Executive Summary

This section summarizes the characteristics of the proposed project as well as the environmental impacts, Mitigation Measures, and residual impacts associated with implementation of the proposed project.

Project Synopsis

Project Applicant

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Project Description

Foothill Partners is proposing to build a commercial retail development on approximately 3.8 acres of land located at 3705 Rio Road within the County of Monterey's Carmel Valley Master Plan Area in unincorporated Monterey County, California. The retail development would consist of four commercial retail buildings, including a maximum 23,000 square foot convenience market/grocery store and three smaller buildings ranging from approximately 5,000 to 8,335 square feet. The development would additionally include two commercial retail farm sheds of 250 square foot each. In total, the project would involve the construction of 42,310 square feet of commercial space, and the building footprint of all buildings would occupy 26 percent of the 164,421-square foot site. The project characteristics, including square footage of each building, are presented in Table 4 in Section 2, *Project Description*. A preliminary site plan is shown in Figure 6.

The majority of the site is within the 100-year flood zone. The applicant would be required to formally remove the project site from the FEMA 100-year floodplain through the placement of fill in the northernmost portion of the project site. The project includes merging three legal lots of record and adjusting the lot line between the resulting legal lot and the boundary of the adjacent lot containing the Carmel Mission Inn. The site also includes a 60-foot right-of-way, or abandoned driveway, that runs north to south, bisecting the property. The current access point to the project site at Rio Road and Carmel Center Place would be eliminated, reducing this four-way intersection to a three-way intersection. Primary access to the project site would be via a reconfigured traffic-signal controlled intersection at Rio Road and Crossroads Boulevard. Three secondary access points

to the project would be provided on the western boundary of the project at the existing main driveway to the Carmel Mission Inn, at the northern corner of the project connecting to Clocktower Place in the southwest corner of the existing Barnyard parking lot, and as an extension of the main driveway aisle to the existing traffic circle near the lobby entrance of the Carmel Mission Inn.

The project would be served by California-American Water Company (CalAm), connecting to an existing Cal Am water supply line beneath Rio Road. The project would require 4.49 acre feet of allocated water per year (AFY), which would be met through three sources, identified in Section 2, *Project Description*. Sewer service would be provided via connection to the Carmel Wastewater District (CAWD). Wastewater generated by the proposed project would be collected and conveyed through a conventional gravity system located within the proposed parking areas. The wastewater collected on-site would be conveyed through a new pipe extending approximately 45 feet in the public right-of-way to an existing CAWD sanitary sewer system located beneath Rio Road. The project would incorporate native and drought tolerant, adaptive species; bio-retention basins that would detain and filter stormwater; and a rainwater harvesting system that would capture and store stormwater from the grocery store in a cistern to provide a supplemental supply of irrigation water for the site.

Project Objectives

The applicant's objectives for the proposed Rio Ranch Marketplace project are summarized as follows:

1. To develop a new retail center anchored by a specialty grocery store and complementary commercial uses to provide the local trade area with shopping alternatives in a high-quality shopping environment;
2. To divert to the project shopping trips from Carmel Village, Carmel Valley, Carmel Highlands and Big Sur Coast currently destined for Monterey and Pacific Grove for shopping at Whole Foods, Trader Joe's and other specialty grocers;
3. To contribute to the local economy through new capital investment, the creation of new employment opportunities, and the expansion of the County's tax revenues;
4. To develop full-service retail uses near regional roadway and highway facilities, and near other commercial uses, to minimize travel lengths and utilize existing infrastructure to the maximum extent possible;
5. To implement the County of Monterey General Plan;
6. Implement a high-quality architectural design that improves the overall aesthetics of the project site and surrounding area.

Alternatives

Two alternatives to the proposed project were chosen for analysis as follows:

- Alternative 1: No Project Alternative
- Alternative 2: Reduced Project Alternative

The California Environmental Quality Act (CEQA) requires that an environmentally superior alternative be identified among those analyzed. It further states that if No Project Alternative is identified as environmentally superior, the next most environmentally superior alternative must also be identified. When taking into account every environmental impact area, Alternative 1 would

be the environmentally superior alternative. Thus, the other alternative evaluated in this EIR, the Reduced Project Alternative, would be the environmentally superior alternative for the purposes of CEQA.

Refer to Section 6, *Alternatives*, for descriptions and analyses of these alternatives.

Areas of Known Controversy

The EIR scoping process did not identify any areas of known controversy for the proposed project. Comments received during the scoping process were related to requests for a detailed traffic study. A summary of comments received during the scoping process are included in Table 2 in Section 1, *Introduction*.

Environmental Issues Found Not to be Significant

Section 4.9, *Effects Found Not to be Significant,* summarizes issue areas from the environmental checklist that were determined to be less than significant or have no impact. As discussed in Section 4.9, *Effects Found Not to be Significant*, there is no substantial evidence that significant impacts would occur in relation to the following issue areas: Aesthetics, Agricultural and Forestry, Hazards and Hazardous Materials, Land Use and Planning, Mineral Resources, Population and Housing, Public Services, and Utilities and Service Systems. Impacts to Air Quality, Biological Resources, Climate Change, Cultural, Tribal, and Paleontological Resources, Geology and Soils, Hydrology and Water Quality, Noise, and Transportation and Circulation are discussed in Section 4, *Environmental Impact Analysis*.

Summary of Impacts and Mitigation Measures

Table 1 includes a brief description of the environmental issues relative to the proposed project, the identified environmental impacts, proposed Mitigation Measures, and residual impacts (the impact after application of mitigation, if required). Impacts are categorized by significance as follows:

- **Significant and Unavoidable.** An impact that cannot be reduced to below the threshold level given reasonably available and feasible Mitigation Measures. Such an impact requires a Statement of Overriding Considerations to be issued if the project is approved per §15093 of the State *CEQA Guidelines*.
- **Less than Significant with Mitigation Implemented.** An impact that can be reduced to below the threshold level given reasonably available and feasible Mitigation Measures. Such an impact requires findings under §15091 of the State *CEQA Guidelines*.
- **Less than Significant.** An impact that may be adverse, but does not exceed the threshold levels and does not require Mitigation Measures. However, Mitigation Measures that could further lessen the environmental effect may be suggested if readily available and easily achievable.
- **No Impact.** The proposed project would have no effect on environmental conditions or would reduce existing environmental problems or hazards.

Table 1 Summary of Environmental Impacts and Mitigation Measures

Impact	Mitigation Measure(s)	Significance After Mitigation
Aesthetics		
The proposed project would have a less than significant impact on aesthetics.	No mitigation is required.	Impacts would be less than significant.
Agriculture and Forestry		
The proposed project would have no impacts on agriculture and forestry.	No mitigation is required.	No impact.
Air Quality		
Impact AQ-1. Construction and operation of the proposed project would not generate air pollutants in quantities that exceed MBARD significance thresholds. Therefore, the proposed project would not violate, or contribute substantially to the violation of an air quality standard. This impact would be less than significant.	As the impact would be less than significant, no mitigation is required. However, the following measures are *recommended* to ensure project consistency with applicable General Plan policies and to further minimize the less than significant air quality impacts from construction activities. **AQ-1(a) Measures to Reduce Fugitive Dust** ▪ Water all active construction areas at least twice daily. Frequency should be based on the type of operation, soil, and wind exposure. ▪ Prohibit all grading activities during periods of high wind (over 15 mph). ▪ Apply chemical soil stabilizers on inactive construction areas (disturbed lands within construction projects that are unused for at least four consecutive days). ▪ Apply non-toxic binders (e.g., latex acrylic copolymer) to exposed areas after cut and fill operations and hydro seed area. ▪ Haul trucks shall maintain at least 2'0" of freeboard. ▪ Cover all trucks hauling dirt, sand, or loose materials. ▪ Plant tree windbreaks on the windward perimeter of construction projects if adjacent to open land. ▪ Plant vegetative ground cover in disturbed areas as soon as possible. ▪ Cover inactive storage piles. ▪ Install wheel washers at the entrance to construction sites for all exiting trucks. ▪ Pave all roads on construction sites. ▪ Sweep streets if visible soil material is carried out from the construction site. ▪ Post a publicly visible sign which specifies the telephone number and person to contact regarding dust complaints. This person shall respond to complaints and take corrective action within 48 hours. The phone number of the Monterey Bay 8-3 Unified Air Pollution Control District shall be visible to ensure compliance with	Implementation of Mitigation Measures AQ-1(a) and (b) would ensure project consistency with General Plan policies and minimize air quality impacts from construction activities.

Impact	Mitigation Measure(s)	Significance After Mitigation
	Rule 402 (Nuisance). ▪ Limit the area under construction at any one time. **AQ-1(b) Standard Mitigation for Construction Equipment** ▪ Maintain all construction equipment in proper condition according to manufacturer's specifications ▪ Fuel all off-road and portable diesel powered equipment with ARB-certified motor vehicle diesel fuel (non-taxed version suitable for use off-road) ▪ Use diesel construction equipment meeting ARB's Tier 2 certified engines or cleaner off-road heavy-duty diesel engines, and comply with the State off-Road Regulation ▪ Use on-road heavy-duty trucks that meet the ARB's 2007 or cleaner certification standard for on-road heavy-duty diesel engines and comply with the State On-Road Regulation; construction or trucking companies with fleets that that do not have engines in their fleet that meet the engine standards identified in the above two measures (e.g. captive or NOx exempt area fleets) may be eligible by proving alternative compliance ▪ All on- and off-road diesel equipment shall not idle for more than 5 minutes. Signs shall be posted in the designated queuing areas and or job sites to remind drivers and operators of the 5 minute idling limit ▪ Prohibit diesel idling within 1,000 feet of sensitive receptors ▪ Prohibit staging and queuing areas within 1,000 feet of sensitive receptors ▪ Electrify equipment when feasible ▪ Substitute gasoline-powered in place of diesel-powered equipment, where feasible ▪ Use alternatively fueled construction equipment on-site where feasible, such as compressed natural gas (CNG), liquefied natural gas (LNG), propane or biodiesel. **Monitoring Action for AQ-1(a) and (b):** The project applicant shall require construction contractors to incorporate the above standard Mitigation Measures, as applicable, to reduce PM, ROG, and NO_X emissions from construction activities. Mitigation Measures shall be listed on project construction plans and the project proponent shall perform periodic site inspections during construction to ensure that Mitigation Measures are being implemented.	

Impact	Mitigation Measure(s)	Significance After Mitigation
Impact AQ-2. Operation of the proposed project would not generate PM_{10} emissions in quantities exceeding MBARD's significance thresholds and the project would be consistent with the AQMP. Therefore, the project would not result in a cumulatively considerable net increase in PM_{10} or ozone.	No mitigation is required.	Impacts would be less than significant.
Impact AQ-3. The project would not generate volumes of traffic that would result in a violation of CO ambient air quality standards.	No mitigation is required.	Impacts would be less than significant.
Impact AQ-4. The project would not generate substantial levels of diesel exhaust during construction. Therefore, the project would not expose sensitive receptors to substantial concentrations of TACs.	No mitigation is required.	Impacts would be less than significant.
Impact AQ-5. The proposed project would not create objectionable odors that would affect neighboring properties. Impacts related to odors would be less than significant.	No mitigation is required.	Impacts would be less than significant.
Biological Resources		
Impact B-1. Implementation of the proposed project has the potential to impact special status animal species, specifically California red-legged frogs. Impacts would be significant but mitigable.	**B-1(a) Worker Environmental Awareness Program (WEAP)** ▪ Prior to issuance of Building or Grading permits, and prior to initiation of construction activities, including staging and mobilization, all personnel associated with project construction shall attend WEAP training, conducted by a qualified biologist, to aid workers in recognizing special status species and sensitive biological resources that may occur on-site. The program shall include identification of the special status species and their habitats, a description of the regulatory status and general ecological characteristics of sensitive resources, and review of the limits of construction and Mitigation Measures required to reduce impacts to biological resources within the work area. A fact sheet conveying this information shall also be prepared for distribution to all contractors, their employers, and other personnel involved with construction of the project. All employees shall sign a form documenting that they have attended the WEAP and understand the information presented to them. **Monitoring Action:** The WEAP form(s) shall be submitted to the Chief of Planning for review and approval prior to issuance of building or grading permits and prior to commencement of any construction activities.	Implementation of Mitigation Measures B-1(a) through B-1(c) would reduce impacts to special status animals to a less than significant level.

Impact	Mitigation Measure(s)	Significance After Mitigation
	B-1(b) CRLF Pre-construction Survey and Impact Avoidance Measures shall be taken to identify, and if possible, avoid impacts California Red legged frogs (CRLF). Measures for identification of CRLF shall include: ▪ Within 48 hours prior to the start of construction activities, including staging and mobilization, a qualified biologist shall conduct pre-construction surveys in accordance with the 2005 Guidance on Site Assessments and Field Surveys for California Red-legged Frog, within suitable upland habitat (areas with small mammal burrows, blackberry brambles, or dense vegetation) on-site. **Monitoring Action:** The results of this survey shall be submitted to the Chief of Planning for review and approval prior to the initiation of construction activities. If no CRLFs are observed, ongoing measures described below shall be implemented but Mitigation Measure B-1 (c) may not be necessary. If CRLFs are observed, Mitigation Measure B-1 (c) shall be implemented. Ongoing during all construction activities, measures taken to avoid impacts to CRLF shall include: ▪ Ongoing monitoring by construction personnel pursuant to Mitigation Measure B-1 (a). ▪ Water shall not be allowed to pool in a manner that may attract CRLF. ▪ All food-related garbage shall be placed in tightly sealed containers at the end of each workday to avoid attracting predators. Containers shall be emptied and garbage removed from the construction site at the end of each workweek. If sealed containers are not available, garbage shall be removed from the construction site upon completion of daily activities. All garbage removed from the construction site shall be disposed of at an appropriate off-site refuse location ▪ Pets shall be prohibited at the construction site. If, at any time during construction, federally and/or state protected species are inadvertently harmed, construction activities shall cease and Mitigation Measure B-1 (c) shall be implemented. All incidences of harm shall be reported to the CDFW and USFWS within 48 hours. **Monitoring Action:** Prior to final inspection of grading and building permits, the applicant shall demonstrate to the satisfaction of the Chief of Planning that avoidance measures were implemented during construction. Evidence shall include photos of the site during construction and a written statement from a qualified biologist. **B-1(c) USFWS Consultation** If, at any time during project implementation, CRLFs,	

Impact	Mitigation Measure(s)	Significance After Mitigation
	during any life stages, are identified within the work area and impacts to individuals cannot be avoided, construction and grading in these areas shall be halted, and the County and USFWS shall be contacted immediately to initiate Federal Endangered Species Act consultation. No CRLFs shall be captured or relocated without expressed written permission from the USFWS. If CRLF are observed, the following additional measures shall be implemented: ▪ All areas where this species occurs shall be avoided until the approved biologist has determined that this species is no longer present. No life stages of this species shall be relocated without a take authorization from the USFWS and/or CDFW. If relocation is authorized, the species shall be taken to an approved relocation site prior to initiation of construction activities. ▪ A biologist approved by the USFWS and CDFW shall be present on-site during all ground disturbing activities, including vegetation removal, and grading. Once these activities have been completed, the approved biologist shall conduct periodic inspections of the work site of not less than once per week when construction activities are occurring in/adjacent to suitable habitat. Additional site visits should occur during rain events when special-status amphibians are likely to be mobile to ensure that they are not entering work areas. Work activities in or adjacent to suitable habitat shall be completed between April 1 and November 1 to the greatest extent feasible. **Monitoring Action:** If at any time prior to construction activities or during construction activities, potential impacts to CRLF are identified, construction activities shall not resume until authorized by a qualified biologist and, if applicable, USFWS and CDFW. Authorization from the qualified biologist, and if applicable CDFW and USFWS, shall be submitted to the Chief of Planning for review and approval prior to commencing or recommencing construction activities.	
Impact B-2. Construction of the proposed project could directly impact nesting raptors and other avian species protected under existing regulations by causing injury, death, or nest failure. Potential impacts to nesting birds would be significant but mitigable.	**B-2 Pre-construction Surveys for Nesting Birds and Raptors** The nesting season generally occurs from February 1 to September 15. For tree removal or construction activities occurring during the nesting season, surveys for nesting birds and raptors covered by the CFGC and the MBTA shall be conducted by a qualified biologist no more than 14 days prior to tree removal or initiation of any construction activities. Construction activities include any initial work onsite,	Implementation of Mitigation Measure B-2 would reduce impacts to nesting birds to a less than significant level.

Impact	Mitigation Measure(s)	Significance After Mitigation
	such as construction staging and vegetation removal. The surveys shall include the entire project site plus a 100-foot buffer for non-raptors and 250-foot buffer for raptors. If active nests are located, the qualified biologist shall establish avoidance buffers based on the species, nest location and observed behavior. Buffer shall be a minimum of 25 feet for non-raptor bird species and a minimum of 100 feet for raptor species. All construction work shall be conducted outside any designated avoidance zones. Larger than minimum buffers may be required depending upon the status of the nest and the construction activities occurring in the vicinity of the nest. The biologist shall have full discretion for establishing a suitable buffer. The buffer area(s) shall be closed to all construction personnel and equipment until the young are no longer reliant on the nest site. A qualified biologist shall confirm that breeding/nesting is completed and young have fledged the nest prior to removal of the avoidance buffer. **Monitoring Action:** No more than 14 day prior to removal of trees or initiation of construction activities, the applicant shall submit a written statement from a qualified biologist, to the satisfaction of the Chief of Planning describing how the Mitigation Measure has been complied with.	
Impact B-3. Construction of the proposed project would require removal of native trees, which are protected under CVMP policy CV-3.11 and Monterey County Code Section 21.64.260. Pursuant to required receipt of a tree removal permit before proceeding with removals, the project would not conflict with either policy or ordinance. Therefore, potential impacts would be less than significant.	No mitigation is required.	Impacts would be less than significant.
Climate Change		
Impact CC-1. The proposed project would generate GHG emissions during construction and operation that exceed the applicable efficiency threshold. This impact would be significant but mitigable.	**CC-1 GHG Reduction Plan** Prior to consideration of a Use Permit for the project, the project developer shall prepare a project GHG Reduction Plan to reduce annual GHG emissions over the operational lifetime of the project. The GHG reduction plan shall be capable of maintaining annual emissions from the project at or below 1,225 MT CO_2e per year. If GHG emissions cannot be reduced to 1,225 MT CO_2e per year through compliance with such a plan, the applicant shall purchase carbon	Implementation of Mitigation Measure CC-1 would reduce GHG emission impacts to a less than significant level.

Impact	Mitigation Measure(s)	Significance After Mitigation
	offsets in an amount sufficient to achieve annual emissions of 1,225 MT CO2e per year, prior to issuance of grading or building permits. Carbon offsets shall be purchased from a validated source to offset annual GHG emissions. The plan would be implemented on-site by the project applicant and may include, but is not limited to, the following measures: **On-site Emission Reduction Measures** ▪ Installing energy efficient equipment, appliances, heating, and cooling exceeding California Green Building Code standards ▪ Installing renewable energy sources ▪ Implementing energy efficient building design exceeding California Building Code requirements ▪ Installing green roofs ▪ Promoting water conservation and recycling, such as through the use of irrigation controllers ▪ Purchasing carbon offsets through an accredited program **Mobile Source Emission Reduction Measures** ▪ Promoting alternative fuel vehicles, such as by providing additional ZEV charging infrastructure and designating parking spaces for ZEV or hybrid vehicles ▪ Providing incentives and outreach for future tenants to promote employee ridesharing and transit use **Monitoring Action:** The GHG Reduction Plan shall be prepared by the applicant and submitted to the Chief of Planning for review and approval prior to consideration of the Use Permit at the Planning Commission. Applicable elements of the GHG Reduction Plan shall be reflected on project site plans prior to approval of grading or building permits and implemented in the project prior to final inspection.	
Impact CC-2. The proposed project would conflict with local and statewide policies and regulations intended to reduce GHG emissions. Impacts would be significant but mitigable.	Implementation of **Mitigation Measure CC-1 GHG Reduction Plan** is required.	Implementation of Mitigation Measure CC-1 would reduce impacts to a less than significant level.
Cultural, Tribal Cultural, and Paleontological Resources		
Impact CR-1. Construction of the proposed project would not involve ground-disturbing activities such as grading and surface excavation, which have the potential to unearth or adversely impact previously identified historical and/or archeological resources. Impacts would be less than significant with mitigation incorporated.	**CR-1 (a) Archaeological Monitoring** Initial project-related ground-disturbing activities shall be observed by a qualified archaeological monitor under the direction of an archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for prehistoric archaeology (NPS 1983). Monitoring activities shall be coordinated with a Native American monitor required under Mitigation Measure CR-3(a). If archaeological resources are encountered during	Implementation of Mitigation Measures CR-1(a) and CR-1(b) would reduce impacts to previously unidentified archaeological resources to a less than significant level.

Impact	Mitigation Measure(s)	Significance After Mitigation
	ground-disturbing activities, work in the immediate area shall halt, the County shall be notified, and the find shall be evaluated for significance under CEQA. Archaeological monitoring may be reduced or halted at the discretion of the monitor as warranted by conditions such as encountering bedrock, ground disturbance is occurring in fill, or negative findings during the first 60 percent of rough grading. If monitoring is reduced to spot-checking, spot-checking shall occur when ground-disturbance moves to a new location within the project site and when ground disturbance will extend to depths not previously reached (unless those depths are within bedrock). **CR-1 (b) Unanticipated Discovery of Cultural Resources** If cultural resources are encountered during ground-disturbing activities, work in the immediate area and within 50 feet of the discovery shall halt and the qualified archaeologist shall implement a Phase II subsurface testing program to determine resource boundaries, assess the integrity of the resource, and evaluate the resource's significance through a study of its features and artifacts. Construction activities can continue in areas 50 feet away from the find and not associated with the cultural resource location. If the resource is determined not to be significant, no further archaeological investigation or mitigation shall be required. If the resource is determined to be significant, the County of Monterey may choose to allow the capping of the area containing the resource using culturally sterile and chemically neutral fill material. If such capping occurs, then the qualified archaeologist shall monitor the placement of fill upon the resource. If a significant resource will not be capped, the results and recommendations of the Phase II study shall determine the need for a Phase III data recovery program designed to record and remove significant cultural materials that could otherwise be tampered with or disturbed by project construction. If a Phase III data recovery program is warranted, a Cultural Resources Data Recovery Plan shall be developed by the qualified archaeologist to outline excavation and laboratory procedures. The plan shall be submitted to the County for review and approval prior to proceeding with grading and construction activities. Upon completion of monitoring and any necessary Phase II and/or Phase III excavation, a report shall be submitted to the County for review and approval. **Monitoring Action:** Prior to issuance of grading or construction permits and prior to ground disturbing activities, the applicant shall submit a copy of an executed agreement with a qualified archeologist providing the required monitoring services, to the	

Impact	Mitigation Measure(s)	Significance After Mitigation
	Chief of Planning for review and approval. Prior to final building inspection, the applicant shall submit a letter from a qualified archeologist detailing how the monitoring requirements were met.	
Impact CR-2. Construction of the proposed project would involve ground-disturbing activities such as grading and surface excavation, which have the potential to unearth or adversely impact previously unidentified paleontological resources. Impacts would be Less Than Significant with Mitigation Incorporated.	**CR-2 (a) Paleontological Worker Environmental Awareness Program** Prior to the start of construction, a project paleontologist who meets the standards of the SVP (2010) or his or her designee shall conduct training for construction personnel regarding the appearance of fossils and the procedures for notifying the County and the project paleontologist should fossils be discovered by construction staff. The Worker Awareness Program (WEAP) training requirement shall be fulfilled at the time of a preconstruction meeting. **CR-2 (b) Paleontological Monitoring** Ground-disturbing construction activities (including grading, trenching, foundation work, and other excavations) in previously undisturbed sediments that exceed 10 feet in depth shall be monitored on a full-time basis during initial ground disturbance. Monitoring shall be conducted by a qualified paleontological monitor, who is defined as an individual who has experience with collection and salvage of paleontological resources and meets the minimum standards of the SVP (2010). The duration and timing of the monitoring shall be determined by the project paleontologist and based upon the location and extent of proposed ground disturbance. If the project paleontologist determines that full-time monitoring is no longer warranted, based on the specific geologic conditions at the surface or at depth, the project paleontologist may recommend that monitoring be reduced to periodic spot-checking or cease entirely. Monitoring is not necessary in artificial fill or for activities that do not reach 10 feet in depth. **CR-2 (c) Unanticipated Discovery of Paleontological Resources** In the event of a fossil discovery during construction, all work in the immediate vicinity of the find shall cease. A qualified paleontologist shall evaluate the find before restarting construction activity in the area. If it is determined that the fossil(s) is (are) scientifically significant as defined by the SVP (2010), the project paleontologist shall notify the County and complete the following actions to mitigate impacts to significant fossil resources: 1) **Salvage of Fossils.** The project paleontologist (or paleontological monitor) shall recover significant fossils following standard field procedures for collecting paleontological resources, as described by the SVP (2010). Typically, fossils can be safely	Implementation of Mitigation Measure CR-2 (a) through CR-2 (c) would reduce impacts to previously unidentified paleontological resources to a less than significant level.

Impact	Mitigation Measure(s)	Significance After Mitigation
	salvaged quickly by a single paleontologist and not disrupt construction activity. In some cases, larger fossils (such as complete skeletons or large mammal fossils) require more extensive excavation and longer salvage periods. In this case, the paleontologist shall have the authority to temporarily direct, divert, or halt construction activity to ensure that the fossil(s) can be removed in a safe and timely manner. 2) **Preparation and Curation of Recovered Fossils.** Once salvaged, significant fossils shall be identified to the lowest possible taxonomic level, prepared to a curation-ready condition, and curated in a scientific institution with a permanent paleontological collection (such as the University of California Museum of Paleontology), along with all pertinent field notes, photos, data, and maps. Fossils of undetermined significance at the time of collection may also warrant curation at the discretion of the project paleontologist. **Monitoring Action:** Prior to issuance of grading or construction permits and prior to any ground disturbing activities, the applicant shall submit a copy of an executed agreement with a qualified paleontologist to provide the required monitoring services, to the Chief of Planning for review and approval. Prior to final building inspection, the applicant shall submit a letter from a qualified paleontologist detailing how the monitoring requirements were met.	
Impact CR-3. Construction of the proposed project would involve ground-disturbing activities such as grading and surface excavation, which have the potential to unearth or adversely impact previously unidentified human remains. Impacts would be less than significant with mitigation Incorporated.	Implementation of **Mitigation Measures CR-1 and CR-4** is required.	Impacts would be less than significant with implementation of Mitigation Measures CR-1 and CR-4.
Impact CR-4. The proposed project would involve construction activities that have the potential to adversely impact tribal cultural resources, though no tribal cultural resources have been identified within the project site. Impacts would be less than significant with mitigation incorporated.	**CR-4 (a) Native American Monitoring** An OCEN Tribal Monitor shall be retained to be on site to monitor all project-related ground-disturbing construction activities (i.e., grading, excavation, potholing, etc.) within previously undisturbed soils. **CR-4 (b) Unanticipated Discovery of Tribal Cultural Resources** In the event the OCEN Tribal Monitor identifies tribal cultural resources, the monitor shall be given the authority to temporarily halt construction in the immediate vicinity and within 50 feet of the discovery and to determine if it is a tribal cultural resource under CEQA in consultation with the County of Monterey and, if necessary, the qualified	Implementation of Mitigation Measure CR-4 (a) and CR-4(b) would reduce impacts to previously unidentified tribal cultural resources to a less than significant level.

Impact	Mitigation Measure(s)	Significance After Mitigation
	archaeologist. Construction activities can continue in areas 50 feet away from the find and not associated with the cultural resource location. If the discovery proves to be significant, additional work such as testing or data recovery may be warranted. Any resources found should be treated with appropriate dignity and respect. At the completion of monitoring activities, all artifacts of Native American origin shall be returned to OCEN through the tribal monitor. **Monitoring Action:** Prior to issuance of building or grading permits, the applicant shall provide appropriate agreements with an OCEN Tribal monitor to the Chief of Planning for review and approval. Prior to final building permit inspection, the applicant shall provide documentation in writing including photos demonstrating that the mitigation was implemented during construction activities.	
Geology and Soils		
Impact GEO-1. Seismically induced groundshaking could destroy or damage structures and infrastructure, resulting in loss of property or risk to human safety. However, mandatory compliance with applicable California Building Code requirements and specifications for the project's building foundations would reduce impacts to a less than significant level.	No mitigation is required.	Impacts would be less than significant.
Impact GEO-2. Seismically included ground shaking could destroy or damage structures and infrastructure, resulting in loss of property or risk to human safety. The probability of liquefaction occurring in the sand strata extending from 15 to 48 feet below ground surface is high to very high. However, the potential for liquefaction-induced lateral spreading is low. Potential impact resulting from liquefaction would be significant but mitigable.	**GEO-2 Reduction of Liquefaction Potential** Prior to issuance of a grading permit, the applicant shall submit to RMA Building Services for Building Official review and approval, a design-build ground improvement program prescribed by a qualified engineer to minimize liquefaction potential on the site. Measures to reduce liquefaction impacts could include, but may not be limited to specialized design of foundations by a structural engineer. Liquefaction shall be reduced such that people and structures would not be exposed to a substantial adverse effect, including the risk of loss, injury, or death involving seismic-related liquefaction, nor be exposed to on- or off-site liquefaction as a result of the proposed project, as determined by a registered professional engineer and the Building Official. To minimize construction-related vibration impacts of ground improvement techniques such as the vibro replacement stone column technique, piles shall not be driven within 20 feet of any existing, adjacent structures or fuel tanks unless a qualified engineer first certifies	Implementation of Mitigation Measure GEO-2 would reduce potential liquefaction impacts to a less than significant level.

Impact	Mitigation Measure(s)	Significance After Mitigation
	that the impacts of this technique to shake or crack foundations, or liquefy soil supporting these structures can be avoided. All ground improvement techniques shall reduce the liquefaction potential to an acceptable level, as determined by the Building Official, and shall be implemented by the applicant. **Monitoring Action:** Prior to the issuance of building permits, the applicant shall submit a report prepared by a qualified, registered engineer to the Building Official for review and approval. The engineer's report shall address the requirements of this mitigation including but not limited to recommendations for adequate foundation design to avoid loss of life or injury resulting from liquefaction and, as applicable, addressing the potential for impacts of the construction of the recommending foundation on adjacent structures. The Building Official shall not approve a construction permit until potential impacts from liquefaction and construction are adequately addressed. Prior to final of building permits, the applicant shall submit written information from a qualified engineer, to the satisfaction of the Building Official verifying that the mitigation has been satisfactorily completed.	
Impact GEO-3. Construction of the proposed project could result in soil erosion or loss of topsoil. However, compliance with existing regulations would reduce impacts to a less-than-significant level.	No mitigation is required.	Impacts would be less than significant.
Impact GEO-4. The project site is not located on a geological unit or soil that is unstable, and would not result in landslides, subsidence, or soil expansion. Impacts would be less than significant.	No mitigation is required.	Impacts would be less than significant.
Hazards and Hazardous Materials		
The proposed project would have no impact on hazards and hazardous materials.	None required.	No Impact.
Hydrology and Water Quality		
Impact H-1. Construction of the proposed project could potentially result in an increase in pollutant discharges to waters of the State. This impact would be significant but mitigable.	**H-1(a) Accidental Spill Control and Environmental Training** Prior to the issuance of a grading permit, the applicant shall submit a Spill Response Plan and Spill Prevention, Control and Countermeasure Plan to the County. The Spill Response Plan (SRP) in combination with the Spill Prevention, Control and Countermeasure (SPCC) Plan to be prepared for the proposed project shall include procedures for quick and safe clean-up of accidental spills. The SRP and/or	Implementation of Mitigation Measures H-1(a) through H-1(d) would reduce impacts related to violation of water quality standards or waste discharge requirements to a less than significant level.

Impact	Mitigation Measure(s)	Significance After Mitigation
	SPCC shall prescribe hazardous materials handling procedures for reducing the potential for a spill during construction, and shall include an emergency response program to ensure quick and safe clean-up of accidental spills. Additionally, an environmental training program shall be established to communicate environmental concerns and appropriate work practices, including spill prevention and response measures to all field personnel. A monitoring program shall be implemented to ensure that the plans are followed during all construction activities. **Monitoring Action:** Prior to the issuance of a grading permit, the applicant shall submit a Spill Response Plan and Spill Prevention, Control and Countermeasure Plan to the Director of the Environmental Health Bureau for review and approval. **H-1(b) Maintain Vehicles and Equipment** All vehicles and equipment, including all hydraulic hoses, shall be maintained in good working order to minimize leaks that could escape the vehicle or contact the ground. **Monitoring Action:** A vehicle and equipment maintenance log shall be updated and provided by the applicant to the County of Monterey RMA – Planning Department on a monthly basis for the duration of project construction. **H-1(c) Design-level Drainage Analysis and Minimization of Runoff** A design-level drainage analysis shall be prepared by a qualified engineer on behalf of the applicant prior to issuance of a grading permit that shall identify existing drainage patterns across the project site and existing off-site stormwater discharge locations. The drainage analysis shall quantify the existing and predicted post-construction peak runoff rates and amounts both on-site and off-site immediately downgradient of the project site. The drainage analysis shall identify any changes to the location of down-gradient discharge of stormwater runoff and any potential impacts on off-site property that would result from those changes. Stormwater control measures shall be developed to maximize on-site infiltration of stormwater and minimize off-site stormwater discharge. These stormwater control measures shall be designed to achieve conformance with Monterey County General Plan Safety Element Policy S-3.1 such that post-development, off-site peak flow discharge from the project site would not be greater than pre-development peak flow discharge. The stormwater control measures may include, as necessary, additional or expanded above-ground retention and/or detention basins,	

Impact	Mitigation Measure(s)	Significance After Mitigation
	stormwater collection tanks, subsurface infiltration devices such as cisterns with permeable bottoms or perforated pipes, permeable pavement, and vegetated swales. The stormwater control measures required by this mitigation may be used, in whole or in part, to satisfy other NPDES permits and the Monterey County Code. **Monitoring Action:** A design-level drainage analysis shall be submitted to and approved by Monterey County RMA – Public Works, Monterey County RMA – Environmental Services, and Monterey County Water Resources Agency prior to issuance of a grading permit. Identified stormwater control measures shall be installed when appropriate during the construction process. Prior to occupancy or final building and grading permits whichever occurs first, the applicant shall demonstrate to the satisfaction of the RMA and Water Resources Agency that installation of sufficient stormwater control measures to achieve conformance with the Monterey County General Plan Safety Element Policy S-3.1 have been constructed. **H-1(d) Stormwater Control Plan, Operation and Maintenance Plan, and Maintenance Agreements** Prior to issuance of occupancy permits, the applicant shall submit a Stormwater Control Plan, prepared by a registered professional engineer, addressing the Post-Construction Stormwater Management Requirements (PCRs) for Development Projects in the Central Coast Region. The plan shall include the location of the drainage facilities and construction details. A report with supporting calculations shall also be provided. The Stormwater Control Plan shall be reviewed by a licensed Geotechnical Engineer to ensure conformance with the Preliminary Geotechnical Investigation (PCE 2017) or Engineering Geology Report. Prior to issuance of occupancy permits, the applicant shall submit an Operation and Maintenance Plan to RMA Environmental Services for review and approval. The plan shall be prepared by a registered Professional Engineer and include, at a minimum, the following: ▪ A site map identifying all structural Stormwater Control Measures requiring O&M practices to function as designed ▪ O&M procedures for each structural Stormwater Control Measure including, but not limited to, LID facilities, retention/detention basins, and proprietorship devices, and ▪ The O&M plan shall include short- and long-term maintenance requirements, recommended frequency of maintenance, and estimated cost for maintenance. **Monitoring Action:** Prior to issuance of occupancy permits, the applicant shall enter into a Maintenance	

Impact	Mitigation Measure(s)	Significance After Mitigation
	Agreement with Monterey County. The applicant shall submit a signed and notarized Maintenance Agreement to RMA Environmental Services for review and approval prior to filing against the property deed with the County Recorder. The agreement shall clearly identify the responsible party for ongoing maintenance of structural Stormwater Control Measures. The Agreement shall contain provisions for an annual report to be prepared by a registered Professional Engineer. The annual report shall be submitted to RMA Environmental Services, for review and approval, no later than August 15th. All recommended maintenance shall be completed by October 15th of that same year. If maintenance is required, certification shall be provided that all recommended maintenance has been completed before the start of the rainy season.	
Impact H-2. Changes in on-site infiltration capacity would not result in a net deficit in aquifer volume or a lowering of the local groundwater table level. Impacts would be significant but mitigable.	Implementation of **Mitigation Measure H-1(c) and Mitigation Measure H-1(d)**, above, would ensure that the amount of on- and off-site stormwater runoff would be reduced to the maximum extent feasible and that the post-development peak discharge rate would not exceed the pre-development peak discharge rate. The stormwater control measures required by these Mitigation Measures would also ensure that infiltration is maximized such that changes in on-site infiltration would not result in a lowering of local groundwater levels or substantially interfere with groundwater recharge.	Implementation of Mitigation Measures H-1(c) and H-1(d) would reduce potential impacts to a less than significant level.
Impact H-3. Construction and operation of the proposed project would alter the on-site topography and drainage patterns and increase the amount of on-site impervious surface, which could increase the rate and amount of on- and off-site runoff and result in erosion, flooding, and the need for expanded stormwater drainage facilities. This impact would be significant but mitigable.	**Mitigation Measure H-1(c) and Mitigation Measure H-1(d)**, above, would ensure that the amount and rate of on- and off-site stormwater runoff would be reduced to the maximum extent feasible. No additional mitigation is required.	Implementation of Mitigation Measures H-1(c) and H-1(d) would reduce potential impacts to a less than significant level.
Impact H-4. Construction of the project could impede or redirect flood flows, expose people or structures to a significant risk of loss, injury or death involving flooding. However, compliance with existing regulations, including the requirements to appropriately elevate the project site above the FEMA 100-year flood elevation would reduce impacts to a less than significant level.	No Mitigation Measures required.	Impacts would be less than significant.

Impact	Mitigation Measure(s)	Significance After Mitigation
Impact H-5. The project's water demand could be met with a combination of water credits and water purchase. as a precondition to obtaining a building permit from the County, the applicant would be required to obtain a Water Permit from the Monterey Peninsula Water Management District that would evaluate and certify that sufficient water supplies are available to serve the project from existing entitlements and resources. As such, this impact would be less than significant.	No Mitigation Measures required.	Impacts would be less than significant.
Land Use and Planning		
The proposed project would have no impact on land use and planning.	None required.	No Impact.
Mineral Resources		
The proposed project would have no impact on mineral resources.	None required.	No Impact.
Noise		
Impact N-1. Noise from project construction activities would generate high levels of noise that could adversely impact existing nearby hotel units and residences. Impacts would be significant but mitigable.	**N-1 Construction Noise Mitigation** The following Mitigation Measure shall be implemented and adhered to by the project applicant and their construction contractor(s) to reduce noise generated from project construction activities: ▪ **Construction Equipment.** Construction equipment shall be properly maintained and in good condition. All internal combustion engine driven machinery will use intake and exhaust mufflers and engine shrouds, as applicable. Equipment engine shrouds shall be closed during equipment operation. Whenever feasible, electrical power shall be used to run air compressors and similar power tools rather than diesel equipment. The developer shall require all contractors, as a condition of contract, to maintain and tune-up all construction equipment to minimize noise emissions. ▪ **Vehicle and Equipment Idling.** Construction vehicles and equipment shall not be left idling for longer than five minutes when not in use. ▪ **Stationary Equipment.** Stationary construction equipment that generates noise that exceeds 60 dBA Leq at the boundaries of the nearby residential uses shall be shielded. Temporary noise barriers used during construction activity shall be made of noise-resistant material sufficient to achieve a Sound Transmission Class (STC) rating of STC 40 or greater, based on sound transmission loss data taken according to ASTM Test Method E90. Such a barrier may provide as	Implementation of Mitigation Measure N-1 would reduce impacts to a less than significant level.

Impact	Mitigation Measure(s)	Significance After Mitigation
	much as a 10 dB insertion loss, provided it is positioned as close as possible to the noise source or to the receptors. To be effective, the barrier must be long and tall enough (a minimum height of eight feet) to completely block the line-of-sight between the noise source and the receptors. The gaps between adjacent panels must be filled-in to avoid having noise penetrate directly through the barrier. The recommended minimum noise barrier or sound blanket requirements would reduce construction noise levels by at least 10 dB. The equipment area with appropriate acoustical shielding shall be designated on building and grading plans. Equipment and shielding shall remain in the designated location throughout construction activities. ▪ **Disturbance Coordinator.** A noise disturbance coordinator shall be designated by the contractor. The noise disturbance coordinator shall be responsible for responding to any local complaints about construction noise. The noise disturbance coordinator shall determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and shall require that reasonable measures warranted to correct the problem be implemented. A telephone number for the disturbance coordinator shall be conspicuously posted at the construction site. ▪ **Construction Activities:** Construction activities with the potential to generate noise shall only occur Monday through Saturday between the hours of 7:30 AM and 6 PM. **Monitoring Action:** Prior to issuance of grading permits, the project proponent shall submit building and grading plans that show the appropriate construction equipment noise reduction measures to the County of Monterey Planning Department. Compliance shall be monitored by County Building Inspectors.	
Impact N-2. Project construction would intermittently generate groundborne vibration on and adjacent to the site. This may affect receptors near the project site, but would not create excessive levels of vibration that could cause structural damage or disturb sleep at nearby sensitive receptors. Impacts would be less than significant.	Mitigation Measure GEO-2 would require the minimization of construction-related vibration impacts of ground improvement techniques to be located no closer than 20-feet of any existing, adjacent structures or fuel tanks.	With the Implementation of Mitigation Measure GEO-2, impacts would be less than significant.

Impact	Mitigation Measure(s)	Significance After Mitigation
Impact N-3. Occupants of existing nearby sensitive receptors would not experience roadway noise level increases exceeding applicable thresholds as a result of project-generated traffic. Impacts would be less than significant.	No mitigation is required.	Impacts would be less than significant.
Impact N-4. Project operation would introduce new noise sources typical of proposed market and retail uses to the site. New noise sources would be similar to those of existing adjacent uses and would not result in a noise environment incompatible with existing uses. Impacts would be less than significant.	No mitigation is required.	Impacts would be less than significant.
Population and Housing		
The proposed project would have no impact on population and housing.	None required.	No impact.
Public Services		
The proposed project would have no impact on public services.	None required.	No impact.
Transportation and Circulation		
Impact T-1. Project-generated traffic would cause LOS at two study intersections and six road segments to significantly degrade relative to existing conditions. This impact would be significant and unavoidable.	**T-1 Intersection 3: Highway 1/Rio Road Improvements** Concurrent with development of the shopping center**,** the developer shall lengthen the existing eastbound left-turn lane at Rio Road and Crossroads Boulevard, which would provide access to the project's main entrance, from 170 feet (130 feet of striping) to approximately 265 feet. Extending the length of the existing left turn lane will require the existing 265-foot westbound left turn lane onto southbound Highway 1 to be shortened by an equal 95 feet. In addition, Caltrans and the TAMC are completing the design of a second northbound lane on Highway 1 that will widen Highway 1 by about 30 feet to the east. This will also reduce the length of the westbound Rio Road left turn lane by an equivalent amount. The result will be that the left turn lane will be shortened by a total of 125 feet to about 140 feet, assuming a 60-foot bay taper separating the eastbound left turn lane into the Rio Ranch Shopping Center and the westbound left turn lane onto southbound Highway 1. Consequently, the developer shall also add a second Rio Road westbound left-turn lane onto Highway 1. This will require a 90-foot bay taper, resulting in two left turn lanes each with a length of about 115 feet. The addition of the second left turn lane will require widening Rio Road 11 feet to the south between Highway 1 and the westerly Crossroads driveway, located about 170 feet east of Highway 1. A transition shall be provided to match the existing Rio	Impacts would be significant and unavoidable.

Impact	Mitigation Measure(s)	Significance After Mitigation
	Road southerly curb line on the east side of the middle Crossroads Shopping Center driveway about 250 feet to the east. Modifications along Rio Road will need to be coordinated with Caltrans and TAMC. **Monitoring Action:** Prior to issuance of grading or building permits, the applicant shall obtain all required approvals for road improvements from Caltrans and TAMC. Evidence of the approval shall be submitted to the RMA-Public Works. The required roadway improvements shall be installed prior to occupancy or final of building permits, whichever occurs first.	
Impact T-2. Project-generated traffic would cause LOS at four study intersections and seven road segments to significantly degrade relative to background conditions. Impacts would be significant and unavoidable.	**T-1 Intersection 3: Highway 1/Rio Road Improvement** (see above)	Impacts would be significant and unavoidable.
Impact T-3. Project access and internal circulation as currently designed would pose potential safety hazards to on- and off-site traffic and delivery service employees. Impacts would be significant, but mitigable.	**T-3 Internal Circulation and Project Access Design Improvements** The developer shall incorporate the recommended Mitigation Measures in the traffic study to address the potential impacts to project access and internal circulation. Mitigation would be incorporated into the final site plan and submitted for County review prior to the issuance of building permits. The following recommended measures shall be incorporated: a. Install a stop sign on the project exit at the Barnyard parking lot. b. Install all-way stop control at the four-legged intersection immediately south of the connection to the existing adjacent lodging use. c. Either relocate the loading facility in front of Store B to the on-site parking lot near Stores A and B, or design the loading facility to the satisfaction of the Monterey County Public Works Department. **Monitoring Action:** Prior to the issuance of grading or building permits, plans illustrating the location of stop signs, intersection controls, and loading areas for all proposed buildings shall be submitted to RMA-Public Works for review and approval.	Implementation of Mitigation Measure T-3 would reduce impacts to a less than significant level.
Impact T-4. The project would provide sufficient access to emergency vehicles, would be required to comply with local and State standards for fire safety, and would undergo plan review for compliance with fire code standards. impacts would be less than significant.	No mitigation is required.	Impacts would be less than significant.

Impact	Mitigation Measure(s)	Significance After Mitigation
Impact T-5. The project would not conflict with adopted policies, plans, or programs regarding public transit, bikeways, or pedestrian facilities. The project would have temporary, short-term impacts to public transit and pedestrian facilities during project construction. Impacts would be less than significant.	No mitigation is required.	Impacts would be less than significant.
Cumulative Impacts. Project-generated traffic would cause LOS at six study intersections and seven road segments to significantly degrade relative to cumulative conditions. Impacts would be significant and unavoidable.	**T-1 Intersection 3: Highway 1/Rio Road Improvements** (see above)	Impacts would be significant and unavoidable.
Utilities and Service Systems		
The proposed project would have no impact on utilities and service systems.	None required.	No impact.

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