNY DARK PARTLY CLOUDY OVRCST FOG DRIZZLE RAIN Other:

INSTRUMENT: LD 820 TYPE: 1 / 2 SERIAL #: 1766 blue
CALIBRATOR: LD CAL 200 SERIAL #: 2794
CALIBRATION CHECK: PRE-TEST 93.9 dBA SPL POST-TEST 93.8 dBA SPL WINDSCREEN X
SETTINGS: A-WEIGHTED SLOW FAST FRONTAL RANDOM ANSI OTHER:

Rec #	Start Time / End Time							
1	9:07 / 10:23	L_{eq}	L_{max}	L_{min}	L_{90}	L_{50}	L_{10}	
/	/	L_{eq}	L_{max}	L_{min}	L_{90}	L_{50}	L_{10}	
/	/	L_{eq}	L_{max}	L_{min}	L_{90}	L_{50}	L_{10}	
/	/	L_{eq}	L_{max}	L_{min}	L_{90}	L_{50}	L_{10}	

COMMENTS:

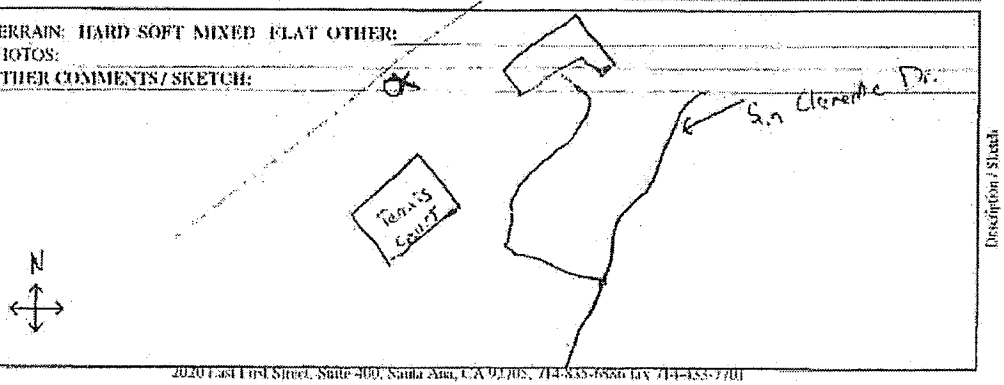
PRIMARY NOISE(S): TRAFFIC AIRCRAFT RAIL INDUSTRIAL AMBIENT OTHER
ROADWAY TYPE:
COUNT DURATION: -MINUTE

	SPEED (mph) NB / EB / SB / WB	SPEED (mph) NB EB / SB WB	#2 COUNT: NB / EB / SB / WB	SPEED (mph) NB EB / SB WB
AUTOS:	/	/	/	/
MED. TRUCKS:	/	/	/	/
HVY TRUCKS:	/	/	/	/
BUSES:	/	/	/	/
MOTORCYCLES:	/	/	/	/

SPEED ESTIMATED BY: RADAR / DRIVING / OBSERVER

OTHER NOISE SOURCES: distant AIRCRAFT overhead / RUSTLING LEAVES / distant BARKING DOGS / BIRDS
distant CHILDREN PLAYING / distant TRAFFIC / distant LANDSCAPING / distant TRAINS
OTHER:

TERRAIN: HARD SOFT MIXED FLAT OTHER:
PHOTOS:
OTHER COMMENTS / SKETCH:



Weather | Acoustic Measurements | Source Info and Traffic Counts | Description / Sketch

2020 East First Street, Suite 400, Santa Ana, CA 92705, 714-933-6860 fax 714-933-7101

FIELD MEASUREMENT DATA SHEET

URS

Project Name: San Clemente Dam 2 Job # 26818107.00910

SITE IDENTIFICATION: LT-2 OBSERVER(s): P( ) Team: RM
START DATE & TIME: 9:30 1/15/13 END DATE & TIME: 10:30 1/16/13
ADDRESS: Lot 1 across the street
CITY:
GPS coordinates: N- 36° 27' 05.5" W- 121° 42' 57.0"

TEMP: 52 °F HUMIDITY: 43 % R.H. WIND: CALM LIGHT MODERATE VARIABLE
WINDSPEED: MPH DIR: N NE E SE S SW W NW STEADY GUSTY MPH
SKY: CLEAR SUNNY DARK PARTLY CLOUDY OVRCST FOG DRIZZLE RAIN Other:

INSTRUMENT: LD 820 TYPE: 1 2 SERIAL #: 1528 red
CALIBRATOR: LD CAL 200 SERIAL #: 2794
CALIBRATION CHECK: PRE-TEST 94 dBA SPL POST-TEST 94.3 dBA SPL: WINDSCREEN X
SETTINGS: A-WEIGHTED SLOW FAST FRONTAL RANDOM ANSI OTHER:

Rec #	Start Time / End Time						
/	9:30 / 10:30	L_{eq}	L_{max}	L_{min}	L_{50}	L_{25}	L_{10}
/	/	L_{eq}	L_{max}	L_{min}	L_{50}	L_{25}	L_{10}
/	/	L_{eq}	L_{max}	L_{min}	L_{50}	L_{25}	L_{10}
/	/	L_{eq}	L_{max}	L_{min}	L_{50}	L_{25}	L_{10}

COMMENTS:

Acoustic Measurements

PRIMARY NOISE(S): TRAFFIC AIRCRAFT RAIL INDUSTRIAL AMBIENT OTHER
ROADWAY TYPE:
COUNT DURATION: -MINUTE

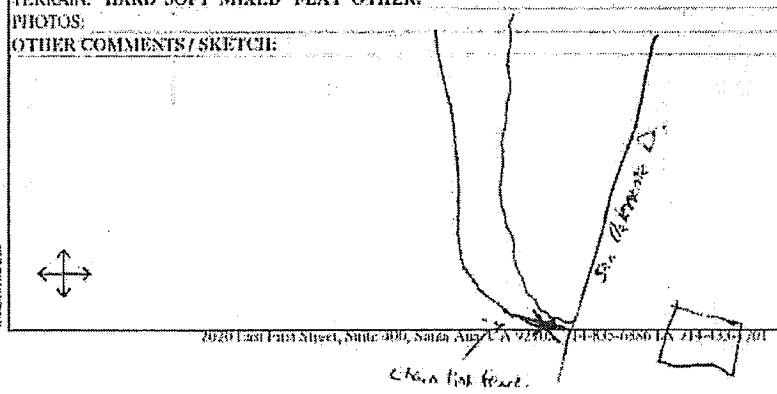
	SPEED (mph) NB EB / SB WB	#2 COUNT: NB / EB / SB / WB	SPEED (mph) NB EB / SB WB
AUTOS:	/	/	/
MED. TRUCKS:	/	/	/
HVY TRUCKS:	/	/	/
BUSES:	/	/	/
MOTORCYCLES:	/	/	/

SPEED ESTIMATED BY: RADAR / DRIVING / OBSERVER

OTHER NOISE SOURCES: distant AIRCRAFT overhead / RUSTLING LEAVES / distant BARKING DOGS / BIRDS
distant CHILDREN PLAYING / distant TRAFFIC / distant LANDSCAPING / distant TRAINS
OTHER:

Source Info and Traffic Counts

TERRAIN: HARD SOFT MIXED FLAT OTHER:
PHOTOS:
OTHER COMMENTS / SKETCH:



Description / Sketch

2020 East First Street, Suite 400, Santa Ana, CA 92705 714-835-6886 FAX 714-850-1591

FIELD MEASUREMENT DATA SHEET

URS

Project Name: San Clemente Dam 2 Job # 26818107.00910

SITE IDENTIFICATION: LT-3 OBSERVER(s): PJ( ) Team- RM

START DATE & TIME: 10:30 1/15/13 END DATE & TIME: 11:00 1/16/13

ADDRESS: 220 Via Verde

CITY:

GPS coordinates: N- 36° 27' 48.7" W- 121° 52' 32.3"

Weather

TEMP: 52 °F HUMIDITY: 43 % R.H. WIND: CALM LIGHT MODERATE VARIABLE

WINDSPEED: MPH DIR: N NE E SE S SW W NW STEADY GUSTY MPH

SKY: CLEAR SUNNY DARK PARTLY CLOUDY OVRCST FOG DRIZZLE RAIN Other:

Acoustic Measurements

INSTRUMENT: LD 820 TYPE: 1/2 SERIAL #: 1597 green

CALIBRATOR: LD CAL 200 SERIAL #: 2794

CALIBRATION CHECK: PRE-TEST 93.9 dBA SPL POST-TEST 94.1 dBA SPL WINDSCREEN X

SETTINGS: A-WEIGHTED SLOW FAST FRONTAL RANDOM ANSI OTHER:

Rec #	Start Time / End Time							
/	10:30 / 11:00	L_{eq}	L_{max}	L_{min}	L_{90}	L_{50}	L_{10}	
/	/	L_{eq}	L_{max}	L_{min}	L_{90}	L_{50}	L_{10}	
/	/	L_{eq}	L_{max}	L_{min}	L_{90}	L_{50}	L_{10}	
/	/	L_{eq}	L_{max}	L_{min}	L_{90}	L_{50}	L_{10}	

COMMENTS:

Source Info and Traffic Counts

PRIMARY NOISE(S): TRAFFIC AIRCRAFT RAIL INDUSTRIAL AMBIENT OTHER

ROADWAY TYPE:

COUNT DURATION: MINUTE	NB / EB / SB / WB	SPEED (mph) NB EB / SB WB	#2 COUNT: NB / EB / SB / WB	SPEED (mph) NB EB / SB WB
AUTOS:	/	/	/	/
MED. TRUCKS:	/	/	/	/
HVY TRUCKS:	/	/	/	/
BUSES:	/	/	/	/
MOTORCYCLES:	/	/	/	/

SPEED ESTIMATED BY: RADAR / DRIVING / OBSERVER

OTHER NOISE SOURCES: distant AIRCRAFT overhead / RUSTLING LEAVES / distant BARKING DOGS / BIRDS distant CHILDREN PLAYING / distant TRAFFIC / distant LANDSCAPING / distant TRAINS

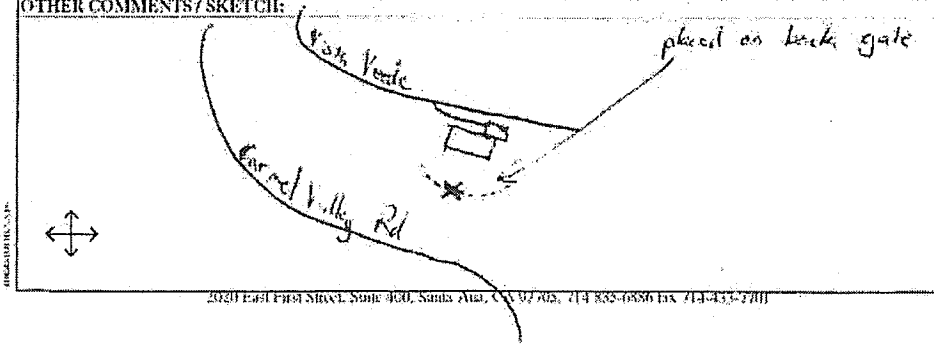
OTHER:

Description / Sketch

TERRAIN: HARD SOFT MIXED FLAT OTHER:

PHOTOS:

OTHER COMMENTS / SKETCH:



2020 East First Street, Suite 400, Santa Ana, CA 92705, 714 835-6886 fax 714-433-7801

FIELD MEASUREMENT DATA SHEET

URS Project Name: San Clemente Dam 2 Job # 26818107.09910

ID

SITE IDENTIFICATION: LT-4 OBSERVER(s): P( ) Team- RM
START DATE & TIME: 10:55 1/15/13 END DATE & TIME: 11:00 1/16/13
ADDRESS: Stone Pine (East guest house)
CITY:
GPS coordinates: N- 36° 27' 35.9" W- 121° 42' 52.6"

Weather

TEMP: 52 °F HUMIDITY: 43 % R.H. WIND: CALM LIGHT MODERATE VARIABLE
WINDSPEED: MPH DIR: N NE E SE S SW W NW STEADY GUSTY MPH
SKY: CLEAR SUNNY DARK PARTLY CLOUDY OVRCST FOG DRIZZLE RAIN Other:

Acoustic Measurements

INSTRUMENT: LD 820 TYPE: 1 2 SERIAL #: 1470
CALIBRATOR: LD CAL 200 SERIAL #: 2744
CALIBRATION CHECK: PRE-TEST 93.9 dBA SPL POST-TEST 94.1 dBA SPL WINDSCREEN X
SETTINGS: A-WEIGHTED SLOW FAST FRONTAL RANDOM ANSI OTHER:

Rec #	Start Time / End Time	
	10:55 / 11:00	L_{eq} ____, L_{max} ____, L_{min} ____, L_{90} ____, L_{50} ____, L_{10} ____, ____
	11:00 / 11:00	L_{eq} ____, L_{max} ____, L_{min} ____, L_{90} ____, L_{50} ____, L_{10} ____, ____
	/ /	L_{eq} ____, L_{max} ____, L_{min} ____, L_{90} ____, L_{50} ____, L_{10} ____, ____
	/ /	L_{eq} ____, L_{max} ____, L_{min} ____, L_{90} ____, L_{50} ____, L_{10} ____, ____

COMMENTS: landscaping near end

Noise Info and Traffic Counts

PRIMARY NOISE(S): TRAFFIC AIRCRAFT RAIL INDUSTRIAL AMBIENT OTHER
ROADWAY TYPE:
COUNT DURATION: -MINUTE SPEED (mph) #2 COUNT: SPEED (mph)

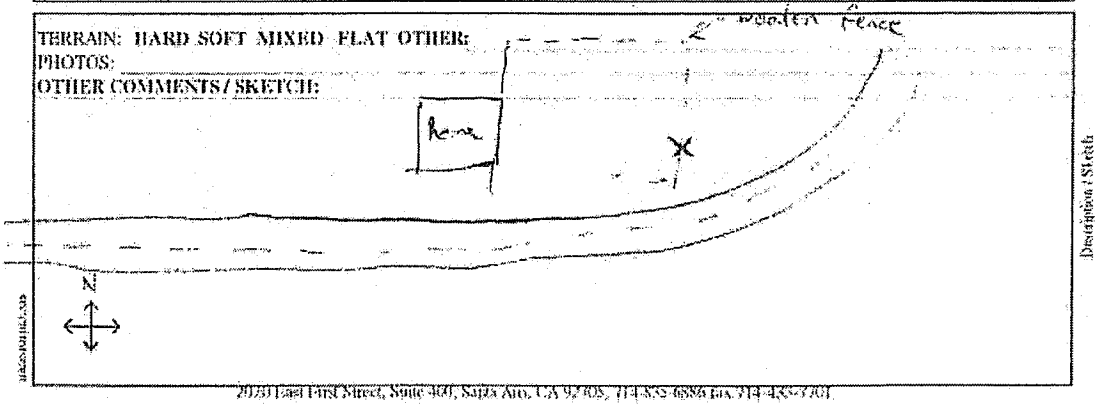
	NB / EB / SB / WB	NB EB / SB WB	NB / EB / SB / WB	NB EB / SB WB
AUTOS:	____ / ____	____ / ____	____ / ____	____ / ____
MED. TRUCKS:	____ / ____	____ / ____	____ / ____	____ / ____
HVY TRUCKS:	____ / ____	____ / ____	____ / ____	____ / ____
BUSES:	____ / ____	____ / ____	____ / ____	____ / ____
MOTORCYCLES:	____ / ____	____ / ____	____ / ____	____ / ____

SPEED ESTIMATED BY: RADAR / DRIVING / OBSERVER

OTHER NOISE SOURCES: distant AIRCRAFT overhead / RUSTLING LEAVES / distant BARKING DOGS / BIRDS
distant CHILDREN PLAYING / distant TRAFFIC / distant LANDSCAPING / distant TRAINS
OTHER:

Description / Sketch

TERRAIN: HARD SOFT MIXED FLAT OTHER:
PHOTOS:
OTHER COMMENTS / SKETCH:



2030 East First Street, Suite 400, Santa Ana, CA 92705, 714-835-6886 fax 714-835-7301

Memorandum

Date: February 5, 2013, revised April 5, 2013

To: File

From: Francesca Demgen, Jan Novak, and Katherine Dudney

Subject: **Findings of the January 17 and February 13, 2013 jurisdictional waters assessments within the Access Route Alternative Alignments of the Carmel River Reroute and San Clemente Dam Removal Project, Monterey County, California**

1.0 INTRODUCTION

This memorandum (memo) summarizes the findings of the water resource and wetland delineation surveys conducted on alternative construction access road alignments for the Carmel River Reroute and San Clemente Dam Removal (CRRDR) Project. The entrance road alignment alternatives were developed in response to public comment. The field surveys identified water resource associated features at the West Entrance Option (West 1/West 2), the East Entrance Options (East 1 and East 2), the Sleepy Hollow Ford area and the previous entrance location mapped on Figure 3-3.2 as the Proponents Proposed Project in the Carmel River Reroute and Dam Removal project described in the 2008 Final Environmental Impact Report and Environmental Impact Statement CRRDR (Entrix 2008).

On January 17, 2013 URS scientists Jan Novak (Senior Soil Scientist, Professional Wetland Scientist) and Katherine Dudney (Senior Ecologist) surveyed the area within the proposed new limits of work and evaluated potential impacts to jurisdictional state and federal waters within the proposed alternative access alignments. The riparian zone was delineated as part of this survey, even though it is not technically a "jurisdictional water". A subsequent survey for an additional alignment was performed by URS scientists Jan Novak, Keith Wright (Ecologist), and Anna Larson (Botanist) on February 13, 2013. Detailed tree data will be presented in a subsequent, companion memorandum.

The purpose of this memorandum is to:

- Delineate all jurisdictional waters that are regulated under Section 404 of the Clean Water Act (by the United States Army Corps of Engineers), Section 401 of the Clean Water Act and the Porter Cologne Act (by the Regional Water Quality Control Board), and the California Fish and Game Code – Section 1602 (by the California Department of Fish and Wildlife).
- Describe and map the survey results of the jurisdictional delineation, including wetlands, other waters of the United States (by means of the Ordinary High Water Mark [OHWM]), riparian habitat (edge of dripline), and the top of bank (TOB) boundaries.
- Update the wetland description presented in the *Carmel River Reroute and Dam Removal Project Environmental Permitting Task 3.1 Jurisdictional Delineation of Waters of the U.S. including Wetlands* (URS 2011).

2.0 SURVEY RESULTS

The survey methodology was consistent with prior field efforts for this project and as described in *Carmel River Reroute and Dam Removal Project Environmental Permitting Task 3.1 Jurisdictional Delineation of Waters of the U.S. including Wetlands* (URS 2011). In short, field recorded horizontal coordinates were mapped to define the spatial position and limits of Ordinary High Water Mark, Riparian Zone and Top of Bank. In some locations density of poison oak brambles prevented access and points were estimated from a recorded GPS position. Survey results are shown in Figure 1 and described in Section 2.1. Section 2.2 reports the field sampling results collected at the wetland data point locations. The data included in this memo is based on conceptual plan drawings and survey stakes defining potential work limits as of the January 17, 2013 survey date.

2.1 WEST ENTRANCE OPTIONS

The West Entrance Options (West 1 and West 2) span Tularcitos Creek in the same project footprint (limit of work). West 1/West 2 would include building an access road to East Carmel Valley Road and a multiple span bridge over Tularcitos Creek. After the bridge, the two potential alignments diverge, to identify routes that minimize natural resource impacts. West 1 runs south/southeast from the bridge crossing; West 2 follows the ridgeline southeast before merging with a dirt road, which runs southwest. Both alignments merge at Filter Plant Road. No jurisdictional features were found outside of the Tularcitos Creek crossing. The features described below are mapped on Figure 1 detail box A.

2.1.1 Ordinary High Water Mark

Tularcitos Creek is a perennial water feature tributary to the Carmel River. In the crossing area, the narrow channel is confined by its incised position at the base of a steep ravine. The overall stream channel gradient is low, and the creek bed material consists primarily of sand and gravel. OHWM was mapped based on wrack material found in the riparian trees as well as water marks on the concrete pillar on the north side of the creek.

2.1.2 Riparian

Surrounding the Tularcitos Creek West Crossing, the vegetation is characterized by an open canopy dominated by black cottonwood (*Populus trichocarpa*; form. *P. balsamifera* subsp. *trichocarpa*) and white alder (*Alnus rhombifolia*). The understory is sparse and composed of willows (*Salix* sp.), poison oak (*Toxicodendron diversilobum*), and snowberry (*Symphoricarpos mollis*).

2.1.3 Top of Bank

At the West Entrance crossing, Tularcitos Creek is a single narrow channel within a steep ravine. TOB was delineated at the point on either side of the ravine where the slope flattened out (the hinge point).

2.2 EAST ENTRANCE OPTION 1

The East 1 Option off East Carmel Valley Road would include building an access road to and a clear span bridge over Tularcitos Creek. The feature described below is mapped on Figure 1 detail box C.

2.2.1 Ordinary High Water Mark

Within the work limits of the East 1 crossing, Tularcitos Creek winds through a moderately broad floodplain; the active channel lies between a series of shallow terraces; it is bordered to the southwest by a relatively steep slope and to the northeast by an equally steep, albeit shorter slope. Tularcitos creek is a single–channel and the creek bed consists of sandy and gravelly material; the creek flow was three to four feet wide. The gradient is low and the creek is surrounded by dense vegetation. For the OHWM analysis, a path was cut through the dense riparian vegetation by a vegetation-removal team. The channel morphology was significantly more apparent once all riparian vegetation had been removed. OHWM was identified by URS biologists based on the location of rack material and water marks on the riverbank. The location of the OHWM was shown to Bestor surveyors, who recorded its location with survey-grade GPS equipment.

2.2.2 Riparian

At East 1, Tularcitos Creek flows through a riparian forest characterized by a continuous, high canopy formed by large trees that include white alder, California sycamore (*Platanus racemosa*), and black cottonwood. California buckeye (*Aesculus californica*) and California bay (*Umbellularia californica*) are also found in this riparian forest. The dense understory surrounding the creek, and underlying the high canopy, consists of dense thickets of poison oak, California blackberry (*Rubus ursinus*), and willows.

2.2.3 Top of Bank

Top of bank was well defined and easily visible, once the cross section of vegetation had been removed. It was recorded by surveyors with survey-grade GPS equipment.

2.3 EAST ENTRANCE OPTION 2

The East 2 Option off East Carmel Valley Road would include building an access road to and a clear span bridge over Tularcitos Creek. The features described below are mapped on Figure 1 detail box D.

2.3.1 Ordinary High Water Mark

Within the work limits of the East Entrance crossing, Tularcitos Creek winds through a broad floodplain, bordered to the southwest by a relatively steep slope and to the northeast by a more gradual slope. An ephemeral drainage parallels the northeast limit of work adjacent to the potential

intersection of the access road with East Carmel Valley Road. Tularcitos creek is a single–channel and the creek bed is sandy and gravelly material. The gradient is low and the creek is surrounded by dense vegetation. OHWM on the west slope was delineated based on the approximate location of the creek channel as seen from the forested slopes. The slopes gradually descend to a hinge point after which they steeply slope towards the creek. OHWM on the east slope was delineated by URS biologists using a GPS unit and marking the location on a figure for future aerial interpretation. OHWM was also delineated for the ephemeral drainage.

2.3.2 Riparian

At the East Crossing, Tularcitos Creek flows through a riparian forest characterized by a continuous, high canopy formed by large trees that include white alder, California sycamore , and black cottonwood. Coast live oak, California buckeye, and California bay are also found in this riparian forest. Immediately adjacent to the creek, the canopy opens up and the understory is dominated by dense thickets of poison oak, California blackberry , and willows. Bracken fern (*Pteridium aquilinum* var. *pubescens*) is abundant.

2.3.3 Top of Bank

The dense riparian understory surrounding Tularcitos Creek extends beyond the east TOB location within the East Entrance Crossing Limits of Work. The hinge point was barely visible through vegetation. TOB is relatively close to the OHWM, based on the steep nature of the slope. TOB for the west location was delineated with a GPS unit and marked on a figure for future aerial interpretation by a URS biologist. TOB was also delineated for the ephemeral drainage.

2.4 SLEEPY HOLLOW FORD

A temporary bridge may be placed during non-rainy season to span the Carmel River at the Sleepy Hollow Ford. The features described below are mapped on Figure 1 detail box E.

2.4.1 Ordinary High Water Mark

Sleepy Hollow Ford crosses the Carmel River approximately a mile downstream of the dam. When the reservoir is full, commonly in the rainy season, Carmel River flow depends on storm events and watershed discharge. River bed substrate surrounding the concrete ford is comprised of boulders, some embedded in sand. The Carmel River is braided in this location, several side channels are located south of the ford. The OHWM was determined based on vegetative wrack material entrained in the adjacent riparian trees.

2.4.2 Riparian

The vegetation in the vicinity of the Sleepy Hollow Ford is an open riparian forest comprised of medium to large trees with a relatively sparse understory. The riparian community is dominated by white alder and black cottonwood, intermixed with red willow (*Salix laevigata*), California sycamore

and California bay (*Umbellularia californica*). Tall flatsedge (*Cyperus eragrostis*) is the predominant, herbaceous component of the understory community.

A wetland data point (Wetland Data Point 1) was recorded on the south side of the Carmel River at the Sleepy Hollow Ford and is addressed in Section 2.5.1. The area did not qualify as a Corps three-parameter wetland. The riparian area north of the Carmel River was considered sufficiently addressed as not meeting the Corps' three-parameter wetland criteria by this data sheet determination.

2.4.3 Top of Bank

The TOB extends beyond the active channel in this area to include several side channels and islands. This is mainly due to signs of flooding beyond the active channel. Within the southern limit of work, it approximately parallels the dirt road leading to the fish hatchery. Within the northern limit of work, there is a steep hillside leading away from the river. In this area, the extent of the riparian zone was used to inform the placement of the TOB.

2.5 WETLAND DATA POINTS

Three sampling points were evaluated with respect to Corps' jurisdictional wetlands criteria within the limit of work (Attachment 1). Data points were only taken in locations with both > 5% hydric vegetation and soil/hydrology conditions that could meet Corps criteria. As such, no delineation points were recorded along the Tularcitos Creek riparian corridor, as the soils were too sandy and the hydrology too ephemeral to provide the minimum 5% saturation during the growing season. Two of the three points did not meet the three-parameter wetland criteria. The third sampling point was determined to be within a wetland.

2.5.1 Wetland Data Point 1 (Sleepy Hollow Ford)

Wetland Data Point 1 was taken within the OHWM to the south of the Sleepy Hollow Ford, within an area of sand accumulation and a population of obligate, hydric sedges. The site had a 5% slope and is downstream from the San Clemente Dam which affects flow seasonally. The dominant vegetation included white alder, sycamore, slough sedge (*Carex obnupta*), braken fern, and California blackberry. Of these five dominant species, three are hydric, indicating the presence of hydrophytic vegetation.

The soil profile was characterized by two horizons below an organic layer of decomposing leaves. The top horizon (0-3") was composed of course sand and the matrix of the second horizon (3-18") consisted of 10YR 3/2 loamy sand. No redoximorphic features were present within the soil matrix. No hydric soil indicators were present. Below eighteen inches, the profile is underlain by gravel.

No wetland hydrology indicators were present, as indicated by the absence of surface water, a detectable water table, and soil saturation. Although the site lies within the OHWM, the soils are too

porous to remain saturated for the minimum 5% of the growing season (18 days). Therefore, this area receives flood water but not sufficient inundation to meet wetland criteria.

Since the site met the hydric vegetation criteria but did not meet the hydric soils and hydrology criteria, the site did not qualify as a wetland. Additional test pits were dug in the area, but they did not meet hydric soil or wetland hydrology criteria. As such, no additional wetland data points were recorded in this area.

2.5.2 Wetland Data Point 2

Wetland data point 2 was taken within the West Entrance Option alignment, on the south side of the ridge bordering Tularcitos Creek in riparian scrub dominated by four species: arroyo willow (*Salix lasiolepis*), coyote brush (*Baccharis pilularis* subsp. *consanguinea*), poison oak, and Santa Barbara sedge (*Carex barbarae*). Since only two of the four dominant species were hydric, the vegetation did not meet the dominance test for the presence of hydrophytic vegetation.

The soil profile was comprised of two inches of 10YR 2/2 loam and 16 inches of brownish fine sand. Neither horizon exhibited redoximorphic features; no other hydric soil indicator was present.

No wetland hydrology was present at wetland data point 2. The soil was slightly moist but no surface water, soil saturation, or water table was present. This site, with its permeable soils, does not appear to have sufficient waters inputs to be saturated for the minimum 5% of the growing season.

Since the site did not meet the hydric vegetation, hydric soils and hydrology criteria, the site did not qualify as a wetland.

2.5.3 Wetland Data Point 3 and Non-Jurisdictional Swale

Wetland Data Point 3 was taken within a swale in the East Entrance Option alignment, upstream from standing water. The area met criteria for wetland vegetation and exhibited indicators of hydric soils and wetland hydrology. This wetland had not previously been mapped in this project limit of work. The features described below are mapped on Figure 1 detail box B.

The vegetation at Wetland Data Point 3 was dominated by herbaceous plants, mixed with arroyo willow. In addition to arroyo willow, the dominant species included Santa Barbara sedge and beardless wildrye (*Elymus eragrostis*). All three of these species are hydric and the vegetation passed the Dominance Test for the presence of hydrophytic vegetation.

The top 18" of the soil profile were not stratified and the single horizon was composed of a sand matrix which qualified as a hydric soil based on the presence of indicator S5 (Sandy Redox). The redoximorphic feature concentrations made up 5% of the soil matrix and had a color of 10YR 4/6.

Wetland hydrology was present at the site. The high water table was present at 4" and saturation was observed throughout the profile.

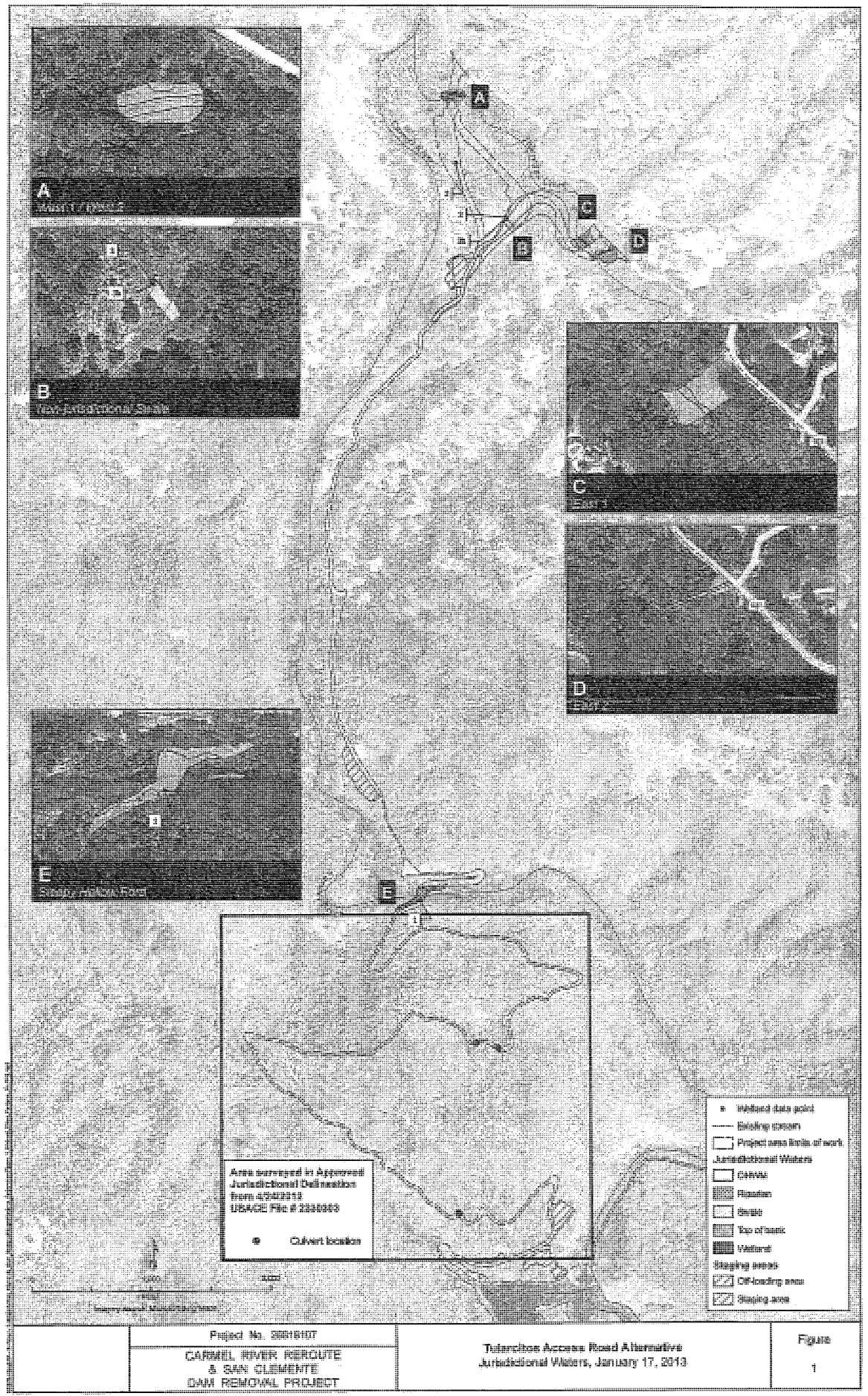
All three wetland criteria were met, qualifying this area as a wetland. A polygon was mapped around the wetland area, although it is located mainly outside of the limit of work. The wetland area within these limits of work is 388 square feet.

The wetland was within the low portion of a swale, which continues towards the limit of work area (the limit of work area lies at a higher elevation than the swale). The swale did not exhibit an ordinary high water mark and no saturation was found in the higher elevation areas of the swale. As such, it is not expected to meet state or federal jurisdictional criteria.

2.6 CONCLUSION

Four crossings of jurisdictional waters occur within the limit of work, West 1/West 2, East 1, East 2, and the Sleepy Hollow Ford Crossing. The OHWM, Riparian Zone and TOB were marked for all four areas.

Three wetland data points were collected, one of which meet the Corps' wetland criteria. A wetland polygon was created around this area and the access road design was adjusted to avoid impacting this wetland. The adjacent swale, however, was not jurisdictional.



	Project No. 30016107 CARMEL RIVER REROUTE & SAN CLEMENTE DAM REMOVAL PROJECT	Tularcitos Access Road Alternative Jurisdictional Waters, January 17, 2013	Figure 1

ATTACHMENT 1

WETLAND DETERMINATION DATA FORMS

WETLAND DETERMINATION DATA FORM – Arid West Region

Project Site: San Clemente | City/County: Carmel Valley/Monterey | Sampling Date: /01/17/2013
Applicant/Owner: Cal Am/ CCC | State: CA | Sampling Point: 1
Investigator(s): Jan Novak/ Katie Dudney | Section, Township, Range: _____
Landform (hillslope, terrace, etc.): river's edge | Local relief (concave, convex, none): ____ | Slope (%): 5
Subregion (LRR): LRR C | Lat: _____ | Long: _____ | Datum: _____
Soil Map Unit Name: _____ | NWI classification: _____
Are climatic / hydrologic conditions on the site typical for this time of year? Yes ☒ No ☐ (If no, explain in Remarks.)
Are Vegetation ☐, Soil ☐, or Hydrology ☒ significantly disturbed? Are "Normal Circumstances" present? Yes ☒ No ☐
Are Vegetation ☐, Soil ☐, or Hydrology ☐ naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes	☒	No	☐	
Hydric Soil Present?	Yes	☐	No	☒	Is the Sampled Area within a Wetland? Yes ☐ No ☒
Wetland Hydrology Present?	Yes	☐	No	☒	

Remarks: Downstream of dam, water flow is manipulated (controlled release).

VEGETATION – Use scientific names of plants.

Tree Stratum (Plot size:30' rad)	Absolute % Cover	Dominant Species?	Indicator Status
1. *Alnus rhombifolia*	60	yes	FACW
2. *Platanus racemosa*	20	yes	FAC
3. _____	_____	_____	_____
4. _____	_____	_____	_____
50% = 40, 20% = 16	_____	= Total Cover	
Sapling/Shrub Stratum (Plot size:_____)			
1. _____	_____	_____	_____
2. _____	_____	_____	_____
3. _____	_____	_____	_____
4. _____	_____	_____	_____
5. _____	_____	_____	_____
50% = _____, 20% = _____	_____	= Total Cover	
Herb Stratum (Plot size:5sq ft)			
1. *Carex obnupta*	30	yes	OBL
2. *Pteridium aquilinum var. pubescens*	10	yes	FACU
3. _____	_____	_____	_____
4. _____	_____	_____	_____
5. _____	_____	_____	_____
6. _____	_____	_____	_____
7. _____	_____	_____	_____
8. _____	_____	_____	_____
50% = 20, 20% = 8	_____	= Total Cover	
Woody Vine Stratum (Plot size:10sq ft)			
1. *Rubus ursinus*	8	yes	FACU
2. _____	_____	_____	_____
50% = 4, 20% = 2	_____	= Total Cover	
% Bare Ground in Herb Stratum _____	% Cover of Biotic Crust _____		

Dominance Test Worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC: 3 (A)

Total Number of Dominant Species Across All Strata: 5 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 60 (A/B)

Prevalence Index worksheet:

Total % Cover of:		Multiply by:	
OBL species	_____	x1 =	_____
FACW species	_____	x2 =	_____
FAC species	_____	x3 =	_____
FACU species	_____	x4 =	_____
UPL species	_____	x5 =	_____
Column Totals:	_____ (A)		_____ (B)

Prevalence Index = B/A = _____

Hydrophytic Vegetation Indicators:

☒ Dominance Test is >50%

☐ Prevalence Index is ≤3.0[1]

☐ Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)

☐ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? Yes ☒ No ☐

Remarks:

Project Site: _____

SOIL Sampling Point: _____

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth	Matrix		Redox Features					
(inches)	Color (moist)	%	Color (Moist)	%	Type[1]	Loc[2]	Texture	Remarks
0.25-0	_____	_____	_____	_____	_____	_____	_____	organic matter - leaves semi-decomposed
0-3	n/a	100	=	=	=	=	sand	coarse
3-18	10YR 3/3	100	=	=	=	=	LS	_____
18+	_____	_____	_____	_____	_____	_____	gravel	_____
_____	_____	_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____	_____	_____

[1]Type: C= Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

- ☐ Histosol (A1)
- ☐ Histic Epipedon (A2)
- ☐ Black Histic (A3)
- ☐ Hydrogen Sulfide (A4)
- ☐ Stratified Layers (A5) (LRR C)
- ☐ 1 cm Muck (A9) (LRR D)
- ☐ Depleted Below Dark Surface (A11)
- ☐ Thick Dark Surface (A12)
- ☐ Sandy Mucky Mineral (S1)
- ☐ Sandy Gleyed Matrix (S4)
- ☐ Sandy Redox (S5)
- ☐ Stripped Matrix (S6)
- ☐ Loamy Mucky Mineral (F1)
- ☐ Loamy Gleyed Matrix (F2)
- ☐ Depleted Matrix (F3)
- ☐ Redox Dark Surface (F6)
- ☐ Depleted Dark Surface (F7)
- ☐ Redox Depressions (F8)
- ☐ Vernal Pools (F9)

Indicators for Problematic Hydric Soils[3]:

- ☐ 1 cm Muck (A9) (LRR C)
- ☐ 2 cm Muck (A10) (LRR B)
- ☐ Reduced Vertic (F18)
- ☐ Red Parent Material (TF2)
- ☐ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if present):

Type: _____

Depth (inches): _____

Hydric Soils Present? Yes ☐ No ☒

Remarks: Sand deposit on river bank; insufficient saturation for hydric soils.

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one required; check all that apply)

- ☐ Surface Water (A1)
- ☐ High Water Table (A2)
- ☐ Saturation (A3)
- ☐ Water Marks (B1) (Nonriverine)
- ☐ Sediment Deposits (B2) (Nonriverine)
- ☐ Drift Deposits (B3) (Nonriverine)
- ☐ Surface Soil Cracks (B6)
- ☐ Inundation Visible on Aerial Imagery (B7)
- ☐ Water-Stained Leaves (B9)
- ☐ Salt Crust (B11)
- ☐ Biotic Crust (B12)
- ☐ Aquatic Invertebrates (B13)
- ☐ Hydrogen Sulfide Odor (C1)
- ☐ Oxidized Rhizospheres along Living Roots (C3)
- ☐ Presence of Reduced Iron (C4)
- ☐ Recent Iron Reduction in Tilled Soils (C6)
- ☐ Thin Muck Surface (C7)
- ☐ Other (Explain in Remarks)

Secondary Indicators (2 or more required)

- ☐ Water Marks (B1) (Riverine)
- ☐ Sediment Deposits (B2) (Riverine)
- ☐ Drift Deposits (B3) (Riverine)
- ☐ Drainage Patterns (B10)
- ☐ Dry-Season Water Table (C2)
- ☐ Crayfish Burrows (C8)
- ☐ Saturation Visible on Aerial Imagery (C9)
- ☐ Shallow Aquitard (D3)
- ☐ FAC-Neutral Test (D5)

Field Observations:

Surface Water Present? Yes ☐ No ☒ Depth (inches): _____

Water Table Present? Yes ☐ No ☒ Depth (inches): _____

Saturation Present? (includes capillary fringe) Yes ☐ No ☒ Depth (inches): _____

Wetland Hydrology Present? Yes ☐ No ☒

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks: Within OHWM, unlikely to get 5% minimum continuous saturation.

WETLAND DETERMINATION DATA FORM – Arid West Region

Project Site: San Clemente | City/County: Carmel Valley/Monterey | Sampling Date: /01/17/2013
Applicant/Owner: Cal Am/ CCC | State: CA | Sampling Point: WL2
Investigator(s): Jan Novak/ Katie Dudney | Section, Township, Range: ____
Landform (hillslope, terrace, etc.): ____ | Local relief (concave, convex, none): ____ | Slope (%): ____
Subregion (LRR): LRR C | Lat: ____ | Long: ____ | Datum: ____
Soil Map Unit Name: ____ | NWI classification: ____
Are climatic / hydrologic conditions on the site typical for this time of year? Yes ☒ No ☐ (If no, explain in Remarks.)
Are Vegetation ☐, Soil ☐, or Hydrology ☐ significantly disturbed? Are "Normal Circumstances" present? Yes ☒ No ☐
Are Vegetation ☐, Soil ☐, or Hydrology ☐ naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes ☐	No ☒	**Is the Sampled Area within a Wetland?**	Yes ☐ No ☒
Hydric Soil Present?	Yes ☐	No ☒		
Wetland Hydrology Present?	Yes ☐	No ☒		

Remarks: **In Carex/ willow meadow; most depressed point in extended vegetation community.**

VEGETATION – Use scientific names of plants.

Tree Stratum (Plot size:30' rad)	Absolute % Cover	Dominant Species?	Indicator Status
1. *Salix lasiolepis*	30	yes	FACW
2. *Aesculus californica*	5	no	-
3. ____	____	____	____
4. ____	____	____	____
50% = 18, 20% = 7	35	= Total Cover	
Sapling/Shrub Stratum (Plot size:15' rad)			
1. *Baccharis pilularis subsp. consanguinea*	20	yes	-
2. *Toxicodendron diversilobum*	5	yes	-
3. ____	____	____	____
4. ____	____	____	____
5. ____	____	____	____
50% = 13, 20% = 5	25	= Total Cover	
Herb Stratum (Plot size:5' rad)			
1. *Carex barbarae*	40	yes	FAC
2. ____	____	____	____
3. ____	____	____	____
4. ____	____	____	____
5. ____	____	____	____
6. ____	____	____	____
7. ____	____	____	____
8. ____	____	____	____
50% = 20, 20% = 8	40	= Total Cover	
Woody Vine Stratum (Plot size:____)			
1. ____	____	____	____
2. ____	____	____	____
50% = ____, 20% = ____	____	= Total Cover	
% Bare Ground in Herb Stratum ____	% Cover of Biotic Crust ____		

Dominance Test Worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC: 2 (A)

Total Number of Dominant Species Across All Strata: 4 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 50 (A/B)

Prevalence Index worksheet:

Total % Cover of :		Multiply by:	
OBL species	____	x1 =	____
FACW species	____	x2 =	____
FAC species	____	x3 =	____
FACU species	____	x4 =	____
UPL species	____	x5 =	____
Column Totals:	____ (A)		____ (B)

Prevalence Index = B/A = ____

Hydrophytic Vegetation Indicators:

☐ Dominance Test is >50%
☐ Prevalence Index is ≤3.0[1]
☐ Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)
☐ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? Yes ☐ No ☒

Remarks:

Project Site: ____

SOIL

Sampling Point: 2

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth	Matrix		Redox Features					
(inches)	Color (moist)	%	Color (Moist)	%	Type[1]	Loc[2]	Texture	Remarks
0-2	10 YR 2/2	100	=	=	=	=	L	____
2-18	n/a	100	=	=	=	=	FS	brownish: NRMF
____	____	____	____	____	____	____	____	____
____	____	____	____	____	____	____	____	____
____	____	____	____	____	____	____	____	____
____	____	____	____	____	____	____	____	____

[1]Type: C= Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

- ☐ Histosol (A1)
- ☐ Histic Epipedon (A2)
- ☐ Black Histic (A3)
- ☐ Hydrogen Sulfide (A4)
- ☐ Stratified Layers (A5) (LRR C)
- ☐ 1 cm Muck (A9) (LRR D)
- ☐ Depleted Below Dark Surface (A11)
- ☐ Thick Dark Surface (A12)
- ☐ Sandy Mucky Mineral (S1)
- ☐ Sandy Gleyed Matrix (S4)
- ☐ Sandy Redox (S5)
- ☐ Stripped Matrix (S6)
- ☐ Loamy Mucky Mineral (F1)
- ☐ Loamy Gleyed Matrix (F2)
- ☐ Depleted Matrix (F3)
- ☐ Redox Dark Surface (F6)
- ☐ Depleted Dark Surface (F7)
- ☐ Redox Depressions (F8)
- ☐ Vernal Pools (F9)

Indicators for Problematic Hydric Soils[3]:

- ☐ 1 cm Muck (A9) (LRR C)
- ☐ 2 cm Muck (A10) (LRR B)
- ☐ Reduced Vertic (F18)
- ☐ Red Parent Material (TF2)
- ☐ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if present):

Type: ____

Depth (inches): ____

Hydric Soils Present? Yes ☐ No ☒

Remarks: No hydric soil indicators.

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one required; check all that apply)

- ☐ Surface Water (A1)
- ☐ High Water Table (A2)
- ☐ Saturation (A3)
- ☐ Water Marks (B1) (Nonriverine)
- ☒ Sediment Deposits (B2) (Nonriverine)
- ☐ Drift Deposits (B3) (Nonriverine)
- ☐ Surface Soil Cracks (B6)
- ☐ Inundation Visible on Aerial Imagery (B7)
- ☐ Water-Stained Leaves (B9)
- ☐ Salt Crust (B11)
- ☐ Biotic Crust (B12)
- ☐ Aquatic Invertebrates (B13)
- ☐ Hydrogen Sulfide Odor (C1)
- ☐ Oxidized Rhizospheres along Living Roots (C3)
- ☐ Presence of Reduced Iron (C4)
- ☐ Recent Iron Reduction in Tilled Soils (C6)
- ☐ Thin Muck Surface (C7)
- ☐ Other (Explain in Remarks)

Secondary Indicators (2 or more required)

- ☐ Water Marks (B1) (Riverine)
- ☐ Sediment Deposits (B2) (Riverine)
- ☐ Drift Deposits (B3) (Riverine)
- ☐ Drainage Patterns (B10)
- ☐ Dry-Season Water Table (C2)
- ☐ Crayfish Burrows (C8)
- ☐ Saturation Visible on Aerial Imagery (C9)
- ☐ Shallow Aquitard (D3)
- ☐ FAC-Neutral Test (D5)

Field Observations:

Surface Water Present? Yes ☐ No ☒ Depth (inches): ____

Water Table Present? Yes ☐ No ☒ Depth (inches): ____

Saturation Present? (includes capillary fringe) Yes ☐ No ☒ Depth (inches): ____

Wetland Hydrology Present? Yes ☐ No ☒

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks: No wetland hydrology present.

ATTACHMENT 1

WETLAND DETERMINATION DATA FORMS

WETLAND DETERMINATION DATA FORM – Arid West Region

Project Site: San Clemente | City/County: Carmel Valley/Monterey | Sampling Date: /01/17/2013
Applicant/Owner: Cal Am/ CCC | State: CA | Sampling Point: 1
Investigator(s): Jan Novak/ Katie Dudney | Section, Township, Range: ____
Landform (hillslope, terrace, etc.): river's edge | Local relief (concave, convex, none): ____ | Slope (%): 5
Subregion (LRR): LRR C | Lat: ____ | Long: ____ | Datum: ____
Soil Map Unit Name: ____ | NWI classification: ____
Are climatic / hydrologic conditions on the site typical for this time of year? Yes ☒ No ☐ (If no, explain in Remarks.)
Are Vegetation ☐, Soil ☐, or Hydrology ☒ significantly disturbed? Are "Normal Circumstances" present? Yes ☒ No ☐
Are Vegetation ☐, Soil ☐, or Hydrology ☐ naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes	☒	No	☐	
Hydric Soil Present?	Yes	☐	No	☒	**Is the Sampled Area within a Wetland?** Yes ☐ No ☒
Wetland Hydrology Present?	Yes	☐	No	☒	

Remarks: Downstream of dam, water flow is manipulated (controlled release).

VEGETATION – Use scientific names of plants.

Tree Stratum (Plot size:30' rad)	Absolute % Cover	Dominant Species?	Indicator Status
1. *Alnus rhombifolia*	60	yes	FACW
2. *Platanus racemosa*	20	yes	FAC
3. ____	____	____	____
4. ____	____	____	____
50% = 40, 20% = 16	____	= Total Cover	
Sapling/Shrub Stratum (Plot size:____)			
1. ____	____	____	____
2. ____	____	____	____
3. ____	____	____	____
4. ____	____	____	____
5. ____	____	____	____
50% = ____, 20% = ____	____	= Total Cover	
Herb Stratum (Plot size:5sq ft)			
1. *Carex obnupta*	30	yes	OBL
2. *Pteridium aquilinum var. pubescens*	10	yes	FACU
3. ____	____	____	____
4. ____	____	____	____
5. ____	____	____	____
6. ____	____	____	____
7. ____	____	____	____
8. ____	____	____	____
50% = 20, 20% = 8	____	= Total Cover	
Woody Vine Stratum (Plot size:10sq ft)			
1. *Rubus ursinus*	8	yes	FACU
2. ____	____	____	____
50% = 4, 20% = 2	____	= Total Cover	
% Bare Ground in Herb Stratum ____	% Cover of Biotic Crust ____		

Dominance Test Worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC: 3 (A)

Total Number of Dominant Species Across All Strata: 5 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 60 (A/B)

Prevalence Index worksheet:

Total % Cover of:		Multiply by:	
OBL species	____	x1 =	____
FACW species	____	x2 =	____
FAC species	____	x3 =	____
FACU species	____	x4 =	____
UPL species	____	x5 =	____
Column Totals:	____ (A)		____ (B)

Prevalence Index = B/A = ____

Hydrophytic Vegetation Indicators:

☒ Dominance Test is >50%
☐ Prevalence Index is ≤3.0[1]
☐ Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)
☐ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? Yes ☒ No ☐

Remarks:

Project Site: _____

SOIL

Sampling Point: _____

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth	Matrix		Redox Features					
(inches)	Color (moist)	%	Color (Moist)	%	Type[1]	Loc[2]	Texture	Remarks
0.25-0	_____	_____	_____	_____	_____	_____	_____	organic matter - leaves semi-decomposed
0-3	n/a	100	=	=	=	=	sand	coarse
3-18	10YR 3/3	100	=	=	=	=	LS	_____
18+	_____	_____	_____	_____	_____	_____	gravel	_____
_____	_____	_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____	_____	_____

[1]Type: C= Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

- ☐ Histosol (A1)
- ☐ Histic Epipedon (A2)
- ☐ Black Histic (A3)
- ☐ Hydrogen Sulfide (A4)
- ☐ Stratified Layers (A5) (LRR C)
- ☐ 1 cm Muck (A9) (LRR D)
- ☐ Depleted Below Dark Surface (A11)
- ☐ Thick Dark Surface (A12)
- ☐ Sandy Mucky Mineral (S1)
- ☐ Sandy Gleyed Matrix (S4)
- ☐ Sandy Redox (S5)
- ☐ Stripped Matrix (S6)
- ☐ Loamy Mucky Mineral (F1)
- ☐ Loamy Gleyed Matrix (F2)
- ☐ Depleted Matrix (F3)
- ☐ Redox Dark Surface (F6)
- ☐ Depleted Dark Surface (F7)
- ☐ Redox Depressions (F8)
- ☐ Vernal Pools (F9)

Indicators for Problematic Hydric Soils[3]:

- ☐ 1 cm Muck (A9) (LRR C)
- ☐ 2 cm Muck (A10) (LRR B)
- ☐ Reduced Vertic (F18)
- ☐ Red Parent Material (TF2)
- ☐ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if present):

Type: _____

Depth (Inches): _____

Hydric Soils Present? Yes ☐ No ☒

Remarks: Sand deposit on river bank; insufficient saturation for hydric soils.

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one required; check all that apply)

- ☐ Surface Water (A1)
- ☐ High Water Table (A2)
- ☐ Saturation (A3)
- ☐ Water Marks (B1) (Nonriverine)
- ☐ Sediment Deposits (B2) (Nonriverine)
- ☐ Drift Deposits (B3) (Nonriverine)
- ☐ Surface Soil Cracks (B6)
- ☐ Inundation Visible on Aerial Imagery (B7)
- ☐ Water-Stained Leaves (B9)
- ☐ Salt Crust (B11)
- ☐ Biotic Crust (B12)
- ☐ Aquatic Invertebrates (B13)
- ☐ Hydrogen Sulfide Odor (C1)
- ☐ Oxidized Rhizospheres along Living Roots (C3)
- ☐ Presence of Reduced Iron (C4)
- ☐ Recent Iron Reduction in Tilled Soils (C6)
- ☐ Thin Muck Surface (C7)
- ☐ Other (Explain in Remarks)

Secondary Indicators (2 or more required)

- ☐ Water Marks (B1) (Riverine)
- ☐ Sediment Deposits (B2) (Riverine)
- ☐ Drift Deposits (B3) (Riverine)
- ☐ Drainage Patterns (B10)
- ☐ Dry-Season Water Table (C2)
- ☐ Crayfish Burrows (C8)
- ☐ Saturation Visible on Aerial Imagery (C9)
- ☐ Shallow Aquitard (D3)
- ☐ FAC-Neutral Test (D5)

Field Observations:

Surface Water Present? Yes ☐ No ☒ Depth (inches): _____

Water Table Present? Yes ☐ No ☒ Depth (inches): _____

Saturation Present? (includes capillary fringe) Yes ☐ No ☒ Depth (inches): _____

Wetland Hydrology Present? Yes ☐ No ☒

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks: Within OHWM, unlikely to get 5% minimum continuous saturation.

WETLAND DETERMINATION DATA FORM – Arid West Region

Project Site: San Clemente | City/County: Carmel Valley/Monterey | Sampling Date: /01/17/2013
Applicant/Owner: Cal Am/ CCC | State: CA | Sampling Point: WL2
Investigator(s): Jan Novak/ Katie Dudney | Section, Township, Range: _____
Landform (hillslope, terrace, etc.): _____ | Local relief (concave, convex, none): _____ | Slope (%): _____
Subregion (LRR): LRR C | Lat: _____ | Long: _____ | Datum: _____
Soil Map Unit Name: _____ | NWI classification: _____
Are climatic / hydrologic conditions on the site typical for this time of year? Yes ☒ No ☐ (If no, explain in Remarks.)
Are Vegetation ☐, Soil ☐, or Hydrology ☐ significantly disturbed? Are "Normal Circumstances" present? Yes ☒ No ☐
Are Vegetation ☐, Soil ☐, or Hydrology ☐ naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes ☐	No ☒		
Hydric Soil Present?	Yes ☐	No ☒	**Is the Sampled Area within a Wetland?**	Yes ☐ No ☒
Wetland Hydrology Present?	Yes ☐	No ☒		

Remarks: **In Carex/ willow meadow; most depressed point in extended vegetation community.**

VEGETATION – Use scientific names of plants.

Tree Stratum (Plot size:30' rad)	Absolute % Cover	Dominant Species?	Indicator Status
1. *Salix lasiolepis*	30	yes	FACW
2. *Aesculus californica*	5	no	-
3. _____	_____	_____	_____
4. _____	_____	_____	_____
50% = 18, 20% = 7	35	= Total Cover	
Sapling/Shrub Stratum (Plot size:15' rad)			
1. *Baccharis pilularis subsp. consanguinea*	20	yes	-
2. *Toxicodendron diversilobum*	5	yes	-
3. _____	_____	_____	_____
4. _____	_____	_____	_____
5. _____	_____	_____	_____
50% = 13, 20% = 5	25	= Total Cover	
Herb Stratum (Plot size:5' rad)			
1. *Carex barbarae*	40	yes	FAC
2. _____	_____	_____	_____
3. _____	_____	_____	_____
4. _____	_____	_____	_____
5. _____	_____	_____	_____
6. _____	_____	_____	_____
7. _____	_____	_____	_____
8. _____	_____	_____	_____
50% = 20, 20% = 8	40	= Total Cover	
Woody Vine Stratum (Plot size:_____)			
1. _____	_____	_____	_____
2. _____	_____	_____	_____
50% = _____, 20% = _____	_____	= Total Cover	
% Bare Ground in Herb Stratum _____	% Cover of Biotic Crust _____		

Dominance Test Worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC: 2 (A)

Total Number of Dominant Species Across All Strata: 4 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 50 (A/B)

Prevalence Index worksheet:

Total % Cover of :		Multiply by:	
OBL species	_____	x1 =	_____
FACW species	_____	x2 =	_____
FAC species	_____	x3 =	_____
FACU species	_____	x4 =	_____
UPL species	_____	x5 =	_____
Column Totals:	_____ (A)		_____ (B)

Prevalence Index = B/A = _____

Hydrophytic Vegetation Indicators:

☐ Dominance Test is >50%

☐ Prevalence Index is ≤3.0[1]

☐ Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)

☐ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? Yes ☐ No ☒

Remarks:

Project Site: ____

SOIL

Sampling Point: 2

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth	Matrix		Redox Features					
(inches)	Color (moist)	%	Color (Moist)	%	Type[1]	Loc[2]	Texture	Remarks
0-2	10 YR 2/2	100	=	=	=	=	L	____
2-18	n/a	100	=	=	=	=	FS	brownish; NRMF
____	____	____	____	____	____	____	____	____
____	____	____	____	____	____	____	____	____
____	____	____	____	____	____	____	____	____
____	____	____	____	____	____	____	____	____

[1]Type: C= Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

- ☐ Histosol (A1)
- ☐ Histic Epipedon (A2)
- ☐ Black Histic (A3)
- ☐ Hydrogen Sulfide (A4)
- ☐ Stratified Layers (A5) (LRR C)
- ☐ 1 cm Muck (A9) (LRR D)
- ☐ Depleted Below Dark Surface (A11)
- ☐ Thick Dark Surface (A12)
- ☐ Sandy Mucky Mineral (S1)
- ☐ Sandy Gleyed Matrix (S4)
- ☐ Sandy Redox (S5)
- ☐ Stripped Matrix (S6)
- ☐ Loamy Mucky Mineral (F1)
- ☐ Loamy Gleyed Matrix (F2)
- ☐ Depleted Matrix (F3)
- ☐ Redox Dark Surface (F6)
- ☐ Depleted Dark Surface (F7)
- ☐ Redox Depressions (F8)
- ☐ Vernal Pools (F9)

Indicators for Problematic Hydric Soils[3]:

- ☐ 1 cm Muck (A9) (LRR C)
- ☐ 2 cm Muck (A10) (LRR B)
- ☐ Reduced Vertic (F18)
- ☐ Red Parent Material (TF2)
- ☐ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if present):

Type: ____

Depth (Inches): ____

Hydric Soils Present? Yes ☐ No ☒

Remarks: No hydric soil indicators.

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one required; check all that apply)

- ☐ Surface Water (A1)
- ☐ High Water Table (A2)
- ☐ Saturation (A3)
- ☐ Water Marks (B1) (Nonriverine)
- ☐ Sediment Deposits (B2) (Nonriverine)
- ☐ Drift Deposits (B3) (Nonriverine)
- ☐ Surface Soil Cracks (B6)
- ☐ Inundation Visible on Aerial Imagery (B7)
- ☐ Water-Stained Leaves (B9)
- ☐ Salt Crust (B11)
- ☐ Biotic Crust (B12)
- ☐ Aquatic Invertebrates (B13)
- ☐ Hydrogen Sulfide Odor (C1)
- ☐ Oxidized Rhizospheres along Living Roots (C3)
- ☐ Presence of Reduced Iron (C4)
- ☐ Recent Iron Reduction in Tilled Soils (C6)
- ☐ Thin Muck Surface (C7)
- ☐ Other (Explain in Remarks)

Secondary Indicators (2 or more required)

- ☐ Water Marks (B1) (Riverine)
- ☐ Sediment Deposits (B2) (Riverine)
- ☐ Drift Deposits (B3) (Riverine)
- ☐ Drainage Patterns (B10)
- ☐ Dry-Season Water Table (C2)
- ☐ Crayfish Burrows (C8)
- ☐ Saturation Visible on Aerial Imagery (C9)
- ☐ Shallow Aquitard (D3)
- ☐ FAC-Neutral Test (D5)

Field Observations:

Surface Water Present? Yes ☐ No ☒ Depth (inches): ____

Water Table Present? Yes ☐ No ☒ Depth (inches): ____

Saturation Present? (includes capillary fringe) Yes ☐ No ☒ Depth (inches): ____

Wetland Hydrology Present? Yes ☐ No ☒

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks: No wetland hydrology present.

WETLAND DETERMINATION DATA FORM – Arid West Region

Project Site: San Clemente | City/County: Carmel Valley/Monterey | Sampling Date: 01/17/2013
Applicant/Owner: Cal Am/ CCC | State: CA | Sampling Point: WL3
Investigator(s): Jan Novak/ Katie Dudney | Section, Township, Range: _____
Landform (hillslope, terrace, etc.): _____ | Local relief (concave, convex, none): concave | Slope (%): _____
Subregion (LRR): LRR C | Lat: _____ | Long: _____ | Datum: _____
Soil Map Unit Name: _____ | NWI classification: _____
Are climatic / hydrologic conditions on the site typical for this time of year? Yes ☒ No ☐ (If no, explain in Remarks.)
Are Vegetation ☐, Soil ☐, or Hydrology ☐ significantly disturbed? Are "Normal Circumstances" present? Yes ☒ No ☐
Are Vegetation ☐, Soil ☐, or Hydrology ☐ naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes ☒	No ☐			
Hydric Soil Present?	Yes ☒	No ☐	**Is the Sampled Area within a Wetland?**	Yes ☒	No ☐
Wetland Hydrology Present?	Yes ☒	No ☐			

Remarks: **In Carex/ willow meadow; most depressed point in extended vegetation community.**

VEGETATION – Use scientific names of plants.

Tree Stratum (Plot size:_____)	Absolute % Cover	Dominant Species?	Indicator Status
1. *Salix lasiolepis*	10	yes	FACW
2. _____			
3. _____			
4. _____			
50% = _____, 20% = _____		= Total Cover	
Sapling/Shrub Stratum (Plot size:_____)			
1. _____			
2. _____			
3. _____			
4. _____			
5. _____			
50% = _____, 20% = _____		= Total Cover	
Herb Stratum (Plot size:_____)			
1. *Carex barbarae*	60	yes	FAC
2. *Polypogon monspeliensis*	10		FACW
3. *Geranium dissectum*	5		-
4. *Erodium botrys*	5		FACU
5. *Elymus triticoides*	50	yes	FAC
6. *Cyperus eragrostis*			FACW
7. _____			
8. _____			
50% = 65, 20% = 26	130	= Total Cover	
Woody Vine Stratum (Plot size:_____)			
1. _____			
2. _____			
50% = _____, 20% = _____		= Total Cover	
% Bare Ground in Herb Stratum _____		% Cover of Biotic Crust _____	

Dominance Test Worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC:	3	(A)
Total Number of Dominant Species Across All Strata:	3	(B)
Percent of Dominant Species That Are OBL, FACW, or FAC:	100	(A/B)

Prevalence Index worksheet:

Total % Cover of :		Multiply by:	
OBL species	_____	x1 =	_____
FACW species	_____	x2 =	_____
FAC species	_____	x3 =	_____
FACU species	_____	x4 =	_____
UPL species	_____	x5 =	_____
Column Totals:	_____ (A)		_____ (B)

Prevalence Index = B/A = _____

Hydrophytic Vegetation Indicators:

- ☒ Dominance Test is >50%
- ☐ Prevalence Index is ≤3.0[1]
- ☐ Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)
- ☐ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? Yes ☒ No ☐

Remarks:

Project Site: _____

SOIL

Sampling Point: 3

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth	Matrix		Redox Features					
(inches)	Color (moist)	%	Color (Moist)	%	Type[1]	Loc[2]	Texture	Remarks
0-18	-	-	5	10YR 4/6	C	M	sand	_____
_____	_____	_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____	_____	_____

[1]Type: C= Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

- ☐ Histosol (A1)
- ☐ Histic Epipedon (A2)
- ☐ Black Histic (A3)
- ☐ Hydrogen Sulfide (A4)
- ☐ Stratified Layers (A5) (LRR C)
- ☐ 1 cm Muck (A9) (LRR D)
- ☐ Depleted Below Dark Surface (A11)
- ☐ Thick Dark Surface (A12)
- ☐ Sandy Mucky Mineral (S1)
- ☐ Sandy Gleyed Matrix (S4)
- ☒ Sandy Redox (S5)
- ☐ Stripped Matrix (S6)
- ☐ Loamy Mucky Mineral (F1)
- ☐ Loamy Gleyed Matrix (F2)
- ☐ Depleted Matrix (F3)
- ☐ Redox Dark Surface (F6)
- ☐ Depleted Dark Surface (F7)
- ☐ Redox Depressions (F8)
- ☐ Vernal Pools (F9)

Indicators for Problematic Hydric Soils[3]:

- ☐ 1 cm Muck (A9) (LRR C)
- ☐ 2 cm Muck (A10) (LRR B)
- ☐ Reduced Vertic (F18)
- ☐ Red Parent Material (TF2)
- ☐ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if present):

Type: _____

Depth (Inches): _____

Hydric Soils Present? Yes ☒ No ☐

Remarks:

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one required; check all that apply)

- ☐ Surface Water (A1)
- ☒ High Water Table (A2)
- ☒ Saturation (A3)
- ☐ Water Marks (B1) (Nonriverine)
- ☐ Sediment Deposits (B2) (Nonriverine)
- ☐ Drift Deposits (B3) (Nonriverine)
- ☐ Surface Soil Cracks (B6)
- ☐ Inundation Visible on Aerial Imagery (B7)
- ☐ Water-Stained Leaves (B9)
- ☐ Salt Crust (B11)
- ☐ Biotic Crust (B12)
- ☐ Aquatic Invertebrates (B13)
- ☐ Hydrogen Sulfide Odor (C1)
- ☐ Oxidized Rhizospheres along Living Roots (C3)
- ☐ Presence of Reduced Iron (C4)
- ☐ Recent Iron Reduction in Tilled Soils (C6)
- ☐ Thin Muck Surface (C7)
- ☐ Other (Explain in Remarks)

Secondary Indicators (2 or more required)

- ☐ Water Marks (B1) (Riverine)
- ☐ Sediment Deposits (B2) (Riverine)
- ☐ Drift Deposits (B3) (Riverine)
- ☐ Drainage Patterns (B10)
- ☐ Dry-Season Water Table (C2)
- ☐ Crayfish Burrows (C8)
- ☐ Saturation Visible on Aerial Imagery (C9)
- ☐ Shallow Aquitard (D3)
- ☐ FAC-Neutral Test (D5)

Field Observations:

Surface Water Present? Yes ☐ No ☐ Depth (inches): _____

Water Table Present? Yes ☒ No ☐ Depth (inches): 4"

Saturation Present? (includes capillary fringe) Yes ☒ No ☐ Depth (inches): 0"

Wetland Hydrology Present? Yes ☒ No ☐

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks: Swale with standing water downstream, high water table/ saturation at our location.

WETLAND DETERMINATION DATA FORM – Arid West Region

Project Site: San Clemente | City/County: Carmel Valley/Monterey | Sampling Date: 01/17/2013
Applicant/Owner: Cal Am/ CCC | State: CA | Sampling Point: WL3B
Investigator(s): Jan Novak/ Katie Dudney | Section, Township, Range: _____
Landform (hillslope, terrace, etc.): | Local relief (concave, convex, none): concave | Slope (%):
Subregion (LRR): LRR C | Lat: _____ | Long: _____ | Datum: _____
Soil Map Unit Name: _____ | NWI classification: _____
Are climatic / hydrologic conditions on the site typical for this time of year? Yes ☒ No ☐ (If no, explain in Remarks.)
Are Vegetation ☐, Soil ☐, or Hydrology ☐ significantly disturbed? Are "Normal Circumstances" present? Yes ☒ No ☐
Are Vegetation ☐, Soil ☐, or Hydrology ☐ naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes ☒	No ☐		
Hydric Soil Present?	Yes ☐	No ☒	Is the Sampled Area within a Wetland?	Yes ☐ No ☒
Wetland Hydrology Present?	Yes ☐	No ☒		

Remarks: In Carex/ willow meadow; upland counterpoint for the depressed point in extended vegetation community.

VEGETATION – Use scientific names of plants.

Tree Stratum (Plot size:_____)	Absolute % Cover	Dominant Species?	Indicator Status
1. *Salix lasiolepis*	10	yes	FACW
2.			
3.			
4.			
50% = _____, 20% = _____		= Total Cover	
Sapling/Shrub Stratum (Plot size:)			
1.			
2.			
3.			
4.			
5.			
50% = _____, 20% = _____		= Total Cover	
Herb Stratum (Plot size:)			
1. *Carex barbarae*	10	no	FAC
2. *Polypogon monspeliensis*	10	no	FACW
3. *Geranium dissectum*	5	no	-
4. *Erodium botrys*	5	no	FACU
5. *Elymus triticoides*	50	yes	FAC
6. *Cyperus eragrostis*			FACW
7.			
8.			
50% = 40, 20% = 16	80	= Total Cover	
Woody Vine Stratum (Plot size:)			
1.			
2.			
50% = _____, 20% = _____		= Total Cover	
% Bare Ground in Herb Stratum _____	% Cover of Biotic Crust _____		

Dominance Test Worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC:	2	(A)
Total Number of Dominant Species Across All Strata:	2	(B)
Percent of Dominant Species That Are OBL, FACW, or FAC:	100	(A/B)

Prevalence Index worksheet:

Total % Cover of :		Multiply by:	
OBL species	_____	x1 =	_____
FACW species		x2 =	
FAC species	_____	x3 =	_____
FACU species	_____	x4 =	_____
UPL species	_____	x5 =	_____
Column Totals:	_____ (A)		_____ (B)

Prevalence Index = B/A = _____

Hydrophytic Vegetation Indicators:

- ☒ Dominance Test is >50%
- ☐ Prevalence Index is ≤3.0[1]
- ☐ Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)
- ☐ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? Yes ☒ No ☐

Remarks:

Project Site: ____

SOIL

Sampling Point: 3B

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth	Matrix		Redox Features					
(inches)	Color (moist)	%	Color (Moist)	%	Type[1]	Loc[2]	Texture	Remarks
0-18	-	-	____	____	____	____	sand	____
			____	____	____	____		____
	____	____	____	____	____	____		____
____	____	____	____	____	____	____	____	____
____	____	____	____	____	____	____	____	____

[1]Type: C= Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

- ☐ Histosol (A1)
- ☐ Histic Epipedon (A2)
- ☐ Black Histic (A3)
- ☐ Hydrogen Sulfide (A4)
- ☐ Stratified Layers (A5) (LRR C)
- ☐ 1 cm Muck (A9) (LRR D)
- ☐ Depleted Below Dark Surface (A11)
- ☐ Thick Dark Surface (A12)
- ☐ Sandy Mucky Mineral (S1)
- ☐ Sandy Gleyed Matrix (S4)
- ☒ Sandy Redox (S5)
- ☐ Stripped Matrix (S6)
- ☐ Loamy Mucky Mineral (F1)
- ☐ Loamy Gleyed Matrix (F2)
- ☐ Depleted Matrix (F3)
- ☐ Redox Dark Surface (F6)
- ☐ Depleted Dark Surface (F7)
- ☐ Redox Depressions (F8)
- ☐ Vernal Pools (F9)

Indicators for Problematic Hydric Soils[3]:

- ☐ 1 cm Muck (A9) (LRR C)
- ☐ 2 cm Muck (A10) (LRR B)
- ☐ Reduced Vertic (F18)
- ☐ Red Parent Material (TF2)
- ☐ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (If present):

Type: ____

Depth (Inches): ____

Hydric Soils Present? Yes ☐ No ☒

Remarks:

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one required; check all that apply)

- ☐ Surface Water (A1)
- ☐ High Water Table (A2)
- ☐ Saturation (A3)
- ☐ Water Marks (B1) (Nonriverine)
- ☐ Sediment Deposits (B2) (Nonriverine)
- ☐ Drift Deposits (B3) (Nonriverine)
- ☐ Surface Soil Cracks (B6)
- ☐ Inundation Visible on Aerial Imagery (B7)
- ☐ Water-Stained Leaves (B9)
- ☐ Salt Crust (B11)
- ☐ Biotic Crust (B12)
- ☐ Aquatic Invertebrates (B13)
- ☐ Hydrogen Sulfide Odor (C1)
- ☐ Oxidized Rhizospheres along Living Roots (C3)
- ☐ Presence of Reduced Iron (C4)
- ☐ Recent Iron Reduction in Tilled Soils (C6)
- ☐ Thin Muck Surface (C7)
- ☐ Other (Explain in Remarks)

Secondary Indicators (2 or more required)

- ☐ Water Marks (B1) (Riverine)
- ☐ Sediment Deposits (B2) (Riverine)
- ☐ Drift Deposits (B3) (Riverine)
- ☐ Drainage Patterns (B10)
- ☐ Dry-Season Water Table (C2)
- ☐ Crayfish Burrows (C8)
- ☐ Saturation Visible on Aerial Imagery (C9)
- ☐ Shallow Aquitard (D3)
- ☐ FAC-Neutral Test (D5)

Field Observations:

Surface Water Present?	Yes	☐	No	☐	Depth (inches): ____
Water Table Present?	Yes	☒	No	☐	Depth (inches): ____
Saturation Present? (includes capillary fringe)	Yes	☒	No	☐	Depth (inches): ____

Wetland Hydrology Present? Yes ☐ No ☒

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks: Upland point of swale with standing water downstream; no hydrology indicators in our location

WETLAND DETERMINATION DATA FORM – Arid West Region

Project Site: San Clemente | City/County: Carmel Valley/Monterey | Sampling Date: 01/17/2013
Applicant/Owner: Cal Am/ CCC | State: CA | Sampling Point: WL3
Investigator(s): Jan Novak/ Katie Dudney | Section, Township, Range: ____
Landform (hillslope, terrace, etc.): ____ | Local relief (concave, convex, none): concave | Slope (%): ____
Subregion (LRR): LRR C | Lat: ____ | Long: ____ | Datum: ____
Soil Map Unit Name: ____ | NWI classification: ____
Are climatic / hydrologic conditions on the site typical for this time of year? Yes ☒ No ☐ (If no, explain in Remarks.)
Are Vegetation ☐, Soil ☐, or Hydrology ☐ significantly disturbed? Are "Normal Circumstances" present? Yes ☒ No ☐
Are Vegetation ☐, Soil ☐, or Hydrology ☐ naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes ☒	No ☐			
Hydric Soil Present?	Yes ☒	No ☐	**Is the Sampled Area within a Wetland?**	Yes ☒	No ☐
Wetland Hydrology Present?	Yes ☒	No ☐			

Remarks: **In Carex/ willow meadow; most depressed point in extended vegetation community.**

VEGETATION – Use scientific names of plants.

Tree Stratum (Plot size:____)	Absolute % Cover	Dominant Species?	Indicator Status
1. *Salix lasiolepis*	10	yes	FACW
2. ____	____	____	____
3. ____	____	____	____
4. ____	____	____	____
50% = ____, 20% = ____	____	= Total Cover	
Sapling/Shrub Stratum (Plot size:____)			
1. ____	____	____	____
2. ____	____	____	____
3. ____	____	____	____
4. ____	____	____	____
5. ____	____	____	____
50% = ____, 20% = ____	____	= Total Cover	
Herb Stratum (Plot size:____)			
1. *Carex barbarae*	60	yes	FAC
2. *Polypogon monspeliensis*	10	____	FACW
3. *Geranium dissectum*	5	____	-
4. *Erodium botrys*	5	____	FACU
5. *Elymus triticoides*	50	yes	FAC
6. *Cyperus eragrostis*	____	____	FACW
7. ____	____	____	____
8. ____	____	____	____
50% = 65, 20% = 26	130	= Total Cover	
Woody Vine Stratum (Plot size:____)			
1. ____	____	____	____
2. ____	____	____	____
50% = ____, 20% = ____	____	= Total Cover	
% Bare Ground in Herb Stratum ____	% Cover of Biotic Crust ____		

Dominance Test Worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC:	3	(A)
Total Number of Dominant Species Across All Strata:	3	(B)
Percent of Dominant Species That Are OBL, FACW, or FAC:	100	(A/B)

Prevalence Index worksheet:

Total % Cover of:		Multiply by:	
OBL species	____	x1 =	____
FACW species	____	x2 =	____
FAC species	____	x3 =	____
FACU species	____	x4 =	____
UPL species	____	x5 =	____
Column Totals:	____ (A)		____ (B)

Prevalence Index = B/A = ____

Hydrophytic Vegetation Indicators:

- ☒ Dominance Test is >50%
- ☐ Prevalence Index is ≤3.0[1]
- ☐ Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)
- ☐ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? Yes ☒ No ☐

Remarks:

Project Site: _____

SOIL

Sampling Point: 3

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth	Matrix		Redox Features					
(inches)	Color (moist)	%	Color (Moist)	%	Type[1]	Loc[2]	Texture	Remarks
0-18	-	-	5	10YR 4/6	C	M	sand	_____
_____	_____	_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____	_____	_____

[1]Type: C= Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

- ☐ Histosol (A1)
- ☐ Histic Epipedon (A2)
- ☐ Black Histic (A3)
- ☐ Hydrogen Sulfide (A4)
- ☐ Stratified Layers (A5) **(LRR C)**
- ☐ 1 cm Muck (A9) **(LRR D)**
- ☐ Depleted Below Dark Surface (A11)
- ☐ Thick Dark Surface (A12)
- ☐ Sandy Mucky Mineral (S1)
- ☐ Sandy Gleyed Matrix (S4)
- ☒ Sandy Redox (S5)
- ☐ Stripped Matrix (S6)
- ☐ Loamy Mucky Mineral (F1)
- ☐ Loamy Gleyed Matrix (F2)
- ☐ Depleted Matrix (F3)
- ☐ Redox Dark Surface (F6)
- ☐ Depleted Dark Surface (F7)
- ☐ Redox Depressions (F8)
- ☐ Vernal Pools (F9)

Indicators for Problematic Hydric Soils[3]:

- ☐ 1 cm Muck (A9) **(LRR C)**
- ☐ 2 cm Muck (A10) **(LRR B)**
- ☐ Reduced Vertic (F18)
- ☐ Red Parent Material (TF2)
- ☐ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if present):

Type: _____

Depth (inches): _____

Hydric Soils Present? Yes ☒ No ☐

Remarks:

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one required; check all that apply)

- ☐ Surface Water (A1)
- ☒ High Water Table (A2)
- ☒ Saturation (A3)
- ☐ Water Marks (B1) **(Nonriverine)**
- ☐ Sediment Deposits (B2) **(Nonriverine)**
- ☐ Drift Deposits (B3) **(Nonriverine)**
- ☐ Surface Soil Cracks (B6)
- ☐ Inundation Visible on Aerial Imagery (B7)
- ☐ Water-Stained Leaves (B9)
- ☐ Salt Crust (B11)
- ☐ Biotic Crust (B12)
- ☐ Aquatic Invertebrates (B13)
- ☐ Hydrogen Sulfide Odor (C1)
- ☐ Oxidized Rhizospheres along Living Roots (C3)
- ☐ Presence of Reduced Iron (C4)
- ☐ Recent Iron Reduction in Tilled Soils (C6)
- ☐ Thin Muck Surface (C7)
- ☐ Other (Explain in Remarks)

Secondary Indicators (2 or more required)

- ☐ Water Marks (B1) **(Riverine)**
- ☐ Sediment Deposits (B2) **(Riverine)**
- ☐ Drift Deposits (B3) **(Riverine)**
- ☐ Drainage Patterns (B10)
- ☐ Dry-Season Water Table (C2)
- ☐ Crayfish Burrows (C8)
- ☐ Saturation Visible on Aerial Imagery (C9)
- ☐ Shallow Aquitard (D3)
- ☐ FAC-Neutral Test (D5)

Field Observations:

Surface Water Present?	Yes	☐	No	☐	Depth (inches): _____
Water Table Present?	Yes	☒	No	☐	Depth (inches): 4"
Saturation Present? (includes capillary fringe)	Yes	☒	No	☐	Depth (inches): 0"

Wetland Hydrology Present? Yes ☒ No ☐

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks: Swale with standing water downstream, high water table/ saturation at our location.

Memorandum

Date: February 15, 2013, revised April 5, 2013

To: Project Team

From: URS:
Francesca Demgen, Katherine Dudney, Letty Brown, Anna Larsen, Michael Carbiener,

Subject: **Findings of the vegetation, tree inventory, and wildlife field surveys within the Access Route Alternative Alignments of the Carmel River Reroute and San Clemente Dam Removal Project, Monterey County, California**

INTRODUCTION

This memorandum (memo) summarizes the findings of the vegetation, tree count, and wildlife surveys conducted on alternative construction access road alignments for the Carmel River Reroute and San Clemente Dam Removal (CRRDR) Project. The alternative entrance road alignments were developed in response to public comment. The field surveys identified vegetation communities, specific trees and wildlife features at the West Entrance Option, the East Entrance Option, the pipeline route option (between the west and east options), the Sleepy Hollow Ford area, and the entrance location mapped on Figure 3.2-2 for the Proponents Proposed Project in the 2008 Final Environmental Impact Report and Environmental Impact Statement for the San Clemente Dam Seismic Safety Project (2008 FEIR/EIS) (Entrix 2008).

Field surveys for wildlife and wildlife habitat were conducted on January 16, 2013 by URS scientists Mike Carbiener (Senior Wildlife Biologist) and Derek Jansen (Wildlife Biologist). Vegetation community and tree count surveys were performed on January 17—18, 2013 by URS scientists Letty Brown (Forest Scientist, County-approved Certified Arborist), Keith Wright (Landscape Designer/Restoration Ecologist), Anna Larsen (Botanist), and Ryan Gilpin of HortScience, Inc.

The purpose of this memorandum is to present the results of the field surveys for plant communities, protected tree species, and wildlife species and habitat. These data will inform a comparison of alternative construction access route alignments for environmental compliance documents and future construction design.

VEGETATION COMMUNITY SURVEY

Field surveys were conducted in 2013 to map vegetation community distribution within the new project alignments and to determine if any new vegetation communities are present in the new alignments. Vegetation community definitions used in the 2008 FEIR/EIS were consolidated to facilitate data comparison.

Methods The distribution of the vegetation communities within the project area was mapped by hand on aerial photographs based on 2013 field data. The project area is defined on Figure 1.

within the red "Project area" lines. The project area delimited on Figure 1 includes multiple access alternatives, more area is evaluated than will be impacted. The vegetation maps were digitized using ESRI ArcGIS. Vegetation communities present in the project area were mapped in six categories: riparian forest/riparian scrub, oak woodlands, chaparral, non-native annual grassland, wetland, and disturbed/developed.

Results Brief descriptions of the vegetation communities are presented below and correspond to vegetation series from the 2008 EIR, Section 4.5.1. The distribution of vegetation communities in the project area are shown in Figure 1.

Riparian Forest / Riparian Scrub The 2013 vegetation survey mapped Riparian Forest and Riparian Scrub, which are at a broader classification level and include the following more specific riparian vegetation associations used in the 2008 EIR: Central Coast Cottonwood-Sycamore Riparian Forest, White Alder Riparian Forest, and the Arroyo Willow Series. Within the project area, Riparian Forest and Riparian Scrub were mapped adjacent to Tularcitos Creek and on its floodplains, including along the West and East Entrance Options. Riparian vegetation also bordered the Sleepy Hollow Ford crossing of the Carmel River and was present in the vicinity of the Sleepy Hollow Steelhead Rearing Facility.

The dominant Riparian Forest large trees include black cottonwood (*Populus trichocarpa* [form. *Populus balsamifera* subsp. *trichocarpa*]), California sycamore (*Platanus racemosa*), red willow (*Salix laevigata*), and white alder (*Alnus rhombifolia*). Arroyo willow (*Salix lasiolepis*) can be abundant and form dense thickets of riparian scrub. Coast live oak (*Quercus agrifolia*), California buckeye (*Aesculus californica*), and California bay (*Umbellularia californica*) are found in the ecotone between riparian forest and oak woodland. Characteristic shrub species in areas of infrequent flooding include common snowberry (*Symphoricarpos albus* var. *laevigatus*), poison-oak (*Toxicodendron diversilobium*), coyote brush (*Baccharis pilularis* subsp. *consanguinea*), and red-osier dogwood (*Cornus sericea*). Vines such as California blackberry (*Rubus ursinus*) and virgin's bower (*Clematis ligusticifolia*) were observed. The herb layer is comprised of slough sedge (*Carex barbarae*), California bee-plant (*Scrophularia californica*) stinging nettle (*Urtica dioica* ssp. *holosericea*), and Douglas' mugwort (*Artemisia douglasiana*).

Oak Woodlands The oak woodland vegetation community in the project area includes the Coast Live Oak Series and Blue Oak Series, as described in the 2008 EIR. The tree canopy is typically dense, generally exceeding 80 percent (Ecosystems West 1997). Coast live oak is the dominant tree species. Associated tree species in more diverse stands include California bay, California buckeye, madrone (*Arbutus menziesii*), and an occasional valley oak (*Quercus lobata*). Due to the dense canopy, the understory shrub layer of the coast live oak forest is typically poorly developed. Shrubs and woody vines in the understory include creeping snowberry (*Symphoricarpos mollis*), poison-oak, and California blackberry. Herb cover also is generally sparse to moderate, but includes wood fern (*Dryopteris arguta*), yerba buena (*Satureja douglasii*), and western rye grass (*Elymus glaucus*).

In upland portions of the project area, coast live oak woodland is dominant. Oak woodlands are found along the West Entrance Ridge Option, the High Road, the Filter Plant Option, and the Filter Plant Pipeline Option. Small numbers of California bay laurel, madrone, and buckeye are observed in coast live oak woodlands. A stand of blue oaks was mapped along the High Road, and corresponds to the Blue Oak Series mapped in the 2008 EIR, Figure 4.5-1.

Chaparral This vegetation community includes the Chamise, Chamise-Black Sage, and California Sagebrush series described in the 2008 EIR. Chaparral typically forms a dense, often impenetrable scrub layer that is three to ten feet in height. Herbs are generally sparse or absent except in localized openings. Chamise (*Adenostoma fasciculatum*) and black sage (*Salvia mellifera*) are the dominant species in this community. Other shrub species sometimes found in this series include jimbrush (*Ceanothus oliganthus* var. *sorediatus*), California sagebrush (*Artemisia californica*), California buckwheat (*Eriogonum fasciculatum*), and poison oak.

Chaparral is widespread on the driest and most exposed south- and west-facing slopes in the southern half of the project area, primarily along the southern portion of the High Road. Chaparral is also present in the vicinity of the staging area at the south end of the Filter Plant Pipeline Option road.

Non-Native Annual Grassland These grasslands correspond to the California Annual Grassland Series described in the 2008 EIR and are generally dominated by non-native annual grasses and native and non-native herbs, including ripgut brome (*Bromus diandrus*), soft chess (*B. hordeaceus*), slender wild oat (*Avena barbata*), long-beaked filaree (*Erodium botrys*), and valley lessingia (*Lessingia glandulifera*). Some stands of this community have been subject to obvious disturbances such as brush clearing and grading.

Annual grassland communities occur on a number of localized sites along roads and throughout the project area, including in the Carmel River floodplain and in upland regions.

Wetlands The project area was surveyed for water and wetland features and the results are discussed in a separate memorandum. In summary, one non-jurisdictional wetland feature occurs within the footprint of the alternative alignments and it can be avoided. The wetland is located in the southern portion of the West Entrance Ridge Option alignment. The feature is classified within the Cowardin system as a Palustrine Emergent Non-Persistent wetland. The dominant hydrophytic vegetation includes arroyo willow (*Salix lasiolepis*) with an herbaceous understory dominated by Santa Barbara sedge (*Carex barbarae*).

Developed/ Disturbed The Developed and Disturbed vegetation category is used when mapping ornamental landscaping and human disturbance. For the project area this category designates roadways, buildings and other developed facilities and associated landscaped areas. This category includes bare ground resulting from disturbances such as grading, excavating, or brush clearing. The species of vegetation in these habitats vary greatly, depending on micro-habitat conditions, disturbance, and planting history.

Figure 1, Vegetation Community Field Survey Results, January 17—18, 2013 maps these vegetation communities.

Conclusions While only the areas shown on Figure 1 were mapped during the January 17-18, 2013 site visit, aerial imagery and reconnaissance site visits suggest that the vegetation communities described in this memo also would apply to areas between the west and east alignments. Vegetation mapping is generally consistent with that provided in the 2008 FEIR/EIS which extended beyond the boundaries of the originally proposed Tularcitos Access Road.

TREE INVENTORY SURVEY

The tree inventory survey gathered data for multiple uses, as follows:

- Monterey County's protected trees are unique for each area plan (boundary mapped on Figure 1)
  - Cachagua Area Plan: oaks, Santa Lucia fir, black cottonwood, Fremont cottonwood, box elder, willow, California bay, western sycamore, redwood, and madrone
  - Greater Monterey Peninsula Area Plan: oaks, Monterey pine, and redwood.
- California Department of Fish and Wildlife's (CDFW) riparian trees: defined as species located spatially within the riparian zone and include big leaf maple, box elder, white alder, western sycamore, black cottonwood, valley oak, sandbar willow, arroyo willow, red willow, and California bay.

Trees with Monterey County protected status may also be categorized as CDFW riparian. Survey methods used in 2013 were consistent with the detailed inventory methodology for "protected trees," as defined in CRRDR Arborist Report and Forest Management Plan (AR/FMP). In summary, live protected trees with a diameter of six inches or greater at two feet above mean grade were inventoried by species and size class. Individual protected trees were mapped and assigned a unique identifier. Dead trees meeting the size requirement were inventoried. Landmark trees, defined as trees with a diameter of 24 inches at two feet above mean grade, were tagged.

For CDFW, riparian woody-stemmed plants greater than two inches in diameter at breast height (DBH) were measured and counted by species and size class as follows: 2'' to <6'', 6'' to <12'', 12''- <18'', and 18- <24''. Landmark trees (defined as trees with a DBH $\geq$ 24'') were tagged with a numerically coded tag and size (recorded to the nearest 0.1 inch) and species were recorded.

Tree inventory information was downloaded from data collection devices and data sheets and compiled in Microsoft Excel spreadsheets. Tree location maps were created in ESRI ArcMap using a combination of field maps and GPS coordinates. Where available, GPS coordinates were

uploaded and approximate locations for the remaining trees were manually plotted. The data files and map files were then merged in ESRI ArcGIS.

Results In total 1,434 trees protected by Monterey County Resource Management Agency were inventoried within the project area (Figures 2.1 and 2.2, Table 1). Of the protected trees, eighty-four percent were coast live oak, six percent were California bay, four percent were black cottonwood, and three percent were willows. The remaining species (western sycamore, madrone, Monterey pine, valley oak, and blue oak) were present in small numbers, each representing one percent or less of the protected tree population. These numbers do not represent the final number of trees that will potentially be impacted. Because multiple alignment options were surveyed for both the Entrance and the Filter Plant routes and are being compared in this memo, the total number of trees that will potentially be impacted will be smaller than those presented here.

In addition to the trees mapped for Monterey County, 650 riparian trees were inventoried using CDFW's protocol within the access route alternatives. Of these, 52 were white alder (8 percent), 564 (87 percent) were willows, and 28 (4%) were black cottonwood. Two additional small (<6' DBH) western sycamores were inventoried; one was in the West Entrance Option Alignment and one was near the Sleepy Hollow Ford. Finally, three big leaf maple and one California buckeye were inventoried. Of these additional trees, 97% were less than six inches DBH; the 19 trees greater than six inches DBH were big leaf maples or white alders which are not County-protected.

Conclusions The tree species described here are present throughout the area. While the alignments may vary in the number of trees impacted, the species impacted will be similar to those described here. These impacts are similar to those described in the 2008 FEIR/EIS for the Tularcitos Access Road.

OVERVIEW OF WILDLIFE

Within the project area, Tularcitos Creek area has suitable habitat for California Red Legged Frog (CRLF) and forest and woodlands provide suitable habitat for Monterey dusky-footed wood rats and various raptors, (passerines, and other species protected under the Migratory Bird Treaty Act [MBTA]).

- No new wildlife species of concern that were not addressed in the 2008 FEIR were observed nor their habitat mapped during the 2013 field surveys.

Methods The distribution of wood rat nests within the project area was mapped by hand in the field on aerial photographs and using a Trimble explorer GPS unit. Additionally, habitats for special status species, including passerines, raptors, and other species protected under the Migratory Bird Treaty Act, were surveyed on foot and mapped in the field by hand on aerial photographs. These photographs and maps were digitized using ESRI ArcGIS.

The habitat assessment for CRLF, Monterey dusky-footed wood rat and nesting birds is discussed below. Fisheries resources are discussed in a separate memo.

Table 1: Protected Trees Surveyed January 17-18, 2013, by Location and Size Class

Alternative	Landmark >24"							6-<24"									
	Coast live oak	Valley oak	Black cottonwood	Western sycamore	California bay	Willow spp.	Monterey pine	Coast live oak	Valley oak	Blue oak	Black cottonwood	Western sycamore	California bay	Willow spp.	Monterey pine	Madrone	Dead
West Entrance Option	18	0	0	4	1		0	74	0	0	20	3	4	33	0	0	0
East Entrance Option	17	0	1	2	0		0	100	0	0	34	3	18	10	0	0	1
West Entrance Ridge Option	21	0	0	1	0		0	105	0	0	12	0	5	11	0	0	0
Filter Plant Option	3	0	0	0	0		0	65	0	0	0	0	5	0	0	0	0
Filter Plant Pipeline Option	14	1	0	0	1		0	165	0	0	1	6	36	0	0	3	2
Other Project Components (Connectors to the Access Route Options)																	
Tularcitos Main (includes High Road)	58	2	0	1	0		3	575	3	5	2	2	19	4	1	1	9
Staging Areas	10	0	0	0	0		0	57	0	0	1	0	0	0	0	1	0

*This table divides the total trees counted into multiple construction alternatives and project components. Because some construction alternatives overlap, some trees are represented more than once in this table; thus the summed table contents is 1,555, i.e. greater than the 1,434 trees counted.

California red-legged frog

Potentially suitable aquatic and upland habitats for CRLF breeding, refugia, and dispersal occurs throughout the project area; it is most prevalent in the northern portion near Tularcitos Creek and near the Sleepy Hollow Ford. The quality of CRLF habitat within the project area varies and depends on various factors including the duration of water inundation/ponding, pond/pool structure and depth, vegetative cover (e.g., emergent, overhanging, riparian), and presence of exotic predators (e.g., bullfrog). The Carmel River may more likely be used by adults and juveniles for shelter and foraging habitat.

During 2011 surveys, algae was observed on many of these isolated ponds. Algae provides escape cover from predators and forage and cover for an insect prey base for CRLF adults.

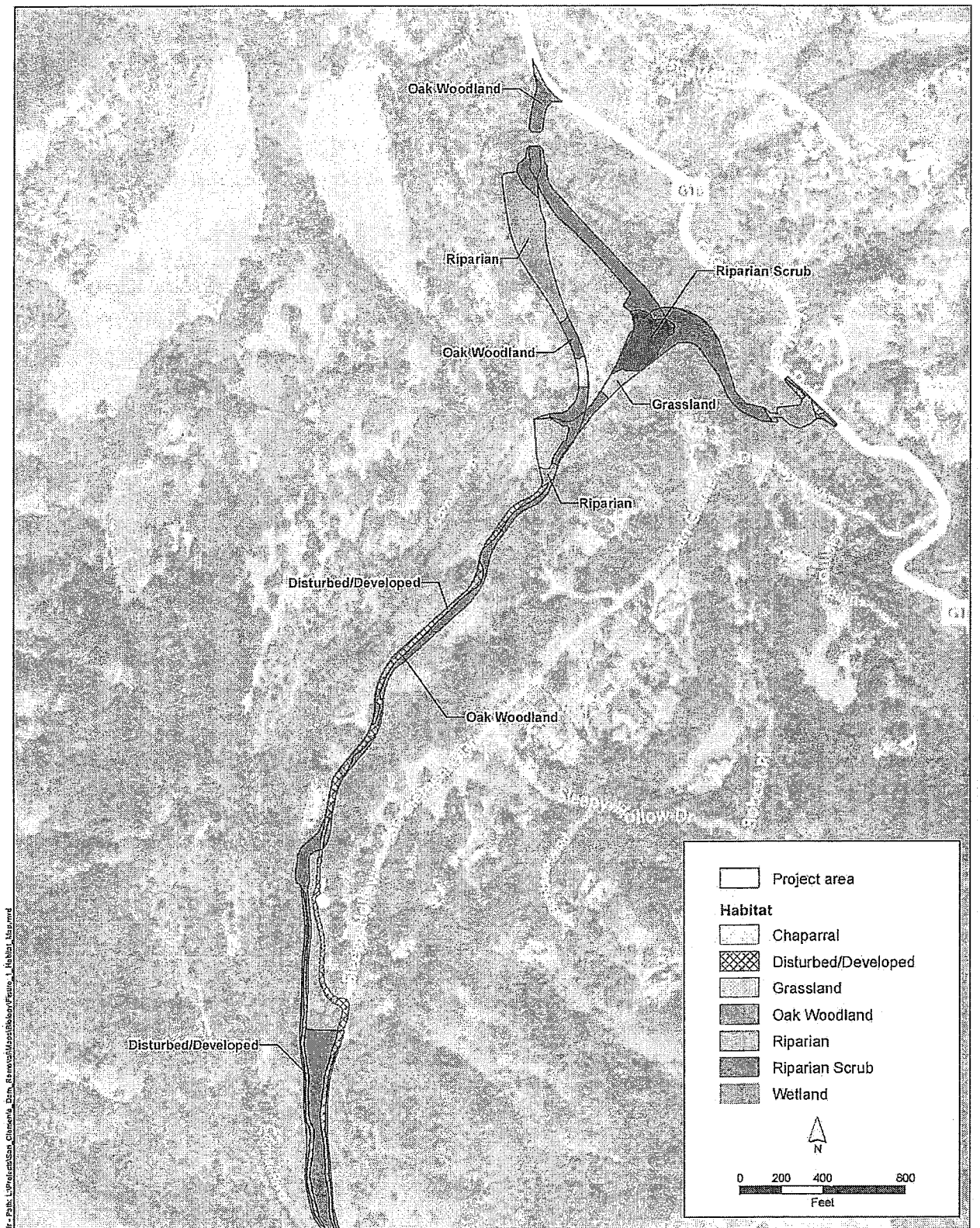
Tularcitos Creek Tularcitos Creek within the project area may provide habitat for adult and juvenile rearing during wet years. In most years, the water levels within this creek are not sufficient to provide juvenile rearing habitat, but would provide adult refugia and dispersal habitat.

Access Roads The access roads associated with the proposed action generally provide marginal dispersal habitat for CRLF. During periods of wet weather (i.e., rain or fog) CRLF may travel across upland habitats in the area of the access roads.

Monterey dusky-footed wood rat *(Neotoma fuscipes luciana).*
This subspecies of the dusky-footed wood rat is a California species of special concern. It is common to abundant in deciduous and evergreen woodland habitats that provide dense overstory and understory cover. It can also be commonly found in chaparral, coastal scrub, and riparian habitats. Wood rats build houses of sticks, bark, leaves, and other forest debris at the base of, or within the canopy of a shrub, tree, or other structure. Woodrat nests are common throughout the project area, occurring nearly everywhere that provides suitable habitat. Each of the potential access routes would have impacts on woodrat nests. Depending upon the route chosen, the number of nests that would be impacted varies.

Migratory Bird Treaty Act Protected Species
The project limits of work includes habitat for bird species protected by the Migratory Bird Treaty Act, including raptors and passerines. A pre-nesting season survey was conducted and nests mapped. A preconstruction survey will be conducted for nesting raptors and passerines. Active nests will be avoided as described in the CDFW permit (500 feet for raptor nests and 250 feet for all passerine nests).

Conclusions The species and habitats that are described here are potentially present throughout the area. While the alignments may vary in the quantity of habitat impacted (e.g., number of trees or nests removed), the types of species and habitats impacted are likely to be similar across alignments. These impacts are similar to those described in the 2008 FEIR/EIS for the Tularcitos Access Road.



URS	CARMEL RIVER REROUTE AND SAN CLEMENTE DAM REMOVAL MONTEREY COUNTY, CA	URS PROJECT NO. 26818107	Results of Vegetation Community Field Surveys, January 17-18, 2013 Figure 1 Page 1 of 2

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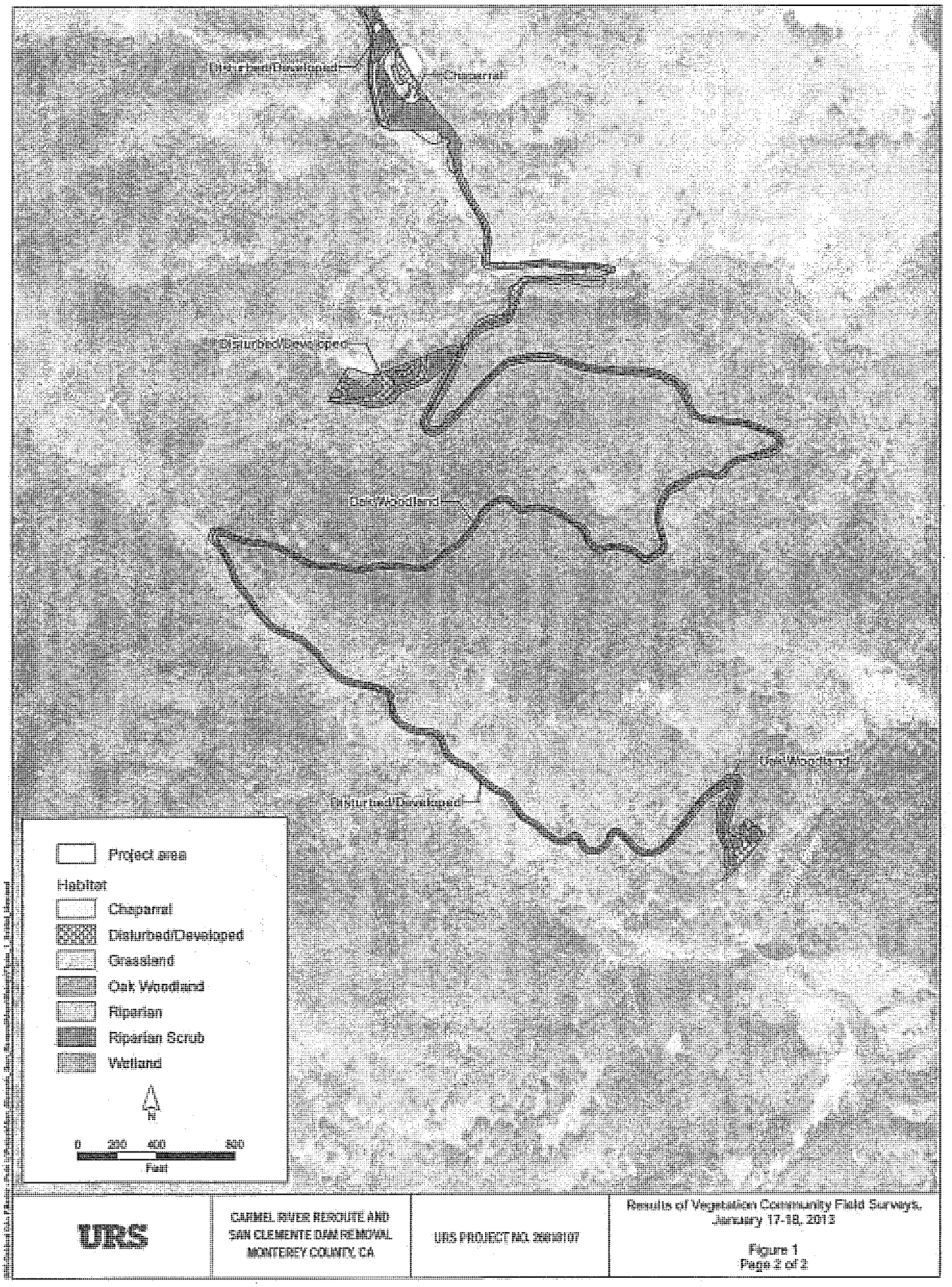
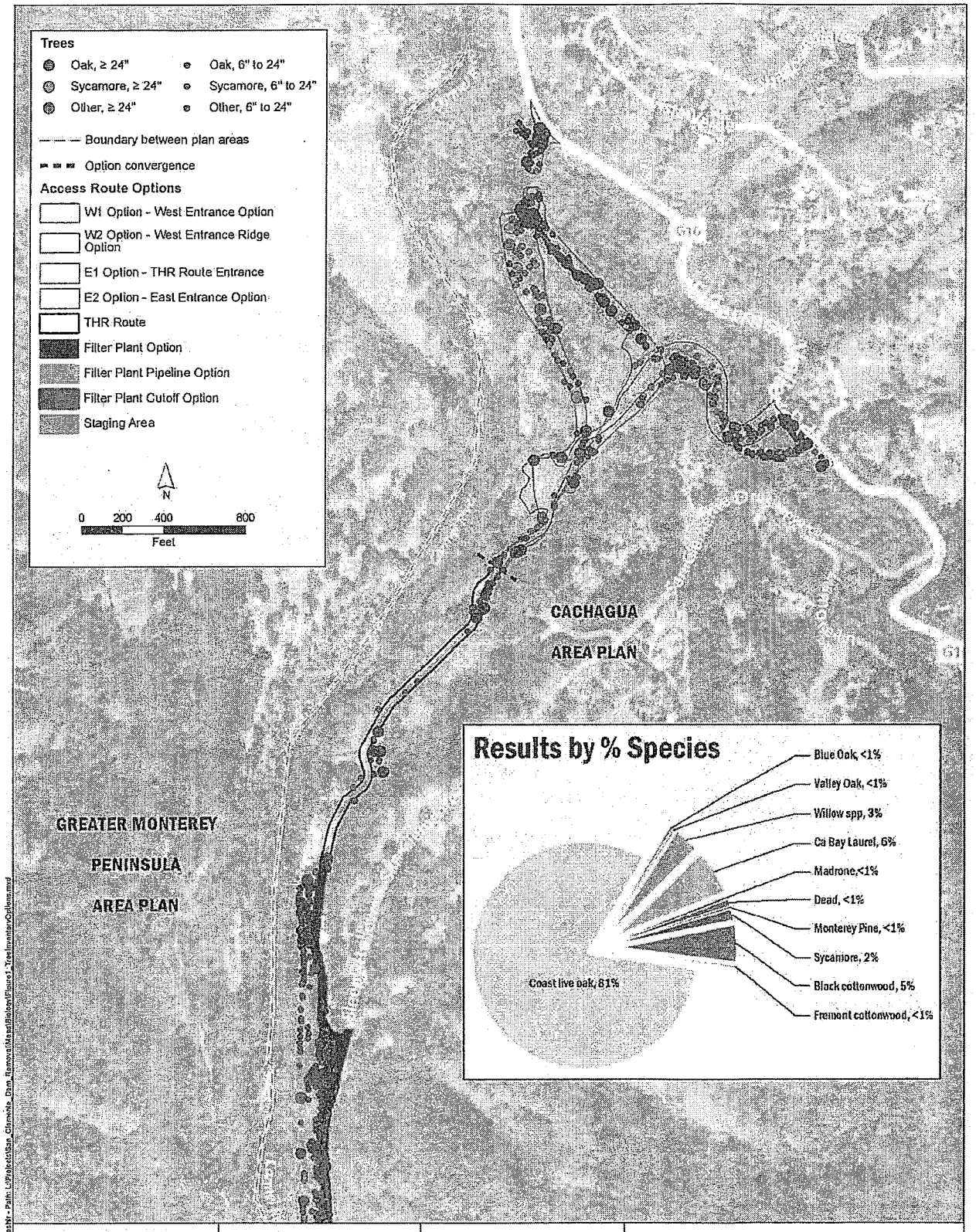
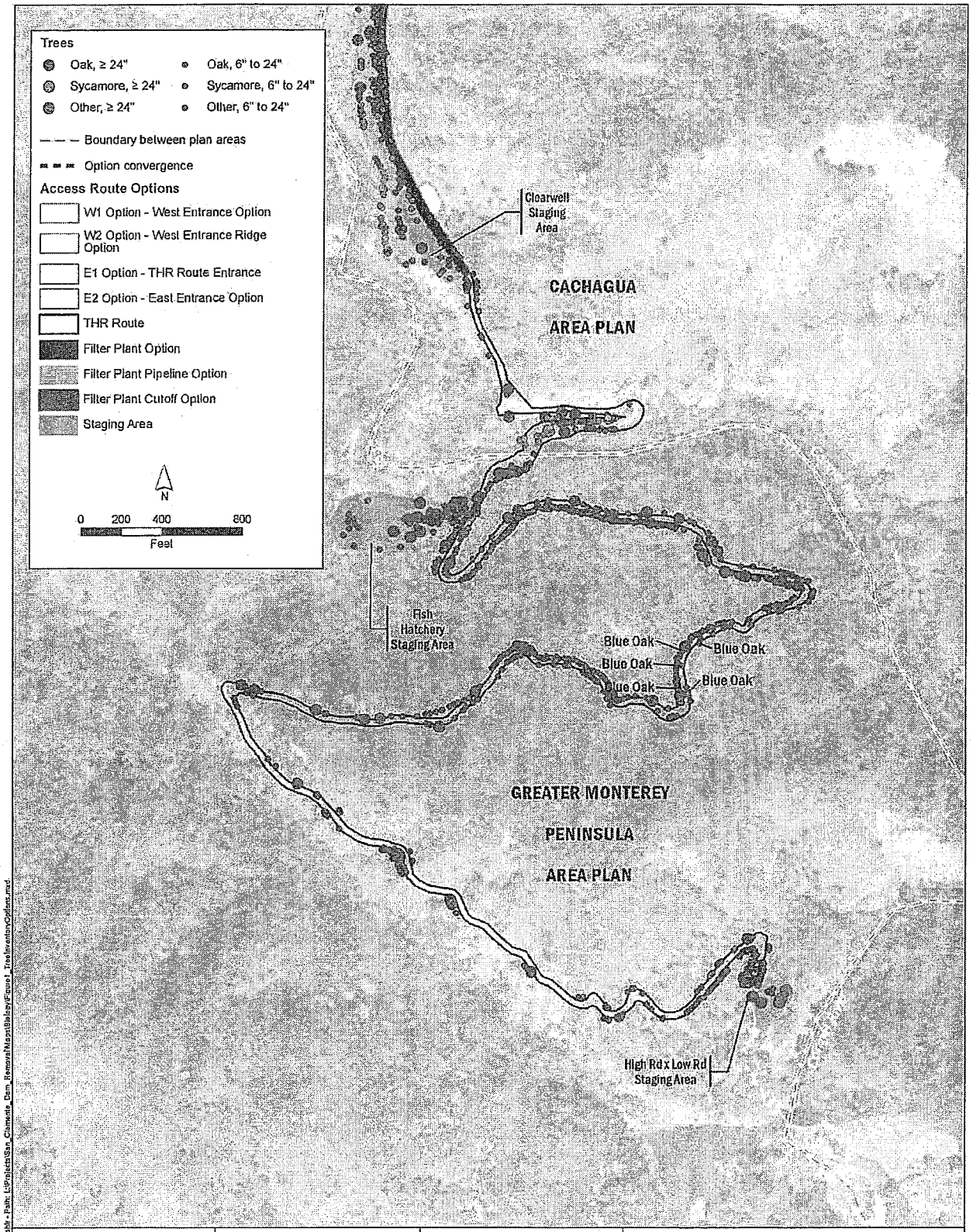


URS	CARMEL RIVER REROUTE AND SAN CLEMENTE DAM REMOVAL MONTEREY COUNTY, CA	URS PROJECT NO. 39818107	Results of Vegetation Community Field Surveys, January 17-18, 2013 Figure 1 Page 2 of 2



URS	CARMEL RIVER REROUTE AND SAN CLEMENTE DAM REMOVAL MONTEREY COUNTY, CA		Results of Monterey County Tree Inventory January 17-18, February 13, 2013 Figure 2a



URS Oakland CA - P:\Projects\San_Clemente_Dam_Removal\MapsBiology\Figure1_TreeInventoryOptions.mxd

URS	CARMEL RIVER REROUTE AND SAN CLEMENTE DAM REMOVAL MONTEREY COUNTY, CA		Results of Monterey County Tree Inventory January 17-18, February 13, 2013 Figure 2b

Exhibit O

Letter from Douglas J. Gardner
(July 26, 2012)

July 26, 2012

Trish Chapman
California State Coastal Conservancy
1330 Broadway, 13th floor
Oakland, CA 94612-2530

RE: Old Carmel River Dam Removal
SCH # 2005091148

Dear Ms. Chapman,

I am the owner of a home at 19350 Cachagua Rd, in Carmel Valley, California. I am aware of the proposed San Clemente Dam removal project; I granted an access agreement to the project team last spring in order to facilitate archeological research in connection with County Bridge 529, which is adjacent to my front gate.

I do not have an opinion on the merits of the project itself. I am, however, very concerned with the potential impacts of the project on the residents of the Cachagua Valley during construction. I understand that the most current plan for the project, as described in SEIRs 1 and 2, calls for major access to the project site via Cachagua Road, from both the Carmel Valley Rd. and Tassajara Rd. intersections. Apparently the heaviest use will be from the Tassajara end to the east. Large trucks will take this route, as well as other project traffic.

I was not able to attend the meeting held at the Cachagua General Store a few weeks ago, but I know that my neighbors came away with many concerns. No one I have spoken to in Cachagua is happy about the traffic impacts or feels that they were sufficiently notified or informed in advance about them. I wanted to write this comment letter to ensure that specific concerns are addressed through the environmental review process. My comments are as follows:

Procedural Questions:
How were residents notified about this project? I received no notification or updates regarding circulation of the SEIRs. Is it possible that residents closer to the actual site---such as those at Sleepy Hollow---had more formal notification than Cachagua residents, who will bear significant impact? If newspaper notices were placed, I would question the effectiveness of that approach in such a rural area where many people do not have newspaper delivery. Reliance on previous lists of interested parties does not seem sufficient either since the original project and its EIR did not so directly impact Cachagua. I asked the archeological team that came to my property to be sure to let me know when the environmental documentation was available, but I received no notices. This lack of notice does not sit well. It is the responsibility of the sponsor to do all it can to make sure all affected parties are familiar with the project and aware of the public process, especially in light of the fact that this appears to be a tax-payer funded project.

I believe that the informational meeting recently held in Cachagua took place after the close of comment for SEIR 1. Informational meetings are helpful, but in this case should have happened before the close of the comment period and residents should have been formed of the existence of the SEIR and their right to comment.

The comment period for SEIR 2 is open till July 29, so please consider this letter a comment letter. Since these comments are traffic related, they also apply to SEIR 1. The two SEIRs and 2 projects are linked; they cannot be piecemealed. After all, Addendum 2 states that bridge materials "would be disposed at an approved offsite facility", suggesting that even more truck traffic will be directed to Cachagua Rd.

Cachagua residents do not understand why this long route through their community was selected when shorter routes much closer to the project were rejected. There is concern that the gate-guarded Sleepy Hollow community was able to influence the decision to keep this project out of their backyards and force its impacts on Cachagua. SEIR analysis suggested that alternate routes would have had an adverse impact on flora and fauna. Why were studies not done in regard to the impacts to people in Cachagua? Should there not have been Noise and Air Quality studies? Impacts that stretch for four or more years cannot be dismissed as "short-term" or "temporary". It does not appear that decision makers had all the analysis that should have been made available to them.

Operational Questions:
Cachagua residents are very concerned about the traffic impacts to Cachagua Rd. They rely Cachagua Rd on a daily basis to get to and from work; truck traffic can have a major impact on this commute. There will also be a potentially dangerous impact to emergency access, not only for fire fighters but for individuals who may need prompt medical attention not available in Cachagua Valley.

Also, the added heavy truck traffic on Carmel Valley Road may have unfortunate consequences. This is already a dangerous road, and by extending the route of construction vehicles 8 miles further east than a more sensible access route adjacent to Sleepy Hollow, the County will be creating frustration that may cause drivers to take risks in passing slow trucks. This is not a minor issue.

It appears that the successful contractor will have to produce a "traffic management plan"; will this plan have public review and input? The following questions and comments apply to Community meeting presentation at Cachagua, the SEIR and to the traffic management plan:

-Do the estimated construction trips shown on the "Construction Traffic Estimate" include Construction Equipment Mobilization? What do the footnotes allude to on this chart? There are no notes explaining the footnote numbers.
-The management plan should require the posting trip estimates in advance on a monthly basis.

-The County and Contractor should have a "hot-line" manned by a live body to receive reports of violations of any traffic management requirements. Violations should result in penalties.
-The traffic management plan should set standards for truck and bus brake maintenance; the screech brakes on the Cachagua grade will be fierce.
-Will the County and/or Contractor have the ability to change the proposed "improvements" to Cachagua Rd? If so how will residents be notified?
-Trucks should be required to pull over at designated lay-by zones along both Cachagua and Carmel Valley roads to permit passage of cars stuck behind slow moving vehicles. Truck drivers should be instructed to allow passenger vehicles to pass whenever possible.
-What will be the permitted hours and days of truck operations? The Community Meeting presentation said "material hauling" would be limited to 9 a.m. to 3 p.m. Monday through Friday; what about heavy equipment mobilization?

Please also consider and comment on the economic impact of this construction work. During the multi-year timeframe of this work, many homeowners may wish to market their homes for sale. What will be the impact on potential sales price to the disclosure of this long-term disruption?

Physical Alteration Questions:
It should be noted that Cachagua is a scenic country road. There is no discussion of potential aesthetic impacts to this road, which is utilized and enjoyed by visitors, cyclists and many others. It is not simply a back-woods truck route.

The Community meeting presentation indicated 5 specific "improvements" to be made to Cachagua Rd. My comments to these proposals are as follows:
-Regarding Bridge 529, it does not appear that the bridge will be widened, only structurally reinforced: is this correct? Can I request, as a concession to the community, that this bridge also be cleaned up and painted?
-Regarding the improvements to the Cachagua-Tassajara intersection, are these permanent changes? They appear only as useful to construction traffic. Will any existing vegetation be removed? Will this area be restored after construction?
-In general, this road is not always in great shape; the significant truck traffic will no doubt cause additional damage. Will damage be repaired on an ongoing basis?
-Will there be additional tree removal or pruning along Cachagua Rd.?
-What are the "staging areas"?
-Will the community be informed if the contractor wants to make other "improvements" in addition to these five? Will traffic be allowed to use these portions of the road while the improvements are under construction? Will Cachagua Rd. be closed at any time?

Finally, I would like to point out that the construction of this project will create burdens for the Cachagua community with no benefit other than the advertised improvement to a remote interior environment. It is customary, when communities are impacted, to provide compensating benefits beyond required mitigations. I

would suggest that the perceived negative effects of this project could in part be offset by some compensatory benefits, such as landscaping, lighting, park improvements, etc. I suspect that the community, if asked, would have ideas.

Again, I am not necessarily opposed to the dam removal project itself, except to the extent that its construction negatively---and seemingly unfairly---affects the residents of Cachagua. I also want to point out that this letter reflects the questions and comments of many in my community who were not made aware of the comment period process and have not written letters. I can assure you that I am not the only concerned resident. I hope that you will take these comments under consideration, provide answers where requested, and work hard to address our very real concerns. Also, I wish to be placed on whatever list you are keeping regarding information about the dam project in general and Cachagua Rd. in particular.

Thank you.

Douglas J. Gardner
19350 Cachagua Rd.
Carmel Valley CA 93924

Cc: County Supervisor Dave Potter
Catherine Bowie, Cal-American Water Company
Joyce Ambrosius, NOAA
Amy Roberts, Monterey County Planning Commission
Jeffrey Szytel, Water Systems Consulting, Inc.

This letter will be distributed both by email and regular mail.

Exhibit P

Applicant's Response to Douglas J. Gardner Requests (August 17, 2012)

Initial Responses to Doug Gardner Comments/Requests of 8/15/12

	Comment/Request	Initial Response
1	Limited hours for the movement of construction equipment (9-3)	The Supplemental EIR includes the provision that: Equipment mobilization trips would avoid peak traffic hours and would be coordinated with both the Cachagua Fire and Monterey Regional Fire Districts. Mobilization trips would also be coordinated with the local school bus schedules to avoid trips when school busses are running along Tassajara and Cachagua Roads. The MMRP further defines limits to truck deliveries and worker shifts to avoid commute and school bus traffic between 6 am and 8:30 am, and from 3:30 pm to 6 pm.
2	Hours should also be limited for the movement of any large, slow trucks, such as those used for the off-haul of debris	Haul trips would also be coordinated as described above.
3	Designated lay-by areas along Cachagua Road with requirement that dam-related traffic must pull into lay-bys to permit passenger vehicles to pass.	The Mitigation Monitoring and Reporting Plan (MMRP) requires that turn-outs will be used by construction equipment so emergency vehicles may pass. Construction truck escort vehicles will facilitate this effort. The Traffic Management Plan will require all dam related traffic to use existing turn-outs so vehicles may pass. No new lay-bys (turn-outs) would be constructed.
4	Estimated monthly trips should be posted at each end of Cachagua Road at the start of each month	The Traffic Management Plan will require posting of estimated monthly trips at at each end of Cachagua Road. The Traffic Coordination and Communication Plan will schedule truck deliveries and identify and use a resident (on-site) Traffic/Transportation Coordinator. Monthly trips were discussed in the April 2012 Supplemental EIR, Section 4.9.
5	No full road closures. At most, partial closures will be permitted during construction of 2 switchback improvements with one lane kept operational for local traffic. No full closures at night.	Full-road closure is no longer proposed during the switchback construction period. Permit conditions and contractor bid package documentation will be amended to provide for non-peak hour, weekday road closures at two adjacent switchbacks for an approximately 8 to 10 week period, allowing one-lane passage for all vehicles at night and during peak hours (between 6 am and 8:30 am, and from 3:30 pm to 6 pm), and 24/7 access for emergency vehicles. No night work would be conducted.
6	Truck brakes must be properly maintained to minimize noise impacts	The MMRP requires the use of "quiet design construction equipment, eliminate unnecessary idling, and to implement good maintenance and lubrication procedures (see Noise MM#2). In addition, traffic/Transportation Coordinator and contact number would be made available (see related responses above and below).
7	One lane closures must be manned at each end.	One lane closures would be manned by flagmen and/or automated traffic signal systems.
8	Should be limitations on the time allowed for partial closures. Contractor must complete work within allocated time.	This will be detailed in the Traffic Management Plan that will be submitted to the County for approval. This and other traffic measures will be enforced by the Monterey County Public Works Department, per the MMRP.
9	Hot line should be maintained, manned by live body, to receive complaints o reports of violations. Violations should carry with them fines to discourage contractor abuse.	A Traffic/Transportation Coordinator will be available on-site and accessible by telephone. Contact information for the owner's representative would be made available to the public.
10	County inspectors should closely monitor contractor operations on Cachagua Road to ensure conformance to traffic management plan.	The County-approved MMRP requires the Monterey County Public Works Department to monitor and enforce compliance. Contractor monitoring will occur daily and quarterly reports will be submitted to the County throughout construction.
11	Cachagua Road should be maintained throughout construction period. Contractor will be required to return road to original sate at end of construction, but road should not be allowed to deteriorate for 4+ years until repaired.	The contractor will monitor road conditions and make repairs for safe, drivable use throughout the construction period (e.g., potholes would be repaired etc.). Any further repairs would be made at the end of the project as discussed in the April 2012 SEIR.
12	Contractor will be forbidden to make any changes to Cachagua road other than the specific changes set forth in the bid documents.	The contractor would only construct the approved work as defined in the bid documents. If for some reason changes were proposed, the county would be informed and have review and approval opportunity. Depending on the proposed change, permits may need to be amended and supplemental environmental review, public input, and County approval as a responsible agency may be necessary.
13	Any additional changes proposed by contractor must be approved by County and reviewed in advance by Cachagua Property Owners Association, which will serve as conduit for all construction related community issues.	As described above, any additional road improvements proposed by the contractor would need to be reviewed by the County.
14	Dust and dirt must be controlled as trucks exit from Jeep Road.	Soil stabilizers will be applied to disturbed construction areas, as needed. Haul trucks will maintain at least 2 feet of freeboard; remove excess dirt from tires prior to the use of public roads; and, secure and cover loose-material loads. Signs will be posted with names and telephone numbers of both project and Monterey Bay Unified Air Pollution Control District staff to contact regarding dust complains. This person will respond to complains and take corrective action within 48 hours. Dust control measures will meet Air Quality standards. A 15 mph limit will be enforced on unpaved roads.

Exhibit Q

Public Comments

From: Blake Forrest [mailto:blakeforrest@gmail.com]
Sent: Monday, April 29, 2013 9:45 PM
To: Schubert, Bob J. x5183
Subject: Carmel River Dam removal

Dear Mr Schubert,

I have been following the progress and fully support the removal of the San Clemente Carmel River Dam.

I hope that you will do everything possible to see this to a final conclusion with as much expedinecy as possible in this day and age.

I look forward to the meeting results of May 8th, 2013

Blake Forrest
47320 Hwy 1
Big Sur, CA 93920

-----Original Message-----
From: Andrea Moore [mailto:moore-a@att.net]
Sent: Monday, April 29, 2013 8:32 PM
To: Schubert, Bob J. x5183
Subject: RE: Please support removal of the San Clemente Dam

Dear Mr. Schubert,

Please support the San Clemente Dam Removal project.
As part of the annual CV Steelhead Association fish rescue team, I've become concerned about the CV river and its ecosystem.
The river is out of balance and the dam removal could help restore it to greater health.

Thank you for your consideration to permit this project.

Sincerely,
Andrea Moore

From: Frank Emerson [mailto:frank.t.emerson@gmail.com]
Sent: Monday, April 29, 2013 7:38 PM
To: Schubert, Bob J. x5183
Subject: Combined Development Permit for the San Clemente Dam Removal Project

Dear Mr Schubert,

My name is Frank Emerson, and I am long time resident of Monterey County. I sincerely urge that the Combined Development Permit for San Clemente Dam removal be approved as soon as possible. Any more delays may jeopardize the schedule and budget. But, more importantly, this is a tremendous project for our beautiful County and the Carmel River. I list the major benefits below. But also there are many jobs to be created here, and not just the immediate construction jobs. River restoration scientists, fishery biologists, geologists, etc., all over the USA, are watching the progress of this project. Actually beginning the project will be a very opportune time for them to begin planning a multitude of important studies that Dam removal will require on the Carmel River. Bringing national attention to our area is good for our community. Much like what is happening with the Elwha Dam removal in Washington State. The opportunity for grant funds for the County. Municipal Water Agencies and even Educational Institutions will be significant.

I have personally devoted hundreds of volunteer hours to the rescue and relocation of 10's of thousands of stranded steelhead on the Carmel River. I have been doing this work since 1996, it is with tremendous optimism that I can say we are moving in the right direction. Finally bringing rational solutions to the decades old problem of this antiquated, dangerous and fish killing Dam is a giant step forward.

Thank you for your work on this critically important project.

Frank Emerson
501 Lighthouse Ave #6
Monterey, Ca 93940

Project benefits include:

- Permanently resolving the dam safety issue
- Restoring unimpaired fish passage to 25 miles of high quality steelhead spawning and rearing habitat
- Improving habitat for California Red Legged Frog
- Restoring the ecological connectivity of the Carmel River
- Donation of over 900 acres of land to BLM which connects to lands owned by the Monterey Peninsula Regional Parks District to make over 5400 acres of contiguous open space.
- Reduced community impacts due to revised construction access plan

Carmel River Steelhead Association

501 (C)(3) TIN 77-0093979

P.O. Box 1183

Monterey, CA 93940

Mr. Jose Mendez
Chair, Monterrey County Planning Commission
Monterey County Government Center
168 W. Alisal, 2nd Floor
Salinas, CA 93901

April 26, 2013

RE: San Clemente Dam Removal

Dear Mr. Mendez:

The Carmel River Steelhead Association (CRSA) has been working to preserve the native strain of Carmel River Steelhead for 39 years. Over many years our organization has rescued hundreds of thousands of stranded fish of all sizes and relocated them to areas where they will have the possibility of surviving. CRSA reared young fish in saltwater tanks to adults then spawned those fish to replenish the river when the river did not run for four years. CRSA built the fish ladder and trap that allows adult fish to be transported over Los Padres Dam. CRSA built the large woody debris structures in the South Arm of the Carmel River Lagoon for refuge in the lagoon over summer. CRSA rebuild the piping system in what was the west Odello artichoke field and pays for the power to provide supplemental water to the Carmel River Lagoon in summer. Our past work has been and will continue to be only to preserve the Steelhead until conditions improve and they can manage on their own.

CRSA has worked hard to see that the San Clemente and Old Carmel River Dams are removed. Since the dams were built they have been an incredible passage barrier for both adults migrating upstream and juveniles migrating downstream and without the removal of these dams the federally listed steelhead do not have much of a chance to recover. Removal of the dams will not solely insure the survival of the steelhead, however, not removing the dams will insure the steelhead remain on the endangered species list.

CRSA, in the strongest way, encourages the Planning Commission to approve the Combined Development Approval in your May 8 meeting. Further delays will not only be harmful to steelhead, but will add to the cost of the project needlessly. We have not heard anyone suggest the dam should not be removed, only a few complaints regarding traffic. It is our understanding those traffic issues have been addressed as best they could and it is time to move this project forward. Not only will this project improve conditions for steelhead but it will benefit the community in many other ways.

Sincerely;

Brian LeNeve
President Carmel River Steelhead Association

PLANNING AND CONSERVATION LEAGUE

April 26, 2013

Jose Mendez
Chair, Monterey County Planning Commission
Monterey County Government Center
168 W. Alisal Street, 2nd Floor
Salinas, CA 93901

Commissioners,

The Planning and Conservation League urges your Commission to approve permits for the San Clemente Dam Removal and Carmel River Reroute project. The California State Division of Dam Safety has found that the dam could fail in a credible earthquake or very large flood. Downstream residents, including those at Camp Steffani, could be inundated in a matter of minutes. The San Clemente Dam Removal and Carmel River Reroute project will remove the serious threat to lives and property that would result from failure of that dam.

In addition, this project will also remove a significant barrier to the migration of threatened steelhead trout. Removing the San Clemente Dam will provide steelhead with needed access to spawning habitat that is currently upstream of the unsafe dam.

Because this project has statewide as well as local benefits, the Coastal Conservancy is making a very significant contribution that will lower costs to California American customers. In addition, alternate access has been developed to minimize traffic impacts, at your suggestion.

Approval of project permits at your May 8 meeting will allow necessary preparation work to begin this year. That will reduce the time that Monterey residents remain at serious risk.

Thank you,

Bruce Reznik
Executive Director
Planning and Conservation League

cc: Bob Schubert

1107 9th Street, Suite 901, Sacramento, CA 95814 Phone: 916-822-5631 Fax: 916-822-5650

Schubert, Bob J. x5183

From: Corey Cate [cateintracy2@sbcglobal.net]
Sent: Friday, April 26, 2013 7:26 PM
To: Schubert, Bob J. x5183
Subject: Carmel River Dam removal, support

April 26, 2013
Tracy, California

Dear Mr Mendez, via Mr. Schubert

As a long time advocate for including nature's gifts to us as worthy of respect when it comes to water issues, I add my name to the many who support dam removal.

It is clear today, that maintenance and in many cases, preservation of what exists as natural and native has great value. I ask that the commission grant the permit for removal of the dam as a way to lawfully respect our natural resources and heritage.

The benefits of this impoundment are now history. We've seen time and time again that that benefit of a dam has a lifetime. The lifetime is now over for this dam on this river. We surely count our blessings and acknowledge our forefathers for their work and investment to assure their needs were met by this river. Those heroic efforts are well in the past now, and as we know all good things do indeed come to an end.

The value of natural riparian waterways and the native species they support has now increased within our society and within coastal California. Once ubiquitous, they are now scarce. This river, in this place, has unique and special reasons for restoration, and the fishery, the riparian habitat, and the value of water flow down to the ocean are now known better than at any time in the past. We know we can benefit from removal. We know the choice to benefit is part of beneficial use policy and part of a core ethic of respect for Public Trust Doctrine.

Resolving this issue has been a long time coming. Many great reasons both pro and con have been brought to your attention. Many reasons have been run up the flagpole and discussed, and the great reasons have stood scrutiny. Restoration's time is now.

You have the documents, the science, the personal and legal opinions, and now you have the support of the community of scientifically and historically knowledgeable folks.
I trust you will decide in favor of removal.

Sincerely,

Corey Cate

1751 Duncan Drive
Tracy CA 95376
(cateintracy2@sbcglobal.net)
209.221.7899

5th generation Native Californian.
Past President Tracy Fly Fishers
Board Member California Sportfishing Protection Alliance

The Nature Conservancy
Protecting nature. Preserving life.™

April 26, 2013

Mr. Jose Mendez
Chair, Monterey County Planning Commission
Monterey County Government Center
168 W. Alisal Street, 2nd Floor
Salinas, CA 93901

RE: Support for the San Clemente Dam Removal Project

Dear Mr. Mendez,

The Nature Conservancy of California expresses, via this letter, its full support for the San Clemente Dam Removal Project and encourages the Monterey County Planning Commission to approve the combined permit for the project. The Nature Conservancy is a nonprofit organization dedicated to preserving the lands and waters on which all life depends. The San Clemente Dam Removal Project will:

- Restore unimpaired fish passage to 25 miles of high quality steelhead spawning and rearing habitat;
- Improve habitat for California Red Legged Frog; and
- Restore the ecological connectivity of the Carmel River

Each of these outcomes is vital to the objectives we have for helping to restore natural systems in Monterey County that provide important benefits to both nature and people in the county.

Thanks in advance for your consideration.

Brian Stranko
Regional Director, North and Central Coasts
The Nature Conservancy of California
201 Mission Street, 4th Floor
San Francisco, CA 94105

Letters submitted by email to Bob Schubert, Senior Planner, County of Monterey, at SchubertBJ@co.monterey.ca.us.

Sleepy Hollow Homeowners Association
C/o Steve Woolpert, President
8 Sleepy Hollow
Carmel Valley, CA 93924
sgwoolpert@comcast.net
831-659-3060

April 19, 2013

Cachagua Land Use Advisory Committee
County of Monterey
Monterey County Planning Department
168 W. Alisal Street, 2nd Floor
Salinas, CA 93901

Subject: San Clemente Dam Removal and Carmel River Re-route Project. Tularcitos High Road Conditions of Approval.

Dear Cachagua Land Use Advisory Committee Members:

Thank you for receiving our March 27, 2013 letter of recommendations of Conditions of Approval for the subject project at your last meeting held on March 27, 2013.

Following your meeting, we have had the opportunity to meet with the applicant and discuss how to best fine-tune the project design, condition its operations, and thereby provide for protecting the quality of life for our residents. Moreover, we have read the project's EIR Addendum (date stamped April 5, 2013; released to the public April 17, 2013).

Our meeting with the applicant has resulted in our agreeing to a number of significant terms and conditions, subject to their releasing any more project description specifics, including their having three (3) alternative access route alignments. The feasible mitigations for all three (3) alignments have a common attribute: Earth material shall be placed (berm) and/or the road shall be designed (cut and fill) so as to block the line-of-sight of moving equipment and trucks from our residents occupying the dwellings on Lots 1 – 5. All three (3) alignments are with respect to the segment of the Tularcitos High Road between the Filter Plant and the Clearwell Tank, where the project traffic is currently proposed to travel within 2,500' of these dwellings. The alignments are:

1. Alignment #1 This would use the existing Pipeline Road and the Filter Plant Road/Spur Road,
2. Alignment #2 This would use only the Filter Plant Road/Spur Road, and
3. Alignment #3 This would use a Northern portion of the existing Pipeline Road connected to a new graded connection road up to beyond the applicant's gate on the San Clemente Drive (existing upon the lands of the applicant).

The applicant may choose one or more of Alignments #1 – #3. They are illustrated on the attached Figures 13 and 14.

We have prepared and attached a complete list, including the access-road alignment alternatives discussed above, of recommended Project Conditions. Should you choose to recommend approval of this Project, we are respectfully asking you to please include the Project Conditions, as listed on the attachment, in such recommendation.

Please do not hesitate to contact us with any questions or suggestions you may have. Thank you.

Sincerely,

SLEEPY HOLLOW HOMEOWNERS ASSOCIATION

BY: Steve Woolpert, Its President.

Attachments

CC: Richard Svindland, Vice President-Engineering
California American Water

April 19, 2013

San Clemente Dam Removal and Carmel River re-Route Project
Sleepy Hollow Residential Community Considerations
Recommended Conditions of Approval

1. CAW shall design, construct, and use the Tularcitos High Road (THR) from E. Carmel Valley Road following the alignments as identified in the attached Figures 1, 2, and 13, excepting that the THR segment between the Filter Plant and the Clearwell Tank may follow one or more of the following three alignments:
    a. Alignment #1 Existing Pipeline Road and the Filter Plant Road / Spur Road,
    b. Alignment #2 Filter Plant Road / Spur Road, and
    c. Alignment #3 The Northern portion of the existing Pipeline Road and a new graded connection road beyond the San Clemente Drive gate (existing upon the lands of CAW).

    Alignments #1 – #3 are illustrated on the attached Figures 13 and 14.

2. Alignments #2 and #3 shall be designed to provide for no line-of-sight of cars, trucks (including exhaust pipes), and equipment as viewed from the dwellings (as if no vegetation or man-made structures exist) located on Sleepy Hollow Lots 1 – 5 .

    Earth material, or its equivalent in terms of noise attenuation, used to block line-of-sight, shall be a several feet higher or wider, as the case may be, than the line-of-sight in order to adequately mitigate adverse noise for the residents of said dwellings. Moreover, the appearance of the noise attenuation material, whether it be earth material exposed by a grading cut, earth berm or temporary structure, shall be in reasonable harmony with the Sleepy Hollow neighborhood and, before construction, shall first be reviewed by the Sleepy Hollow HOA and approved administratively by the County of Monterey Planning Department.

3. Should CAW choose to use Alignment #1, the type of project traffic that may use the Pipeline Road is limited to trucks, automobiles, and pickups. The type of project traffic that may use the Filter Plant Road/Spur Road is limited to self-propelled heavy equipment and a fuel truck.

    Should CAW choose to use Alignment #2, the type of project traffic that may use the Filter Plant Road/Spur Road is not limited.

    Should CAW choose to use Alignment #3, the type of project traffic that may use the Northern portion of the Pipeline Road and the new graded connection up to beyond the San Clemente Drive gate, where it exists on CAW lands, is not limited.

4. CAW may use the Off-Loading and Loading area as identified on the attached Figure 1 only during 9:00am to 3:00pm, non-holiday, weekdays.

   Uses allowed in the Off-Loading and Loading area are: Heavy Equipment and materials off-loading and loading. The materials specifically permitted include general construction materials (e.g. piping, landscape materials, sheet piling, aggregate base rock, demolition timbers). Operating front-end loaders, forklifts, and cranes necessary for the immediate unloading or loading of allowed equipment and materials.

   Uses disallowed in the Off-Loading and Loading area specifically include:

   i. Any processing of any materials, including, but not limited to, aggregate, concrete, timber, vegetation, and soil.
   ii. The operation of any portable or stationary machinery, including electrical generators and air compressors. Maintenance of vehicles or equipment.
   iii. Storage of materials or equipment. "Storage" is defined as being idle or remaining in the Area in excess of five (5) calendar days.

5. CAW Project use of San Clemente Drive within Sleepy Hollow is strictly limited to support of its six (6) week construction of the Easternmost 1,000' segment of the THR (measured from the THR intersection with E. Carmel Valley Road) and, simultaneously, for the purpose of accessing the San Clemente Dam site in order to conduct additional studies, build fencing, maintain the steelhead program, and the like. Said 1,000' segment shall be constructed immediately upon Project commencement. In no case shall CAW continue such use of San Clemente Drive beyond calendar year 2013.

6. Project traffic using San Clemente Drive as described in Paragraph #5 above is limited, as follows: a. the Gross Vehicle Weight (GVW) limit is twenty (20) tons, and b. the days and hours of use are limited to non-holiday, weekdays, with cars and pickups only within 7:00am – 7:00pm, and all other traffic and equipment only within 9:00am – 3:00pm.

7. CAW shall immediately (within said 6-week construction period for the easternmost 1,000' segment) pave such segment of the THR from E. Carmel Valley Road to the Off-Loading/Loading area shown in the attached Figure 1., and upon Project completion, the THR route that CAW intends to use as its continuing, post-project, long-term road, shall then be paved from the Off-Loading/Loading area to the Clearwell Tank

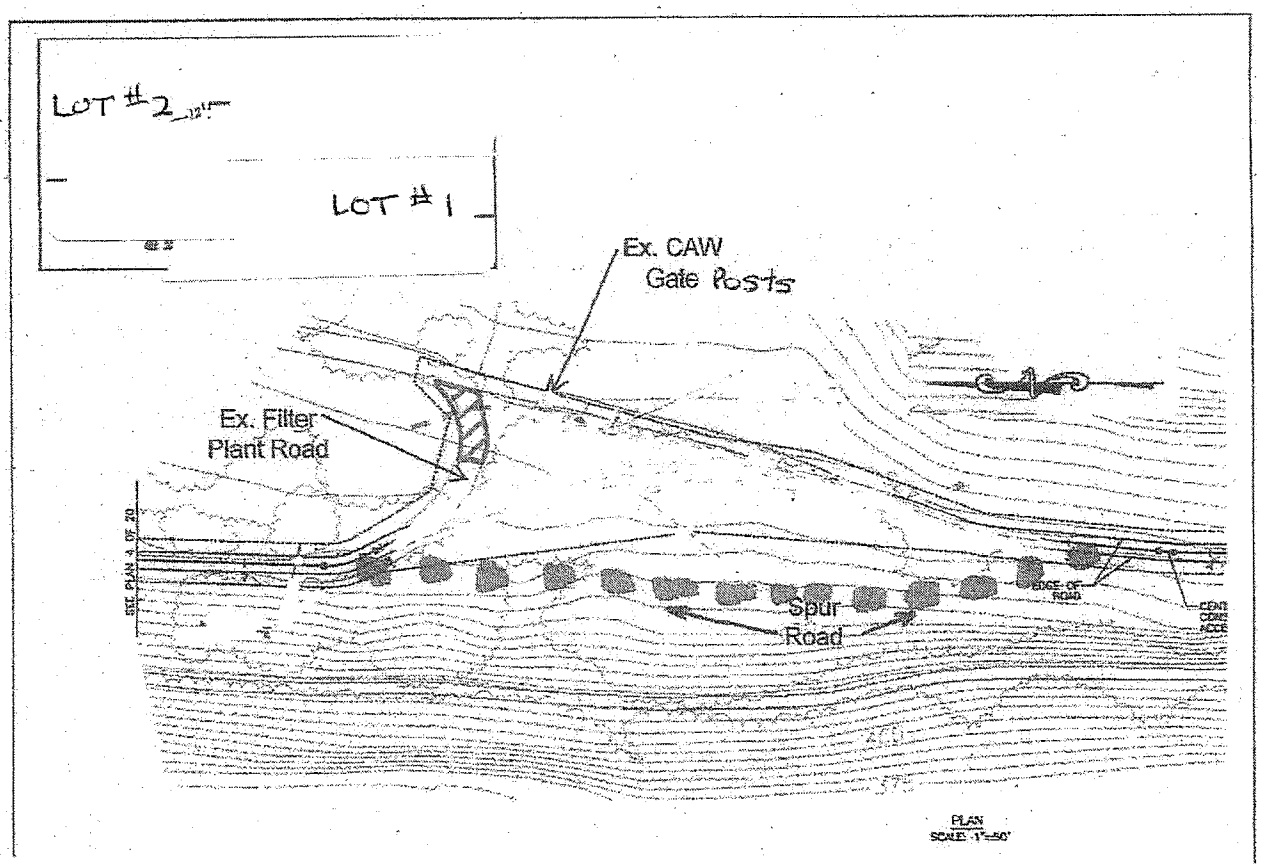
8. For the purposes of the Project, CAW's use of the segments of the THR that run from E. Carmel Valley Road to the Clearwell tank, as identified on the attached Figures 1, 2, 13, and 14, and as further described herein as Alignments #1 – #3, shall be in the manner as set forth: Trucks, truck and trailers, and equipment are permitted to operate within the hours of 9:00am – 3:00pm, non-holiday weekdays. Carpool cars and personal cars and pickups for employees are permitted to operate 7:00 am – 7:00 pm, Monday – Saturday, and Supervisors/Managers in personal cars or pickups are permitted to operate 24/7.

SAN CLEMENTE DAM
MONTEREY COUNTY
CALIFORNIA
ACCESS ROAD ALIGNMENT STUDY
WHITSON ENGINEERS
9099 Blue Larkspur Lane • Suite 105 • Monterey, CA 93940
831.649.5225 • Fax 831.373.5065
Civil Engineering • Land Surveying • Project Management
Existing Access Road
Proposed Temporary Construction Road
Proposed Permanent Access Road
Existing Access Road Closed to Public
Proposed Temporary Construction Road
Proposed Permanent Access Road
Existing Access Road Closed to Public

Figure 1

Proposed Power Plant Road Realignment
Dam and Turn Around
AREA OF POTENTIAL AFFECT (AAP)
NEW PAVED ACCESS ROAD
EXIST. DIRT ACCESS ROAD TO BE PAVED
SAN CLEMENTE DAM
MONTEREY COUNTY
CALIFORNIA
ACCESS ROAD ALIGNMENT STUDY
AREA OF POTENTIAL AFFECT
WHITSON ENGINEERS
5665 Blue Lagoon Lane • Suite 105 • Monterey, CA 93940
831 649-8225 • Fax 831 373-5065
Civil Engineering • Land Surveying • Project Management

Figure 2

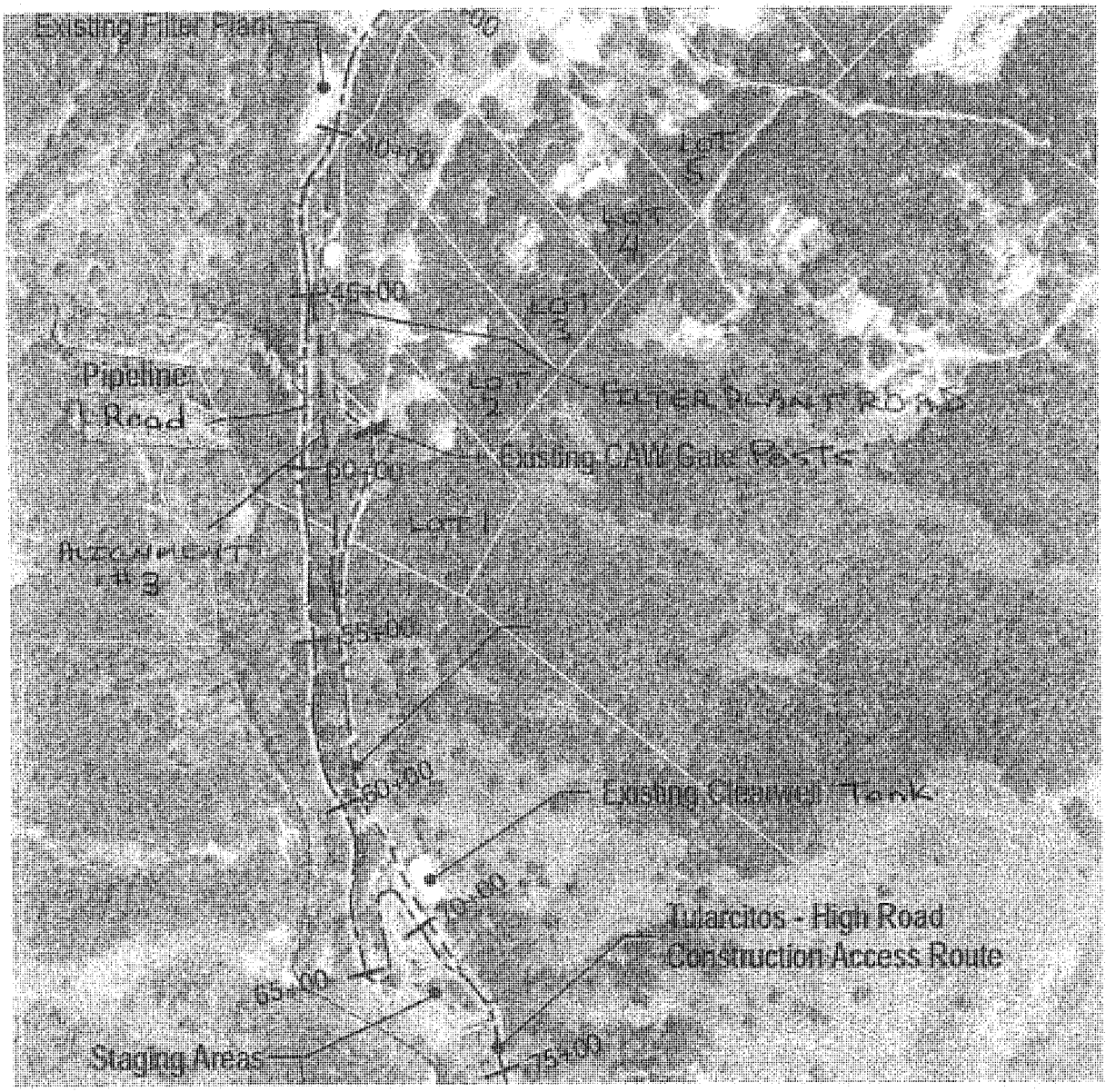


SLEEPY HOLLOW HOA
TURN-AROUND

50' 0 50' 100'
SCALE: 1"= 50'

Project No. 26818031	Carmel River Reroute & San Clemente Dam Removal	Filter Plant Spur Road Around CAW Gate Spur Road	Figure 13
URS			

INDICATIVE DESIGN - PREPARED FOR MONTEREY COUNTY PERMIT ONLY (DATED 03/26/2013)



— — — ALIGNMENT #3

Project No. 26818031	Carmel River Reroute & San Clemente Dam Removal	Figure 14
URS		

Sleepy Hollow Homeowners Association
C/o Steve Woolpert, President
8 Sleepy Hollow
Carmel Valley, CA 93924
sgwoolpert@comcast.net
831-659-3060

March 27, 2013

Cachagua Land Use Advisory Committee
County of Monterey
Monterey County Planning Department
168 W. Alisal Street, 2nd Floor
Salinas, CA 93901

Subject: San Clemente Dam Removal and Carmel River Re-route Project. Tularcitos High Road Conditions of Approval.

Dear Cachagua Land Use Advisory Committee Members:

Should you choose to recommend approval of the project to the Monterey County Planning Commission, we respectfully request that you would incorporate our "recommended Conditions of Approval" in your approval. They are listed in our March 1, 2013 letter to Monterey County Planning Staff Member Robert Schubert, and as necessarily amended due to recent information being disclosed to the public.

At the "Project Community Meeting" held yesterday, March 26, 2013, at 3:30pm at the Hidden Valley Music Center, the public learned for the first time the numbers of cars and trucks that are intended to access this project. Project representative Jeffery Szytel said, "During the 6-week period when the Tularcitos High Road is constructed, there would be a total of 480 one-way truck trips and, per day, 160 one-way passenger vehicle trips." He added, "During 2013, there would be a total of 200 one-way truck trips, which is an average of 3 trips per day during the 5-month construction season. The number of one-way truck trips in 2014 would be 280, and in 2015 there would be 240."

We are amending our March 1, 2013 recommended Condition of Approval #6 to include the project's use of the applicant's Pipeline Access Road for all project traffic (cars, pickups, trucks, and heavy equipment), while keeping the "Filter Plant Road Realignment, Berm, and Turn Around" for project traffic automobiles and pickups. The Pipeline Access Road is located further away and down a hillside from Sleepy Hollow homes, eliminating vehicle line-of-site to significantly improve project noise mitigation.

Please find attached a copy of "Figure 2" of Appendix G, of Volume 3, of the project's 2008 Final Environmental Impact Report/Environmental Impact Statement, indicating the location of the Pipeline Access Road with the label: "One-way truck road to dam, slurry pipeline, and conveyor route".

We have also prepared the attached list of Conditions of Approval that incorporate those listed in the March 1, 2013 letter to Robert Schubert, but with its #6 amended accordingly.

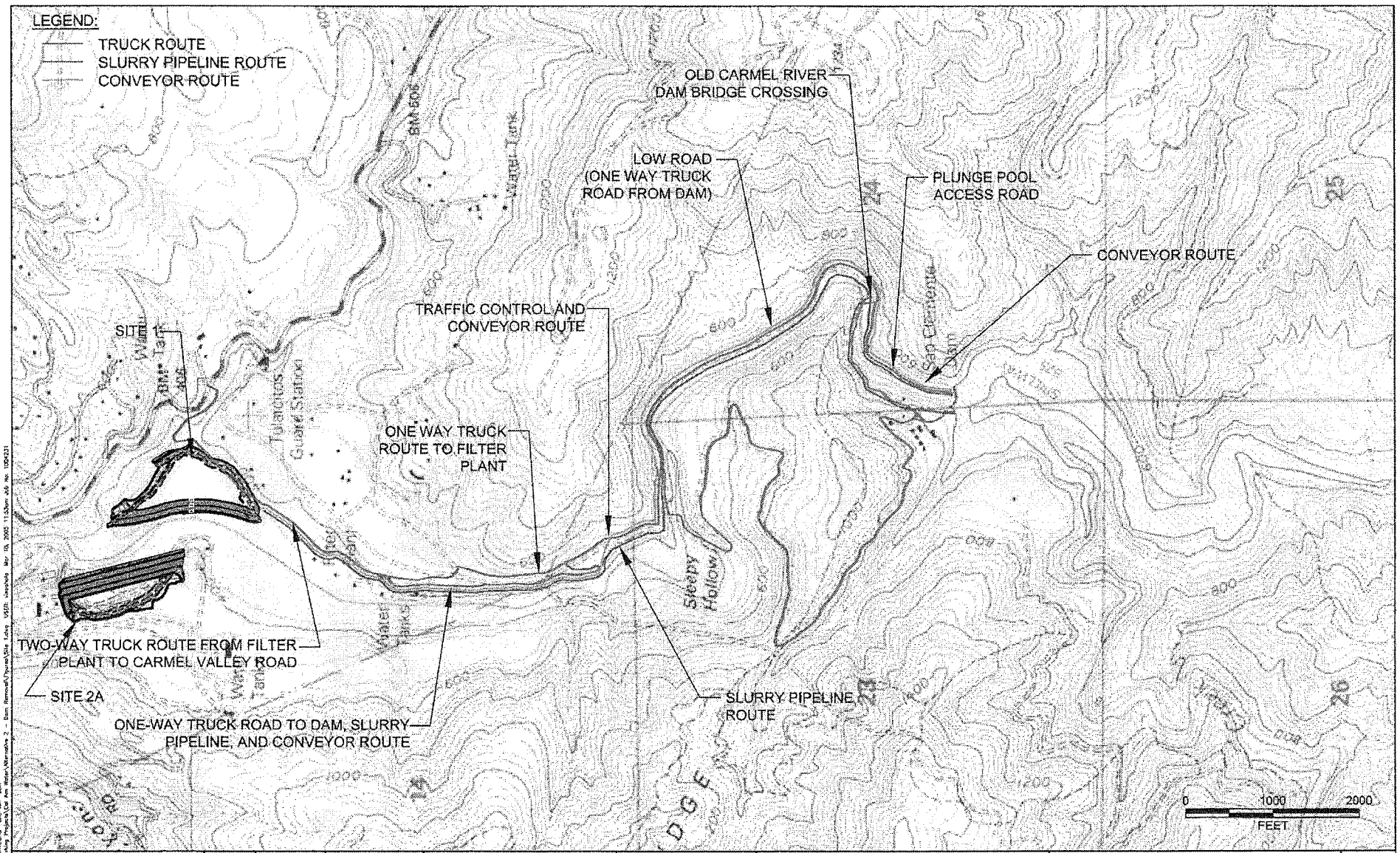
Please do not hesitate to contact us with any questions or suggestions you may have.

Sincerely,

SLEEPY HOLLOW HOMEOWNERS ASSOCIATION

BY: Steve Woolpert, Its President.

Attachments: 2



REV	DATE	BY	DESCRIPTION

SCALE

WARNING: 0 1/2 1 — IF THIS BAR DOES NOT MEASURE 1" THEN DRAWING IS NOT TO SCALE

DESIGNED

DRAWN

CHECKED

MWH
Walnut Creek
California

CALIFORNIA AMERICAN WATER
SAN CLEMENTE DAM
SEISMIC RETROFIT EIR/EIS PROJECT
PLAN OF SEDIMENT DISPOSAL SITES 1 AND 2A

FIGURE 2

March 27, 2013

San Clemente Dam Removal and Carmel River Re-Route Project
Sleepy Hollow Residential Community Considerations
Recommended Conditions of Approval

1. CalAm shall design, construct, and use the Tularcitos High Road (THR) from E. Carmel Valley Road following the alignments as identified in the attached Figure 1 and Figure 2 (with the addition of the Pipeline Access Road) as its sole access for the Project. CalAm shall not use a San Clemente Drive route through Sleepy Hollow.

2. CalAm shall use the Off-Loading and Loading area as identified on the attached Figure 1 for the sole purpose of heavy equipment off-loading and loading, which may only occur Monday – Friday, 0900Hrs to 1500Hrs, except in the event of extraordinary circumstances for which CalAm shall have received Monterey County's prior written consent.

3. CalAm shall be allowed to use San Clemente Drive, within Sleepy Hollow, solely for the support of its construction of the Easternmost 1,000' segment the THR (measured from the THR intersection with E. Carmel Valley Road), and shall complete such 1,000' segment within 2013.

4. CalAm shall pave the THR from E. Carmel Valley Road to the Off-Loading/Loading area shown in the attached Figure 1, and upon Project completion, the THR route will be additionally paved from the Off-Loading/Loading area to the Clearwell Tank, as shown on the attached Figure 2. Unpaved roads and unpaved staging and loading and off-loading areas shall be regularly watered, and paved roads swept.

5. CalAm shall forever prohibit the public or any unauthorized third party to use the THR for any purpose whatsoever, including the contemplated administrative-access easement over the THR that CalAm intends to grant to the Bureau of Land Management (BLM) in conjunction with CalAm's transfer of its approximate 928 acres of land to the BLM.

6. There may be two segments of the THR route between the Filter Plant and the Clearwell Tank. CalAm shall design and construct the THR as shown on the attached Figure 2, with the alignment and berm at the area shown as "Proposed Filter Plant Road Realignment , Berm, and Turn Around" to be used by project autos and pickups, and an additional segment known as the Pipeline Access Road. All project traffic (cars, pickups, trucks, and equipment) may use the THR segment located upon the alignment of the applicant's Pipeline Access Road, reducing any potentially significant adverse noise or visual impacts to the adjacent residents to levels of insignificance.

7. CalAm's use of that segment of the THR that runs from E. Carmel Valley Road to the Clearwell tank, as shown on the attached Figures 1 and 2 and including the Pipeline Access Road, shall be in the manner as set forth: Trucks, truck and trailers, and equipment exceeding 40 tons Gross Vehicle Weight (GVW) are permitted to operate within the hours of 9am – 3 pm, non-holiday weekdays. Park and Ride Vans for workers and Construction Management personal vehicles are permitted to operate Monday – Saturday, 7:00 am – 7:00 pm, delivery trucks and equipment less than 40 tons GVW are permitted to operate Monday -- Friday, 8:00 am – 5:00 pm, and on the portion of the segment of THR that remains unpaved, all traffic is subject to a speed limit of 15 MPH.

Figure 1

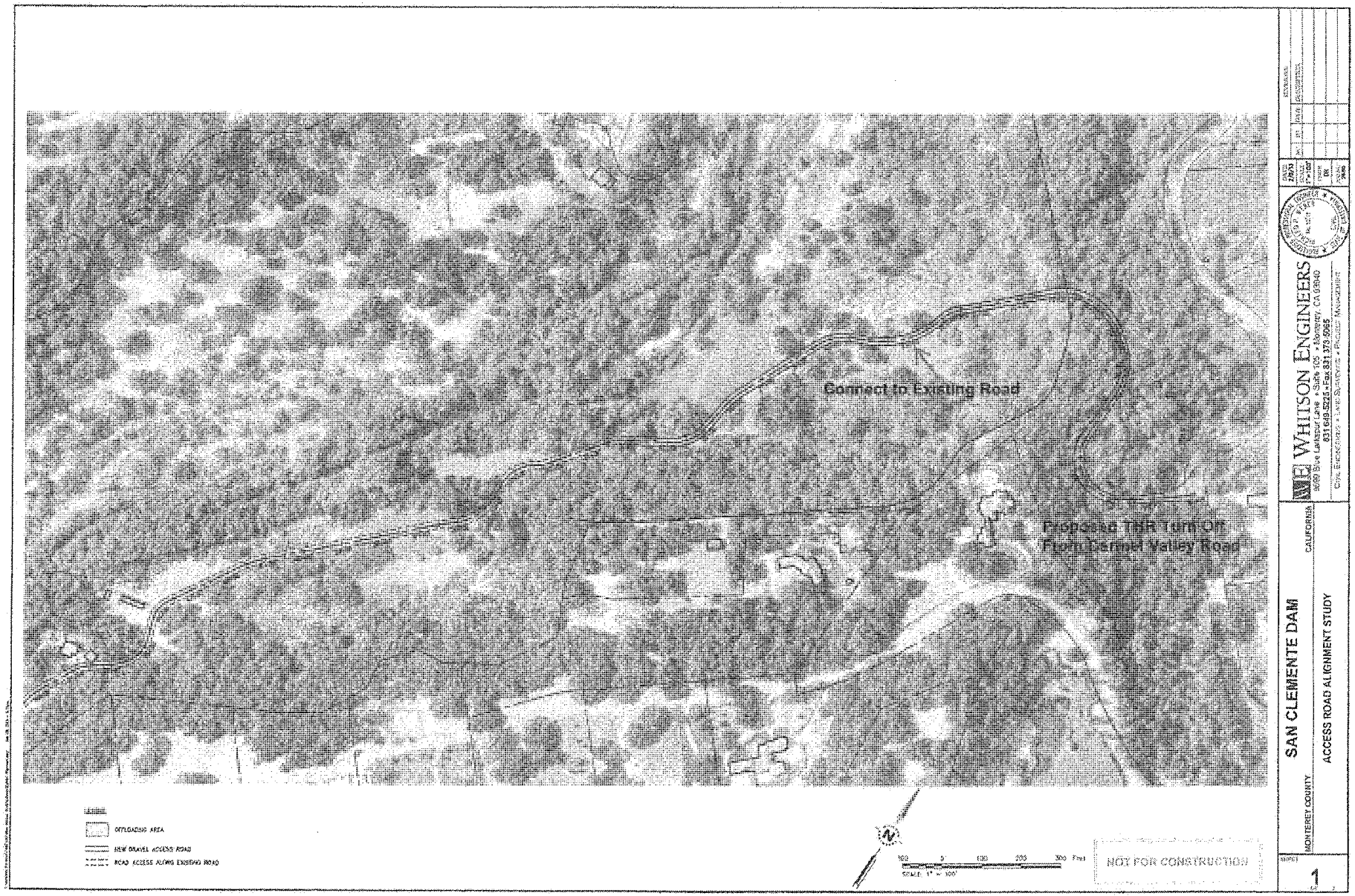
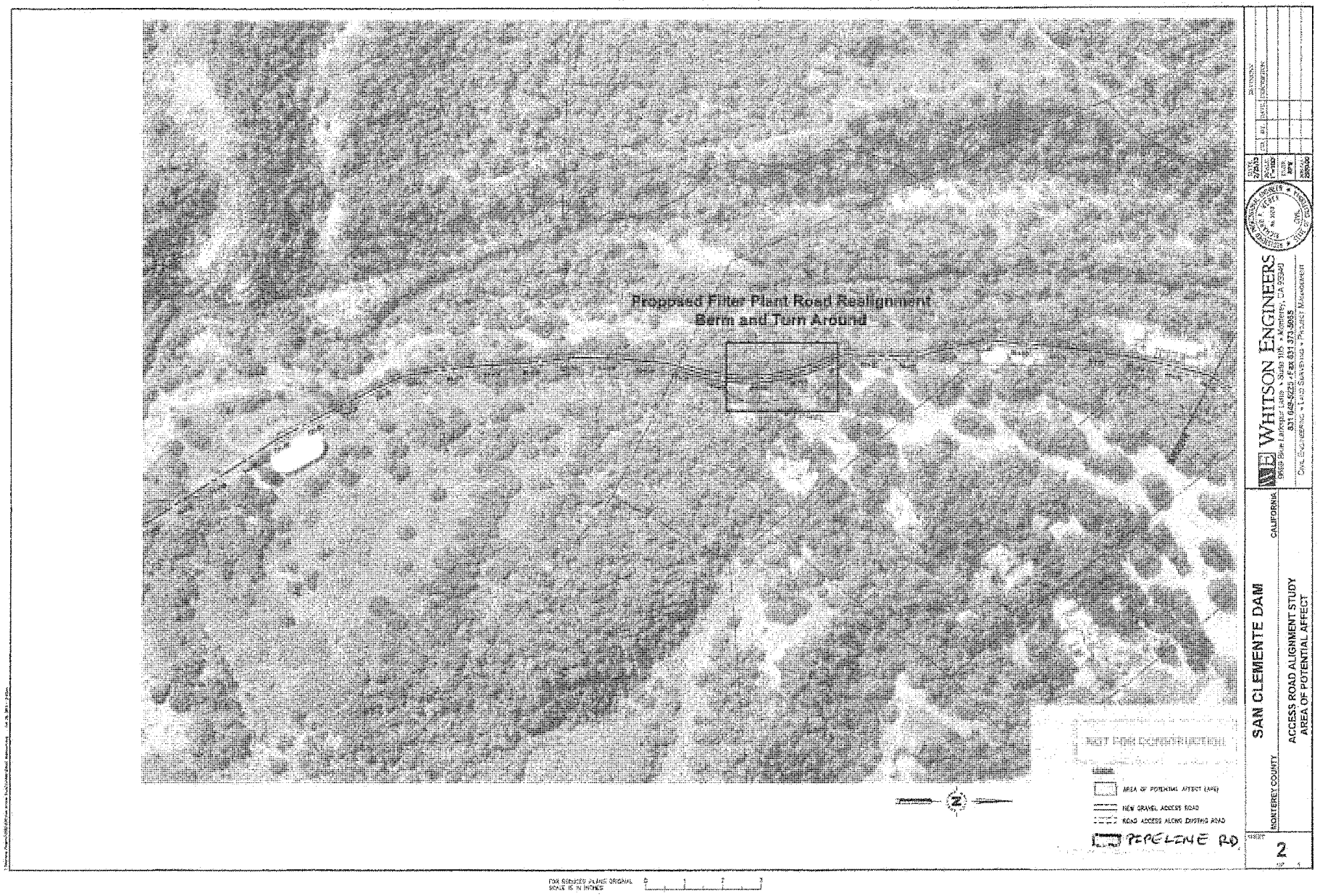

Connect to Existing Road
Proposed TMR Turn Off
From Carmel Valley Road
LEGEND
OFFLOADING AREA
NEW GRAVEL ACCESS ROAD
ROAD ACCESS ALONG EXISTING ROAD
NOT FOR CONSTRUCTION
SAN CLEMENTE DAM
MONTEREY COUNTY
CALIFORNIA
ACCESS ROAD ALIGNMENT STUDY
WHITSON ENGINEERS
1

Figure 2


Proposed Filter Plant Road Realignment
Berm and Turn Around
NOT FOR CONSTRUCTION
AREA OF POTENTIAL AFFECT (APE)
NEW GRAVEL ACCESS ROAD
ROAD ACCESS ALONG EXISTING ROAD
PIPELINE RD
SAN CLEMENTE DAM
MONTEREY COUNTY
CALIFORNIA
ACCESS ROAD ALIGNMENT STUDY
AREA OF POTENTIAL AFFECT
WHITSON ENGINEERS
2
FOR REDUCED PLANS ORIGINAL SCALE IS IN INCHES

Sleepy Hollow Homeowners Association
C/o Steve Woolpert, President
8 Sleepy Hollow
Carmel Valley, CA 93924

March 1, 2013

Robert Schubert
Senior Planner
Monterey County Planning Department
168 W. Alisal Street, 2nd Floor Salinas, CA 93901

Subject: Use Permit Application for the San Clemente Dam Removal and Carmel River Re-route Project (Project)

Dear Mr. Schubert:

We are a rural residential community, formally known as Sleepy Hollow, located adjacent to the Project's newly-proposed Tularcitos High Road. While we have not been informed as to the details of the currently-proposed Project and its contemplated uses (i.e., number and size of trucks, activities, hours of operations, etc.) of the Tularcitos High Road, we are presenting to you our current recommendations that tend to alleviate our most-pressing current concerns. If the Monterey County Planning Commission chooses to approve the Project, we would hope that it considers our below recommendations as appropriate for inclusion as Use Permit Conditions of Approval:

1. CalAm shall design, construct, and use the Tularcitos High Road (THR) from E. Carmel Valley Road following the alignments as identified in the attached Figure 1 and Figure 2 as its sole access for the Project. CalAm shall not use a San Clemente Drive route through Sleepy Hollow.

2. CalAm shall use the Off-Loading and Loading area as identified on the attached Figure 1 for the sole purpose of heavy equipment off-loading and loading, which may only occur Monday – Friday, 0900Hrs to 1500Hrs, except in the event of extraordinary circumstances for which CalAm shall have received Monterey County's prior written consent.

3. CalAm shall be allowed to use San Clemente Drive, within Sleepy Hollow, solely for the support of its construction of the Easternmost 1,000' segment the THR (measured from the THR intersection with E. Carmel Valley Road), and shall complete such 1,000' segment within 2013.

4. CalAm shall pave the THR from E. Carmel Valley Road to the Off-Loading/Loading area shown in the attached Figure 1, and upon Project completion, the THR route will be additionally paved from the Off-Loading/Loading area to the Clearwell Tank, as shown on the attached Figure 2. Unpaved roads and unpaved staging and loading and off-loading areas shall be regularly watered, and paved roads swept.

5. CalAm shall forever prohibit the public or any unauthorized third party to use the THR for any purpose whatsoever, including the contemplated administrative-access easement over the THR that CalAm intends to grant to the Bureau of Land Management (BLM) in conjunction with CalAm's transfer of its approximate 960 acres of land to the BLM.

6. CalAm shall design and construct the THR as shown on the attached Figure 2, complete with a noise- and-visual-impacts-mitigating landscaped berm, reducing any potentially significant and adverse noise or visual impacts to the adjacent residential residents to levels of insignificance, and a paved turn-around.

7. CalAm's use of that segment of the THR that runs from E. Carmel Valley Road to the Clearwell tank, as shown on the attached Figures 1 and 2, shall be in the manner as set forth: Trucks, truck and trailers, and equipment exceeding 40 tons Gross Vehicle Weight (GVW) are permitted to operate within the hours of 9am – 3 pm, non-holiday weekdays. Park and Ride Vans for workers and Construction Management personal vehicles are permitted to operate Monday – Saturday, 7:00 am – 7:00 pm, delivery trucks and equipment less than 40 tons GVW are permitted to operate Monday -- Friday, 8:00 am – 5:00 pm, and on the portion of the segment of THR that remains unpaved, all traffic is subject to a speed limit of 15 MPH.

We trust that our above recommendations are considered reasonable given the potential enormity of the proposed Project. We welcome your questions and comments. Thank you.

Sincerely,

SLEEPY HOLLOW HOMEOWNERS ASSOCIATION

By: _____
Steve Woolpert, President

Attachments: 2

Figure 1

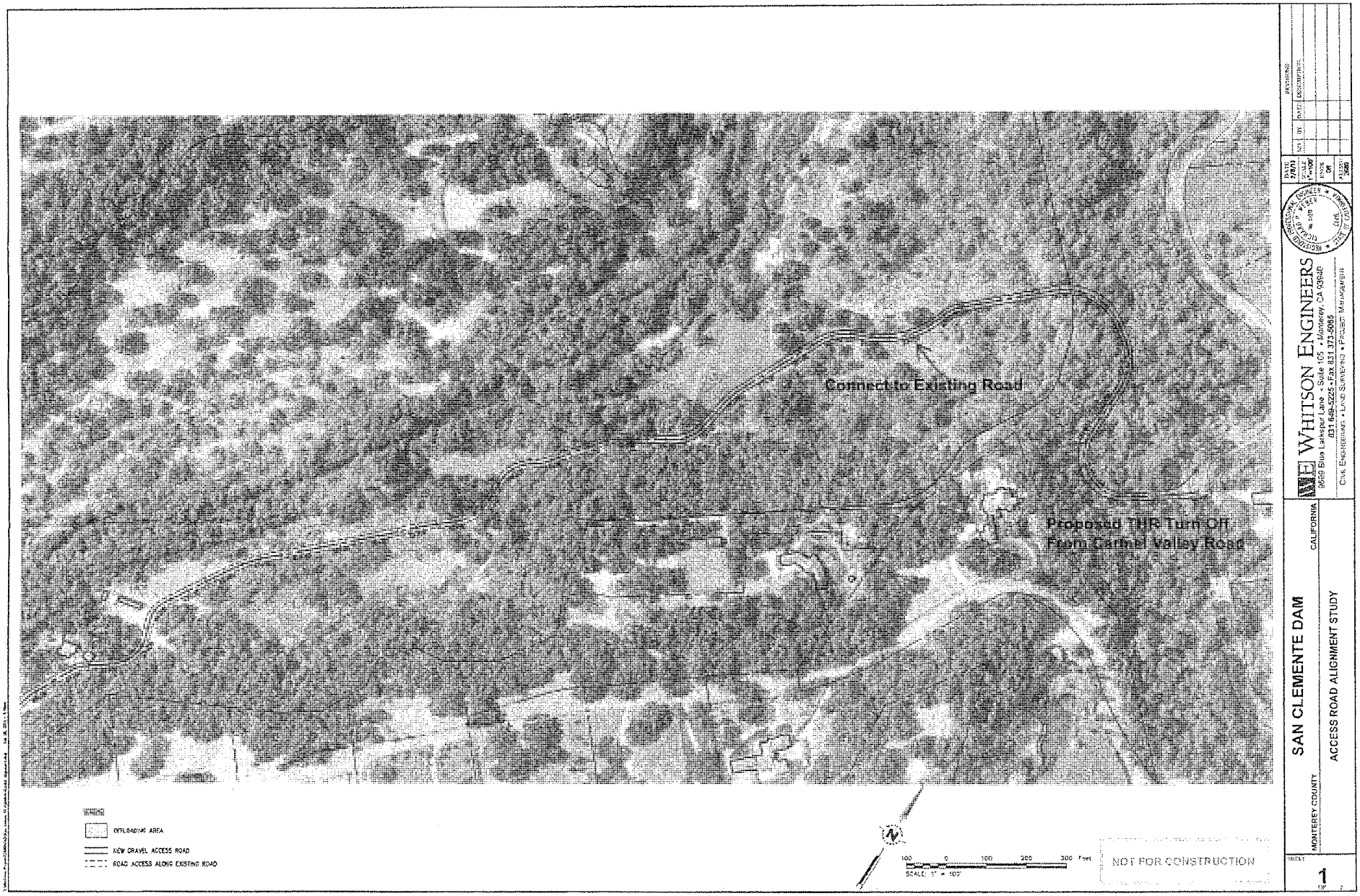

Connect to Existing Road
Proposed THR Turn Off From Carmel Valley Road
OFFLOADING AREA
NEW GRAVEL ACCESS ROAD
ROAD ACCESS ALONG EXISTING ROAD
100 0 100 200 300 Feet
SCALE: 1" = 100'
NOT FOR CONSTRUCTION
SAN CLEMENTE DAM
MONTEREY COUNTY
CALIFORNIA
ACCESS ROAD ALIGNMENT STUDY
WHITSON ENGINEERS
9559 Blue Larkspur Lane • Suite 105 • Monterey, CA 93940
831 649-5225 • Fax 831 373-6066
Civil Engineering • Land Surveying • Project Management
SHEET
1

Figure 2

SAN CLEMENTE DAM
MONTEREY COUNTY
CALIFORNIA
ACCESS ROAD ALIGNMENT STUDY
AREA OF POTENTIAL AFFECT
2
WHITSON ENGINEERS
6089 Blue Larkspur Lane • Suite 105 • Monterey, CA 93940
831 649-8225 • Fax 831 373-0665
Civil Engineering • Land Surveying • Project Management
DATE 2/23/13
SCALE 1"=100'
DRAWN DRW
JOB NO. 2200.00
REVISIONS
NO. DATE DESCRIPTION
Proposed Filter Plant Road Realignment
Berm and Turn Around
AREA OF POTENTIAL AFFECT (APE)
NEW GRAVEL ACCESS ROAD
ROAD ACCESS ALONG EXISTING ROAD
N
FOR REDUCED PLANS ORIGINAL SCALE IS IN INCHES
0
1
2
3

Exhibit R

Planning Commission Direction Regarding Additional Information on September 12, 2012 (Distributed in packet for October 31, 2012 hearing)

Exhibit S

List of Questions Raised at Public Meetings of September 25, 201 (Distributed in packet for October 31, 2012 hearing)

Exhibit T

Proposed Landscaped Berm

ACCESS ROAD REALIGNMENT STUDY

SAN CLEMENTE DAM

MONTEREY COUNTY, CALIFORNIA

20 0 20 40 60 Feet
SCALE: 1" = 20'

Whitson Engineers
9898 Blue Larkspur Lane | Suite 105 | Monterey, CA 93940 | 831 649-5225 | F 831 373-5065
Civil Engineering • Land Surveying • Project Management | www.whitsonengineers.com
Project No.: 2680.00

APRIL 9, 2013
Sheet 1 of 1

1"=20'

Exhibit U

Sleepy Hollow HOA Memorandum of Understanding: Summary of Agreement Terms

Sleepy Hollow HOA Memorandum of Understanding

CAW has a non-exclusive easement along San Clemente Drive through the Sleepy Hollow community, and intends to utilize this access route for a limited portion of the overall personnel and material trips for the project until the new Tularcitos-High Road access road is constructed. Once construction of the Tularcitos-High Road access road is complete, construction traffic will no longer be allowed to utilize San Clemente Drive without prior written approval from CAW.

CAW executed a Memorandum of Understanding with the HOA (September 4, 2012) which describes and limits the use of San Clemente Drive by the Design/Builder. Terms and conditions for Design/Builder's use of San Clemente Drive are as follows:

1. No vehicles heavier than ten (10) tons, Gross Vehicle Weight, will use San Clemente Drive for the purposes of the CRRDR project.

2. Use of San Clemente Drive for purposes of the CRRDR project will be no more than 120 round trips per month, with no more than 30 round trips per week (except in the event of an emergency or unexpected occurrence).

3. No areas within Sleepy Hollow, or at the San Clemente Drive intersection with Carmel Valley Road, will be used as parking or staging areas for the CRRDR project.

4. Design/Builder must comply with the mitigation measures identified in the FEIR/FEIS and FSEIR, and the conditions of CAW's agreement with the HOA as set forth herein, to reduce any potential adverse effects of the CRRDR project on the Sleepy Hollow neighborhood. Such mitigation measures and conditions include:

    a. Implementing a trip reduction plan for CRRDR project construction workers involving a ride-sharing program using buses and/or van pools.

    b. Implementing a CRRDR project traffic coordination and communication plan to time project travel to avoid peak traffic periods and to provide the HOA with a point of contact for traffic information;

    c. Limiting speed of CRRDR project traffic on San Clemente Drive to 20 MPH;

    d. Limiting the days and hours of CRRDR project traffic on San Clemente Drive to Monday through Friday between 8:00AM and 5:00PM, except in the event of an emergency or unexpected occurrence. Design/Builder will take reasonable steps to notify CAW and the HOA of any such emergency or occurrence;

    e. Maintaining a traffic log of all San Clemente Drive CRRDR project traffic, including make and model of vehicle, description of load and Gross Vehicle Weight, and day and time of passage, and to make this information available as reasonably requested by CAW and the HOA;

f. Requiring all CRRDR project traffic through Sleepy Hollow to use mufflers as required by law and/or regulatory agencies with jurisdiction; and

g. As traffic and weather allow, regularly vacuum sweep (municipal street sweeper) San Clemente Drive as necessary to remove any accumulated CRRDR project soil.

5. Design/Builder shall not distribute the access code to the Carmel Valley Road gate for Sleepy Hollow to anyone other than a limited number of CRRDR project Design/Builder personnel. Design/Builder will maintain a list of its representatives/contractors receiving the access code. Design/Builder will indemnify the HOA and the residents of Sleepy Hollow for reasonable costs incurred to repair or replace any of their respective property damaged by Design/Builder or its representatives/contractors during the time the CRRDR project is taking place. Design/Builder shall ensure that the HOA is named as an additional insured on all commercial general liability policies obtained for purposes of the CRRDR project by Design/Builder and any representatives/contractors retained by Design/Builder to work on the CRRDR project.

6. Design/Builder shall prepare a Tularcitos Creek Bridge and San Clemente Drive (within Sleepy Hollow and out to Carmel Valley Road) inspection report detailing the pre-CRRDR project condition of said bridge and said drive, and to have any significant deficiencies that are noted in the report repaired prior to commencement of the CRRDR project traffic. Design/Builder shall provide a copy of said report to the HOA and CAW. Design/Builder shall repair the Tularcitos Creek Bridge and San Clemente Drive within a reasonable time if either is materially damaged by Design/Builder or its representatives/contractors during the time the CRRDR project is taking place. Design/Builder shall within a reasonable time following the completion of the CRRDR project, restore the Tularcitos Creek Bridge and San Clemente Drive (within Sleepy Hollow and out to Carmel Valley Road) as near as reasonably practicable to their pre-CRRDR project condition; provided, however, Design/Builder shall not be responsible for restoration required as a result of damage caused by other than Design/Builder or its representatives/contractors.

7. Design/Builder shall within two weeks pay to the HOA penalties for the occurrence of any event as set forth below:

    a. Exceeding the limit of 120 round trips per month as set forth in Paragraph 2: $500 per round trip,

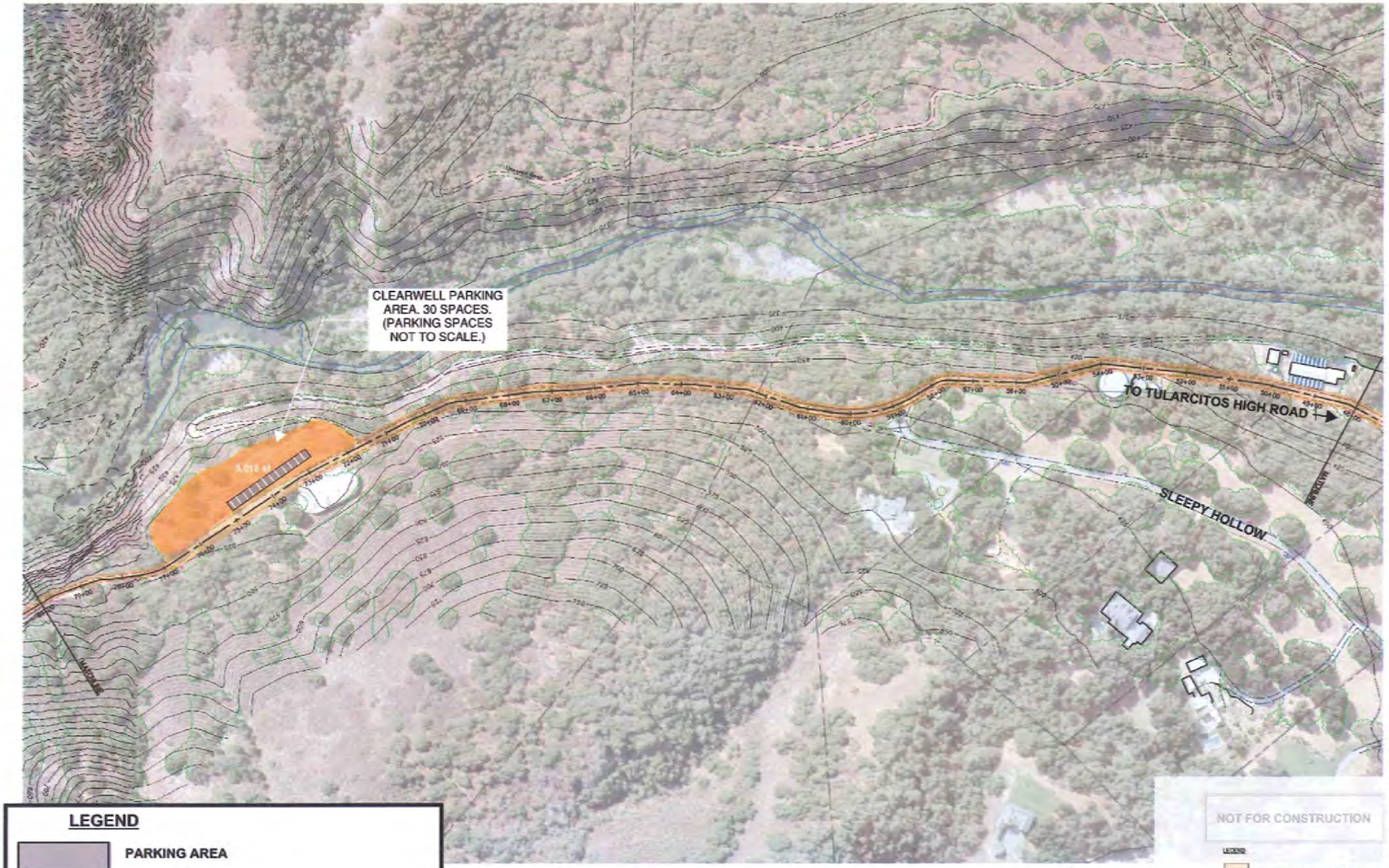
    b. Exceeding the limit of 30 round trips per week (except in the event of an emergency or unexpected occurrence) as set forth in Paragraph 2: $500 per round trip, and,

c. Utilizing vehicles heavier that ten (10) tons Gross Vehicle Weight on San Clemente Drive as set forth in Paragraph 1: $2,500 per round trip.

8. Design/Builder shall designate a CRRDR project Manager who shall be responsible for overseeing the traffic log, and conducting all communications with CAW and the HOA. This person will have the authority to make commitments on Design/Builder's behalf with CAW and the HOA.

Exhibit V

Parking Plan



CARMEL RIVER RE-ROUTE AND SAN CLEMENTE DAM REMOVAL

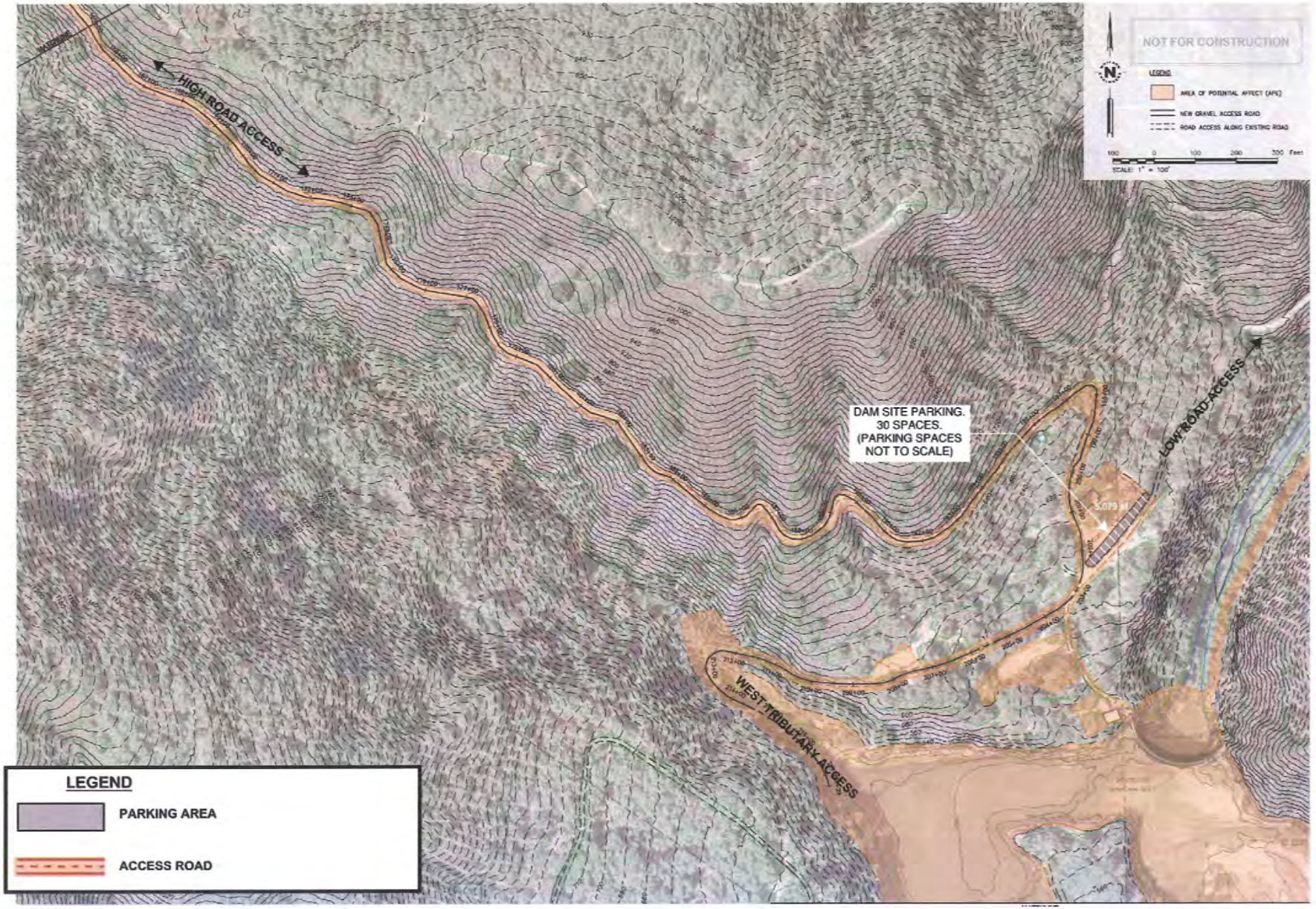
PARKING PLAN PLAN

GRANITE

GRANITE CONSTRUCTION
585 W. BEACH STREET
WATSONVILLE, CA

DRAWN BY: DREW ARCHER
APPROVED BY:

DATE:4/10/2013



CARMEL RIVER RE-ROUTE AND SAN CLEMENTE DAM REMOVAL

PARKING PLAN

GRANITE

GRANITE CONSTRUCTION
5365 W. BEACH STREET
WATSONVILLE, CA

DRAWN BY: DREW ARCHER
APPROVED BY:

DATE:4/10/2013