

## Chapter 2

# Program Description

This chapter describes the area covered under the proposed program, describes the background for the preparation of the proposed program and this EIR, lists the program objectives, and summarizes the proposed program components and alternatives that were considered by Monterey County. This chapter also describes the required permits and approvals.

## Location

Carmel Valley, an unincorporated area of Monterey County, is located south of Monterey and north of Carmel (Figure 2-1). The proposed traffic improvements would occur along Carmel Valley Road extending from just east of Holman Road in the east to Highway 1 in the west, and along Laureles Grade from Carmel Valley Road in the south to SR 68 in the north (Figure 2-2). This area is referred to as the “program area” or “project area” in this EIR. The roads that intersect Carmel Valley Road are also included in the program area at the place of intersection. As illustrated in Figure 2-2, the program area is divided into ten key study segments and includes 7 study intersections.

## Roadway Segments

For the purpose of this analysis, Carmel Valley Road has been divided into ten roadway segments<sup>1</sup>, the same roadway segments analyzed in the previous SEIR.

- Segment 1: East of Holman Road
- Segment 2: Holman Road to Esquiline Road
- Segment 3: Esquiline Road to Ford Road
- Segment 4: Ford Road to Laureles Grade
- Segment 5: Laureles Grade to Robinson Canyon Road
- Segment 6: Robinson Canyon Road to Schulte Road
- Segment 7: Schulte Road to Rancho San Carlos Road

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<sup>1</sup> Segments 2 and 3 were previously called Segments 2A and 2B and Segment 4 was previously called Segment 3 in the 1991 SEIR. However, the traffic study provides a sequential numbering of the ten roadway segments.

- Segment 8: Rancho San Carlos Road to Rio Road
- Segment 9: Rio Road to Carmel Rancho Boulevard
- Segment 10: Highway 1 to Carmel Rancho Boulevard

## Study Intersections

The following intersections were selected for analysis, as they are the most likely to be potentially affected by the program.

- Highway 1 & Carmel Valley Road
- Carmel Rancho Boulevard & Carmel Valley Road
- Highway 1 & Rio Road
- Crossroads Driveway & Rio Road
- Carmel Center Place & Rio Road
- Carmel Rancho Boulevard & Rio Road
- Laureles Grade & Carmel Valley Road

## Background

### Carmel Valley Master Plan (CVMP)

The CVMP was developed in the early 1980s to address the specific planning issues in Carmel Valley. The CVMP included growth controls and traffic monitoring measures, thresholds, and procedures. An Environmental Impact Report (EIR) was prepared concerning the impacts of the CVMP, was certified in 1986, and the CVMP was adopted.

Policy 39.3.2.1 was adopted as follows:

*39.3.2.1 (CV) To implement traffic standards to provide adequate streets and highways in Carmel Valley, the County shall conduct and implement the following:*

*a. Twice yearly monitoring by Public Works (in June and October) of average daily traffic at 12 locations identified in the Keith Higgins report in Carmel Valley on Carmel Valley Road, Carmel Rancho Boulevard and Rio Road.*

*b. A yearly evaluation report (December) prepared jointly by the Public Works and Planning Departments to indicate segments approaching a traffic volume which would lower existing level service and which would compare average daily traffic (ADT) counts with service volumes for levels of service.*

*c. Public hearings to be held in January immediately following a December report in (b) above in which only 100 or less ADT remain before a lower level of service would be reached for any of the 12 segments described on figure B-1 of EIR 85-002 on the Carmel Valley Master Plan.*

*d. With respect to those 12 identified road segments that are at level of service (LOS) C or below, approval of development will be deferred if the approval would significantly impact roads in the Carmel Valley Master Plan area which area at level of service (LOS) C or below unless and until an EIR is prepared which includes mitigation measures necessary to raise the LOS to an acceptable level and appropriate findings as permitted by law are made which may include a statement of overriding considerations. For purposes of this policy, "acceptable level" shall mean, at a minimum, baseline LOS as contained in the Carmel Valley Master Plan EIR. To defer approval if there is significant impact means that, at a minimum, the County will not approve development without such an EIR where the traffic created by the development would impact the level of service along any segment of Carmel Valley Road (as defined in the Keith Higgins Traffic Report which is part of the Environmental Impact Report (EIR) for the Carmel Valley Master Plan "CVMP") to the point where the level of service would fall to the next lower level. As for those road segments which are at LOS C, D and E, this would, at a minimum, occur when the LOS F, this would occur when it would cause a significant impact and worsening of traffic conditions as compared with the present condition. Specific findings will be made with each project and may depend on the type and location of any proposed development. Cumulative traffic impacts from development in areas outside the CVMP area must be considered and will cause the same result as development within the plan area.*

## **1991 Carmel Valley Road Improvement Plan**

In 1991, the County of Monterey determined that traffic increases in the CVMP area had exceeded their expectations and that traffic thresholds were approaching the volumes established by Policy 39.3.2.1. The County prepared the Carmel Valley Road Improvement Plan Subsequent Environmental Impact Report (SEIR). The SEIR was a subsequent EIR to the 1986 EIR for the CVMP and updated traffic, noise, and air quality conditions and updated the suite of traffic improvements then determined necessary to maintain established CVMP traffic LOS standards. The Monterey County Resource Management Agency – Planning Department and the Public Works Department certified the SEIR and adopted the project in November 1991.

## **Resolution No. 02-024 (Subdivision Moratorium)**

In 2002, the Monterey County Board of Supervisors issued a resolution (Resolution No. 02-024) providing policy direction to staff and guidance to the Planning Commission to disapprove subdivisions proposed for the Carmel Valley

Planning Area. This resolution was based in part<sup>2</sup> on a December 11, 2001 report by the Monterey County Department of Public Works that two segments of Carmel Valley Road (Segment 4 and Segment 7; see *Road Segments Analyzed* below for further discussion of road segments) had exceeded the established level of service threshold.

In response to traffic reaching these thresholds and due to the 1999 elimination of the prior plan to build the Hatton Canyon Freeway, pursuant to CVMP policies, the County Board of Supervisors resolved that residential and commercial subdivisions be denied, pending:

- the construction of left turn pockets on Segments 6 and 7 of Carmel Valley Road (from Robinson Canyon Road to Rancho San Carlos Road);
- the construction of capacity-increasing improvements to State Highway 1 between its intersections with Carmel Valley Road and Morse Drive; and
- the adoption of updated General Plan/Master Plan policies related to Level of Service on Carmel Valley Road.

Residential subdivisions with applications submitted before October 19, 1999 were allowed to proceed provided they addressed their traffic and other impacts.

Since the time of approval of Resolution No. 020-024, approval of subdivisions has been delayed in Carmel Valley.

## Recent Traffic Improvements

According to the Monterey County Public Works Department, some of the required left-turn pockets have been constructed along Carmel Valley Road between Robinson Canyon Road and Rancho San Carlos Road (Segment 3) (those currently scheduled to be completed by 2007 are Boronda and Country Club as listed under the Monterey County CIP 2006-2012). All other work along Segment 3 is scheduled for completion by 2008. The Transportation Agency of Monterey County (TAMC) completed a northbound climbing lane on SR1 between Carmel Valley Road and Ocean Avenue in 2001 that has improved operations substantially along this portion of SR1. The County in conjunction with TAMC and Caltrans is also completing the SR1 northbound climbing lane north of Rio Road. The project is fully funded with STIP funding and is expected to be completed by 2010.

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<sup>2</sup> The resolution was also based on compliance with Carmel Valley Master Plan Policy 39.1.6, which requires development in Carmel Valley to be limited pending capacity improvement of SR1 in the area of Carmel-by-the-Sea.

## General Plan Update

On January 3, 2007 Monterey County adopted an update to the General Plan for Monterey County, which includes an updated CVMP Area Plan, to include traffic improvements developed to address this level of service deficiency. In June 2007, the General Plan Update (commonly referred to as “GPU4”) was the subject of three different ballot measures concerning the General Plan: Measure A asked the voters if they approved of an alternative Community General Plan; Measure B asked the voters if they wanted to repeal the approval of GPU4; and Measure C asked the voters if they approved of GPU4. All three measures were defeated. On July 11, 2007, the Board of Supervisors determined that the existing 1982 General Plan (and the existing CVMP) was in effect as the legal General Plan pending a future General Plan Update.

## Carmel Valley Road Traffic Study

In order to address the requirements of CVMP Policy 39.3.2.1 and Resolution No. 02-024, Monterey County requested Jones & Stokes and DKS Associates to conduct a traffic study to analyze whether improvements were needed to address current and future level of service deficiencies along Carmel Valley Road and to prepare an EIR analyzing a program of the needed improvements.

The traffic study (included in Appendix F) evaluates current traffic conditions, identifies existing and potential future land use changes, and identifies potential traffic improvements to maintain established CVMP traffic level of service (LOS) standards.

## Land Use Changes Since 1986

The traffic study includes an update of land use conditions that have changed since the 1986 EIR on the CVMP. From 1987 through 2005, building permits were issued for 522 single-family dwelling units and adjunct units. Including the recent approval of the September Ranch subdivision. Approximately 322 residential units were approved within the CVMP area within new subdivisions, with an additional 288 units approved outside the CVMP area in the Rancho San Carlos/Santa Lucia Preserve development (this area contributes directly to traffic on Carmel Valley Road), although not all of the units approved in new subdivisions have been built yet or have had building permits issued. In addition, 140 visitor-serving units were approved in the CVMP area between 1987 and 2005. Commercial growth has also occurred in some parts of the CVMP. In addition to growth within the CVMP area, Monterey County has experienced substantial growth over the last two decades.

The methodology used to update traffic conditions as a result of past, pending, and future development within the CVMP area and outside the CVMP area is described in detail in the traffic study in Appendix F.

## Roadway Improvements Since 1991

The following roadway improvements have been partially or fully completed since the 1991 EIR. These improvements are included the CIP list that is part of the Master Plan Fee.

- Enforcement and Signage Program (Completed).
- Sight Improvements, parking restrictions, and signage in Carmel Valley Village (Completed).
- Class II Bike Lanes (Partially Completed) – Class II bike striping was installed from Valley Greens to Dorris. A Class III bike route was installed on Valley Greens to a point about 0.5 miles west of Rancho San Carlos.
- Left-Turn Channelization – West of Ford (Partially Completed - currently working on the left-turn pockets at Boronda and Country Club Drive).
- Upgrade to Class II bike lanes on Carmel Valley Road (Completed).
- Widen Refuge Area at Via Mallorca (Completed).
- Passing Lanes in front of September Ranch (Conditional - adopted as a condition of approval for the September Ranch Subdivision).
- Various improvements along Carmel Valley Road and the Carmel Valley Village include shoulder widening, left-turn channelization, as well as various safety enhancements.

## Traffic Study Methodology

To evaluate existing and future traffic conditions, the Level of Service (LOS) was evaluated at study intersections and roadway segments. The LOS evaluation indicates the degree of congestion that occurs during peak travel periods and is the principal measure of intersection performance.

## Land Use Forecasting

In order to analyze the program conditions for the traffic study, DKS Associates used the AMBAG Regional Travel Demand Model, hereafter referred to as the AMBAG model, built using TransCAD software. The model was created by the Association of Monterey Bay Area Governments (AMBAG) and is the primary tool for forecasting in the AMBAG region. This model was significantly updated and migrated to TransCAD in 2005. The new AMBAG model was redesigned based on new traffic analysis zone structures, an updated roadway and transit network, updated land use forecasts, and updated socioeconomic data via surveys. The model has the capability to forecast 2000, 2010, 2020, 2025, and 2030 land use scenarios. For the purposes of this study, only the base 2000 and 2030 model was used to generate traffic volume changes. A detailed description

of the model structure and changes made for this analysis is provided in Appendix F.

## Traffic Study Scenarios

Five scenarios were evaluated in the traffic study:

- **No Project Scenario:** This scenario assumes no new traffic improvements and no additional residential or commercial subdivisions, as it is assumed that the existing subdivision moratorium will continue. It is assumed that additional single-family dwellings, visitor-serving units, and commercial developments can be approved within the CVMP land use framework without the need for subdivision up to the growth limits in the CVMP Area Plan. It is also assumed that previously approved projects will be completed.
- **Scenario A:** This scenario assumes buildout of the CVMP under the adopted CVMP Area Plan with anticipated additional residential subdivisions to be evenly distributed across potential development locations, and no new traffic improvements beyond those completed or in development as listed in Section 1.1. Pending development proposals are not assumed to be built, but the land on which they are proposed is instead assumed to be developed in accordance with existing land use designations and zoning.
- **Scenario B:** This scenario assumes buildout of the CVMP under the adopted CVMP Area Plan with existing development proposals incorporated into the analysis, and with anticipated additional residential subdivisions to be evenly distributed across potential development locations, and no additional traffic improvements beyond those completed or in development as listed in Section 1.1.
- **Scenario C:** This scenario assumes buildout of the CVMP under the adopted CVMP Area Plan with existing development proposals incorporated into the analysis, and with anticipated additional residential subdivisions to be evenly distributed across potential development locations (same as Scenario B). This scenario includes certain traffic improvements in the current County Capital Improvement Program (CIP) Carmel Valley Road Improvement List.
- **Scenario D:** This scenario is the same as Scenario C, except that it also includes two passing lanes along Segments 6 and 7.

## Traffic LOS Standards

### Roadway Segment LOS Standards

CVMP Policy 39.2.1 described above requires that roadway segment levels of service be defined by the level of service at the time of the original CVMP traffic study in 1986. According to the 1986 study (CVMP Traffic Analysis, Keith B.

Higgins), the baseline LOS along Carmel Valley Road is as follows (LOS standards are noted applying the CVMP policy noted above in parentheses):

- Holman Road to Ford Road – Operated at LOS C or better in 1986 (standard of LOS C).
- Ford Road to Rancho San Carlos Road – Operated at LOS D in 1986 (standard of LOS D).
- Rancho San Carlos Road to Carmel Ranch Boulevard – Operated at LOS C or better in 1986 (standard of LOS C).
- Carmel Rancho Boulevard to SR1 – This portion of Carmel Valley Road operated at LOS E in 1986 (standard of LOS E).

### Intersection LOS Standards

According to Monterey County Public Works, the following LOS standards are the standard of acceptable level of service for intersections as follows:

- Signalized intersections - LOS C; and
- Unsignalized intersections - LOS E.

## Traffic Study Results

The results of the traffic study are presented in Appendix F and are summarized as follows:

- **Intersections:** All study intersections meet or exceed the applicable LOS standards under all scenarios with the exception of Highway One/ Rio Road and Laureles Grade/Carmel Valley Road intersections. TAMC is planning an improvement to the Highway One/Rio Road intersection that would take place before projected buildout and is likely to result in a cceptable level of service. The LOS standard for Laureles Grade / Carmel Valley Road is not met in the No Project Scenario, Scenario A, and Scenario B at each of these intersections. The LOS Standard is met for Laureles Grade/Carmel Valley Road in Scenario C and Scenario D due to the inclusion of a grade separation at this intersection in these scenarios.
- **Roadway Segments:** Six roadway segments (Segments 1, 2, 4, 8, 9, and 10) meet or exceed the applicable LOS standards under all scenarios. Segment 3 (through the Carmel Valley Village) has failing LOS under all scenarios. Three roadway segments (Segments 5, 6, and 7) will have deficient LOS under the No Project Scenario and Scenarios A and B. In Scenario C, Segment 5 would meet the LOS standard due to inclusion of CIP improvements. In Scenario D, Segments 6 and 7 would meet the LOS standard in Scenario D due to the inclusion of 0.25-mile passing lanes along each of the segments in this scenario.



- **Laureles Grade/Carmel Valley Road Intersection Improvement**  
**Options:** The grade separation in the current CIP will improve LOS at this intersection to an acceptable level. Because the traffic fee program (see description below) will only generate funding for this improvement in 2022, two additional interim improvement options (a signalized intersection and an all-way stop intersection) were identified in the study as potential means to address intersection options between now and 2022.
- **Carmel Valley Village (Segment 3):** LOS under all traffic study scenarios would be LOS D and would not meet the LOS standard of C for this segment. While the traffic study identified several options to improve traffic along this segment (such as left-turn pockets and medians, passing lanes, multiple lanes, or routing traffic through side streets through residential areas), none are considered consistent with the overall direction in the CVMP Area Plan and policies. The traffic study suggests that if further development approvals are anticipated that would affect this segment, the County may need to consider lowering the LOS Standard for this segment to D.
- **Rio Road:** The traffic study also concluded that the Rio Road extension between Carmel Valley Road and SR1 is not required in order to meet CVMP LOS standards. The Rio Road extension would cause traffic diversions from segments 8, 9, and 10 along Carmel Valley Road that currently operate at acceptable LOS. Diversion of traffic is not required to improve LOS to acceptable levels today or in the future.

The results of the traffic study were used to identify the components of the Carmel Valley Traffic Improvement Program, which is described below.

## Program Objectives

- To address existing and forecasted traffic level of service deficiencies in the CVMP area; and
- To allow development to proceed in accordance with all CVMP policies.

## Program Components

The Carmel Valley Traffic Improvement Program includes a specified list of road improvements, several interim improvement options for one intersection, a change in LOS standard for one segment, lifting of the subdivision moratorium, and a traffic fee program to pay for the proposed improvements through collection of fees from new development. This program constitutes the “project” analyzed in this EIR for the purposes of CEQA. This EIR is a programmatic EIR and is not intended as a project-level CEQA document for the proposed improvements. Project-level CEQA compliance would need to be completed for proposed improvements at the point at which designs have been developed to allow site-specific analysis of environmental impacts.

## Roadway Improvements

Based on the results of the traffic study, the Carmel Valley Traffic Improvement Program should include the following specific projects:

- Left-turn channelization on Carmel Valley Road west of Ford Road (those currently scheduled to be completed by 2007 are Boronda and Country Club as listed under the Monterey County CIP 2006-2012);
- Shoulder widening on Carmel Valley Road between Laureles Grade and Ford Road;
- Paved turnouts, new signage, shoulder improvements, and spot realignments on Laureles Grade;
- Rio Road extension and signalization (including relocation of school access point);
- Grade separation at Laureles Grade and Carmel Valley Road;
- Passing lanes in front of the proposed September Ranch development;
- Passing lanes opposite Garland Park;
- Climbing Lane on Laureles Grade;
- Upgrade all new road improvements within Carmel Valley Road Corridor to Class 2 bike lanes;
- Passing lane (1/4 mile) between Schulte Road and Robinson Canyon Road; and
- Passing lane (1/4 mile) between Rancho San Carlos Rd and Schulte Road.

Analysis in the traffic study has found that these improvements will result in traffic operations at CVMP intersection and roadway segments that meet the established LOS standards, with the exception of Segment 3 through the Carmel Valley Village.

## Interim Optional Improvements at Laureles Grade/ Carmel Valley Road Intersection

Without improvement, the intersection of Laureles Grade and Carmel Valley Road would operate at a deficient in both A.M. and P.M. peak periods. The CIP includes a partial grade separation improvement but the fee program only generates sufficient funding for this improvement by 2022, and thus deficient operations would occur for the interim period without interim improvements.

Two other optional interim improvement measures (improved geometry and traffic signalization) have been developed to improve the LOS and are described below.

- **All-way Stop and Modified Geometry** - The intersection would be modified to an all-way stop, provide an additional through lane in the east and westbound directions, and provide right turns (receiving lanes) for vehicles traveling in the southbound and westbound direction. Implementing these modifications would improve the LOS from F (without the CIP improvement) to LOS D in the A.M. and P.M. peak periods.
- **Signalized Intersection** - The intersection meets a traffic signal warrant during both the A.M. and P.M. peak periods. Converting the intersection to a signalized intersection would improve the LOS from F (without the CIP improvement) to LOS C in the A.M. peak period and LOS B in the P.M. peak period. In addition to the listed improvements, all existing substandard facilities (i.e., shoulders, signage, sight distance, etc.) would be upgraded to current standards.

## Change in LOS Standard

As described in the traffic study under all traffic study scenarios, traffic through the Carmel Valley Village would be LOS D and would not meet the LOS standard of C for this segment.

While the traffic study identifies several options to improve traffic along this segment (such as left-turn pockets and medians, passing lanes, multiple lanes, or routing traffic through side streets through residential areas), none are considered consistent with the overall direction and policies of the CVMP.

This program includes the proposal to lower the LOS standard from C to D for this segment instead of pursuing physical road improvements that are considered likely to result in substantial disruption of the commercial areas in the center of the Carmel Valley Village.

## Subdivision Moratorium Removal

The program analyzed in this EIR includes removal of the subdivision moratorium adopted in Resolution 02-024 once the stipulated conditions are met. The resolution allows the moratorium to be removed once the following are completed:

- Construction of left turn pockets on Segments 6 and 7 of Carmel Valley Road (from Robinson Canyon Road to Rancho San Carlos Road). These left-turn pockets will be completed in 2007.
- Construction of capacity-increasing improvements to SR1 between its intersections with Carmel Valley Road and Morse Drive. The Transportation Agency of Monterey County (TAMC) completed a northbound climbing lane on SR1 between Carmel Valley Road and Ocean Avenue in 2001 that has improved operations substantially along this portion of SR1.

- The adoption of updated General Plan/Master Plan policies related to Level of Service on Carmel Valley Road. As described above, this program includes adoption of a revised CVMP policy relative to Segment 3 LOS Standard due to a lack of feasible alternatives to maintain the established LOS standard. No other CVMP policies are proposed to be changed.

Upon completion of the left-turn pocket lanes, the conditions will be met, and the moratorium can be lifted, if the Board of Supervisors so determines. This EIR analyzes the lifting of the moratorium in the event that the Board decides to take this action.

## Traffic Fee Program

Traffic fees were originally adopted by Monterey County for the CVMP in late 1992 through the adoption of Ordinance No. 3649, which was temporary. This ordinance was extended twice prior to 1995. In 1995, pursuant to Ordinance No. 3833, the County made the traffic fee program permanent. Pursuant to subsequent Resolution 95-140, the County established the current version of the traffic fee program.

The unit of measure for the fee program is different depending on the type of development. New lots, discretionary lots, and lots of record are based upon dwelling units. Service and commercial developments are assessed per 1,000 square feet, and visitor accommodations are assessed on a per room basis.

The traffic fees apply to areas within the CVMP area and within the Greater Carmel Valley Area adjacent to the CVMP that also contributes traffic to Carmel Valley Road (referred to as the “Expanded Area”). Fee amounts within the expanded area are half that of the areas within the CVMP area. Fee amounts are updated annually. The current traffic fees for fiscal year 2007 – 2008 are shown in Table 2-1.

**Table 2-1. 2007 – 2008 Traffic Mitigation Fees (adopted in FY 2007-2008)**

	CVMP Area	Expanded Area
<b>Development on Existing Lots of Record (before 8/25/92)</b>		
Market Rate Unit	\$11,038	\$5,519
Senior Unit	\$5,519	\$2,760
Caretaker Unit	\$11,038	\$5,519
2 <sup>nd</sup> Unit / Apartment	\$11,038	\$5,519
Low / Moderate Income Unit	\$0	\$0
<b>Development on New Lots of Record (after 8/25/92)</b>		
Market Rate Unit	\$22,076	\$11,038
Senior Unit	\$11,038	\$5,519
Caretaker Unit	\$22,076	\$11,038
2 <sup>nd</sup> Unit / Apartment	\$22,076	\$11,038
Low / Moderate Income Unit	\$0	\$0
<b>Commercial</b>		
New Hotel / Motel Unit (per room)	\$24,008	\$12,004
Existing Hotel / Motel Expansion (per room)	\$11,729	\$5,865
Commercial Uses (per 1,000 sf)	\$5,795	\$2,898
Service Centers (per 1,000 sf)	\$2,898	\$1,449

Source: Appendix G.

An updated traffic fee program was developed as a result of the current traffic study in order to develop a fee program to pay for the current proposed improvements considered necessary to address traffic levels of service. The costs for the roadway and intersection improvements described above were updated using current data and assumptions. This fee program is described in further detail in Appendix G.

The total costs of the proposed projects at each project’s year completion would be approximately \$61,557,000. The completion years were assumed to vary in order to spread the capital costs over time. The targeted completion years reflect what would occur should new homes be constructed at an even rate over the twenty-year period. If all projects were to be built and completed by 2008, it would cost the county approximately \$42,750,000. However, it is not realistic to assume that all roadway projects would be built and completed within a year. Conversely, if all projects are postponed for twenty years, then built and completed in 2027, the total cost to the County would be approximately \$90,100,000.

Based on these adjustments, the updated traffic fee program is summarized in Table 2-2. As shown below, the updated fees would represent an increase of approximately \$2,000 for a market rate unit on an existing lot and approximately \$4,000 for new market rate units on a new lot. The new rates represent an increase of 18 % over the existing rates.

**Table 2-2.** Recommended 2009 Impact Fee Structure

	CVMP Area	Expanded Area
<b>Development on Existing Lots of Record (before 8/25/92)</b>		
Market Rate Unit	\$13,052	\$6,526
Senior Unit	\$6,526	\$3,263
Caretaker Unit	\$13,052	\$6,526
2 <sup>nd</sup> Unit / Apartment	\$13,052	\$6,526
Low / Moderate Income Unit	\$0	\$0
<b>Development on New Lots of Record (after 8/25/92)</b>		
Market Rate Unit	\$26,104	\$13,052
Senior Unit	\$13,052	\$6,526
Caretaker Unit	\$26,104	\$13,052
2 <sup>nd</sup> Unit / Apartment	\$26,104	\$13,052
Low / Moderate Income Unit	\$0	\$0
<b>Commercial</b>		
New Hotel / Motel Unit (per room)	\$26,104	\$13,052
Existing Hotel / Motel Expansion (per room)	\$12,752	\$6,376
Commercial Uses (per 1,000 sf)	\$6,526	\$3,263
Service Centers (per 1,000 sf)	\$3,263	\$1,632

Source: Appendix G.

## Required Permits and Other Approvals

### Monterey County

As the lead agency under CEQA, Monterey County will certify the EIR. This EIR is intended to be used solely for the consideration for approval of the proposed program and not used for the approval of individual projects included in the proposed program. However, information in this document may be referenced as applicable in later project-specific environmental reviews.

As the program represents a circulation program for the CVMP, Monterey County will consider adoption of the program.

## Other Agencies

The preparation of this program EIR does not relieve individual projects listed in the proposed program of the responsibility to comply with the requirements of CEQA (and/or National Environmental Policy Act [NEPA] for projects requiring federal funding or approvals). This EIR represents the first tier of environmental review for the specific projects and actions under the proposed program.

As projects are advanced further in the design phase, the lead agency responsible (at this time likely Monterey County Public Works Department) will determine the level of further, project-level environmental review needed, as project details are refined. New CEQA documents may reference the discussion of regional impacts in this EIR as a basis of their assessment of regional or cumulative transportation impacts.

Project implementation may also require permits from the following other agencies:

- U.S. Army Corps of Engineers - Clean Water Act Section 404 Permit;
- U.S. Fish and Wildlife Service – Federal Endangered Species Act Compliance;
- National Marine Fisheries Service – Federal Endangered Species Act Compliance;
- Federal Emergency Management Agency – If floodplain encroachment is proposed;
- California Department of Fish and Game – California Endangered Species Act Compliance and Streambed Alteration Agreement;
- Regional Water Quality Control Board – Clean Water Act Section 401 and 402 compliance and Porter-Cologne Water Quality Act Waste Discharge Requirements; and
- Other agencies not yet identified such as Monterey Peninsula Water Management District (if new water hookups are proposed).