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WATER DISTRICT GM TO CITY: DON’T BE STINGY

By MARY SCHLEY

THE CITY should provide water to anyone who asks for it, Monterey Peninsula Water Management District general manager Dave Stoldt told the Carmel City Council Tuesday, because there’s plenty to go around, thanks to the expansion of the Pure Water Monterey wastewater recycling plant.

The city’s allocation as of March 1 was 2.661 acre-feet, Stoldt noted, but with the upgraded plant coming online by the end of the year, its water bank account will increase by 14 acre-feet.

The amount is based on historic use figures provided by California American Water — which show demand hit an impressive 20-year low last year of just over 9,000 acre-feet, compared with a little more than 15,000 acre-feet in 2004 — along with anticipated population growth and commercial expansion gauged by the Association of Monterey Bay Area Governments, and the state’s demand for more housing.

Slow growth, more houses

Stoldt pointed out that AMBAG predicted a 25-year population increase of just 35 people in the City of Carmel, but the same organization devised the 349-unit allocation that state law demanded be planned for in the city’s housing element. The water district developed a formula using both figures to predict a 25-year water need of 43 additional acre-feet and set the new allocation at a third of that.

“But we retained 2,094 acre-feet for future allocation,” he said, so if the city doles out its share, it can request more.

Gas prices could soar as clean air rules take effect

By CAITLIN CONRAD

GASOLINE IS almost 20 cents per gallon cheaper than it was a year ago in the Golden State, but the downward trend may be coming to an end this summer, thanks to new rules to curb greenhouse gas emissions.

On Tuesday, a new “low carbon fuel standard” took effect that could significantly increase prices at the pump. The California Air Resources Board voted to increase the standard in November, but the rules have been on hold for months while the state’s office of administrative law made dozens of technical changes.

The air board approved those changes Friday, just in time for the new fiscal year.

‘Critical certainty’

“Implementing the July 1 effective date for the low carbon standard provides critical certainty to the industry, as well as the carbon credit market,” said air resources board chair Liane Randolph.

The fuel standard requires carbon dioxide emissions

Construction to begin at Rancho Cañada Village

By CHRIS COUNTS

MORE THAN two decades after the late Nick Lombardo proposed building 280 homes on land in Carmel Valley where Rancho Cañada’s West Course once operated — and nine years after the Monterey County Board of Supervisors approved a scaled-back version of the project — developer Alan Williams told The Pine Cone that construction is expected to start in the coming weeks, providing housing he said has been “needed forever.”

The project, Rancho Cañada Village, includes 93 single-family homes, 40 workforce/inclusionary units and 12 townhouses — and the donation of 36 acres of open space to the Monterey Peninsula Regional Park

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Rainbow crosswalk may have to go



PHOTO/MONTEREY PENINSULA PRIDE

Monterey Peninsula Pride and Monterey Mayor Tyller Williamson (center) celebrated a new rainbow-colored crosswalk on Alvarado Street with a June 20 ribbon cutting, but the federal government says they should remove it. See page 9A.

“So, we encourage you to not ration your water,” Stoldt told the council. “I’m not saying first come, first served, but try to be expansive in your approach. Remodels are OK. Commercial growth is OK.”

Any property with a water meter could add an accessory dwelling unit or expand a residence or housing complex,

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from transportation fuels to decline every year, including a 30 percent cut over the next five years and a 90 percent reduction by 2045.

To hit those targets, bulk fuel sellers such as refineries must reduce emissions or buy credits from companies that sell lower-carbon fuels to offset emissions.

Prices for those credits increased under the new fuel standard this week.

The increased cost of credits means more money for clean energy infrastructure, like electric vehicle charging stations, and companies that produce clean energy

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Mechanical marvel lets paralyzed racer ride again

■ Wayne Rainey back at Laguna Seca

By MARY SCHLEY

AFTER A career-ending crash in Misano, Italy, left three-time world champion Wayne Rainey paralyzed from the waist down in 1993, it might have been inconceivable to think the Carmel Valley resident would ever ride a motorcycle again.

But he’s done just that. Last month, for the first time since 1991, Rainey had the pleasure of doing laps on Laguna Seca raceway’s world-famous 2.238 miles of 11 turns aboard a Yamaha motorcycle made just for him. And he’ll do so again during the MotoAmerica Superbike Speedfest race weekend set for July 11-13.

On a typical motorcycle, a rider uses his hands and feet to shift gears, accelerate and brake, along with body weight and countless subtle inputs to maneuver, steer and balance.

Split-second decisions are constantly made based on sensory feedback a rider receives not just by what he’s seeing, but by what he’s feeling through his entire body.

So imagine what it’s like to be aboard a two-wheeled

See **RIDER** page 18A

Council cools on valet parking but likes stop signs

By MARY SCHLEY

WHILE THE Carmel City Council last month showed interest in seeing if valet parking could relieve some of downtown’s parking woes, Mayor Dale Byrne failed Tuesday to get the support needed to take the idea to the next step of seeking proposals from vendors interested in taking on the job.

Similarly, councilmembers showed a lack of interest in undoing some of the changes brought about by the AB 413 Daylighting Law that removed parking spaces near crosswalks.

Byrne and a committee he created had proposed those measures, along with several others, as potential ways to free up parking in the commercial areas, where motorists often spend time circling block after block in search of spots. The far-reaching plan presented last month listed near-term and long-term options, including setting up valet service by Carmel Plaza to ferry visitors’ cars to parking areas outside the downtown area and developing a plan to bring back some of the parking spots lost to AB 413.

‘Valet parking doesn’t feel like Carmel — it feels like La Jolla’

Done and undone

“Due to the speed at which valet parking could be implemented and ended, the council expressed particular interest in immediately exploring the concept as a potentially innovative step toward intercepting visitor vehicles before they enter the central commercial district,” assistant city administrator Brandon Swanson said in his July 1 report. Councilmembers wanted to know whether it would be feasible and asked about liability, zoning compatibility and how it would operate, including the collection of fees.

The program would use a professional service to stage cars in the tour-bus parking area on the Junipero side of Carmel Plaza and move them to “offsite parking lots on city-owned properties, such as Vista Lobos and Sunset Center, as well as privately held lots made available through partnership agreements,” according to Swanson.

“Another interesting option is the potential expansion

See **PARKING** page 19A



PHOTO/COURTESY WAYNE RAINEY

For the first time since 1991, former racer Wayne Rainey got to ride a motorcycle at Laguna Seca — a major feat for a man who was paralyzed in a career-ending crash.