5.0 OTHER CEQA CONSIDERATIONS

5.1 CUMULATIVE IMPACTS

Section 15130 of the CEQA Guidelines requires the consideration of cumulative impacts within an EIR when a project's incremental effect is cumulatively considerable. Cumulatively considerable means that "the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects." In identifying projects that may contribute to cumulative impacts, the CEQA Guidelines allow the use of either a list of past, present, and reasonably anticipated future projects, producing related or cumulative impacts, including those that are outside of the control of the lead agency. The CEQA Guidelines also allow the use of a summary of projections contained in an adopted General Plan or related planning document, which is designed to evaluate regional or area-wide conditions. This analysis relies on the information contained within the 1982 *Monterey County General Plan* (MCGP), as amended. Due to changes in traffic conditions (and thereby air quality and the noise environment) and updated projections of regional growth since the time of adoption of the 1982 MCGP and in preparation for the Monterey County 21st Century General Plan Update, the County prepared an updated traffic model, containing the most accurate estimates of future growth conditions available based on the most recent projections, completed studies, and adopted plans (including the *Fort Ord Reuse Authority Reuse Plan* [Reuse Plan]) for the County.

In accordance with § 15130(b) of the CEQA Guidelines, "the discussion of cumulative impacts shall reflect the severity of the impacts and their likelihood of occurrence, the discussion need not provide as great [a level of] detail as is provided for the effects attributable to the project alone." The discussion should be guided by standards of practicality and reasonableness, and should focus on the cumulative impact to which the identified other projects contribute rather than the attributes of other projects which do not contribute to the cumulative impact.

This section contains an evaluation of the impacts generated from the implementation of the EGSP project when considered in conjunction with development forecasts based on the buildout of the MCGP. This analysis also considers the cumulative impacts as described in the *FORA Reuse Plan Final EIR* (FORA FEIR) prepared to evaluate the impacts of the Reuse Plan. The cumulative impacts described in the FORA FEIR considered full buildout of that plan, which includes the entire former Fort Ord (FFO) area. The EGSP project is a smaller component of the Reuse Plan and contains project-specific details and mitigation measures; therefore, cumulative impacts for the EGSP project may differ from those described in the FORA FEIR. The cumulative impact discussion is organized by each of the environmental issues evaluated in Sections 4.1 through 4.12 of this DSEIR. Thresholds of significance for impacts are those indicated in the relevant portions of Section 4, Environmental Impact Analysis. In addition, as outlined in Guideline § 15139(b)(3), the geographic scope of the EGSP project varies depending on the type of impact discussed, i.e., the cumulative impact area for air is Monterey County, aesthetic cumulative impacts are described for the areas within and adjacent to the EGSP project area. The cumulative impact area is defined at the beginning of each cumulative impact analysis.

5.1.1 Land Use and Related Planning Programs

CUMULATIVE IMPACT ANALYSIS

This analysis considers cumulative land use impacts for Monterey County peninsula area. The additional development that will occur in the area of the EGSP consists of a combination of residential, retail, commercial, office, educational, public use, and open space. No established communities exist near the project site and the EGSP would not physically divide an established community.

Development of the surrounding areas and the greater cumulative impact area is guided by the Reuse Plan. The 2001 General Plan Amendment adopted and implements land uses proposed in the Reuse Plan into the MCGP. Land uses proposed by the EGSP are compatible with the Reuse Plan, and therefore with the MCGP. However, the intensity of land uses proposed under the EGSP would be less intense than land uses allowed under the current MCGP, resulting in fewer potential impacts to adjacent land uses and less intense impacts to traffic, air quality, and noise, as described in the No Project/Development Under the Existing General Plan, Section 6, Alternatives. Upon adoption of the EGSP (and accompanying two General Plan Amendments), any impacts to land use plans and policies would be resolved. An *Installation-Wide Multispecies Habitat Management Plan for Former Fort Ord* (HMP) was established for the FFO, which assumes a reuse development scenario for the entire base. The EGSP would be consistent with all land use plans, including the amended HMP, and there would be no cumulatively significant impacts.

Mitigation Measures

5.1.1 No additional mitigation measures are necessary.

Significance After Mitigation

Less than significant.

5.1.2 Geology and Soils

CUMULATIVE IMPACT ANALYSIS

Development of the project and cumulative projects in Monterey County will result in an increase in the number of persons exposed to seismic hazards and other geologic hazards such as densification, ground or soil failure, and instability. However, seismic safety standards for new construction, engineering standards for site preparation, and ongoing provisions for emergency preparedness and response are anticipated to reduce such a risk to an acceptable level and would not be cumulatively considerable. The project would require earthmoving activities that could result in landsliding. Project-level mitigation measures would reduce these impacts to less than significant. Therefore, the proposed project in conjunction with the other projects identified in this cumulative impact analysis will not result in significant cumulative impacts to geology and soils.

Mitigation Measures

5.1.2 No additional mitigation measures are necessary.

Significance After Mitigation

Less than significant.

5.1.3 Hydrology and Water Quality

CUMULATIVE IMPACT ANALYSIS

The project will result in changes in drainage patterns and the amount of impervious surface on the project site. The cumulative impact analysis area includes the 352-acre northern and southern watershed areas as described in the hydrologic report. The project design includes storm drain improvements of existing infrastructure, construction of new storm drain facilities, and construction of stormwater retention basins that would mitigate increases in peak flows and would not be cumulatively significant. Increases in impervious surface in the project area would cause a reduction on groundwater recharge; however, the reduction would be negligible as two of the proposed stormwater retention basins are designed to promote recharge of project-related runoff. Impacts to water quality from construction would be mitigated using Best Management Practices (BMPs) and would not be cumulatively considerable.

The project would incrementally contribute to the rate of seawater intrusion as forecasted in the Marina Coast Water District's (MCWD) *Urban Water Management Plan*. MCWD's Capital Improvement Program includes development of new water supply wells and the rehabilitation of wells that will ensure development of new and protection of existing water supplies. The EGSP project proposes BMPs that will reduce non-point source pollution from urban runoff. Construction of these improvements, together with ongoing maintenance, will reduce pollutants from urban runoff and there would be no cumulatively significant impacts to hydrology and water quality.

Mitigation Measures

5.1.3 No additional mitigation measures are necessary.

Significance After Mitigation

Less than significant.

5.1.4 Transportation and Circulation

CUMULATIVE IMPACT ANALYSIS

To forecast the traffic volumes in Year 2020, the land use information in the model's trip generation program used housing and population information from the Census 2000 by block and by Census Demographic Profiles (CDP). The employment data were validated to payroll data provided by the Economic Development Department. The household and employment data were organized into traffic analysis zones and validated to CDP and community areas during the County General Plan Update process, reflecting the most recent comprehensive data. The regional land use assumptions data is included in the *Traffic Impact Analysis* located in Appendix E.

Land uses proposed by county and city land use planners for year 2020 were applied to the valid land use data described above. These data were used in place of Association of Monterey Bay Area Governments' (AMBAG) population and employment forecasts, in consultation with AMBAG. AMBAG's 2000 Census-based land use was not available until March 2004, after this study was near completion. As part of the County General Plan Update, the County has identified five possible growth scenarios that include growth assumptions in county unincorporated areas such as East Garrison.

Appendix E also contains a summary of key land use assumptions that were used to develop 2020 traffic projections for the East Garrison study. Theses assume a countywide population total adjusted

to include 1,470 dwelling units for the EGSP project analysis. For the Full General Plan (GP) Buildout analysis, 2887 dwelling units were analyzed compared with 3,100 units used in the County General Plan Update. Using a reduced number of dwelling units in the analysis takes into account the approximate 300 dwelling units previously constructed that are now considered as part of the baseline conditions. The year 2020 countywide population total with East Garrison adjusted is 585,491 people. The AMBAG 2020 population estimate published in March 2004 for Monterey County was 527,069 people. The Department of Finance estimate for 2020 is 590,000.

Existing and Future Network Assumptions

Enhancements were made to the existing model to reflect existing road and highway network improvements constructed since 1998. The Imjin Parkway, Boronda Road extension, and the San Miguel Canyon Interchange at U.S. 101 were included in the update of the existing conditions model. Details of recently constructed road and highway projects are provided in the *Traffic Impact Analysis*.

Details about year 2020 future road and highway enhancements used in the three Cumulative scenarios are also described in Appendix E. These lists, developed in consultation with AMBAG and Transportation Agency of Monterey County (TAMC), are currently funded and subsequently have a high probability of being built. Many of the FORA improvements described in the FORA Capital Improvement Program (CIP) that have significant financial commitments (at least 50 percent) were used in the analysis with the exception of Blanco Road extension. For the purposes of the traffic modeling, Blanco Road is assumed to have two lanes. In addition, internal roadways and connections to Reservation Road and Inter-Garrison Road will be opened to traffic when the East Garrison project is built. Also noteworthy is the assumption that based on programming and funding, the U.S. 101 Safety and Improvement Project (PIP) is assumed constructed in the model's 2020 networks.

Cumulative (Year 2020) Conditions

- Exhibit 5-1 shows the forecasted Cumulative (Year 2020) peak hour turning movement volumes. Table 5-1 illustrates the intersection Level of Service (LOS) analysis for the Cumulative (Year 2020) Conditions.

Table 5-1: Cumulative Year 2020 Baseline Levels of Service

Intersection		Control	AM Peak		PM Peak	
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
1	SR 1 SB Ramps/Del Monte Boulevard (N)[1]	1-Way Stop	10.8	B	8.3	A
	- SR 1 SB Off-ramp Approach		(11.9)	(B)	(10.1)	(B)
2	SR 1 NB Ramps/Del Monte Boulevard (N)[1]	1-Way Stop	5.0	A	6.3	A
	- B Monte Road Approach		(13.3)	(B)	(17.1)	(C)
3	Davis Road/Blanco Road[2]	Signal	**120+**	**F**	**120+**	**F**
	Mit: Add a SB LT, a SB TH, 2 SB RT, add 2 NB TH and restripe to have 3 TH and 1 RT from 1 TH and 1 shared TH-RT, add 2 EB TH and restripe to have 3 TH and 1 RT from 1 TH and 1 shared TH-RT, add a EB LT, a WB LT, a WB TH, a WB RT, and utilize "overlap" for WB RT and SB RT.		*34.3*	*C*	*34.4*	*C*

Table 5-1 (Cont.): Cumulative Year 2020 Baseline Levels of Service

Intersection		Control	AM Peak		PM Peak	
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
4	SR 1 SB Ramps/Reservation Road[1] - SR 1 SB Off-ramp Approach *Mit: Same as that of Existing conditions (Install a Traffic Signal)*	1-Way Stop *Signal*	**120+** **(120+)** *19.3*	**F** **(F)** *B*	33.7 **(70.6)** *24.2*	D **(F)** *C*
5	SR 1 NB Ramps/Reservation Road[1] - SR 1 NB Off-ramp Approach	1-Way Stop	1.4 (13.6)	A (B)	4.5 (18.1)	A (C)
6	Reservation Road/Del Monte Boulevard[3] *Mit: Add a NB TH lane.*	Signal	31.1 *31.0*	C *C*	**60.9** *32.7*	E *C*
7	Reservation Road/Vista Del Camino[3]	Signal	8.8	A	13.4	B
8	Reservation Road/Seacrest Avenue[3]	Signal	8.1	A	16.6	B
9	Reservation Road/De Forest Road[3]	Signal	9.2	A	10.0	B
10	Reservation Road/Crescent Avenue[3]	Signal	14.0	B	12.8	B
11	Reservation Road/Imjin Road[3] *Mit: 1) Restripe WB approach (currently 2 LT, 2 TH, and 1 RT) to have 3 LT, 1 TH, and 1 shared TH-RT, 2) Restripe EB approach (currently 2 LT, 2 TH, and 1 RT) to have 1 LT, 3 TH, and 1 RT, and 3) Make NB RT free.*	Signal	120+ *42.9*	F *D*	120+ *27.5*	F *C*
12	Reservation Road/Blanco Road[2] *Mit: Restripe WB approach (currently 1 TH and 1 RT) to have 1 TH and 1 shared TH-RT lanes.*	Signal	**120+** *33.9*	**F** *C*	28.0 *16.1*	C *B*
13	Reservation Road/Inter-Garrison Road[2]	Signal	N/A (No project traffic)			
14	Inter-Garrison Road/New Collector[2]	Roundabout	N/A (No project traffic)			
15	Reservation Road/Main Project Access[2]	Signal	N/A (No project traffic)			
16	Reservation Road/Eastern Project Access[2]	Signal	N/A (No project traffic)			
17	Reservation Road/Davis St/ "The Bluffs"[2] *Mit: Install a Traffic Signal and add 1 WB TH, 1 EB LT lanes, and make SB RT free.*	2-Way Stop *Signal*	**120+** *28.4*	**F** *C*	**120+** *29.5*	**F** *C*
18	SR 68 WB Ramps/Reservation Road[1] *Mit: Add 1 SB LT lane and add 1 EB TH lane and modify EB approach (currently 1 shared TH-RT) to have 1 TH and 1 RT lanes.*	Signal	14.8 *13.3*	B *B*	**120+** *36.5*	**F** *D*
19	SR 68 EB Ramps/Reservation Road[1] *Change EB LT lane into a shared LT-TH and use split phasing to accommodate the additional SB LT lane at Intersection 18. (Note: change in LOS is due to measures implemented for Intersection 18.)*	Signal	34.5 *44.6*	C *D*	46.2 *46.7*	D *D*
20	SR 1 SB Ramps/Imjin Parkway[1] - SR 1 SB Off-ramp Approach *Mit: Install a traffic signal.*	1-Way Stop *Signal*	**120+** *37.6*	**F** *D*	**120+** *19.2*	**F** *B*

Table 5-1 (Cont.): Cumulative Year 2020 Baseline Levels of Service

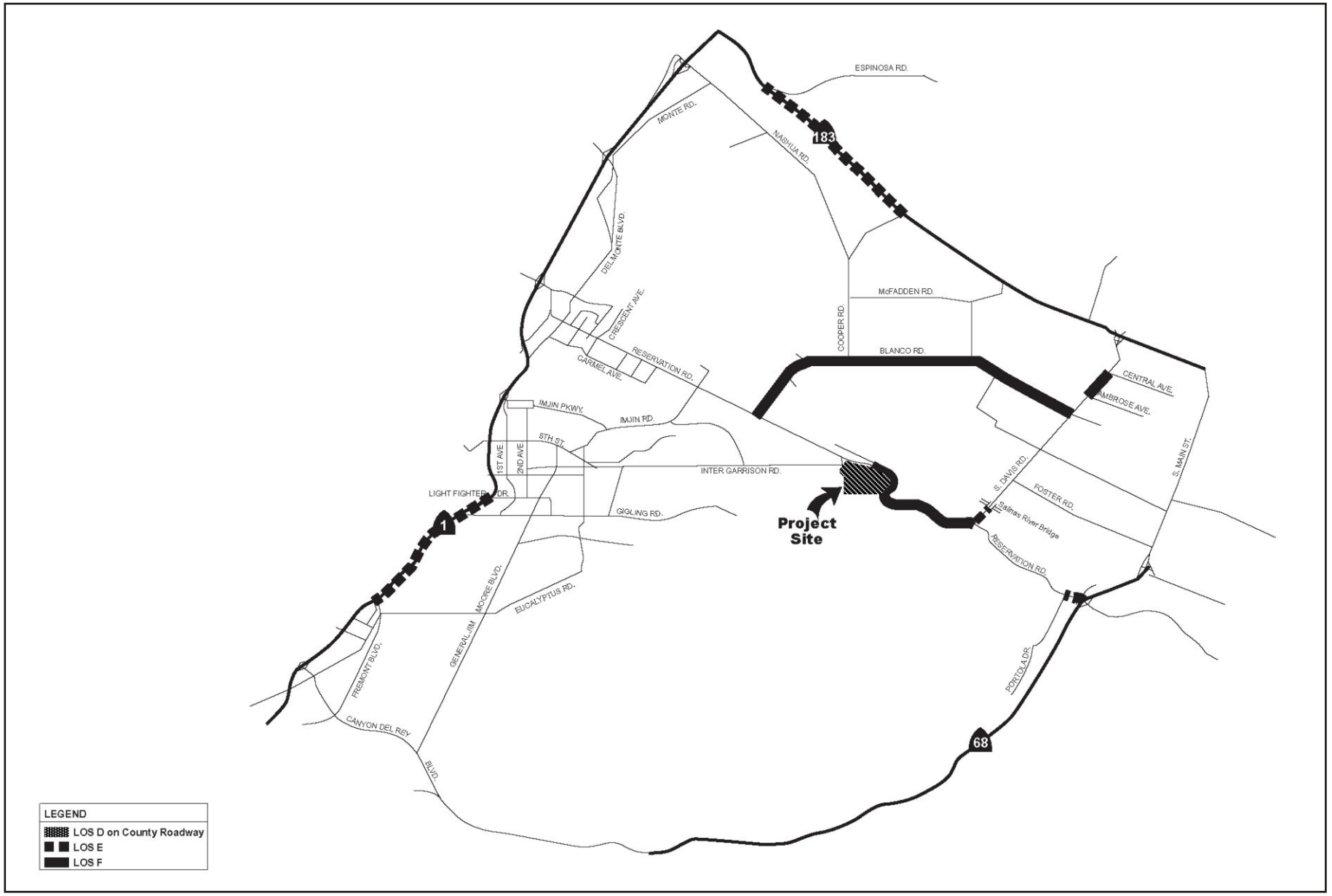
	Intersection	Control	AM Peak		PM Peak	
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
21	SR 1 NB Ramps/Imjin Parkway[1]	1-Way Stop	0.1	A	120+ (120+)	F
	- SR 1 NB Off-ramp Approach		**(63.5)**	**(F)**		
	Mit: Install a traffic signal	*Signal*	*30.5*	*C*	*21.7*	*C*
22	3rd St/4th Avenue[3]	ALL-Way Stop	10.6	B	11.3	B
23	Light Fighter Drive/1st Avenue[3]	Signal	46.9	D	**109.0**	F
	Mit: Add 1 EB RT and 1 NB LT lanes.		*28.8*	*C*	*18.9*	*B*
24	Light Fighter Drive/2nd Avenue[3]	2-Way Stop	**79.8**	**F**	**120+ (120+)**	**F**
	- NB 2nd Avenue Approach		**(120+)**	**(F)**		
	Mit: Install a traffic signal	*Signal*	*28.8*	*C*	*52.7*	*D*
25	Light Fighter Drive/Gen. Jim Moore Boulevard[3]	Signal	18.6	B	26.3	C
26	SR 1 SB Ramps/Canyon Del Rey Boulevard[1]	1-Way Stop	**120+**	**F**	**120+**	**F**
	- SR 1 SB Off-ramp Approach		**(120+)**	**(F)**	**(120+)**	**(F)**
	Mit: Same as that of Existing Conditions (Construct a Roundabout)	*Roundabout*	*4.2*	*A*	*5.7*	*A*
27	SR 1 NB Ramps/Canyon Del Rey Boulevard[1]	1-Way Stop	15.4	B	25.5	D
	- SR 1 NB Off-ramp Approach		**(63.2)**	**(F)**	**(86.7)**	**(F)**
	Mit: Add 1 EB TH Lane		*5.0 (20.1)*	*A (C)*	*9.0 (30.4)*	*A (D)*
28	Gen. Jim Moore Boulevard/Canyon Del Rey Boulevard[1]	Signal	**120+**	**F**	**120+**	**F**
	Mit: Change EB Protected left turn phasing into Permitted left turn phasing. Add 1 SB LT lane. Add 1 WB TH and modify WB approach (currently 1 shared TH-RT) to have 1 TH and 1 RT lanes.		*43.4*	*D*	*14.6*	*B*

Notes:
Analysis is performed using the software TRAFFIX based on the 2000 Highway Capacity Manual methodologies.
[1] Intersection is under Caltrans jurisdiction (Minimum acceptable level of service = D)
[2] Monterey County Intersection (Minimum acceptable level of service = C)
[3] City of Marina Intersection (Minimum acceptable level of service = D)
Unacceptable operations are shown in **Bold**.

Abbreviations:
EB - eastbound RT - right turn
LT - left turn SB - southbound
WB - westbound TH - through lane
NB - northbound sec/veh - seconds per vehicle
Source: TJKM Transportation Consultants, September 2004.

As identified in Table 5-1, under the Cumulative Baseline scenario, the following intersections are expected to operate at unacceptable levels of service:

- Davis Road/Blanco Road (LOS F during both the AM and PM peak hours)
- SR 1 Southbound Ramps/Reservation Road (LOS F during both the AM and PM peak hours)



Source: TJKM Transportation Consultants, September 2004.

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Exhibit 5-1
Roadway Segments with Unacceptable Levels of Service - Cumulative (Year 2020) Conditions

- Reservation Road/Del Monte Boulevard (LOS E during the PM peak hours)
- Reservation Road/Imjin Parkway (LOS F during both the AM and PM peak hours)
- Reservation Road/Blanco Road (LOS F during the AM peak hours)
- Reservation Road/Davis Road/"The Bluffs" (LOS F during both the AM and PM peak hours)
- SR 68 Westbound Ramps/Reservation Road (LOS F during the PM peak hours)
- SR 1 Southbound Ramps/Imjin Parkway (LOS F during both the AM and PM peak hours)
- SR 1 Northbound Ramps/Imjin Parkway (LOS F during both the AM and PM peak hours)
- Light Fighter Drive/1st Avenue (LOS F during the PM peak hours)
- Light Fighter Drive/2nd Avenue (LOS F during both the AM and PM peak hours)
- SR 1 Southbound Ramps/Canyon Del Rey Boulevard (LOS F during both the AM and PM peak hours)
- SR 1 Northbound Ramps/Canyon Del Rey Boulevard (LOS F during both the AM and PM peak hours)
- General Jim Moore Boulevard/Canyon Del Rey Boulevard (LOS F during both the AM and PM peak hours) Davis Road

Cumulative Plus Project Analysis

The Cumulative Plus Project scenario assumes baseline cumulative conditions plus traffic conditions resulting from the development of the EGSP. Exhibit 5-2 shows the forecasted cumulative year 2020 plus project peak hour turning movement volumes. Table 5-2 illustrates the intersection LOS analysis for the cumulative year 2020 plus project.

Table 5-2: Cumulative Year 2020 Plus Project Levels of Service

Intersection		Control	AM Peak		PM Peak	
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
1	SR 1 SB Ramps/Del Monte Boulevard (N)[1]	1-Way Stop	11.6	B	8.3	A
	- SR 1 SB Off-ramp Approach		(12.7)	(B)	(10.1)	(B)
2	SR 1 NB Ramps/Del Monte Boulevard (N)[1]	1-Way Stop	4.5	A	6.4	A
	- SB Monte Road Approach		(13.8)	(B)	(17.4)	(C)

Table 5-2 (Cont.): Cumulative Year 2020 Plus Project Levels of Service

Intersection		Control	AM Peak		PM Peak	
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
3	Davis Road/Blanco Road[2] *Mit: Add 2 SB LT, a SB TH, 2 SB RT, add 2 NB TH and restripe to have 3 TH and 1 RT from 1 TH and 1 shared TH-RT, add a NB LT, add 2 EB TH and restripe to have 3 TH and 1 RT from 1 TH and 1 shared TH-RT, add a EB LT, a WB LT, a WB TH, a WB RT, and utilize "overlap" for WB RT and SB RT.*	Signal	**120+** *32.4*	**F** *C*	**120+** *32.3*	**F** *C*
4	SR 1 SB Ramps/Reservation Road[1] - SR 1 SB Off-ramp Approach *Mit: Same as that of Existing conditions (Install a Traffic Signal)*	1-Way Stop *Signal*	**120+** **(120+)** *21.5*	**F** **(F)** *C*	34.1 **(71.4)** *24.2*	D **(F)** *C*
5	SR 1 NB Ramps/Reservation Road[1] - SR 1 NB Off-ramp Approach	1-Way Stop	2.0 (14.5)	A (B)	4.4 (17.9)	A (C)
6	Reservation Road/Del Monte Boulevard[3] *Mit: Add a NB TH lane.*	Signal	30.5 *29.9*	C *C*	**76.0** *34.3*	**E** *C*
7	Reservation Road/Vista Del Camino[3]	Signal	8.4	A	13.6	B
8	Reservation Road/Seacrest Avenue[3]	Signal	8.5	A	16.4	B
9	Reservation Road/De Forest Road[3]	Signal	8.8	A	10.0	B
10	Reservation Road/Crescent Avenue[3]	Signal	12.6	B	12.9	B
11	Reservation Road/Imjin Road[3] *Mit: 1) Restripe WB approach (currently 2 LT, 2 TH, and 1 RT) to have 3 LT, 1 TH, and 1 shared TH-RT, 2) Restripe EB approach (currently 2 LT, 2 TH, and 1 RT) to have 1 LT, 3 TH, and 1 RT, and 3) Make NB RT free.*	Signal	**120+** *25.5*	**F** *C*	**120+** *21.8*	**F** *C*
12	Reservation Road/Blanco Road[2] *Mit: Restripe WB approach (currently 1 TH and 1 RT) to have 1 TH and 1 shared TH-RT lanes.*	Signal	**120+** *26.3*	**F** *C*	31.5 *18.9*	C *B*
13	Reservation Road/Inter-Garrison Road[2]	Signal	20.1	C	34.3	C
14	Inter-Garrison Road/New Collector[2] *Mit: Add 1 EB approach lane and a circulating lane.*	Roundabout	14.9 *14.2*	B *B*	**52.6** *4.3*	**F** *A*
15	Reservation Road/Main Project Access[2]	Signal	14.3	B	16.7	B
16	Reservation Road/Eastern Project Access[2]	Signal	15.3	B	6.0	A

Table 5-2 (Cont.): Cumulative Year 2020 Plus Project Levels of Service

Intersection		Control	AM Peak		PM Peak	
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
17	Reservation Road/Davis St/ "The Bluffs"[2]	2-Way Stop	**120+**	**F**	**120+**	**F**
	Mit: Install a Traffic Signal and add 1 WB TH, 1 EB LT lanes, and make SB RT free.	*Signal*	26.4	*C*	*29.0*	*C*
18	SR 68 WB Ramps/Reservation Road[1]	Signal	21.8	C	**117.6**	**F**
	Mit: Add 1 SB LT lane and add 1 EB TH lane and modify EB approach (currently 1 shared TH-RT) to have 1 TH and 1 RT lanes.		*16.6*	*B*	*34.5*	*C*
19	SR 68 EB Ramps/Reservation Road[1]	Signal	28.7	C	47.6	D
	Change EB LT lane into a shared LT-TH and use split phasing to accommodate the additional SB LT lane at Intersection 18. (Note: change in LOS is due to measures implemented for Intersection 18.)		*42.3*	*D*	*53.7*	*D*
20	SR 1 SB Ramps/Imjin Parkway[1]	1-Way Stop	**120+**	**F**	**120+**	**F**
	- SR 1 SB Off-ramp Approach					
	Mit: Install a traffic signal.	*Signal*	*30.2*	*C*	*18.9*	*B*
21	SR 1 NB Ramps/Imjin Parkway[1]	1-Way Stop	0.1	A	0.3	A
	- SR 1 NB Off-ramp Approach		**(57.0)**	**(F)**	**(69.5)**	**(F)**
	Mit: Install a traffic signal.	*Signal*	*25.9*	*C*	*20.9*	*C*
22	3Road St/4th Avenue[3]	All-Way Stop	18.9	C	24.9	C
23	Light Fighter Drive/1st Avenue[3]	Signal	**78.5**	**E**	**102.1**	**F**
	Mit: Add 1 EB RT and 1 NB LT lanes.		*29.4*	*C*	*29.6*	*C*
24	Light Fighter Drive/2nd Avenue[3]	2-Way Stop	**120+**	**F**	**120+ (120+)**	**F**
	- NB 2nd Avenue Approach		**(120+)**	**(F)**		
	Mit: Install a traffic signal.	*Signal*	*30.1*	*C*	*52.5*	*D*
25	Light Fighter Drive/Gen. Jim Moore Boulevard[3]	Signal	20.4	C	36.8	D
26	SR 1 SB Ramps/Canyon Del Ray Boulevard[1]	1-Way Stop	**120+**	**F**	**120+**	**F**
	- SR 1 SB Off-ramp Approach		**(120+)**	**(F)**	**(120+)**	**(F)**
	Mit: Same as that of Existing Conditions (Install a Roundabout).	*Roundabout*	*5.4*	*A*	*5.7*	*A*
27	SR 1 NB Ramps/Canyon Del Ray Boulevard[1]	1-Way Stop	6.1	A	15.3	C
	- SR 1 NB Off-ramp Approach		(31.2)	(D)	**(55.3)**	**(F)**
	Mit: Add 1 EB TH Lane.		*3.6 (18.2)*	*A (C)*	*7.3 (26.3)*	*A (D)*

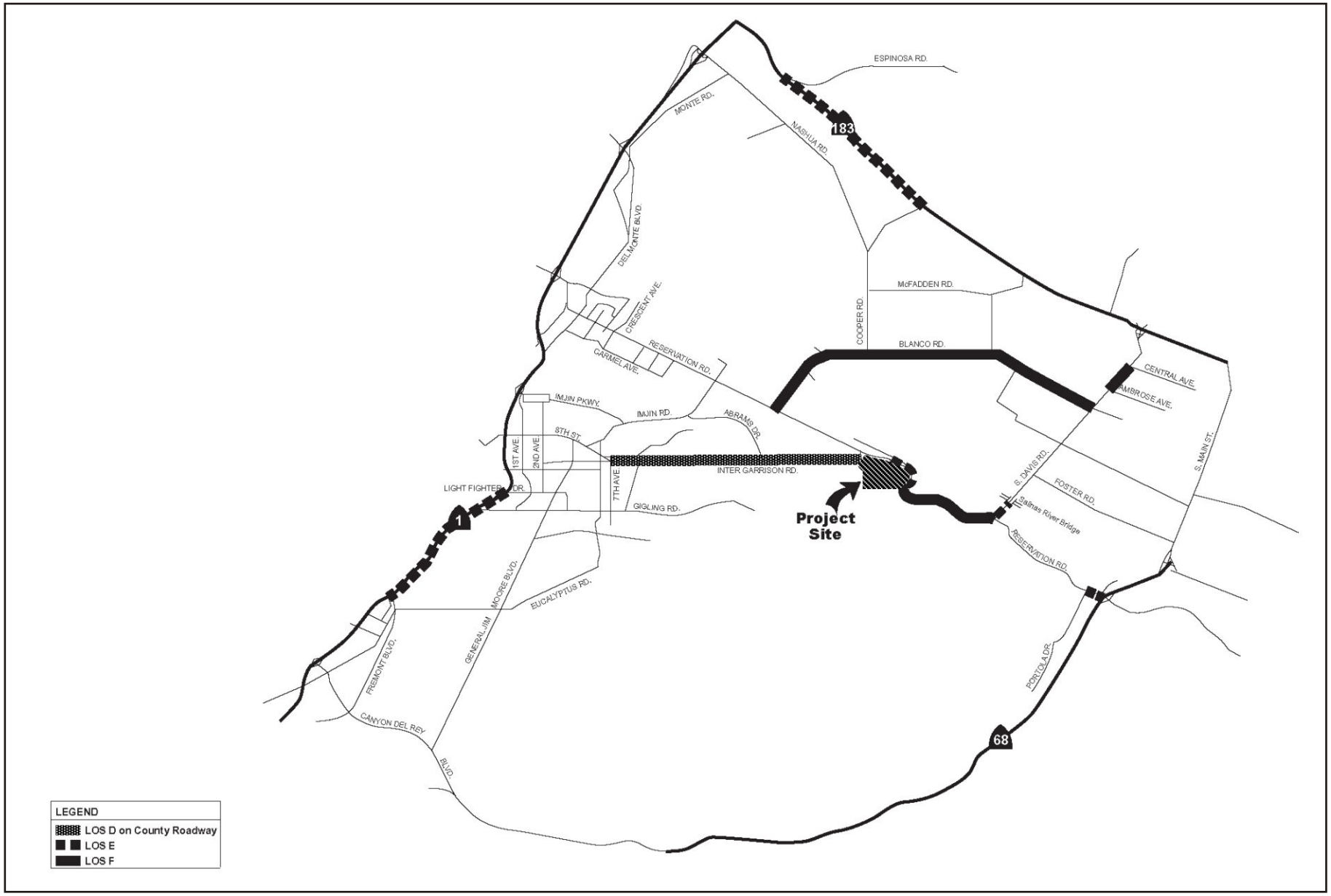
Table 5-2 (Cont.): Cumulative Year 2020 Plus Project Levels of Service

Intersection		Control	AM Peak		PM Peak	
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
28	Gen. Jim Moore Boulevard/Canyon Del Ray Boulevard[1]		**120+**	**F**	**120+**	**F**
	Mit: Change EB Protected left turn phasing into Permitted left turn phasing. Add 1 SB LT lane. Add 1 WB TH and modify WB approach (currently 1 shared TH-RT) to have 1 TH and 1 RT lanes.	Signal	*17.1*	*B*	*9.1*	*A*

Notes:
Analysis is performed using the software TRAFFIX based on the 2000 Highway Capacity Manual methodologies.
[1] Intersection is under Caltrans jurisdiction (Minimum acceptable level of service = D)
[2] Monterey County Intersection (Minimum acceptable level of service = C)
[3] City of Marina Intersection (Minimum acceptable level of service = D)
Unacceptable operations are shown in **Bold**.
Abbreviations:
EB - eastbound RT - right turn
LT - left turn SB - southbound
WB - westbound
NB - northbound sec/veh - seconds per vehicle
Source: TJKM Transportation Consultants, September 2004.

Under the Cumulative (Year 2020) Plus Project (1,470 Homes) Conditions, the intersections listed below are expected to operate at unacceptable levels of service. Improvements previously approved and funded for the following intersections are included in the FORA CIP. Although the project would result in impacts to intersections, the County has already planned and funded improvements to improve unacceptable LOS at those intersections. Funding for these improvements as required under the FORA CIP will be collected from the project applicant; therefore, payment of these fees for the intersections is considered sufficient mitigation. As stated in CEQA Guideline §15130(a)(3) fair share payment of funds to improvements required by the project is considered to reduce project impacts to less than cumulatively considerable. Intersections impacted under Cumulative Plus Project conditions and the LOS for those intersections are described below. Improvements for those intersections are described in Appendix E.

- Davis Road/Blanco Road (LOS F during both the AM and PM peak hours)
- SR 1 Southbound Ramps/Reservation Road (LOS F during both the AM and PM peak hours)
- Reservation Road/Del Monte Boulevard(LOS E during the PM peak hours)
- Reservation Road/Imjin Parkway (LOS F during both the AM and PM peak hours)
- Reservation Road/Blanco Road (LOS F during the AM peak hours)
- Inter-Garrison Road/New Collector (LOS F during the PM peak hours)
- SR 1 Southbound Ramps/Imjin Parkway (LOS F during both the AM and PM peak hours
- SR 1 Northbound Ramps/Imjin Parkway (LOS F during both the AM and PM peak hours)



Source: TJKM Transportation Consultants, September 2004.

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Exhibit 5-2
Roadway Segments with Unacceptable Levels of Service - Cumulative (Year 2020) + Project (1,470 Homes) Conditions

- Light Fighter Drive/1st Avenue (LOS E during the AM peak hours; LOS F during the PM peak hours)
- Light Fighter Drive/2nd Avenue (LOS F during both the AM and PM peak hours)
- SR 1 Southbound Ramps/Canyon Del Rey Boulevard (LOS F during both the AM and PM peak hours)
- SR 1 Northbound Ramps/Canyon Del Rey Boulevard (LOS F during the PM peak hours)
- General Jim Moore Boulevard/Canyon Del Rey Boulevard (LOS F during both the AM and PM peak hours)

The above list of 16 intersections consists of the same 14 intersections that are expected to operate unacceptably under Cumulative Conditions with one additional intersection (Inter-Garrison Road/New Collector).

In addition, the following intersections operate at unacceptable LOS. However, these intersections are not included on the FORA CIP; therefore, these intersections will require improvements not anticipated in the FORA CIP and which will require mitigation.

- Reservation Road/Davis Road/"The Bluffs" (LOS F during both the AM and PM peak hours)
- SR 68 Westbound Ramps/Reservation Road (LOS F during the PM peak hours)
- SR 68 Eastbound Ramps/Reservation Road (LOS D during the PM peak hours)[1]

Mitigation Measures For Cumulative Plus Project Analysis

5-1 The County shall work with FORA for the inclusion in the CIP of the following improvements for the intersections at SR 68 westbound and eastbound ramps and Reservation Road, and Reservation Road/Davis Road.

- Reservation Road/Davis Road/"The Bluffs"
  - Install a traffic signal
  - Add a through lane on the westbound Reservation Road approach
  - Add a left turn lane on the eastbound Reservation Road approach
  - Implement "Free" right turns for vehicles turning right into westbound Reservation Road from southbound Davis Road
- SR 68 Westbound Ramps/Reservation Road
  - Add a left turn lane on the Highway 68 Westbound Off Ramp
  - Add a lane on the eastbound Reservation Road approach so that it has one through lane and one right turn lane (instead of one shared through-right turn lane)

[1] Although this intersection would operate at LOS D, improvements are needed to support other improvements needed for the SR 68 Westbound Ramps/Reservation Road intersection.

- SR 68 Eastbound Ramps/Reservation Road[2]

  - To accommodate the additional left turn lane on the Highway 68 Westbound Off Ramp approach at Reservation Road, the left turn lane on the eastbound Reservation Road approach should be restriped to a shared left-through lane at the intersection of Highway 68 Eastbound Ramps/Reservation Road.

  - Also, split phasing will need to be implemented on Reservation Road at Highway 68 Eastbound Ramps and the average intersection delay is expected to increase because of the utilization of split phasing.

Significance After Mitigation

Since it is uncertain at this time that these intersection improvements will be approved and funded, this impact is cumulatively significant and unavoidable.

Cumulative Plus Project - Roadway Segment Analysis

The occurrence of regional growth in this scenario increases traffic throughout the East Garrison study area. Key segments are significantly impacted by "background" traffic—traffic that is not directly related to East Garrison development. In addition to the network segments listed above, the cumulative effect of East Garrison and background traffic increases the number of segments that are expected to operate at unacceptable levels.

The rural segment of Davis Road between Reservation Road and Blanco Road will be impacted because trips that may otherwise use the Blanco-Imjin corridor will no longer use it when congestion levels peak; therefore, the Davis-Inter-Garrison corridor will become their best alternative route. East Garrison trips, in particular, may prefer the Davis Road corridor because of their proximity of origin to Salinas compared with the Blanco Road corridor. Reservation Road between Watkins Gate and Davis Road is expected to experience high volume increases and poor level of service for the same reason. Traffic flow on Reservation Road (a two-lane facility) between Watkins Gate and the Main Project Access (a two-lane facility) is expected to have a poor level of service in the uphill (westbound) direction.

Trips going to Salinas that typically use Blanco Road but cannot, due to congestion, may pass through the East Garrison property from Inter-Garrison Road to Reservation Road to Davis Road and use the same corresponding routes on their return to or from Monterey Peninsula cities. Reservation Road between Highway 68 and Portola may also be impacted because of diverted trips from Blanco Road; however, increased population in the Salinas Valley and increased employment in the Monterey Peninsula cities could also cause additional traffic along Reservation Road and River Road. Inter-Garrison Road could become congested near Abrams Drive due to the combination of East Garrison trips and trips diverted off the Blanco Road corridor. Traffic flow in the U.S. 101 corridor north of Salinas will further degrade without additional capacity even though safety and operational improvements are planned for construction in 2012 under the PIP.

The proposed road network in East Garrison includes construction of three connections to Reservation Road. The Inter-Garrison/Davis Road corridor could provide additional time savings for

[2] Although this intersection would operate at LOS D, improvements are needed to support other improvements needed for the SR 68 Westbound Ramps/Reservation Road intersection.

trips between the City of Salinas and Monterey Peninsula cities. In this manner, the Inter-Garrison/Davis Road corridor may help to reduce trips in the Blanco/Reservation/Imjin and SR 68 corridors. Moreover, this analysis shows that trips using Reservation Road west of Blanco Road, Imjin Parkway, and SR 1 north of Light Fighter, could decline in favor of the Davis/Inter-Garrison Road corridor.

Improvements previously approved and funded for the following roadway segments are included in the FORA CIP. Although the project would result in impacts to the other roadway segments, the County has already planned and funded improvements to improve unacceptable LOS on those six roadway segments. Funding for these improvements as required under the FORA CIP will be collected from the project applicant; therefore, payment of these fees for the five segments is considered sufficient mitigation.

In summary, under Cumulative (Year 2020) Plus Project (1,470 Homes) Conditions, the roadway segments listed below are expected to continue to operate at unacceptable levels of service. Construction of an additional roadway lane will mitigate impacts to these roadways.

- Blanco Road between Salinas River Bridge and Reservation Road (LOS F during the AM and PM peak hours)
- Blanco Road between Salinas River Bridge and Davis Road (LOS E and LOS F during the AM and PM peak hours, respectively)
- Davis Road between Ambrose and Central Avenue (LOS F during the AM and PM peak hours)
- Davis Road between Reservation Road and Salinas River Bridge (LOS E during the AM and PM peak hours)
- Reservation Road between Main Project Access and Watkins Gate (LOS E during the AM and PM peak hours)
- SR 1 between Light Fighter I/C and Fremont I/C) (LOS E during the PM peak hours)

In addition to the nine segments listed above that are expected to be unacceptable for Cumulative and Cumulative Plus Project Conditions, two segments along Inter-Garrison Road are expected to operate unacceptably. Construction of an additional roadway lane will mitigate impacts to these roadways:

- Inter-Garrison Road between Abrams and 7th Avenue (LOS D during the PM peak hour)
- Inter-Garrison Road between West Camp Road and Abrams (LOS D during the AM and PM peak hours)

Mitigation Measures

4.4-2-A The County shall work with FORA for the inclusion of widening of the following roadway segments in the CIP.

- Reservation Road between Watkins Gate and Davis Road (LOS F during the AM and PM peak hours)

- Reservation Road between Portola Drive and SR 68 (LOS D and LOS E during the AM and PM peak hours, respectively)

- SR 183 between Cooper Road and Espinosa Road (LOS E during the AM and PM peak hours)

Significance After Mitigation

Since it is uncertain at this time if these roadway segment improvements will be approved and funded, this impact is cumulatively significant and unavoidable.

Project Fair Share Analysis

The project sponsor in consultation with the Monterey County Public Works Department (MCPWD) shall contribute its fair share (in the form of FORA fees for 1,470 homes). These fees will go towards mitigating expected impacts at study intersections and roadway segments that are included in the FORA CIP. Based on the information provided at the official FORA CIP website (Table 2 - Transportation Network and Transit Elements), the following is an estimated schedule of transportation obligations over the CIP horizon (FY 2003/2004 through FY 2021/2022):

- Improvements related to Davis Road and Blanco Road are scheduled for completion in 2017
- Improvements related to General Jim Moore Boulevard are scheduled for completion in 2006
- Improvements related to Reservation Road are scheduled for completion in 2007
- Improvements related to InterGarrison are scheduled for completion in 2008
- Improvements related to Abrams Road are scheduled for completion in 2007

Therefore, it may be reasonable to assume that improvements at General Jim Moore Boulevard, Reservation Road, InterGarrison and Abrams will be completed by 2012, when the project is expected to be fully occupied.

Tables 5-3 and 5-4 list the impacted intersections and roadway segments that are not covered under the FORA CIP, the estimated improvement costs and the project fair share contributions under the cumulative scenario. The project fair share analysis was based on the methodology presented in the MCPWD's Guide for the Preparation of Traffic Impact Studies dated October 2003. As expected, the project's fair share is lower under Cumulative Plus Project Conditions than under Existing Plus Project Conditions for improvements that are needed under both Conditions.

Table 5-3: Project Fair Share Contribution toward Intersection Related Non-FORA CIP Improvements

Intersections	Cumulative Percent Share	Estimated Total Improvement Cost
SR 68 WB Ramps/Reservation Road	3.5	$500,000
SR 68 EB Ramps/Reservation Road	9.2	$500,000
Reservation Road/Davis Road	7.5	$750,000
Abbreviations: EB - eastbound WB - westbound Source: TJKM Transportation Consultants, September 2004.		

Table 5-4: Project Fair Share Contribution toward Segment Related Non-FORA CIP Improvements

Segments	From	To	Distance (Miles)	Cumulative Percent Share	Estimated Project Cost
Reservation Road	Watkins Gate	Davis Road	1.5	26.4	$3,400,000
	SR 68	Portola Drive	<0.1	9.2	$270,000
SR 183	Cooper Road	Espinosa Road	5.0	1.8	$11,700,000
Source: TJKM Transportation Consultants, September 2004.					

Cumulative Plus Full General Plan (GP) Buildout (East Garrison Area)

This scenario adds the traffic from a full General Plan buildout scenario for the East Garrison area, which includes 2,887 homes, to Cumulative Baseline conditions. The Full GP Buildout project, although identified in the MCGP, is not planned at this time.

Level of Service Analysis Results Cumulative Plus Full Buildout

Exhibit 5-3 shows the Cumulative Plus Full GP Buildout (2,887 Homes) peak hour turning movement volumes at the study intersections. Table 5-5 summarizes the intersection LOS analysis results. The detailed calculation sheets depicting cumulative traffic operations are contained in Appendix E.

Under the Cumulative Plus Full GP Buildout conditions, the study intersections and study segments with unacceptable levels of service under Cumulative Plus Project (1,470 Homes) are expected to continue to operate unacceptably. The same mitigation measures recommended under Cumulative (Year 2020) Plus Project (1,470 Homes) Conditions are expected to improve the levels of service to acceptable service levels under Cumulative (Year 2020) Plus Full GP Buildout (2,887 Homes) Conditions.

Peak Hour Signal Warrant Analysis

The justification for the installation of a traffic signal at an intersection is based on the warrants stated in the *Caltrans Manual* and in the *Manual On Uniform Traffic Control Devices* (MUTCD) published by the Federal Highway Administration (FHWA). These warrants are based on many factors, including excessive delay to minor street traffic, large pedestrian volumes, school crossing, signal progression, accident experience and excessive delay during the peak hour. Warrants vary depending on location: urban or rural. When the design speed/85th percentile speed of traffic on a major street exceeds 40 miles per hour in either an urban or rural area, or when the intersection lies within the built-up area of an isolated community having a population of less than 10,000, the location is considered rural. Based on the above criteria, rural warrants were considered to complete the signal warrant analysis for the unsignalized study intersections that are expected to operate unacceptably under different scenarios.

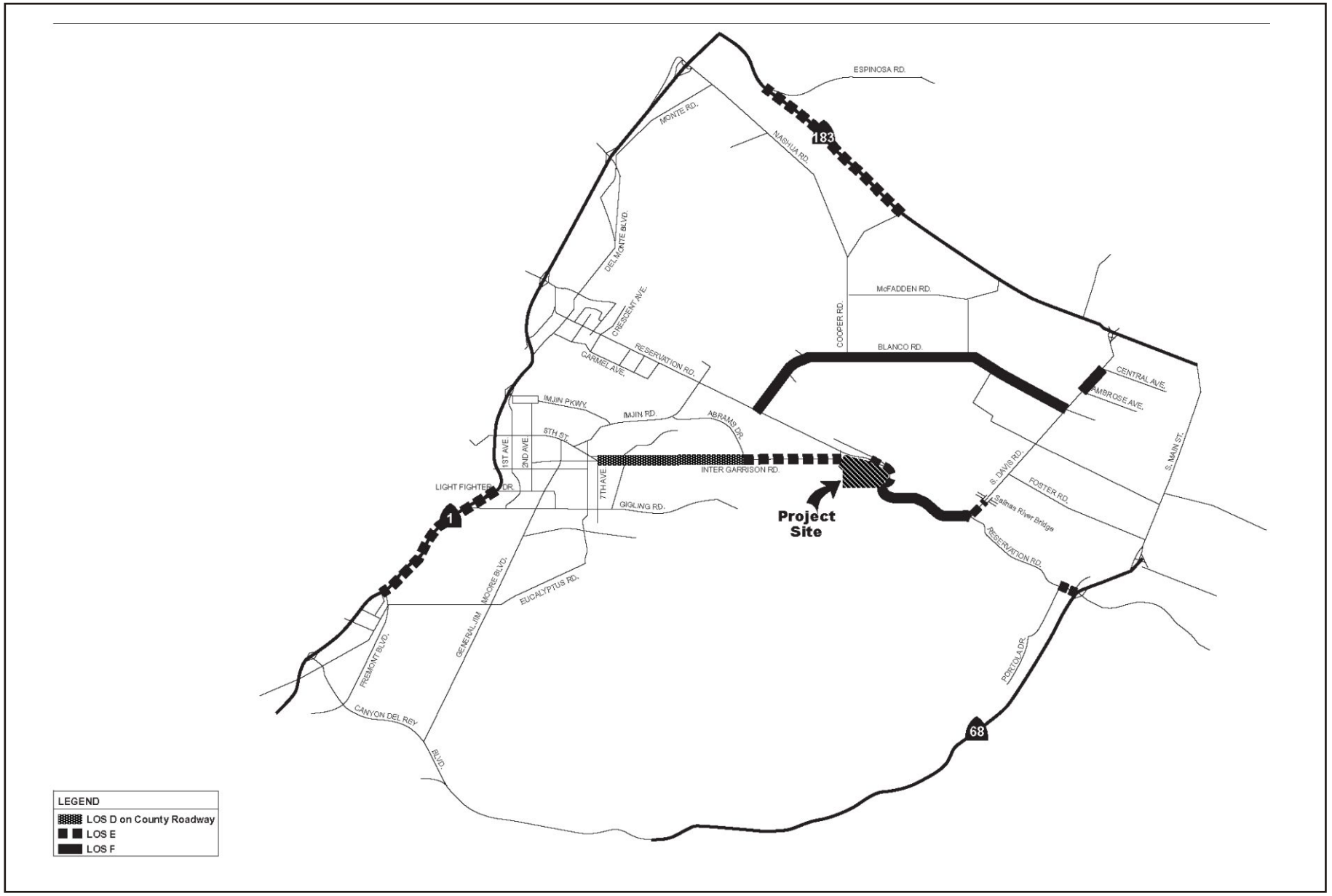
The decision to install a signal should not be based solely upon a warrant, since the installation of traffic signals may increase certain types of collisions. Delay, congestion, approach conditions, driver confusion, future land use, or other evidence of the need for right of way assignment beyond that which could be provided by stop signs must be demonstrated.

The most congested and critical time of day on a roadway usually occurs during the peak hour at an intersection. Therefore, if a signal is warranted based on the peak hour warrant, it is an indication that there is a need to further investigate the need for a signal based on the other 10 warrants. Table 5-6

shows the peak hour signal warrant analysis for the unsignalized study intersections that are expected to operate unacceptably under different scenarios. Appendix E contains the signal warrant analysis sheets.

Table 5-5: Cumulative (Year 2020) Plus Full Buildout (2,887 Homes) Levels of Service

Intersection		Control	AM Peak		PM Peak	
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
1	SR 1 SB Ramps/Del Monte Boulevard (N)[1]	1-Way Stop	11.6	B	8.3	A
	- SR 1 SB Off-ramp Approach		(12.7)	(B)	(10.1)	(B)
2	SR 1 NB Ramps/Del Monte Boulevard (N)[1]	1-Way Stop	4.5	A	6.5	A
	- SB Monte Road Approach		(13.8)	(B)	(17.3)	(C)
3	Davis Road/Blanco Road[2]	Signal	**120+**	**F**	**120+**	**F**
	Mit: Add 2 SB LT, a SB TH, 2 SB RT, add 2 NB TH and restripe to have 3 TH and 1 RT from 1 TH and 1 shared TH-RT, add a NB LT, add 2 EB TH and restripe to have 3 TH and 1 RT from 1 TH and 1 shared TH-RT, add a EB LT, a WB LT, a WB TH, a WB RT, and utilize "overlap" for WB RT and SB RT.		*30.7*	*C*	*31.5*	*C*
4	SR 1 SB Ramps/Reservation Road[1]	1-Way Stop	**120+**	**F**	33.6	D
	- SR 1 SB Off-ramp Approach		**(120+)**	**(F)**	**(69.6)**	**(F)**
	Mit: Same as that of Existing conditions (Install a Traffic Signal)	*Signal*	*21.4*	*C*	*24.1*	*C*
5	SR 1 NB Ramps/Reservation Road[1]	1-Way Stop	2.0	A	4.3	A
	- SR 1 NB Off-ramp Approach		(14.5)	(B)	(17.8)	(C)
6	Reservation Road/Del Monte Boulevard[3]	Signal	30.5	C	**75.0**	**E**
	Mit: Add a NB TH lane.		*29.8*	*C*	*34.1*	*C*
7	Reservation Road/Vista Del Camino[3]	Signal	8.5	A	13.7	B
8	Reservation Road/Seacrest Avenue[3]	Signal	8.5	A	16.4	B
9	Reservation Road/De Forest Road[3]	Signal	8.8	A	10.0	B
10	Reservation Road/Crescent Avenue[3]	Signal	12.6	B	12.9	B
11	Reservation Road/Imjin Road[3]	Signal	**120+**	**F**	**120+**	**F**
	Mit: 1) Restripe WB approach (currently 2 LT, 2 TH, and 1 RT) to have 3 LT, 1 TH, and 1 shared TH-RT, 2) Restripe EB approach (currently 2 LT, 2 TH, and 1 RT) to have 1 LT, 3 TH, and 1 RT, and 3) Make NB RT free.		*25.0*	*C*	*21.8*	*C*
12	Reservation Road/Blanco Road[2]	Signal	**120+**	**F**	33.2	C
	Mit: Restripe WB approach (currently 1 TH and 1 RT) to have 1 TH and 1 shared TH-RT lanes.		*25.2*	*C*	*19.1*	*B*
13	Reservation Road/Inter-Garrison Road[2]	Signal	22.0	C	31.6	C



Source: TJKM Transportation Consultants, September 2004.

NORTH

NOT TO SCALE

Michael Brandman Associates

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Exhibit 5-3
Roadway Segments with Unacceptable Levels of Service - Cumulative (Year 2020) + Project (2,887 Homes) Conditions

Table 5-5 (Cont.) Cumulative (Year 2020) Plus Full Buildout (2,887 Homes) Levels of Service

Intersection		Control	AM Peak		PM Peak	
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
14	Inter-Garrison Road/New Collector[2]	Roundabout	31.6	D	**61.9**	**F**
	Mit: Add 1 EB approach lane and a circulating lane		*30.9*	*D*	*4.3*	*A*
15	Reservation Road/Main Project Access[2]	Signal	23.1	C	25.3	C
16	Reservation Road/Eastern Project Access[2]	Signal	16.2	B	13.7	B
17	Reservation Road/Davis Street/ "The Bluffs"[2]	2-Way Stop	**120+**	**F**	**120+**	**F**
	Mit: Install a Traffic Signal and add 1 WB TH, 1 EB LT lanes, and make SB RT free.	*Signal*	*27.8*	*C*	*33.4*	*C*
18	SR 68 WB Ramps/Reservation Road[1]	Signal	23.1	C	**116.9**	**F**
	Mit: Add 1 SB LT lane and add 1 EB TH lane and modify EB approach (currently 1 shared TH-RT) to have 1 TH and 1 RT lanes.		*17.3*	*B*	*37.4*	*D*
19	SR 68 EB Ramps/Reservation Road[1]	Signal	29.3	C	46.8	D
	Change EB LT lane into a shared LT-TH and use split phasing to accommodate the additional SB LT lane at Intersection 18.		*43.0*	*D*	*54.2*	*D*
20	SR 1 SB Ramps/Imjin Parkway[1]	1-Way Stop	**120+**	**F**	**120+**	**F**
	- SR 1 SB Off-ramp Approach					
	Mit: Install a traffic signal.	*Signal*	*27.6*	*C*	*18.7*	*B*
21	SR 1 NB Ramps/Imjin Parkway[1]	1-Way Stop	0.1	A	0.3	A
	- SR 1 NB Off-ramp Approach		**(53.3)**	**(F)**	**(67.3)**	**(F)**
	Mit: Install a traffic signal.	*Signal*	*27.3*	*C*	*22.9*	*C*
22	3rd St/4th Avenue[3]	All-Way Stop	30.5	D	34.2	D
23	Light Fighter Drive/1st Avenue[3]	Signal	**85.8**	**F**	**103.7**	F
	Mit: Add 1 EB RT and 1 NB LT lanes.		*29.7*	*C*	*32.2*	*C*
24	Light Fighter Drive/2nd Avenue[3]	2-Way Stop	**120+**	**F**	**120+ (120+)**	F
	- NB 2nd Avenue Approach		**(120+)**	**(F)**		
	Mit: Install a traffic signal.	*Signal*	*29.9*	*C*	*49.8*	*D*
25	Light Fighter Drive/Gen. Jim Moore Boulevard[3]	Signal	22.1	C	39.1	D
26	SR 1 SB Ramps/Canyon Del Ray Boulevard[1]	1-Way Stop	**120+**	**F**	**120+**	**F**
	- SR 1 SB Off-ramp Approach		**(120+)**	**(F)**	**(120+)**	**(F)**
	Mit: Same as that of Existing Conditions (Install a Roundabout)	*Roundabout*	*5.4*	*A*	*5.7*	*A*
27	SR 1 NB Ramps/Canyon Del Ray Boulevard[1]	1-Way Stop	6.0	A	11.5	B
	- SR 1 NB Off-ramp Approach		(29.7)	(D)	**(43.9)**	**(E)**
	Mit: Add 1 EB TH Lane		*3.6 (17.7)*	*A (C)*	*6.6 (25.1)*	*A (D)*

Table 5-5 (Cont.) Cumulative (Year 2020) Plus Full Buildout (2,887 Homes) Levels of Service

Intersection		Control	AM Peak		PM Peak	
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
28	Gen. Jim Moore Boulevard/Canyon Del Ray Boulevard[1]	Signal	**120+**	**F**	**120+**	F
	Mit: Change EB Protected left turn phasing into Permitted left turn phasing. Add 1 SB LT lane. Add 1 WB TH and modify WB approach (currently 1 shared TH-RT) to have 1 TH and 1 RT lanes.		*17.6*	*B*	*9.4*	*A*

Notes:
Analysis is performed using the software TRAFFIX based on the 2000 Highway Capacity Manual methodologies.
[1] Intersection is under Caltrans jurisdiction (Minimum acceptable level of service = D).
[2] Monterey County Intersection (Minimum acceptable level of service = C).
[3] City of Marina Intersection (Minimum acceptable level of service = D).
Unacceptable operations are shown in **Bold**.

Abbreviations:
EB - eastbound RT - right turn
LT - left turn SB - southbound
WB - westbound TH - through lane
NB - northbound sec/veh - seconds per vehicle
Source: TJKM Transportation Consultants, September 2004.

Table 5-6: Peak Hour Signal Warrant Analysis

Intersection		Existing Control	Scenarios Where A Signal Is Recommended As A Mitigation	Rural Peak-Hour Warrant Met?
4	SR 1 SB Ramps/Reservation Road	1-Way Stop	Ex, Ex+Prj, Cumulative (Year 2020), Cumulative+Prj (1,470 Homes), Cumulative+Prj (2,887 Homes)	**NO, NO, YES, YES, YES**
17	Reservation Road/Davis Road/The Bluffs	2-Way Stop	Ex, Ex+Prj, Cumulative (Year 2020), Cumulative+Prj (1,470 Homes), Cumulative+Prj (2,887 Homes)	**YES, YES, YES, YES, YES**
20	SR 1 SB Ramps/Imjin Parkway.	1-Way Stop	Cumulative (Year 2020), Cumulative+Prj (1,470 Homes), Cumulative+Prj (2,887 Homes)	**YES, YES, YES**
21	SR 1 NB Ramps/Imjin Parkway.	1-Way Stop	Cumulative (Year 2020), Cumulative+Prj (1,470 Homes), Cumulative+Prj (2,887 Homes)	**YES, YES, YES**
24	Light Fighter Drive./2nd Avenue	2-Way Stop	Cumulative (Year 2020), Cumulative+Prj (1,470 Homes), Cumulative+Prj (2,887 Homes)	**YES, YES, YES**

Ex = Existing Conditions.
Ex+Prj = Existing plus Project Conditions.
Cumulative+Prj = Cumulative plus Project Conditions.
Source: TKJM Transportation Consultants, September 2004.

Cumulative Plus Full GP Buildout (East Garrison Area) Roadway Segment Analysis

Full buildout of the East Garrison area by 2020 with 2,887 homes would intensify the traffic patterns described above. Diverted trips would increase and vehicle drivers would become circuitous in their travel patterns. Additional traffic moving from the final phase of East Garrison to Watkins Gate Road

and on to Reservation Road could degrade traffic flow on Reservation Road, causing blockages and alternative path routing by some trips. The need for more capacity to serve east-west trips, on Blanco Road, Davis Road and SR 68, becomes more apparent in this scenario.

Under Cumulative Plus Full GP Buildout (2,887 Homes) Conditions, the same 11 roadway segments identified under Cumulative Plus Project conditions are expected to continue to operate at unacceptable levels of service.

Mitigation Measures for Cumulative Plus GP Full Buildout (East Garrison Area)

Implementing the same measures as proposed for Cumulative Plus Project Conditions is expected to improve the level of service to C, as under Cumulative (Year 2020) Plus Full GP Buildout (2,887 Homes) Conditions.

Significance After Mitigation

Since it is uncertain at this time if the intersection and roadway segment improvements not included on the FORA CIP list will be approved and funded, this impact is cumulatively significant and unavoidable.

5.1.5 Air Quality

CUMULATIVE IMPACT ANALYSIS

Implementation of the EGSP, together with the other projects considered under the cumulative growth scenario, will result in increased air emissions within the project area through associated vehicle operation. As identified in Section 4.5, Air Quality, due to the level of particulate matter (PM_{10}) emissions that will be generated by project-related traffic, the proposed project will have significant and unavoidable air quality impacts.

Two Cumulative scenarios are analyzed: Project (1,470) and Full GP Buildout (2,887 dwelling units). The Full GP Buildout scenario (2,887 dwelling unit) will create almost twice the air quality impacts of the Project (1,470 dwelling units) scenario. Whereas only the road-dust particulate matter (PM_{10}) emissions and a small amount of carbon monoxide (CO) would exceed significance thresholds for the Project scenario, the Full Buildout scenario would generate more pollutants and would have a significant air quality impact, as seen in Table 5-7. The severity of excess PM_{10} and/or CO emissions would be increased, and ROG emissions would be considered to have a significant impact under the Full GP Buildout scenario that is not significant for the project scenario. Since the project individually exceeds the threshold for CO, daily operational impacts would be cumulatively significant.

Table 5-7: Daily Operational Impact Comparison (2020)

Source	Emissions (pounds per day)				
	ROG	NOx	CO	PM_{10}	SOx
Project	125	68	597	148	2
Full Buildout (2,887 residences)	231	117	977	239	3
MBUAPCD Threshold	137	137	550	82	150
Source: Giroux & Associates, September 2004.					

Locally, project implementation could cause violations of air quality standards around points of traffic congestion (called hot spots). A hot spot analysis was prepared for the project since daily project-related CO emissions exceeded 550 pounds per day. Intersections were selected for analysis based on the following criteria:

1. If project traffic were to cause the level of service to worsen from "D" or better to "E" or worse, or,

2. If project traffic were to increase the delay by 10 seconds or more at already congested intersections.

The analysis calculated CO concentrations for existing conditions, assuming the project were fully built-out instantaneously (worst-case), and for future (2020) Project and Full GP Buildout Conditions. The calculations included a non-local CO background level shown in Table 7-7 of the MBUAPCD CEQA Guidelines. Because the CEQA Guidelines CO input data does not go beyond 2010, emissions factors for 2010 were used for 2020 even though cars will be "cleaner" in 2020 than in 2010 (this presents a worst-case or more conservative analysis). The results of the micro-scale impact analysis are shown in Table 5-8.

The most stringent 1-hour CO standard is 20 ppm. The most stringent 8-hour CO standard is 9 ppm. Maximum 1-hour exposures are far below the 1-hour clean air standard. Peak 1-hour levels are substantially below the allowable 8-hour exposure. Since 8-hour CO exposures are less than the peak hour, and since even the maximum 1-hour is below the 8-hour standard local, 8-hour CO exposures will be well within acceptable levels.

Table 5-8: One-Hour CO Concentrations (ppm)

Intersection	Existing	Existing + Project	2020		
			Cumulative (No Project)	Project (1,470 du)	Full Buildout (2,880 du)
AM Peak Hour					
SR 1 SB Ramp at Reservation Road	4.0	4.1	—	—	—
Reservation Road at S Davis Road	4.2	4.6	-	-	—
Light Fighter Drive at 1st Avenue	—	—	5.0	5.3	5.4
Light Fighter Drive at 2nd Avenue	—	—	4.7	4.9	5.0
PM Peak Hour					
S Davis Road at W Blanco Road	6.4	6.5	—	—	—
Reservation Road at Del Monte Boulevard	—	—	5.6	—	5.6
Inter-Garrison at New Collector	—	—	—	4.7	4.7
Reservation Road at S Davis Road	4.2	4.7	—	—	—
du = dwelling unit Source: Giroux & Associates, September 2004					

Mitigation Measures

5.1.5 Mitigation measures described in Section 4.5 will reduce impacts to the extent feasible. However, no substantial opportunities to reduce these emissions through mitigation exist. Therefore due to the volume of PM_{10} created from total project travel demand, impacts to air quality are considered cumulatively significant and unavoidable.

Significance After Mitigation

Significant and unavoidable.

5.1.6 Noise

CUMULATIVE IMPACT ANALYSIS

Implementation of the proposed project, combined with cumulative development in the project area, would increase ambient noise levels around the project site. This increase would be due to vehicular traffic noise along local roadways. In addition to long-term vehicular noise, construction would also generate short-term noise. Because cumulative development would occur in stages rather than all at the same time, noise generated by construction of the proposed project would not contribute cumulatively to noise generated by other projects under the cumulative scenario.

From the standpoint of long-term vehicle noise, if a road is already carrying enough traffic to experience elevated noise, a single project does not add enough traffic to cause an individually significant noise impact. Therefore, most offsite noise impacts are cumulative in nature. Cumulatively, several roadways will experience increases in traffic noise levels and exceed the +3.0 dB significance threshold. However, as shown in Table 5-9, the project's contribution to these increases is statistically undetectable.

Table 5-9: Cumulative Noise Contributions

Roadway Segment	CNEL		Increase from:	
	Existing	Cumulative (With Project)	Cumulative only	Project Only
Cooper Road Blanco Road-SR 183	59.2	62.4	+3.2	0.0
Davis Road Blanco-River Bridge	63.4	68.6	+4.2	+1.0
Reservation Road Watkins Gate-Davis Road	63.7	70.4	+5.4	+1.3
Imjin Parkway	64.2	69.0	+4.8	-1.2
Inter-Garrison Road Abrams-7th Avenue	58.8	63.6	-13.4	+18.2
*At 50 feet to centerline, residential threshold of significance is 65 dB CNEL. Source: Giroux & Associates, September 2004.				

Mitigation Measures

5.1.6 No additional mitigation measures are required.

Significance After Mitigation

Less than significant.

5.1.7 Biological Resources

CUMULATIVE IMPACT ANALYSIS

The study area for the biological analysis and for this cumulative impact analysis consisted of approximately 252 acres and includes the EGSP site, areas south of Reservation Road, as well as areas west and south of the EGSP site. In accordance with the Land Swap Assessment (LSA) that amended the Fort Ord Habitat Management Plan (HMP), habitat and species losses at East Garrison are offset by equivalent or better gains in kind at Parker Flats. The revised development footprint at Parker Flats would result in the preservation of approximately 249 acres of oak woodland, 196 acres of maritime chaparral and 18 acres of grassland habitats, which were previously slated for development in the HMP and this impact would not be cumulatively significant. Impacts to habitats for special-status plants and animals will be mitigated under the LSA conditions and there will be no significant cumulative impacts to special status species under the EGSP. In addition, the EGSP is consistent with the HMP and no cumulative impacts to plans or policies would result.

Mitigation Measures

5.1.7 No additional mitigation measures are required.

Significance After Mitigation

Less than significant.

5.1.8 Cultural Resources

CUMULATIVE IMPACT ANALYSIS

The cumulative cultural resource impact area is composed of the FFO area, including the Main Garrison area. The 34 concrete buildings at the East Garrison are considered significant historic resources under CEQA because they have been determined to be eligible to the National Register of Historic Places (NRHP) and, by default, the California Register of Historic Resources (CRHR) by the State Historic Preservation Officer (SHPO). The historic district also meets the requirements of a Monterey County Historic District. The demolition of 11 of the 34 contributing structures to a historic district will result in a major loss of historic fabric, adverse changes to the setting of the historic district, and will alter the relationship between many of the buildings. Although project elements will lessen the impact to historic resources, the EGSP will still create a substantial adverse change in the significance of the Historic District. However, these impacts are considered as localized to the project site and will not contribute or encourage a greater loss of cultural resources within the impact area.

The EGSP site does not contain any surface prehistoric resources. However, as with any project that requires ground-disturbing activities, a potential exists to find 12,000 Before Present (BP) to 6,000 BP buried archaeological resources at East Garrison. Mitigation measures incorporated into the project would reduce this impact to less than significant and impacts to archaeological resources would not be cumulatively significant.

Mitigation Measures

5.1.8 No measures are available to mitigate fully the impacts to the Historic District; however, the loss is localized to the project site and would not be considered cumulative in nature. Therefore, no additional mitigation measures are required.

Significance After Mitigation

Significant and unavoidable at the project level, but not significantly cumulative in nature.

5.1.9 Aesthetics

CUMULATIVE IMPACT ANALYSIS

The area considered for the aesthetics cumulative impact analysis consists of the EGSP site and the surrounding properties located on the FFO. Implementation of the proposed project in conjunction with the cumulative projects will alter the visual characteristics of this area due to the removal of oak trees and the change in uses from an ex-military base to urban community. However, the EGSP incorporates density and design guidelines that reflect the intent of the Reuse Plan and would meet these goals as outlined in the Reuse Plan, "This community will fit the character of the Peninsula, complementary with the scale and density of the existing communities from Marina to Carmel. It will demonstrate a respect for the natural environment of the Peninsula and the scenic qualities of the Bay, coastal dune areas, and upland reaches. It will also be complimentary to the rich tradition and reality of agriculture in the Salinas Valley." The EGSP would incorporate building materials and site lighting designed to control light and glare. Community lighting is designed to have full cut-off optics. This increase in light and glare would primarily be perceived by those directly adjacent to the site along Reservation Road and the project, in conjunction with the cumulative projects, would contribute only incrementally to cumulative light and glare impacts.

Mitigation Measures

5.1.9 No additional mitigation measures are required.

Significance After Mitigation

Less than significant.

5.1.10 Population, Housing, and Employment

CUMULATIVE IMPACT ANALYSIS

During operation of Fort Ord, 31,270 residents occupied the FFO site. Following closure of Fort Ord, population declined on the FFO site. The project and other cumulative projects in the area would result in a population of 28,859 in the FFO area. This number of residents is within the amount projected in the *Fort Ord Reuse Plan* and by the Association of Monterey Bay Area Government (AMBAG). The project would also result in an increase in housing units. This increase represents 3.43 percent of the housing units for the County as proposed in the Fort Ord Reuse Plan and by AMBAG. The EGSP would also result in the creation of a small number of jobs. However, projections for job creation in Monterey County show larger increases in the number of jobs than housing units. Therefore, the increase in housing would be beneficial to the County's jobs/housing ratio by increasing needed housing in the County. The EGSP would provide 280 affordable units, 20 percent of the units constructed on the project site. This amount would satisfy the requirements of § 18.40.070 of the Monterey County Code. The EGSP would not result in any significant impacts to population, housing, and employment and would not be cumulatively significant.

Mitigation Measures

5.1.10 No additional mitigation measures are required.

Significance After Mitigation

Less than significant.

5.1.11 Public Services and Utilities

CUMULATIVE IMPACT ANALYSIS

The project will increase the need for fire, emergency services, and sheriff services within the project area and within the area served by the Salinas Rural Fire District (SRFD). Project implementation will include the funding and construction of a new onsite fire station and purchase of fire apparatus. A Community Service District, formed for the EGSP area, will provide funding to support three fire personnel on duty at all times and staffing for sheriff services. Therefore, the project will not have any cumulative impacts to fire and emergency services. In accordance with County requirements, implementation of the EGSP would require three or more additional officers to provide adequate law enforcement services to the site. The project area will need a Community Field Office (CFO), which will be constructed as part of the project. Impacts to sheriff services would be mitigated through the provision of the CFO and the hiring of additional officers and would not be cumulatively significant. The proposed project is anticipated to generate 500[3] new students within the project area. Students generated by the proposed project are expected to attend Crumpton Elementary, Los Arboles Middle, and Seaside High School within the Monterey Peninsula Unified School District (MPUSD) area. Crumpton Elementary and Seaside High School are operating at or above capacity, respectively, and Los Arboles Middle School would have limited capacity for future students generated by the project. According to MPUSD, the development of projects such as EGSP are likely to adversely affect their ability to adequately provide educational services, thereby contributing to the need for new schools in the MPUSD area. Costs to build needed school facilities will be provided by developer fees and costs for staff will be provided by State funding that is based upon average daily attendance counts. The County has sufficient land available for an elementary school and can provide this land upon determination by the MPUSD that the project area needs a new school. This impact would not be considered cumulatively significant.

The EGSP will result in an increased demand for library services in the area served by the Monterey County Free Libraries. However, a full-service library facility would not be needed until the population in the project area reaches a level of at least 7,500 residents (approximately 2,400 to 2,500 single-family homes), which would occur as other housing is developed in the general vicinity of the site. Until growth in the project area increases to the level where a new library is need, a smaller library using a Town Center site or building a full-size shell and occupying only a portion of the space, will be used and this impact would not be cumulative.

The proposed project will incrementally increase the amount of solid waste hauled to the Monterey Peninsula Landfill and Recycling Facility. According to the Monterey Regional Waste Management District (MRWMD), the project will generate an estimated 13 tons per day[4] of solid waste, resulting in a 1.7 percent increase in the existing daily average tonnage accepted at the landfill and this impact would not be cumulatively significant.

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[3] This is based on MPUSD's generation factor of 0.34 students per household (K-12).

[4] Based on MRWMD's average of 6 lbs per day per person and an average of 2.3 persons per household.

According to the Water Supply Assessment (WSA) prepared for the proposed project, MCWD's current groundwater wells have sufficient production capacity to meets the needs of the EGSP project. To meet the full buildout of the MCWD service area as described in the Urban Water Management Plan, MCWD is in the process of obtaining additional water supply. Such facilities are described in the *Water Distribution System Master Plan.* The EGSP project's demands are consistent as a component of FORA demands within an overall water balance prescribed for the Salinas Valley Groundwater Basin, and therefore, FORA allocation criteria can be met for the EGSP project.

The Monterey Regional Water Pollution Control Agency (MRWPCA) Water Treatment Plant (WTP) has a capacity to treat an additional 8.6 mgd of wastewater. Implementation of the proposed project will result in depleting this capacity by 0.29 mgd during dry conditions and 0.68 mgd during wet conditions. Thus, the existing WTP can accommodate the increased wastewater generated from the EGSP. The EGSP project is within the planning parameters of the MCGP, and as such, project wastewater flows have been accounted for in local and regional wastewater plans. Additionally, MRWPCA maintains a financial plan for capacity expansions as they become necessary and the design of all of MRWPCA's facilities allows for future capacity increases; therefore, this impact is not cumulatively significant.

The proposed project will result in an increased demand for recreational facilities both within the project area and within the greater Monterey Peninsula. The project would provide 12.65 acres on the project site, an amount in excess of both the County's General Standard and the Standards and Formula for Dedication of Land. The project also includes additional land reserved as open space. Additionally, approximately 12,000 acres of land owned by the Bureau of Land Management, and open for recreational uses are located near to the project site and park facilities in the greater Monterey Peninsula area are adequate. Therefore, the project would not have any cumulative effects on parkland.

The EGSP would require electricity and natural gas supplies. New facilities are typically installed as projects, such as the EGSP, are implemented. According to Pacific Gas & Electric (PG&E), the project will not result in any cumulative effects on PG&E's services.

Mitigation Measures

5.1.11 No additional mitigation measures are required.

Significance After Mitigation

Less than significant.

5.1.12 Hazardous Materials

CUMULATIVE IMPACT ANALYSIS

The project site is the impact area considered for cumulative analysis for hazardous materials. Hazardous materials from past military activities on the project site will be completely remediated and do not pose a risk to people or animals. Hazardous materials, such as asbestos and lead-based paint will be released during demolition activities; however, demolition of buildings containing lead-based paint and asbestos are strictly controlled and mitigation measures used during construction activities will prevent release of hazardous materials into the atmosphere. Impacts from hazardous materials would not be cumulatively significant.

Mitigation Measures

5.1.12 No additional mitigation measures are required.

Significance After Mitigation

Less than significant.

5.2 SIGNIFICANT UNAVOIDABLE IMPACTS

According to CEQA Guidelines § 15126, an EIR must disclose the significant unavoidable impacts that will result from a project. Moreover, these guidelines state that an EIR should explain the implications of such impacts and the reasons why the project is being proposed, notwithstanding such impacts. Implementation of the EGSP will result in the alteration of the physical environment. Section 4 and Section 5.1, Cumulative Impacts of this DSEIR, provide a description of the potential environmental impacts of the EGSP project, as well as measures to reduce the environmental impacts to the maximum extent feasible. After implementation of the EGSP project, as well as the project related mitigation measures, all project related impacts, with the exception of impacts to traffic and circulation, air quality, and cultural resources can be feasibly mitigated to a level that is considered less than significant. The project-related significant unavoidable traffic, air quality, water supply, and cultural resources impacts are discussed in Sections 4.4, 4.5, 4.8, and 4.11 of this DSEIR and are summarized below. Although the project would result in the following significant unavoidable impacts, the County is choosing to proceed with the project due to the regional need for housing, commercial development to support that housing, and redevelopment the FFO with economically feasible uses.

- **Traffic and Circulation.** The project would generate approximately 13,690 daily vehicle trips with 1,290 trips occurring during the AM peak hour and 1,379 trips occurring during the PM peak hour. The addition of these trips to area intersections and roadways will create unacceptable levels of service at some area intersections and roadways requiring improvements. Most of these improvements were foreseen and are approved and funded under the FORA CIP. However, three intersections and three roadway segments impacted by the project are not included on the FORA CIP. The County will work to include these improvements on the CIP, but until that time, this impact will remain significant and unavoidable.

- **Air Quality.** The primary source of long-term emissions associated with the proposed project is motor vehicle trips to and from the project site. The project will result in the generation of approximately 14,000 daily vehicle trips. PM_{10} emissions from roadway dust, tire wear, and engine exhaust will be 80 percent greater than the established significance threshold. PM_{10} impacts will be both local and regional. Roadway dust characteristics depend mainly upon vehicle-miles-traveled (VMT) and a 45 percent reduction in VMT would be required to reduce PM_{10} emissions from site-related traffic to less than significant. Measures such as encouraging walking, bicycles, or using multi-occupant vehicles can reduce emissions by 2 to 3 percent. However, this amount would not be significant enough to avoid the impact; therefore, long-term operational PM_{10} impacts are considered significant and unavoidable. The design of the EGSP would help to reduce on-site VMT and encourage the use of walking, bicycling, and transit; however as noted above, these measures would not be great enough to reduce VMT and emissions to a less than significant level.

Development of roads, driveways, building pads, and structures will create temporary emissions of fugitive dust from soil disturbance and combustion emissions from onsite construction equipment and from offsite trucks moving dirt, delivering construction materials, and from worker travel to and from the site during construction. Emissions from construction equipment are accounted for by the Monterey Bay Unified Air Pollution Control District (MBUAPCD), in the 2000 Air Quality Management Plan as a specific source category and impacts from construction emissions are less than significant. However, MBUAPCD guidelines distinguish between projects with major earthwork versus those with minimal required grading. Implementation of the EGSP, because of its size, will be a "major grading" project. Even with implementation of the dust-control mitigation measures, project grading would be greater than 8.1 acres per month; therefore, this impact would be significant and avoidable.

- **Cultural Resources.** The East Garrison contains 34 concrete buildings considered significant historic resources under CEQA because they are eligible for the NRHP and, consequently, the CRHR by the SHPO. The historic district also appears to meet the requirements for classification as a Monterey County Historic District. The demolition of 11 of the 34 contributing structures will result in a major loss of historic fabric and adverse changes to the setting of the historic district, altering the relationship between many of the buildings. This demolition will contribute to a substantial adverse change in the historic district.

  The proposed project would introduce numerous new buildings into the NRHP-eligible East Garrison Historic District. The construction of new structures between contributing historic district buildings will change the military character of the setting and increase the density of the built environment. Although building styles and materials as outlined in the project design guidelines attempt to complement the historic district, demolition of existing buildings and construction of new buildings as proposed by the project will result in a substantial and adverse change.

5.3 PUBLIC SERVICES AND UTILITIES.

New water supply facilities must be constructed within and outside the project site in order to provide potable water service and water for fire protection. MCWD recently adopted an update to their Water Distribution System Master Plan, which includes plans to construct a new four-million gallon storage reservoir and booster pump stations adjacent to existing Storage Reservoir "F." However, construction of the reservoir is under the jurisdiction of MCWD and potential impacts to biological or archaeological resources could occur from construction of the water tank and any new pipelines. Specific plans for the storage reservoir do not exist at this time and therefore its precise impacts cannot be identified; therefore, this impact is significant and unavoidable.

5.4 SIGNIFICANT IRREVERSIBLE CHANGES

The environmental effects of the EGSP project are discussed in Sections 4 and 5 of this DSEIR and are summarized in Table 2-1, Executive Summary. Implementation of the EGSP project will require the long-term commitment of natural resources, as described below.

Approval and implementation of the actions related to the EGSP project will result in an irretrievable commitment of non-renewable resources such as energy supplies. Energy resources will be used for construction, heating and cooling of buildings, transportation of people and goods, as well as lighting and other energy associated needs.

Non-renewable resources will be committed primarily in the form of fossil fuels, and will include fuel, oil, natural gas, and gasoline used by vehicles and equipment associated with the construction of the EGSP project. Accidental spill of fuels, paints or other construction-related materials may occur on the project site during construction. However, these types of accidents are anticipated to be limited because experienced construction workers would be overseeing development of the site. These types of potential spills would not result in irreversible conversion of the property and certainly would not convert more land than necessary for development of the project itself.

The consumption of other non-renewable resources or slowly renewable resources will result from the development of the EGSP project. Those resources include, but are not limited to, lumber and other forest products, sand and gravel, photochemical construction materials, steel, copper, lead, and water. Moreover, development of the proposed project would result in an irreversible environmental change on the project site. Since alternative energy sources such as solar and wind energy are not currently in widespread use, it is unlikely that any real savings in non-renewable energy supplies (i.e., oil and gas) will be realized in the immediate future. All of these issues were considered as part of the FORA FEIR.

5.5 GROWTH INDUCING IMPACTS

There are two types of growth-inducing impacts that a project may have: direct and indirect. To assess the potential for growth-inducing impacts, the project's characteristics that may encourage and facilitate activities that individually or cumulatively may affect the environment must be evaluated (CEQA Guidelines § 15126.2[d]).

Direct growth inducing impacts occur when the development of a project imposes new burdens on a community by directly inducing population growth, or by leading to the construction of additional developments in the same area. Also included in this category are projects that remove physical obstacles to population growth (such as a new road into an undeveloped area or a wastewater treatment plant with excess capacity that could allow additional development in the service area). Construction of these types of infrastructure projects cannot be considered isolated from the development they facilitate and serve. Projects that physically remove obstacles to growth, or projects that indirectly induce growth are those, which may provide a catalyst for future unrelated development in an area such as a new residential community that requires additional commercial uses to support residents. Construction of roadway improvements proposed as mitigation measures for the project were foreseen under the Reuse Plan. Construction of larger water mains would likewise serve growth previously proposed by the Reuse Plan and allowed under the MCGP.

The EGSP project will result in the development of 1,470 residential units on the project site. When completed, the redevelopment of Fort Ord Reuse is anticipated to result in 28,859 residents, which will replace the 31,270 former residents of Fort Ord. Development on the former Fort Ord will be restricted by the availability of potable water supply, which limits development to a population of 37,370 persons and 7,973 residential units (including 1,813 existing). Such growth is in accordance with the MCGP and Reuse Plan, which sets forth the goals and policies for the project area. The project, while directly increasing population in the project area, would not be considered as growth inducing since the project (including the location and the projected population increase) was foreseen and planned for under the Reuse Plan and MCGP as amended by the 2001 General Plan Amendment.