APPENDIX A

LAS PALMAS RANCH SPECIFIC PLAN AND FINAL EIR

LAS PALMAS RANCH SPECIFIC PLAN

MONTEREY COUNTY, CALIFORNIA

SEPTEMBER, 1983

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Brandon & Tibbs, Accountants, Accounting & Finance

Adopted by the Monterey County Planning Commission
April 15, 1983

Adopted by the Monterey County Board of Supervisors
September 20, 1983

INDEX

GRAPHICS INDEX

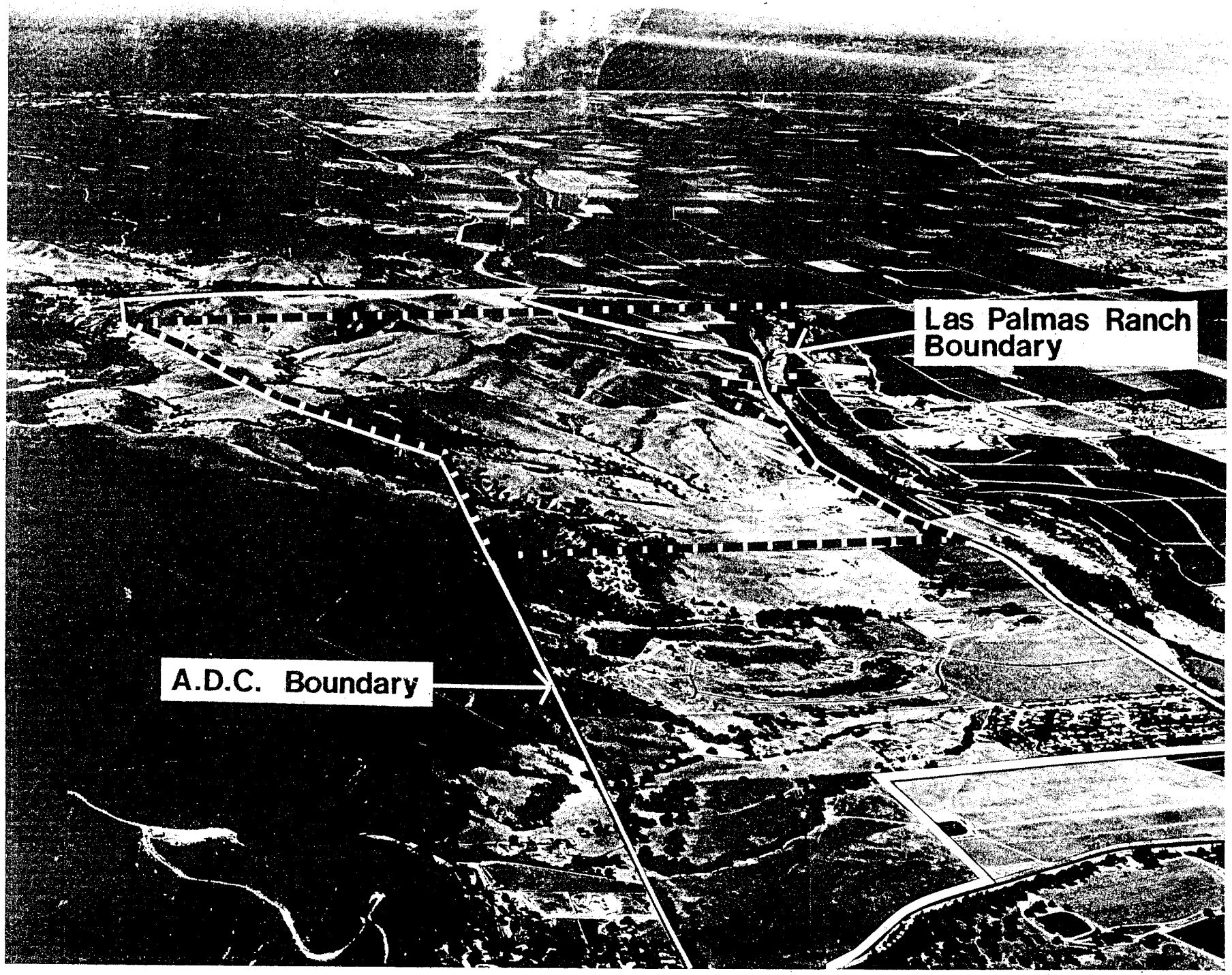


FIGURE A AERIAL VIEW SHOWING MONTEREY BAY

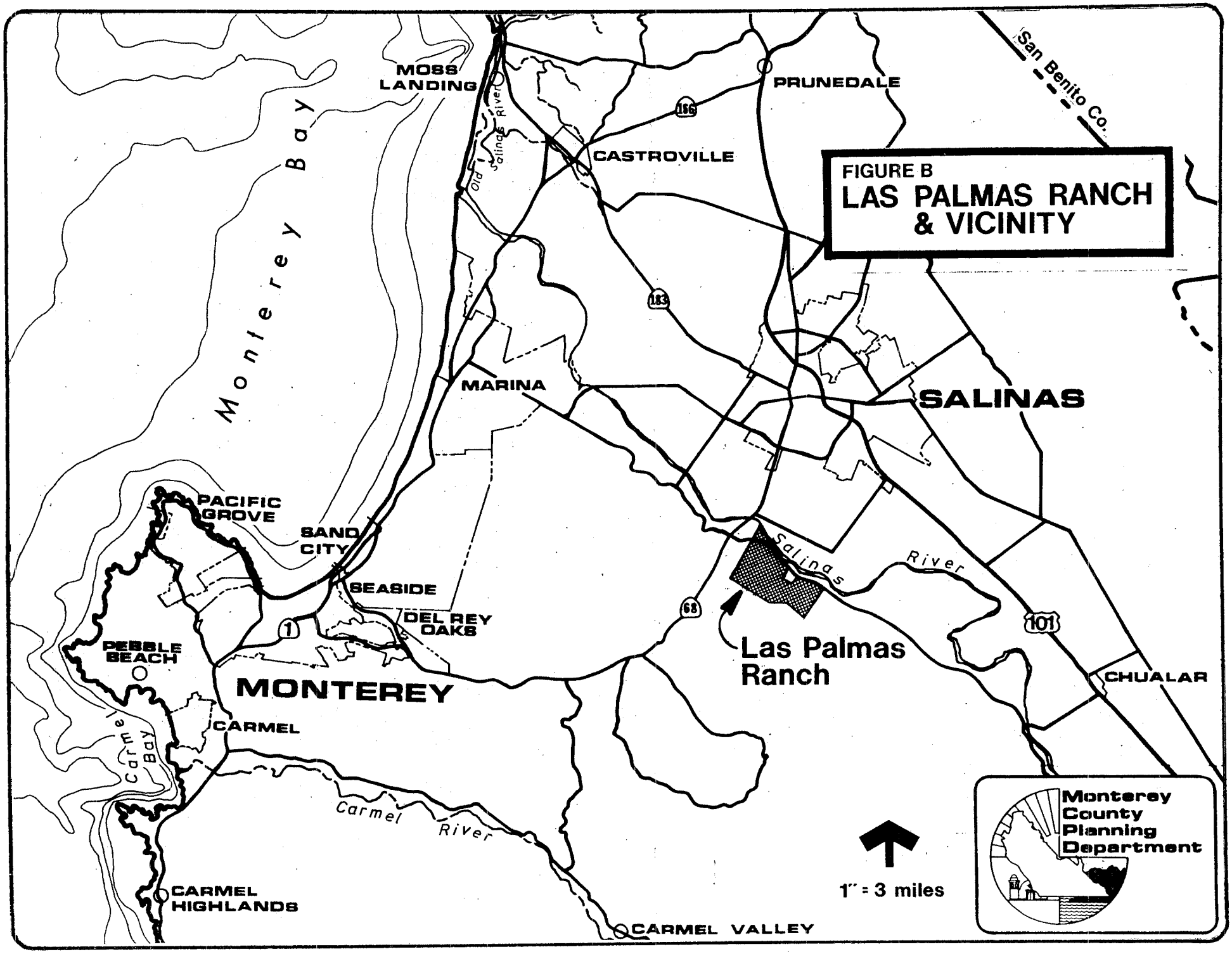


FIGURE B
LAS PALMAS RANCH
& VICINITY
MOSS LANDING
Monterey Bay
Old Salinas River
PRUNEDALE
San Benito Co.
156
CASTROVILLE
183
MARINA
SALINAS
PACIFIC GROVE
SAND CITY
SEASIDE
DEL REY OAKS
1
68
101
Salinas River
Las Palmas Ranch
PEBBLE BEACH
MONTEREY
CARMEL
CHUALAR
Carmel Bay
Carmel River
CARMEL HIGHLANDS
CARMEL VALLEY
1" = 3 miles
Monterey County Planning Department

CHAPTER I
INTRODUCTION TO THE SPECIFIC PLAN

A. FORMAT AND CONTENT OF THIS SPECIFIC PLAN

This Las Palmas Ranch Specific Plan is presented in four parts, including this introductory chapter.

Chapter II presents the Las Palmas Ranch Specific Plan.

Chapter III explains the regulatory process that must be undertaken in order for the developer and the County to implement this Specific Plan. This chapter also describes any changes required in the ADC criteria and in county ordinances in order to implement this Specific Plan.

Non-regulatory elements of plan implementation are described in Chapter IV. While local government is not always directly concerned with the action of the private sector, these elements will have an important affect on overall progress toward building Las Palmas Ranch and on the timing and phasing of both public and private decisions.

B. NATURE AND PURPOSE OF THE PLAN

The Las Palmas Ranch Specific Plan serves as the primary instrument for securing approval of the County of Monterey to carry out semi-rural development proposals of the Las Palmas Ranch Partnership under the Monterey County General Plan.

The implementation of the Las Palmas Ranch Specific Plan calls for the application of design, phasing, financing and regulatory techniques which have emerged from the creation of other successful community developments throughout the State and country. The Las Palmas Ranch Partnership and the County of Monterey must each play an important role in achieving the gradual transition of a controlled amount of land to a development status while maintaining the integrity of adjacent lands where intensified development is not called for in the General Plan. There is a variety of tools which enable local government to monitor the development process; including relevant state statutes, the Monterey County General Plan, and local ordinances. This Specific Plan provides an additional tool.

The Specific Plan has several functions:

1. The Specific Plan presents the goals of the developer.

2. The Specific Plan describes and illustrates design and construction concepts for the Las Palmas Ranch which are consistent with policies of the General Plan.

3. The Specific Plan sets forth the procedures which will be utilized by the County to implement these policies and concepts.

4. The Specific Plan describes various non-regulatory tools of implementation which are needed to achieve the goals of the developer and the County.

This Specific Plan for Las Palmas Ranch provides a unique opportunity to devise a development scheme which reflects a more rational and human scale to semi-rural living than generally has resulted from the local planning process in California. The development of Las Palmas Ranch is, to some extent, then, a bold challenge to the creativity of local government and the developer to respond to the needs of the community through a productive team effort.

The River Road ADC boundaries are Pine Canyon Road on the east, River Road on the north, Highway 68 on the west and Toro Regional Park on the south, but excludes the St. John's College and Marks properties. The ADC includes other land than the Las Palmas Property, but does not include that portion of the Las Palmas Ranch located on the north side of River Road.

C. STATUTES

The Las Palmas Specific Plan has been prepared under the authority of the following sections of the California Government Code:

> Section 65450. The planning agency may, or if so directed by the legislative body shall, prepare specific plans based on the General Plan and drafts of such regulations, programs and legislation as may in its judgment be required for the systematic execution of the general plan and the planning agencies may recommend such plans and measures to the legislative body for adoption.
>
> Section 65450.1. A specific plan need not apply to the entire area covered by the general plan. The legislative body or the planning agency may designate areas within a city or a county for which the development of a specific plan will be necessary or convenient to the implementation of the general plan. The planning agency may, or if so directed by the legislative body shall, prepare specific plans for such areas and recommend such plans to the legislative body for adoption.
>
> Section 65451. Such specific plans shall include all detailed regulations, conditions, programs and proposed legislation which shall be necessary or convenient for the systematic implementation of each element of the general plan listed in Section 65302, including, but not limited to, regulations, conditions, programs and proposed legislation in regard to the following:

(a) The location of housing, business, industry, open space, agriculture, recreation facilities, educational facilities, churches and related religious facilities, public buildings and grounds, solid and liquid waste disposal facilities, together with regulations establishing height, bulk and setback limits for such buildings and facilities, including the location of areas, such as flood plains or excessively steep or unstable terrain, where no building will be permitted in the absence of adequate precautionary measures being taken to reduce the level of risk to that comparable with adjoining and surrounding areas.

(b) The location and extent of existing or proposed streets and roads, their names or numbers, the tentative proposed widths with reference to prospective standards for their construction and maintenance, and the location and standards of construction, maintenance and use of all other transportation facilities, whether public or private.

(c) Standards for population density and building density, including lot size, permissible types of construction, and provisions for water supply, sewage disposal, storm water drainage and the disposal of solid waste.

(d) Standards for the conservation, development, and utilization of natural resources, including underground and surface waters, forests, vegetation and soils, rivers, creeks, and streams, and fish and wildlife resources. Such standards shall include, where applicable, procedures for flood control, for prevention and control of pollution of rivers, streams, creeks, and other waters, regulation of land use in stream channels and other areas which may have a significant effect on fish, wildlife and other natural resources of the area, the prevention, control and correction of soil erosion caused by subdivision roads or any other sources, and the protection of watershed areas.

(e) The implementation of all applicable provisions of the open-space element as provided in Article 10.5 (commencing with Section 65560) of this chapter.

(f) Such other measures as may be necessary or convenient to insure the execution of the general plan.

In the last few years, there have been a number of amendments to various other sections of State Codes which are relevant to the purposes of the Specific Plan. These include:

Government Code Section 65860(a). County or city zoning ordinances shall be consistent with the general plan of the county or city by June 30, 1973.

Business and Professions Code Section 11526(c). No city or county shall approve a tentative or final subdivision map unless the governing body shall find that the proposed subdivision together with the provisions for its design and improvement, is consistent with applicable general or specific plans of the city or county.

D. EXISTING CONDITIONS

The environmental setting of the Las Palmas Ranch property was initially described in the report Las Palmas Ranch Environmental Resources Inventory, completed in 1978 and accepted by the Planning Commission and the Board of Supervisors in January of 1979. That inventory is incorporated herein by reference; however, portions are repeated below in order to provide background information on the site as it exists.

The site is comprised of approximately 1578 acres, fronting on River Road approximately one-half mile to the east of the intersection of River Road and State Highway 68 and continuing east for approximately two miles.

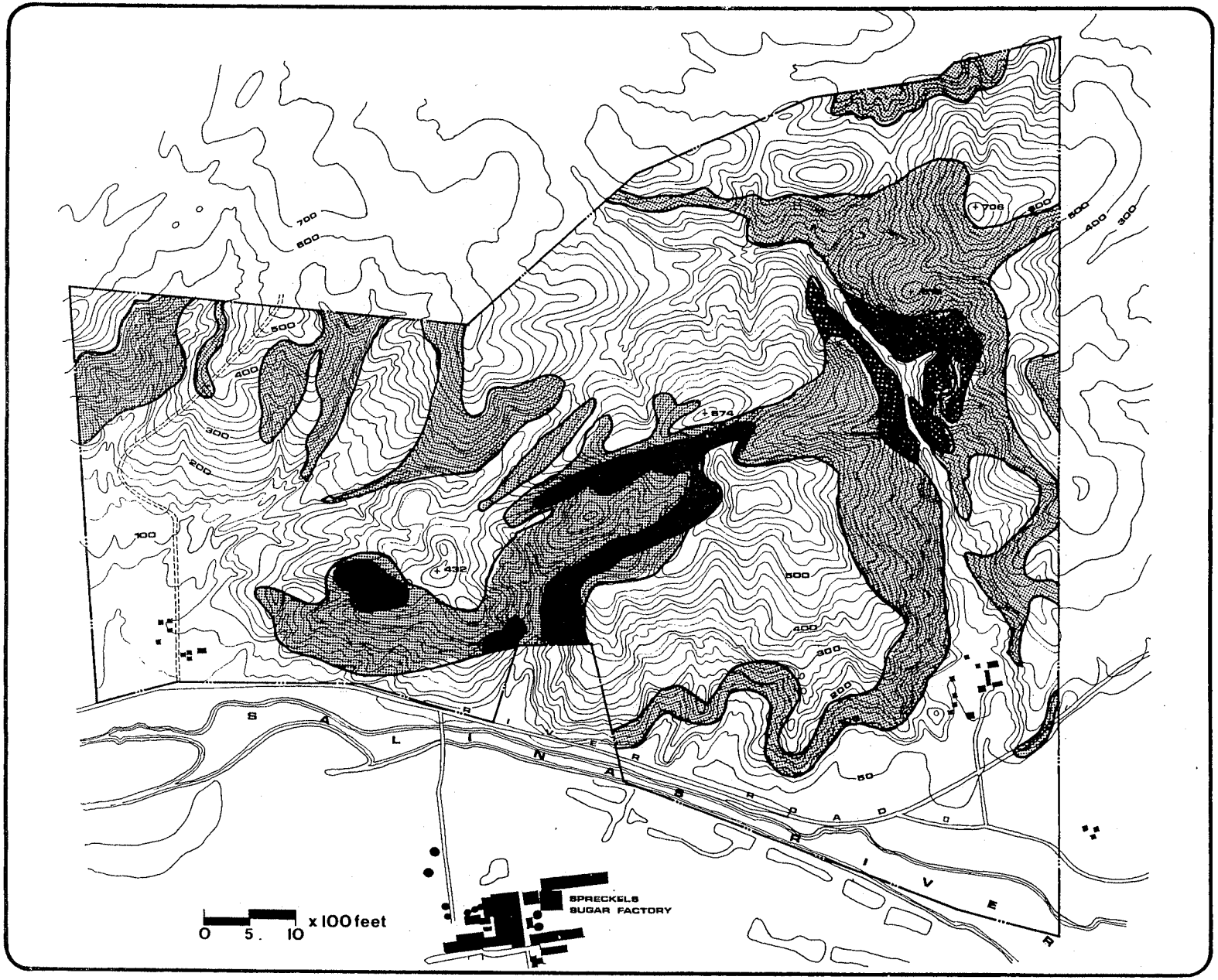
It is irregular in shape and topography. Ground level varies from approximately 40 feet mean sea level (MSL) to 700 feet MSL. General slopes are moderate although there are a few steep canyons.

SLOPE ANALYSIS OF LAS PALMAS RANCH

Slope Category	Acreage	Percentage of Total Acreage
0-10%	280	18
11-20%	488	31
21-30%	326	21
30%+	481	30

The site is essentially vacant and is used primarily for grazing. Row crops are farmed on a small portion of the Ranch north and south of River Road and bordering the Salinas River. This land will remain substantially in agricultural use.

The land surrounding the Las Palmas site is primarily in residential use. Beyond the western border lies vacant land, the former Ferrini Ranch, now approved for residential development in accordance with the Toro Vista Specific Plan, adopted December 16, 1980. Further west, across Highway 68, are residential developments: Serra Village, Toro Creek Estates, Toro Sunshine, Toro Park Estates and Creekside. These developments range in density from four to seven dwelling units per acre. On the eastern boundary is Vista Del Rio, a residential development of eighty one-acre lots. Other properties to the east include the Indian Springs Ranch Subdivision, a clustered development at an overall density of one unit per acre, and the Pedrazzi Subdivision, a standard subdivision of ninety-five homes on lots average one-third acre in size. Directly across the Salinas River, to the north, is the Spreckels sugar plant complex and the town of Spreckels. On the south border is Toro Regional Park.



Las Palmas Ranch

FIGURE C

SCHEMATIC SLOPE MAP

- 0-30% SLOPE
- 30-50% SLOPE
- 50%+ SLOPE

Monterey County Planning Department

Although the seismic safety element indicates the possibility of an inferred fault, referred to as the King City (Reliz-Rinconada) fault, in the vicinity of Las Palmas Ranch, extensive exploration by geologists Cooper & Clark (Geotechnical Evaluation November 19, 1980 and Fault Evaluation May 20, 1981) have verified that there is no evidence to support existence of that fault on Las Palmas Ranch property.

A series of natural drainage courses traverse the property in a northeasterly direction. These serve relatively small drainage areas which originate from within the property boundaries. Most of the soils in these areas have moderate to high permeability, and most of the storm run-off percolates into the groundwater basin before reaching River Road. Such drainage conditions do not appear to present any danger to the areas proposed for development. The exception is the portion of the property lying northeast of River Road, not proposed for housing, which lies within the one hundred year flood line as suggested by the U. S. Corps of Engineers.

The area is blessed with a Mediterranean type climate: mild year-round temperatures, temperate winters and an average rainfall ranging from thirteen inches at River Road to fifteen inches at the upper elevations of the site.

Currently, three wells are supplying water to the property; one produces approximately 1,650 gallons per minute of water of excellent quality. According to the State Water Resources Control Board Reports the surface and groundwater quality of the Salinas River Sub-Basin is suitable for all water uses.

Air quality reports by the Air Pollution Control District indicate pollutants at a level well within Federal standards. (See Inventory, Appendix C.) Air circulation and air quality at the site are good. Moderate, prevailing northwesterly winds blow almost daily. Emissions from motor vehicles on River Road is the primary source of pollutants. These are presently minimal, and the prevailing winds disperse these pollutants down the valley, away from Salinas.

The major botanical resource of the Las Palmas Ranch site is the Coast Live Oak. These trees are widely dispersed throughout the property. Some of the specimens are two to three hundred years old. Generally, cattle grazing has suppressed the growth of seedlings and young oaks. There are two kinds of brush, chamise and sagebrush which flourish in two areas. Native grasses have long since been replaced by European annual grasses. Riparian vegetation is found along the Salinas River, principally willows and cottonwood.

The mammal and bird population includes species adapted to open grassland and pasture. Generally, these are transient. Permanent residents include some smaller mammals such as rodents and reptiles. The habitat appears ideal for seed eating birds such as doves and quail; and woodpeckers because of the many dead or senescent oaks. No rare or endangered species of mammal, bird, reptile or amphibians is evident on the property.

The Las Palmas Ranch property generates no significant amount of noise. Traffic on River Road and on nearby Highway 68 is the primary source of noise, but

field studies of Community Noise Equivalent Levels found noise levels to be in the "permissible" range. The site lies several miles off the commercial flight patterns of both the Monterey and Salinas airports, so noise tends to be intermittent and of a very low volume.

An archeological survey of the site revealed no pre-historic archeological resources. Remains of an adobe structure were located, but these were deemed beyond restoration. A ten thousand square foot Victorian manor is the site's only historically significant structure. The Las Palmas Ranch Partnership has recently restored the exterior of this imposing building, and plans to restore its interior. The developers have also been responsible for having the manor placed on the roster of National Historical Buildings (see Appendix A of the Inventory).

There are no commercial or shopping facilities within the boundaries of the proposed River Road ADC. The closest complete shopping complex is located at the intersection of South Main Street and Blanco Road in Salinas; approximately two and one-half miles to the north.

Recreational opportunities in the Toro area are numerous and varied. Toro Regional Park and Laguna Seca Recreational Area are available for picnicking, biking, auto racing and horse-back riding. Corral de Tierra Country Club, Laguna Seca Golf Club and Chamisal Tennis Club are also close at hand.

FIGURE D: LAS PALMAS RANCH SPECIFIC PLAN LAND USE TABLE

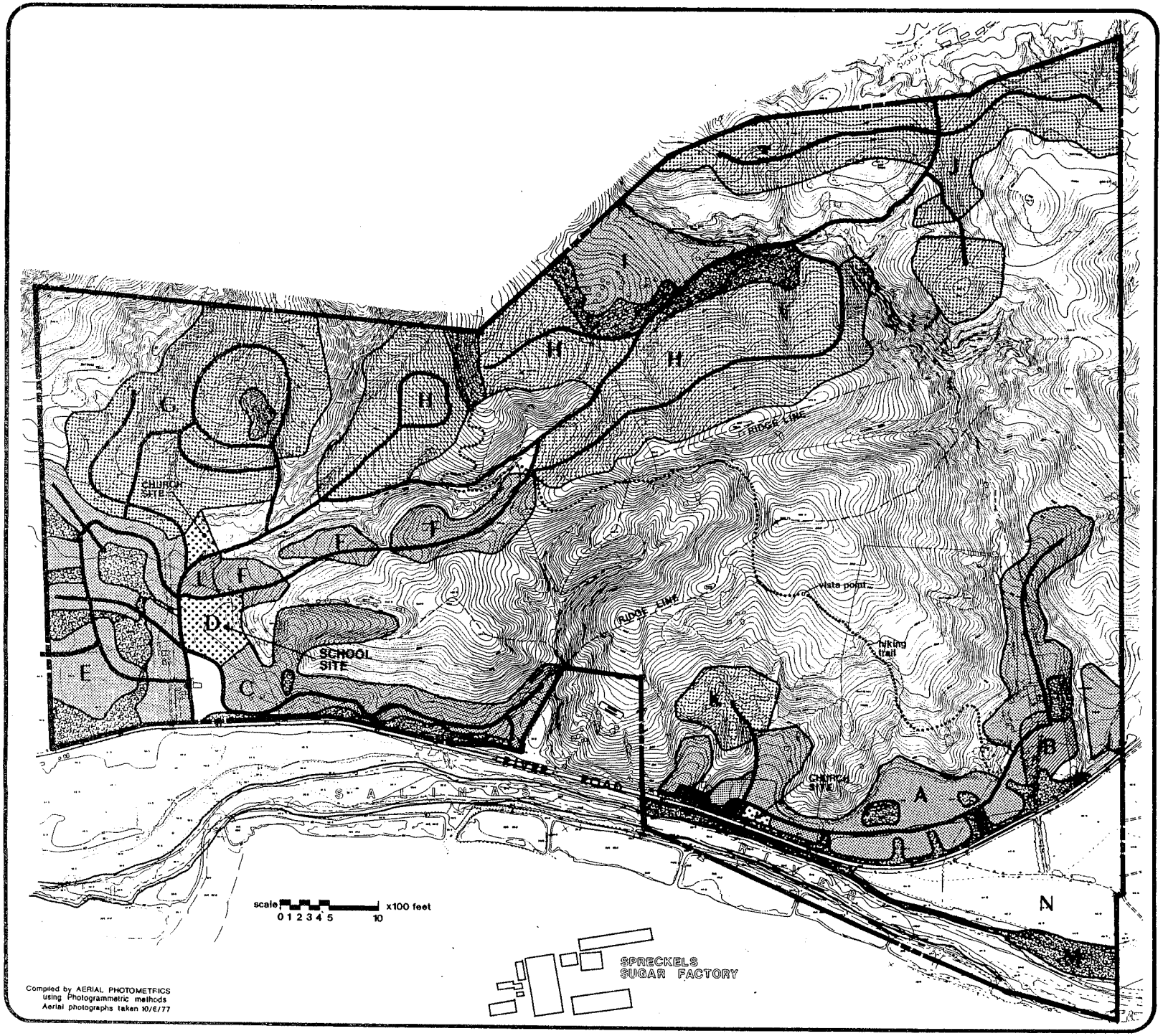
ADC Policy Plan Areas	Residential Units		Total Units	Other Land Uses	Other Acreage	Total Acres	Density Units/AC
	Multi	Single					
A	312	0	312			104	3.00
B	-	-	-	COMMERCIAL/RECREATIONAL	6	6	N/A
C	131	0	131			62	2.11
D	-	-	-	SCHOOL/CHURCH SITES	15	15	N/A
E	0	168	168			76	2.21
F	104	0	104			32	3.25
G	0	80	80			95	.84
H	0	142	142			152	.93
I	0	46	46			28	1.64
J	0	43	43			90	.48
K	0	5	5			11	.45
L	-	-	-	COMMERCIAL	6	6	N/A
				OPEN SPACE:			
M				RIPARIAN CORRIDOR	13		
N				AGRICULTURAL LAND	56		
O				NEIGHBORHOOD/INFORMAL OPEN SPACES	65		
				CENTRAL OPEN SPACE & FRONTAL SLOPES	767		
				TOTAL OPEN SPACE		901	N/A
TOTAL	547	484	1031			1579	.65 AV.

NOTE: ACREAGES BOUNDARIES OF THE PLAN AREA AND NUMBER OF UNITS WITHIN EACH PLAN AREA ARE APPROXIMATE. SPECIFIC BOUNDARIES, AND NUMBER AND MIX OF UNITS WILL BE DETERMINED AT THE TIME OF FINAL ENGINEERING, PROVIDED THAT THE TOTAL NUMBER OF RESIDENTIAL UNITS SHALL NOT EXCEED 1,031. DEVELOPMENT MAY NOT OCCUR IN THE APLHABETICAL ORDER IN WHICH THE PLAN AREAS ARE LETTERED ON THE PLAN.

Las Palmas Ranch

FIGURE E

SPECIFIC PLAN



Monterey County Planning Department

CHAPTER II

LAS PALMAS RANCH SPECIFIC PLAN

A. INTRODUCTION

1. The Value of Goals

The Las Palmas Ranch Specific Plan did not originate with county government. It began as the idea of a group of property owners who saw this large ranch being used to provide housing for the people of their community. Before their idea can achieve reality, however, it must be blended with the County's objective for development of the River Road area. The end product will be the Las Palmas Ranch Specific Plan, which will represent a joint expression of the aims and aspirations of the property owner, as well as the ends and objectives of the people of the County as declared by their local government.

This Chapter II is a statement of the aims and aspirations of the Specific Plan ("goals"); and the means by which the plan can achieve the goals ("policies").

Goals are necessry to give meaning to the short-and-long-term policies and actions called for by the Las Palmas Ranch Specific Plan. The goals set forth in this chapter are an essential expression of the commitment of the Las Palmas Ranch Partnership in connection with the development and management of their project. These goals ensure the protection of the major elements of the ranch's natural environment and rural setting, while at the same time providing a desirable residential community.

2. The Function of Policies

Policies are specific courses of action by which adopted goals are to be implemented.

The policies of this Specific Plan are intended to function as measures for the mitigation of potential environmental impacts of the project. They are also intended to serve as directions to the developer, the County staff and the public decision makers in the review and processing of the various phases of the project development. Where appropriate, policies of this Specific Plan will become conditions of approval of tentative maps and use permits.

Although the policies in this Chapter II are grouped under specific subject headings, a single policy may well serve to implement a number of goals. For example, policies stated under the agricultural land use, the design sensitivity and the erosion and drainage control sections also help to carry out the conservation and open space goal. The policies of this Specific Plan, therefore, should be considered as an integrated program of action for achieving the goals of the plan.

B. PHASING OF DEVELOPMENT

Residential development may proceed at a basic rate of up to 130 units per year. Up to 65 units may be built in addition to this basic yearly rate. Any units allowed in a year, but not built during that year may be built in following years. However, the accumulation of units shall not begin until the first residential unit is initiated.

It is important, however, to assure that adequate infrastructure such as water, sewers and roadway capacity is available or is made available to accommodate each increment of development as it is built. By the same token, the County needs to ensure that a proportionate amount of the total open space designated in this specific plan is provided at the time each phase of development commences. And although a given increment of the development may provide more or less than 15% of its housing units as low or moderate income units, it is essential that a schedule be adopted to assure that the committed number of affordable units will be provided in a reasonable and orderly progression and that the inclusionary units are not left to the end of the development or relegated to one or two isolated areas of the project.

C. HOUSING AND RESIDENTIAL LAND USE

GOAL: The primary goal of Las Palmas Ranch Specific Plan is to provide a broad mix of housing opportunities to all economic segments of the community without expanding existing urban boundaries into major farming areas.

BACKGROUND

According to the Monterey County Housing Plan, adopted by the Board of Supervisors on September 22, 1981, there is an immediate need within the County's unincorporated areas of 4,800 housing units by 1985. In order to meet this demand, the AMBAG Housing Study indicates a need for 1,000 units per year in the greater Salinas area.

Monterey County has adopted a Growth Management Policy which states in part that growth shall occur in or adjacent to urban areas or in areas specified for future growth which are able to provide urban services. The effect of this policy on the supply of housing is unknown because the implementation mechanism is yet to be adopted.

The Monterey County Housing Plan also points out the special housing needs of certain categories of households (large families, handicapped persons, the elderly, female-headed households and migrant farmworkers).

This Specific Plan responds to as many of these needs as is feasible.

The Las Palmas Ranch Partnership has entered into an agreement with the Monterey County Housing Authority to provide land in the City of Salinas at no

present cost to the Authority for the construction of fifty units of low-income family housing. The Partnership applied to the County to be allowed credit for these fifty units toward the Partnership's commitment to provide 15% of the units of Las Palmas Ranch as low or moderate income housing. On January 26, 1982 the Board of Supervisors approved these units as applying toward the inclusionary requirement.

OBJECTIVES

1. To help fulfill the continuing housing demands of the county as disclosed by the Monterey County Housing Plan and the AMBAG Housing Study.

2. To reduce the necessity for Salinas and other nearby communities to expand into surrounding major agricultural lands in order to meet housing demands.

3. To provide a range of housing affordable to all economic segments of the community.

4. To provide a full range of housing types within an environmentally sensitive plan.

5. To maintain the quality of the semi-rural residential environment.

6. To provide housing to meet the needs of the segment of Monterey County population that desires semi-rural living but with a full range of community facilities.

7. To consider the housing goals, plans and objectives of communities making up the County's housing market.

8. To explore and offer feasible, innovative methods of housing financing that will permit home ownership by a broad range of families.

POLICIES

1. The development of Las Palmas Ranch shall comply with the County's Inclusionary Housing Ordinance. Credit shall be given for the fifty units of low income family housing constructed by the Monterey County Housing Authority in the City of Salinas on the land provided by the Las Palmas Ranch Partnership.

2. All available sources of government and private financing and funding should be utilized for the construction of housing, including where appropriate the following:

U. S. Department of Housing and Urban Development, Federal Housing Administration;

U. S. Department of Agriculture, Farmers Home Administration, Home Ownership Loans Program, Rural Rental Housing Programs, Farm Labor Housing Loans Program, Water and Sewer Loans and Grants Program;

Economic Development Administration;

California Department of Housing and Community Development;

California-Housing Finance Agency;

Housing Assistance Council, Inc., Revolving Loan Fund;

Rural America, Loan Fund Policy.

3. To the extent feasible, low and moderate income housing should be disbursed throughout the project in order to minimize physical isolation and to promote social integration.

4. The appearance of the low and moderate income housing shall be compatible with other housing within the subdivision.

5. The Specific Plan allows a maximum 1,031 residential units in accordance with Figure D and Figure E.

6. Housing should be produced in an orderly phased program over a period of several years based upon market demands and availability of financing.

7. In order to preserve the semi-rural character of the area and to mitigate adverse impacts on significant viewshed areas, higher density housing should be clustered behind natural land forms, generally at lower elevations and not on steeper slopes or ridge lines.

8. An Inclusionary Housing Plan for the entire project shall be prepared by the developer reflecting compliance with the County's Inclusionary Housing Ordinance. This plan shall be submitted to and approved by the County prior to consideration of the first increment of residential development.

9. Recreational facilities and open space shall be provided on an incremental basis in accordance with project built-out.

10. Optional or modified public improvement, development, and construction standards where available should be utilized where appropriate to produce quality housing at reduced unit cost.

11. A Development Incentive Zone of ten acres shall be provided within the areas designated in this specific plan for medium density residential development. The density for this DIZ shall not exceed ten units per acre. This density may be and is encouraged to be dispersed throughout the medium density areas rather than being concentrated in a single ten-acre area.

D. COMMERCIAL LAND USE

GOAL: To provide twelve acres of centrally located commercial and service facilities appropriate to the convenience needs of the visitors and guests of Las Palmas Ranch as well as the residents of the entire River Road Area of Development Concentration.

BACKGROUND

At the present time, the only commercial outlet in the River Road ADC is a small, older convenience store across River Road from the entrance to the Pedrazzi subdivision. Although the Toro Area Master Plan designates a small area of commercial development at the corner of River Road and Pine Canyon Road, that land is presently in productive agricultural use and the likelihood is remote that the property will be developed for other than agricultural purposes in the foreseeable future, if ever. Consequently, residents of the River Road ADC must travel outside the vicinity for virtually all of their shopping needs.

The nearest complete retail and service facilities are in the City of Salinas, approximately three and one-half miles to the north. Limited convenience commercial outlets are located in Toro Park Estates, approximately two and one-half miles to the west of Las Palmas Ranch on Highway 68. A small amount of highway commercial development is called for in the Toro Vista Specific Plan, to be located on Reservation Road just west of Highway 68.

Although the residents in the Las Palmas Ranch development and in the River Road ADC should continue to look to the major commercial centers of Salinas and Monterey for the majority of their comparison goods shopping needs, the provision of convenience shopping outlets within the boundaries of the ADC would produce a number of public and private advantages. Such convenience outlets might include a "quick-stop" market with gasoline pumps, deli-liquor, barber/beauty shop, cleaners, and similar light retail shops. In addition to making shopping more convenient to the residents of the area, it would substantially reduce travel-based energy consumption, congestion on Highway 68 and resultant air pollution.

The Corey House, upon completion of its restoration, will function as a center for social and recreational activities of the residents of Las Palmas Ranch, and to a degree as a visitor attraction. it is appropriate to plan limited commercial facilities in and about the Corey House to meet the demand for dining and related activities. Furthermore, because this Specific Plan contemplates a concentration of recreational facilities around the Corey House for the utilization of the residents of the development and their guests, provision should be made for the availability of food, drink, recreational and athletic supplies and other similar goods in this vicinity. Commercial facilities around the Corey House might include a restaurant, sports shop, gift store, deli and similar uses.

In order to best meet the needs of all of the residents of the River Road ADC, the main body of commercial facilities should be centrally located. A

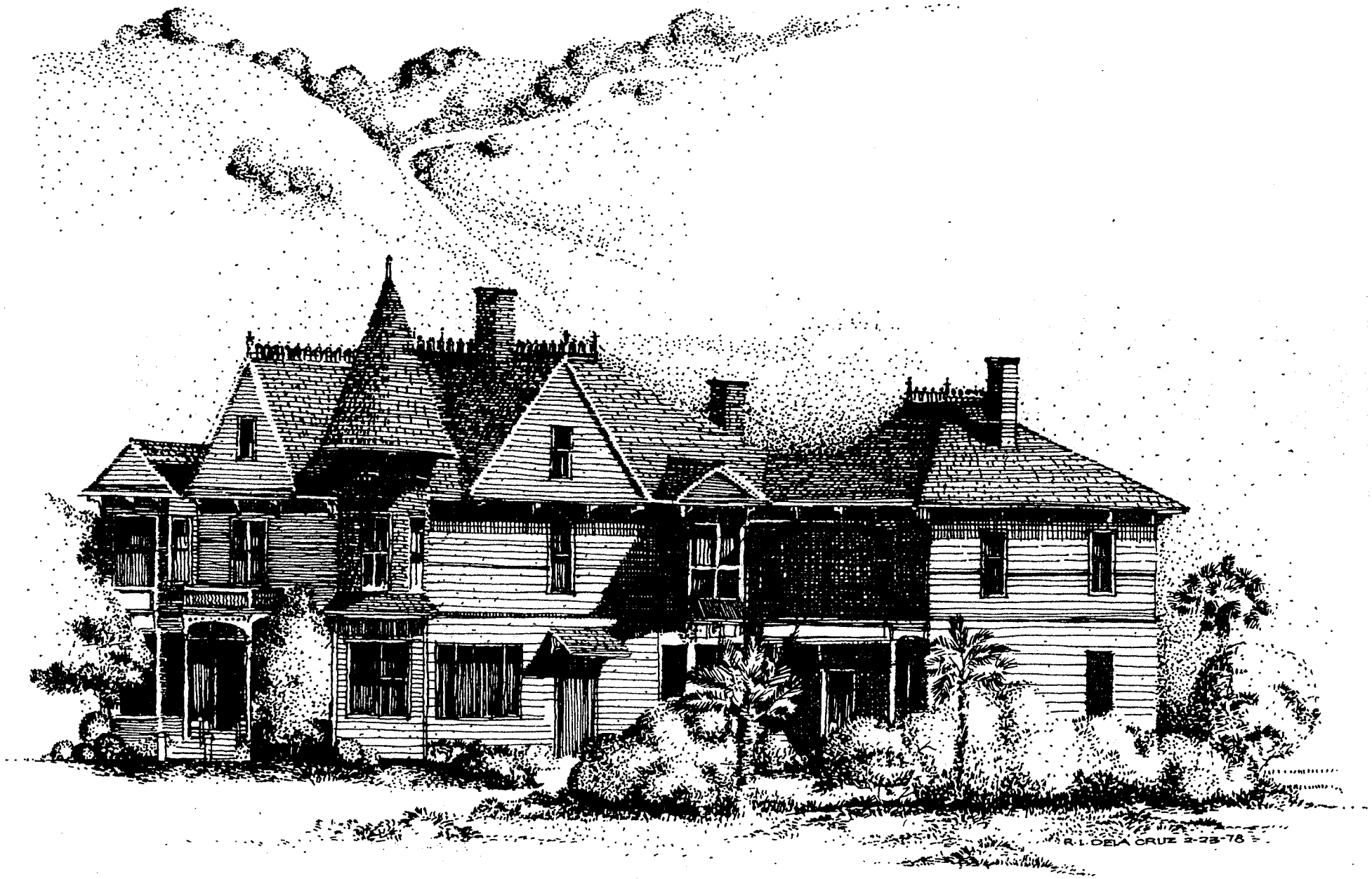


FIGURE F COREY HOUSE RESTORATION

location near the eastern end of the Las Palmas Ranch property would be centrally located to all existing and proposed development within the ADC.

OBJECTIVES

1. To develop a centrally located commercial and service area at the easterly end of Las Palmas Ranch to service the convenience shopping needs of the residents of Las Palmas Ranch and the River Road ADC.

2. To develop a small commercial and service facility in and about the Corey House to meet the convenience needs of visitors to the Corey House and those utilizing the recreational facilities in and about the Corey House.

POLICIES

1. Retail commercial and service facilities appropriate to meet the convenience shopping needs of the residents of Las Palmas Ranch and the River Road ADC should be provided in the area designated as "L" in Figure D.

2. Retail commercial and service facilities appropriate to the convenience needs of the visitors to the Corey House and those utilizing the recreational facilities in and about the Corey House should be developed in the area designated as "B" in Figure D.

3. All commercial development shall be of a size, design and intensity compatible with the semi-rural character of the River Road ADC.

4. The design, lighting and materials of all commercial signing for the development shall be carefully regulated to assure compatibility with the semi-rural character of the area.

5. All areas proposed for commercial development should be placed in Planned Commercial ("PC") or similar zoning providing for continued regulation by the County of uses, design, parking, landscaping and signing.

E. CIRCULATION

GOAL: To provide a safe, efficient and aesthetically pleasing system for the circulation of automobiles, pedestrians and other modes of transportation within the project; and to consider the reasonable needs for travel to and from the project.

BACKGROUND

Circulation concerns for the Las Palmas Ranch fall into two principal categories: (1) The internal provisions for circulation within the project itself, and (2) the external matter of travel to and from the project. The former is primarily within the purview of the developer's responsibilities; the latter, although a matter

of concern to this project, is primarily a problem for regional or even state solution.

The internal circulation system for Las Palmas Ranch will consist of two major collector roads. The collector serving the western portion of the project will enter River Road approximately at the Corey House. The collector serving the eastern portion of the project will enter approximately two miles further down River Road (see Figure D).

Neighborhood subcollector streets and lanes are designed to provide safe and efficient access to all portions of the project while maintaining a sense of separation and independence for the various residential neighborhoods.

This Specific Plan anticipates extensive use of optional design and improvements standards as provided by the Monterey County Subdivision Ordinance in order to maintain a rural character and enhance the liveability, convenience and appearance of the development. Although it is proposed to observe county standards as to materials, minimum lane width and longitudinal grades, optional standards are proposed as to maximum cul-de-sac length, width of right of way, and use of curb and sidewalk. These reduced standards will be offset in some cases by the generous provision in the plan for off-street parking and by the use of turnouts and turnarounds for emergency equipment.

All development costs of the on-site circulation network will be funded by the developer (see Chapter IV). It is proposed that the major collector roads and subcollector streets in the higher density areas will be dedicated public streets. Private roads may be utilized for some of the larger lot single family development, and for the interior lanes within PUD clusters.

Provision will be made within the project to accommodate alternative means of transportation to the automobile. A system of pathways suitable for pedestrian and bicycle use will connect the residential areas with commercial, educational and recreational centers. Although public transit does not presently serve River Road, it is expected that such service will be provided as development of this project and Toro Vista proceeds. Safe, centrally located bus loading areas for both public transit and school buses are proposed for both the western and the eastern portions of the project.

OBJECTIVES

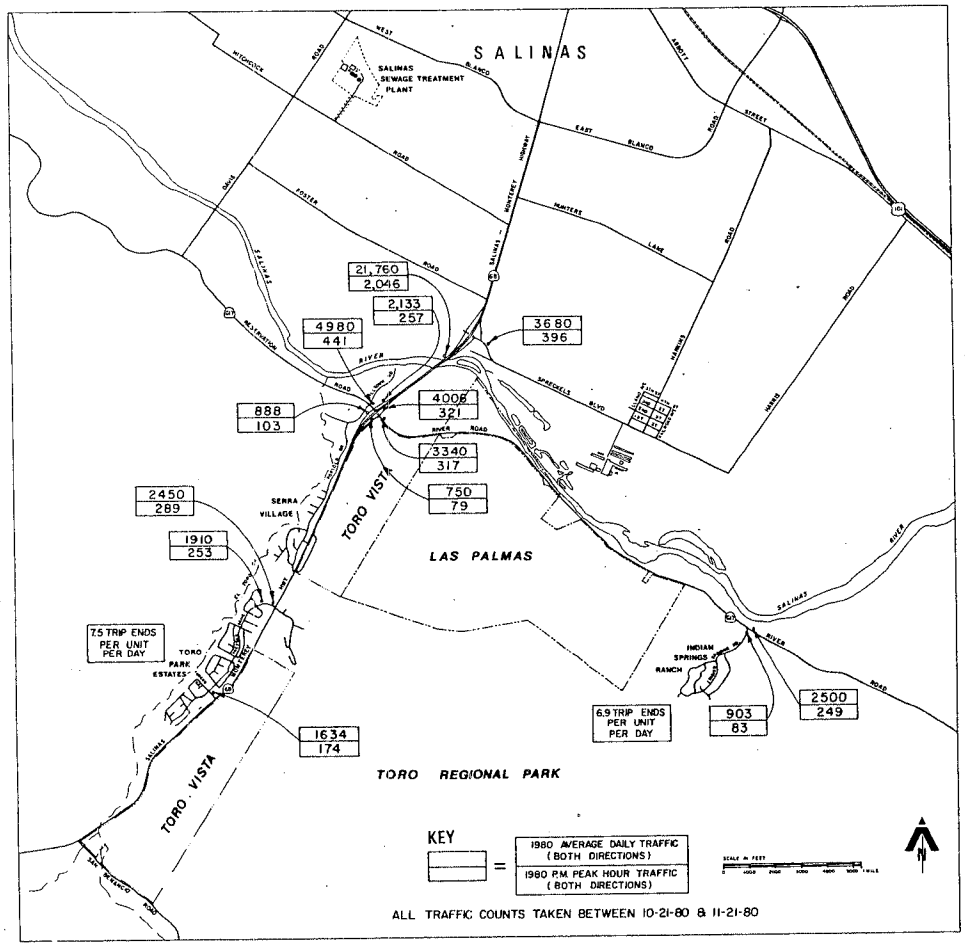
1. Provide an internal circulation system of collector roads and neighborhood collector streets and lanes providing safe, efficient and aesthetically pleasing access to the areas of development for automobiles, pedestrians and alternative modes of transportation.

2. Provide or participate in the provision of off-site improvements reasonably necessary to assure safe travel to and from the project.

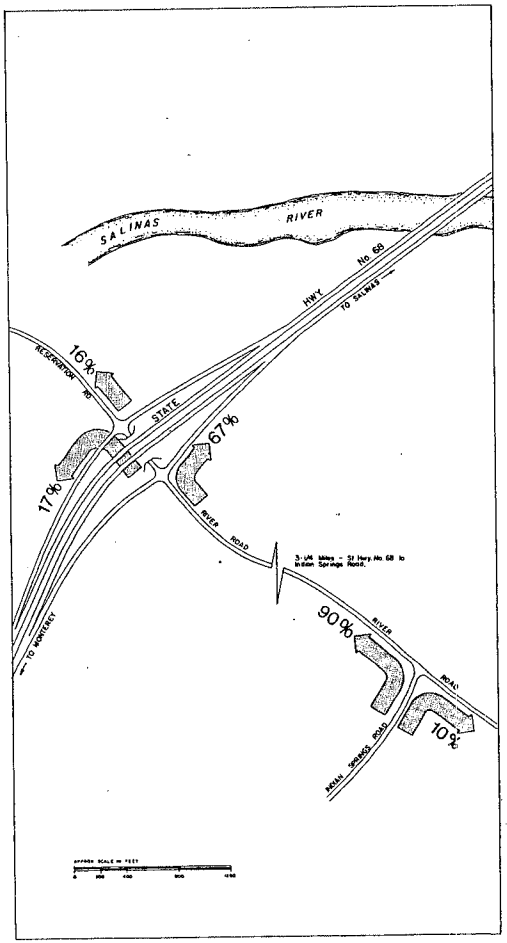
Las Palmas Ranch

FIGURE G

1980 TRAFFIC VOLUMES AND DIRECTIONAL SPLIT DATA



October 1980 Traffic Counts



Directional Split Data For Indian Springs Morning Peak Period Traffic

Monterey County Planning Department

POLICIES

1. Provide a system of pathways suitable for pedestrian and bicycle use to connect residential areas with commercial, educational and recreational areas of the project.

2. Safe, attractive and centrally located loading areas for school buses and public transit should be provided at appropriate locations in both the east and west areas of the project as determined by consultation with transit agencies.

3. Adequate off-street parking should be provided as a means of reducing road congestion, particularly in areas where reduced road right-of-way is proposed.

4. Turnouts and turnaround facilities may be required to accommodate emergency vehicles in areas of reduced road right-of-way or where longer cul-de-sacs are proposed.

5. Interior roads shall have longitudinal grades not exceeding 15%.

6. With the following exceptions, on-site roads shall be privately owned and maintained.

A. Extensions of existing public roads. Such connections and extensions shall be publicly owned and maintained.

B. Subdivision roads maintained by user fees or other locally-generated revenues, and not by the county road fund. Such roads may be publicly owned.

7. The internal circulation system should be designed to accommodate a level of service "C" at full buildout. A trip generation factor of 8.0 trips per day per unit shall be used for this project.

8. The use of optional design and improvement standards is encouraged for the internal road system to reduce visual impacts, maintain a rural character and enhance the liveability, convenience and appearance of the project. Subject to specific review in each case, such optional standards shall permit extended cul-de-sac length and elimination or reduction of curbs and sidewalks, and may permit reduced right-of-way.

9. Roads which are perpendicular to viewing areas of which involve excessive cut and fill shall be discouraged.

10. Horizontal and vertical street alignments should relate to the natural contour of the site insofar as is practical, while retaining safe sight distance for expected driving speeds but not less than 25 mph.

11. Street name signs and regulatory devices constructed of wood or other natural materials and of the size and height compatible with the surroundings should be utilized.

12. The developer shall dedicate fee title along the project frontage on River Road so that the sum of the width of existing right-of-way and new dedication (on either side) equals 110 feet. Widening in excess of 110 feet may be required for slopes. These slopes may be provided for as slope easements and may be landscaped by the developer and included as part of the meandering 50 foot setback/landscaped area described in Conservation and Open Space Policy #9.

13. Access to the development will be by public road intersections including left turn channelizations constructed by the developer on River Road at the entrances to the subdivision. Design and construction shall be compatible with the widening of River Road as contemplated by Policy #12 above.

14. Internal road connections should be provided where feasible between the areas of the subdivision in order to minimize the need for River Road to provide a route for intra-subdivision traffic.

15. Road connections should be provided where feasible between the subdivision and adjacent subdivisions in order to minimize the need for subdivision traffic to utilize River Road.

16. The developer shall pay a development fee to the County for improvements to Highway 68. This development fee shall be $620.75 per residential unit (a total of $640,000.00, being 10.66% of the estimated cost of the two lane first phase of the Corral de Tierra bypass), and shall be payable as to each residential unit at the time the building permit for the residence is issued.

17. The maximum contribution to improvements to River Road shall be $1,400,000 (prior to indexing). This contribution shall be for a project to be designated by the County Public Works Department. A payment of 1/1031 of this amount shall be paid to the County at the time each residential building permit is issued. When 600 such permits have been issued the designated road improvement project shall be built. If the accumulated contributions are insufficient to fund the project, the developer shall then contribute the balance of the cost up to the above maximum obligation.

18. The development contributions provided in Policies 16 and 17 are based on 1983 dollars, and will be adjusted annually in accordance with the West Coast Engineering News Record General Engineering Cost Index. These development contributions, together with the dedications and improvements required by Policies 12 and 13 shall constitute the project's total required participation in the construction or financing of off-site roads and circulation facilities.

F. CONSERVATION AND OPEN SPACE

GOAL: To conserve and protect in open space those aspect of Las

Palmas Ranch that constitute the major visual and environmental resources of the site; and to provide for the managed utilization of open space for active and passive recreational purposes.

BACKGROUND

Open space is an essential component of any well-designed residential project. It provides areas for active and passive recreation immediately adjacent to dwelling units. It increases project amenity by providing landscaped areas and important scenic vistas. Open space can be an important design element, breaking up monotonous patterns of housing and improving the visual attractiveness of the development. Open space increases design flexibility and permits the preservation of natural features for even greater amenity.

By statutory definition open space includes banks of rivers, riparian vegetation, watershed lands, outdoor recreation areas, areas of outstanding scenic, historical and cultural value, and areas of economic importance used for production of food and fibre.

A number of these open space components are found within Las Palmas Ranch and are therefor incorporated in this Specific Plan.

The first component of the Las Palmas Ranch open space includes the banks of the Salinas River and the narrow band of riparian vegetation adjacent thereto. These areas constituting the northerly boundary of Las Palmas ranch, will be left in their natural state and retained in the ownership of the developer.

The second open space component of Las Palmas Ranch is the approximately 50 acres of level land lying between the riparian corridor and River Road. This area will be preserved in agricultural use.

This agricultural land shall be placed in permanent agricultural zoning. It will remain in the ownership of the developer or a successor entity, and will be leased for farming purposes.

The Corey House itself and the grounds around it constitute the third component of the Las Palmas Ranch open space. The developer has already restored the exterior of this magnificent structure, and has had the building placed on the roster of National Historical Buildings. The Corey House is suitable for a variety of active uses; as a social center for the project and headquarters for the recreational complex around it; as a center for retail commercial and service facilities to meet the needs for those utilizing the recreational facilities and visitors to the historic residence. The Corey House itself will remain in the ownership of the developer, with space being leased to the various users including the owner's association. The recreational facilities surrounding the Corey House will be owned and managed by the owners' association for the use of the project residents and their guests.

By far the largest of the open space components, consisting of approximately 767 acres, is the central open area embracing the central ridge lines and north-facing frontal slopes visible from the Highway 68 Scenic Corridor (see Figure H). This area constitutes the major watershed area of the ranch as well as the prime visual resource visible from within the ranch and from the Highway 68 Scenic Corridor. This area should provide an excellent source of active and passive enjoyment for the residents of Las Palmas Ranch (see discussion in Section H of this Chapter II). This plan calls for this area to be left basically in its natural state. Improvements will consist only of trails, vista points and drainage and erosion control devices. This central open area will be owned and managed by the master owners' association, and should be placed in open space zoning and subjected to appropriate scenic easements.

The final component of open space in the Las Palmas Ranch project includes the smaller parks and recreational areas which are interspersed within and among the clusters of higher density development. Some of these areas are shown in Figure D. Others will be designed as each increment of cluster development is proposed. These areas will be owned and managed by the neighborhood or village owners' association. The utilization of these neighborhood open spaces as a means of separating housing clusters and providing visual screening is illustrated in Figure K.

OBJECTIVES

1. To preserve the site's major frontal slopes and ridgelines in open space in order to maintain the rural setting as a visual backdrop to the clustered housing.

2. To provide for continued agricultural use of lands north of River Road.

3. To maintain a feeling of open space along the immediate River Road corridor.

4. To conserve the Salinas River bank and the adjoining riparian vegetation in open space.

5. To preserve and enhance the historical significance of the Corey House.

6. To utilize open space as an important design element for avoiding monotonous patterns of development.

7. To provide for active and passive enjoyment of the open space within the project.

8. To assure open space integrity through ownership and management entities.

POLICIES

1. The following constitute the open space elements of Las Palmas Ranch to be protected:

A. The Salinas River bank and the riparian vegetation adjacent thereto;

B. The agricultural land north of River Road;

C. The central ridge lines and north-facing frontal slopes visible from the Highway 68 Scenic Corridor as delineated on Figure H.

D. The Corey House.

2. Prohibit building on ridgelines visible from designated scenic corridors, as delineated on Figures H and K.

3. Higher density housing units shall be clustered behind natural landforms or on lower elevations.

4. Open space areas shall be placed in scenic easements and open space zoning or otherwise adequately protected from development that could destroy the natural amenities of the site.

5. The open space areas other than the riparian corridor, the agricultural land and the Corey House shall be conveyed to an owners' management association or other appropriate entity legally empowered and obligated to manage these areas and to collect fees or assessments therefor.

6. A proportionate amount of open space should be provided with each increment of housing. Trails provided within the open space management plan shall be dedicated at the time the area is unencumbered and the open space is dedicated.

7. Roads which are perpendicular to viewing areas or which involve excessive cut and fill shall be discouraged.

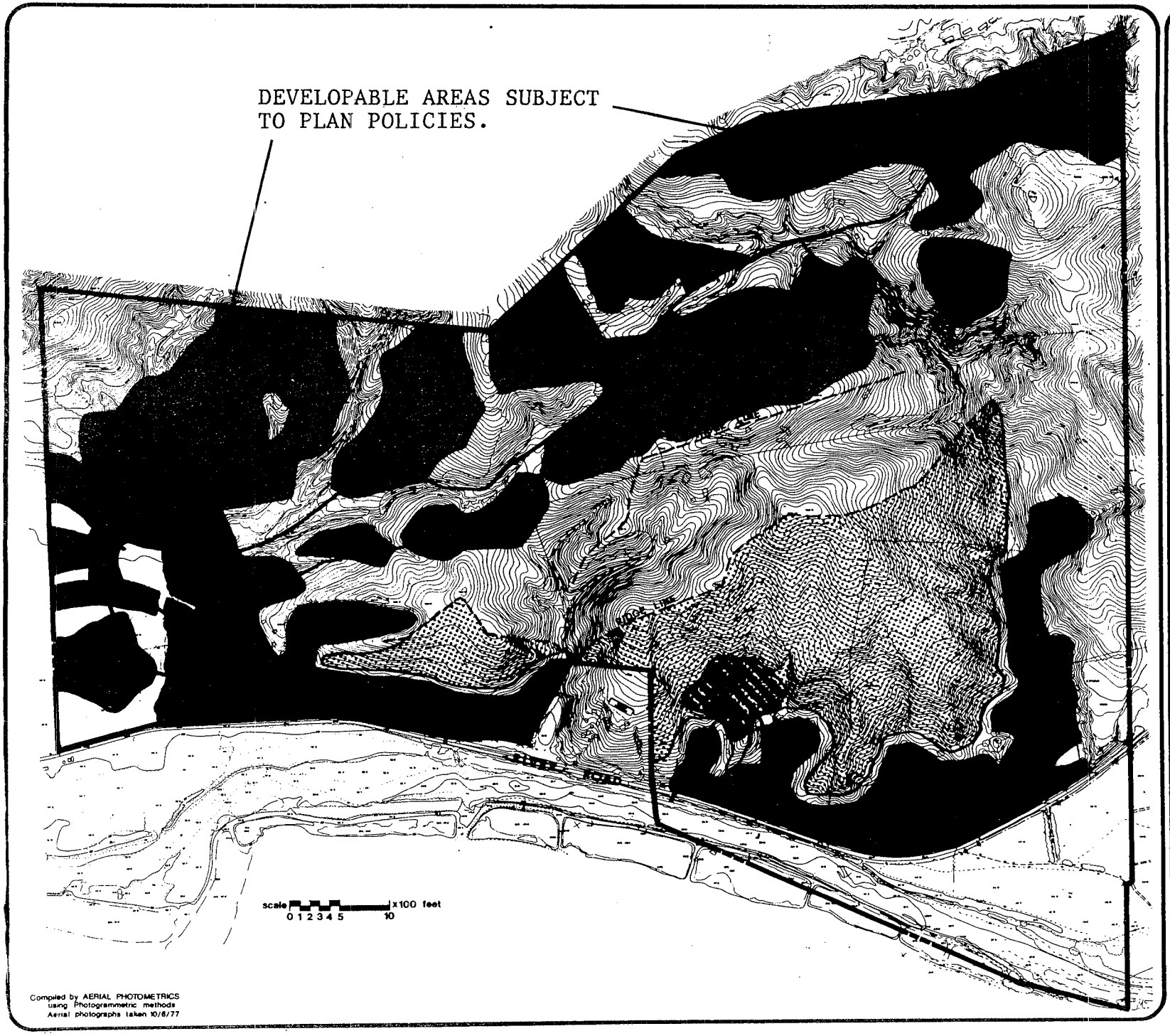
8. Horizontal and vertical street alignments should relate to the natural contours of the site insofar as is practical.

9. An irregular or meandering landscaped setback, with a minimum depth of fifty feet, shall be established along the frontage of River Road.

10. Utilize mounding, informal massing, or irregularly spaced trees, planting and other overall landscaping treatment to screen development.

11. Visually obtrusive building materials and finishes shall be avoided.

12. Erosion, siltation and drainage controls shall be implemented in order to enchance watershed management, to protect on-site and riparian vegetation, to



Compiled by AERIAL PHOTOMETRICS
using Photogrammetric methods
Aerial photographs taken 10/6/77

Las Palmas Ranch

FIGURE H

FRONTAL SLOPES

FRONTAL SLOPES VISIBLE FROM SCENIC HIGHWAY

Monterey County Planning Department

facilitate on-site retention and percolation of surface water, and to minimize hazards to development.

13. Facilities providing for active and passive recreational uses of the open space areas may be provided subject to County approval.

A. Such facilities may include hiking, jogging, and equestrian trails and vista points within the central hillside open spaces.

B. Tennis and racquetball courts, swimming pools, play fields, health club facilities, and similar more intensive recreational facilities may be located in the areas designated in Figure E for recreational uses.

C. Mini-parks, jogging trails, playgrounds, swimming pools, tennis courts, and similar facilities may be located within the smaller open space areas interspersed among the residential clusters.

D. Recreational facilities shall be managed and maintained by an owners' management association or other appropriate entity legally empowered and obligated to manage these areas and to collect fees or assessments as necessary for their maintenance.

E. A comprehensive Open Space/Recreation Management Plan for all open space areas of the project, shall be prepared by the developer indicating how the open spaces within the project will be used, managed and conserved. This program shall be submitted to and approved by the County prior to final discretionary approval is given by the County for any portion of the development authorized by this specific plan.

14. The central open space areas of the project south of River Road may be utilized for wastewater treatment and disposal when consistent with the approved Open Space/Recreation Management Plan and the approved Wastewater Management Study.

G. ENERGY CONSERVATION POLICIES

1. Each residential unit should be afforded adequate solar access for the operation of active and passive solar systems. Locating structures with their major axis oriented within 22.5° of true east/west is generally the best means to insure adequate south-facing solar access. For single-family homes, the orientation is fairly simple to implement as is full access to the south wall for passive solar design. For multi-family units, orientation and access are more difficult; generally south roof access for active space heating or domestic water heating systems is considered sufficient.

2. Careful design of structures to utilize solar access and to control heat loss and heat gain can achieve significant energy conservation. When these design elements are coupled with passive design features (thermal storage units, south facing glass, domestic hot water systems and other energy conserving components),

the energy conservation potential greatly increases. Support structures built by the developer such as commercial areas, swimming pools, recreation and community buildings should make maximum use of alternate energy sources both to reduce operation costs and to serve as community examples.

3. The addition of pedestrian and bicycle paths to the internal circulation systems could further reduce the need for automobile use.

H. PRESERVATION OF SIGNIFICANT AGRICULTURAL LAND

GOAL: To preserve and protect significant major areas of prime and productive agricultural land.

BACKGROUND

In Monterey County's unincorporated areas, agriculture is by far the most predominant land use. The Salinas Valley contains some of the finest agricultural soil in the world, and is one of the only areas in the United States with a large level area of highly productive soils, as well as ocean fog which is so desirable for succulent vegetables. Historically, agriculture has been the greatest single source of income in the County of Monterey.

As the population of the County has continued to increase over the years, it has become increasingly apparent that this agricultural base of the economy must be protected, while accommodation is made for anticipated growth. Consequently, the County's plans are replete with policy statements attempting to balance these potentially conflicting interests.

As thus proposed, this Specific Plan is consistent with the agricultural land preservation policies of the Monterey County General Plan and the Toro Area Master Plan.

OBJECTIVES

1. To provide for permanent agricultural use of lands north of River Road and to preserve them in open space.

2. To relieve pressure for residential land use on intervening prime agricultural lands in the area south and southwest of the City of Salinas and north of the Salinas River (the Blanco Area).

3. To accommodate the foreseeable housing demand within the River Road ADC, utilizing a compact residential land use pattern.

4. To direct residential expansion into the non-agricultural belt along the foothills.

POLICIES

1. Preserve the agricultural lands north of River Road in agricultural zoning and in a permanent agricultural open space easement.

2. Retain the lands north of River Road in agricultural production.

I. DESIGN AND SENSITIVITY

GOAL: To provide a program of design standards and regulation to assure that all structural development at Las Palmas Ranch will be aesthetically pleasing, internally consistent and visually integrated with the natural surroundings including major open spaces.

BACKGROUND

Section E of this Chapter II identifies the significant open space elements of the Las Palmas Ranch site. The policies enunciated in that section provide for the appropriate placing of concentrated development on the site consistent with the conservation of these major open space elements.

The design of the roads, buildings, and other facilities is equally as important to the overall visual impact of the project as is the location of development. This section establishes the policy framework for the design of such improvements.

The primary design consideration shall be the creation to the extent possible of a "rural" or "country" atmosphere within the development. Too often "rural" or "country" is equated mistakenly with rambling ranch-style homes on large lots; yet most residents in concentrated housing in the unincorporated areas (for example, San Benancio Village, The Bluffs, Del Mesa Carmel) feel that they live in the "country" and that their development is "rural." An analysis of such projects, both in Monterey County and elsewhere, discloses a number of common design features which help to create the "rural" or "country" atmosphere:

- Sensitive design of buildings emphazing the relationship of buildings to natural land forms and utilizing nonobtrusive natural materials such as wood and native stone, and low intensity exterior colors.

- Clustering of buildings in curvilinear patterns inerspersed with open spaces.

- Landscaping which follows "natural" patterns, i.e., irregular shapes and mounded surfaces, informal massing, or irregularly spaced trees and plantings.

- Preservation of mountains, hillsides and significant woodlands or farm areas which can be seen from the development areas creating a sense of closeness to major open spaces.

- Public improvements which reflect a "country" rather than a "city" atmosphere, e.g., meandering walkways of natural materials rather than curbs and sidewalks; exterior lighting including street lighting controlled as to intensity and direction; traffic, directional and other signing made of wood and without interior lighting.

- Availability of active and passive recreational opportunities not available in the city.

OBJECTIVES

1. To mitigate adverse visual impacts of the proposed development upon significant open space and viewshed areas.

2. To create to the extent possible a visual sense of "country" living within the development.

POLICIES

1. All areas of the project proposed for structural development shall be placed in a site and design control district to ensure county enforcement of the design policies of this specific plan.

2. The deed restrictions for the project shall provide for the master homeowners association to have architectural and site review authority to enforce the design policies of subdivision deed restrictions. This authority shall be in addition to the design control authority of the County. Adoption of this Specific Plan shall not be construed as an obligation on the part of the County to create or enforce homeowner association rules.

3. All structures, including residential, commercial, recreational and accessory buildings; fences; walls; decks and signs shall require design approval. Approval shall be based upon conformity with the policies of this plan as well as the following specific criteria:

A. Compatability of external design, materials and colors with existing structures in the development and with the semi-rural setting.

B. Conformity of design and location of structures with respect to existing ground elevations and natural land forms.

C. Mitigation of visual impacts visual from within the development and from major designated view corridors outside of the project.

D. Protection of significant trees and vegetation. Trees over 36" in circumference (four feet above the ground) shall be retained. Where it is necessary to remove such trees for better design or layout, then they shall be replaced on a two for one basis subject to the approval of the Director of Planning.

E. Prevention of erosion, sedimentation and visual impacts resulting from grading, excavation, cutting or filling.

4. To the extent feasible, all structures should utilize natual materials such as wood and native stone and low intensity earth-tone exterior colors. Visually obtrusive building materials shall be avoided.

5. Low level exterior lighting, including street lighting shall be utilized consistent with maintenance and public safety and shall be unobtrusive, harmonious with the local area, and constructed or located so that only the intended area is illuminated and off-site glare is fully controlled. Street lights may not be used unless approved as conditions of permits obtained pursuant to this plan.

6. Horizontal and vertical street alignments should relate to the natural contours of the site insofar as is practical. Roads which are perpendicular to viewing areas or which involve excessive cut and fill should be discouraged.

7. Mounding, informal massing, or irregularly spaced trees, planting and other overall landscaping treatment should be utilized to screen development.

8. Preserve vegetation significant to the maintenance of visual quality and to the provision of erosion control on sensitive slopes.

9. Where possible consistent with public safety, alternative public improvement standards should be applied by the county to reduce visual impacts and add to the rural character of the development. Such alternative standards may allow, where appropriate:

A. Reduced graded section of roads.

B. Elimination of sidewalks or utilization of meandering pathways of natural materials in the place of sidewalks.

C. Elimination of curbs or utilization of berms or vee gutters in the place of curbs.

D. Extended cul-de-sacs rather than looped roads.

E. Street lights at greater intervals; street lights of lower intensity; and street lights on ground level standards.

F. Street name signs and regulatory devices constructed of wood or other natural materials and of a size and height compatible with the surroundings.

10. All new utilities shall be placed underground.

11. No development shall be allowed on slopes over 30%, except where necessary for construction of limited portions of roads following existing ranch roads, serving the development areas shown on Figure F; or where necessary to

maximize the goals, objectives and policies of this Plan and the Monterey County General Plan.

J. EROSION, DRAINAGE AND FLOOD CONTROL

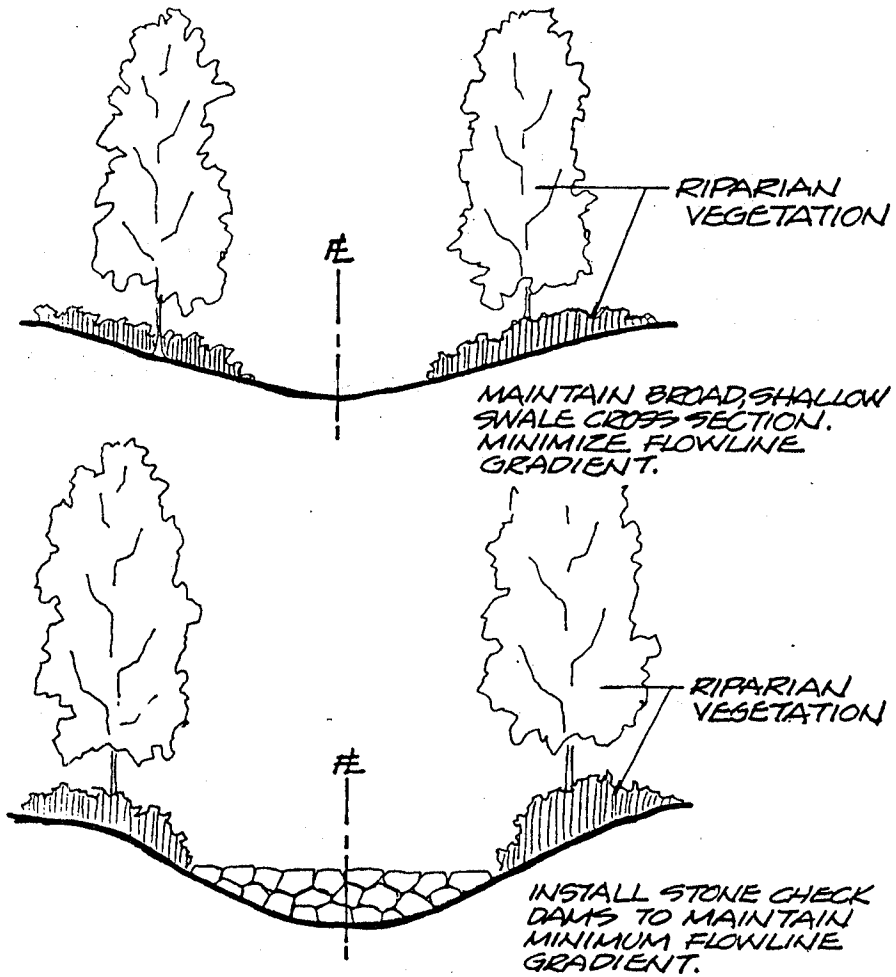
GOAL: To minimize erosion, siltation and sedimentation, and to protect on and off site areas from damage, through an integrated watershed management and flood control program.

BACKGROUND

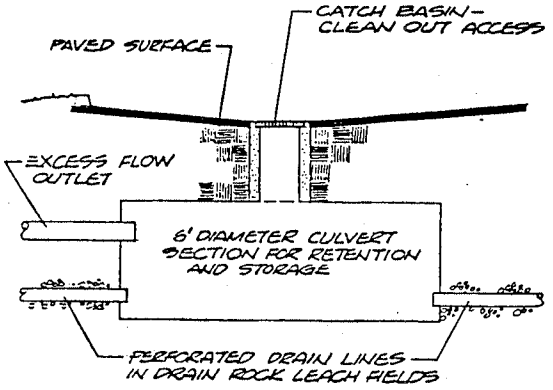
In November of 1980, Cooper and Clark, consulting engineers, published their report entitled "Phase I - Geologic Reconnaissance and Geologic Hazards Investigation - Las Palmas Ranch." The report provides detailed information relative to existing site conditions and the erosion potential of the Las Palmas Ranch property. The full report is on file with the County of Monterey. Figures I and J, reproduced from that report, show the topography and geologic units within the property.

According to the Cooper and Clark report, the Las Palmas Ranch contains three principal drainage systems. The westerly boundary of the property is drained by a system terminating near the Corey House. A second drainage system terminates in the central portion of the site, across from the Spreckels Sugar Factory. The third drainage system exists in the southeast portion of the site. The report indicates that the site vegetation consists of open grass-covered slopes with scattered growths of trees. Soil cover is widespread with sparse bedrock outcrops. Moderate to severe erosion is presently occurring along the drainage areas.

Analysis of the Cooper and Clark report by the project engineers and the project landscape architect indicates that the installation of erosion control devices such as slope planting and other landscaping, desilting basins, check dams and retention basins, could increase the times of concentration and thereby reduce the expected peak runoff volumes. Such a program could not only prevent further contamination of the Salinas River, but actually decrease the amount of sediments presently reaching the river. An erosion and drainage control program embodying these principles has been developed for the project by means of which erosion, siltation, sedimentation and drainage controls will be implemented in accordance with the Monterey County Master Drainage Plan.



DRAIN SWALES AND CHECK DAMS
NO SCALE



LENGTH OF CULVERT STORAGE SECTION WOULD VARY ACCORDING TO CAPACITY REQUIREMENTS DETERMINED BY AREA OF PAVED SURFACE TO BE DRAINED.

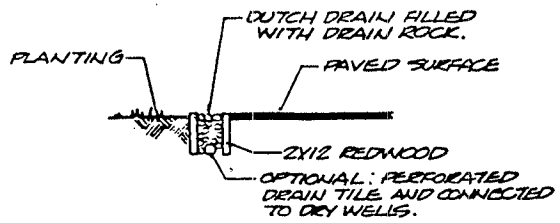
UNDERGROUND STORAGE/RETENTION
NO SCALE

Las Palmas Ranch

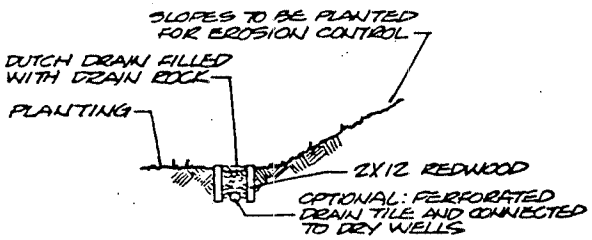
FIGURE I

EROSION AND DRAINAGE CONTROL CONCEPTS

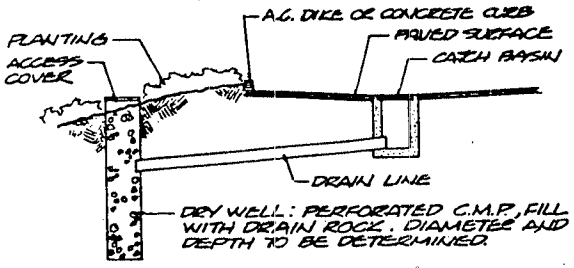
Monterey County Planning Department



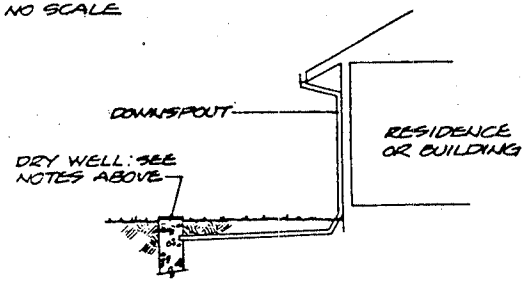
DUTCH DRAIN AT PAVED AREAS
NO SCALE



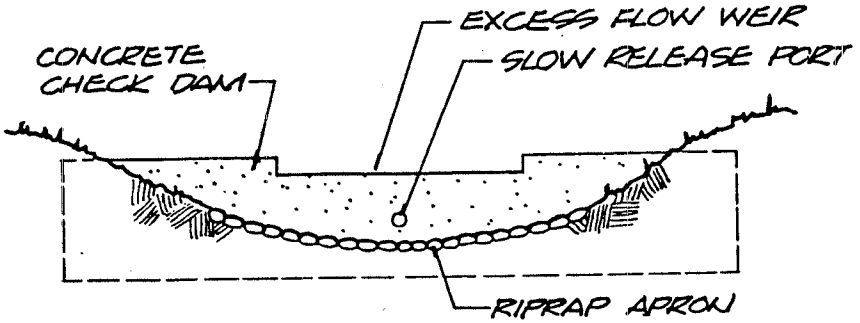
DUTCH DRAIN AT TOE OF SLOPES
NO SCALE



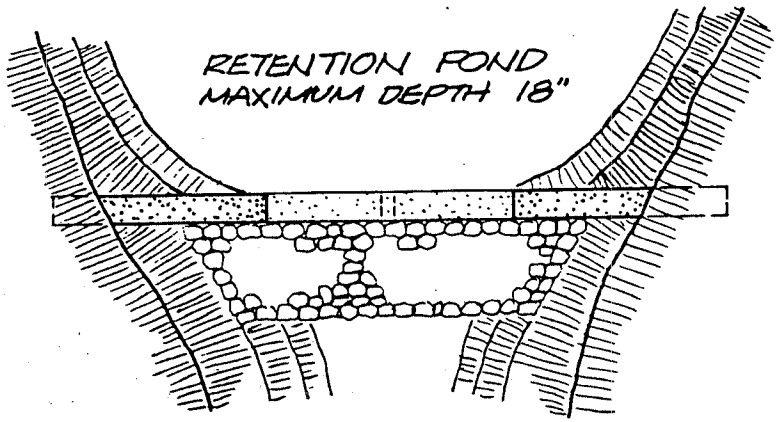
DRY WELLS AT PAVED AREAS
NO SCALE



DRY WELLS AT DOWNSPOUTS
NO SCALE



ELEVATION



PLAN

CHECK DAM AT RETENTION PONDS
NO SCALE

Las Palmas Ranch

FIGURE J
EROSION AND DRAINAGE CONTROL CONCEPTS

Monterey County Planning Department

OBJECTIVES

1. To protect on and off site areas from adverse effects of erosion, siltation and sedimentation.

2. To retain or percolate surface water on site to the maximum extent feasible.

3. To protect development from any adverse impacts from potential flooding of the Salinas River.

POLICIES

1. A comprehensive drainage plan for the entire project shall be prepared by the developer, and submitted to and approved by the County prior to final discretionary approval is given by the County for any portion of the development authorized by this specific plan.

2. Minimize alteration of natural drainage systems described in the Cooper and Clark report.

3. provide drainage reports for each phase of development showing all tributary areas and information pertinent to the capability of storm water detention and silt control facilities and mitigations for such identified impacts will be implemented.

4. Provide storm water detention/siltation ponds so that the flow rate from development will not exceed that from the tributary areas in its natural state during a ten year design storm.

5. Maintain and protect all natural streams or drainage corridors from development encroachment and where necessary make improvements to flowline gradients and to unstable side slopes.

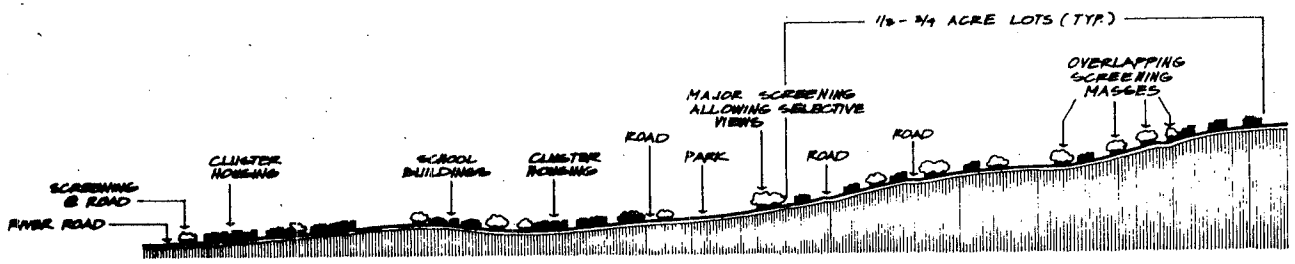
6. Plant all drainage ways with riparian vegetation to control downstream concentration of runoff, to promote upstream retention and to sustain streamflow over a longer period of time.

7. Minimize disturbance or removal of existing vegetation, including trees, shrubs and grasses or other ground covers.

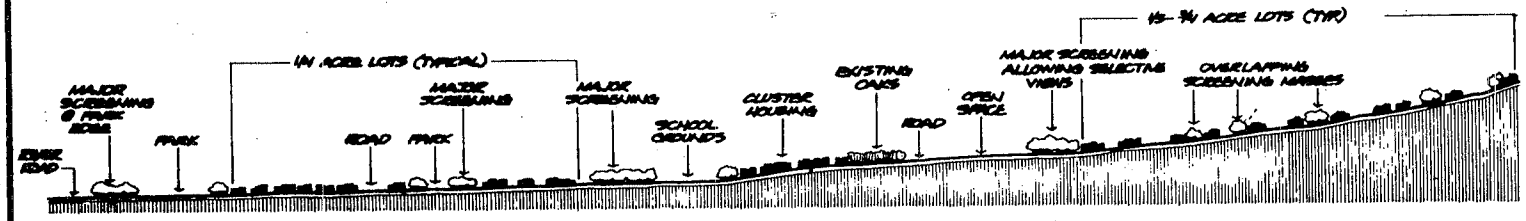
8. Provide engineering plans with each phase of development demonstrating that cut and fill slopes can be stabilized; the specific method of treatment and type of planting by area for each soil type and slope required to stabilize cut and fill slopes; and the time and amount of maintenance required to stabilize cut and fill slopes.

Las Palmas Ranch

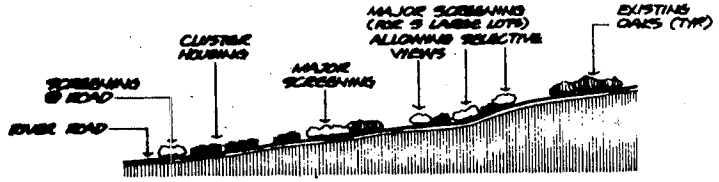
FIGURE K
CONCEPTUAL CROSS SECTIONS, NEIGHBORHOOD OPEN SPACES



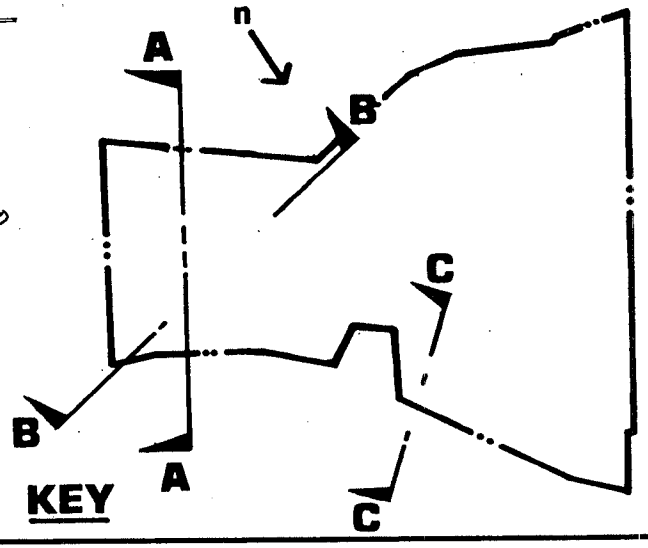
SECTION A-A
1" = 200'



SECTION B-B
1" = 200'



SECTION C-C
1" = 200'



Monterey County Planning Department

9. All graded areas of street rights-of-way shall be planted and maintained to control erosion. The area planted shall include all shoulder areas and all cut and fill slopes.

10. Require careful stockpiling of top soil to provide an adequate supply for placement on all graded or distrubed areas to ensure good plant growth for erosion control.

11. Maintain temporary erosion controls during construction. Improvement plans shall include a plan and implementation schedule of measures for the prevention and control of erosion, siltation and dust until erosion control plantings become established.

12. An owners management association or other appropriate entity shall be formed which is legally empowered and obligated to manage and maintain drainage and erosion control areas and facilities not owned or maintained by public agencies, and to collect fees or assessments therefor.

13. Provide drainage devices where controlled storm drainage is necessary.

14. Provide storm drainage retention devices and enlarge dissipators to reduce runoff in development areas so that the flow rate from development will not exceed that from the tributary area in its natural state during a ten-year storm.

15. Protect areas of potential aquifer recharge through the proper utilization of drainage facilities, open space and permeable materials.

16. Conform to State and County health standards for utilization and distribution of waters.

17. All storm water drainage facilities shall be constructed so as to outlet directly into the Salinas River under full flood conditions.

18. The developer shall:

A. Improve downstream drainage structures sufficiently to pass existing 10 year frequence flows through to the Salinas River.

B. Delineate the 100 year floodway and floodway fringe on the subdivision map based on the 1980 FEMA Flood Insurance Study or such maps as may update existing flood hazard area studies.

19. No development shall occur in the floodway and structures built in the floodway fringe shall be flood-proofed.

K. PUBLIC FACILITIES AND SERVICES

GOAL: To provide appropriate levels of public facilities and services to serve the higher intensity land uses proposed for the Las Palmas Ranch.

BACKGROUND

The Monterey County Growth Management Policy states that areas of higher density development must provide appropriate levels of public services, such as water, sewage disposal, roads, schools and fire protection.

Public service concerns associated with the Las Palmas Ranch project include both capital improvement, or one-time infrastructure needs; and on-going operating needs.

Since the passage of Proposition 13 there have been great changes in the manner in which public services are provided. While property taxes and general fund monies were the principal source of funding in the past, direct developer installation of on-site infrastructure in conjunction with development fees and assessments is now the norm.

The county will look to the developer of Las Palmas Ranch to be the prime mover in making the necessary public services and facilities available. In some cases, such as the waste water treatment system, this will require creating a system where none now exists. In other cases, such as the water system, schools and fire protection, it may mean meeting demands for increased capability of existing delivery systems.

The purpose of this section of the plan is to establish what public facilities may be needed to accommodate the development of Las Palmas Ranch, and when and in what form they should be provided. Various means of financing initial construction and on-going operation are discussed in Chapter IV.

1. WATER

Fortunately the River Road area is blessed with an abundance of good quality water.

Las Palmas Ranch is located entirely within Monterey County Flood Control and Water Conservation District Zones 2 and 2A. In a report to the Board of Supervisors on June 23, 1981, Robert Smith, District Engineer for that district, confirmed that water adequate for all proposed development in the River Road ADC area is readily available. Smith stated further that the proposed levels of development in the River Road ADC area do not pose any threat of degradation to the groundwater of the area. Consequently, this section of the specific plan will discuss only the proposed water delivery system.

Some smaller water systems in parts of the Toro Area have suffered from under-capitalization and piecemeal expansion. In contrast, one of northern California's largest and most reliable water utility companies, California Water Service Company, presently serves the River Road area and is ready and able to extend service to Las Palmas Ranch. Their system will provide both domestic and fire flow services to this project in accordance with the requirements of county and state regulatory agencies. If for some unforeseen reason California Water Service Company would not extend service to Las Palmas Ranch, adequate water can be developed easily from on-site wells to meet all state and county requirements through an incorporated mutual water company.

POLICIES

1. As the first priority the entire development must be served by a public utility water company providing domestic and fire flow in accordance with the requirements of State and County health and fire agencies. If a public utility water company satisfactory to the County is not feasible, then an incorporated mutual water company may perform this function.

2. Availability of water meeting the requirements of Policy No. 1 shall be demonstrated as to each increment of development prior to filing of a final subdivision map or issuance of any building permit for that increment of development.

3. Plans and specifications for domestic and fire flow water supply shall be submitted to local and state environmental health agencies for approval.

2. WASTEWATER

The concentrated development proposed for some areas of Las Palmas Ranch requires that a wastewater system be provided rather than utilizing individual septic tank systems.

The River Road ADC is within the area proposed for eventual service by the regional sewage system planned by the Monterey Regional Water Pollution Control Agency (MRWPCA).

However, the regional system, if constructed, would not be available until midway through the Las Palmas Ranch development. It appears that Las Palmas Ranch would be served best by a wastewater system that is capable of providing long-range service to the project, if necessary, but is also compatible with the regional system, if and when it becomes available.

A County Sanitation District or Community Service District is proposed to own and operate the collection, transmission, treatment and disposal facilities not owned or operated by MRWPCA.

POLICIES

1. Concentrated development within the project (i.e. development at greater than one unit per acre) shall be served by a wastewater treatment facility approved by local and state health agencies. Areas with lots larger than one acre in size may utilize septic tanks provided that appropriate soils tests and nitrate loading studies are submitted to and approved by the Health Department prior to approval of any tentative subdivision map and required permits are obtained from the Health Department.

2. The wastewater treatment facilities for Las Palmas Ranch shall be either an on-site facility approved by appropriate local and state health agencies,a consolidated facility with Spreckels, or connection with Monterey Regional Water Pollution Control Agency. If such facilities are owned or operated by a governmental entity not subject to control by the Monterey County Board of Supervisors, said entity's approval of all plans for such facilities shall be subject to the satisfaction of the Health Department. Location of any on-site facilities shall be subject to land use controls, and shall not conflict with any agricultural uses. Treatment facilities shall not be located north of River Road nor shall this area be used for effluent storage or disposal.

3. The Las Palmas Ranch wastewater treatment and disposal facilities should be designed to be compatible to be connected to the regional system proposed by Monterey Regional Water Pollution Control Agency.

4. A County Sanitation District, Community Services District, or other appropriate public entity meeting the requirements of the Public Works Department shall be formed prior to filing any final subdivision map to own and operate the collection, transmission, treatment and disposal facilities not owned or operated by MRWPCA.

5. A third party engineering consulting firm acceptable to both the developer and the County shall be employed by the County and paid for by the developer to review and approve the developer's plans for the wastewater treatment facilities.

6. A detailed wastewater management study for the entire project must be submitted to local and state health agencies for approval prior to final approval of the tentative map for the first increment of residential development. The study shall designate the type of public entity (county sanitation district, community services district or other entity) to be formed to own and operate the wastewater facilities, and whether such agency will be a county-operated agency or a non-county-operated agency.

7. Should an on-site wastewater treatment and disposal facility be abandoned in the future, the facility should be demolished and the land converted to agricultural or open space uses.

8. Availability to wastewater treatment and disposal facilities meeting the requirements of the foregoing policies shall be demonstrated as to each increment of development prior to filing of a final subdivision map or issuance of

any building permit for that increment of development. The developer must demonstrate that the wastewater facilities for initial increments of the project are capable of expansion to serve the entire project.

9. A discharge permit from the California Regional Water Quality Control Board, if required; any annexation agreements with Monterey Regional Water Pollution Control Agency, if appropriate; and all other permits (other than building permits and grading permits) necessary to construct and operate the wastewater facilities shall be obtained prior to acceptance of improvement plans, subdivision agreement or final subdivision map for the first increment of development in the project.

10. Wastewater shall not be permitted to flow, seep or drain into the Salinas River.

3. SCHOOLS

At buildout, Las Palmas Ranch will generate approximately 400 K-8 and 200 9-12 grade students, at least in initial occupancy years. A review of this educational picture with the Spreckels Elementary School Board has been undertaken and the board has seen a ten acre parcel on the Las Palmas Ranch designated in this Specific Plan as an elementary school site, should the district need another school (see Figure D). The superintendent of the Salinas Union High School District wrote on May 27, 1981, that the high school has experienced about a 10% decline in enrollment from the Toro Area over the last five years and that the decline is expected to continue if not accelerate. Salinas High School has indicated ability to accommodate its share of student population from Las Palmas Ranch at existing facilities in Salinas.

Monterey County has enacted a school facilities fee/dedication ordinance for the purpose of providing a method of financing school facilities necessitated by new residential developments.

POLICIES

1. Dedicate an elementary school site, at least ten acres in size, as shown in Figure D.

2. Comply with the Monterey County school facilities fee/dedication ordinance.

4. FIRE PROTECTION

Fire protection to the River Road ADC is presently provided by the Salinas Rural Fire District from a station on Portola Drive just west of the interchange of River Road and Highway 68. This station houses a three-man engine company. Besides the pumper truck, two other pieces of equipment are kept at this station, a grass and brush truck and a tanker, the latter required for fires in areas with inadequate water systems. The station also has a paramedic emergency service unit.

According to the fire district, significant development in the River Road ADC may, at a future point, require the development and manning of a new station in the River Road area. The timing of such investment by the district and the staffing arrangement are dependent upon the pace and scale of overall development (at Las Palmas, Toro Vista, Vista Del Rio, and Indian Springs), and the outlook for volunteer manning of certain facilities.

POLICIES

1. Provision shall be made for necessary fire protection facilities.

5. POLICE PROTECTION

Police protection is provided to the area by the Monterey County Sheriff's Department operating from the headquarters facility in the county civic center in Salinas, approximately four to five miles from the site. The River Road area currently requires minimum usage of police services. According to the head of the patrol division, service needs are determined by the incidents of crime in an area rather than by the population. The River Road area is considered a low crime area and would be expected to remain so even with the development of Las Palmas Ranch. According to department sources, the addition of 2,770 people in the area would not require the initiation of a new beat and thus there would be no substantial increase in sheriff department costs as a result of the proposed project.

Policy.

1. Provision shall be made for necessary police protection.

CHAPTER III

THE REGULATORY FUNCTION

Government Code, Section 65451 requires that a specific plan shall include all regulations which shall be necessary or convenient for the systematic implementation of the plan. This Chapter III is intended to satisfy the requirements of section 65451 by discussing those existing and proposed regulatory functions which will be required of Monterey County in order to make the goals, objectives and policies of this specific plan a reality.

A. CEQA COMPLIANCE

The adoption of this specific plan is in itself a "project" which requires environmental assessment pursuant to the California Environmental Quality Act, Public Resources Code Section 21000 et seq ("CEQA"). With that in mind, the Board of Supervisors directed that an environmental impact report ("EIR") be prepared for this plan. The EIR addresses not only the proposed development of Las Palmas Ranch, but also the general plan amendment by which the River Road ADC was established.

Government Code, Section 65453(b), a portion of the specific plan law, provides that notwithstanding any other provision of law, no EIR or negative declaration need be filed for any residential project, including any subdivision or zoning change, which is undertaken pursuant to and in conformity with a specific plan for which an EIR has been certified. Thus, in the absence of substantial change (see Public Resources Code, Section 21166, and County Guidelines, Section 607) the EIR certified in connection with this Specific Plan serves as a "master" EIR for all of the residential development at Las Palmas Ranch.

Subsequent focused EIR's may be required for nonresidential aspects of the project to explore mitigation alternatives in detail. Supplemental EIRs will not be prepared for the residential development unless required by Government Code Section 65453 (b) and Public Resources Code Section 21166.

B. ZONING

The Las Palmas Ranch is presently in three zoning classifications: F-V-B-5; K-V-E-B-4; and SC/1-E-V. None of these classifications as presently applied is appropriate for the interim or ultimate land use regulation of the property.

1. Interim Zoning

Following approval of the specific plan, but prior to the filing of any subdivision map for the first increment of development, it would be appropriate to place the entire ranch into an interim or holding classification or classifications that would recognize its future use pursuant to the specific plan, but prevent the development of inconsistent uses prior to first increment subdivision. The agricultural land north of River Road should be retained in the F-V-B-5 (exclusive

agriculture) classification. The balance of the ranch should be classified "T" (transitional) or other appropriate holding classification which limits inconsistent interim uses but anticipates further rezoning.

2. Ultimate Zoning

The tentative subdivision map for each increment of development should be conditioned to require "follow-up" rezoning to a classification corresponding to the character and density of use specified for each of the lots or parcels included in that subdivision map. Single family lots larger than one acre ordinarily should be placed in "RR" (rural residential) classification. Lots of one acre or less proposed for the detached single family residential development ordinarily should be zoned "R-1-B-6".

Parcels proposed for condominium, townhouse ("PUD"), zero lot line, or other multifamily development, ordinarily should be placed in "ST" (special treatment), "R-1-S" (integrated single family), "R-2" (duplex), or "R-4" (multifamily) classification, depending upon the nature and circumstances of each individual application. All commercial areas should be placed in "PC" (planned commercial) zoning. In the case of the Corey House, the "PC" zoning should be combined with the "HR" (historic resources) district to assure the protection, enhancement and perpetuation of the historic character of the structure. The "D" (design control) combining district should be applied to all areas proposed for structural improvement. Major open space areas should be placed in "O" (open space) zoning.

C. USE PERITS

All of the residential development proposed within areas zoned "ST" will require issuance of a conditional use permit. Residential development within the other zoning classifications may require a conditional use permit depending upon the character or density of the proposed development.

Commercial development under the "PC" zone will require both a general development plan covering the entire commercial complex; and one or more zoning permits for individual buildings or uses covered by the general development plan.

Whenever possible, use permit applications should be processed concurrently with subdivision or other corresponding procedures in order to reduce expense and delay both to the staff and to the developer.

D. SUBDIVISION

The Subdivision Map Act and the Monterey County Subdivision Ordinance define any division of land for purposes of sale, lease or financing as a subdivision requiring some form of local regulatory approval.

The process of actually subdividing the Las Palmas Ranch in accordance with this Specific Plan could follow a number of different routes depending upon marketing and economic conditions, the type and availability of development and

purchaser financing, and housing trends for both inclusionary and market rate housing. Both standard subdivisions and minor subdivisions may be utilized to implement this plan; and subdivisions for the purpose of both sale and financing may be required. In any event, it is apparent that the entire project will not be developed under a single tentative subdivision map.

The most foreseeable scenario is the submittal of a tentative subdivision map for a particular phase of the project. That tentative map may reflect the development of that phase in two or more increments of as few as twenty residential units.

In the case of a "first generation" subdivision, the tentative subdivision application will be accompanied by a rezoning application, and if required by the new zoning, a use permit application.

In order to implement the goals and objectives of this plan to provide a broad mix of housing types and prices, two or more "generations" of subdivision may be required. The "first generation" subdivision, for example, may create a group of larger parcels with an assigned density in accordance with this Specific Plan, to be followed by "second generation" subdivisions of each "first generation" parcel to create the specific planned development (whether standard subdivision, multifamily, condominium, townhouse or other) thereon. Appropriate conditions should be applied at each stage of the subdivision process to assure that the objectives of this Specific Plan are carried out. Some "first generation" subdivisions may be conditioned to preclude any actual development until a "second generation" subdivision is approved in which case no exactions should be imposed upon the "first generation" subdivision.

Following approval of a tentative subdivision map, one or more minor subdivisions may be required, for example to allow the separate financing of one or more of the increments within the approved tentative maps, or to permit the sale of an increment to a joint venture developer or to a non-profit entity for the development of low or moderate income units. So long as the goals, objectives and policies of this plan are not subverted by the procedure the County should cooperate and assist in the phased and incremental subdivision of the project.

A number of means are available and should be used in connection with the subdivision process to reduce the ultimate cost of the housing units in Las Palmas Ranch.

1. Whenever possible, the subdivision approval process should be consolidated with corresponding zoning, use permit and similar procedures. In this way, staff, developer and public time and expense can be saved, and unnecessary delay avoided.

2. Optional or modified design and improvement standards should be permitted and encouraged where the liveability, convenience, or appearance of the project would be enhanced or where such design or standards would better achieve

the objectives of this Specific Plan and of the Monterey County Housing Plan to encourage the development of low or moderate income housing.

E. CONDITIONS OF APPROVAL

The Board of Supervisors at the time it approves this specific plan will adopt conditions of approval which will serve to supplement or amplify the goals, objectives and policies of this specific plan. If such conditions are imposed, they shall be deemed incorporated into and a part of this plan.

Conditions should also be imposed on tentative maps, use permits and zoning permits as required to implement the policies contained in this plan and to assure compliance with the terms of any development agreed utilized in connection with this Specific Plan.

F. MODIFICATIONS TO PLAN

Changes or modifications to this plan which do not substantially alter the nature of the uses, the population density or building intensity, or any of the goals, objectives or policies of this specific plan, shall be deemed ministerial and may be approved administratively. Any change or modification to this Plan which is not ministerial shall require approval by the Board of Supervisors of a specific plan amendment.

CHAPTER IV

NONREGULATORY IMPLEMENTATION

GOAL: To provide an innovative framework for private and public implementation of the facilities and services element of the Las Palmas Specific Plan.

DISCUSSION:

Full development of Las Palmas Ranch involves the construction, operation and maintenance of community facilities. These facilities include those serving community education, recreation, health and public safety functions. Limitations to the ability of existing public agencies to fund new public investment make it desirable to propose these developer-sponsored, nonregulatory implementation objectives and policies.

Development of Las Palmas Ranch may justify the use of assessment and service district financing in conformity with criterium 7 of Board resolution 83-121. Under California statutes, assessment districts (typically formed under the Acts of 1903, 1911, 1913 and 1915) have been employed to support initial financing of capital improvements, such as streets and flood control facilities. Service Districts (such as County Services Areas (-"CSA"); and Community Service Districts ("CSD") are commonly employed to provide a funding source for continuing programs, of operation and maintenance, such as parks and recreation programs, and police protection. Other special districts may be used to operate and maintain sanitation, water, lighting and like facilities.

The necessity to utilize any combination of the above districts will be governed by the timing and phasing of Las Palmas Ranch development, service levels to be established, the costs of constructing, operating and maintaining public facilities, and developer financing applied to these requirements. Rights and responsibilities of all involved witnesses will be established as the specific plan is approved and the Las Palmas Development Agreement is executed. Transfer of various properties or facilities from developer to homeowners' associations or public bodies also affects the extent to which private and public funds are required and employed.

The provision of public utility services to Las Palmas Ranch will be arranged via agreements between the developer and the serving utilities.

Elementary and high school education needs will be examined by the serving school districts (Spreckels Elementary and Salinas High School District) and met in accordance with district policies. New classroom construction at Las Palmas Ranch is at the discretion of Spreckels Elementary District.

The Las Palmas Ranch Specific Plan provides for nine hundred acres of land devoted to open space and natural recreation area, and twelve acres devoted to

mixed commercial/recreation/community uses. Ownership and maintenance of these facilities requires a special implementation approach.

The Las Palmas Ranch Specific Plan calls for restoration and maintenance of the Corey House and adjacent site area as a link with the property's heritage. Multipurpose use of the property is planned under developer ownership and control.

In summary, the policies following are designed to facilitate the timely identification of Las Palmas Ranch service and facilities needs, and the funding and provision of these required services and facilities within the overall phased development program. Applicable general objectives and specific policy statements follow:

GENERAL OBJECTIVES:

1. Arrange for the provision of adequate community services within approved areas of development concentration.

2. Provide for the development of adequate public facilities serving these areas of development concentration.

Minimize Monterey County operating and financing problems associated with provisions of these services and facilities.

A. ASSESSMENT AND SERVICE DISTRICT POLICIES

1. Appropriate assessment districts should be structured to supplement developer contributions and fully capitalize Las Palmas Ranch infrastructure and facilities requirements.

2. The impact of early project public improvement costs on housing costs should be reduced via the use of long-term assessment district bond financing.

3. A Las Palmas Ranch service district framework should be designed to adequately cover anticipated operating and maintenance costs for street lighting, street and flood control maintenance, parks, recreation facilities and the like.

4. A service district and assessment/bonding framework should be established to support Las Palmas Ranch capability to pay a necessary share of any future River Road ADC capital fund requirements for public protection (County Sheriff and Salinas Rural Fire Protection District) not yet determined.

5. Within the special district concept, a County sanitation district should be formed to own, operate and maintain the Las Palmas wastewater facilities, eliminating any disproportionate financial burden on regional wastewater systems and the County of Monterey.

6. Continuous monitoring and review of police protection needs at Las Palmas should be coordinated with the Monterey County Sheriff's Department.

7. The provision of any new operating funds or facilities for fire protection by the Salinas Rural Fire District should be implemented through the service district concept.

B. HOMEOWNER'S ASSOCIATION POLICIES

1. All areas and facilities to be owned in common should be transferred at appropriate intervals from developer to designated homeowners' associations or special districts.

2. The formation and operation of neighborhood, village (or similar) and master homeowners' associations should be implemented to receive, operate and finance properties to be held in common ownership.

3. Ownership and operation of public facilities should be accommodated within the facilities special service district (CSA, CSD, sanitation district, etc.).

4. An adequate legal and operating framework for resident homeowner associations and for ownerships of properties by service districts shall be developed.

APPENDIX

River Road Area of Development Concentration

General Plan Amendment

On March 22, 1983, the Board of Supervisors adopted an amendment to the Monterey County General Plan establishing the River Road Area of Development Concentration. This action and criteria becomes the basis for the formation of specific plans requiring any such plans in this area to be consistent with this action and meet the minimum requirements set forth in Board Resolution No. 83-121. The General Plan amendment is as follows:

BE IT FURTHER RESOLVED that the Board of Supervisors approves the following General Plan amendment:

A. Designates the River Road area as an Area of Development concentration;

B. The boundaries shall be those referred to the Planning Commission, as amended and as shown on the attached map, "River Road Area of Development Concentration dated March 22, 1983." The uses shall be those designated by and consistent with the General Plan for the area covered.

C. The development criteria for the Area of Development Concentration shall be as follows:

1. Existing or approved development within the River Road ADC shall be maintained or developed in accordance with existing or approved tentative or final subdivision maps, use permits or specific plans.

2. The basic residential density for the new major subdivision development within the River Road ADC shall be a maximum of one unit per gross developable acre except where topography, physical constraints or other factors would preclude this density. Development including septic systems shall not be allowed on slopes over 30%. Condominiums, town

houses, zero lot line houses, and other forms of clustered or multifamily housing, shall be considered within this basic density where adequate utilities are available; and shall be encouraged where such development will help to protect public viewsheds, natural resources or prime agricultural lands, or will facilitate providing housing for families of low or moderate income.

3. Developable acres within the ADC shall be determined by establishing the overall gross area and subtracting areas of cross-slope in excess of 30%; prime agricultural land, and any other areas constrained by physical or environmental reasons.

4. New residential subdivisions within the River Road ADC shall provide at least 15% of their units for families of low or moderate income.

5. The ADC shall contain a Development Incentive Zone (DIZ) of 10 acres and is to be developed at a maximum residential density of 10 units per acre.

6. Necessary public services and facilities in an ADC shall include, but not be limited to, police and fire protection, sewers, roads, road maintenance, erosion, flood control, drainage, recreation, emergency escape routes and elementary schools. Also, service and facility requirements for the ADC should be scaled to the nature and scope of the ADC.

7. New development within the River Road ADC shall be served by a public utility water system or an incorporated mutual water company providing domestic and fire flows in accordance with all requirements of state and county environmental health agencies. Provision of necessary public services may be addressed and provided for on an ADC-wide basis, based upon the County's determination including the need for service areas and assessment districts. The County may assist in these endeavors.

8. New residential subdivisions within the River Road ADC on lots of less than one acre shall be served by a community sewage treatment facility meeting all requirements of state and county environmental health agencies.

9. Adequate police and fire protection shall be available at the time of development.

10. Appropriate elementary school sites shall be dedicated.

11. In order to mitigate adverse impacts on significant view shed areas, the following standards shall be applied to new development within the River Road ADC:

a. Ridge top development shall be prohibited.

b. Low level exterior lighting, including streetlights, shall be utilized consistent with maintenance and public safety requirements.

c. Roads which are perpendicular to viewing areas or which involve excessive cut or fill shall be discouraged.

d. Visually obtrusive building materials and finishes shall be avoided.

e. Higher density housing units shall be clustered behind natural land forms or be visually compatible and unobtrusive.

f. Utilize mounding, informal massing or irregularly spaced trees, planting, and other overall landscaping treatment to screen development.

g. Preserve vegetation significant to maintain visual quality and to provide erosion control on sensitive slopes.

12. Erosion, siltation and drainage controls shall be implemented in order to enhance watershed management, to protect on site and riparian vegetation, to protect prime and productive agricultural land, to maximize retention and percolation of surface water on site and minimize hazards to development.

13. An irregular or meandering landscaped setback, with a minimum depth of 50', shall be established along the frontage of River Road.

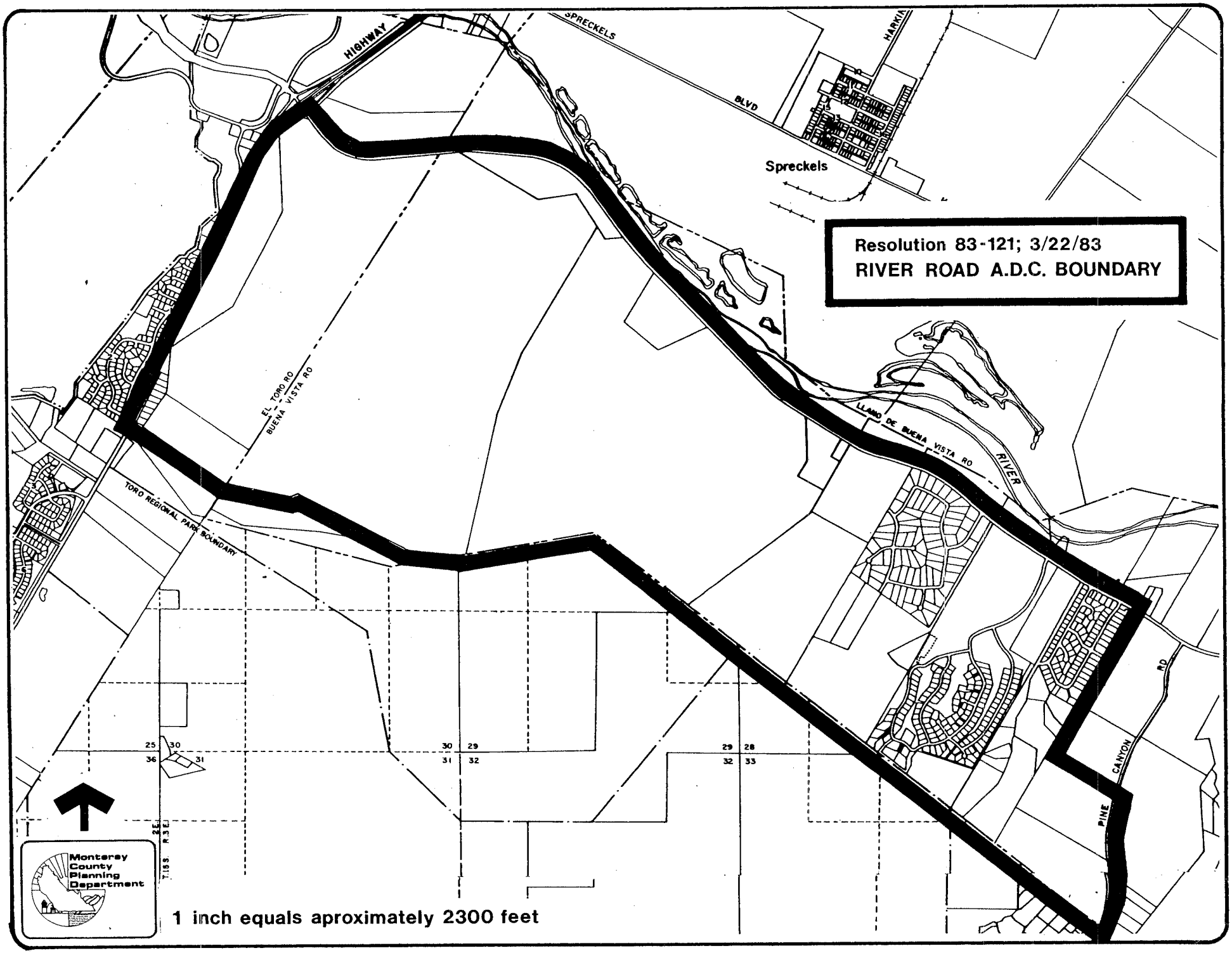
14. Provide centrally located commercial facilities appropriate to meet the convenience needs of residents of the River Road ADC. Such facilities shall be developed under general "Planned Commercial" or similar zoning which regulates uses, design and signing.

15. New residential subdivision within the River Road ADC shall provide usable open space and recreational facilities for the residents of the subdivision.

16. Significant archaeological and historical sites shall be preserved and protected as cultural resources. The Corey House should be restored and used for social, recreational and commercial purposes of a localized nature.

17. All new development within the River Road ADC shall provide detailed soils reports identifying sensitive and/or erodable soils. Such information shall be used to mitigate impacts and to insure the prevention of degradation and erosion of such sensitive soils and the degradation of agricultural lands adjacent to the ADC.

18. All run-off from such developments in the ADC shall be retained or directed so as to not adversely affect agricultural lands and farming operations north of River Road. This policy as well as the other policies herein shall insure the permanent preservation of agricultural lands adjacent to the ADC.


Resolution 83-121; 3/22/83
RIVER ROAD A.D.C. BOUNDARY
HIGHWAY
SPRECKELS
BLVD
HARKINS
Spreckels
EL TORO RD
BUENA VISTA RD
LLANO DE BUENA VISTA RD
RIVER
TORO REGIONAL PARK BOUNDARY
PINE CANYON RD
25 30 31 36
30 29 31 32
29 28 32 33
T.15 S. R.3 E. R.2 E.
Monterey County Planning Department
1 inch equals aproximately 2300 feet

FINAL ENVIRONMENTAL IMPACT REPORT

FOR THE

RIVER ROAD AREA OF DEVELOPMENT CONCENTRATION (EIR 81-111)

INCORPORATING THE

FINAL EIR

FOR THE

LAS PALMAS RANCH SPECIFIC PLAN (EIR 80-100)

APN 139-011-5 and
APN 139-012-2, 4, 5, 6, 7, 8 and 10
Base Map #12
File #PC3934

PREPARED FOR

MONTEREY COUNTY, CALIFORNIA

By

GRUNWALD, CRAWFORD & ASSOCIATES
City, Regional & Environmental Planning Consultants
804 N. Irwin
Hanford, CA 93230

FINAL

ENVIRONMENTAL IMPACT REPORT

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ERRATA SHEET

The following corrections have been made according to requests by commenting agencies and individuals.

The text should be corrected on the designated pages to read as follows:

1. Page 64, paragraph 3, lines 3 and 4: (Delete the following: "9,000 vehicles per day or 900 vehicles per hour for service level "C" operation".)

2. Page 64, Table: 1980 Volume = 16,800.

3. Page 66, paragraph 1, line 1, second sentence: Although funding for the entire freeway is not on CALTRANS' 5 year improvement schedule, funding for a Toro Park interchange has been included.

4. Page 74, Mitigation Measure 1.d.: Left turn approaches should be striped on River Road approaches to northbound and southbound on-ramps to Highway 68.

5. Page 23, Public Works #2: The new streets for Las Palmas would be built by the developers and may be dedicated to the County as completed.

SUMMARY

PROJECT

This Environmental Impact Report (EIR) addresses the proposed River Road Area of Development Concentration (ADC) as the overlying "project" of the EIR with two alternative specific plans considered for the Las Palmas Ranch portion of the ADC. The Ranch (1,578 acres) is the only significantly large ownership within the proposed ADC that is not already committed to development other than agriculture.

The alternative plan for the Ranch that is based on the existing Toro Area Master Plan and the Monterey County General Plan is referred to in the EIR as the Existing Policy Specific Plan. The alternative plan that is based on the criteria for the proposed River Road Area of Development Concentration is titled the ADC Policy Specific Plan.

LOCATION

The proposed River Road ADC is bounded by River Road, State Highway 68, Toro Regional Park and Pine Canyon Road. Exhibit 1.1 shows these boundaries within the regional setting. Exhibit 1.2 depicts the Las Palmas Ranch within the proposed River Road ADC.

APPLICANT

Las Palmas Ranch Partnership.

IMPACTS AND MITIGATION MEASURES

The following discussion briefly summarizes potential impacts of each alternative plan for Las Palmas Ranch as well as the cumulative effects within the ADC area. The mitigation measures include those embodied in the specific plans and also those recommended in this report.

The summary indicates that even with the ADC Policy Plan's more extensive mitigation, the remaining unavoidable impacts in several categories are still greater than with the Existing Policy Plan. While the differences individually are not significant, the cumulative effect from full development with an ADC would probably be moderately significant compared to insignificant with the lower density plan with less than one-half the number of dwelling units.

Geology

Impact: For both alternatives, there is a potential for groundshaking and ground failure due to activity of nearby faults; the King City fault, however, does not exist on the Las Palmas development site.

Mitigation: Structural requirements of the Uniform Building code will mitigate most of the impact to structures.

Cumulative: Additional geotechnical studies may be necessary if development is proposed, in areas other than Las Palmas Ranch.

Soils

Impact: Both plans would remove 33 acres of productive agricultural land south of River Road for residential use; an additional 55 acres of prime soil north of the Road would be affected by the wastewater treatment facilities. Only about one-half of this 55 acres would be affected by the Existing Policy Plan due to less effluent treatment capacity while the ADC Policy Plan would influence virtually the entire parcel. However, the impact of either alternative specific plan is a significant adverse impact on the viability of the entire 88 acres.

There is a risk to development from soil hazard areas and soil erosion in both plans. This risk is relatively greater with the ADC Policy Plan, however, because more intense site development and greater use of "sensitive" soil capability areas are proposed.

Mitigation: If connection is made to the regional sewage treatment system, the proposed wastewater treatment facilities are to be abandoned and soil returned to unrestrained agriculture use. Drainage and erosion control plans would be required prior to final map approval.

Cumulative: Long-term agriculture use has a greater potential for erosion than urban use. Best Management Practices of the Soil Conservation Service are recommended for agricultural lands. The conversion of row crop land for housing (33 acres) and sewage facilities (52 acres) removes 85 of the 88 acres. Also, the 3 acres remaining would not be an economic row crop farming unit. This could set a precedent for Toro Vista to utilize the same type of treatment/ irrigation system which would remove additional farmland. If feasible, an interceptor to a regional plant would be more consistent with a primary goal of the ADC and General Plans for the area. However, 40 of the 52 acres proposed for wastewater treatment facilities would still be in agriculture but limited to non-food crops.

Hydrology

Impact: Increased runoff could cause on-site flooding and greater erosion hazard. The ADC Policy Plan could increase these hazards due to increased densities and more intense site coverage than the Existing Policy Plan. Uses north of River Road and to a limited extent south of the Road, could be subject to flooding from the Salinas River in a 100 year occurrence.

Mitigation: Extensive drainage and erosion control policies and proposals are provided in both plans and in the EIR. For the ADC Policy Plan, these control measures must consider greater runoff volumes and be planned accordingly. Uses within the 100-year flood plain are to be constructed to be flood-safe and located to avoid increased flooding downstream.

Cumulative: Undeveloped or agricultural parcels will continue to contribute to localized flooding and erosion problems. The cumulative impact from full development of the ADC area, using either alternative plan, would be no greater than the existing problems if the erosion, drainage and flood control programs proposed by the Ranch owners and those in the EIR are fully implemented.

Groundwater

Impact: An adequate groundwater supply is anticipated for development in the River Road area. There is a greater potential for declining water quality with the ADC Policy Plan than the Existing Policy Plan because of a greater pumping rate (922 ac/ft per year vs. 450).

Mitigation: For either plan, a water conservation plan is proposed. Engineered treatment for sand, iron, and manganese removal, and a chlorinator, will mitigate quality concerns.

Cumulative: Even with complete development of the River Road ADC, no long-term groundwater impacts are expected.

Vegetation

Impact: Damage or removal of mature oaks could occur. Intense development in a major area of oaks is proposed by the ADC Policy Plan. In both plans, introduced plants could flourish at the expense of natives.

Mitigation: A tree preservation policy is proposed with criteria for identifying specimen trees. Areas of important vegetation should be preserved and natural species planted in landscape areas.

Cumulative: Native vegetation will be removed increasing potential erosion problems and decreasing wildlife habitat, but the total impact would not be significant.

Wildlife

Impact: Wildlife habitat areas will be altered and ranges limited. Domestic pets will be introduced; this is more critical with the ADC Policy Plan due to more-than-twice the number of households.

Mitigation: Important habitat areas should be retained in open space, including grassland, woodland, chapparal, and riparian habitat. Leash laws should be strictly enforced and residents educated as to impacts of pets on wildlife.

Cumulative: There will be displacement of some larger species to nearby open lands leading to the eventual loss of these individuals. The habitat for many species, such as songbirds, will be enhanced.

Aesthetics

Impact: Viewshed from Salinas Valley could be affected by both development plans as could views from Highway 68 and River Road. The ADC Policy Plan has a somewhat greater potential to disrupt on-site views.

Mitigation: In both plans, development is proposed behind the major ridge lines visible from Salinas and Highway 68. A 50' landscaped setback is proposed along River Road to provide screening for motorists. Both plans propose architectural controls and reviews by a homeowners' association.

Cumulative: Despite visual controls, the River Road area will continue its gradual change from an open rangeland area to a semi-urban environment.

Noise

Impact: Ambient levels will increase to those of a more urban area. The ADC Policy Plan will have a greater impact on the noise environment because:

- construction noise will be more widespread and prevalent due to greater construction activity.

° higher density areas generally create more nuisance related problems; noise complaints will increase.

° larger traffic volumes on River Road will increase the area of noise concerns adjacent to the roadway.

Mitigation: Construction activities will be limited to weekdays during daylight hours. The 50' landscaped setback along River Road will provide some mitigation; the building setback in both plans, however, should be outside the 60 CNEL contour.

Cumulative: The major noise impacts in the River Road ADC will be at Las Palmas and Toro Vista although ambient levels will increase slightly throughout the area.

Traffic

Impact: For the Existing Policy Plan, increases in daily traffic will reduce Level of Service on River Road, but LOS "C" would probably be maintained. ADC Policy Plan traffic would reduce LOS on River Road to "D" during morning rush hours. For both plans, the south-bound on-ramps and north-bound off-ramps of Highway 68 will be impacted, increasing congestion.

Mitigation: For the Existing Policy Plan, River Road should be constructed to Secondary Street status with right and left turn pockets constructed on River Road approaches to site entrances. For the ADC Policy Plan, River Road should be constructed to Major Street status with appropriate turn movements.

Cumulative: Due to the combined impact from throughout the region, the State and County will ultimately have to construct Highway 68 to four lanes between River Road and Highway 1. New development which would directly impact this

segment should be included in "zones of benefit" and pay a fair-share formula into an improvement fund.

Air Quality

Impact: The primary air quality impact from either plan would be the cumulative increase in vehicle emissions. Neither plan would have a significant air quality impact but would add incrementally to overall degradation of air quality in Monterey County.

Mitigation: Proposed mixed land use, transit use, and alternatives to the auto (foot and bike paths) will help to decrease auto travel and exhaust emissions. The County's Air Quality Maintenance Plan remains the best opportunity for promoting basin-wide air quality improvement strategies.

Wastewater Management

Impact: There are no existing central systems serving the ADC area. The applicant proposes that all lots in either plan be served by a community system. Total wastewater discharge from the Existing Policy Plan would be 164,000 gallons per day and 360,000 gallons per day from the ADC Policy Plan. The wastewater treatment facility is proposed north of River Road on prime agriculture land. The reclaimed water would be used for irrigation of non-food crops. The facility is in the 100-year flood plain of the Salinas River.

Mitigation: Potential impacts can be mitigated by discharge requirements of the EPA, the State Water Quality Control Board and the County Health Department. If connection to the regional system is realized, the treatment plant should be dismantled and the land reclaimed. The treatment plant can be protected from flooding with encompassing levees.

Cumulative: Due to the potential cumulative impact to the groundwater from individual private systems, consideration should be given to a design solution

to include at least the Toro Vista development as well as Las Palmas. A district should be formed to operate wastewater treatment facilities (either a county sanitation district, community services district or county service area).

Water Service

Impact: All units in both plans would be served by community water system. Most significant impact is system management and maintenance.

Mitigation: The design and operation is subject to requirements of the PUC, State and County Health Departments, and the Monterey County Flood Control District. Operating under Health Department regulations, a private water company would operate and maintain the system.

Cumulative: To avoid duplication of service, consideration should be given to an area-wide service entity to ensure continued adequate water service.

Schools

Impact: The Existing Policy Plan would generate 346 K-8 students and 166 9-12 students. The ADC Policy Plan would generate 757 K-8 students and require a new elementary school and 363 9-12 students. The Salinas High School would not be significantly impacted.

Mitigation: A 10-acre elementary school site is proposed to be reserved at Las Palmas and the County's SB 201 ordinance imposed.

Cumulative: No new high school will be needed for the River Road area. An elementary school will be required which would also serve existing development in the area thus reducing current busing requirements. In addition to site reservation and temporary classroom fees, permanent classrooms will be needed.

Fire Protection

Impact: There will be increased wildland fire hazard in an area rated moderate to high hazard, and an increased demand on the Salinas Rural Fire Protection District for structural fires.

Mitigation: Both plans should incorporate design considerations to reduce on-site fire potential. Fees should be assessed for additional manpower and equipment.

Cumulative: When the River Road area is fully developed, an additional fire station may be required at a cost of $250,000 to $400,000. Twenty-four hour service by a 3-man crew would require an annual operating budget of $300,000.

Police Protection

Impact: Increased demand for police service would result, although this would remain a low crime area. The ADC Policy Plan would create additional demand due to larger population, areas of higher density and greater commercial floor space.

Mitigation: Site plan review is recommended for design related deterrents to crime; homeowners and the Sheriff's Department should create a Neighborhood Watch Program.

Cumulative: No significant long-term impacts on the Sheriff's Department are anticipated.

Energy Conservation

Impact: Provision of electricity and natural gas service will not stress existing capacities. For either plan, energy usage will have an insignificant impact on regional systems.

Mitigation: Energy waste can be decreased through a comprehensive program of site design and construction measures.

Cumulative: Due to longer than average trip length to jobs, major shopping and recreation centers, fuel consumption per household for transportation will be above average. The combined effect will be significant when the River Road ADC reaches full development.

Archaeological/Historical

Impact: No impacts on resources are expected.

Mitigation: For undeveloped parcels outside Las Palmas Ranch, an archaeological survey should be undertaken as a part of the environmental review process.

RESPONSE TO COMMENTS

This section presents responses to the written comments received during the referral period of August 16, 1982 to October 1, 1982. Copies of the nine letters and memoranda received on the draft of the Environmental Impact Report are found in Appendix B of this report.

Pursuant to Sections 906 a (2) and 906 b of the Monterey County Guidelines, these letters and memoranda have been reviewed by the Environmental Section of the County Planning Department. The staff indicated to the consultant those comments requiring a response. Also, the notes on the staff's review are reflected in the consultant's response.

MONTEREY COUNTY SHERIFF'S DEPARTMENT

Comment #1: There will be a significant cumulative impact on Sheriff's Department services as a result of development of the several projects in the River Road and Highway 68 areas. Although the Sheriff's Department personnel will not be increased as a result of development of the River Road Area plan, the cumulative impact from overall growth may necessitate additional personnel.

Response: Assuming the statistics given in the letter to support the magnitude of the cumulative impact are applicable to this projected low crime area, the cumulative effect from full development would, in fact, be significant.

Comment #2: Several specific protection and crime prevention measures were offered for consideration.

Response: The suggested additional specific crime prevention measures are acknowledged and should be considered during the specific design/development stage.

MONTEREY COUNTY PUBLIC WORKS DEPARTMENT

Comment #3: The report incorrectly implies that our department established the volume of 900 vehicles per hour for level of service C. The remainder of the sentence after "capacity for a two lane highway" can be omitted.

Response: See (1) on Errata Sheet.

Comment #4: The 1980 volume on Highway 68 was 16,800 vehicles per day. The 1981 volume was 16,700 vehicles per day.

Response: See (2) on Errata Sheet.

Comment #5: Funding for a Toro Park interchange has been included in the State Transportation Improvement Program.

Response: See (3) on Errata Sheet.

Comment #6: Volumes on local roads should be compared to service volumes for Level of Service C, not to capacity volumes.

Response: The comment is in reference to the general statment on Page 66, paragraph 3, regarding traffic on local streets in the vicinity of the Las Palmas Ranch. Generally speaking, the current daily volumes are at or better than LOS C. See Response to Comment #7 regarding LOS on River Road.

Comment #7: Page 67 - our review of the Las Palmas Ranch Traffic Study recommended that a traffic generation rate of 8.0 trips per day per unit be used for single family dwelling units. Experience suggests no change. The traffic estimates of this draft are therefore somewhat low and are discussed on Page 73.

Response: No response is necessary.

Comment #8: Page 70 - The report compares projected traffic volumes to roadway capacities for River Road and for the four lane section of Highway 68. Projected volumes should be compared to service volumes for Level of Service C to determine if level C will be maintained. Furthermore, regardless of whether or not level C can be maintained on Highway 68 east of River Road, this has no bearing on whether or not improvements would be required on the two lane portion west of River Road. The report is incomplete.

Response: Wilsey and Ham, authors of the traffic study, recently estimated that the service volume for LOS C on River Road is in a range of 10,000 to 12,000 vehicles per day (vpd) depending on the specific location. The average daily traffic on River Road for October, 1980 (Exhibit 2.8, Page 65) ranged between 2,500 and 3,340, which is well below the service volume for LOS C.

The projected 1995 traffic volume on River Road with the ADC Policy Plan is about 19,700 vpd. This is nearly twice the service volume for LOS C, indicating the levels D and E discussed on Page 70, paragraph 3. Las Palmas would account for about two-thirds of the total volume.

The projected 1995 traffic volume on River Road with the Existing Policy Plan is 12,400 vpd which is somewhat above the low end of the service volume range for LOS C (10,000 vpd), indicating the need for the improvements proposed on Page 74.

Additional specific improvements beyond those listed on Page 74 may be required, but can be more readily determined during the specific design/development stage for the alternative plan selected.

Wilsey and Ham estimates that the service volumes of LOS C on Highway 68 east of River Road on the four lane section to be in the range of 45,000 to 50,000 vpd; to the west on the two lane section the range is 13,000 to 15,000 vpd. CALTRANS generally agreed with these estimates in a discussion on October 26, 1982. They consider the current LOS on the two lane section to be between D and E where the current volume is about 16,700 vpd.

The above indicates that the 1995 projection (with the ADC Policy Plan) for the four lane section of Highway 68 of 41,900 ADT (Page 7) is within the service volume for LOS C. Since the Existing Policy Plan would generate far less traffic, LOS C could be maintained well beyond 1995. However, River Road ramp improvements would be needed in either case.

Although either alternative plan for Las Palmas Ranch would account for a small percentage of the projected traffic on the two lane section of Highway 68 west of River Road, the cumulative effect from full development of the Toro Area would cause a LOS of E or F.

Comment #9: The report presents no basis to indicate that ramp levels of service would improve by one level with the Existing Policy Plan compared to the ADC Policy Plan.

Response: The basis is simply that the Existing Policy Plan by itself would generate 6,700 average daily traffic on River Road whereas the ADC Policy Plan by itself would generate over 14,000 ADT.

Comment #10: Page 73 - In responding to our department's second concern (dated October 28, 1981) the report states, ". . . Level of Service C is attained in very few urban settings . . .", and "Level of Service D for a freeway on-ramp during short periods is not unusual in an urban setting . . .". Our department has serious concerns regarding these responses. First, neither Highway 68 nor River Road meet the definition of urban arterials and therefore must be analyzed as rural roads. Second, urban and rural roads are evaluated by different sets of standards. Third, the Monterey County Transportation Plan's goal of level of service C applies to all area roads.

Response: The very definition of an ADC (formerly referred to as an Area of Urban Development Concentration) connotes an urban setting: In the case of the River Road ADC, the traffic on River Road with the ADC Policy Plan would approach 20,000 vpd and about 42,000 vpd on Highway 68. These high volumes typically are not associated with rural road conditions. Signalization and speed limits, which are also a part of the criteria in defining an urban arterial, may also be required by 1995.

Comment #11: Mitigation Measure 1.a. and b. - The limits of the four lane section, being based on projected traffic volumes and levels of service, should be more closely examined.

Response: No response indicated other than to note that the greater level of detail suggested will accompany the environmental review at the project specific design stage.

Comment #12: Mitigation Measure 1.d. - Left turn channelization at the Highway 68 on-ramps (not off-ramps), may be beneficial. However, have the geometrics been reviewed to determine what work will be required to make them fit.

Response: See (4) on Errata Sheet and response to Comment #1.

Comment #13: Mitigation Measure 2.a. - Level of service analysis must be made based on this premise to determine what improvements would be required.

Response: See response to Comment #8.

Comment #14: Mitigation Measure 3. - These cannot be considered mitigation of this project unless the developers of the project (or at least entities other than the general public) propose to construct these improvements.

Response: No response is necessary.

Comment #15: Mitigation Measure 4. - The County does not construct State highways. The Cities of Monterey and Del Rey Oaks are also involved. The first sentence represents a true mitigating measure for this project and should be given serious consideration.

Response: Public funds build highways, whatever the level of government. Given the present budget constraints, greater attention should be given to "user fees" based on zones of benefit.

MONTEREY COUNTY HEALTH DEPARTMENT

Comment #16: Eleven design features and operating practices for the liquid waste treatment facilities were offered.

Response: No response is necessary other than the fact that the list should be considered during the specific design/development stage.

CALIFORNIA REGIONAL WATER QUALITY CONTROL BOARD

Comment #17: The draft EIR gives no specific details on the system, which would have to be submitted to the Regional Board. Approval of the sewage system would have to be granted by the Regional Board in the form

of Waste Discharge Requirements prior to any development. Such requirements could be considered only after details of the collection, treatment, and disposal systems had been submitted along with a completed Report of Waste Discharge.

Response: "The Wastewater Management Study" for Las Palmas Ranch, by Engineering Science, which is listed among the References (Section 4, Page 113), is available from the Monterey County Planning Department. Additional details required in applying for Waste Discharge Requirements will be provided during the specific design/development stage.

MONTEREY-SALINAS TRANSIT

Comment #18: As development continues along River Road, the County should require construction and maintenance of a Park-and-Ride, Kiss-and-Ride facility at the intersection of Highway 68. This facility would assist ride sharing and transit usage.

Response: The suggestion has merit particularly in mitigating the projected traffic congestion should the ADC Policy Plan be approved. In lieu of financial participation by Las Palmas in establishing the facility at the River Road/ Highway 68 intersection, the Las Palmas ADC Plan could include a site reserved for the parking facility.

STATE CLEARINGHOUSE TRANSMITTAL LETTER

Enclosure #1 - California Department of Fish and Game:

Comment #19: The department concurs with the recommendation on Page 56 for managing open space. The mitigations concerning the protection of mature valley oaks should be reviewed and approved by experts in range ecology and implemented concurrently with the first phase of development.

Response: See Mitigation Measures, Page 54 and 56. Mitigation Measure #3 should include review of the open space management program by the Department of Fish and Game prior to approval by the County.

Enclosure #2 - California Regional Water Quality Control Board:

(This letter is a duplicate of the one sent directly from the Control Board. See Response to Comment #17 above.)

LETTER FROM SHARON C. HELLER

Comment #20: Information in the report is poorly segregated, particularly as it relates to the impacts of the two alternative plans for Las Palmas Ranch.

Response: To segregate and isolate the impacts of each Plan would have defeated the basic requirement of providing a comparative analysis throughout the report. Admittedly, it is not light reading and requires careful study.

Since no specific comments were provided, no additional response is indicated other than to refer the reader to Section 1.3.1.2, pages 17-25 wherein the two alternative plans were treated separately.

LETTER FROM CLARA SARGENTI

Comment #21: It appears to me that the Draft Report is limited to the Las Palmas project. I believe that there should be further discussion on the needs of the entire River Road area. A specific point I'd like to address is the anticipated water use. Will not the water to the Castroville area be intercepted?

Response: The cumulative effects/mitigation of full development within the area are discussed throughout the report as well as in Section 3.1 Cumulative Impacts, pages 106 to 109.

The Environmental Impact Report for the Arroyo Seco Dam project is being prepared and will address the issue of water for the Castroville area. The Arroyo Seco Dam Feasibility Study, Chapter V-11, Final Report, by CH2M Hill, April 1982, indicates that the amount of water intercepted will not significantly affect water to be transported to the Castroville area.

SECOND LETTER OF TRANSMITTAL FROM THE STATE CLEARINGHOUSE

Enclosure #1 - California Department of Transportation:

Comment #22: Section 2.7 Traffic should have a discussion of the strategies of Transportation Systems Management including impacts of development on the Monterey-Salinas Transit line that serves Highway 68, and any necessary mitigation such as ridesharing and park and ride lot locations.

Response: In a subsequent discussion, the A-95 Coordinator for the agency stated that their main concern is the impact/mitigation relating to transit service. Therefore, please refer to the response to Comment #14 above from the Monterey-Salinas Transit.

Comment #23: Mitigation measures on Page 74 should include: Improvement of ramps at Route 58 and River Road will be required to accommodate peak hour traffic volumes resulting from the proposals.

Response: See Response to Comment #8, Page R-3, paragraph 3.

Comment #24: It should be mentioned that where improvements to Highway 68 are required, an Encroachment Permit must be obtained from CALTRANS before work can be done within State right-of-way.

Response: The existing Encroachment Permit process, like local government's total permit process, can control mitigation to some degree during the specific design/development stage.

COUNTY PLANNING STAFF SUGGESTED CHANGES/CORRECTIONS SUBMITTED WITH RECOMMENDATION FOR CERTIFICATION ON 12/7/82

The following comments were received by the Board of Supervisors at the Certification Hearing on December 7, 1982: They have been included at the end of Appendix B of this Report.

Comment #25: Add the letters 'M' and 'N' to Table 1.2 on page 13 to reflect their inclusion on Exhibit 1.4 on page 10.

Response: A footnote at the bottom of Table 1.2 is hereby added to clarify that the acreage for areas 'M' and 'N' on Exhibit 1.4 is included in the total Open Space acreage.

Comment #26: The "dispersed park sites" described in the text at the bottom of page 11 and top of page 12 should be added to Exhibits 1.3 (page 9) and 1.4 (page 10) as appropriate.

Response: The precise location and design of the "dispersed park sites", like the residential lots, will be determined during the specific design/development stage. Exhibit 1.4 (ADC Policy Plan) does show the conceptual configuration of these parks.

Comment #27: Change all EIR references to "proposed" River Road ADC Criteria to read adopted River Road ADC Criteria, see page 21, 1st sentence of last paragraph for an example.

Response: It is acknowledged that the Board of Supervisors took action in setting forth the criteria (see 1.3.1.2, page 17). The criteria was part of the Board's action initiating a general plan amendment to define the River Road area as an ADC. Therefore, the River Road ADC, together with the criteria, is the alternative Proposed "project" for purposes of the EIR. If the ADC is not adopted, neither is the criteria.

Comment #28: Change number 2 under "public works" page 23 to read "The new streets for Las Palmas would be built by developers and may be dedicated to the County as completed.

Response: See (5) on Errata Sheet.

Comment #29: Add the following sentence to mitigation measure number 2 on page 54. "This program should take the form of an overall Las Palmas Ranch open space environmental management plan to be developed and be approved by the County before first development occurs."

Response: The suggestion is included in mitigation measure 3 on page 56 and by reference is hereby added to mitigation measure number 2 on page 54.

MEMORANDUM FROM TORO ADVISORY COMMITTEE - DATE 12/7/82

Receipt of these comments was acknowledged by the Board of Supervisors at the Certification Hearing on December 7, 1982. They have been included at the end of Appendix B of this report.

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APPENDICES

APPENDIX A - Initial Studies
1 - Proposed River Road Area of Development Concentration
2 - Las Palmas Specific Plan

APPENDIX B - Letters of Comment Received On:
1 - EIR 80-100 Las Palmas Ranch Specific Plan
2 - EIR 81-113 River Road Area of Development Concentration

EXHIBITS

TABLES

1.0 INTRODUCTION

1.1 AUTHORIZATION AND PURPOSE

Authorization

On October 23, 1979, the Monterey County Board of Supervisors authorized the preparation of a Specific Plan for the Las Palmas Ranch in accordance with State Planning Law and local ordinance requirements. Preparation of an Environmental Impact Report (EIR) for the Specific Plan was also authorized on that date in keeping with the California Environmental Quality Act (CEQA).

On May 13, 1980, the Monterey County Board of Supervisors contracted with Grunwald, Crawford & Associates to prepare the above referenced Specific Plan and EIR.

On November 18, 1980, the Monterey County Board of Supervisors initiated a proposed General Plan Amendment establishing the River Road Area of Development Concentration (ADC).

On April 14, 1981, the Monterey County Board of Supervisors amended the above referenced contract with Grunwald, Crawford & Associates to include in the above referenced EIR an environmental analysis of a 1578 unit development plan[1] (proposed by the Las Palmas Ranch Partnership, the owners) as it conforms to the ADC concept.

On July 21, 1981, the Monterey County Board of Supervisors ordered the preparation of a focused EIR for the proposed River Road Area of Development Concentration.

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(1) "Las Palmas Ranch Development Plan and Environmental Impact Study", and amendments prepared by Alden W. Barstad & Associates, Inc.

On November 3, 1981, the Monterey County Board of Supervisors amended the above referenced contract with Grunwald, Crawford & Associates to include preparation of the focused EIR for the proposed River Road Area of Development Concentration.

Purpose

This EIR has been prepared pursuant to the requirements outlined in the Monterey County CEQA Guidelines, Sections 704, 705 and 906. It discusses the impacts of the projects, suggests measures to reduce or alleviate identified concerns and is provided solely to assist in project evaluation.

Public Resources Code Section 6543(b) provides that in the absence of substantial change in the project, the EIR certified for this ADC will serve as a "master" EIR for all residential development.

As a result of Monterey County staff input, the Initial Study, the Notice of Preparation, and the consultant's environmental review, the following areas of impact are included in the EIR:

1. Traffic and Circulation.
2. Geology and Soils (including prime ag land).
3. Air Quality.
4. Vegetation and Wildlife.
5. Hydrology (surface hydrology, urban drainage, groundwater).
6. Archaeological/Historical Resources.
7. Aesthetic Considerations (visual, noise, odor).
8. Energy Conservation.
9. Public Services and Utilities (Sewer, Water, Schools, Fire Protection, Police Protection, Public Utilities, Solid Waste).
10. Economic Considerations.
11. Growth Inducing Impacts.
12. Cumulative Impacts.

The Initial Study is included as Appendix "A".

1.2 PROJECT DESCRIPTION

This EIR addresses the proposed River Road Area of Development Concentration (ADC) as the overlying project with two alternative specific plans considered

for the Las Palmas Ranch portion of the ADC area. The Ranch is the only significantly large ownership within the ADC area that is not already committed to development other than agriculture.

The proposed Las Palmas Ranch Specific Plan prepared by the consultant and based on existing general plan policies is referred to throughout this EIR as the Existing Policy Plan. The Las Palmas Ranch Specific Plan prepared by the owners of the Ranch and based on the County's adopted criteria for proposed new "areas of development concentration" is referred to throughout this EIR as the ADC Policy Plan.

1.2.1 Location

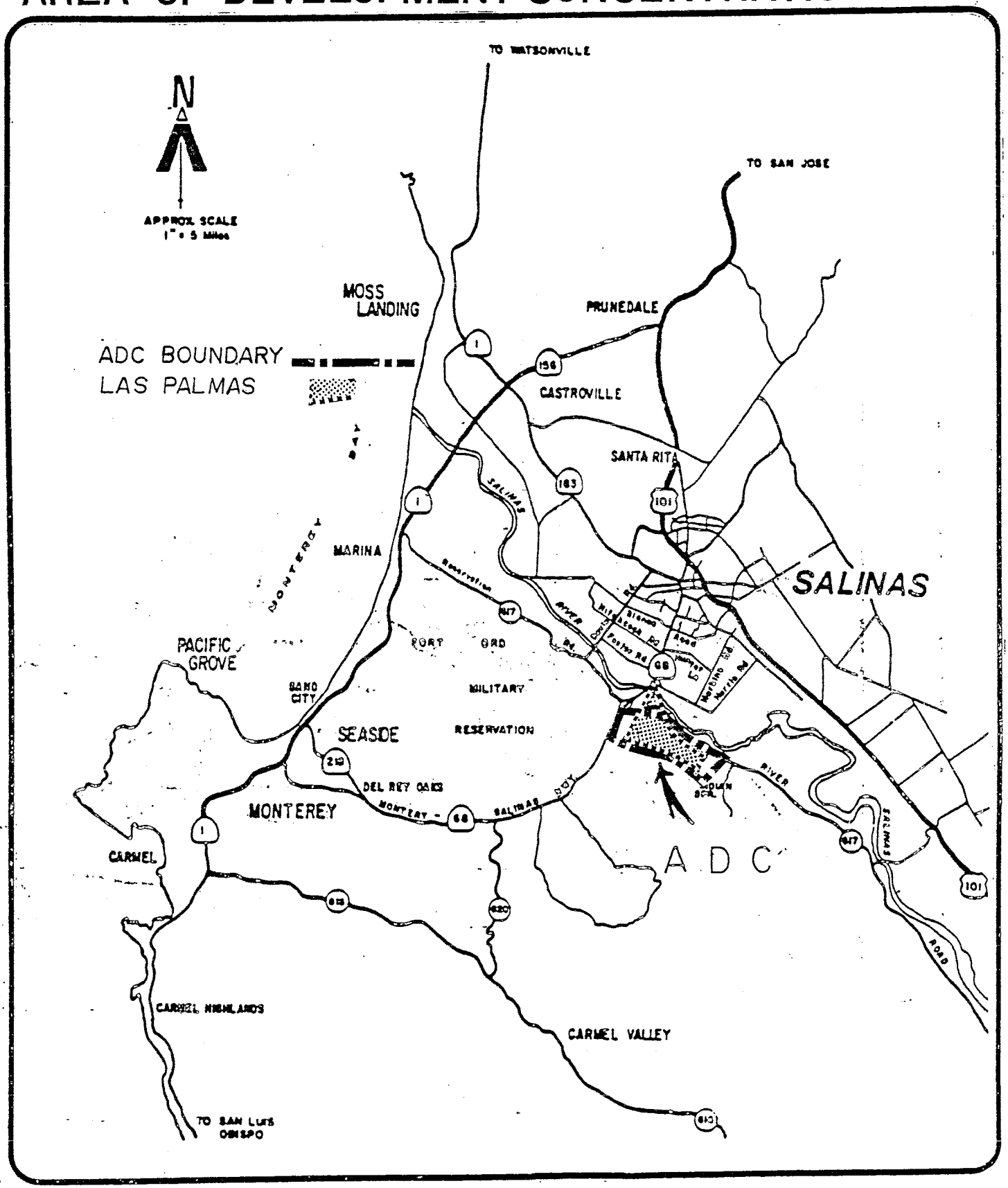
The designated boundaries of the proposed River Road ADC are River Road, State Highway 68, Toro Regional Park and Pine Canyon Road. Exhibit 1.1 shows these boundaries within the regional setting. Exhibit 1.2 depicts the portion of the Las Palmas Ranch that is within the proposed River Road ADC.

The Las Palmas Ranch portion in the ADC comprises 1,523 acres fronting on River Road approximately one-half mile south of its intersection with State Highway 68. It is also known as the Violini Ranch, APN 139-011-5 and 139-012-2, 4, 5, 6, 7, 8, and 10. The City of Salinas is approximately three miles north; the Monterey Penninsula area is approximately ten miles west. The Fort Ord Military Reservation is northwest of the Ranch across Highway 68. To the southeast is developing residential property and the rugged hills of the Sierra de Salinas. The Ranch is bounded on the north by River Road, agriculture land and the Salinas River. On the western border, separating Las Palmas from Highway 68, is the former Ferrini Ranch for which the Toro Vista Specific Plan and supplemental EIR were recently prepared.

The southwestern boundary of the Ranch fronts on undeveloped mountainous range-

REGIONAL SETTING OF THE RIVER ROAD AREA OF DEVELOPMENT CONCENTRATION

EXHIBIT 1.1



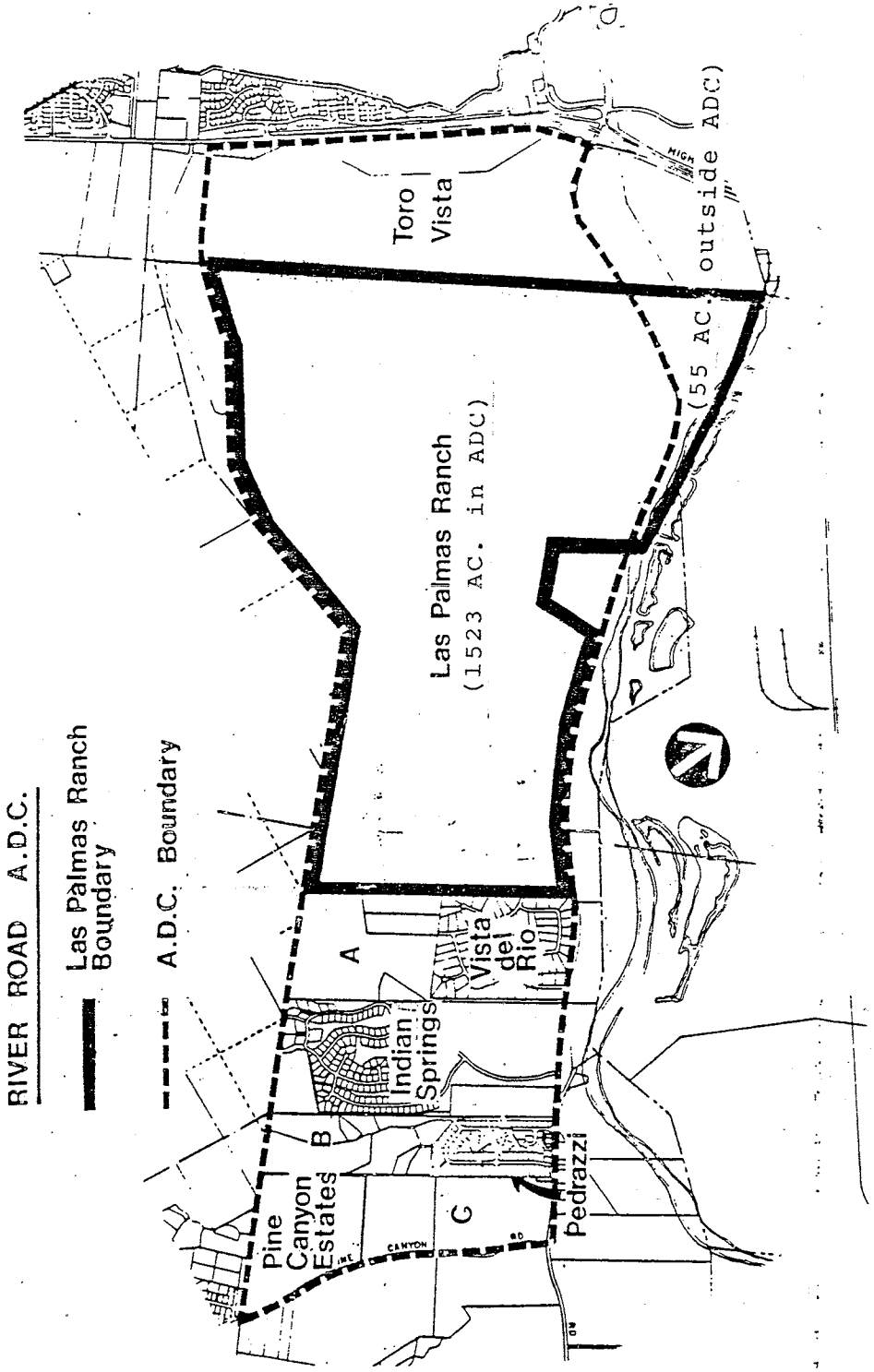
LAS PALMAS

MONTEREY COUNTY, CALIFORNIA

GRUNWALD CRAWFORD ASSOCIATES

RIVER ROAD
AREA OF DEVELOPMENT CONCENTRATION

EXHIBIT 1.2



LAS PALMAS

MONTEREY COUNTY, CALIFORNIA

GRUNWALD CRAWFORD ASSOCIATES

land and the Toro Regional Park. The southeastern boundary is adjacent to Vista Del Rio, a residential development consisting of 80 one-acre lots. Other perties to the southeast are the Indian Springs Ranch Subdivision and the Pedrazzi subdivision..

1.2.2 Project Objectives

The objective of the proposed project is to develop the Las Palmas Ranch with a mixture of residential units and support facilities in keeping with either the land use policies of the existing general plan or the criteria/policies for an Area of Development Concentration as set forth in the County's Growth Management Policy.

1.2.3 Characteristics of the Project

1.2.3.1 Background

The history of the area, known as the Buena Vista area, is documented back to 1795 when the first known occupants in the area were Jose Maria Soberanes and his father-in-law, Joaquin Castro. A land dispute arose, with ownership claimed by Father Vinals of Mission San Carlos; the family lost the land in 1802.

About 1822 then Governor Sola gave the land grant to Santiago and Jose Mariano Estrada, who reportedly built an adobe which had a long history as an arsenal, fiesta hall and school. Crumbling remains of the adobe are still visible on the east end of the Las Palmas Ranch.

In 1872 Hiram Corey leased 7,725 acres of the Buena Vista Ranch and established a stock ranch, purchasing the land in 1883. In 1889 he sold the ranch, but repurchased 1,620 acres on the Salinas River to make his home in picturesque surroundings, now known as the Las Palmas Ranch. In 1891 he built a residence of grand architectural proportions and it was one of the show places of the county. This house remains as a residence for the Violini family on the Ranch.

1.2.3.2 Existing and Approved Improvements

Existing improvements, and approved subdivisions in various stages of development, that are located in the proposed River Road ADC are shown in Exhibit 1.2. Also shown is that portion of the Toro Vista Specific Plan which is within the ADC. The existing and approved developments located in the ADC total 752 acres and consist of 676 residential units. Table 1.1 describes these projects.

The most prominent feature on the Las Palmas Ranch is the old Victorian ranch house built by Hiram Corey and referred to as the Corey House. It has been partly restored and is to remain as part of the future development. There is also a smaller farmhouse and barn at the eastern edge of the Ranch. About 88 acres are cultivated for row crops, of which 55 acres lie north of River Road (outside of the proposed ADC) and 33 acres south of River Road. The remainder of the site, other than that for dirt roads and fencing, has been used for grazing.

1.2.3.3 Proposed Improvements for the Las Palmas Ranch

The Las Palmas Ranch with 1578 acres contains about 90% of the undeveloped open space in the proposed ADC.

Both the Existing Policy Plan and the ADC Policy Plan reports are incorporated here by reference as part of this EIR.

The overall development concepts for the Existing Policy Plan and the ADC Policy Plan as shown in Exhibits 1.3 and 1.4 respectively, are very similar in terms of types of uses, circulation systems, areas of development and service facilities. The primary difference is residential densities. The Existing Policy Plan provides for 720 residential units while the ADC Policy Plan shows 1578.

The following describes general features and concepts common to both plans:

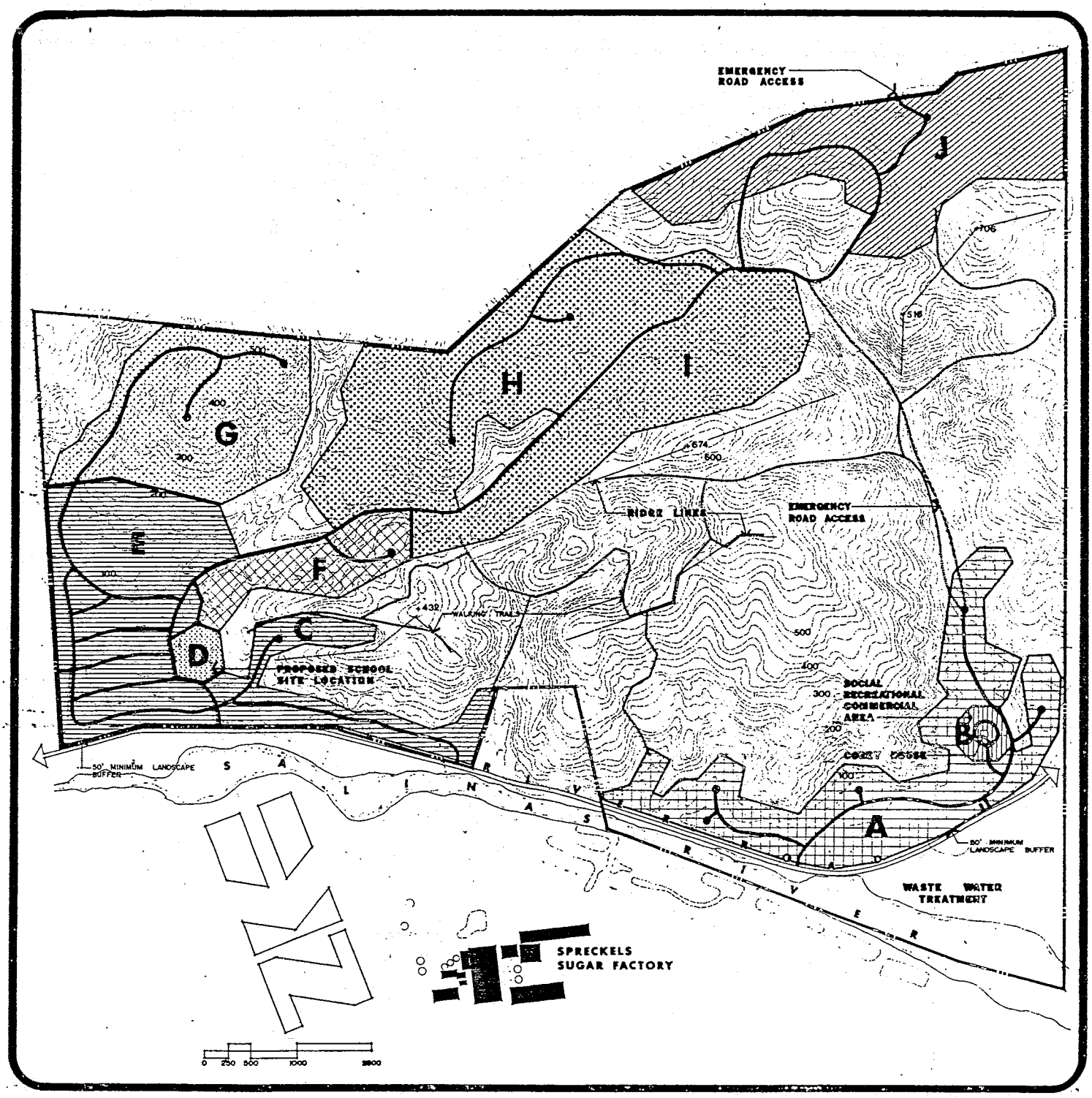
TABLE 1.1

PROPERTIES WITHIN THE
RIVER ROAD ADC

Property	Acres	Units
Las Palmas Ranch	1,523	1,578 - 720
Toro Vista (approved)	336	324
Vista Del Rio (approved)	93.7	80
Pine Canyon Estates (approved)	88	60
Pedrazzi Subdivision (existing)	47	94
Indian Springs (approved/partially built)	187	150
Parcel "A"	105	105*
Parcel "B" (approved)	72	20
Parcel "C" (to be ag)	77	-
Total	2,538.7	2,411 - 1,553

* 1 unit/acre per River Road ADC

EXHIBIT 1.3



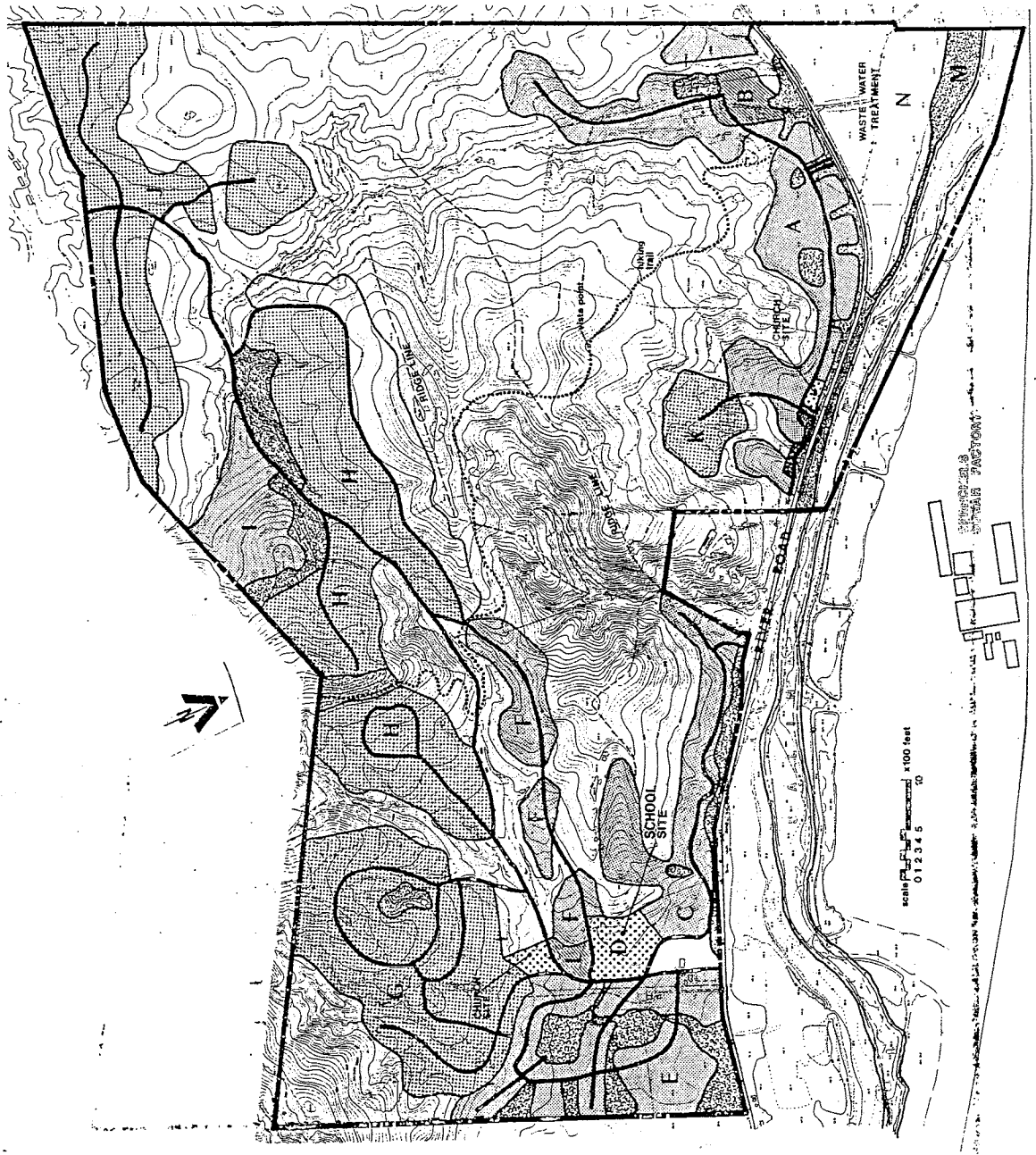
EXISTING POLICY PLAN

LAS PALMAS

MONTEREY COUNTY, CALIFORNIA

GRUNWALD CRAWFORD ASSOCIATES

EXHIBIT 1.4



A.D.C. POLICY PLAN

LEGEND

- LOW DENSITY RESIDENTIAL
- MEDIUM DENSITY RESIDENTIAL
- QUASI - PUBLIC
- RECREATIONAL COMMERCIAL
- PARKS / RIPARIAN

LAS PALMAS

MONTEREY COUNTY, CALIFORNIA

GRUNWALD CRAWFORD ASSOCIATES

1. Las Palmas Ranch would be developed as a planned community with a mixture of residential densities and supportive recreational facilities.

2. A combination of multi-family dwellings are shown near major entrances on the lowest slopes.

3. Residential lots for detached single-family units are planned for the low lying and moderate/mid elevation slopes.

4. Building sites of one acre or more are shown on the moderate/mid elevation slopes.

5. The land lying north of River Road and within the 100 year flood plain is designated agricultural. Approximately 30 acres surrounding the Corey house, which has been farmed in the past, are proposed for development.

6. As a planned community development, the plans take advantage of the clustering and density transfer concepts inherent within the planned development approach. Clustered multi-family and single family housing areas have been shown at much higher densities than the general one-acre minimum parcel size limitations of the majority of the underlying zoning. More than 50% of the site in both plans is for non-residential open use.

7. Both show a commercial area in the vicinity of the Corey House as a part of the recreation complex serving the residents of Las Palmas.

8. Recreation would be provided through conversion of the Corey House to a social use complex. Surrounding the Corey House would be additional sports activities including swimming and tennis. Several dispersed

park sites, the large area set aside in open space, and the abutting Toro Regional Park, will provide recreational opportunities.

9. Four access roads onto River Road are planned: one at the entrance to the Corey House, two near the mid-point of the property, and the fourth approximately one mile farther east on River Road. The internal road systems are to follow natural contours to the extent possible.

10. The greatest densities have been proposed in 0-10% slope areas that have ready access to River Road. On more steeply sloping properties (10-30%) larger lot building sites are shown. Generally, open space is the predominant use on slopes greater than 30%.

11. Visual impact upon the Salinas Valley and Highway 68 is to be minimized through landscape screening and by developing in areas screened from view by the natural contours of the land.

12. A master landscaping plan is proposed to include visual screening along River Road and internal landscaping within the clustered residential areas. The large area set aside as open space will act to conserve the natural grassland and tree growth.

13. The major circulation system would be unobtrusive for the most part, by keeping it in the lower, least visable areas of the canyon floors, thus minimizing the need for exterior cuts and fills and hillside disruption.

14. In applying the same suggested suitability/capability approach, both plans utilize nearly the same development areas. However, the Existing Policy Plan designates certain of the areas as "optional" because not as much land area is needed.

Table 1.2 shows a comparison between the Existing Policy Plan and the ADC Policy Plan in terms of types of units and acreage.

TABLE 1.2

LAND USE BY ACRES

EXISTING POLICY PLAN

Area	Acres	Housing Units	Housing Units/Acre
A	94	350	3.7
B	6.5	-	-
C	67	66	1.0
D	10	-	-
E	108	150	1.4
F	39	40	1.0
G	67	34	0.5
H	126	50	0.4
I	94	optional	-
J	90	30	0.3
Subtotal	701.5 (44.5%)	720	1.03
Open Space	876.5 (55.5%)	-	-
Total	1578.0	720	0.46

ADC POLICY PLAN

Area	Acres	Housing Units	Housing Units/Acre
A	104	495	4.76
B	6	Commercial/Recreation	-
C	62	244	3.94
D	15	School and Church	-
E	76	171	2.25
F	35	200	5.71
G	95	128	1.35
H	152	156	1.02
I	28	136	4.86
J	90	43	0.48
K	11	5	0.45
L	3	Commercial	-
Subtotal	677 (42.9%)	1578	2.33
Open Space	901 (57.1%)	-	-
Total	1578	1578	1.00

1.2.3.4 Vicinity and Neighboring Land Use

Three subdivisions lie to the northwest of the proposed ADC, on the opposite side of Highway 68 - Toro Park Estates, Serra Village, and Creekside. These include single family detached residences and townhouses, and a small neighborhood shopping center. Fort Ord is located to the west of these three subdivisions.

The Salinas River is located north of the proposed ADC beyond which lies the City of Salinas. The area between the City limits and the River consists of a 2-mile wide belt of agricultural land. River Road separates a narrow band of farmland south of the Salinas River from the area proposed for development.

The large St. Johns College parcel and the Toro Regional Park, which are immediately southwest of the proposed ADC, are presently in open space and used for hiking, picnicking and group camping; on the east is livestock grazing land; and to the southeast is the Alta Vista Subdivision.

1.3 GENERAL PLAN AND ZONING

1.3.1 Planning Policy Analysis

1.3.1.1 Consistency With Existing Policies

A basic requirement in the work program for the preparation of the Specific Plan for the Las Palmas Ranch (Existing Policy Plan) was that the plan must be consistent with existing general plan policies. Therefore, an extensive analysis of Monterey County's planning policies (and zoning) affecting the Las Palmas area was conducted. The results were published in September, 1980, in the report titled "Las Palmas Basic Determinants For Plan Preparation". That report was reviewed at a citizens' meeting and with the County Planning Commission, and

found to be complete in accordance with the program(1). It is incorporated here by reference.

The following are the major policy related documents analyzed:

Toro Area Master Plan
Monterey County General Plan
Monterey County Growth Management Policy
State Office of Planning and Research's conditions for General Plan update time extension
Monterey County Board of Supervisors' finding of plan consistency.

The summary of findings, conclusions and recommendations from the study, which guided the preparation of the proposed Existing Policy Plan are contained in Section V of the "Basic Determinants Report". For ease of reference and because the major issue is the number of residential units to be allowed, the recommendations from the report are repeated here:

"1. The number of units indicated for Las Palmas based on an analysis of the Toro Area Master Plan is in a range of 343-535. If these numbers constitute 85% of the total project for purposes of providing 15% for low and moderate income housing, then the range increases to 404-629.

2. Given the environmentally related policies expressed in the Toro Area Master Plan and as more specificially stated in other elements of the General Plan and in deliberations by the County Board of Supervisors regarding Las Palmas, the holding capacity (about 720 units) identified by the capability/suitability analysis should be used as an additional criteria in arriving at the number of units considered to be within the realm of consistency. Since this number is based on environmental considerations, the 15% for low and moderate income housing is included.

3. In order to be consistent and to meet the objectives of the applicant, to extent possible, the highest possible range indicated by recommendations No.'s 1 and 2 above is approximately 630-720. This range includes provision of 15% for low and moderate income housing. This 14% spread is not considered to be significant given the overall size and topography of Las Palmas, and the fact that over 55% of the total ownership would remain in open space even when using the high end of the range.

4. Therefore, it is reasonable to conclude that any number in the above range falls within the realm of consistency insofar as the stated and implied intent of the Toro Area Master Plan as presently interpreted and in consideration of OPR's conditions for General Plan revision extension."

(1) Planning Staff memo to Consultant dated January 2, 1981.

There are two land use proposals on the Existing Policy Plan which do not appear on the Toro Area Master Plan diagram: 1) use of approximately 33 acres of agricultural land for residential development, and 2) a proposed small commercial area in the vicinity of the Corey House.

The 33 acre parcel, located in Area A on the Plan, is bordered on the north by River Road and on the south by foothills. It has been farmed in row crops, most recently in onions. The Toro Area Master Plan designates the area as Range Land/Agriculture with a residential density range of 3-5 acres/unit. The proposed overall average density in Area A is 3.7 units/acre.

The major issue is the consistency with the County's policy of preserving prime and productive agricultural land in the Salinas Valley. Whether or not the loss of this particular parcel for farming is inconsistent is a matter of policy interpretation by the Board of Supervisors. The author's rationale for showing residential development on the parcel is presented in the Existing Policy Plan report.

The author's rationale for designating Area "B" (6.5 acres) surrounding the Corey House for social, recreational and limited commercial use by the Las Palmas residents is also presented in the Existing Policy Plan report.

The proposed Existing Policy Plan appears to be generally consistent with the County's existing development policies. However, the consistency of the commercial use is a policy matter subject to Board determination.

The ADC Policy Plan is not consistent with existing development policies, particularly in terms of number of units (1578) and the proposal for a three acre commercial center near the east end of the Ranch in addition to the complex surrounding the Corey House. Determination of consistency of the ADC Policy Plan in the use of farmland for housing (33 acres) and sewage facilities (52

acres) is a matter of interpretation by the Board of Supervisors who found the plan to be conceptually consistent.

1.3.1.2 Consistency With ADC Criteria

On July 21, 1981, the Monterey County Board of Supervisors initiated a general plan amendment to define the River Road area as an area of development concentration with the following proposed criteria:

1. Existing or approved development within the River Road ADC shall be maintained or developed in accordance with existing or approved tentative or final subdivision maps, use permits or specific plans.

2. The basic residential density for new major subdivision development within the River Road ADC shall be one unit per gross acre except where topography, physical constraints or other factors would preclude this density. Development including septic systems shall not be allowed on slopes over 30%. Condominiums, town houses, zero lot line houses, and other forms of clustered or multifamily housing, shall be considered within this basic density where adequate utilities are abailable; and shall be encouraged where such development will help to protect public viewsheds, natural resources or prime agricultural lands, or will facilitate providing housing for families of low or moderate income.

3. Prime or productive agricultural lands shall be preserved and protected, where feasible.

4. New residential subdivisions within River Road ADC shall provide at least 15% of their units for families of low or moderate income.

5. New development within the River Road ADC shall be served by a public

utility water system or an incorporated mutual water company providing domestic and fire flows in accordance with all requirements of state and county environmental health agencies.

6. New residential subdivisions within the River Road ADC on lots of less than one acre shall be served by a community sewage treatment facility meeting all requirements of state and county environmental health agencies, and either owned or operated by a public agency or district.

7. Adequate police and fire protection shall be available at the time of development.

8. Appropriate school sites shall be provided.

9. In order to mitigate adverse impacts on significant view shed areas, the following standards shall be applied to new development within the River Road ADC:

   a. Ridge top development shall be prohibited.

   b. Low level exterior lighting, including streetlights, shall be utilized consistent with maintenance and public safety requirements.

   c. Roads which are perpendicular to viewing areas or which involve excessive cut or fill shall be discouraged.

   d. Visually obtrusive building materials and finishes shall be avoided.

   e. Higher density housing units shall be clustered behind natural land forms or be visually compatible and unobtrusive.

   f. Utilize mounding, informal massing or irregularly spaced trees, planting, and other overall landscaping treatment to screen development.

g. Preserve vegetation significant to maintaining visual quality and to provide erosion control on sensitive slopes.

10. Erosion, siltation and drainage controls shall be implemented in order to enhance watershed management, to protect on-site and riparian vegetation, to maximize retention and percolation or surface water on-site and minimize hazards to development.

11. An irregular or meandering landscaped setback, with a minimum depth of 50', shall be established along the frontage of River Road.

12. Provide centrally located commercial facilities appropriate to meet the convenience needs of residents of the River Road ADC. Such facilities shall be developed under "Planned Commercial" or similar zoning which regulates uses, design and signing.

13. New residential subdivisions within the River Road ADC shall provide usable open space and recreational facilities for the residents of the subdivision.

14. Significant archaeological and historical sites shall be preserved and protected as cultural resources.

On November 3, 1981, the Board of Supervisors passed and adopted Resolution No. 81-546 amending the Monterey County General Plan by adopting the following definition of areas of developing concentration:

ESTABLISHMENT OF NEW AREAS OF DEVELOPMENT CONCENTRATION

New areas of development concentration shall, where appropriate, be encouraged if they can be shown to better achieve other aspects of growth management such as the preservation of prime agricultural lands or the protection of other natural resources. They shall provide urban services to the residences such as provision of water, sewage, roads, commercial facilities, schools and fire protection. Developments of this type should be proposed as Specific Plan amendments to the the General Plan.

The following criteria shall be used for the purposes of identifying any new "areas of development concentration" as that term is used in the Monterey County Growth Management Policy.

a) The area is not contiguous with existing urban concentations, but is in reasonably close proximity to an existing city or other employment center and contains existing semi-rural development.

b) The area has available or provision will be made for appropriate levels of public services to serve the higher intensity land uses proposed for Areas of Development Concentration.

c) The parcel sizes and ownerships of the undeveloped land within the area lend themselves to orderly higher intensity development rather than piecemeal or sprawl development. Such higher intensity development may be rural, suburban or urban in character, depending upon the natural resources, physical and environmental attributes, economic development and sociocultural development of the particular area.

d) A new area shall not under any circumstances be located where it may adversely impact significant prime or productive agricultural lands.

e) Protection and conservation of the natural resources of the overall planning area, epseically the scenic quality or rural areas and the preservation of prime agricultural land, will be enhanced by concentrating development within the designated area.

Once an area is recommended by the Board of Supervisors for designations as an area of development concentration, a General Plan Amendment shall be prepared. The amendment shall be in the form of a Specific Plan which specifies all intended land uses as well as development criteria. The criteria will recognize the diversity of needs and desires of the local area.

The location of the proposed River Road ADC clearly meets criterion (a) in the above Resolution No. 81-546. Criteria (b) and (c) could be met by the proposed Las Palmas ADC Policy Plan, particularly as it relates to proposed levels of public services.

Whether or not the River Road ADC complies with criterion (d) in the above resolution depends on the interpretation of the word "significant" as it relates to the 33 acres of productive agricultural land located within the Las Palmas Ranch portion of the proposed ADC. Criterion (d) also relates to the 55 acres of productive farmland located between River Road and the Salinas River. This area, which is across the road from the proposed ADC, could be adversely impacted by concentrated development in the River Road area. The possible impacts and ways to mitigate them to less than significant levels are discussed later in this report. Similar to the case of the 33 acres south of River Road, it will require a Board policy decision as to whether or not this 55 acre parcel is significant within the meaning of the above Resolution No. 81-546.

Consistency of the ADC Policy Plan with ADC Criteria

The Development Criteria for the River Road ADC, initiated by the Board of Supervisors, are embodied in the proposed ADC Policy Plan. The table "The Index to Policies Implementing ADC Criteria" shown on Page III-10 of the ADC Policy Plan demonstrates reasonable compliance with the criteria, with one possible exception. The one possible exception is Criterion #3 relating to preservation of agricultural land, where feasible. The feasibility of preserving the 33acres of the Las Palmas Ranch south of River Road that presently is in onions is a matter of interpretation: If the parcel is not considered to be significant agricultural land within the meaning of criterion (d) of the above Resolution No. 81-546, then the issue is the feasibility of continuing to farm this island of agricultural land if the River Road Area of Development Concentration is

approved. Two conditions would appear to make it infeasible:

1. There is a very limited amount of suitable land on Las Palmas Ranch where residential development can be clustered. Consequently, the 33 acres would be far more valuable for housing than for the present row crop operation. Approximately 150 residential units in the ADC Policy Plan are proposed to be concentrated on the parcel.

2. As a farm operation, the parcel would be bounded by River Road within the required 50 foot landscaped buffer (Criterion #11) on the north and by the foothills with medium to high density residential development on the south. Such an isolated, incompatible farm operation would also be fragmented by access roads traversing the 33 acres to connect the foothill residential area with River Road.

If the Board determines that use of the 33 acres for housing is inconsistent with Criterion #3 of the River Road ADC criteria, the housing units on the 33 acres could be redistributed to other areas of the Ranch.

Consistency of the Existing Policy Plan with the ADC Criteria

To the extent possible, the development criteria set forth in the proposed Existing Policy Plan are identical to the proposed criteria for the River Road ADC. Similar criteria were selected for two reasons: It will facilitate the comparative analyses of the alternative plans for Las Palmas Ranch, and secondly the criteria are considered sound specific planning guidelines regardless of differences in density between the two plans.

The Existing Policy Plan demonstrates reasonable compliance with the proposed development criteria, with one possible exception. The possible exception is the same as with the ADC Policy Plan which is the criterion calling for the preservation of agricultural land, where feasible. (The rationale for showing

residential use for the 33 acres of agricultural land near the Corey House is presented in the Existing Policy Plan report.)

1.4 PROJECT ECONOMICS

1.4.1 ADC Policy Plan

In December, 1981, LeBlanc & Company, Economic Planning Consultants of San Francisco, working with various County agencies, prepared a fiscal impact analysis for the ADC Policy Plan.(1) It is incorporated here by reference. The following summarizes major findings from the analysis:

Cost Revenue Per Capita:

1. The present assessed full market value of the Las Palmas Ranch is $4,578,000, yielding $47,020 in property taxes for current (1981-82) fiscal year.

2. The current Monterey County budget indicates that the operating cost for all county services county-wide is $391 per capita compared to operating revenues of $368 per capita.

3. The projected full market value of just the residential development (1578 units) is $173,320,000.

4. The revenues per capita generated from development of the ADC Policy Plan will be slightly in excess of per capita operating cost for county services ($423 vs $391 in 1981 dollars).(2)

5. At full development, the annual property tax yield to Monterey County is projected to be $520,000. The Salinas Rural Fire District would receive $234,000.

---

(1) Draft Fiscal Impacts Analysis for Las Palmas Ranch, LeBlanc & Company, December 1981.

(2) This assumes a relatively high assessed value per unit and a population at full development of 4200 persons.

Fire Protection

1. A new fire station may be needed when the River Road ADC is fully developed. It would cost $250 - $400,000 including land cost, and $300,000 annual operating budget for a three man crew. Capital cost would have to be funded through developer contributions or special assessments. The estimated assessed value of at full development of all potential units in the ADC, including 1578 on Las Palmas would be sufficient to generate the operating funds for the new station.

2. In the interim until full development, the operating budget for the new fire station could be reduced by volunteers, limited hours, special assessment or user fee.

Police Protection

1. At full development of the ADC Policy Plan the area would still be considered a low crime area, thus there would be no substantial increase in the Sheriff's Department costs.

2. At full development of the Toro planning area with a population of 10,000, it is conceivable that five sheriff deputies would be needed to provide 24 hour protection. The yearly operating cost would be $200,000 or $20 per capita.

Public Works

1. In keeping with County policy, Las Palmas Ranch development program includes formation of self supporting special districts for provision of public works construction and operating budgets.

2. The new streets for Las Palmas would be built by developers and dedicated to the County as completed.

3. Street maintenance by the County would be funded by gas tax and in lieu of motor vehicle taxes received from the State.

4. It is assumed that other public works (lighting, sewer system, etc.) will be totally funded through user fees.

The analysis concludes that the ADC Policy Plan should bring about a significantly positive fiscal impact to Monterey County public agencies. This is based on the following: 1) property tax yield generated by development at Las Palmas will be $40 to $50 per capita above the average yield; 2) the projected cost per capita for public services generated by Las Palmas residents will be considerably less than the average per capita county-wide; and 3) the assumption that required public infrastructure on-site and nearby (such as a fire station) will not require participation from the county general fund collections.

1.4.2 Existing Policy Plan

By comparison to the ADC Policy Plan, the existing Policy Plan, with about 46% as many housing units, (720 divided by 1578) will generate a higher per capita tax yield and about the same cost per capita for county services. This is based on the following:

1. The value per residential unit will probably be higher in having to build higher income housing in order to make the lower density project economically feasible.

2. Typically, higher income housing will have a lower population per household.

3. The tax yield per capita from the common open space portion of the Ranch will be higher because the population will be less than half.

4. Even with the lower density plan, a new fire station will apparently be needed when the River Road area is fully developed. Although the higher

value per unit will help make up the difference in generating the total assessed value necessary to support the annual operating cost of the new station, the cost per capita would be considerably higher.

5. With a considerable lower population with the Existing Policy Plan, the River Road area will certainly continue to be a low crime area and will not create a negative fiscal impact on the Sheriff's Department.

6. With less than half the number of daily auto trips, the lower density development should significantly reduce the cost of maintaining local streets and River Road. The gas tax per person and in lieu fees should be more than sufficient to maintain local roads.

7. It is also assumed in the case of the lower density plan that other public work activities (sewer, lighting, etc.) will be totally funded through user fees and thus have no financial impact on County government. However, the cost per unit would be considerably higher because the basic facilities (treatment plant, trunk lines, etc.) would still be required although with lower capacities. With 858 fewer units than the ADC Policy Plan, the economic feasibility of developing and operating a sewer system serving the entire River Road area would appear very questionable.

If the Existing Policy Plan is feasible in terms of marketability, it would have less fiscal impact on the county because of relatively fixed costs per capita but higher revenues per capita. However, the unknown is the marketability given the current housing demand.

2.0 ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES

2.1 INTRODUCTION

This section describes the environmental setting followed by potential environmental impacts and mitigation measures. For each environmental concern, the existing setting for the Las Palmas Ranch is included with a general description of the setting for the larger River Road ADC. Environmental impacts and mitigation measures for the various components of the project are generally listed first for the Las Palmas Ranch site and then for the larger River Road ADC. Comparative analysis is used where appropriate. The regional setting of the ADC is shown in Exhibit 1.1.

Monterey County requires an environmental resources inventory be prepared for large project proposals detailing the existing setting according to the requirements of the California Environmental Quality Act. Thereby, environmental considerations are involved in project conceptualization and the information can be included in the required Environmental Impact Report which follows plan development. The Las Palmas Ranch Environmental Resources Inventory was prepared by Alden W. Barstad and Associates and accepted as complete by the County in January of 1978. The resources inventory is incorporated here by reference and is summarized according to subject matter in the descriptions of the environmental setting.

In addition, several independent engineering studies relating to the development of Las Palmas were contracted for by the Ranch owners and are on file at the County Planning Department. Certain of these, as identified throughout the report, will be summarized and incorporated by reference in this EIR. Such practice of incorporation by reference is encouraged by the CEQA Guidelines (Code Section 15149) in order to minimize volume without sacrificing comprehension.

2.2 GEOLOGY

SETTING

Topographic relief of Las Palmas Ranch is on the order of 660 feet rising from 40 feet at the northern-most corner to some 700 feet along the southwestern portion. Topography is characterized by northeasterly inclined slopes with one major canyon looping through the property (see Slope Map, Exhibit 2.1). Slopes are mostly moderate (less than 30%) with the exception of the steepness associated with the northern one-half of the major canyon. Wind and water eroding the parent material have created the existing slope as summarized in the following table:

TABLE 2.1

SLOPE OF LAS PALMAS RANCH

Slope Category	Area(Acres)	% of Total Acreage
0-10%	283	18
11-20%	488	31
21-30%	326	21
30%+	481	30
Totals	1,578	100%

The Ranch is located along the westerly edge of the Salinas Valley. The lower valley and ridge area of the site have non-marine Plio Pleistocene deposits and some Quaternary Alluvial deposits adjacent to River Road. The upper ridge portions of the site are underlain by Upper Miocene marine sandstone. Some river terrace deposits (Upper Pleistocene) were found along the southeasterly edge of the project area.

Oliver Bowen designates the Plio Pleistocene non-marine deposits as Paso Robles Formation and the Upper Miocene Formation as Santa Margarita sandstone (Tertiary) on his "Geological Map of Monterey and Salinas Quadrangles, 1969", California Division of Mines and Geology.

EXHIBIT 2.1

SLOPE ANALYSIS

- 0 – 10% SLOPE
- 10 – 20% SLOPE
- 20 – 30% SLOPE
- 30% AND ABOVE

LAS PALMAS

MONTEREY COUNTY, CALIFORNIA

GRUNWALD CRAWFORD ASSOCIATES

A fault evaluation report prepared by Cooper and Clark[1] is incorporated here by reference. Following is the report summary:

> "The Las Palmas Ranch Geotechnical Evaluation identified the King City fault as possibly representing a surface rupture hazard at the site. Figure 4 of the Proposed Environmental Constraints Analysis of Monterey County, Part 1, Seismic and Geologic Hazards, identifies the Reliz (King City) - Rinconada fault as being potentially active (active faulting in the last three million years). Map F of the Seismic Safety Element of the Monterey County General Plan places a Hazard Zone VI around the King City fault and indicates that group rupture is a major hazard. Various investigators are in disagreement as to the existence, location and activity of the fault.
>
> The purpose of this study was to determine if the King City fault traverses the Las Palmas Ranch and, if it does, what its potential activity is. To resolve the potential surface rupture hazard, Cooper & Clark developed a fault evaluation study and outlined the approach in a letter to Las Palmas Ranch Partnership on January 14, 1981. In a memorandum dated January 24, 1981, the Monterey County Planning Department deemed the approach feasible.
>
> Deep, seismic reflection techniques were used to obtain a picture of site subsurface conditions. Two, 2300 foot long reflection traverses were run across the suspected fault trace at the north and south ends of the site by Cooksely Geophysics, Inc. of Redding, California, who also recorded, processed and interpreted the data obtained.
>
> Interpretation of the geophysical data shows no Holocene (see Geologic Time Scale) faulting and no significant faulting of any age at the site. A second, more liberal interpretation indicates the possibility of faulting at substantial depth beneath the site. However, the youngest units apparently offset appear to be mid-Pliocene (about 3.5 million years old) in age. Thus, even in a liberal interpretation, faulting at the site is no younger than mid-Pliocene and, as such, surface rupture hazards are nil.
>
> As discussed in the Geotechnical Evaluation, previous investigators have mapped a splay fault from the King City fault within the site. However, no evidence to support the existence of this fault was noted during our mapping of the site. Because of this and the geophysical evidence which suggests that the King City fault does not exist in the site area, we consider it unlikely that the splay fault exists. If confirmation of this conclusion were necessary, trenches could be excavated across the map location of the suspected fault during subsequent erosion and sedimentation studies for the projects."

---

(1) "Las Palmas Ranch Fault Evaluation Study", May 20, 1981, by Cooper & Clark Consulting Engineers.

The major risk from seismic activity comes from the San Andreas Fault some sixteen miles northeast of the property. The Tularcitos Fault, eight miles to the southwest and the Navy Fault, seven miles to the west, are other potentially active nearby faults presenting seismic risk to Las Palmas.

The Monterey County Seismic Safety Element shows most of the property is within a "Relatively Unstable Upland" area where ground failure is typically moderate-to-high and locally severe. Ground shaking hazard is low to moderate.

IMPACT

A discussion of cumulative geologic impacts for the River Road ADC was omitted pursuant to the Initial Study (Appendix A).

The Cooper & Clark Fault Evaluation concludes that the King City Fault and a splay fault from the King City Fault do not exist in the site area. Therefore, no unusual fault conditions or impacts appear to be associated with the site.

The Monterey County Staff has accepted the Cooper and Clark reports as adequate but suggest that additional geologic work may be necessary if development is proposed on areas other than Las Palmas.

MITIGATION MEASURES

Since structural design requirements of the Uniform Building Code takes the seismic potential for the general area into account, no additional mitigation is indicated.

2.3 SOILS

SETTING

The twenty-one soil types found on Las Palmas Ranch are shown on Exhibit 2.2 and described in Table 2.2.

TABLE 2.2

LAS PALMAS RANCH SOILS ANALYSIS

SYMBOL	SOIL TYPE	ACRES	SLOPE(%)	RUNOFF	EROSION HAZARD	SOIL CREEP	LANDSLIDE	AGRICULTURAL CAPABILITY
1. AaC	Alto Silty Clay	1	2- 9	Medium	Slight			IIIe-5
2. AkD	Arnold Loamy Sand	24	9-15	Medium	Moderate			IVe-4
3. Am	Arnold-San Andreas Complex	24	50-75	Rapid	High	*	*	VIIe-1
4. Ba	Badland	110	Variable	Very Rapid	Very High		*	VIIIe-1
5. CaE	Chamise Shaly Loam	56	15-30	Rapid	High		*	IVe-1
6. CaF	Chamise Shaly Loam	3	30-50	Rapid	High			VIe-1
7. CbB	Chualar Loam	5	2- 5	Slow	Slight			IIe-1
8. DbE	Diablo Clay	16	15-30	Rapid	Moderate	*	*	IVe-5
9. EaA	Elder Sandy Loam	30	0- 2	Slow	Slight			IIs-4
10. GhC	Gloria Sandy Loam	1	2- 9	Slow	Slight			IIIe-3
11. LcG_2	Linne-Shedd Silty Clay Loam	24	50-75	Very Rapid	Very High	*	*	VIIe-1
12. LhE	Lopez Shaly Loam	70	15-30	Medium	High	*	*	VIIe-1
13. MnA	Mocho Silty Loam	170	0- 2	Slow	Slight			IIIe-1
14. PdD	Pfeifer Fine Sandy Loam	1	9-15	Medium	Moderate		*	IVe-1
15. PnA	Placentia Sandy Loam	8	0- 2	Slow	Slight			IIIs-3
16. PnC	Placentia Sandy Loam	84	2- 9	Slow	Slight			IVe-3
17. ScE	San Andreas Fine Sandy Loam	18	15-30	Rapid	Moderate		*	VIe-1
18. ScG	San Andreas Fine Sandy Loam	260	30-75	Rapid	High	*	*	VIIe-1
19. SdF	San Benito Clay Loam	14	30-50	Rapid	Moderate	*	*	VIe-1
20. ShE	Santa Ynez Fine Sandy Loam	391	15-30	Rapid	High	*	*	VIe-1
21. Xd	Xerorthents - Dissected	138	35-90	Rapid	High	*	*	VIIe-1
		1,578						

* Potential Exists

Source: United States Department of Agriculture, Soil Survey of Monterey County, 1978, and Cooper & Clark, "Final Report Phase I Geological Reconnaissance and Geologic Hazards Investigation, Las Palmas Ranch", November, 1980.

Soils represent variations of clay, sand and loams. Variations of loams are predominant and cover approximately 80% of the site. Badlands, a non-soil, xerothents and Arnold/San Andreas complexes cover 18% while only 2% of the site is silt clay and clay soils. Class II agricultural soils (Chualar Loam and Elder Sandy Loam) cover approximately 38 acres in the northwest portion of the property.

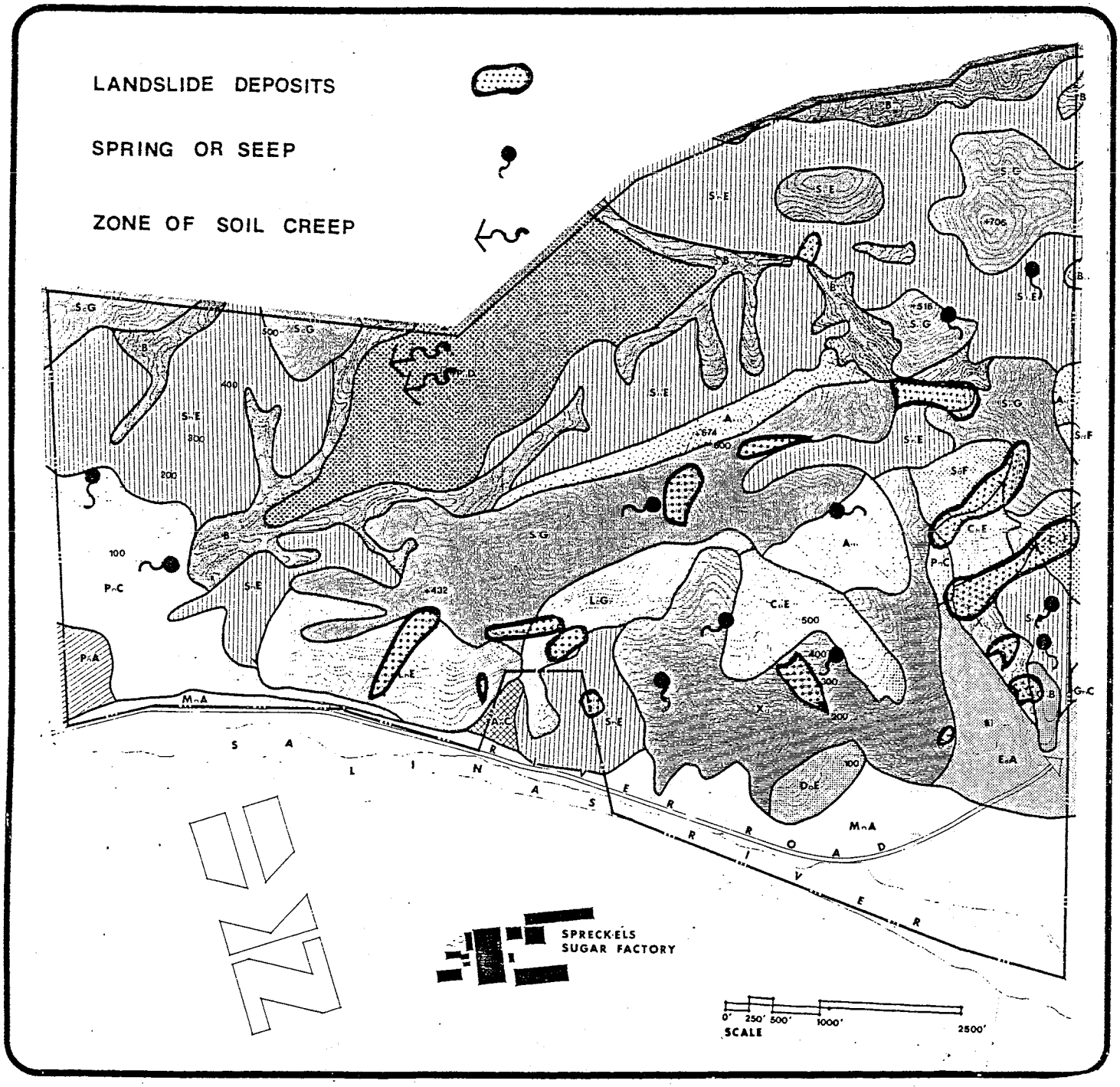
The most extensive soil type is Santa Ynez fine sandy loam which covers about 382 acres or approximately one fourth of the site.

Soils are typical of the foothill region with steeper slopes exhibiting poor agricultural capability, rapid run-off and high erosion hazard. The more moderate or flat sands are better suited to agriculture with slow to moderate run-off and slight erosion hazard. Because both alternative development plans propose a community sewage disposal system for the entire project, septic tank suitability was not analyzed.

With the exception of 88 acres at the northwest portion of the Ranch, all other soils are currently used for limited grazing, open space and watershed purposes. According to the applicant, 88 acres are currently under irrigated cultivation, 33 acres south of River Road and 55 acres north of River Road and adjacent to the Salinas River. This existing irrigated land is on Elder Sandy Loam, a Class II agricultural soil, and Mocho Silty Loam, a Class III agricultural soil. The cultivated land is considered prime farm land.

The geotechnical evaluation by Cooper and Clark(1) located several small landslides and erosion scarps on Las Palmas Ranch (Exhibit 2.2).

(1) "Final Report Phase I Geological Reconnaissance and Geologic Hazads Investigation - Las Palmas Ranch", November 1980, by Cooper and Clark Consulting Engineers.



SOILS MAP

SOILS TYPE							
A-C ALTO SILTY CLAY	C-F CHAMISE SHALY LOAM	M-A MOCHO SILTY LOAM	S-E SANTA YNEZ FINE SANDY LOAM
A-B ARNOLD LOAMY SAND	C-B CHUALAR LOAM	P-A PLACENTIA SANDY LOAM	X-D XERORTHENTS - DISSECTED
A-- ARNOLD - SAN ANDREAS COMPLEX	D-E DIABLO CLAY	P-C PLACENTIA SANDY LOAM	P-D PFEIFER FINE SANDY LOAM
B-- BADLAND	E-A ELDER SANDY LOAM	S-E SAN ANDREAS FINE SANDY LOAM	
C-E CHAMISE SHALY LOAM	G-C GLORIA SANDY LOAM	S-G SAN ANDREAS FINE SANDY LOAM	
	L-G LINNE-SHEDD SILTY CLAY LOAM	S-F SAN BENITO CLAY LOAM	
	L-E LOPEZ SHALY LOAM		

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Soil Capability Analysis - Central to the land use planning for the Las Palmas site was the analysis of the capability of various soils to withstand disturbance caused by development. This soil capability analysis was undertaken prior to the formulation of either the Existing Policy Plan or the ADC Policy Plan. It identified where development could be clustered in areas most suitable, leaving more hazardous areas in open space. With few exceptions, both land use plans closely correspond to the soil capability classifications.

The methodology for analysis was developed by Robert G. Bailey in a report for the Tahoe Regional Planning Agency in 1974. Each soil type is placed in one of seven land capability classes by virtue of the soil's slope, erosion hazard and runoff potential. Table 2.3 classifies each soil by capability class; Exhibit 2.3 shows the results of this analysis.

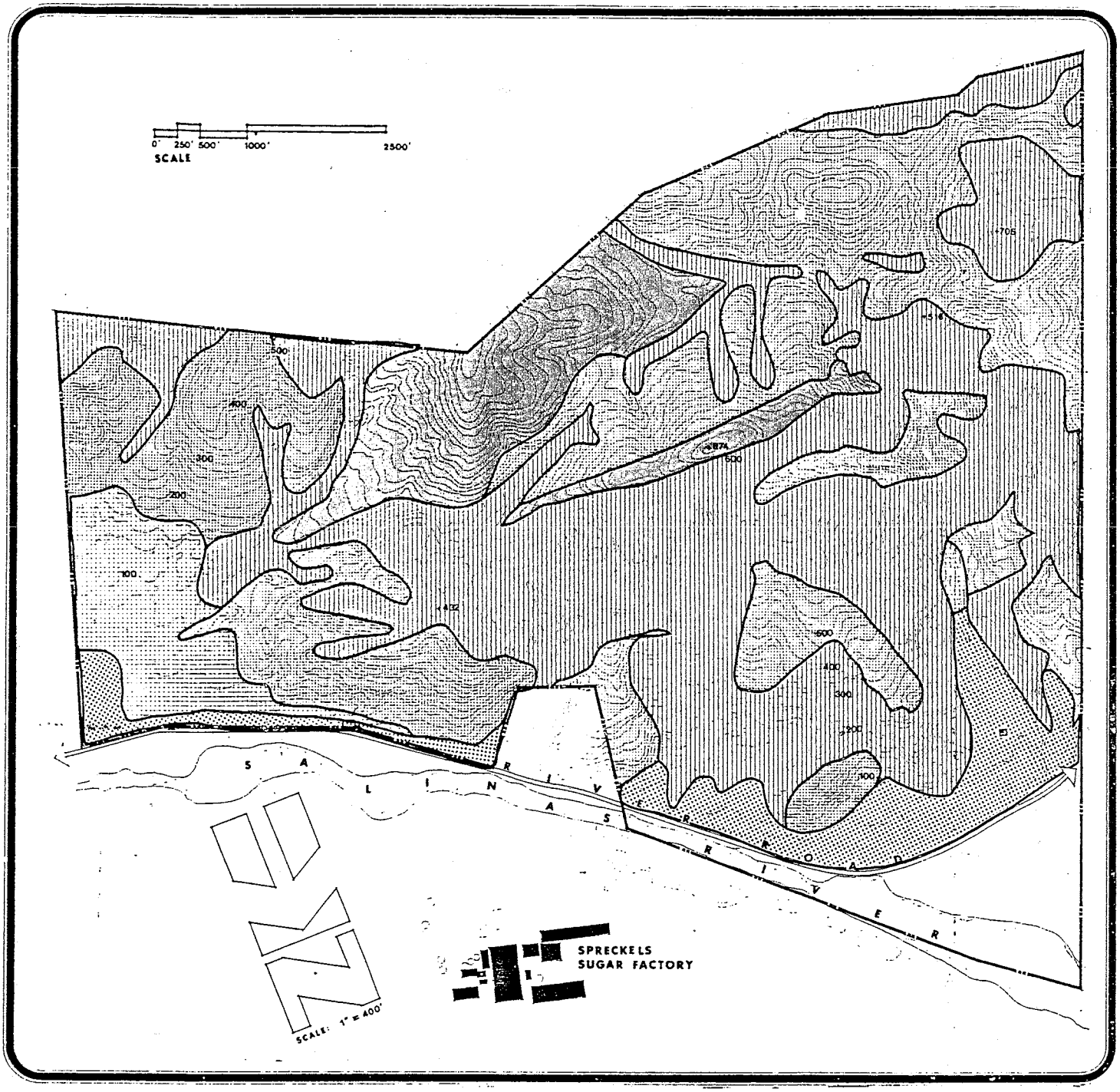
TABLE 2.3

SOIL CAPABILITY ANALYSIS

SYMBOL	ACRES	SLOPE(%)	RUNOFF	EROSION HAZARD	SOIL CAPABILITY CLASS
AaC	1	2- 9	Medium	Slight	5
AkD	24	9-15	Medium	Moderate	4
Am	24	50-75	Rapid	High	1
Ba	110	Variable	Very Rapid	Very High	1
CaE	56	15-30	Rapid	High	3
CaF	3	30-50	Rapid	High	1
CbB	5	2- 5	Slow	Slight	7
DbE	16	15-30	Rapid	Moderate	3
EaA	30	0- 2	Slow	Slight	7
GhC	1	2- 9	Slow	Slight	6
LcG_2	24	50-75	Very Rapid	Very High	1
LhE	70	15-30	Medium	High	3
MnA	170	0- 2	Slow	Slight	7
PdD	1	9-15	Medium	Moderate	4
PnA	8	0- 2	Slow	Slight	7
PnC	84	2- 9	Slow	Slight	5
ScE	18	15-30	Rapid	Moderate	3
ScG	260	30-75	Rapid	High	1
SdF	14	30-50	Rapid	Moderate	1
ShE	391	15-30	Rapid	High	3
Xd	138	35-90	Rapid	High	1

Source: Grunwald, Crawford & Associates

EXHIBIT 2.3



SOIL CAPABILITY

LEGEND

OPEN SPACE	CLASS 1	
	CLASS 2	DOES NOT OCCUR
LOW DENSITY	CLASS 3	
	CLASS 4	
MOD. DENSITY	CLASS 5	
	CLASS 6	DOES NOT OCCUR
HIGH	CLASS 7	

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The seven land capability classes, distinguished according to the relative risk of land damage or disturbance, are briefly defined as follows:

A. Lands That Should Remain in Their Natural Condition:

Class 1 - Highly Sensitive Areas - Soils in Class 1 have hazard characteristics that generally preclude development and restrict use to open space, conservation areas, and low-intensity recreation.

Class 2 - Does not occur at Las Palmas.

B. Lands That Are Permissive to Certain Uses But Not to Others:

Class 3 - Moderately Steep Slopes of 9% to 30% - These lands have moderate hazard characteristics that restrict their use to grazing and low density housing. Development in such areas must be carefully designed and carried out. Soils and landforms have moderate erosion hazard and moderately high to high runoff potential.

Class 4 - Moderately Steep Slopes of 9% to 30% - These lands have moderate hazard characteristics that restrict use to grazing and low density housing. Careful design and construction practices must be followed. Soils and landforms have moderate erosion hazard and low to moderately low runoff potential.

C. Lands That Are Most Tolerant to Urban Type Uses:

Class 5 - Gently Sloping Lands of 16% or Less - These lands have low hazard characteristics, but have some limitations on land disturbance, or require special conservation practices, or both. Soils and landforms have slight erosion hazard and moderately high to high runoff potential.

Class 6 - Gently Sloping Lands of 16% or Less - These lands have low hazard characteristics, but have some limitations that require moderate conservtion practices. Soils and landforms have slight erosion hazard and low to moderately low runoff potential.

Class 7 - Flat Valley Floors of 5% or Less - These lands have low disturbance hazard characteristics and have few limitations that restrict use. Soils and landforms have slight erosion hazard and low to moderately low run-off potential.

Las Palmas Ranch acreage within each soil capability class is as follows:

	Acres	%
No. 1	573	36.3
No. 2	Does Not Occur	
No. 3	551	34.9
No. 4	155	9.8
No. 5	85	5.4
No. 6	1	0.6
No. 7	213*	13.5
	1,578	

*This includes 55 acres north of River Road which are not in the proposed River Road ADC.

As can be seen, about 36% of the site is unsuitable for development using these criteria, while an additional 45% should be used only for limited development with stringent conservation practices. Only about 19% of the site, or 299 acres, is generally suitable for development with minimum environmental concerns.

The soil capability analysis is only as valid as the soil information upon which it is based. Because the soil survey is generalized, so too is the soil capability analysis. It should not be used as a rigid guide to development areas but rather as a design tool to help avoid the most environmentally sensitive areas.

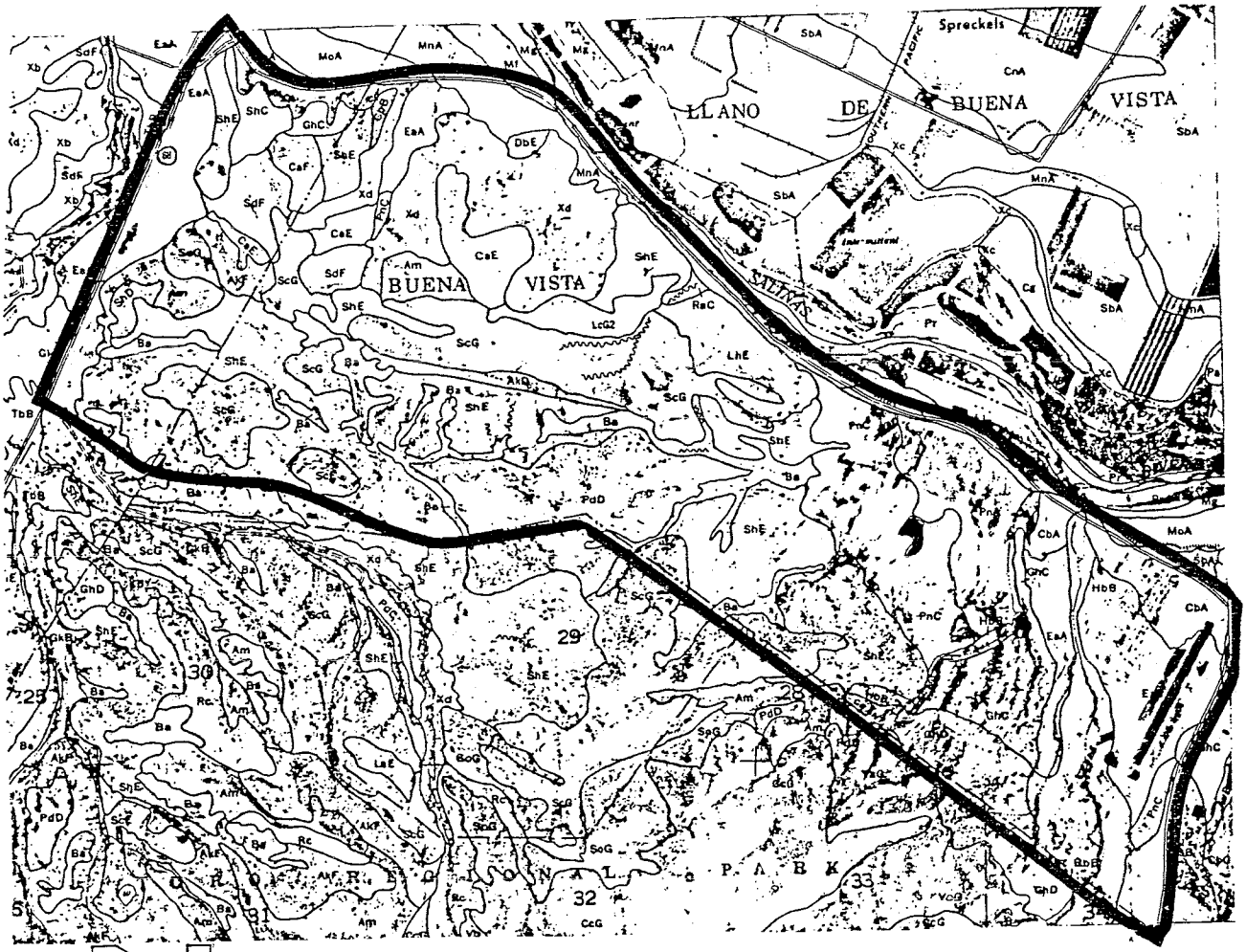
Soils of the River Road ADC are shown on Exhibit 2.4. In addition to the soils shown in Table 2.2 (Las Palmas Ranch), Table 2.4 lists other soils found in the River Road ADC.

TABLE 2.4

ADDITIONAL SOILS OF THE RIVER ROAD ADC

SYMBOL	SOIL TYPE	SLOPE	RUNOFF	EROSION HAZARD	AGRICULTURAL CAPABILITY
AkF	Arnold Loam Sand	15-50	Rapid	High	VIIe-1
GkB	Gloria Sandy Loam	2- 9	Slow	Slight	IIIe-3
ShC	Santa Ynez Fine Sandy Loam	2- 9	Slow	Medium	IVe-3
AsB	Arroyo Seco Gravelly Sandy Loam	2- 5	Slow	Slight	IIIe-4
PnC	Placentia Sandy Loam	2- 9	Slow	Slight	IVe-3
HbB	Hanford Gravelly Sandy Loam	0- 5	Slow	Slight	IIs-4
ShD	Santa Ynez Fine Sandy Loam	9-15	Medium	Moderate	IVe-3

Source: United States Department of Agriculture, Soil Survey of Monterey County, 1978.



N

THE A.D.C. SOILS MAP

SOILS TYPE

- A.C ALTO SILTY CLAY
- A.. ARNOLD LOAMY SAND
- A.. ARNOLD - SAN ANDREAS COMPLEX
- B.. BADLAND
- C.E CHAMISE SHALY LOAM
- C.F CHAMISE SHALY LOAM
- C B CHUALAR LOAM
- D.E DIABLO CLAY
- E.A ELDER SANDY LOAM
- G.C GLORIA SANDY LOAM
- L.G LINNE-SHEDD SILTY CLAY LOAM
- L.E LOPEZ SHALY LOAM
- M A MOCHO SILTY LOAM
- P A PLACENTIA SANDY LOAM
- P C PLACENTIA SANDY LOAM
- S E SAN ANDREAS FINE SANDY LOAM
- S G SAN ANDREAS FINE SANDY LOAM
- S.F SAN BENITO CLAY LOAM
- S.E SANTA YNEZ FINE SANDY LOAM
- X.. XERORTHENTS - DISSECTED
- P.D PFEIFER FINE SANDY LOAM

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Soils of Toro Vista are generally moderate to steeply sloping with rapid runoff and high erosion hazard; an exception is the band of Elder Sandy Loam adjacent to Highway 68. In the eastern portion of the ADC, lands adjacent to River Road are gently sloping with good agricultural capability. Towards the southern boundary, slopes are moderate to steep, characterized by rough terrain.

IMPACTS

Las Palmas Ranch

Both alternative plans for Las Palmas Ranch would remove existing cultivated farmland south of River Road, thus converting about 33 acres of prime lands to urban uses. Existing cultivated lands north of River Road would also be lost to row crop production in both plans (see 2.9.1 - Wastewater Management). Loss of these prime farmlands may not be inconsistent with existing policy as discussed in Section 1.3.1.. However, if the loss of this row crop farmland serves as a precedent for the conversion of other high value crop farmland, the cumulative impact would be significant. The loss of the 33 acres would be irreversible with either plan, however, and replacement of the farmland elsewhere on the ranch site would be difficult.

Cooper and Clark determined that soils associated with Santa Margarita Sandstone, Paso Robles tertiary formation and terrace deposits, and alluvium and colluvium of the Quarternary may provide less than adequate support for structural foundations.(1)

The Soils Map shows areas identified by Cooper and Clark that have experienced sliding, slumping, failure and soil creep. These areas, if disturbed, will likely accelerate soil loss and increase the potential failure of sensitive formations.

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(1) Cooper & Clark, "Final Report Phase I, Geological Reconnaissance and Geologic Hazards Investigtion - Las Palmas Ranch".

Natural seeps found within the site occur along contacts of soil types and near documented ground failure. Construction activity for roads, sewer and water lines and building pads affecting the toe of existing slips and disturbances to natural seep areas are likely to increase the probability of creep and subsequent failure.

A conversion to urban use will affect sheet erosion soil loss and associated runoff and drainage will affect rill and gully erosion. The magnitude of potential impacts is directly related to the actual soil type disturbed and, more importantly, to applied conservation practices. Without conservation practices, long term agricultural operations have a greater potential for sheet and rill erosion and related water quality degradation than soil loss from a mature residential development. Conversely, a greater potential for initial large volume sheet and rill erosion exists during the first two years following construction activity than from normal agricultural practices.

The ADC Policy Plan for the Ranch has the potential to create more erosion than the Existing Policy Plan by virtue of more extensive site development and more intensive use of areas identified by the soil capability analysis as sensitive to higher densities.

Both alternative specific plans propose development in areas where portions have been identified by the soil capability analysis for no development or very low intensity development. However, as stated in the Existing Policy Plan report, the intent is to resolve the use of these sensitive areas during the precise design stage by including them in the open space or by providing specific engineering solutions approved by the county.

Of particular concern with the ADC Policy Plan are development areas C, F, G, H, I, J, and K. Areas F, J, and K occur partially on soils identified as Class I

from a soil suitability standpoint and are recommended for non-residential use by the soil capability analysis. The other four development areas (C, G, H and I) are proposed for more intense use than indicated by the soil capability analysis.

Significant adverse impact could occur from development in these areas on either plan alternative if the precise design stage ignores the limitations.

Intensive development in Development Area A, north of the Corey House, could be impacted by landslide areas as identified on the soil map. An area of soil creep, identified in Area H near the southern site boundary, could adversely affect building foundations and swimming pools.

In summary, the potential for soil disruption and erosion is relatively less with the Existing Policy Plan than with the ADC Policy Plan. Although caution must be exercised in the northerly Development Areas of either Plan as highlighted above, the Existing Policy Plan is less intense (fewer units per acre) and does not involve Area K as a development area. The potential hazards posed by landslide and soil creep areas are virtually the same for both proposed plans.

River Road ADC (Excluding Las Palmas Ranch)

Existing cultivated land within the River Road ADC, exclusive of Las Palmas Ranch, is proposed to remain in permanent agriculture. These lands, located at River Road and Pine Canyon Road, will continue to contribute sedimentation to the Salinas River as a result of agricultural practices. The Pedrazzi and Indian Springs subdivisions are relatively stable and will not contribute significantly to soil impacts.

Although Toro Vista, Vista Del Rio and Pine Canyon Estates are undeveloped, the

Final EIR's for those projects contain mitigation measures which, when instituted, should minimize soil impacts.

Parcels "A" and "B" in Exhibit 1.2, totaling about 177 acres, currently have no development plans. Parcel "A" contains moderate to steep slopes and primarily Santa Ynez fine sandy loams; this soil type has a high erosion hazard and is generally not suited to residental development. Parcel "B" is more moderately sloping with sandy loams less prone to erosion and better suited to development.

Within the River Road ADC (excluding Las Palmas Ranch), development entitlements and existing county procedures can be applied to development projects to reduce soil impacts. Thus, the most adverse cumulative effects in the development of the ADC (excluding Las Palmas Ranch) will come from the approximate 284 acres which will either remain in permanent agriculture or, in the case of Parcels "A" and "B", will probably be developed through the parcel map process.

MITIGATION MEASURES

Las Palmas Ranch

The following measures apply to both proposed plans for Las Palmas Ranch:

1. The avoidance of sensitive soils, as recommended by the soil capability analysis, is the primary mitigation measure. This could entail some revision to both plans during the precise design stage. Relatively more revision may be required of the ADC Policy Plan since it shows more development planned for unsuitable areas.

2. An on-site grading and erosion control plan should be prepared prior to tentative map approval. By means of this program, erosion, siltation, and sedimentation controls can be implemented in accordance with the Monterey County Master Drainage Plan. The plan would contain best management practices as appropriate, which should include the following

as a minimum:

- Winterization practices.
- Permanent structural and vegetative stabilization practices.
- Location, size and construction specifications of appropriate storm water/sediment catch basins.
- Identification of building envelopes and driveway access in areas over 15% slope for purposes of slope stability analysis.

3. Between 876 acres (Existing Policy Plan) and 900 acres (ADC Policy Plan) of the site will be maintained in permanent open space. The soils of the area to be left open are primarily suited to rangeland, watershed, and wildlife. A resource management plan should be submitted for the open space area containing provisions for wildlife habitat enhancement and recreation use.

The River Road ADC (Excluding Las Palmas Ranch)

1. Owners of permanent agricultural lands should be encouraged to implement Best Management Practices suggested by the U.S. Soil Conservation Service.

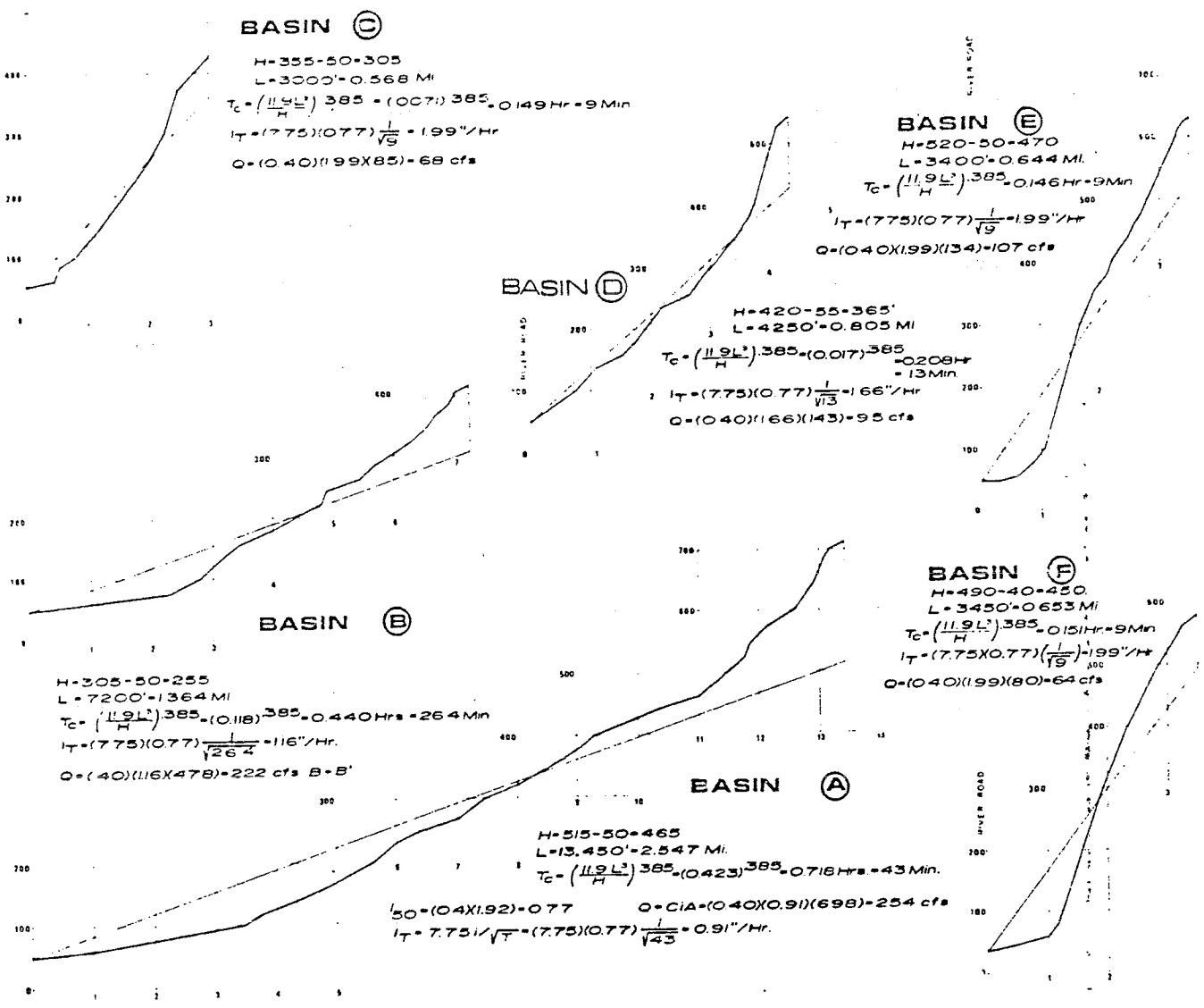
2. Future development of Parcels "A" and "B" (Exhibit 2.5), should be implemented with final subdivision map standards so that adequate erosion control measures can be identified and precisely sited.

3. See Final EIR's for Toro Vista, Vista Del Rio and Pine Canyon Estates, which are incorporated here by reference. (See Bibliography)

2.4 HYDROLOGY

SETTING

The Las Palmas Ranch Environmental Resources Inventory provides an extensive discussion of local hydrological data and should be consulted for further information.



BASIN
PROFILES
HYDROLOGY

LAS PALMAS

MONTEREY COUNTY, CALIFORNIA

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2.4.1 Surface Hydrology

Las Palmas Ranch

The Las Palmas property is drained by a series of intermittent creeks which form seven basic drainage basins flowing northerly to the Salinas River (Exhibit 2.6). These relatively small drainage areas generally originate within the property boundaries. The largest drainage area (700 acres ±) originates slightly south of the property. Existing drainage control structures constructed along the northeasterly property line and River Road consist of 24-36" diameter corrugated metal pipe culverts under the road bed. The runoff drains onto adjacent farmland and into the Salinas River.

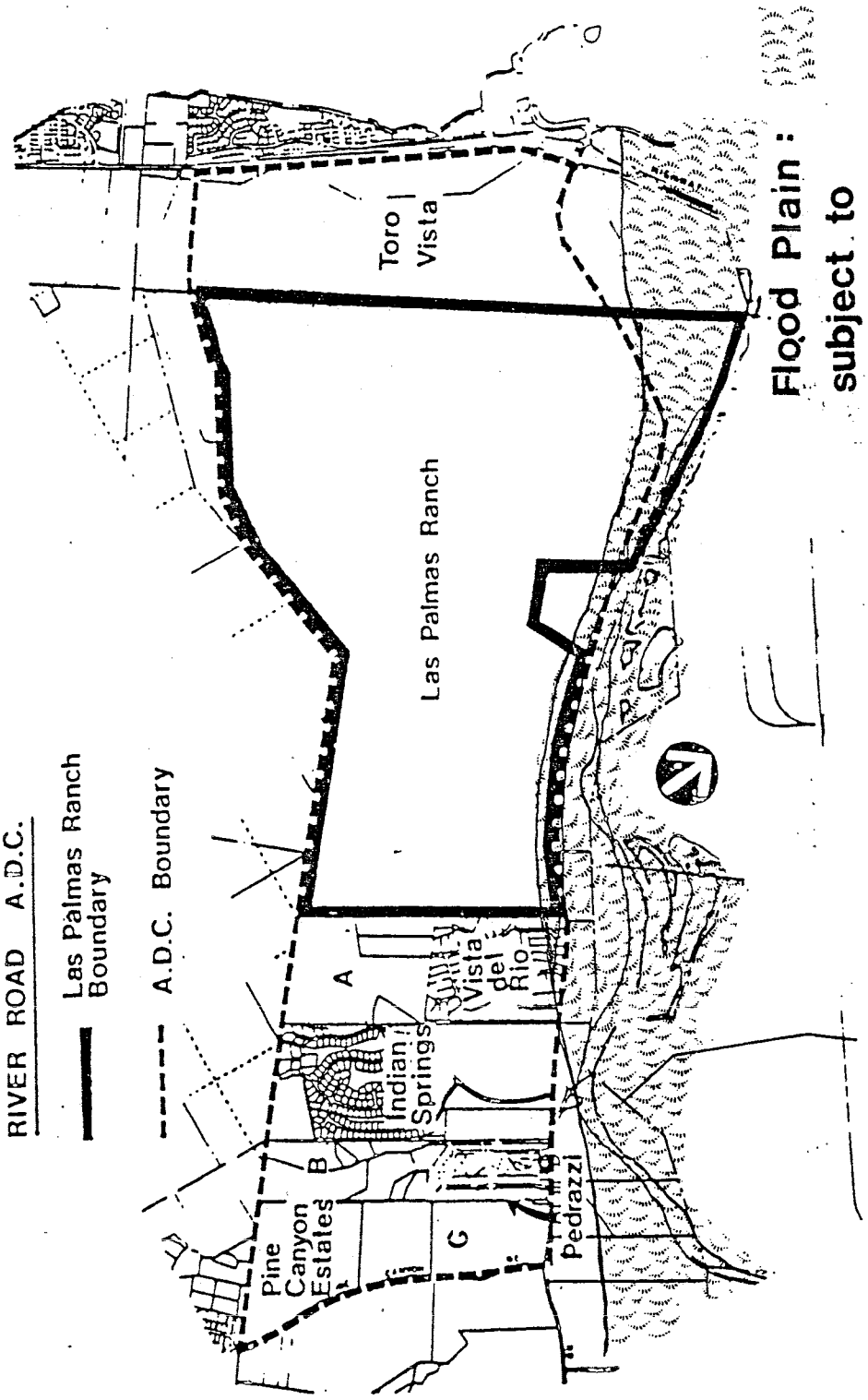
Profiles of each of the basins are shown in Exhibit 2.5 together with calculations based on the Monterey County Department of Public Works Standard Details, Plate No. 25. This supplied the 50-year storm intensities to be expected. Times of concentration (Tc) were obtained by use of basin profiles shown. No initial time was added, thus results should be conservative. An overall runoff coefficient based on the average for the entire site was used for these calculations (C-0.40). The "rational formula" was then used to obtain the results shown.

The Monterey County Flood Control District is currently involved in flood plain mapping of the Salinas River. Their consultant for this portion of the overall project is George S. Nolte & Associates of San Jose. Preliminary results of the flood plain mapping project indicate that the existing 100 year flood plain encompasses the northwest portion of the site, including a small area south of River Road (Exhibit 2.6).

The flood mapping at this point, however, must be considered tentative for the following reasons:

100 YEAR FLOOD PLAIN

EXHIBIT 2.6



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a. The studies of the flood plain consultant were based on U.S.G.S. maps supplemented by cross sections done by photogrammetric methods. According to the Las Palmas project engineer, specific mapping of Las Palmas and a re-study of the portion of the river adjacent to the property will provide greater accuracy.

b. The flood plain consultant's map indicates that an existing levee along the south bank of the river at the northwestern corner of Las Palmas is not permanent. Levees adjacent to the north bank of the river, are treated as permanent features. Equal treatment of all levees in the calculations could also lead to more accurate results.

River Road ADC (Excluding Las Palmas Ranch)

With the exception of Toro Vista, the remainder of the River Road ADC drains within small intermittent channels directly to the Salinas River.

Toro Vista drains to El Toro Creek west of Highway 68 (El Toro Creek drains an approximate 42 square mile area). These channels are also intermittent, carrying runoff flows under Highway 68 in a system of pipes and reinforced culverts.

None of the Toro Vista area within the River Road ADC is subject to 100 year flooding. Approximately 22 acres of the Vista Del Rio subdivision is within the 100 year flood plain of the Salinas River, as identified within the Final EIR for that project.

IMPACTS

Las Palmas Ranch

Concentrated development and impervious surfaces proposed in both alternative plans will increase runoff above those identified for existing drainage basins.

Increases in peak flows could cause on-site flooding, especially at the point of discharge on River Road, and greater erosion hazard.

The medium density housing in Area A of both Plan alternatives south of River Road could be impacted by a 100 year flood.

The River Road ADC (Excluding the Las Palmas Ranch)

With mitigation measures applied as outlined in the Final EIR's for Toro Vista, Pine Canyon Estates and Vista Del Rio, drainage impacts are not expected to be significant.

MITIGATION MEASURES

Las Palmas Ranch

The following are applicable to either of the alternative plans for the Las Palmas Ranch:

1. The Erosion and Drainage Control Plan to be implemented as development proceeds, can maintain runoff at or below current levels.

2. In keeping with the Monterey County Safety Element, uses allowed within the 100 year flood plain should be constructed to be flood-safe, and located and constructed to avoid the possibility of increasing flood levels elsewhere.

3. To protect urban development south of River Road, the endangered area should be filled to an elevation above the indicated flood elevation.

4. The portion of River Road subject to flooding should be raised to act as levee against the 100 year flood.

5. Culverts passing under River Road should be equipped with flood gates to prevent flood waters from backing through them into the project.

2.4.2 Groundwater

(See 2.9.2. - Water Service for on-site facility requirements.)

With the exception of Toro Vista, the entire River Road ADC is within the Salinas basin and within Zone 2 or 2A of the Monterey County Flood Control and Water Conservation District (MCFCD). Groundwater yields have been good in the general area, but due to variations in strata, drilling and testing would be needed to find the best well sites.

With few exceptions, according to the State Water Resources Control Board(1), the surface water and groundwater quality in the Salinas River Sub Basin is suitable for all water uses. Agricultural wastewater contributes to the impairment of groundwater quality to varying degrees throughout the sub basin, as does saltwater intrusion in the Castroville area.

IMPACTS

The ADC Policy Plan domestic requirement will be about 922 acre feet annually compared to 450 acre feet for the Existing Policy Plan. The estimated annual domestic water requirement for the remainder of the River Road ADC is 500 acre feet. In addition, row crop lands, if remaining in production, would continue to require about 400 acre feet per year.

In a special hearing before the Monterey County Board of Supervisors held June 23, 1981, Mr. Robert Smith, District Manager of the MCFCD, stated that water of adequate quantity and quality exists to serve proposed development in the Toro Area, which includes the River Road ADC. Smith stated further that the proposed levels of development in the River Road ADC do not pose any threat of degradation to the groundwater of the area. Therefore, no significant drawdown of the underground water supply is anticipated based on studies by the MCFCD.

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(1) State of California, Water Resources Control Board, (Interim) Water Quality Control Plan for the Central Coastal Basin (Basin 3); June, 1971.

MITIGATION MEASURES

1. A program of well exploration, volume, and quality testing by a registered hydrologist should be carried out prior to tentative map approval.

2. Engineered treatment for removal of sand, iron, manganese as well as a chlorinator for possible coliform bacteria will mitigate water quality problems.

2.5 VEGETATION AND WILDLIFE

This section is a summary of the flora, fauna and habitat types found on the subject property. A more complete biological survey report is included in The Las Palmas Ranch Environmental Resources Inventory.

2.5.1 Vegetation

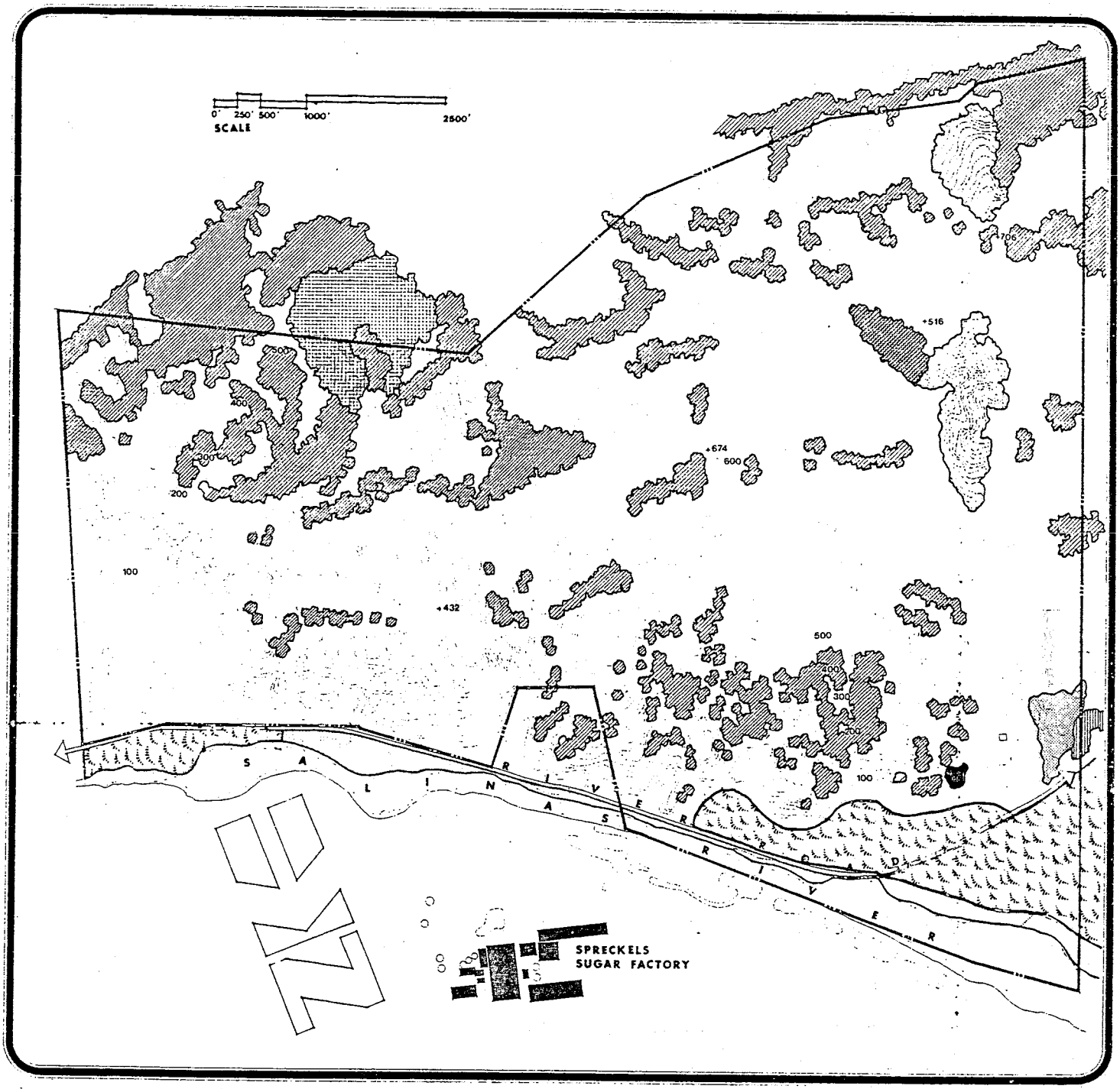
SETTING

Las Palmas Ranch

The exposure and rain shadow effect created by the Santa Lucia Mountains and Mt. Toro, further to the south and west, results in sparse vegetation by comparison to other properties nearby. Exhibit 2.7 shows that over half of the property is open grassland which is grazed by cattle; most of the remainder is scattered oak woodland with an understory of grass. Biologically, there is little distinction between the grassland and oak woodland except for the influence of individual trees.

Minor portions of the property which contain steep slopes and ravines are covered with brush, predominately chamise and California sagebrush. The dominant native trees on the property are coast live oak. Also present are a few California buckeye and occasional toyons approaching tree size. North of River

EXHIBIT 2.7



VEGETATION

LEGEND

- OAK WOODLANDS
- OAK & SAGEBRUSH
- CALIFORNIA SAGEBRUSH
- CHEMISE
- OPEN GRASSLANDS
- PINE & CYPRESS
- EUCALYPTUS
- POSSIBLE HABITAT OF ENDANGERED PLANT SPECIES
- RIPARIAN
- AGRICULTURAL

LAS PALMAS

MONTEREY COUNTY, CALIFORNIA

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Road, the land is farmed except for a band of riparian vegetation along the Salinas River.

The oak woodland consists mainly of widely dispersed trees, probably in the 200 to 300 year age class. Some are stately, spreading trees, many others are in poor condition and appear to be declining from heart rot and the effects of the 1976-1977 drought. Several trees with the original trunks burned or rotted away have resprouted from the roots and form clumps of smaller trees. There are few young oaks, saplings, or seedlings primarily because cattle grazing has suppressed oak regeneration. Existing oaks which provide visual relief to otherwise barren terrain, could be considered the area's most valuable biological resource.

Brushland - Two distinctly different types of brushlands, which do not overlap, occur on the Las Palmas Ranch. Along the southern property line, about a third of the distance from the southeastern corner of the property, is a slope covered with a pure stand of chamise. Near the western edge of the property, in a ravine behind the main ranch house, is a brush type consisting almost entirely of California sagebrush.

Grasslands - Grasslands comprise the most extensive vegetation type. They cover large open knolls and meadows and merge with the open oak woodland where the understory composition is virtually the same. These grasslands, often defined as native pasture, are not native in a biological sense. Continued cattle grazing has had a profound effect on the native plant communities originally adapted to the site. Native bunch grasses, which probably originally consisted of purple needlegrass, have long since been replaced with European annual grasses, such as wild oats, foxtail, ripgut and soft chess. In addition, there are a number of other weeds and forbes introduced from foreign countries. These

exotics dominate the ground cover. Most of the pasture land has been considerably altered from a purely natural state. Besides supporting introduced plants, the slopes are compacted and contoured with numerous cattle trails.

Native annual and perennial herbaceous plants are still represented in most grasslands of this type. However, their distribution and abundance are significantly affected by cattle grazing and by competition from introduced plants.

Riparian - The riparian belt along the Salinas River differs distinctly from the vegetation found on the rest of the Las Palmas property. It is buffered by a zone of agricultural land which separates it from the balance of the land.

The only endangered plant species expected to exist on the property is Delphinium hutchinsonae, which inhabit the steep slope at the extreme west boundary above River Road among the oaks and buckeye. None could be observed or identified when the field survey was conducted.

The River Road ADC (Excluding Las Palmas Ranch)

The undeveloped portions of the River Road ADC remain in open grassland with scattered stands of oak and brush. The approximate 77 acre Parcel "C" at Pine Canyon Road is planted to row crops. For the developed portions, vegetation has largely been removed and urban landscaping substituted.

IMPACTS

Las Palmas Ranch

Either plan alternative for Las Palmas will minimally impact vegetation. The greatest impacts would be the possible removal of mature oaks during construction and the danger of wildfire brought about by human activity in chaparral and grassland areas. Specimen trees could be damaged if development occurs too close to their root structures. It can also be expected that introduced flora

will flourish at the expense of some highly adapted natural types. Some oaks, for example, do not tolerate summer wetness around root areas.

In addition, changes in livestock grazing may create impacts. If livestock are permanently removed, an increase in chaparral and oak woodland could be expected since seedlings would not be grazed. As this vegetation grows, there will be less water in intermittent stream channels because immediate subsurface percolation will be taken by growing plants resulting in evapotranspiration.

The River Road ADC (Excluding Las Palmas Ranch)

Other than impacts identified above, no significant effects are expected as a result of development within the River Road ADC.

MITIGATION MEASURES

1. New development within the River Road ADC should include a tree preservation policy with criteria established for identifying specimen trees.

2. Areas of important vegetation or wildlife habitat should be preserved. This may require a program of controlled burn and/or continued mmanaged grazing to maintain the balanced ecology of open space areas.

2.5.2 Wildlife

SETTING

Las Palmas Ranch

Mammals and birds on the Las Palmas property are species adapted to open grassland and terrain and grazing pressure or, they are transients spending only a part of their time on the property. Various species of birds may use the oaks for nesting sites during the spring and as feeding grounds the remainder of the year. Migratory species would be present only temporarily. Permanent residents include smaller mammals such as rodents and reptiles. No probable habitat for amphibians is apparent except within and near the Salinas River riparian zone,

and possibly by a spring in the ravine behind the house. Habitat appears ideal for seed-eating birds such as doves and quail; woodpeckers may also be evident due to the number of dead or old oaks.

No population of endangered mammal, bird, reptile or amphibians are expected nor were any discovered in the field surveys conducted for The Las Palmas Ranch Environmental Resources Inventory.

The River Road ADC (Excluding Las Palmas Ranch)

Animal habitats are similar to Las Palmas in the undeveloped portions of the River Road ADC. No migratory routes are known to exist across River Road ADC properties from the uplands to the Salinas River.

Within developed areas, including land in agricultural production, major wildlife habitat has been removed and species are limited to birds and burrowing animals with occasional visits by permanent wildlife species from nearby open lands.

IMPACTS

Either alternative plan for Las Palmas will maintain substantial area in open space, including the site's most important habitat areas. With any development in the River Road ADC, however, the range of wildlife will be narrowed. Most affected will be species which do not adjust well to urban development. These include hawks, foxes, deer, skunks, and coyotes. Animals that do not adjust well, or whose habitat is removed, will relocate to open lands to the south and east; this type of relocation usually creates an ecological imbalance in habitat on those properties and result in a reduction in wildlife numbers over time.

Human developments bring pets. Two major impacts are the destruction of wildlife by ferral animals and the possibility of rabies contraction. Monterey

County is a rabies endemic area and domestic animals and people suffer illness and occasional death from rabies annually.

MITIGATION MEASURES

1. New development in the River Road ADC should maintain important habitat areas in permanent open space. The large portions of Las Palmas Ranch and Toro Vista which are proposed as open space will ensure that many wildlife species will remain on the properties. Open space areas should include grassland, woodland, chaparrel, and riparian habitat.

2. Control of domestic pets should be encouraged in all new developments through a public education program conducted through a Homeowner's Association. All pets likely to come into contact with wild animals should be vaccinated for rabies.

3. The proposed management program for the open space should express the goals and then the activities and responsibilities needed to achieve those goals. The plan for management of open space and improvement of habitat values should begin concurrently with the first implementation phase. This program should be approved by the County of Monterey after approval by experts in the field of rangeland ecology.

2.6 AESTHETICS

2.6.1 VISUAL SETTING/IMPACTS

Las Palmas Ranch

1. The view from Salinas Valley to the lower levels of the site is dominated by the Spreckels Sugar Plant with a sweeping panorama of gentle rolling hills and woodlands beyond. Development of either alternative plan would have little effect on the view. Lower reaches of the site, where higher densities are proposed, are not visible from the valley.

Both alternative plans protect the view of the ridge lines as seen from the valley by not proposing development on the north side of these ridges. A possible area of concern is the southeast portion of the site which is a gently sloping area rising about 200 feet in elevation above River Road. This area is proposed for lower density, single-family development on both alternative plans. Units could be visible from the valley especially at night depending on light controls and during the day depending upon roof materials.

2. The site is blessed with on-site views of the Salinas Valley, the Gabilan Mountains to the east as well as local ridgelines. Development, especially at clustered densities as high as those proposed, has the potential to disrupt the scenic quality of the site and to create structural elements not in harmony with the natural surroundings.

3. Highway 68 is a designated scenic highway from Route 1, in Monterey, to the Salinas River. Very little of the property is visible from the designated scenic portion of the highway, especially west of the River Road interchange. The Corey House can be partially seen from the Salinas River Bridge and it can be expected that residential units surrounding the home would also be partially visible to the highway traveler. Given the distance from the highway (3/4 of a mile) and the level of development envisioned by the adjacent Toro Vista development, visual impacts on scenic Highway 68 are insignificant.

4. Views from River Road can be expected to change from the existing open land/agriculture to a more urban setting softened by landscaping, entry way treatment, and architectural control. While the project can be screened from view from the Salinas area by natural landscape features

and ridgelines, total screening is not possible from the River Road traveler. Apartment/condominium and commercial development will be visible from the roadway corridor, especially in the short term until buffer landscaping matures. Much of the scenic open quality of River Road corridor will be altered with development.

The River Road ADC

The potential visual impacts of development of the Pine Canyon Estates, Vista Del Rio subdivisions, and the Toro Vista area were discussed at length in the EIR's prepared for these projects. Areas "A" and "B", the only other portions of the River Road ADC subject to development, are hillside sites which could significantly impact the visual quality of the view from River Road.

MITIGATION MEASURES

1. Both alternative plans propose to provide architectural and landscaping controls (including lighting), to provide a project in harmony with the natural environment. These measures should include tree preservation; the use of natural colors and compatible building materials, and the establishment of a Design Control/Design Reviewer Committee which would be empowered by the by-laws of the Homeowners Association. Locational criteria outlined in each plan and the above measures should reduce on-site visual impacts.

2. The following measures, taken from the Monterey County Scenic Highway Element, should be applied to the River Road Corridor.

   a. All new utilities should be placed underground.

   b. Restrict outdoor advertising.

   c. The minimum 50 foot buffer adjacent to River Road on the south should contain natural area native plants where possible; insure that a maintenance entity exists for long-term landscaping needs through a Homeowners' Association.

   d. Directional signs should be small and unobtrusive.

e. Guard rails and fences should blend with the landscape, and low intensity colors such as greys and browns should prevail.

f. Where possible, frontage roads should not parallel River Road.

3. The following standards should be applied to all new development in the River Road ADC:

a. Houses on exposed valley sideslopes or plateau edges shall be screened by planting informal tree masses of native species.

b. No development will be allowed on prominent ridgetops.

c. Residential units located adjacent to county roadways and along the edge of upper terraces shall be limited to the height equivalent of a one-story structure.

d. Preservation of natural features (such as significant tree groves or individual trees) shall be maximized.

e. Roadway alignment shall follow and blend with the topography and shall not exceed 15 percent grade.

f. A variety of native species should be planted in informal masses at frequent intervals along the streets and within private and public spaces within the residential complexes.

g. All cut and fill embankments shall be replanted with native trees and groundcovers similar to existing vegetation in the immediate area.

h. Street lighting should minimize glare or should not exist at all, in order to preserve the rural/residential character of the area.

4. Hilltop development in Areas J and K of the ADC Policy Plan should be added to open space if design review shows that they would create an unacceptable visual impact.

2.6.2 Noise

SETTING

The primary noise sources in the Las Palmas Ranch vicinity are the operation of farm equipment and the traffic on River Road. The impact on residents is considered minimal as the area is sparsely populated and the traffic is light.

For properties east of Las Palmas Ranch, the existing noise environment is typi-

cal of a rural area. For Toro Vista, noise is primarily generated by traffic on Highway 68. Noise measurements projected by CalTrans in 1979 indicate that unshielded areas within 134 feet of the Highway would be subject to noise levels 65 L_{dn} or greater. Noise levels of 60 L_{dn} or greater would occur within 288 feet of the roadway. (L_{dn} is a measurement of the total noise environment for an entire day, with a weighting factor added to noise occurring between 10:00 p.m. and 7:00 a.m.)

There are a number of different standards used for evaluating the effect of noise upon residents. State standards recommend a maximum of 60 CNEL for outdoor and 45 CNEL for interior noise exposures. Maintaining interior noise levels at 45 CNEL is considered the more critical of the two noise conditions (interior and exterior). For planning purposes, CNEL and L_{dn} are considered equivalent. The Monterey County Housing Element recommends an outdoor level of 55 L_{dn}.

Generally, conventional construction provides sufficient insulation to effect a 15-20 decibel reduction between outdoor and indoor noise levels. Thus, in an area exposed to 65 CNEL, although the recommended standard for outdoor noise levels (60 CNEL) would be exceeded, indoor levels would still be acceptable (45 CNEL). However, in areas where outdoor noise exceeds 65 CNEL, additional noise attenuation measures would be necessary to insure acceptable interior noise levels.

IMPACT

Ambient noise levels within developed areas will rise to levels typical of an urban setting; these noises are generally accepted by residents as part of the normal living environment.

Short-term noise impacts would occur as a result of on-site construction

activities. The intensity of noise would decrease with distance such that impacts on nearby residential areas would not be significant.

Once construction is complete, the major noise source will be auto traffic on River Road. For purposes of the EIR, the ADC Policy Plan is analyzed as a worst case. The 1995 traffic projection for River Road is 18,000 vehicles per day past the site. In an urban setting, a 2-4 lane roadway with similar traffic would be expected to generate noise levels of approximately 65 CNEL at the roadway's edge.(1) For an unobstructed site (without swales or other landforms) the 65 CNEL contour would extend 50 feet into the site. Noise levels of 60 CNEL or greater could be expected within 100 feet of the roadway; the 55 CNEL contour would extend an estimated 200 feet into an unobstructed site.(2)

This indicates that living units constructed closer than 135 feet of River Road would not meet state recommended outdoor levels. Because dwelling units themselves, once in place, act as noise buffers, concern must be for initial building setbacks and attenuation measures for those units closest to the roadway.

Both plan alternatives propose a 50 foot landscaped setback adjacent to River Road. If implemented, this measure should insure that no units are constructed within the 65 CNEL area. As a result, indoor levels of 45 CNEL should be maintained with normal construction techniques.

Noise levels are not expected to be significant adjacent to River Road east of Las Palmas in that 98% of Las Palmas traffic would be westbound for Highway 68. Parcels "A" and "B" in Exhibit 1.2 are also more than 2000 feet from the roadway, a factor which further mitigates potential noise impacts.

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(1) Bolt, Beranck and Newman, "Fundamentals and Abatement of Highway Traffic Noise", NITS, 1973.

(2) Ibid.

When the Toro Vista portion of the River Road ADC is fully developed, the projected 65 CNEL contour parallel to Highway 68 will extend 273 feet into the property, the 60 CNEL contour will extend 566 feet and the 55 CNEL contour will extend 900 to 1000 feet.

MITIGATION MEASURES

Improved automobile technology and noise standards of the California Vehicle Code will reduce future vehicle noise levels. These factors, combined with the widening and resurfacing of major roadways and other traffic flow improvements will further reduce vehicle noise.

1. The recommendations of both the Existing Policy Plan and the ADC Policy Plan for a 50 foot landscaped setback adjacent to River Road will assure an acceptable indoor noise level for even the closest units to the roadway.

2. Within 100 feet from River Road, outdoor noise levels will exceed 60 CNEL. Potential adverse effects can be mitigated by requiring a minimum building setback corresponding to the 60 CNEL contour. An alternative would be an informal meandering system of earth berms within the 50 foot setback area.

   The geometry of the earth berm determines its effectiveness as a noise barrier. They must be constructed so as to block the line of sight between the noise source and the noise receiver. A properly designed berm could achieve a 10dB reduction.

3. Noise attenuation measures should be provided for all structures located within the 65 CNEL noise contour.

4. An acoustical engineer should be retained by the Toro Vista developers to determine the type and specifications of appropriate sound reduction

barriers to achieve an indoor level of 45 CNEL. Consideration should be given to the aesthetic character of any proposed noise barriers to ensure preservation of the scenic quality of Highway 68.

5. The recommendations in the Toro Vista Specific Plan for providing visual and noise buffers in Development Units B and E should be implemented. The measures include earthen berms, extensive landscaping, and a 100 foot building setback from the Highway 68 right-of-way.

2.7 TRAFFIC

SETTING

In January, 1981, Wilsey and Ham of Foster City, California prepared a traffic study for Las Palmas which is incorporated here by reference and is on file with the County Planning Department. The Final EIR for the Toro Vista Specific Plan provides supplemental information. The existing traffic setting is summarized as follows:

Regional access to the River Road ADC and Las Palmas Ranch is provided by State Highway 68, which connects with U.S. Highway 101 to the east and State Route 1 to the west and is a state designated scenic highway. Highway 68 is a four-lane facility between River Road and Blanco Road to the east. East of Blanco Road, Highway 68 becomes South Main Street, a four-lane arterial roadway. West of the River Road interchange, past Toro Vista, the highway narrows to a two-lane facility with direct access from abutting streets.

Local access is provided by River Road, a two-lane roadway that follows the northern boundary of the River Road ADC. The paved width of River Road varies between 36 and 40 feet, with unpaved shoulders in some areas.

A traffic count program was conducted to determine daily and peak-hour volumes, directional patterns of traffic flow, and to obtain trip generation factors for existing developments. Both automatic traffic counters and manual counts were taken in the project vicinity. The results of this count program are shown in Exhibit 2.8.

Daily and peak-hour traffic volumes in the vicinity of Las Palmas Ranch were obtained by Wilsey & Ham and Caltrans during October and November, 1980. As would be expected, the heaviest volumes occur along Highway 68, north of River Road, where daily traffic reaches 22,000 vehicles. This is well below the capacity of a four-lane freeway, which is approximately 60,000 vehicles per day (vpd).

Current traffic levels on the two lane portion of Highway 68 past Toro Vista, however, exceed what is considered by the Monterey County Department of Public Works as a generally acceptable capacity for a two-lane highway: 9000 vehicles per day or 900 vehicles per hour for service level "C" operation.(1) Traffic counts provided by CalTrans indicate the following volume increased over the past four years along Highway 68 between River Road and San Benancio Road.

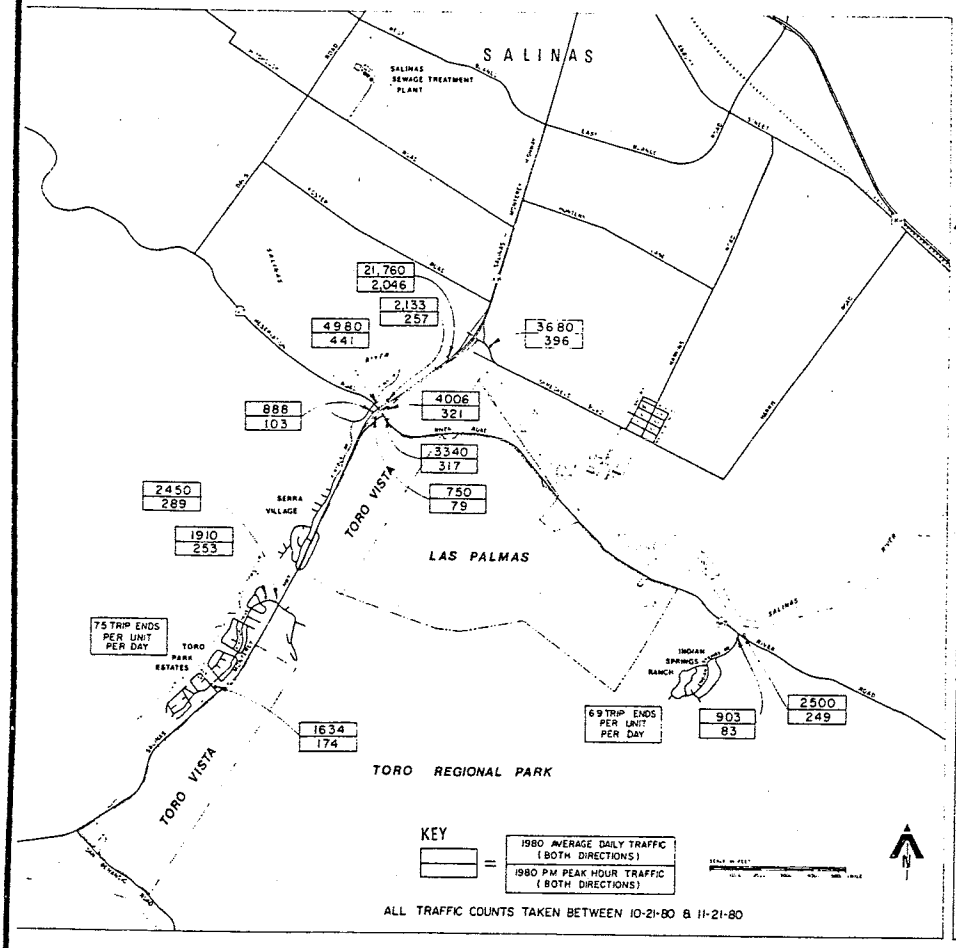
Highway 68 Volumes

between River Road and San Benancio Road

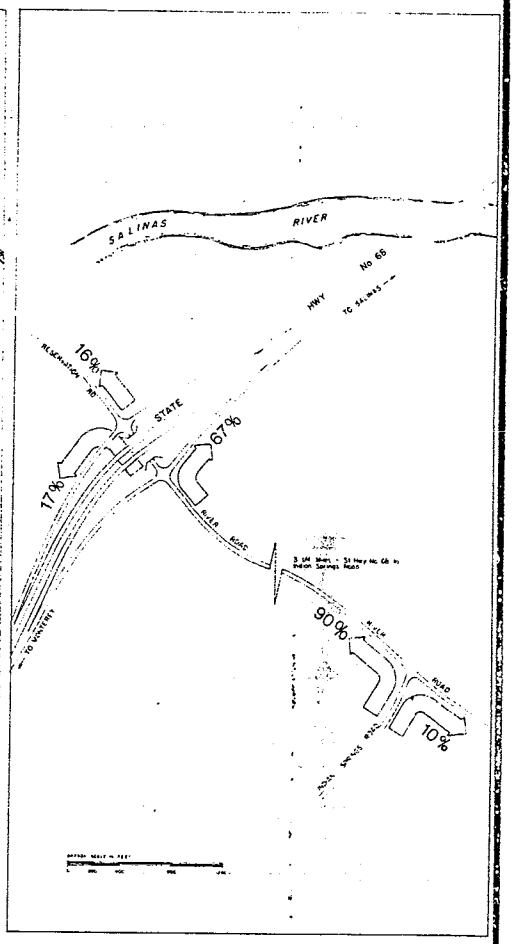
1976	1979	1980
14,700	16,900	17,100

Forecasts in the Monterey County Transportation Plan indicate that major improvements to Highway 68 will be needed. The recommended capital program

(1) Service level "C" provides stable flow, at relatively high speeds, but may restrict some drivers' freedom to select their own speed. It is the desirable level to be obtained and maintained as outlineed in the Goals, Objectives and Policies of the County Transportation Plan.



October 1980 Traffic Counts



Directional Split Data For Indian Springs Morning Peak Period Traffic

1980 Traffic Volumes and Directional Split Data

Source:

Las Palmas Ranch

Traffic Study

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indicates construction of a freeway between Route 1 and River Road. However, funding for this freeway is not on CalTrans' 5 year improvement schedule.

Plan lines for a proposed Route 68 freeway have been established by CalTrans and adopted by Monterey County. Traffic forecasts for 1995 indicate that major improvements will have to be made to Route 68 where it is presently a two-lane road. If it is developed as a four-lane freeway, the estimated traffic for 1995 would not exceed freeway capacity.

Daily volumes on local streets in the vicinity of Las Palmas are well below the capacities of these facilities. The daily capacity of a two-lane collector street is approximately 14,000 vpd. These data indicate that with the exception of the two-lane portion of Highway 68, traffic flow is good in the project vicinity during all parts of the day, and that little or no delays are experienced by motorists.

Directional patterns of traffic generated by the Indian Springs Subdivision were also obtained by Wilsey & Ham. The Indian Springs Subdivision, with 131 single-family units, is located on River Road, approximately one-half mile southeast of Las Palmas Ranch.

Similar travel patterns could be expected for the Indian Springs Subdivision and Las Palmas Ranch. The primary direction for morning commute traffic from the Indian Springs Subdivision is north on River Road toward the Monterey-Salinas Highway and east toward the City of Salinas.

IMPACTS

In the Wilsey and Ham Las Palmas Traffic Study, the following development factors were assumed: 700 single-family units, 880 multi-family units and commercial development around the Corey House with approximately 33,000 square feet of

floor area. Using these factors, a "worst case" analysis of traffic impacts was performed.

As an initial step, a traffic count program was undertaken to determine trip generation factors for residential developments in the site vicinity. Automatic counters were placed at the entrances to the Indian Springs and Toro Park Estates Subdivisions. Toro Park Estates, with 474 single-family units, is located along Highway 68, approximately one mile west of Las Palmas Ranch. Based on these traffic counts and information on the number of units in each subdivision, trip generation factors were obtained.

Indian Springs generates approximately 6.9 trip-ends per unit per day while the Toro Park Estates Subdivision generates 7.5 trip-ends per unit per day.(1) As these subdivisions are close to Las Palmas Ranch, they are expected to have similar trip generation characteristics. To allow for minor variations in the results, a generation factor of 7.5 trip-ends per unit per day was chosen for future single-family units of Las Palmas.

Trip generation factors for multi-family units and commercial facilities were obtained from Trip Generation, Institute of Transportation Engineers, a standard reference. The value for trip generation from multi-family units is 6.0 trip-ends per unit per day. Commercial facilities are expected to generate 116 trip-ends per day per 1,000 square feet of floor area. It is estimated that approximately 50% of the trips generated by commercial facilities at Las Palmas Ranch will remain within the project boundaries and will not add to external traffic volumes.

1995 traffic volumes in the vicinity of Las Palmas were then quantified to indi-

(1) A trip-end is defined as a trip which either originates or terminates at a given location. Total trip-ends are generally double the amount of round trips.

cate the effect of the ADC Policy Plan on future traffic conditions. The following assumptions were utilized in developing these 1995 volumes:

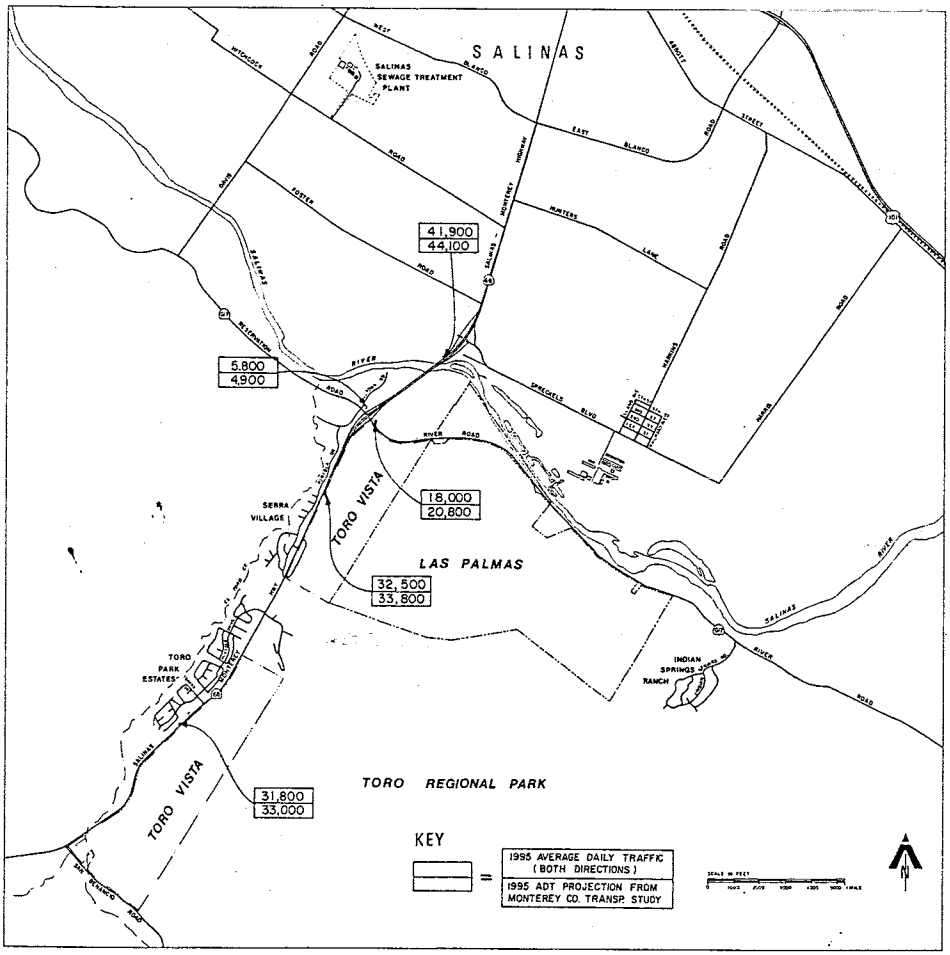
- The trip generation rates for single-family and multi-family units at Las Palmas will be 7.5 and 6.0 trip-ends per unit per day, respectively. Commercial facilities will generate daily traffic volumes at a rate of 116 trip-ends per 1,000 square feet of floor area.

- The directional split for project generated daily traffic would be 97.6% toward Highway 68 and thence, 72.5% toward Salinas. These daily directional split values were taken from the Monterey County Transportation Study because they are in substantial agreement with the peak-hour values obtained during the manual traffic counts done as part of this study.

- The baseline (without Las Palmas) 1995 traffic volumes on roadways in the project vicinity are based on the "H" Network adopted in the Monterey County Transportation Plan. Traffic volumes generated by Toro Regional Park and the proposed Toro Vista development are included in these 1995 projections.

The above trip generation assumptions were applied to the ADC Policy Plan to yield 1995 traffic volumes shown in Exhibit 2.9. The total trip generation attributable to the ADC Policy Plan is approximately 12,300 trip-ends per day.

The most significant increases in traffic volumes caused by the ADC Policy Plan would be on River Road, south of Highway 68, and on the eastbound on-ramps and westbound off-ramps at Highway 68. The 1995 projection for daily traffic from all sources on River Road is 18,000 vpd. The ADC Policy Plan would account for approximately two-thirds of this total.



1995 Projected Traffic Volumes

Source: Las Palmas Ranch Traffic Study

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As the capacity of River Road is approximately 14,000 vpd, some improvements to this facility would be necessary. Without such improvements, traffic congestion could be expected during the morning and afternoon commute periods.

Level of service (LOS) analysis was performed at the intersections of the freeway ramps with River Road, using projected 1995 traffic volumes. Levels of service are qualitative descriptions of traffic flow characteristics, ranging from LOS A, free-flow, to LOS F, forced-flow.

The LOS analysis, based on the ADC Policy Plan, indicates that the intersection of River Road with the eastbound ramps would operate at LOS D (unstable flow) during the 1995 morning peak period. This would result from the large number of vehicles turning onto the eastbound on-ramp from the north and south. The intersection of River Road (also called Reservation Road at this location) and the westbound ramps is projected to operate at LOS E (capacity) during the 1995 afternoon peak period. This would result from the vehicles (approximately 1,000) turning left from the westbound off-ramp to southbound River Road. A large number of vehicles could be expected to queue on this off-ramp during the afternoon peak period. Traffic volumes along River Road during non-peak periods would be below the capacity of this facility and the LOS would be C (stable-flow) or better.

The preceding capacity and level of service analysis indicate that various roadway and intersection improvements will be needed along River Road as a result of the development of Las Palmas Ranch. It remains for subsequent analysis to determine what the nature of these improvements should be.

There would be a cumulative 1995 impact on Highway 68, west of River Road (on the two-lane section), caused by general growth of the community and all new developments. The ADC Policy Plan would contribute approximately six percent to

the total projected 1995 traffic volume for this segment of Highway 68. There would be no significant effects on the four-lane section of Highway 68, east of River Road. The project will add to the cumulative congestion at the Highway 68/Blanco Road intersection. The total 1995 projections for this location of 41,900 ADT (both directions) are well below the capacity of 60,000 vpd. This means that the ADC Policy Plan would not, by itself, necessitate any road widening along Highway 68 (either east or west of River Road).

An additional traffic generator in the ADC Policy Plan not included in the Wilsey and Ham report is the 3 acre neighborhood shopping center proposed near the eastern entrance to the site. The 3 acre site could accommodate an estimated 30,000 square feet of retail floor space. At 116 trips per 1000 square feet per day, 3,480 trips per day could be expected at full development. If the assumption is again used that 50% of the generated traffic will come from within the project, an additional 1,740 trips per day will be generated, bringing total project traffic to 14,040 trip-ends per day. Nearly all these would involve River Road.

This shopping center will further impact River Road, primarily by increasing the number of turning movements into and out of the site. Given the center's location, shown on the ADC Policy Plan, it will also bring outside traffic through a an essentially large residential neighborhood.

It should be noted that the total trip length for off-site area residents using the commercial center will be shorter than traveling outside the area to shop.

Because the Existing Policy Plan would allow a magnitude of development less than half that of the ADC Policy Plan, traffic impacts can also be expected to be less than half. For purposes of analysis, the same ratio of single-family to multi-family units is assumed as for the ADC Policy Plan and the same generation

factors are used. The Existing Policy Plan would also contain approximately 33,000 square feet of commercial floor space around the Corey House, but would not have a neighborhood shopping center; 50% of commercial traffic would be from outside the project. The following average daily trips would result:

44% single-family x 720 units = 318 units x 7.5 ADT/unit	= 2,385 ADT
56% multi-family x 720 units = 402 units x 6.0 ADT/unit	= 2,412 ADT
33,000 square feet x 116 ADT/1000 square feet divided by 2	= 1,914 ADT
	6,711 ADT

The directional split used for the ADC Policy Plan can also be applied to the Existing Policy Plan (97.6% toward Highway 68 and thence, 72.5% toward Salinas). The following impacts would result:

1. Average daily traffic on River Road in 1995 would be 12,400 vehicles compared to over 18,000 with the ADC Policy Plan. Las Palmas would account for about 54% (6,700 divided by 12,400). This expected level is below the existing design capacity of River Road (14,000). As a result, Level of Service "C" could likely be maintained.

2. The Existing Policy Plan would contribute about 3% of the total daily traffic to Highway 68 on the two lane section west of River Road.

3. It is estimated that the Level of Service for Highway 68 ramps would be one level below that of the ADC Policy Plan in 1995. That is, Level C for the intersection of River Road with the eastbound ramps, and Level D for the westbound ramps at River Road.

In summary, a comparison of the two plans for Las Palmas Ranch in terms of traffic impact shows that the Existing Policy Plan would generate about 52% less traffic than the ADC Policy Plan (6,700 ADT versus 14,040 ADT). Also, the LOS on River Road and the Highway 68 ramps by 1995 (with no additional improvements), would be at least one level of service better with the Existing Policy

Plan than with the ADC Policy Plan.

The Monterey County Department of Public Works responded to the Wilsey & Ham traffic study report with two major concerns:

1. "The results of our trip generation study produced trip generation figures of 7.0 trips per day per unit for Indian Springs, and 8.0 trips per day per unit for Toro Park Estates, with a weighted average of 7.8 trips per day per unit. As a result, we recommend that a figure of 8.0 trips per day per unit be used." (Letter dated April 21, 1981)

2. "The Monterey County Transportation Plan has established level of Service C as a goal (rather than E or F as suggested in the study) for County Roads. We, therefore, feel that those roads which are currently at, or above, level C should not be allowed to decline below level C, and that lesser existing LOS's be preserved. Any improvements to the roadway required to maintain those levels of service as a result of Las Palmas Ranch would be the responsibility of the Las Palmas Ranch developers." (Letter dated October 28, 1981)

In response to the first concern above, using the traffic study figure of 700 single-family units in the ADC Policy Plan and the County-recommended trip generation factor of 8.0 trips/day/unit, total project generated trip-ends would increase by 350 per day [700 x (8.0 - 7.5)] or about 2.3% of total project traffic. For the Existing Policy Plan, the increase would be 159 trips per day, or 2.4% of total project traffic. These increases are negligible and would not alter identified Levels of Service or other findings of significance. The fact remains that either alternative will significantly impact existing roadways and will contribute to cumulative declines in traffic service.

Answering the second concern, LOS C is attained in very few urban settings, especially during peak periods. Levels of service at the access ramps of Highway 68 to and from River Road can be expected to deteriorate over time to the levels projected by the report. LOS D for a freeway on-ramp during short periods is not unusual in an urban setting and is considered an unavoidable impact if the project is approved.

MITIGATION MEASURES

1. If the ADC Policy Plan for Las Palmas is approved:

   a. In order to maintain LOS C after 1995, River Road should be constructed to major street status (84 foot right-of-way, four lanes) from the Corey Home entrance to the Highway 68.

   b. River Road should be constructed to secondary street status (60 foot right-of-way, two lanes) from the Corey House entrance to the eastern property line.

   c. Right and left turns should be constructed on River Road approaches to the three site entrances.

   d. Left turn approaches should be striped on River Road approaches to northbound and southbound off-ramps to Highway 68.

2. If the Existing Policy Plan is approved:

   a. River Road should be constructed to secondary street status (60 foot right-of-way, two lanes) from the eastern boundary of the Las Palmas Ranch to the Highway 68.

   b. Measures (C) and (D) from the ADC Policy Plan above should be instituted.

3. Right and left turns on River Road approaches should be constructed at Entrance Areas A and B in Toro Vista, and the entrances to Rio Vista, Indian Springs and the Pedrazzi subdivisions.

4. The State and County should construct Highway 68 to four lanes between River Road and Highway 1. To this end, new development which would directly impact traffic on this segment (and which would directly benefit from its improvement) should be included in "zones of benefit"

established by the Board of Supervisors. The Board should direct the Department of Public Works to work with CalTrans and individual applicants within these zones to determine the level of improvement necessary, available state financing and a fair share formula for all future developers to pay into an improvement fund.

2.8 AIR QUALITY

SETTING

The proposed River Road ADC lies within the North Central Air Basin which includes Monterey County, Santa Cruz, and San Benito Counties. Within the Salinas Valley area, approximately one half of all pollutant emissions are attributable to vehicular traffic.

Presently, air quality in the Valley area is good due to its geographic location and exposure to periodic strong winds. However, temperature plays a critical role in the maintenance of acceptable air quality in the Valley. Generally, when standards are exceeded, it can be correlated to the occurrence of a temperature inversion which prohibits dispersion of pollutants.

The nearest monitoring station to the project site is the Monterey Bay Unified Air Pollution Control District, located in north Salinas. Five major air pollutants are monitored: Carbon monoxide (CO); sulphur dioxide (SO_2); nitrogen dioxide (NO_2); oxidant; and total suspended particulates (TSP).

Of these five, only photochemical oxidant exceeded State and Federal standards within the last three years. As a result, Monterey County was classified a "nonattainment" area by the California Air Resources Board and the U.S. Environmental Protection Agency. In 1980, the Federal standard for ozone (oxidant) was relaxed from 0.08ppm to .12ppm. However, as of this writing, Monterey County is still designated a non-attainment area for ozone.

A non-attainment Air Quality Plan has been prepared by the Association of Monterey Bay Area Governments (AMBAG) in conjunction with Monterey Bay Unified Air Pollution Control District. The Plan recommends general measures and policies regarding control of traffic flow; extension of public transit systems and other alternatives to commuting by private car; and the utilization of land use controls such as encouraging infill and creating balanced communities in terms of the jobs/housing ratio. Implementation of the Plan is the responsibility of appropriate local agencies. The Plan recommends that all large developments be reviewed by AMBAG, using the A-95 clearinghouse review process. This Draft EIR will also be referred to AMBAG for comment.

IMPACT

The primary air quality impact which would occur as a result of Las Palmas development would be the cumulative increase in existing air pollutants generated by vehicular traffic. This would be true of either alternative plan. While Las Palmas project traffic alone would not have a significant effect upon existing air quality, it would add, on an incremental basis, to the overall degradation of air quality in Monterey County.

Table 2.5 contains an analysis of project auto emissions while Table 2.6 shows the effect of those emission rates on basin-wide emissions.

These projected impacts do not consider changes in travel habits brought about by increasing gasoline prices or the likelihood that travel distances will decrease as urbanization occurs and services and employment are located closer to residential areas. It can also be expected that overall mobile source emissions will decline as a result of mandatory controls on new autos, the phasing out of older, higher polluting autos and the substitution of alternate forms of transportation over time.

TABLE 2.5

PROJECT EMISSIONS

Pollutant Type	ADT Existing Policy Plan	ADT ADC Policy Plan	Avg. Miles/ Trip	Emission[2] Factor (gm/mi)	Total Emissions Existing Policy Plan (gm/d) (tons)	Total Emissions ADC Policy Plan (gm/d)(tons)
Hydrocarbons	6653	12,300	12	3.6	287 K (.3)	531 K (.6)
Carbon Monoxide	6653	12,300	12	36.7	2930 K (3.2)	5417 K (5.9)
Nitrogen Oxides	6653	12,300	12	2.7	216 K (.2)	398 K (.4)

1. Calculations based upon following assumptions:

   a) Average vehicle speed of 19.6 mph (accounts for start-ups and stops, which generate the greater amount of traffic related air pollutants)

   b) Average temperature of 75° (F)

   c) % cold starts - 20.6; % hot starts - 27.3

   d) Average miles per trip based upon the following traffic flow assumptions:

      - 70% of project traffic would travel to/from (Salinas (8 miles, RT)
      - 15% of project traffic would travel to/from Monterey (22.4 miles, RT)
      - 10% of project traffic would travel to/from Fort Ord (13.6 miles, RT)
      - 2% of project traffic would travel along River Road (average of 20 miles, RT)
      - 3% of project traffic would travel locally to nearby commercial areas, or the proposed on-site recreation facilities (average of 6 miles, RT)

2. Based on 1985 car model year. Assumes a mix of new year and old year car models.

Source: Draft EIR, Subsequent EIR, Toro Vista Specific Plan, Williams, Plazek & Mocim, November 1980, and Grunwald Crawford & Associates.

Table 2.6 shows that the percentage increase in the amount of each pollutant generated by the ADC Policy Plan is about double that shown for the Existing Policy Plan. With either alternative, the project emissions and the basin-wide emissions can be expected to decline in the same ratio.

TABLE 2.6

PROJECTION OF AIR POLLUTION EMISSIONS
(Average Emission Levels, tons/day)

Pollutant	Current Conditions(1)	With Existing Policy Plan	% Inc	With ADC Policy Plan	% Inc
Hydrocarbons	22.5	22.8	1.3	23.1	2.7
Carbon Monoxide (CO)	147	150.2	2.2	152.9	4.0
Nitrogen Oxides (NOx)	18.4	18.6	1.1	18.8	2.2

(1) Monterey Bay Unified Air Pollution Control District (1977).

Source: Grunwald, Crawford & Associates

The above figures do not imply that existing pollutant levels in Monterey County would be immediately increased by the indicated percentage. Because pollutants are windborne, they can be distributed over a wide area. Thus, it is possible that the source area may only be marginally affected by the increase in pollutant emissions. However, the figures do provide an indication of how air quality may be affected basin-wide. Although the Las Palmas project would have an insignificant effect on existing air quality in the immediate vicinity, when considered cumulatively basin-wide it may be more significant.

MITIGATION MEASURES

The AQMP/NAP remains the best opportunity for promoting basin-wide air quality

improvement strategies. As specified in the AQMP/NAP, Las Palmas should be considered to the extent that it promotes AMBAG policies regarding infill and/or contiguous buildout development, and the provision of a balanced mix of residential and employment opportunities in new development areas. Both alternative plans for Las Palmas promote a mix of residential units at higher densities in new areas of concentration which decrease auto travel compared to a lower density alternative by decreasing the need for even more remote development to most housing needs. The proposals do not represent contiguous buildout or in-fill development in relation to Salinas but they do support AMBAG policies in terms of the long-range buildout of the Toro Area.

Public transit service should be provided to the project site. Bus stops could be located at the proposed project entrances along River Road. Walkways should be provided from residential areas to the transit stops, schools, recreation sites and community service centers.

An integrated system of bicycle path and walkways should be incorporated into the final project design. These pathways, which would link residences to the proposed school site and local shopping and recreational areas, should include an alignment along the south side of River Road.

2.9 PUBLIC SERVICES AND UTILITIES

2.9.1 Wastewater Management

SETTING

Las Palmas Ranch

Existing residences at Las Palmas are served by septic tanks and leach fields.

River Road ADC

The Indian Springs Subdivision has an on-site package sewer system. The developed Pedrazzi subdivision and approved Vista Del Rio and Pine Canyon Estates

subdivisions are served by, or are planned to be served by, on-site septic tank and leach field systems.

There are no sewer facilities existing or planned for Toro Vista. Salinas Utility Services maintains a treatment plant approximately 1.5 miles to the west of Las Palmas Ranch on River Road. The treatment plant could theoretically serve Las Palmas and Toro Vista projects if facilities and spray fields were expanded. In 1977, the Central Coast Regional Water Quality Control Board issued a Cease and Desist order prohibiting new connections to this system. This prohibition was reimposed on September 12, 1980. It cites, in particular: 1) discharges of raw sewage to the Salinas River, attributed to breaks in the river crossing (the plant is south of the river, and the spray fields north), levee breaks, and leakage; and 2) daily flows exceeding those permitted.

Las Palmas is within the study area used to develop the North Monterey County Facilities Plan, adopted in 1978 by the Monterey Peninsula Water Pollution Control Agency. The Agency, composed of the various sewer agencies in the area, has taken over all treatment and disposal facilities. Maintenance of collection systems remains with the member agencies. By the mid-1980's the Control Agency hopes to complete the regional plant, at which time the Salinas and other existing plants will be converted into sub-units of the regional system. The Facilities Plan sets forth present and projected populations in the Toro area, and indicated this area will eventually be sewered as part of the Salinas area system. Currently, the Salinas plant has limited capacity, and an interceptor is planned for construction to the ocean in 1983.

The State of California Clean Water Grant Program Proposed 1981 Project Priority List contains, at Monterey County's request, an "interceptor to regional system from Toro Park area", which would generally run north from the present Salinas Utility Services plant to join the Salinas interceptor. The Clean Water Grant

would be for up to 87.5% of total costs, with local revenue making up the balance.

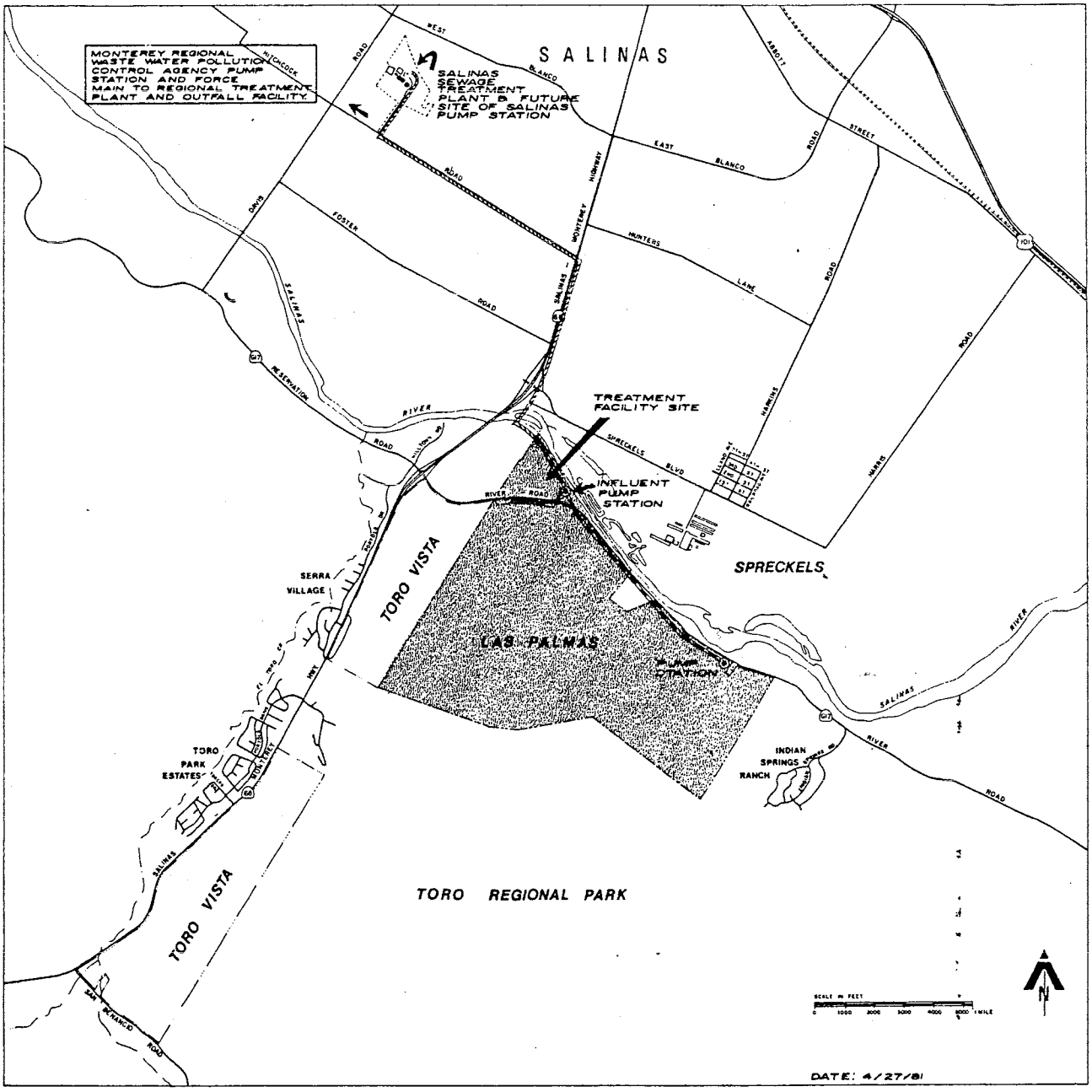
IMPACTS

Las Palmas Ranch

In October, 1980, the applicant for Las Palmas Ranch retained the firm of Engineering Science, Inc. of Monterey, to prepare various sewering alternatives for the site and to recommend the design alternative best suited for the needs of Las Palmas and surrounding properties. An impact analysis was prepared based on the level of development shown by the ADC Policy Plan with a buildout population of 4,490 (2.85 persons per household). With flows estimated at 80 gallons/person/day, total treatment capacity required for the ADC Policy Plan would be 359,200 gallons per day (and about 163,800 gpd for the Existing Policy Plan).

As part of the wastewater management study process, three on-site disposal alternatives, four treatment alternatives, and two system alternatives were analyzed. The engineer's best alternative was determined to be an aerated/ faculative pond treatment system incorporating high rate irrigation disposal (flood irrigation).

The wastewater treatment and disposal facilities would be constructed in two stages, which would correspond to the construction and build-out of Las Palmas Ranch. The project design allows for connection to the Regional Wastewater Management System, if and when that system becomes available. The project design facilities shown on Exhibit 2.10 would be located on the northeast portion of the Las Palmas Ranch, north of River Road. Full development of the facilities would require approximately 12 acres for the treatment facility and 40 acres for irrigation with reclaimed water.



SEWER FACILITIES
PRELIMINARY ALIGNMENT OF OF CONVEYANCE SYSTEM

Legend:

STAGE 1

——— Las Palmas Ranch Study Area

STAGE 2

——— Connection to Regional System

* Final Determination of Stage 2 System to be in 1984-1986

SOURCE:

Wastewater Management Study: Las Palmas Ranch

LAS PALMAS

MONTEREY COUNTY, CALIFORNIA

GRUNWALD CRAWFORD ASSOCIATES

This proposed system is not tied in any way to the Salinas Utilities Services area and the design is capable of adaptation to a smaller project or to a larger project depending on the land use plan adopted. The facilities design proposal has been submitted to the County Health Department for their review.

The proposed site for the wastewater treatment facilities is in row crop production and within the 100 year flood plain of the Salinas River. The 40 acre irrigation area would be limited to animal feed crops, fiber crops, flowers, Christmas trees or firewood production. The facilities would remove from production 52 of the 55 acres in row crops. If connection is made to the regional wastewater treatment facility, the 40 acres would be converted to row crops. The 12 acres would be converted to row crops if economically viable.

The River Road ADC

With the exception of Las Palmas Ranch and Toro Vista, the undeveloped areas of the River Road ADC will most probably use individual septic systems. County Health Department standards on Regional Water Quality Discharge Requirements should reduce potential impacts to an insignificant level. The potential for failure of existing septic systems in the area is considered low.

Although no sewering plan yet exists for Toro Vista, the Specific Plan was adopted on the premise that no development could occur without the eventual design and construction of an approved sewage disposal system.

MITIGATION MEASURES

No development can begin until a viable community sewer system is constructed. The following measures have been identified as possible wastewater treatment methods:

1. The development of a new on-site (Las Palmas Ranch) wastewater treatment system.

2. The expansion (and improvement) of Salinas Utilities Services facilities through contribution or purchase.

3. Merging with (future) regional sewer systems through annexation and trunkline extension.

Of the three measures, use of Salinas Utilities Service facilities would mitigate many concerns (duplication of services, loss of agricultural land to a package plant, eventual tie to the regional system). It is also the most unlikely, given current operating difficulties.

The development of on-site facilities, with the potential for connection to a regional system, accomplishes both short or long term sewage disposal goals for both alternative plans and is thus a viable mitigation method. Given any proposed wastewater disposal system, potential impacts will be mitigated by discharge requirements of the Environmental Protection Agency, State Regional Water Quality Control Board, and the County Health Department.

The following specific measures are recommended:

1. An on-site (Las Palmas Ranch) disposal system should be designed with an eventual connection potential to a regional system.

2. Consideration should also be given to a design for a service area that would include Toro Vista as well as the Las Palmas Ranch.

3. In accord with State and County policy, a district should be formed to operate the wastewater control facilities. Capital costs would be financed by connection fees. The district should be formed at the time of Plan approval so that the agency could plan, implement, and finance needed improvements. Although a county sanitation district is easiest to form and could later provide water if necessary, a broad based

umbrella agency such as a County Service Area or Community Services District is recommended. An umbrella agency can provide a wider range of public services which have the potential to lessen impacts on other districts currently serving the area.

4. As proposed in both alternative specific plans, the 52 acres proposed for wastewater treatment facilities would revert to row crop production if a regional sewer service connection is made serving Las Palmas.

5. If the on-site disposal system is located as proposed, the treatment facilities must be protected from flood inundation by encompassing levees. This recognizes that the investment in levees will further frustrate the conversion to row crop farming if a regional connection occurs.

2.9.2 Water Service

At Las Palmas, four wells supply water to the property. Two are small domestic wells and two are agricultural; the latter each produce approximately 1,650 gallons per minute. The source of water for the entire River Road ADC is groundwater. The California Water Service Company serves the Salinas area and a portion of the ADC area. The balance of the River Road ADC is served by private wells or small community water systems.

IMPACTS

All units within Las Palmas, under either alternative, are to be served by a community water system. Preliminary design for the ADC Policy Plan indicates a system of three wells producing 1,000 gallons per minute, three storage tanks with a total capacity of 1,500,000 gallons, and a distribution system of 70,000 linear feet of pipe. The system for the Existing Policy Plan would be downsized in proportion to decreased demand for domestic water. As previously discussed,

no significant effects on the underground aquifier are anticipated by MCFCD.

The most significant impact on water service is the management of water supply and the maintenance of systems. No water supply system has been approved for Toro Vista although it has been estimated that domestic demand for that project appears to be well within the capabilities of both the groundwater supply and a simple storage and distribution system.

Other undeveloped properties within the ADC will most likely develop with individual private wells. No significant impacts are anticipated.

MITIGATION MEASURES

1. Because Toro Vista and Las Palmas are so closely interrelated, duplication of services in supplying water should be avoided; also there should be a single entity responsible for well drilling, installation and maintenance in this portion of the River Road ADC.

2. Design, operation and use of community water systems must be in conformance with the requirements of the Public Utilities Commission, the California Public Health Department, the County Health Department and the Monterey County Flood Control District.

3. The California Water Service Company should provide service to the area; if this is not possible, a County Service Area should be organized to develop and maintain water systems.

4. Although the adequacy of water for the development of the area has been documented, the developer of Las Palmas should establish that there will be no conflict in the source of supply for domestic use and agricultural use to the detriment of crop production.

Required by law for new construction:

1. Low-flush toilets (Section 17921.3, California Health and Safety Code).

2. Low-flush showers and faucets (California Administrative Code, Title 24, Part 6, Article 1, T20-1406F).

3. Insulation of hot water lines in water recirculating systems (California Energy Commission regulations).

Suggested Additional Measures

Interior:

1. Maintain water supply line pressure of less than 50 pounds per square inch by means of a pressure-reducing value.

2. Limit flush-valve-operated water closets to 3 gallons per flush.

3. Equip all drinking fountains with self-closing valves.

4. Insulate hot water pipes in existing structures.

Exterior:

1. Landscape with low-water-consuming plants wherever feasible.

2. Use mulch extensively in all landscaped areas. Mulch applied on top of soil will improve the water-holding capacity of the soil by reducing evaporation and soil compaction.

3. Preserve and protect existing trees and shrubs. Established plants are often adapted to low water conditions and their use saves water needed to establish replacement vegetation.

4. Install efficient irrigation systems which minimize runoff and evaporation and maximize the water which will reach the plant roots. Drip irrigation, soil-moisture sensors, and automatic irrigation systems are a few methods of increasing irrigation efficiency.

2.9.3 Schools

SETTING

Las Palmas Ranch

The River Road ADC is served by the Spreckels Union School District (K-8) with one facility in the town of Spreckels. The Salinas Union High School District serves grades 9-12; students from the ADC would attend Salinas High School, one of the three in the district. The enrollment within both districts has declined in the last several years due to declining birth rates.

It is expected that Spreckels will be near capacity as a result of already approved projects within the district. The high school would continue to decline in enrollment, however, even with students from the approved projects.

Development impact upon schools changes constantly due to changing political and economic factors. Because the primary source of school funding is based on average daily attendance (ADA), a school with excess capacity may benefit from growth due to increases in ADA.

When enrollment increases cause a school to exceed capacity, the school will be impacted as ADA does not provide sufficient funds for new construction. Construction financing options were drastically altered by Proposition 13. Prior to its passage, voters could authorize a tax rate increase to finance bonds for construction. If bonds were not passed, and they usually were not in California, a district was forced to institute measures such as double sessions, extended days, or year-round school. Such measures were fairly common in high growth districts in the 1950's and 1960's. In response, the Leroy Green lease-purchase program was adopted by the state which provided for tax increases to be used to make lease payments on school facilities financed by state funds. Proposition 13 generally eliminated the ability of district voters to authorize tax

increases for repayment of bond/lease obligations. It is the loss of local options that has created the problem of financing school construction.

On September 19, 1981, the Monterey County Board of Supervisors adopted Ordinance No. 2775 which established fees to provide temporary facilities to alleviate overcrowding from new development. The ordinance is based on SB201 and requires that school districts furnish the Board with information on conditions of overcrowding. If the Board agrees with those conditions, they have the authority to require fees for each new unit constructed within the school district. The following fee schedule was adopted, per bedroom for each housing unit with more than one bedroom: K-6 fee - $317.00; 7-8 fee - $96.00; 9-12 fee - $202.00 for a total of $615.00

IMPACTS

Las Palmas Ranch

The following enrollments could be expected using Monterey County's student generation factors of .48 (K-8) and .23 (9-12) per residential unit.

TABLE 2.6

LAS PALMAS RANCH STUDENT GENERATION

	Units	(K-8)	(9-12)	Total
Existing Policy Plan	720	346	166	512
ADC Policy Plan	1578	757	363	1120

Source: Grunwald Crawford & Associates

The Spreckels school, given projected enrollment increased from already approved projects, would be significantly impacted by the project.

If a capacity of 700 is used for a K-8 school, the Existing Policy Plan would create a need for about one-half of a new school while the ADC Policy Plan would generate enough students to justify a complete new facility.

A further problem within the Spreckels district is the location of the existing school across the Salinas River from the site. This location requires busing and may make the development of a new school at or near the site preferable to expansion of the existing school.

The impact on the Salinas Union High School District as a result of Las Palmas Ranch development is not expected to be significant. Lawrence M. LeKander, Superintendent of the Salinas Union High School District, states that high school enrollments from the Toro area have declined 10% in the last five years and present elementary school enrollments suggest that the decline will continue.(1)

The River Road ADC

Table 2.7 shows expected enrollments after full development of the River Road ADC. For analysis, it has been assumed that the Pedrazzi and Indian Springs subdivisions are developed and thus, already contributing students. New development impacts are then based on a general figure of 2,200 new units with the ADC Policy Plan and 1,375 units with the Existing Policy Plan.

TABLE 2.7

RIVER ROAD ADC STUDENT GENERATION

	Units	(K-8)	(9-12)	Total
With Las Palmas ADC Policy Plan	2200	1056	506	1562
With Las Palmas Existing Policy Plan	1375	660	316	976

Source: Grunwald Crawford & Associates

(1) Letter of Correspondence to Brian Finegan, Attorney for Las Palmas Ranch, May 27, 1981.

Development of the River Road ADC Policy Plan for Las Palmas would justify development of the new K-8 school and may necessitate the addition of classrooms at the present school. With the Existing Policy Plan, one new facility will be needed but could accommodate all expected enrollment increases from the ADC.

The impact of 316 to 506 additional high school students would not create the need for additional facilities. Superintendent LeKander states that 1,000 students are considered to be the minimum needed to justify a new high school. Much more so than for K-8, impacts on the high school are dependent on growth rates elsewhere in the Toro area. In this regard, Mr. LeKander estimates that if 3,000 new housing units are added to the Toro area in the next 10 years, an enrollment increase of 900-1000 students would be expected; not enough to warrant a new facility.

MITIGATION MEASURES

There are several existing means through which local government can ensure the provision of adequate school facilities.

1. Reservation of Land

   A county has the authority to require the reservation of land as a condition of subdivision map approval. This policy power is allowed by the school site dedication requirements of the Subdivision Map Act. Both Las Palmas Ranch alternatives provide for reservation of an elementary school site. However, there must be provisions for funding shcool construction for this measure to be effective.

2. SB 201

   As previously stated, the County adopted an ordinance as authorized by SB 201 which allows the assessment of fees for the provision of temporary classrooms, for a period not to exceed five years. This bill was designed as an interim measure to alleviate overcrowding prior to

permanent facility construction and could also be implemented to alleviate interim peak overcrowding.

3. AB 8 - Owners' Development Lien

   AB 8 (Education Code, Section 39327) authorizes a state-funded emergency temporary classroom program, and provides a means for acquiring funds for school facility construction directly from new development. With the acquiescence of the developer, a school district can establish a non-profit corporation with a lien on each of the subdivided parcels of a proposed development for the purpose of collecting an assessment for debt service on bonds to be issued by the corporation. The proceeds from the sale of the bonds would be used to construct new school facilities, which would be leased back to the school district. A local agency reviewing the tentative tract map for a development could make applicant acquiescence to formation of the non-profit corporation a condition of tentative tract map approval.

4. Developer Contribution

   Mitigation of identified impacts can be required as a condition of development approval which implies direct school district/developer negotiations.

In addition to these measures it is possible to establish a property tax for school construction. The school districts could call for an election for such a tax which could be levied on existing and/or new homes. This tax would be subject to elections every four years for continuance, and would require enabling state legislation for implementation. However, this school construction financing method is now used within the Chino, California, School District.

The following specific measures are recommended to mitigate potential over-

crowding impacts within the Spreckels Elementary school District, regardless of which alternative is approved:

1. Reservation of an elementary school site as proposed in both Las Palmas alternatives.

2. Implementation of SB 201 to provide temporary classroom facilities.

3. Construction of permanent classroom facilities through:

   A. State funded construction programs;

   B. And/or locally generated monies (developer contributions, AB 8, property tax increases, or other means).

The imposition of SB 201 fees will be adequate to mitigate potential high school impacts.

2.9.4 Fire Protection

SETTING

Fire protection is provided by the Salinas Rural Fire District (SRFD); the main office is located on East Alisal Road in Salinas. The District has mutual aid agreements with the Castroville Fire District, the Pajaro Fire District, and the California Department of Forestry for the North Monterey County Area.

SRFD Station No. 3 provides service to the River Road ADC. This station is located on Highway 68, near the junction with River Road. Response time to the eastern-most portion of the ADC is approximately 5 minutes. Station No. 3 is manned fulltime by a three-man shift, with three shifts in a 24 hour period. It is equipped with three vehicles, with access to a fourth vehicle when necessary. Economic constraints brought on by declining district revenues and state subventions have caused the SRFD to consider closing Station No. 3. Backup response to the area is provided by Station No. 2, with a running time of 5-10 minutes.

The California Resources agency has established a criteria to classify fire hazard areas within the state.(1) Vegetation, fire weather, and slope are the factors that determine the classification of a given area. The River Road ADC ranges from moderate to high hazard on the Fire Hazard Severity Scale.

IMPACTS

There are two forms of development related fire protection impacts: 1) the influence of development upon an area's wildland fire hazard, and 2) the financial impact on a fire service agency caused by an increased demand for services.

The cumulative effects of development will increase fire hazard potential by increasing human activity and by placing structures in an area subject to wildland fires. If a ground fire should start in such an area, the first responsibility is to structure protection; as a result, efforts are diverted away from the ground fire, often allowing it to spread uncontrollably.

In terms of service provision, the most significant impact of this project on fire protection is also cumulative in nature. While each individual project in the River Road area may have only a minor effect on the Fire District, all the projects taken together could necessitate the need for additional manpower and equipment.

According to the SRFD chief,(2) any significant development of the Las Palmas Ranch, when combined with approved developments to the east along River Road (Pine Canyon, Pedrazzi, Indian Springs, and Vista del Rio), could necessitate the development of an additional station in the River Road area. This would be

(1) A Fire Hazard Severity Classification System for California's Wildlands, State of California, Department of Conservation Division of Forestry, 1973.

(2) Draft Fiscal Impact Analysis, Las Palmas Ranch, LeBlanc & Company, December 1981.

in addition to the development of self-sustaining water system with full hydrants, as required in other recent developments in the area. A review of response times to Las Palmas from other stations and the level of volunteer assistance available to SRFD will indicate the timing of a new River Road facility if and when needed.

The estimated capital costs of a new station would be some $250,000 - $400,000, including land costs; a pumper and grass truck would be an additional $130,000 together. Current annual operating costs for 24 hour coverage by a three man crew would be $300,000. Savings would be possible if a portion of the coverage were by volunteer firemen.

MITIGATION MEASURES

1. Physical means of mitigating fire protection impacts:

   a. Roadways should be developed in accordance with the fire protection standards of the Safety Element of the Monterey County General Plan and the Salinas Rural Fire District.

   b. Construction should be located away from dense vegetation, and dead plant material should be removed where it creates a threat of wildland fire. (A grazing management plan mentioned earlier under Vegetation and Wildlife mitigation measures could reduce grass fuel loading.)

   c. Fire hydrants, water storage (1,500,000 gallons), and water presure should be provided as required by the County and Salinas Rural Fire District.

   d. Only fire resistant roof materials should be used.

   e. The CC&R's for all new subdivisions should include requirements for fire protection practices.

. A system of fire breaks should be developed and maintained around residential areas.

g. An emergency access road, as depicted on both Las Palmas alternative plans, should be required for evacuation or emergency vehicle entrance at the southwestern boundary of the site.

2. Means of mitigating fiscal fire protection impacts:

The District does not have the fiscal resources to develop additional stations, nor to staff them. The only way to develop a new station within the River Road ADC would be through developer contributions or special assessments. With the present Fire District's 13.5 percent participation in property tax receipts, some $222 million in assessed value would be required to support the $300,000 annual operating costs. This would necessitate an average $114,000 assessed value for the potential units (1,578 at Las Palmas plus the already approved units in the ADC), an average value similar to that envisioned for housing within the Las Palmas Ranch. Fewer units or lower cost units reportedly would generate insufficient tax support for the station, while probably still generating the need for the station.

At present tax rates, funding of the full operating cost of a new station would not be feasible until nearly the end of the buildout period projected for Las Palmas Ranch (assuming the other units farther east in the ADC are completed). Alternatives for earlier development would be 1) utilization of volunteers, 2) limited hours of fire protection from the new station, or 3) a special assessment or user fee to supplement the property tax support of the District. While a user fee proposal for the District was recently defeated by the voters, increasing fire insurance premiums resulting from

poor fire protection may encourage electoral support of a user fee structure in the future. District reorganization since the last election could considerably influence the voting pattern as well.

2.9.5 Police Protection

SETTING

Las Palmas Ranch

Police services are provided by the Monterey County Sheriff's Department on Patrol Beat No. 4. This beat extends from Los Laureles Grade east to Spence Road, north along Highway 101 to Blackie Road, west to Marina and south to Los Laureles Grade. Beat No. 4 is covered by one patrol deputy during the daytime hours, and at night one patrol deputy covers both Beats 3 and 4. Detective and transportation units pass through Beat No. 4 on a regular basis. Response time to the project area for the Sheriff's Department is approximately 15 minutes.

IMPACTS

Under either alternative of the Las Palmas Plan, increased demand for police services would result. Calls for service can be expected to be more numerous for the ADC Policy Plan due to a larger population, more areas of higher density, and greater commercial floor space, presuming commercial uses are found to be consistent and are implemented.

According to the head of the Sheriff's patrol division, service needs are determined by the incidence of crime in the area rather than the population. The area is considered a low crime area and would be expected to remain so with the development of the Las Palmas Ranch project. It is believed that the additional population, as a result of the ADC Policy Plan, would not require the initiation of a new beat, thus there would be no substantial increase in Sheriff's Department costs as a result of the proposed project.

Although this was the conclusion of the Sheriff's Department, the cumulative effects of the various projects in the area, including Vista del Rio, Toro Vista, and Las Palmas Ranch could conceivably increase at some point the public's demand for police services. The average cost of a deputy sheriff, including benefits and the operating costs of a vehicle, is presently just over $40,000 per year; full 24 hour protection would require five officers at a cost of approximately $200,000 per year. Being extremely conservative and assigning this level of service to Las Palmas alone would result in costs of about $48.00 per capita, the average per capita cost calculated by McDonald and Associates in the EIR for the Monterey II-Laguna Seca (Daon) project. A more realistic assessment might be to assign such coverage to the population of 10,000 persons forecast for the entire Toro planning area including Las Palmas Ranch. This would generate a per capita annual police cost of $20. A smaller population would, of course, raise the per capita amount.

MITIGATION

1. The Las Palmas Ranch developer should consider on-site patrols and private gates to major residential areas.

2. Measures to reduce crime potential should be incorporated into the project design, according to criteria of the County Crime Prevention Officer. Such measures include:

   a. Main entrances should consist of a single access drive with ingress and egress clearly marked.

   b. Landscaping, when fully mature, should allow the observation of housing units from the ground up to four feet.

   c. Lighting should be used to allow good visibility from patrol cars.

d. Residences should have their address posted nearest the roadway and well lit.

2.9.6 Public Utilities/Energy

SETTING

Electricity and natural gas are supplied by Pacific Gas & Electric Company. The third major fuel type, gasoline, comes from suppliers in northern and central California. There is a gas main at Reservation Road and Highway 68. A 12KV line runs through the project area.

IMPACT

Las Palmas Ranch

Development would cause two stages of energy consumption: the energy needed during construction, and the energy required for operation and maintenance of the development.

The energy needed for construction would not be significantly different from other developments of comparable scale. Site designs which cluster development and minimize the need for road development and extended service delivery systems require less construction energy per unit than sprawling large lot developments. Both the Existing Policy Plan and the ADC Policy Plan have been designed with minimal roadways and clustered development site, which should result in an efficient energy use during the construction phase.

The most significant quantities of energy would be for the operation and maintenance of the development. The amount of electricity and natural gas to be consumed by residential uses in either of the alternate Las Palmas Ranch proposals is outlined below. These projections are based on current usage trends and do not reflect probable reductions brought about by rising prices or local, state, and federal regulations.

Clustered units are proposed which result in decreased overall energy use and allow more common open space for walkways and bikeways. In terms of gasoline, residents of the Existing Policy Plan would consume about 2.7 million gallons annually.

TABLE 2.8

LAS PALMAS RANCH
ANNUAL ELECTRICITY AND NATURAL GAS CONSUMPTION

Existing Policy Plan	KWH/yr.	Therms/yr.	Total KWH	Total Therms
279 single-family units	8500/unit	800/unit	2.37 million	223,200
441 multi-family units	5000/unit	580/unit	2.21 million	255,780
			4.58 million	478,980
ADC Policy Plan				
503 single-family units	8500/unit	800/unit	4.28 million	402,400
1075 multi-family units	5000/unit	580/unit	5.38 million	623,500
			9.66 million	1,025,900

Source: Grunwald Crawford & Associates

At an average cost of .06¢ per KWH, .40¢ per therm and $1.50 per gallon of gasoline, total energy costs per year can be expected to be about $2.7 million for the Existing Policy Plan and $5 million for the ADC Policy Plan (about $3500 per household, per year, in 1981 dollars for either alternative).

The River Road ADC

Provision of electricity and natural gas service to the River Road ADC will not stress the existing capacities of any of the involved agencies. New distribution systems will be required, however.

There are no significant shortfalls in energy supply nor any significant problems in service availability expected. From a regional energy standpoint, the levels of residential and supportive development proposed represent an insignificant impact on electrical, natural gas, and gasoline delivery systems.

The primary impact of any development would be if it were to result in unnecessary energy waste. Mandatory and advisory energy conservation policies concerning construction and operation of new development have been instituted by national and state legislation. Given this situation, any new project will be more energy efficient that existing development. However, with the implementation of local policies, and the use of energy conserving design features, consumption energy rate can be reduced even further.

MITIGATION MEASURES

1. Consideration should be given within planned unit developments for limited professional office use and a liberalization of in-home occupations. Continued improvements in mass communication technology will allow more work in the home, further reducing trip demand.

2. Higher density residential development, and clustered residential development should be encouraged. Higher densities lessen per capita energy use in several ways, primarily related to a corresponding reduction in the living area. Thus less energy is required to construct each unit, and to operate and maintain the unit over its useful lifetime.

   As densities are increased from the low (1 unit per 2 acres) to the medium range (6-7 units per acre) the economic feasibility and efficiency of public transit systems also increases.

3. Each residential unit should be afforded adequate solar access for the operation of active and passive solar systems. Locating structures with their major axis oriented within 22.5° of true east/west is generally the best means to insure adequate south-facing solar access. For single-family homes, the orientation is fairly simple to implement as is full access to the south wall for passive solar design. For multi-family units, orientation and access are more difficult; generally south roof access for active space heating or domestic water heating systems is considered sufficient.

   The site has significant potential for wind generated power, especially as technology for individual generators improves. This factor should be considered in project design.

4. Careful design of structures to utilize solar access and to control heat loss and heat gain can achieve significant energy conservation. When these design elements are coupled with passive design features (thermal storage units, south facing glass, domestic hot water systems and other energy conserving components), the energy conservation potential greatly increases. Support structures built by the developer such as commercial areas, swimming pools, recreation and community buildings should make maximum use of alternate energy sources both to reduce operation costs and to serve as community examples.

5. Other features can have less direct effects on energy consumption.

   a. Landscaping plans should consider the shading effects of plant species and also the potential to interfere with desired solar access. Plantings can affect site micro-climates thereby reducing heating and cooling needs.

b. Consideration should be given to wood lot management and a community farming area. Management could be a duty of the Homeowner's Association. An estimated 10 acres of eucalyptus properly planted and maintained could provide supplemental firewood to residents as well as serve as windbreaks at strategic locations. Community farming plots in higher density areas can reduce food costs and the need for travel.

The use of a portion of the property for agriculture has the potential for groundwater recharge as well as the ability to produce a usable crop.

c. The addition of pedestrian and bicycle paths to the internal circulation system could further reduce the need for automobile use.

2.9.7 Energy Conservation

(This section is incorporated under mitigation in 2.9.6 Utilities/Energy)

2.10 ARCHAEOLOGICAL/HISTORICAL

In the "Archaeological Survey" (See Environmental Resources Inventory, Appendix A) by Gary Breschini and Trudy Haverstat of September 1977, it is noted that:

> "No archaeological resources were located during the intensive field reconnaissance, but historical resources were located. These consisted of the remains of an early adobe and of a Victorian ranch house. Proposals were made for the preservation/mitigation of these structures through additional evaluation by a qualified historian specialist. With these exceptions, no archaeological resources are known or suspected in the Las Palmas property."

The history of the area is documented back to 1795 and the first known occupation in the Buena Vista area by Jose Maria Soberanes and his father-in-law, Joaquin Castro. A land dispute arose, with ownership claimed by Father Vinals of Mission San Carlos; the family lost the land in 1802.

About 1822, then Governor Sola gave the landgrant to Santiago and Jose Mariano Estrada, who reportedly built the adobe mentioned above. It has a long history as an arsenal, fiesta hall and school.

In 1872, Hiram Corey returned to California and leased 7,725 acres of the Buena Vista Ranch and established a stock ranch, purchasing the land in 1883. In 1889 he sold the ranch but repurchased 1,620 acres on the Salinas River to make his home in picturesque surroundings. In 1891 he built a residence of grand architectural proportions and it was one of the show places of the county.

The Corey House has been partly restored and is proposed to be used as a social center in both the ADC Policy Plan and the Existing Policy Plan.

The archaeological and historical resources of the Vista Del Rio, Pine Canyon Estates and Toro Vista subdivisions were identified and assessed, in the respective EIR's for these projects. Specific mitigation measures were proposed for the conditions found within these areas.

The only areas within the River Road ADC which have not been developed nor assessed are areas "A" and "B" (Exhibit 1.2).

IMPACTS

Las Palmas Ranch

No archaeological impacts are expected from the Las Palmas project. However, no subsurface testing was conducted and resources could be uncovered during excavation for the project. The property owners have no plans to preserve the adobe since the ruins appear to be beyond restoration as almost nothing remains.

The River Road ADC

The potential development impacts within the Vista Del Rio, Pine Canyon Estates and Toro Vista projects were identified in their respective EIR's. It is anti-

cipated that there would be no historical/archaeological impacts in the potential development areas "A" and "B".

Prior to development approval, an archaeological/historical reconnaissance should be conducted. This could be regulated through the County's environmental assessment process.

MITIGATION MEASURES

1. Conduct historical/archaeological reconnaissance before development of Areas "A" or "B", shown on Exhibit 1.2, and require implementation of appropriate mitigation measures as a condition of development approval.

2. Should any find be encountered during construction, stop all work within 50 feet of the find, and contact the Archaeological Regional Research Center at Cabrillo College (408) 425-6294, and the County Planning Department at (408) 422-9018.

3. In the Las Palmas Area, preserve as open space (or excavate, scientifically) the area around the adobe site as a means to retrieve the historic artifacts and data on the dimensions, materials and source of materials used in the structure.

3.0 ENVIRONMENTAL EVALUATION

3.1 CUMULATIVE IMPACTS

The cumulative effects of existing and proposed alternative developments within the proposed Area of Development Concentration (the "project" of this EIR) have been identified throughout the report.

Table 3.1 lists projects within the entire Toro Area, which includes the ADC. The primary cumulative impacts of these projects include:

1. Gradual change will occur in the rural character and ambiance of the Toro Area. Many Toro residents chose this area because of the rural life style and the predominance of large lot single-family homes. This concern for rural character is written into the present Toro Area Master Plan as one of its major goals. This rural ambience will gradually change to a more urban setting with pockets of higher density interspersed with rural and open lands. Housing type mix will also occur with the likely effect of changing the long-term social and economic make-up of the community.

   Highway 68 is a designated scenic route, and River Road passes through a largely rural and open area; conversion of adjacent undeveloped lands to residential use could significantly alter viewsheds. The sense of being in the rural countryside would gradually be eroded as residential development expands throughout the area.

2. Continued loss of open space, which in turn results in decreased wildlife habitat, watershed and grazing lands.

3. Service levels on Highway 68 and River Road would continue to decline. Cumulative increases in traffic would necessitate improvements to River

TABLE 3.1

TORO AREA PROJECTS

Development	Acres	Units	Population	Status
*Toro Vista	1,085	599	2,110	Specific Plan adopted.
Toro Hills Estate	39.28	31	97	Tentative Map Approved. Waiting for sewage connection ban to be lifted.
The Meadows	60	121	377	Approved. 60 units under construction. Waiting for sewage connection ban to be lifted.
Corral De Tierra Oaks Unit	159	60	188	Approved. Under construction.
Tierra Meadows	46.5	23	72	Approved. Lots being developed.
*Pine Canyon Estates	88	60	251	Tentative Map approved.
Geodetic Subdivision	60.6	16	50	Tentative Map approved.
*Vista Del Rio	93.7	80	261	Approved.
Mount Toro Ranches	52.8	15	50	Approved.
*Heritage Park	20.7	20	63	Approved.
Corral De Tierra Highlands #1	19.2	9	28	Approved.
Toro Sunshine	14.9	44	138	Tentative Map approved.
Hamilton Condominiums	1.49	9	28	Tentative Map approved.
Mesa Del Toro #2	60	13	41	Approved.
Mesa Del Tierra	57.5	12	38	Approved.

*Projects within River Road ADC (see Exhibit 1.2, Page 5)

Source: Monterey County Planning Department

Road including right and/or left turn lanes at secondary roadway intersections; signalization at some intersections; protected acceleration lanes; and additional through lanes at selected locations.

Cumulative development would increase the need for expanding Highway 68 to four lanes west of the River Road interchange, together with interchange improvements discussed earlier.

4. Maintaining air quality standards in the air basin will be increasingly difficult as the Toro Area approaches full development with a population of 10,000 persons and 6,000 autos. Given the predominantly residential character of proposed developments within the Toro Area (i.e., little or no commercial or employment centers), most future residents would depend almost entirely on the automobile for transportation to nearby jobs (Salinas and Monterey), shopping and entertainment areas.

5. Capacities at Spreckels Elementary and Salinas High Schools would be stressed. An additional elementary school site would have to be dedicated and both temporary and permanent classrooms provided for K-12 students.

6. In an era of budget constraints, the increasing demand for public services in non-urban areas will foster greater dependency on a "user pay" approach and thus force more families out of the housing market. The capital and operating costs for a multiplicity of special districts, "zones of benefit", and private service entities providing a full array of infrastructure needs may be so costly that only high-income housing proposals will be feasible in the Toro Area. Although the intensity of development allowed under existing policies would be less damaging to the environment, the greater density allowed under an ADC would provide

a broader funding base for services.

7. Despite federal, state and local efforts to conserve energy, the level of development anticipated will result in a gradual increase in energy demand. Due to the area's distance from community services and or facilities, (shopping, jobs, entertainment, libraries), the consumption of fuel per household in the Toro Area for transportation would probably be well above the average per household in Salinas.

3.2 UNAVOIDABLE ADVERSE IMPACTS

A list of unavoidable adverse impacts associated with the project is shown in the Summary, at the beginning of the report.

3.3 PROJECT ALTERNATIVES

3.3.1 No Project

This alternative would keep the Las Palmas Ranch and other undeveloped lands without project approval in their present state with the result that the impacts identified in the EIR would not occur, for the most part.

The No Project alternative has merit, both in the short and long term. Following are several immediate beneficial effects:

1. The Toro Area General Plan is being adopted and the approval of the project could prejudice the planning process.

2. There is a need for Highway 68 improvements. No financing mechanism for improvements yet exists and the project could add to cumulative traffic impacts.

3. Other urban services, particularly sewer, schools and fire protection, are being impacted by existing development. Projects already approved but not constructed will further impact these services.

4. The row crop farmland would not be taken out of production.

In the long term, undeveloped areas will continue to be valuable for agricultural, open space, wildlife habitat, and watershed. While it is true that cattle grazing is not currently economically viable on the Las Palmas Ranch, other agricultural pursuits could be investigated. As an example, according to the County Planning Department, the land might be productive for grazing as a thoroughbred horse ranch. (The economics of such an operation is not within the scope of the EIR).

A "no project" would also mean that the proposed affordable housing would not be available and development pressure could increase elsewhere on prime agricultural lands in the Salinas Valley.

3.3.2 Alternative Location

There are alternate locations for the type of development proposed in the ADC Policy Plan which could accomplish several of the applicant's development goals, chief among them is meeting the strong demand for housing and preserving prime farm land. One such location is the Salinas northeast annexation area. Apparently, many existing urban services could be made available and development would be generally contiguous to the existing city, which would lessen certain other impacts such as the traffic on Highway 68. However, the full environmental and fiscal impact on the city's infrastructure would have to be assessed before making a firm recommendation.

3.4 GROWTH INDUCEMENT

The project will be growth inducing in several ways. The present rural nature of the River Road ADC area will be altered to a more urban character; in combination with development already existing in the Highway 68 corridor, this area could become a major residential community attracting growth away from Salinas

by virtue of the residential environment, the provision of low and moderate income housing, and support services (commercial, schools). This growth would occur in a manner not anticipated by the Monterey County General Plan or the City of Salinas General Plan.

Because the project is being considered before the update of the Toro Area Master Plan, it could also serve as a precedent for other properties in the Toro Area. Policies of the proposed River Road ADC signal a basic change from the rural policy intent of the existing plan.

Despite the provision of public utilities and services to Las Palmas and Toro Vista, the growth producing impact on adjacent lands is limited. These lands are either already developed, under public ownership (Toro Regional Park), or unsuitable for development.

An exception is those properties lying east of Pine Canyon Road. Although the Board of Supervisors made a policy decision not to allow urban expansion in this area, adoption of the River Road ADC could lead to pressure to reopen development discussions.

3.5 IRREVERSIBLE ENVIRONMENTAL CHANGES

Implementation of the project would induce several irreversible environmental effects. These would include consumption of non-renewable resources including energy during construction and permanent commitment of resources to the maintenance of development.

Development of Las Palmas Ranch would also result in the irreversible commitment of prime agricultural soils to residential and public facility use. Grazing lands could also be lost, although much of the property would remain in open space. An open space management plan would conceivably include some provision

for continued grazing if prehaps only on a seasonal basis.

The provision of roadways, circulation systems, and public utilities tend to ensure that the property will remain in residential and/or commercial use during future generations and will not revert to agricultural production.

3.6 SHORT-TERM USE VERSUS LONG-TERM PRODUCTIVITY

The proposed alternatives for Las Palmas Ranch would diminish long-term agricultural productivity by committing prime agricultural soils to urban uses. The development plans would produce long-range beneficial economic effects for the property owner and provide long-term housing needs for a segment of Monterey County residents including 15% of the units for qualifying low and moderate income families.

The current use of the project site provides agricultural productivity, open space corridors, riparian habitat, and scenic landscapes. Development of the property would reduce the level of production on the agricultural acreage and promote a diversity of land uses at the site. Open space along the Salinas River would be preserved which would limit disturbance to riparian habitat. Scenic views of the property would be partially obstructed, reducing the rural character of the site. This effect could be alleviated to a certain extent by the use of landscaping and through sensitive building design.

4.0 REFERENCES

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4.2 Persons and Agencies

Lynn Mounday, Monterey County Planning Department
Dave Young, Monterey County Planning Department
Cathy Stein, Monterey County Planning Department
Walter Wong, Monterey County Health Department
Andy Hood, State Health Department
Eric Gobler, Regional Water Quality Control Board
Ron Lundquist, Monterest County Public Works Department
Chief Don Eberle, Salinas Rural Fire Department
Capt. Roger Chatterton, Monterey County Sheriff's Department
Michael Johnson, Monterey County LAFCO
Owen Stewart, Monterey County Flood Control District
Wilbur Smith, AMBAG
William J. Roberts, CalTrans
Frank Cooper, Spreckles School District
Lawrence LeKander, Salinas Union High School District
Dean Wagoner, California Water Service Company
R.H. Dennis, Pacific Gas & Electric
Robert Chan, U.S. Army Corps of Engineers
Z.M. Torres, Pacific Telephone
Dan Laughlin, Department of Fish and Game
Michael Graham, Monterey Regional Water Pollution Control Agency

*The above documents have been incorporated in this document by reference and may be reviewed at the Monterey County Planning Department, 240 Church Street, Courthouse, Salinas, CA.

APPENDIX A

Initial Studies

1 - Proposed River Road Area of Development Concentration

2 - Las Palmas Specific Plan

INITIAL STUDY: RIVER ROAD "AREA OF URBAN CONCENTRATION" GENERAL PLAN AMENDMENT

GEOLOGY/SOILS

1. One fault exists: Reliz Rinconada; parallel to River Road.

   Others may exist, there has been no definitive study.

2. Some areas within the area under consideration are subject to liquefaction due to the sandy nature of soils and a high groundwater potential.

3. Twenty soil types exist in this area.

   Slopes vary from 0 to over 75%.

Degree of Slope	% of Total Area	Erosion Hazard
0-10%	50%	Negligible
10-30%	26%	Moderate
30-50%	12%	High
50%	12%	Severe

Agricultural Classes vary from I to VIII (Best to Useless)

Agricultural Class	% of Total Area	Potential Use
Class I & II Soil	approx. 10%	Any Agricultural use
Class III Soil	approx. 25%	Row Crop & Orchard under certain management practices
Class IV Soil	approx. 21%	Slopes limit use to some grains and grazing
Class V-VIII	approx. 44%	Watershed, habitat, open space, some housing, but with difficulty and greater environmental impact.

4. Principal Soil Problems

   a. Erode easily = Maintenance due to silt on downslope land and roads and drainage ways.
   b. Percolation = Too fast or too slow; not suitable for septic tanks (At urban density septic tanks would not be feasible as a method of waste disposal.)
   c. Expansive Clay Soils = Foundation problems.
   d. Soils on Slopes = Soil Creep/Lack of Stability

RUNOFF/FLOOD HAZARD

1. Rapid runoff from steep slopes onto flatter lands near River Road.

2. Sediment load is dumped on these alluvial fans.

3. No permanent ponds or stream channels; channels exist as erosional features; urbanization requires specific drainage structures at some expense, and siltation basin removal/maintenance program.

4. Areas along River Road are subject to flood hazard from Salinas River during 100 Year and greater storms. Lower reaches of drainage channel's are also subject to localized flooding.

Note: Removing development from flood potential could remove 3-5% of flatter lands from development consideration.

VEGETATION/HABITAT

Chamise/chaparral	20-25% land area on slopes
Oak woodland	15% scattered and on drainages
Grasslands	10-25% grazed
Farmed and developed	35-55% homes, crops, roads, etc.

- o No specific survey for either plants or animals has been done. Technical report and survey should be done.

- o Prime impact on habitat would be in oaks, chaparral and drainage ways, however any sensitive species will be impacted if urbanization occurs.

- o Off-site impact on Salinas River riparian corridor will occur.

SCENIC/ODOR/NOISE

Urbanization of the area could lead to:

1. Loss of open space, cluttered development, spread along River Road, visible from Salinas and Highway 101.

2. Odors could result in an impact from Spreckels, local sewage package plants, agricultural neighboring uses.

3. Traffic and human-generated noise as well as that of domestic pets is more concentrated and hence more significant in a densely populated urban area.

4. Litter along River Road will increase.

5. Lot owner's views will be more likely to impinge on one another.

TRAFFIC/ACCESS/CIRCULATION/AIR QUALITY

1. Requirements to improve River Road would eventually be significant.

2. A well-planned circulation system could be developed, however, projects to date have all developed individual circulation and all exit on River Road. The Bridge across the Salinas River at Spreckels, shown on the Toro Area Master Plan, would be expensive to implement, and might have environmental impacts of its own.

3. Traffic volume would impact South Main Street in Salinas as well as westbound Highway 68 traffic.

4. Channelization, new lanes, turn pockets, and perhaps signals at the 68 Freeway onramp might be required.

5. River Road is the only ingress/egress to the area. Chualar River Bridge, to the South, is inadequate for traffic at volume.

6. The commute to present work areas is significant.

7. Auto emissions and fireplace emissions would increase and be concentrated if the area is urbanized.

8. The area might be subject to long term effects of pesticide spray from upwind agricultural lands.

PUBLIC SERVICES AND FACILITIES

Sewage

1. Urban density will require sewage treatment facilities.

2. Individual package treatment plants would be run by government agency. Costs and timing are unknown.

3. Proliferation of individual package plants would be economically wasteful if the regional treatment plant becomes the future treatment alternative.

4. Number 3 implies LAFCO action to form a sewer district in the Toro area.

5. Sprayfield required to dispose of treated effluent for an urban concentration would be extensive and significant.

6. Zones 2 and 2A encompass almost all of the area under consideration. The project would be to develop an areawide distribution network, treatment plant, and whether existing mutual systems could be incorporated, or would remain as islands.

Water

1. Total pumpage required for an area of urban concentration cannot be determined until actual uses have been planned, therefore, actual volume impact on the area is uncertain.

Schools

1. New Elementary school(s), Jr. High and High Schools would probably be required in the area. Locations and financing are the two major issues. Spreckels Union School District would be impacted.

Fire

1. A new fire station near Pine Canyon Road, or expansion of the Portola Drive Station of the Salinas Rural Fire District which would be impacted dependent upon ability to finance expansion.

Energy

1. Utilities would require extensive dependence on inefficient electricity unless natural gas is extended throughout the area.

2. Gasoline consumption would be great unless mass transit service is available and utilized.

3. Urbanization of the area would probably necessitate a solid waste transfer station.

ARCHAEOLOGICAL/HISTORICAL

1. Most of the area contains no archaeological sites. Approximately 50% of the area has been field surveyed. Another 15% is developed; about 1/3 remains to be field checked.

2. The Corey House and the Boronda (?) Adobe Homesite on Las Palmas constitute 2 historical resources. Old "Hilltown" might constitute another nearby resource as would be the Spreckels Plant. No research is available on other structures. The Grange Building, or its function, might qualify.

AGRICULTURAL LAND CONVERSION

1. Urbanization would convert 3,000-5,000 acres of rangeland, perhaps more due to adjacency and land use conflict.

2. About 250-500 acres of row crop land, or land with that potential, would be directly affected.

3. Another 300 acres along River Road between the road and river could be indirectly affected.

CONSISTENCY WITH ADOPTED GROWTH MANAGEMENT POLICIES

1. The area does not now have the infrastructure to support urbanization.

2. The urbanization of River Road does not have as high priority as development adjacent to existing cities and towns.

3. Consistent with Policy 3 - dependent upon being able to fulfill and plan for all necessary services.

CONFLICT WITH NEIGHBORING LAND USE

1. Not conducive to grazing nearby.

2. Not conducive to close proximity intensive agricultural practice.

3. Not amenable to odors generated by Spreckels.

4. Subject to Fort Ord helicopter overflights and Army transport use of River Road to Fort Hunter Liggett.

ADVERSE CUMULATIVE IMPACT

1. The addition and synergistic effect of traffic increases on Highway 68 due to growth in South Salinas, Monterey, Hidden Hills, Carmel Valley, etc.

2. Increasing need to solve sewage problems to protect our groundwater resources.

3. Protecting natural beauty and our tourist attractions which are progressively declining as development continues (potential benefit to prime agricultural land and open space if urbanization achieves clustering and reduces sprawl both in time and space).

4. Totality of all development stresses capability of local school systems.

5. Air pollution increases must be dealt with on areawide basis.

6. Urbanizing River Road puts a cumulative stress on drainage and flood control along the Salinas River.

7. Energy consumption.

GROWTH-INDUCING

1. Will push the homeowner who desires a rural setting further out along River Road where service is even more remote and impacts to the environment are even greater.

2. May change surrounding property values, assessments, and market situation.

SHORT-TERM vs. LONG-TERM BENEFITS

1. May alleviate short-term, the need for more, and perhaps less expensive housing at the long-term expense of overall planning effort needed to coordinate with growth in the other Toro Area localities.

2. Row crop land may be more important for the long-term than fulfilling a possibly short-term urbanization strategy for this area. Perhaps row crop land can continue in production if the whole Toro Area is planned as a unit.

IRREVERSIBLE COMMITMENT OF LAND OR IRRETRIEVABLE RESOURCES

1. Urbanizing River Road will require such a massive capital outlay from both government and citizens for services and improvements that such a plan amendment is irreversible except perhaps in the geologic scale of time.

EFFECTS FOUND NOT TO BE OF CONSEQUENCE AS A RESULT OF AN AMENDMENT TO URBANIZE RIVER ROAD ARE:

1. No existing resident will be displaced.

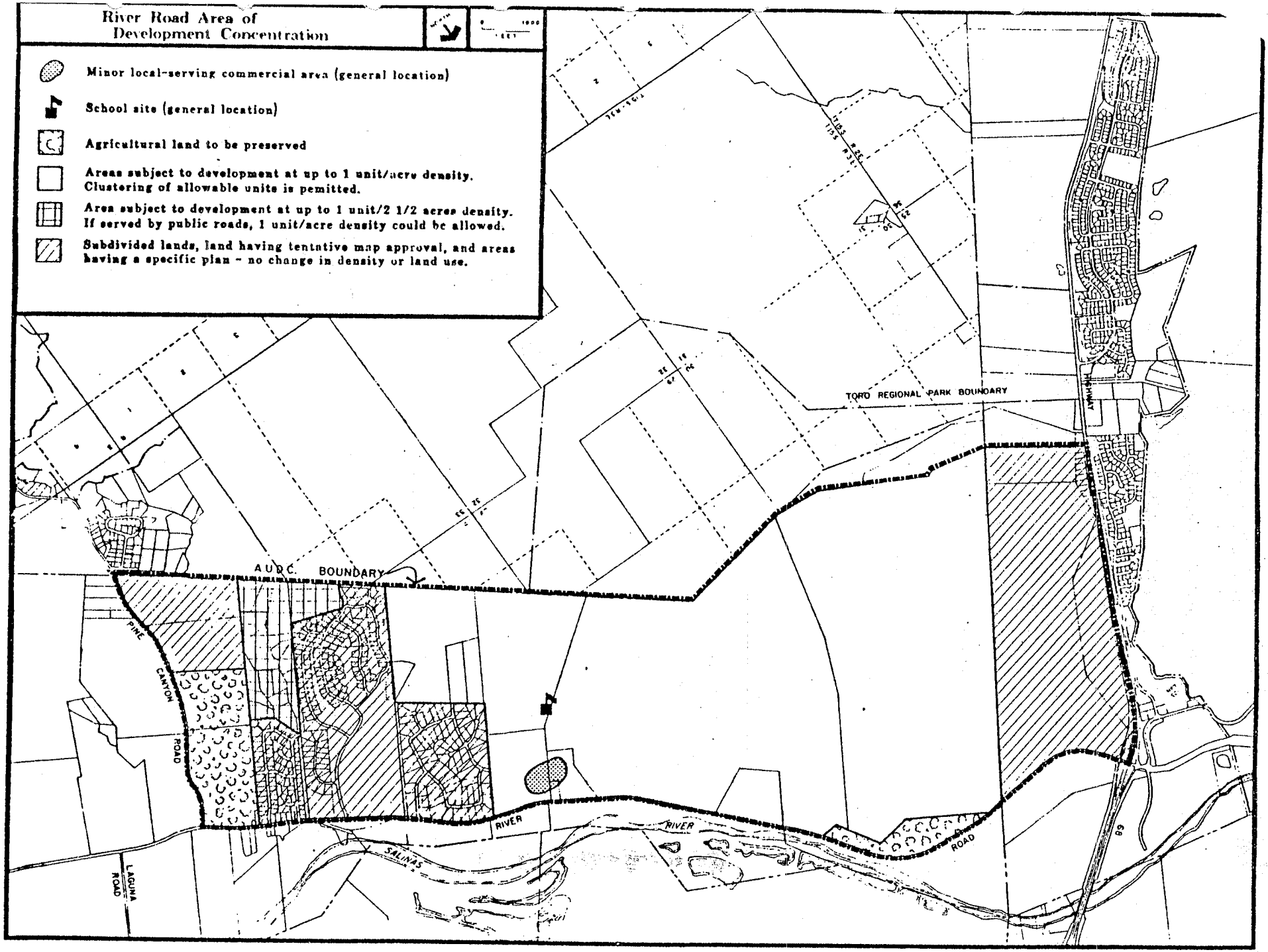
2. The need for new housing is not generated.

3. The project does not conflict with airport land use.

4. The project could save some prime land (but may not).

5. There is probably not the water supply problem here that exists in North Monterey County.

6. Several potential impacts could be mitigated, they are: loss of rare plants, historical sites, flood danger, erosion, and local circulation. The economic cost of reducing the environmental impacts is not known.


River Road Area of
Development Concentration
Minor local-serving commercial area (general location)
School site (general location)
Agricultural land to be preserved
Areas subject to development at up to 1 unit/acre density.
Clustering of allowable units is permitted.
Area subject to development at up to 1 unit/2 1/2 acres density.
If served by public roads, 1 unit/acre density could be allowed.
Subdivided lands, land having tentative map approval, and areas
having a specific plan - no change in density or land use.
TORO REGIONAL PARK BOUNDARY
A.U.D.C. BOUNDARY
PINE CANYON ROAD
RIVER
SALINAS RIVER
LAGUNA ROAD
ROAD
68

ENVIRONMENTAL RECOMMDATION AND INITIAL STUDY

MEETING: BOARD OF SUPERVISORS OF JANUARY 8, 1980

PROJECT: LAS PALMAS SPECIFIC PLAN FILE NO. PC-3934

APPLICATION TYPE: SPECIFIC PLAN

LOCATION: SOUTH SIDE OF RIVER ROAD SOUTH OF HIGHWAY 68 APPROXIMATELY 7 MILES SOUTHWEST OF SALINAS IN THE TORO AREA

PRESENT: RANCH PROPERTY OF 1577 ACRES ZONED; F-V-B-5, 40 ACRE MINIMUM; SC/1-E-V; K-V-E-B-A NOW WITH EXISTING RANCH BUILDINGS AND OPERATING ROW CROP AND CATTLE RANCH.

PROPOSED: 550 SINGLE FAMILY UNITS ON MINIMUM 10,400 SQ FOOT LOTS; 150 SINGLE FAMILY UNITS ON 1.0 ACRE MINIMUM LOTS; 878 MULTIPLE FAMILY UNITS; 10 ACRE SCHOOLSITE 40 AC SEWAGE TREATMENT PLANT; 713 ACRE OPENSPACE TO BE DESCRIBED BY SPECIFIC PLAN

PLAN: TORO AREA MASTER PLAN

PLAN DESIGNATION: RANGELAND/AGRICULTURAL

PROJECT CONSISTENCY STATUS* _____ CONSISTENT _____ INCONSISTENT

THE BOARD FOUND THAT THE IDEA OF SUCH RESIDENTIAL DEVELOPMENT WAS CONCEPTUALLY CONSISTENT WITH THE TORO AREA MASTER PLAN, OCTOBER 23, 1979. THE BOARD DIRECTED THE STAFF TO PROCEED WITH A SPECIFIC PLAN TO CONSIDER ALL LEGALLY REQUIRED FACETS OF THE DEVELOPMENT OF THIS PROPERTY.

SEE MAP (ATTACHED). ZONING SECTIONS 10-9H AND 10-10H

THE (STAFF) PLANNING COMMISSION OTHER _____ MAKES

THE FOLLOWING ENVIRONMENTAL RECOMMENDATION: FROM AN INITIAL STUDY (SEE REVERSE)

IT HAS BEEN DETERMINED THAT THIS PROJECT [X] MAY, [ ] WILL NOT HAVE A

SIGNIFICANT IMPACT(S) UPON THE ENVIRONMENT AND IT IS RECOMMENDED THAT A

_____ NEGATIVE DECLARATION, OR

_____ NEGATIVE DECLARATION WITH MITIGATION MEASURES (attached),

OR

__X__ ENVIRONMENTAL IMPACT REPORT (EIR), BE PREPARED.

PREPARER Lynnette Mounday TITLE Sr. Planner DATE January 2, 1980

IF YOU HAVE ANY QUESTIONS ABOUT THE MEANING OF THIS INFORMATION PLEASE CONTACT THE ENVIRONMENTAL SECTION OF THE COUNTY PLANNING DEPARTMENT PRIOR TO THE MEETING DATE AT THE TOP OF THIS PAGE BY CALLING 422-9018.

INITIAL STUDY

FILE NO. PC-3934

BASIC ENVIRONMENTAL QUESTIONS

SIGNIFICANT IMPACT	CAN BE MITIGATED	INSIGNIFICANT IMPACT	YES	NO		
X	X*		X		1.	Within a high seismic hazard zone? Zone: IV AND VI OF SEISMIC ELEM
				X	2.	Development on slopes over 30%?
X	X*		X		3.	Potential erosion problem? SOILS ARE ERODIBLE, DEVELOPMENT COULD
X	X*		X		4.	Evidence of geologic instability? ACCELERATE EROSION ↓ YES, SMALL LANDSLIDE AREAS
X	X*		X		5.	Soil constraints for development? SEE LAS PALMAS ENVIRONMENTA RESOURCES INVENTORY FIGS. II AND III
X	X*		X		6.	Potential to degrade surface water? Affected water(s) SALINAS RIVER
						a. Reduce water quality? from possible pollutant laden runoff
						b. Reduce downstream availability?
X	X*		X		7.	Potential to degrade groundwater? IF SEPTIC TANKS ARE USED ON
			x			a. Quality? 1 ACRE LOTS
				x		b. Increase overdraft?
X	X		X		8.	Would increased project runoff be detrimental? YES, IF SILTATION AN
X	X*		X		9.	Within a 100 year floodplain? POLLUTANTS ARE BY-PRODUCTS
X	X*		X		10.	Eliminate native vegetation? Type:
X	X*		X		11.	Rare or endangered species? Species: Delphinium hutchinsonae
X	X*		X		12.	Impact any unique or fragile biotic community? Oak woodland, Coastal scrub, grassland
X	X*		X		13.	Impact a wildlife use area? Type: forage / Range area
				X	14.	Designated scenic area?
X	X*		X		15.	Any significant visual impact? Will depend upon design and placemen
				X	16.	Obnoxious odors? of structures and view from River Road.
				X	17.	Unacceptable noise?
X	X*		X		18.	Traffic impact? River Road and Highway 68 and South Main Street in Salinas, possibly Reservation Road
				X	19.	Conflict with any airport land use plan or land use?
				X	20.	Project access inadequate?
X	X*		X		21.	Air quality degradation on a ____ temporary basis construction activity ____ permanent basis fireplaces, auto emissions
?	?			?	22.	Sewage disposal problem? These items cannot be precisely
?	?			?	23.	Water supply problem? examined without preparation and review
?	?			?	24.	Inadequate school facilities? District: of the Specific Plan
		X		X	25.	Increased fire hazard?
		X		X	26.	Inadequate access for fire trucks?
		X		X	27.	Extension of utilities 1/2 mile or more?
		X		X	28.	Inefficient use of energy?
		X		X	29.	Archaeological site?
X	X*		X		30.	Historical site? COREY HOUSE AND ESTRADA(?) ADOBE RUIN
		X		X	31.	Loss of prime row crop or irrigated farmland?
(X)			X		32.	Loss of grazing land? LAND IN THE RANGELAND/AGRICULTURAL AREA NO LONGER IS
		X		X	33.	Inconsistent with Growth Management Policies? THE LAS PALMAS SPECIFIC PLAN IS CONSISTENT WITH ITEM #3 (SEE BELOW) FOR THAT PUR
		X		X	34.	Conflicts with neighboring land use? ATTACHED TO ZONING MAP
		X		X	35.	Generates the need for new housing?
(X)			X		36.	Adverse cumulative effect? TRAFFIC, AIR POLLUTION, LOSS OF RANGELAND, LOSS OF OPEN SP
				X	37.	Displace existing residents?
(X)			X		38.	Is growth inducing? WILL FURTHER ENCOURAGE GROWTH ON RIVER ROAD, AND MAY PROVIDE SOME SERVICES TO IMPLEMENT THAT GROWTH
						TO BE ANSWERED FOR SPECIFIC OR GENERAL PLAN PROJECTS ONLY:
				X	39.	Short term benefits at expense of long-term benefits? HOUSING ① BENEFITS WOULD BE LONG-TERM, ECONOMIC GROWTH OF CONSTR
			X		40.	Irreversible commitment of land or irreplaceable resources? land COMMITTED FOR RESIDENTIAL WILL PERMANENTLY PRECLUDE RANCHING

① DUCTION INDUSTRY WOULD BE SHORTERM—

NOTES:

CIRCLED ITEMS HAVE NO FEASIBLE MITIGATION MEASURES

* Many items checked yes pose a potentially significant impact, however appropriate mitigation measures discussed in the EIR may reduce impacts to insignificant levels. The resolution of potentially significant impacts and the discussion in an EIR will also serve to provide the concerned public with information on this large scale project.

OPR and Growth Management
Checklist

Areas of Possible
Conflict:

X 1. Applicable Plan TORO AREA MASTER PLAN
(a) Plan Designation RURAL RESIDENTIAL EXPANSION & RANGELAND/AGRICULTURE
(b) Plan Density 1 UNIT/AC AND 3 ACRES/UNIT
(c) Is there any internal Plan inconsistency relative to the project? X Yes
____ No If "yes", give most restrictive Plan designation 5 AC/UNIT
(d) If no density is depicted on the Plan which covers the project site, give the appropriate designation and density from the OPR Extension Letter ____
3-5 AC/UNIT FOR RANGELAND AGRICULTURE
Is project consistent with this designation ____ Yes X No
NOT AS NOW PROPOSED HOWEVER IT IS THE PURPOSE OF A SPECIFIC PLAN TO RESOLVE THESE ISSUES

X 2. Does the proposed project conform to the County Low and Moderate Income Housing Ordinance? ____ Yes X No NO ORDINANCE YET ADOPTED

X 3. What is the project areas wildland fire hazard rating? HIGH AND MODERATE
Has applicant submitted "adequacy of access" report? ____ Yes X No

X 4. Does project include frontage on lakes, beaches, rivers, or streams inventoried in the Conservation/Open Space Element or other portions of the General Plan?
____ Yes X No If yes, has applicant delineated areas of existing and/or potential access to the resources? ____ Yes ____ No

X 5. Is the project located in close proximity to any of the following?
(a) highways and freeways ____ Yes X No
(b) primary arterials and major local streets X Yes ____ No
(c) passenger and freight railroad systems ____ Yes X No
(d) ground rapid transit systems ____ Yes X No
(e) airports ____ Yes X No
(f) industrial plants ____ Yes X No
(g) other ground stationary sources ____ Yes X No
If any of the above are checked "yes", indicate distance from noise source
ABUTS RIVER ROAD AND THE CORNERS FROM FORT ORD PASS
If yes, has applicant submitted Community Noise Equivalent Level (CNEL) Contours ____ Yes X No OVERHEAD NEARBY

X 6. Is the project in close proximity to any of the following?
(a) schools X Yes ____ No WHEN CONSTRUCTED WOULD INCLUDE A SCHOOL WITHIN THE PROJECT
(b) hospitals ____ Yes X No
(c) resthomes ____ Yes X No
(d) long term medical or mental care facilities ____ Yes X No
(e) other noise sensitive areas? ____ Yes X No
if yes, specify ____
If any of the above are checked "yes", indicated distance to project site
WITHIN PROJECT SITE
If any of the above are checked "yes", has applicant submitted results of on-site noise monitoring ____ Yes X No NOT APPLICABLE AT THIS TIME - SHOULD FOLLOW STATE STANDARDS

X 7. Is the proposed project any of the following?
(a) school X Yes ____ No
(b) hospital ____ Yes X No
(c) resthome ____ Yes X No
(d) long term medical or dental care facility ____ Yes X No
(e) other noise sensitive use ____ Yes X No
if yes, specify ____
If any of the above are checked "yes", has applicant submitted results of on-site noise monitoring? ____ Yes ____ No

X 8. Is the proposed use in compliance with State Office of Noise Control Guidelines (1/1/76)? ____ Yes X No

____ 9. A review of the project with regard to the Growth Management Amendment to the General Plan indicates that: CONSISTENT WITH ITEM #3 OF THE GROWTH MANAGEMENT AMENDMENT TO THE GENERAL PLAN AS ADOPTED OCTOBER 9, 1979
ATTACHED ON ZONING MAP

11/19/79

ENVIRONMENTAL RECOMMENDATION AND INITIAL STUDY

MEETING: BD. OF SUPERVISORS OF _____

PROJECT: RIVER ROAD AREA FILE NO. _____

APPLICATION TYPE: GENERAL PLAN AMENDMENT

LOCATION: DEVELOPING AREA FROM HIGHWAY 68 SOUTHEAST ALONG RIVER RD TO PINE CANYON ROAD

PRESENT: PLAN NOW DESIGNATES THE AREA AS "RURAL RESIDENTIA EXPANSION", "COMMERCIAL", "AGRICULTURAL", RANGELAND/AGRICU

PROPOSED: "AREA OF URBAN CONCENTRATION"

PLAN: TORO AREA MASTER PLAN

PLAN DESIGNATION: AS ABOVE

PROJECT CONSISTENCY STATUS: _____ CONSISTENT _____ INCONSISTENT

→ NOT APPLICABLE

NOTES: 1) THE AREA DESCRIBED IN THE ATTACHED MAP VARIES IN ELEVATION TOPOGRAPHY AND PHYSICAL CHARACTERISTICS, IMPACTS VARY AREA BY AREA.

2) CONVERTING LOW DENSITY RURAL RESIDENTIAL, AGRICULTURAL, AND RANGELAND TO URBAN CONCENTRATIONS IMPLIES SIGNIFICANT CHANGES TO THE ENVIRONMENT IN TERMS OF OPEN SPACE LOST, CHANGE OF CHARACTER, INCREASE IN TRAFFIC TRAFFIC ACCIDENTS AND AIR POLLUTION, ENERGY USE

3) PUBLIC SERVICE INCREASES AND INCREASES DUE TO INCREASED POPULATION DENSITY HEALTH SIDES, REQUIREMENTS AND INCREASING FEDERAL SIDES FOR CLEAN WATER AND CLEAN AIR MEAN THAT PROVIDING ADEQUATE SCHOOLS, ROADS, SEWERS, WATER DISTRIBUTION, HEALTH CARE POLICE SERVICE PUBLIC LIBRARY AND EMERGENCY SERVICES ALL THESE WARRANT DISCUSSION

SECTION 908 OF CEQA GUIDELINES IS ATTACHED TO THIS STUDY FORM.

4) NO SEPARATE EIR SHALL BE PREPARED FOR THIS PROPOSAL, HOWEVER PURSUANT TO CEQA GUIDELINES SECTION 908 THE FUNCTIONAL EQUIVALENT OF AN EIR WILL BE INCLUDED BY STAFF IN THE TEXT OF THE STUDY, GOALS AND POLICY STATEMENTS THAT ILLUSTRATE AND REPORT ON THIS PROPOSAL

THE (STAFF) PLANNING COMMISSION OTHER _____ MAKES

THE FOLLOWING ENVIRONMENTAL RECOMMENDATION: FROM AN INITIAL STUDY (SEE REVERSE)

IT HAS BEEN DETERMINED THAT THIS PROJECT ☒ MAY, ☐ WILL NOT HAVE A

SIGNIFICANT IMPACT(S) UPON THE ENVIRONMENT AND IT IS RECOMMENDED THAT A

_____ NEGATIVE DECLARATION, OR

_____ NEGATIVE DECLARATION WITH MITIGATION MEASURES (attached),

OR

↘ ENVIRONMENTAL IMPACT REPORT (EIR), BE PREPARED AS PART OF THE AMENDMENT. SEE CEQA SECTION 908.

PREPARER LYNNE H. MOUNDAY TITLE SR. PLANNER DATE 11-13-80

IF YOU HAVE ANY QUESTIONS ABOUT THE MEANING OF THIS INFORMATION PLEASE CONTACT THE ENVIRONMENTAL SECTION OF THE COUNTY PLANNING DEPARTMENT PRIOR TO THE MEETING DATE AT THE TOP OF THIS PAGE BY CALLING 422-9018.

INITIAL STUDY

FILE NO. _____

SIGNIFICANT IMPACT	CAN BE MITIGATED	INSIGNIFICANT IMPACT	YES	NO	BASIC ENVIRONMENTAL QUESTIONS
X			X		1. Within a high seismic hazard zone? Zone: ZONES II THRU VI
X			X		2. Development on slopes over 30%?
X			X		3. Potential erosion problem?
X			X		4. Evidence of geologic instability? SALINAS RIVER BANKS, ERODED BLUFFS, LANDSLIDES
X			X		5. Soil constraints for development? HIGH GROUND WATER, STEEP SLOPES CLAY-EXPANSIVE SOILS, HIGH PERC RATES SOILS SUBJECT TO INUNDATION.
X			X		6. Potential to degrade surface water? Affected water(s)
X	X		X		(a.) Reduce water quality? RUNOFF SILTATION, PETROLEUM, PESTICIDE b. Reduce downstream availability? AND HOUSEHOLD CHEMICAL RESIDUES 7. Potential to degrade groundwater? IF SEPTIC TANKS, NO IF ADEQUATE
					a. Quality? SEWERS AND TREATMENT OF EFFLUENT b. Increase overdraft? NO.
X			X		8. Would increased project runoff be detrimental? YES, UNLESS EROSION IS CONTROLLED 9. Within a 100 year floodplain? PARTIALLY
X			X		10. Eliminate native vegetation? Type: GRASSLAND, OAK WOODLAND CHAMISE/COYOTE BRUSH CHAPARRAL, RIPARIAN
X			X		11. Rare or endangered species? Species:
X			X		12. Impact any unique or fragile biotic community? RIPARIAN ALONG SALINAS RIVER - ECOSYSTEM ALTERED BY RUNOFF DEVELOPMENT
X			X		13. Impact a wildlife use area? Type: REALIGNMENT
X			X		14. Designated scenic area? ALONG HWY 68 AT TORO VISTA
X			X		15. Any significant visual impact? TIGHTLY DEVELOPED UNITS SUCH AS
X			X		16. Obnoxious odors? INDIAN SPRINGS ARE POTENTIALLY UNKNOWN
X			X		17. Unacceptable noise?
X			X		18. Traffic impact?
		X		X	19. Conflict with any airport land use plan or land use?
X	X		X		20. Project access inadequate? UNDER THIS CONCEPT WIDENING, ADDITIONAL LANES WIDER SHOULDERS, POCKETS, AND TRAFFIC CONTRO
X			X		21. Air quality degradation on a COULD EVENTUALLY BE IMPACTED _____ temporary basis _____ permanent basis
X			X		22. Sewage disposal problem? DENSITY REQUIRES A TREATMENT PLANT TIE
		X		X	23. Water supply problem? IMPLEMENTATION IS NOT POLITICALLY OR ECONOMI
X			X		24. Inadequate school facilities? District: EASY TO ACHIEVE
		X	X		25. Increased fire hazard? COMMERCIAL PERHAPS INDUSTRIAL FLOW REQ
X			X		26. Inadequate access for fire trucks?
X			X		27. Extension of utilities 1/2 mile or more? NATURAL GAS CABLE TV
X			X		28. Inefficient use of energy? COMMUTING, HAULING SUPPLIES IF ON A
X			X		29. Archaeological site? UNLESS COMPLETE AREAWIDE SURVEY SHOWS
X			X		30. Historical site? (OTHERWISE) ADOBE ON LAS PALMAS
X			X		31. Loss of prime row crop or irrigated farmland? AT PINE CANYON RD AND RIVER ROAD AND ALONG THE LAS PALMAS RIVER ROAD FRONTAGE AND
X			X		32. Loss of grazing land? IN HIGHER ELEVATIONS) BETWEEN THE RIVER AND RIVER R
X			X		33. Inconsistent with Growth Management Policies? SERVICES DO NOT NOW EXIST AT THE URBAN LEVEL AND IT IS NOT WITHIN THE SPHERE OF INFLU
X			X		34. Conflicts with neighboring land use? OF SALINAS
		X		X	35. Generates the need for new housing? -> COULD CONFLICT WITH AGRICULTURE AND INDUSTRY AT SHERWOOD
X			X		36. Adverse cumulative effect? HWY 68, SCHOOLS, SEWAGE, PIPE SERVICE
		X		X	37. Displace existing residents?
X			X		38. Is growth inducing? DENSITY WOULD INCREASE - PRESSURE FOR RURAL PROPERTIES WOULD EXTEND FURTHER OUT
					TO BE ANSWERED FOR SPECIFIC OR GENERAL PLAN PROJECTS ONLY: RIVER RON
X			X		39. Short term benefits at expense of long-term benefits?
X			X		40. Irreversible commitment of land or irreplaceable resources? MASSIVE ECONOMIC COMMITMENT FORECLOSES POSSIBILITY OF EASY RECONVERSION TO GRAZING LAND

NOTES:

APPENDIX B

Comments Received: EIR 80-100 Las Palms Ranch Specific Plan
EIR 81-113 River Road Area of Development Concentration

1.	Monterey County Sheriff's Office	Received 9/10/82
2.	Monterey County Public Works Department	Received 9/17/82
3.	Monterey County Health Department	Received 9/22/82
4.	California Regional Water Quality Control Board	Received 9/23/82
5.	Monterey-Salinas Transit	Received 9/29/82
6.	State Clearinghouse (for Environmental Review)	Received 10/4/82
	Enclosure #1 - California Dept. of Fish & Game	
	Enclosure #2 - (Same as Letter #4)	
7.	Letter from Sharon C. Heller, Area Resident	Received 10/4/82
8.	Letter from Clara Sargenti, Area Resident	Received 10/5/82
9.	Second Letter from State Clearinghouse	Received 10/11/82
	Enclosure #1 - California Dept. of Transportion	

Memorandum • SHERIFF'S OFFICE
MONTEREY COUNTY

TO : Lynne H. Mounday, Planning Department DATE: September 8, 1982

FROM : D. B. Cook, Sheriff, by Esther Crespo, Crime Prevention Unit

SUBJECT: EIR 80-100 River Road Area of Development Concentration

We request that you add the following information to that presently shown in the draft EIR presented to our offices for recommendations.

IMPACT CONCERNS:

The cumulative impact of increase in calls for services resulting from development of the several projects in the River Road and Highway 68 areas will have a SIGNIFICANT impact on Sheriff's Department services in spite of the fact that this area is presently considered a low crime area.

Statistics show that approximately 3 of every 100 residents will require police services at any given time, as victims of a felony. 7 out of each 100 residents will require police services for a variety of needs. Demands at full development of other Sheriff's services (Corrections, Civil, Records and Coroner-Public Administrator functions) will also increase as a direct result of population growth.

Response time to the River Road and Highway 68 development sites will be strongly affected by the increase in traffic levels. Appropriate planning should also be incorporated to ensure timely and safe response to emergency situations.

MEASURES FOR CONSIDERATION:

Projected commercial park: Design and construction of the commercial footage is of extreme importance not only to the prevention of crimes at these locations, but to orderly and efficient response to emergency situations and alarm activations in commercial parks.

Plans must incorporate specific guidelines for appropriate use of physical security hardware. Doors, particularly with glass within 40 inches, MUST be equipped with DOUBLE cylinder deadbolts to preclude breaking of glass and easy entry. Secondary and service doors will require a similar locking mechanism to preclude defeating the out of the way points of egress and becoming the main targets for burglary.

Layout of the commercial square footage must allow for complete access to sites by patrol units in the interest of effectiveness, safety and performance.

Residential development: Adherence to crime prevention suggestions and design measures must be effected to assist in preventive program approaches in effect countywide:

Cul-de-sacs: Street design including cul-de-sacs must provide optimum emergency service access and turning capabilities. Cul-de-sacs, ideally, should be no longer than 800 ft.

Numbering systems: Plans for development should incorporate overall uniformity in design for clockwise, consistent numbering of homes that will not be affected by construction in phases. House numbers should be 4 inches in size, light on dark background or vice versa.

Street Names: Special care must be taken to preclude repetition of street names within the unincorporated area and the extensive use of one street nomenclature diversified by using Place, Court, Drive, Way, etc., is discouraged. Street nomenclatures should be clearly posted and be readily visible to headlight illumination.

Shrubbery-Landscaping: Shrubbery and landscaping directly surrounding the residential structure should not obstruct windows and main entrances. Houses built on split level or two-story plan should not have large trees within range to provide access to second story windows or roof.

Windows and sliding glass doors: These entry points should be equipped with auxiliary locking devices AT THE TIME OF CONSTRUCTION that will preclude illegal entry by lifting and/or prying.

Entry doors: Main door and door from garage into home should be of solid core construction and have a one-inch deadbolt as a locking device. If glass is within 40 inches of these doors, the one-inch deadbolt lock should be a double cylinder deadbolt.

Alarm systems: The Sheriff's Department does not discourage the installation or use of alarm systems. There is, however, an ordinance in effect for the regulation of false alarms. An application must be filed with the Sheriff prior to installation of a new system and the regulatory guidelines followed.

Recommendations are provided for reduction of residents' vulnerability to crime and to enhance residential security while simultaneously facilitating patrol functions.

Sheriff's Department personnel will not be increased as a direct result of development of the River Road Area plan. It will affect the cumulative impact on services and overall growth may require Board action authorizing additional personnel.

Very truly yours,

D. B. "Bud" Cook
Sheriff-Marshal-Coroner-Public Administrator

/ecc

Memorandum

DEPARTMENT OF PUBLIC WORKS
COUNTY OF MONTEREY

TO : Public Service

DATE: September 16, 1982

FROM : Traffic

SUBJECT: RIVER ROAD AREA OF DEVELOPMENT CONCENTRATION - DRAFT EIR

2.7 TRAFFIC

Page 64 - Setting - The report incorrectly implies that our department established the volume of 900 vehicles per hour for level of service C. The remainder of the sentence after "capacity for a two lane highway" can be omitted.

The 1980 volume on Highway 68 was 16,800 vehicles per day. The 1981 volume was 16,700 vehicles per day.

Page 66 - Funding for a Toro Park interchange has been included in the State Transportation Improvement Program.

Volumes on local roads should be compared to service volumes for Level of Service C, not to capacity volumes.

IMPACTS

Page 67 - Our review of the Las Palmas Ranch Traffic Study recommended that a traffic generation rate of 8.0 trips per day per unit be used for single family dwelling units. Experience suggests no change. The traffic estimates of this draft are therefore somewhat low and are discussed on page 73.

Page 70 - The report compares projected traffic volumes to roadway capacities for River Road and for the four lane section of Highway 68. Projected volumes should be compared to service volumes for Level of Service C to determine if level C will be maintained. Furthermore, regardless of whether or not level C can be maintained on Highway 68 east of River Road, this has no bearing on whether improvements would be required on the two lane portion west of River Road. The report is incomplete.

The level of service analysis is inadequate for the impacts based on the Existing Policy Plan. The service volume for level of service C on River Road should be estimated to determine if roadway improvements are needed (employment of the Existing Policy Plan may require four lanes for level of service C). Furthermore, the report presents no basis to indicate that ramp levels of service would improve by one level.

Page 73 - In responding to our department's second concern (dated October 28, 1981) the report states, ". . . Level of Service C is attained in very few urban settings . . .", and "Level of Service D for a freeway on-ramp during short periods is not unusual in an urban setting . . .". Our department has serious concerns regarding these responses. First, neither Highway 68 nor River Road meet the definition of urban arterials and therefore must be analyzed as rural roads. Second, urban and rural roads are evaluated be different sets of standards. Third, the Monterey County Transportation Plan's goal of level of service C applies to all area roads.

MITIGATION MEASURES

1.a & b. - The limits of the four lane section, being based on projected traffic volumes and levels of service, should be more closely examined.

Memorandum •

DEPARTMENT OF PUBLIC WORKS
COUNTY OF MONTEREY

) : Planning Department, ATTN: Lynne Mounday DATE: September 17, 1982

.OM : Public Service

BJECT: DRAFT EIR's

1. River Road Area of Development Concentration
2. Markham Ranch Subdivision

Attached are our comments on the two subject drafts.

RPW/emd
Attachments

Memorandum

HEALTH DEPARTMENT
MONTEREY COUNTY

TO : Lynne Mounday, Planning Department

DATE: 9/21/82

FROM : Al Friedrich, Environmental Health

SUBJECT: D.E.I.R. for the River Road Area of Development Concentration

Our office has reviewed the above D.E.I.R. and assuming that sewage disposal is by treatment plant and not septic system, we can offer the following comments in regard to the Las Palmas Proposal:

1. Dual or backup treatment facilities should be constructed for emergency and/or maintenance purposes.

2. Standby power be provided on site in case of electrical failure.

3. Construction of waste storage ponds (lined) with 120 day minimum storage capacity.

4. Spray irrigation be limited to slopes of less than 10 percent to avoid potential erosion.

5. Natural and manmade watercourses be protected from spray irrigation contamination.

6. Construction of an emergency raw sewage storage pond (lined) with a 48 hour storage capacity.

7. Monitoring well on site be dug to detect any sewage contamination in water supply wells.

8. A minimum of one acre for 10,000 gallons of spray.

9. Spray irrigation be conducted on only two thirds of the open space or common area available at any one time to allow a resting period for a portion of the open space.

10. A minimum of one-half acre set aside for each 10,000 gallons sprayed so rotation of sprayfields can be accomplished.

1.d. - Left turn channelization at the Highway 68 on-ramps (not off-ramps), may be beneficial. However, have the geometrics been reviewed to determine what work will be required to make them fit.

2.a. - Level of service analysis must be made based on this premise to determine what improvements would be required.

3. - These cannot be considered mitigation of this project unless the developers of the project (or at least entities other than the general public) propose to construct these improvements.

4. - The County does not construct State highways. The Cities of Monterey and Del Rey Oaks are also involved. The first sentence represents a true mitigating measure for this project and should be given serious consideration.

BH/cw

11. The minimum level of treatment should be secondary treatment for open spaces not accessible to the public and secondary treatment with coagulation, sedimentation and filtration plus chlorination for areas which are open to the public (e.g. golf courses).

Al Friedrich R.S.
Senior Sanitarian

State of California The Resources Agency of California

Memorandum

To : State Clearinghouse
Office of Planning and Research
1400 Tenth Street
Sacramento, CA 95814

Date: September 21, 1982

From : **California Regional Water Quality Control Board**
Central Coast Region—1122 Laurel Lane 1102-A LAUREL LANE
San Luis Obispo, California 93401

Subject: DEIR - RIVER ROAD AREA OF DEVELOPMENT CONCENTRATION (ADC), SCH 81081111

The DEIR discusses general development possibilities in the ADC located immediately south of the Salinas River near its intersection with Highway 68. The ADC covers a total of 2,539 acres. Some of the areas are presently being developed (e.g., Indian Springs, Pedrazzi, and Vista del Rio subdivisions). The largest undeveloped area in the ADC, and most specifically addressed in this DEIR, is the Las Palmas Ranch, which covers 1523 acres. For Las Palmas Ranch, 1578 units are proposed. A community sewerage system, including pond treatment and disposal by irrigation, is proposed for the as yet undeveloped areas of the ADC.

Our primary concerns relate to wastewater disposal and erosion control. The basic concept of the sewage treatment and disposal system outlined in the DEIR appears to be feasible. The DEIR gives no specific details on the system, which would have to be submitted to the Regional Board. Approval of the sewage system would have to be granted by the Regional Board in the form of Waste Discharge Requirements prior to any development. Such requirements could be considered only after details of the collection, treatment, and disposal systems had been submitted along with a completed Report of Waste Discharge. Details required would include: lay out and schematics; hydrologic and geologic information; engineering and technical data; reclamation specifics (i.e., crops, suitable application rates, irrigation practices, winter storage, etc.); and operational procedures. We agree with the DEIR that a project of this magnitude will require formation of a public entity to operate and maintain the sewage collection, treatment, and disposal facilities. We also agree that flood protection would be required for the treatment facilities. Disposal area flood protection would not be required if adequate winter storage were provided.

The DEIR discusses two other sewage handling alternatives: expansion of and connection to the Salinas Utility Services system, and connection to the Monterey Regional Water Pollution Control Agency system. Due to a history and variety of problems plaguing the Salinas Utility Services system, we agree with the DEIR that it is "unlikely" to be a suitable alternative. Any such expansion would have to address the details listed above. The "Regional" wastewater treatment plant remains a possibility, but Clean Water Grant funds presently do not exist for near future

construction of the plant. "Hopes" for completion of the "Regional" plant by mid-1980's, as mentioned in the DEIR, are very dim at this time.

The DEIR mentions the possibility of iron and manganese removal from supply water. Disposal of wastes from such a system will require Regional Board staff review and may require consideration of Waste Discharge Requirements by the Regional Board.

Drainage and erosion controls are a concern with concentrated development of the magnitude outlined in the DEIR. We agree with the DEIR that grading and erosion control plans would have to be prepared and implemented in accordance with appropriate County Ordinances.

for KENNETH R. JONES
Executive Officer

EJG:emt

cc: AMBAG
Monterey County Planning Department
Monterey County Health Department
Monterey County LAFCO

Monterey-Salinas Transit

80-150 River Road

September 27, 1982

Mr. L. H. Mounday, Senior Planner
Monterey County Planning Department
Post Office Box 1208
Salinas, California 93902

Dear Mr. Mounday:

Enclosed are comments on Draft EIR's sent to Monterey-Salinas Transit:

1. Laguna Seca Office Park EIR 80-109
2. Markham Ranch Subdivision EIR 81-114
3. River Road ADC EIR 80-100

Thank you for the opportunity to comment.

Sincerely,

William P Bernier

William P. Bernier
Transit Planner

WPB:bhc
Enclosure

cc: AMBAG A-95 Review

ONE RYAN RANCH ROAD, MONTEREY, CALIFORNIA 93940, (408) 899-2558 / 424-7695

Comments on Draft EIR for River Road ADC
(EIR 80-100)

As development continues along River Road, the County should require construction and maintenance of a Park-and-Ride, Kiss-and-Ride facility at the intersetion of Highway 68. This facility would assist ride sharing and transit usage.

State of California
GOVERNOR'S OFFICE
OFFICE OF PLANNING AND RESEARCH
1400 TENTH STREET
SACRAMENTO 95814

EDMUND G. BROWN JR.
GOVERNOR

(916/445-0613)

October 1, 1982

Mr. Lynne H. Mounday
Monterey County Planning
Department
240 Church Street, P. O. Box 1208
Salinas, CA 93902

SUBJECT: SCH# 81081111 RIVER ROAD AREA OF DEVELOPMENT CONCENTRATION, LAS PALMAS

Dear Mr. Mounday,

State agencies have commented on your draft environmental impact report (EIR). If you would like to discuss their recommendations and concerns, contact the staff noted in the comments. The following is in summary:

DEPARTMENT OF FISH AND GAME

The department concurs with the recommendation on Page 56 for managing open space. The mitigations concerning the protection of mature valley oaks should be reviewed and approved by experts in range ecology and implemented concurrently with the first phase of development.

SAN LUIS OBISPO WATER QUALITY CONTROL BOARD

The Board's primary concern relates to wastewater disposal and erosion control. The draft EIR gives no specific details on the system, which would have to be submitted to the Regional Board. Approval of the sewage system would have to be granted by the Regional Board in the form of Waste Discharge Requirements prior to any development. Such requirements could be considered only after details of the collection, treatment, and disposal systems had been submitted along with a completed Report of Waste Discharge.

State Clearinghouse

When preparing the final EIR, you must include all comments and responses (CEQA Guidelines, Section 15146). The certified EIR must be considered in the decision-making process for the project. In addition, we urge you to respond directly to the agencies' comments by writing to them, including the State Clearinghouse number on all correspondence.

A 1981 Appellate Court decision in Cleary v. County of Stanislaus (118 Cal.App.3d 348) clarified requirements for responding to review comments. Specifically, the court indicated that comments must be addressed in detail, giving reasons why the specific comments and suggestions were not accepted.

The responses should indicate any factors of overriding significance which required the suggestions or comments to be rejected. Responses to comments must not be conclusory statements but must be supported by empirical or experimental data, scientific authority or explanatory information. The court further said that the responses must be a good faith, reasoned analysis.

Section 15002 (f) of the CEQA Guidelines requires that a governmental agency take certain actions if an EIR shows substantial adverse environmental impacts could result from a project. These actions include changing the project, imposing conditions on the project, adopting plans or ordinances to avoid the problem, selecting an alternative to the project, or disapproving the project. In the event that the project is approved without adequate mitigation of significant effects, the lead agency must make written findings for each significant effect (Section 15088) and it must support its actions with a written statement of overriding considerations for each unmitigated significant effect (Section 15089).

If the project requires discretionary approval from any state agency, the Notice of Determination must be filed with the Secretary for Resources, as well as with the County Clerk.

Please contact Anna Polvos at (916) 445-0613 if you have any questions.

Sincerely,

Charles E. Brandes
Deputy Director
Projects Coordination

Anna Polvos
State Clearinghouse

CEB/ap
attachments

cc: Resources Agency

State of California

The Resources Agency

Memorandum

To : 1. Jim Burns, Projects Coordinator
Resources Agency

2. Monterey County Planning Department
P. O. Box 1208
Salinas, CA 93902

Date : September 16, 1982

From : Department of Fish and Game

Subject: Draft EIR, River Road Area of Development Concentration, Monterey County; SCH 81081111

Department of Fish and Game personnel have reviewed the subject document and find it generally describes project impacts on fish and wildlife. We concur with the recommendation on Page 56 for managing open space (including special attention to the protection of mature valley oaks). These mitigation measures should be reviewed and approved by experts in range ecology and implemented concurrently with the first phase of development.

Department of Fish and Game personnel are available to discuss our concerns in more detail. To arrange a meeting, contact Mr. Bruce Elliott, Wildlife Biologist, Department of Fish and Game, 2201 Garden Road, Monterey, CA 93940, telephone (408) 649-2890.

E C Fullerton
Director

State of California

ne Resources Agency of California

Memorandum

To : State Clearinghouse
Office of Planning and Research
1400 Tenth Street
Sacramento, CA 95814

Date: September 21, 1982

From : **California Regional Water Quality Control Board**
Central Coast Region—1122 Laurel Lane 1102-A LAUREL LANE
San Luis Obispo, California 93401

Subject: DEIR - RIVER ROAD AREA OF DEVELOPMENT CONCENTRATION (ADC), SCH 81081111

The DEIR discusses general development possibilities in the ADC located immediately south of the Salinas River near its intersection with Highway 68. The ADC covers a total of 2,539 acres. Some of the areas are presently being developed (e.g., Indian Springs, Pedrazzi, and Vista del Rio subdivisions). The largest undeveloped area in the ADC, and most specifically addressed in this DEIR, is the Las Palmas Ranch, which covers 1523 acres. For Las Palmas Ranch, 1578 units are proposed. A community sewerage system, including pond treatment and disposal by irrigation, is proposed for the as yet undeveloped areas of the ADC.

Our primary concerns relate to wastewater disposal and erosion control. The basic concept of the sewage treatment and disposal system outlined in the DEIR appears to be feasible. The DEIR gives no specific details on the system, which would have to be submitted to the Regional Board. Approval of the sewage system would have to be granted by the Regional Board in the form of Waste Discharge Requirements prior to any development. Such requirements could be considered only after details of the collection, treatment, and disposal systems had been submitted along with a completed Report of Waste Discharge. Details required would include: lay out and schematics; hydrologic and geologic information; engineering and technical data; reclamation specifics (i.e., crops, suitable application rates, irrigation practices, winter storage, etc.); and operational procedures. We agree with the DEIR that a project of this magnitude will require formation of a public entity to operate and maintain the sewage collection, treatment, and disposal facilities. We also agree that flood protection would be required for the treatment facilities. Disposal area flood protection would not be required if adequate winter storage were provided.

The DEIR discusses two other sewage handling alternatives: expansion of and connection to the Salinas Utility Services system, and connection to the Monterey Regional Water Pollution Control Agency system. Due to a history and variety of problems plaguing the Salinas Utility Services system, we agree with the DEIR that it is "unlikely" to be a suitable alternative. Any such expansion would have to address the details listed above. The "Regional" wastewater treatment plant remains a possibility, but Clean Water Grant funds presently do not exist for near future

construction of the plant. "Hopes" for completion of the "Regional" plant by mid-1980's, as mentioned in the DEIR, are very dim at this time.

The DEIR mentions the possibility of iron and manganese removal from supply water. Disposal of wastes from such a system will require Regional Board staff review and may require consideration of Waste Discharge Requirements by the Regional Board.

Drainage and erosion controls are a concern with concentrated development of the magnitude outlined in the DEIR. We agree with the DEIR that grading and erosion control plans would have to be prepared and implemented in accordance with appropriate County Ordinances.

KENNETH R. JONES
Executive Officer

EJG:emt

cc: AMBAG
Monterey County Planning Department
Monterey County Health Department
Monterey County LAFCO

Oct. 1. 1982

To: Monterey County Planning Dept.

From: Sharon C. Heller

Regarding: Draft Environmental Impact Report for the River Road Area of Development Concentration

For the purposes of this document, the proposed ADC with two alternative specific plans for Las Palmas Ranch, the information, in my opinion, is poorly segregated.

Particularly, the "impact" sections of the proposed Las Palmas Specific Plan based on the existing General Plan policies and the "Areas of Development Concentration" should be more clearly isolated for reader comprehension.

Understandably, a 3 in 1 package has built-in confusions, but citizens of the River Road Area should be able to clearly differentiate data provided in the E.I.R.

Sincerely,

Sharon C. Heller

Sharon C. Heller
22540 Murietta Road
Salinas, CA 93908

Oct. 1, 19[illegible].
1000 River Road
Salinas, Calif. 93908

Lynne Mirenday
Senior Planner
Mo. County Planning Dept.

Subject: Draft Environmental Impact Report for the River Road Area of Development Concentration, EIR 80-100.

Dear Sir:

It appears to me that the Draft Report is limited to the Los Palmas project. I believe that there should be further discussion on the needs of the entire River Road area.

A specific point I'd like to address is the anticipated water use. Will not the water to the Castroville area be intercepted?

Yours truly,
Clara Sargenti

State of California
GOVERNOR'S OFFICE
OFFICE OF PLANNING AND RESEARCH
1400 TENTH STREET
SACRAMENTO 95814

EDMUND G. BROWN JR.
GOVERNOR

October 7, 1982

Mr. Lynne Mounday
Monterey County Planning Dept.
P.O. Box 1208
Salinas, CA 93902

SUBJECT: SCH# 81081111 River Road Area of Development Concentration, Las Palmas

Dear Mr. Mounday:

The enclosed comments on your draft environmental documents were received by the State Clearinghouse after the end of the state review period. We are forwarding these comments to you because they provide information or raise issues which you should address in the final environmental documents.

We have explained to the departments preparing late comments that according to a recent Appellate Court decision, Cleary v. County of Stanislaus, you need not respond to these comments in the final document. However, to ensure the adequacy of the final document and compliance with the intent of CEQA, you should attempt to incorporate these additional comments into the preparation of your final environmental document.

Sincerely,

Anna Fellows

Charles E. Brandes
Deputy Director for Projects Coordination

enclosures

cc: Ken Fellows, DWR
Gary Ruggerone, Caltrans

STATE OF CALIFORNIA—BUSINESS AND TRANSPORTATION AGENCY EDMUND G. BROWN JR., Governor

DEPARTMENT OF TRANSPORTATION
P.O. BOX L, SAN LUIS OBISPO 93406
TELEPHONE: (805) 549-3111

October 4, 1982

A-95/CEQA Review
SCH 81081111

Ron Bass
Executive Officer
State Clearinghouse
1400 10th Street
Sacramento, CA 95814

Gentlemen:

Caltrans District 5 review of the DEIR for the River Road Areas of Development Concentration, EIR 800-100 has generated the following comments:

1. Section 2.7 Traffic should have a discussion of the strategies of Transportation Systems Management including impacts of development on the Monterey-Salinas Transit line that serves Hwy 68, and any necessary mitigation such as ridesharing and park and ride lot locations.

2. Mitigation measures on page 74 should add:

   1.(e) Improvement of ramps at Route 68 and River Road will be required to accomodate peak hour traffic volumes resulting from the proposals. (see page 70 for reasons these improvements are required.)

It should be mentioned that where improvements to Highway 68 are required an Encroachment Permit must be obtained from Caltrans before work can be done within State right of way. The party requesting the Permit will be required to provide an environmental evaluation of the area within State right of way. A Cultural Resources Survey, Biological Survey, and any other pertinent evaluation, ie Floodplain, Wetland, etc., must be completed and accompany the Encroachment Permit Application.

Sincerely,

for by J. A. Mullis
Gary Ruggerone
District A-95 Coordinator

DEC 6 1982

REPORT TO MONTEREY COUNTY BOARD OF SUPERVISORS

SUBJECT	BOARD MEETING DATE	AGENDA NUMBER
CERTIFICATION OF EIR 80-100, PC3934 LAS PALMAS RANCH SPECIFIC PLAN, EIR 81-111 RIVER ROAD AREA OF DEVELOPMENT CONCENTRATION GENERAL PLAN AMENDMENT PC4231 RIVER ROAD AREA, DISTRICTS 3 and 5	12/7/82	#22A
DEPARTMENT: PLANNING		

RECOMMENDATION

Certify as final EIRs, EIR80-100 and EIR 81-111 bound as 1 document, with changes to be made as noted on the attachment.

JUSTIFICATION

1) Your board ordered preparation of the Las Palmas Ranch specific plan EIR 80-100 on January 8, 1980. On July 21, 1981 your board ordered preparation of an EIR 81-111 for consideration of the River Road area of development concentration General Plan Amendment.

2) The draft final EIR before you has followed the process detailed by Section 15140 of the California Environmental Quality Act guidelines and Section 15146 regarding compiling of final EIRs and their contents.

3) All consultation, public review, public notice requirements have been met.

4) Comments received during the review period and consultant responses thereto are included verbatim.

5) Certification by your board with the attached changes included, or not so included will complete the Environmental Impact Report process. After discretionary action on this project the final environmental action will be the filing of a notice of determination (CEQA 15084h)

E. W. DeMARS
DIRECTOR OF PLANNING

Attachments: 1. Suggested final changes

cc: Consultant and Applicant

EWD:LHM:jo

Staff suggests that the following changes/corrections be included in the final EIR as certified:

1. Add the letters 'M' and 'N' to Table 1.2 on page 13 to reflect their inclusion on exhibit 1.4 on page 10.

2. The "dispersed park sites" described in the text at the bottom of page 11 and top of page 12 should be added to exhibits 1.3 (page 9) and 1.4 (page 10) as appropriate.

3. Change all EIR references to "proposed" River Road ADC Criteria to read adopted River Road ADC Criteria, see page 21, 1st sentence of last paragraph for an example.

4. Change number 2 under "public works" page 23 to read "The new streets for Las Palmas would be built by developers and may be dedicated to the County as completed."

5. Add the following sentence to mitigation measure number 2 on page 54. "This program should take the form of an overall Las Palmas Ranch open space environmental management plan to be developed and be approved by the County before first development occurs.

TO: Monterey County Board of Supervisors

FROM: Toro Advisory Committee

RE: Draft Environmental Impact Report for the River Road Area of Development Concentration

DATE: 12-7-82

The Toro Advisory wishes to make the following comments regarding the River Road ADC EIR at this time.

Page 23: The section on "Police Protection" mentions, "At full development of the Toro planning area with a population of 10,000...".

This statement is incorrect in that their is no current figure for "full development" in the Toro planning area. In addition, the current population is 6,423 (from the Toro Planning Inventory). When the population of the unbuilt projects from Table 3.1 of the ADC EIR is added to the current population, 6,423 + 3,300, the projected population already equals 9,723. This figure does not include the Las Palmas project or the ADC project.

With the ADC project, minor subdivisions, and other already proposed major subdivisions, the Toro population would be in the vicinity of 17,000.

Page 25: States, "If the Existing Policy Plan is feasible in terms of marketability, it would have less fiscal impact on the county because of the relatively fixed costs per capita but higher revenues per capita."

This is an important statement in light of the county's current fiscal difficulties, and it points out that greater numbers of houses do not mean more money for the county.

2.4.2 Groundwater: This section fails to mention the 35,000 acre feet overdraft occurring anually in the Salinas Valley. The water for Las Palmas will come from the aquifers which are currently experiencing salt water intrusion. Any water taken from these aquifers for large scale development will contribute to the salt water intrusion problem.

2.7 Traffic: The 1980 traffic count for Highway 68 is 17,100 vehicles per day (vpd). The 1995 projected traffic volume for Highway 68 is approximately 32,000 vpd. (Figures from EIR)

According to the EIR, the ADC would contribute 12,300 vpd. 75% would go east on 68 and 25% would go west on 68. 25% of 12,300 = 3075 vpd going west on Highway 68.

The EIR incorrectly states that the ADC "would contribute approximately six percent to the total projected 1995 traffic

volume for this (west of River Road) segment of Highway 68". (page 70). The correct figure should be a contribution of 10% since 3075 vpd going west on Highway 68 from the ADC is approximately 10% of the 32,000 total 1995 vpd projected for Highway 68.

It would also seem pertinent to know where the other 11,825 vpd increase in traffic on Highway 68 projected from 1980-1995 is coming from. If this number is lowered, then the ADC obviously contributes a larger percentage to the increased traffic on Highway 68.

Thank you for consideration of our Committee's comments. We request that these comments be appended to the back of the EIR, rather than just placed in the file.

Sincerely,

Christine Gianascol

Christine Gianascol
Chairman