

Section 3.1
Aesthetics

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Visual or aesthetic resources are generally defined as the natural and built features of the landscape that can be seen. The combination of landform, water, and vegetation patterns represent the natural landscape features that define an area's visual character, as opposed to built features such as buildings, roads, utility structures, and ornamental plantings that reflect human or cultural modifications to the landscape. These natural and built landscape features, or visual resources, contribute to the public's experience and appreciation of the environment. Depending on the extent to which a project's presence would alter the perceived visual character and quality of the environment, visual or aesthetic impacts may occur.

This chapter presents a discussion of existing visual resources in the project area, an evaluation of potential impacts of the proposed project on those resources, and mitigation for significant impacts where feasible and appropriate. A summary of the impacts and mitigation measures for proposed development is presented in Table 3.1-1. Existing visual conditions are illustrated by 28 photographs of representative public views of the development sites taken during a site visit on May 10, 2011. Computer-generated visual simulations illustrating "before" and "after" visual conditions at the development sites, as seen from 16 representative public vantage points, are presented as part of the analysis. Digitized photographs and computer modeling and rendering techniques were used to prepare the visual simulations, which are based on project renderings presented in the application plan set (Pebble Beach Company 2011). In addition to field observations of the project area, the analysis of the proposed project's potential visual impacts is based on review of Monterey County Planning Department documents.

1 **Table 3.1-1. Summary of Project Impacts on Aesthetics**

Project Impacts	Project Elements									Cumulative
	PBL	SBI	COL - EQC	Area M		RES SUB	RD	TRA	INF	
				MH	MR					
A. Scenic Vistas and Corridors										
AES-A1. The proposed project could have substantial adverse visual effects on public viewing in or near “visually prominent” areas identified in the LUP and along the 17-Mile Drive corridor.	○	⊙	○	⊙	⊙	⊙	-	○	-	⊙
AES-A2. The proposed roadway improvements could adversely affect views from 17-Mile Drive.	-	-	-	-	-	-	⊙	-	-	⊙
Mitigation Measures:	AES-A1. Incorporate design features and landscaping requirements in design plans and specifications for all development sites that involve construction of new structures or modification of existing structures. AES-A2. Prepare and implement a landscape plan for SR 1/SR 68/17-Mile Drive intersection reconfiguration and internal roadway improvements.									
B. Visual Character/Building Scale and Mass										
AES-B1. The proposed project could degrade the visual character and quality of some development sites (at The Inn at Spanish Bay, Area M Spyglass Hill, Residential Lot Subdivisions, and 17-Mile Drive intersections).	○	⊙	⊙	⊙	⊙	⊙	⊙	○	-	⊙
Mitigation Measures:	AES-A1, AES-A2. See above.									
C. Light and Glare										
AES-C1. The proposed project would introduce new sources of light and glare at development sites, which could affect nighttime views or activities in the area.	⊙ (Applies to proposed project as a whole)									
Mitigation Measures:	AES-C1. Incorporate light and glare reduction measures in design plans and specifications.									
Notes: ● = Significant unavoidable impact. ⊙ = Significant impact that can be reduced to less than significant. ○ = Less-than-significant impact. - = No impact or not applicable to the development site. PBL – The Lodge at Pebble Beach; SBI – The Inn at Spanish Bay; COL-EQC – Collins Field–Equestrian Center–Special Events Area; MH – Area M Spyglass Hill—New Resort Hotel (Option 1); MR – Area M Spyglass Hill—New Residential Lots (Option 2); RES SUB – Residential Lot Subdivisions; RD – Roadway Improvements; TRA – Trail Improvements; INF – Infrastructure Improvements; Cumulative – Proposed Project’s Contribution to Cumulative Impacts										

1 Regulatory Setting

2 Several state and local land use regulations are pertinent to visual quality in the project area and the
3 surrounding area: the Coastal Zone Management Act (CZMA), California Coastal Act, the Del Monte
4 Forest LUP, and Monterey County CIP.

5 Coastal Zone Management Act

6 The sections of the CZMA that are most relevant to visual resources in the project area are excerpted
7 below:

8 **Section 302** (16 United States Code [USC] 1451) (congressional findings) states:

9 (b) The coastal zone is rich in a variety of natural, commercial, recreational, ecological, industrial, and
10 esthetic resources of immediate and potential value to the present and future well-being of the
11 Nation. ...

12 (e) Important ecological, cultural, historic, and esthetic values in the coastal zone which are essential
13 to the well-being of all citizens are being irretrievably damaged or lost.

14 **Section 303** (16 USC 1452) (congressional declaration of policy) states:

15 It is the national policy (2) to encourage and assist the states to exercise effectively their
16 responsibilities in the coastal zone through the development and implementation of management
17 programs to achieve wise use of the land and water resources of the coastal zone, giving full
18 consideration to ecological, cultural, historic, and aesthetic values as well as the needs for compatible
19 economic development, which programs should at least provide for ... (F) assistance in the
20 redevelopment of deteriorating urban waterfronts and ports, and sensitive preservation and
21 restoration of historic, cultural, and aesthetic coastal features.

22 **Section 306** (16 USC 1455) (administrative grants) states:

23 Management programs for administrative grants submitted by coastal states are required to have ...

24 (2G) a definition of the term *beach* and a planning process for the protection of, and access to, public
25 beaches and other public coastal areas of environmental, recreational, historical, esthetic, ecological,
26 or cultural value. ...

27 (9) The management program includes procedures whereby specific areas may be designated for the
28 purpose of preserving or restoring them for their conservation, recreational, ecological, historical, or
29 esthetic values.

30 However, the CZMA applies only to the actions of a federal agency. At this point, the only potential
31 federal action may or may not be the issuance of permits concerning federal jurisdictional wetlands
32 and possibly concerning impacts on the federally listed California red-legged frog. Should the
33 proposed project require such permits, the CZMA would be a consideration for the federal
34 permitting agency.

35 California Coastal Act

36 The California Coastal Act includes the following sections that apply to visual resources in the
37 project area:

38 **Section 30251 – Scenic and Visual Qualities.** The scenic and visual qualities of coastal areas shall
39 be considered and protected as a resource of public importance. Permitted development shall be
40 sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the

1 alteration of natural land forms, to be visually compatible with the character of surrounding areas,
2 and, where feasible, to restore and enhance visual quality in visually degraded areas. New
3 development in highly scenic areas such as those designated in the California Coastline Preservation
4 and Recreation Plan prepared by the Department of Parks and Recreation and by local government
5 shall be subordinate to the character of its setting.

6 **Section 30253 – Minimization of Adverse Impacts.** New development shall do all of the following:
7 ... (e) Where appropriate, protect special communities and neighborhoods that, because of their
8 unique characteristics, are popular visitor destination points for recreational uses.

9 Monterey County's LCP implements the goals and policies of the California Coastal Act. The CCC
10 periodically reviews the coastal area and applicable LUPs for compliance with the act. The project
11 area is in Del Monte Forest and is governed by the Del Monte Forest LUP under the LCP.

12 **Monterey County Local Coastal Program**

13 **Del Monte Forest Land Use Plan**

14 The Del Monte Forest LUP strives to protect the Del Monte Forest area and 17-Mile Drive as scenic
15 resources that attract tourists and visitors (County of Monterey 1987). Under the LUP, new
16 development in the area must be designed and placed in a way that maintains the visual integrity of
17 the area, preserves visual resources, and is compatible with the protection of scenic resources. The
18 LUP Visual Resources Map (Figure 2C in the existing LUP; Figure 3 in the proposed LUP
19 Amendment) shows important visual resources. As described in Chapter 2, Project Description, the
20 LUP Amendment retains the emphasis on protection of the visual integrity and scenic vistas in Del
21 Monte Forest, although several technical changes are proposed in terms of specific policies.

22 For development in areas identified as visual resources, the LUP requires the following:

- 23 • Scenic shoreline areas, corridors along SR 68 and 17-Mile Drive, and ridges identified on the LUP
24 Visual Resources Map shall be designated for outdoor recreation, low-density residential, or
25 open space land uses that are compatible with protection of scenic resources and shall be
26 required as scenic or conservation easements. This policy is proposed for deletion in the LUP
27 Amendment in favor of a site by site determination of scenic sensitivity for all new development
28 in Del Monte Forest, which is a more restrictive approach to managing scenic impacts by
29 expanding consideration of scenic resources beyond those mapped on the Visual Resources
30 Map.
- 31 • Development within visually prominent settings, including those identified on LUP Figure 3,
32 shall be sited and designed to avoid blocking or having a significant adverse impact on
33 significant public views, including by situating lots, access roads, and/or buildings to maximize
34 the effectiveness of screening vegetation and related viewshed mitigation. Lots, access roads,
35 and/or buildings should also be sited to minimize tree removal and visually obtrusive grading.
36 (Existing LUP Policy 51 as proposed to be amended as Policy 48 for the LUP Amendment)
- 37 • During the development review process, open space conservation and scenic easements shall be
38 required to the fullest extent possible for visually prominent areas. These shall be granted to the
39 Del Monte Forest Foundation. Except in the case of voluntary easements or properties not
40 subject to the permit process, these instruments shall be subject to approval by the County and
41 the CCC as to form and content, shall provide for enforcement, if need be, by the County or other
42 appropriate agency, and shall name the County as beneficiary in event the Foundation is unable
43 to adequately manage these easements for the intended purpose of scenic and visual resource

- 1 protection. (Existing LUP Policy 52 as proposed to be amended as Policy 49 for the LUP
2 Amendment)
- 3 • Utility lines shall be placed underground, typically within road access footprints, except where
4 1) such undergrounding would result in removal of native trees and 2) it can be shown that the
5 lines can be hidden from public view using different siting and design approaches (e.g., placing
6 lines behind existing vegetation or structures, etc.). (Existing LUP Policy 53 as proposed to be
7 amended as Policy 50 for the LUP Amendment)
 - 8 • Live tree removal shall be prohibited in undeveloped areas unless it is consistent with LUP
9 policies and any Forest Management Plan applicable to the area in question. (Existing LUP Policy
10 54 as proposed to be amended as Policy 51 for the LUP Amendment)
 - 11 • Development within the viewshed of visually prominent settings, including those identified on
12 LUP Figure 3, shall include adequate structural setbacks (generally a minimum of 50 feet) from
13 such settings and shall require siting and design of structures to minimize the need for tree
14 removal and alterations to natural landforms. New structures shall be sited and designed to
15 harmonize with the natural setting and not be visually intrusive. (Existing LUP Policy 55 as
16 proposed to be amended as Policy 52 for the LUP Amendment)
 - 17 • Design and siting of structures in public views of scenic areas should not detract from scenic
18 values of the forest, stream courses, ridgelines, or shoreline. Structures, including fences, shall
19 be subordinate to and blended into the environment, including by using appropriate materials
20 that will achieve that effect. Where necessary, modifications shall be required for siting,
21 structural design, shape, lighting, color, texture, building materials, access, and screening to
22 protect such public views. (Existing LUP Policy 56 as proposed to be amended as Policy 53 for
23 the LUP Amendment)
 - 24 • Structures in public view in scenic areas shall utilize non-invasive native vegetation and
25 topography to help provide visual compatibility and, when such structures cannot be sited
26 outside of public view, to provide screening from public viewing areas. In such instances, the
27 least visible portion of the property should be considered the most desirable building site
28 location, subject to consistency with other siting criteria (e.g., proximity to environmentally
29 sensitive habitat areas and safe access). (Existing LUP Policy 57 as proposed to be amended as
30 Policy 54 for the LUP Amendment)
 - 31 • Parking on the seaward side of 17-Mile Drive should be designed to minimize the visual impact
32 of parked vehicles in the viewshed and disturbance to the habitat. (Existing LUP Policy 58 as
33 proposed to be amended as Policy 55 for the LUP Amendment)
 - 34 • New development, including ancillary structures such as fences constructed between 17-Mile
35 Drive and the sea (Pacific Grove gate to Carmel gate portion), shall be designed and sited to
36 minimize obstructions of and degradation to views from the road to the sea. Examples of
37 methods to reduce obstruction include, but are not limited to the following: height limits, use of
38 see-through materials for fences, and limitations on landscape materials that would block views,
39 whether immediately or at maturity. (Existing LUP Policy 59 as proposed to be amended as
40 Policy 56 for the LUP Amendment)

41 **Monterey County Coastal Implementation Plan**

42 Section 20.147.070 of the Monterey County CIP includes development standards for the protection
43 of scenic and visual resources. These standards are intended to avoid incompatible development,

1 encourage improvements to existing facilities, ensure that new facilities complement natural scenic
2 assets, and enhance public enjoyment of the scenic landscape (County of Monterey 1988).

3 The plan includes a Public Viewshed Determination, an Underground Utilities Requirement, and
4 General Development Standards. The Public Viewshed Determination requires measures to be
5 implemented during the planning process to ensure that an accurate public viewshed determination
6 is made for a project from public viewing areas. The Underground Utilities Requirement calls for
7 underground utilities in all new development in the area, unless lines can be hidden in existing tree
8 cover. In the latter case, the applicant must apply for a waiver from the Monterey County Planning
9 Department.

10 The General Development Standards are as follows:

- 11 • Development within areas identified as visual resources on the LUP (Existing LUP Figure 2C;
12 proposed LUP Amendment Figure 3) shall be sited on the least visible part of the lot. Native
13 vegetation and topography shall serve as a screen for new structures.
- 14 • Appropriate construction and landscaping materials shall be used to achieve blending of all
15 structures with the environment.
- 16 • Ridgeline development (i.e., development on a hill that, when viewed from a public viewing area,
17 creates a silhouette against the sky) is prohibited. In cases where such development cannot be
18 avoided, a Coastal Development Permit must be applied for.
- 19 • Conservation, scenic, or negative easements granted to Monterey County shall be required to the
20 fullest extent possible for visually prominent areas.
- 21 • All structures located in scenic viewsheds shall be set back at least 50 feet. Tree removal and
22 alteration to natural landforms shall be minimized. New structures shall be visually unobtrusive
23 and shall harmonize with the natural setting.
- 24 • Parking on the seaward side of 17-Mile Drive shall be designed and sited so as not to affect
25 visual access from public viewing areas nor disturb existing natural habitat.
- 26 • The design and siting of new development, including accessory structures (e.g., fences)
27 constructed between 17-Mile Drive and the sea shall allow views from the road to the sea to
28 remain intact.
- 29 • Developments fronting on 17-Mile Drive shall be set back at least 100 feet from the centerline of
30 17-Mile Drive, unless the new development is found to be screened from view by existing
31 vegetation or terrain.
- 32 • New subdivisions shall be set back a minimum of 50 feet from the front lot line within scenic
33 easements.

34 Environmental Setting

35 Pebble Beach is situated in northern Monterey County along the southwestern edge of the Monterey
36 Peninsula (Figure 2-1). Bounded by the Pacific Ocean to the west, Monterey Bay to the north, and
37 Carmel Bay to the south, the Monterey Peninsula consists of approximately 10 square miles of
38 coastal lands and forested hills. The Monterey Peninsula is known for its coastal scenery and has
39 long been a tourist and visitor destination. To the south and east, coastal mountain peaks reaching

1 approximately 3,000 feet in elevation provide a backdrop for the Monterey Peninsula landscape. The
2 area's natural features include varied and rugged topography, coastal panoramas, and forested
3 slopes and ridgelines. Although much of the Peninsula is urbanized, its coastline is devoted
4 primarily to open space and recreational uses. Several scenic routes provide access to the northern
5 Monterey County area, including SR 1 and 17-Mile Drive, which generally follow the coastal terrace
6 (17-Mile Drive is a private road to which the public gains access by paying an entry fee). SR 68,
7 which links Monterey and Salinas, merges with both roadways.

8 Located between Carmel, Pacific Grove, and Monterey, Pebble Beach is situated along the 17-Mile
9 Drive in Del Monte Forest. In addition to golf resorts and associated commercial uses, there is
10 substantial low-density residential development in the surrounding Del Monte Forest. The existing
11 development pattern is found amid stands of pine, cypress, and oak trees, as well as near riparian
12 corridors, open meadows, and dunes. In wooded areas, understory vegetation and tree cover vary
13 from fairly sparse to quite dense. Undeveloped portions of Del Monte Forest include the SFB Morse
14 Botanical Preserve and the HHNHA situated at the southern end of the community.

15 **Visual Character of Development Sites**

16 As detailed in Chapter 2, the project area includes several development sites grouped together by
17 location (Figure 2-2 and Table 2-2). As indicated on this aerial view and as described in Section 3.3,
18 substantial portions of the project vicinity are forested. Because of the existing tree cover and
19 intervening topography, views of the development sites are screened from many places in the
20 surrounding vicinity, but portions are visible from some nearby and distant locations. This
21 discussion outlines the existing landscape character and general site visibility for the specific
22 development sites.

23 Figure 3.1-1 shows the development sites and visual resources in the project area¹. Several
24 development sites are in defined viewsheds. The development sites in the "Viewshed from Point
25 Lobos" (across Carmel Bay) include: The Lodge at Pebble Beach, portions of Residential Lot
26 Subdivisions I-2 and V, and portions of the Equestrian Center and Special Events Area. The
27 development sites in the "Viewshed from 17-Mile Drive and Vista Points" include: The Inn at Spanish
28 Bay, Residential Lot Subdivisions at the Corporation Yard and a portions at Area F-2.

29 This chapter refers to 28 photographs that provide a general sense of the existing visual conditions.
30 Figures 3.1-2a through 3.1-2e are maps of the project vicinity that show the photo viewpoint and
31 simulation locations in relation to the development sites. Numbers on the maps correspond to the
32 photo numbers in Figures 3.1-3 through 3.1-9. The circled location numbers indicate locations for
33 which a simulation view has been prepared, shown in Figures 3.1-10 through 3.1-25 and discussed
34 under Impact Analysis. All figures are provided at the end of this chapter.

35 **The Lodge at Pebble Beach**

36 The Lodge at Pebble Beach is situated along 17-Mile and Cypress Drives, near the southern end of
37 Del Monte Forest. Existing land uses at the site include a lodge complex with a restaurant, a
38 commercial/retail area, a post office, two banks, offices, a tennis facility, and surface parking. Guest

¹ The visual resources are identified in both the current Del Monte Forest Land Use Plan (Figure 2C) and in the proposed land use plan amendment (Figure 3).

1 units are provided at The Lodge and at a number of free-standing buildings in The Lodge complex.
2 The complex adjoins the Pebble Beach Golf Links and low-density residential development.

3 Photos 1 through 6 (Figures 3.1-3a and 3.1-3b) were taken from The Lodge complex and show the
4 architectural and landscape character of The Lodge at Pebble Beach. Photo 1 shows glimpses of
5 Carmel Bay and distant mountains as viewed from the meeting facility and golf course. There are
6 distant views of Point Lobos, more than 3 miles to the south, from the complex. As demonstrated by
7 Photo 1, when seen from this distance, general landscape vegetation, development patterns, and
8 topographic features are visible. Specific landscape details are not discernible from this distance,
9 however, and this lack of detail would also be characteristic of views from Point Lobos looking
10 toward the complex. As illustrated by Photos 2 through 6, the complex includes well-maintained
11 landscaped grounds with existing one- to three-story buildings that are generally light-colored
12 stucco with tile roofs.

13 **The Inn at Spanish Bay**

14 Situated in the northern portion of the Del Monte Forest Planning Area, The Inn at Spanish Bay
15 includes the existing resort building, tennis courts, a clubhouse, and the Spanish Bay Golf Course.
16 Monterey pine forest lies to the north, and low-density residential development is found to the south
17 and east. Spanish Bay Circle provides internal traffic circulation within the resort development and
18 provides access from 17-Mile Drive. This development site is composed largely of landscaped,
19 paved, and developed areas. Photos 7 through 10 are representative views of the Inn at Spanish Bay
20 (Figure 3.1-4).

21 Photo 7 is a view of The Inn from 17-Mile Drive, looking north. From here, the resort is largely
22 screened by trees and shrubs in the foreground. Photo 8 is a view from The Inn at Spanish Bay
23 parking lot, looking southwest toward the proposed resort additions. Photo 9 shows a similar view
24 from the golf course. Both views illustrate the dense existing vegetation present on the site that
25 limits views beyond The Inn complex. The same is true of the primarily undeveloped Monterey pine
26 forest surrounding the proposed employee parking lot (Photo 10).

27 **Collins Field–Equestrian Center–Special Events Area**

28 The Collins Field–Equestrian Center–Special Events Area is situated just north of The Lodge at
29 Pebble Beach, north of Ondulado Road, south of Drake Road, and west of Stevenson Drive. The area
30 is on flat terrain, about 0.5 mile east of the coastline at an elevation of approximately 170 to 270
31 feet. The Equestrian Center and Collins Field, a multipurpose recreational area, occupy the northern
32 portion of this site, and the adjacent land to the north is covered with Monterey pine forest. The
33 southeastern portion of the site includes a driving range, and low-density single-family residences
34 found adjacent to the site, to the south. Portola Road, Drake Road, and Stevenson Drive currently
35 traverse the site. Photos 11 through 14 are representative views of the development site (Figure 3.1-
36 5).

37 Photos 11 and 12 are close-range views of the Equestrian Center development site and illustrate the
38 existing equestrian center's infrastructure, jump arena, and surrounding forested area. Photos 13
39 and 14 are views from Portola Road and Stevenson Drive, looking south toward the driving range.
40 These photos illustrate the site's flat terrain, roadside split rail fence, open field, surrounding
41 residential land uses, and wooded character.

1 **Area M Spyglass Hill**

2 Area M Spyglass Hill lies west of Spyglass Hill Road, which intersects with Stevenson Drive near the
3 southern site boundary. This undeveloped site is a former sand quarry that has been partially
4 revegetated through past restoration efforts. As shown in Photo 15, the site has sparse vegetation,
5 but is surrounded by trees (Figure 3.1-6). It is currently being used for construction staging (Photo
6 16), and low-density residential development is located nearby, to the east. A proposed preservation
7 area is located north of the site in vegetated dune habitat. There are views of the ocean from the site,
8 over the golf course and 17-Mile Drive (Photo 17).

9 **Residential Subdivisions**

10 As described in Chapter 2, Project Description nine areas are proposed for residential development.
11 Figures 3.1-7 through 3.1-9 (Photos 18 through 28) show character photos of the residential
12 subdivisions, as described below:

- 13 • **Area F-2.** Area F-2 is a wooded area visible from Lopez Road (Figure 3.1-7, Photo 18) and the
14 Poppy Hills Golf Course (Figure 3.1-7, Photo 19). Photo 18, a view from Lopez Road, shows the
15 wooded character of roadside views in this area. Photo 19, a view from the 10th tee of Poppy
16 Hills, shows a similar view.
- 17 • **Area I-2.** Area I-2 is a wooded area visible from the Poppy Hills Golf Course and from Viscaino
18 and Ronda Roads. Photo 20 (Figure 3.1-7), a view looking toward the area along Viscaino Road,
19 and Photo 21 (Figure 3.1-7), a view looking toward the area along Ronda Road, show the
20 wooded character along the roadside.
- 21 • **Area J.** Area J is a wooded area on both sides of Spyglass Woods Drive (Figure 3.1-8, Photos 22
22 and 23), located east of Stevenson Drive. The three lots on the south side are on the 13th hole of
23 and visible from the Spyglass Hill Golf Course and Spyglass Woods Drive. The two lots on the
24 north side are only visible from Spyglass Woods Drive. Existing low-density residential
25 development is located along Spyglass Woods Drive. Forested lands surrounding the
26 development site are proposed for preservation.
- 27 • **Area K.** Area K consists of wooded lots on both sides of Stevenson Drive, adjacent to the
28 Spyglass Hill Golf Course and visible from the golf course and Stevenson Drive. Figure 3.1-8,
29 Photo 24 shows the dense Monterey pine forest located on both sides of Stevenson Drive.
30 Forested lands surrounding the development site are proposed for preservation.
- 31 • **Area L.** Area L consists of wooded lots on the south side of Dune Road, adjacent to the Spyglass
32 Hill Golf Course and visible from the golf course and Stevenson Drive. Figure 3.1-8, Photo 25
33 shows the dense Monterey pine forest located along Dune Road, which is not open to vehicular
34 traffic past the gate near the Gingerbread House. Forested lands to the north of the development
35 site are already preserved as part of the Indian Village area, and the northern half of Area L is
36 proposed for preservation as part of the project.
- 37 • **Area U.** Photo 26 (Figure 3.1-9), a view from Drake Road, shows the degraded vegetated
38 character of the area along the roadway and partially visible elements located on the cleared
39 lands beyond the roadside vegetation that are storage areas for the existing equestrian center.
40 Forested lands surrounding the development site are proposed for preservation.

- 1 • **Area V.** Photo 27 (Figure 3.1-9), shows a highly manicured driving range between Stevenson
2 Drive and Forest Lake Road that is surrounded by a thin band of Monterey pine forest. Low-
3 density residential development is located east of Forest Lake Road.
- 4 • **Collins Residence.** The Collins Residence is located east of the Alva Lane/Portola Road
5 intersection and is an unoccupied former private residence. The site backs Collins Field on the
6 south side of Portola Road, and vegetation is planted around its borders, along the roadways.
- 7 • **Corporation Yard.** The existing corporation yard is developed, with offices, a vehicle
8 maintenance building, indoor and outdoor storage, and timber harvesting activities. The site is
9 surrounded by the HHNHA. Photo 28 is a view looking east toward the site (Figure 3.1-9) from
10 the trailhead that starts at the western edge of the site. This view is from forested lands
11 surrounding the proposed development site that are proposed for preservation. It shows the
12 disturbed nature of the site and the surrounding Monterey pine forest.

13 **Roadway Improvements**

14 At the SR 1/SR 68/17-Mile Drive intersection are natural areas, north of SR 68, composed of mature
15 planted pine trees and various forms of ruderal vegetation in the understory. The south side of SR
16 68 is primarily developed, with Sunridge Road directly adjacent to the eastern portion of the SR 68
17 right-of-way, with some forested areas as SR 68 moves west to the Beverly Manor entrance.

18 The main topographic features in this area are a gradual incline as SR 68 travels west to the Beverly
19 Manor entrance, steep upslopes adjacent to the north side of this portion of SR 68, and a steep
20 downslope on the south side of SR 68. This area is devoid of prominent rocky outcroppings and
21 similar geologic features.

22 One plant community is present in this area—closed-cone coniferous forest, specifically Monterey
23 pine forest (which represents most of the planted vegetation). The remainder of the vegetation in
24 the area is ruderal. Horticultural plantings are present in various portions of the area. In general,
25 vegetation adjacent to this area is disturbed where development has occurred.

26 The overall visual character of this area is defined by the Monterey pine forest that dominates the
27 visual experience for those traveling in this area.

28 The proposed roadway improvements include grading, alignment, and intersection improvements
29 to improve roadway safety. These changes would occur at the Lopez Road/Congress Road, Lopez
30 Road/Sunridge Road, Congress Road/17-Mile Drive (The Inn at Spanish Bay entrance), and Portola
31 Road/Stevenson Drive intersections. These are primarily two-lane roadways with Monterey pine
32 forest located on either side.

33 **Impacts Analysis**

34 **Methodology**

35 **Approach**

36 To document the visual changes that would be caused by the proposed project, computer-generated
37 visual simulations were produced using digitized photographs and computer modeling and

1 rendering techniques. The simulations illustrate specific development sites from 16 locations.
 2 Simulation vantage points were selected to provide representative public views from which specific
 3 project elements would be most visible, particularly from places along 17-Mile Drive, and are shown
 4 in Figures 3.1-11 through 3.1-25.

5 The visual simulations, presented as “before” and “after” images, provide clear images of the
 6 location, scale, and visual appearance of the proposed project. Table 3.1-2 summarizes the
 7 simulation viewing locations and the respective development sites that are illustrated. The
 8 simulations are the result of an objective analytical and computer modeling process and are
 9 accurate within the constraints of the available site and project data. All figures for this analysis are
 10 presented at the end of this chapter.

11 The visual impact assessment was based on evaluation of the changes to the existing visual
 12 resources that would result from construction and operation of the proposed project. These changes
 13 were assessed, in part, by evaluating the “after” views provided by the visual simulations and
 14 comparing them to the existing visual environment. The following factors were considered in
 15 determining the extent and implications of the visual changes:

- 16 • The specific changes in the affected visual environment’s composition, its character, and any
 17 specially valued qualities.
- 18 • The affected visual environment’s context.
- 19 • The extent to which the affected environment contains places or features that have been
 20 designated in plans and policies for protection or special consideration.
- 21 • The relative numbers of viewers, their activities, and the extent to which these activities are
 22 related to the aesthetic qualities affected by the expected changes.

23 Impacts on landscapes visible in the foreground from 17-Mile Drive, as delineated in the LUP, were
 24 given particular consideration.

25 **Table 3.1-2. Summary of Project Visual Simulation Viewpoints**

Figure	Simulation	Development Site Location	Viewing Location
3.1-11 to 3.1-14	1–4	The Lodge at Pebble Beach	17-Mile Drive south of Portola Road
3.1-15 to 3.1-18	5–8	The Inn at Spanish Bay	17-Mile Drive southwest of Majella Road
3.1-19	9	The Inn at Spanish Bay	17-Mile Drive at Congress Road
3.1-20	10	The Inn at Spanish Bay	Congress Road southeast of 17-Mile Drive
3.1-21	11	The Inn at Spanish Bay	17-Mile Drive northeast of Congress Road
3.1-22 to 3.1-26	12–16	Area M Spyglass Hill	17-Mile Drive south of Spyglass Hill Road

26

27 **Criteria for Determining Significance**

28 In accordance with CEQA, the State CEQA Guidelines, Monterey County plans and policies, and
 29 agency and professional standards, a project impact would be considered significant if the proposed
 30 project would result in:

1 **A. Scenic Vistas and Corridors**

- 2 • Substantial adverse effects on a scenic vista, public viewing area, or view corridor, including
3 obstructing or obscuring any of the following:
 - 4 ○ Public views (including views of the ocean from 17-Mile Drive).
 - 5 ○ “Visually prominent” areas (as identified in the LUP, see Figure 3.1-1).
 - 6 ○ Public views to and along the shoreline.
 - 7 ○ Distant views from publicly accessible shoreline areas such as Point Lobos.
 - 8 ○ Removal of or damage to scenic resources, including trees, rock outcrops, or historic
9 buildings along a scenic highway, a county-designated scenic roadway, or the SR 68 and 17-
10 Mile Drive roadway corridors.

11 **B. Visual Character/Building Scale and Mass**

- 12 • Substantial degradation of the existing visual character, or quality, of the site or surrounding
13 area, new ridgeline development, or incompatibility with the development scale and style of the
14 surrounding area.

15 **C. Light and Glare**

- 16 • Creation of a new source of substantial light or glare that would affect daytime or nighttime
17 views or activities in the area, or pose a nuisance, including ambient nighttime illumination
18 levels that would be increased beyond the property line, or use of highly reflective building
19 materials.

20 **Project Impacts and Mitigation Measures**

21 **A. Scenic Vistas and Corridors**

22 Views of the project elements would not be available to the public from many places in the project
23 vicinity because existing intervening vegetation or topography would provide screening. To varying
24 degrees, however, portions of the proposed project would be visible from some public views,
25 including along 17-Mile Drive.

26 Planned construction activities would not destroy or remove any major rock outcroppings or
27 historical structures. However, substantial tree removal would occur in areas that are along, or
28 visible from, 17-Mile Drive within Del Monte Forest.

29 This discussion focuses on designated scenic vistas and corridors. Impacts related to site-specific
30 scale and aesthetic character are discussed separately under Impact AES-B1.

1 **Impact AES-A1: The proposed project could have substantial adverse visual effects on public**
 2 **viewing in or near “visually prominent” areas identified in the LUP and along the 17-Mile**
 3 **Drive corridor. (Less than significant with mitigation)**

4 Figure 3.1-1 in this EIR shows the proposed project’s general relationship to the following sensitive
 5 visual resource areas identified by the County².

- 6 ● **Ridgeline and visible area from Point Lobos (generally the southern portions of Del**
 7 **Monte Forest).** Development sites that are within the ridgeline and visible area from Point
 8 Lobos include those at The Lodge at Pebble Beach, and portions of the Equestrian–Center–
 9 Special Events Area, and Residential Lot Subdivisions at Areas I-2 and V.
- 10 ● **17-Mile Drive vista points and designated coastal access locations.** None of the
 11 development sites are located at designated 17-Mile Drive vista points or designated coastal
 12 access locations.
- 13 ● **View area from 17-Mile Drive and vista points.** Development sites that lie partially within the
 14 view area from 17-Mile Drive and vista points include those at The Inn at Spanish Bay and
 15 Residential Lot Subdivisions at the Corporation Yard and Area F-2.
- 16 ● **Scenic buffer zone for new development along 17-Mile Drive (starting at Sunridge**
 17 **Road/Lopez Road and running along Lopez Road to Congress Road).** Development sites
 18 along the designated “scenic buffer zone” for new development along 17-Mile Drive include
 19 Residential Lot Subdivision at Area F-2.

20 Site-specific aesthetic impacts on designated scenic vistas and corridors are described below.
 21 Impacts related to roadway improvements, including the SR 1/SR 68/17-Mile Drive intersection
 22 improvements and the four internal intersection improvements, are discussed separately under
 23 Impact AES-A2.

24 **The Lodge at Pebble Beach**

25 Existing development at The Lodge at Pebble Beach is in the sensitive area visible from Point Lobos
 26 (Figure 3.1-1). Figures 3.1-11 through 3.1-14 show “before” and “after” visual conditions for
 27 proposed development at The Lodge at Pebble Beach.

28 For Fairway One Reconstruction, Figure 3.1-11, Simulation 1, and Figure 3.1-12, Simulation 2, show
 29 south-facing “before” and “after” views of the Fairway One complex from 17-Mile Drive. After the
 30 existing building and 66 trees are removed, this complex would introduce new two-story buildings
 31 and landscaping between the buildings and street front. While both of these simulations depict that
 32 the existing vegetation along 17-Mile Drive would remain, much of this vegetation would be
 33 removed during construction and new landscaping would be installed. Trees would be contract-
 34 grown in 24-inch containers, would be approximately 10 feet tall upon planting, and would grow
 35 approximately 10 to 12 inches per year. Based on the plans submitted, the elevation along 17-Mile
 36 Drive in the upper location is at 118.0 feet. The elevation of the second-story roofline of the guest
 37 building shown in the simulations is 131.25 feet, or 13.25 feet above the elevation of 17-Mile Drive.
 38 Therefore, the 10-foot-tall tree plantings would screen 10 feet of the new development upon
 39 planting. As the trees grow, they would reach the elevation of the roofline of the guest buildings, and
 40 eventually, most of the development would be screened and closely match conditions shown in the

² The base map for Figure 3.1-1 includes visually sensitive resources, based on Figure 2C in the current LUP and Figure 3 of the proposed LUP (both show the same resources).

1 simulations. Fairway One would also be visible from the golf course and would be visually more
2 developed than the existing site.

3 The proposed structures would have cement shake roofing, horizontal wood siding, and stone
4 veneer at their bases, creating a visual character inconsistent with the existing visual character of
5 surrounding buildings, which have terra cotta roof tiles and stucco wall finish. This inconsistency
6 would add to the degree of perceived visual change at the site because the new buildings would
7 visually differ from the existing buildings on the site and from the surrounding architectural styles.
8 While all of these changes would not affect views from Point Lobos, more than 3 miles away, they
9 would affect public views available from 17-Mile Drive.

10 For New Colton Building, the existing parking lot and 5 trees would be removed and replaced with a
11 new two-story building between the golf course and the existing Morse Building. However, although
12 the entrances for the Morse Building face the golf course, the building does not have windows with
13 views of the golf course that would be blocked with construction of the new Colton Building. In
14 addition, the complex is separated from the golf course by a wooden fence that further limits views.
15 The addition of the Colton Building would keep with the existing visual character at the
16 development site, would not greatly alter the existing views of the golf course, and would not greatly
17 affect existing viewer groups.

18 For Meeting Facility Expansion, Figure 3.1-13, Simulation 3, presents “before” and “after” views of
19 the meeting facility as seen from 17-Mile Drive. This expansion would appear somewhat more
20 prominent than the existing building and would contribute to a more urban character along the 17-
21 Mile Drive streetscape. The proposed improvements would generally represent an incremental
22 change that would not substantially alter the aesthetic character of The Lodge at Pebble Beach, as
23 seen from 17-Mile Drive. As shown in the simulation, the proposed expansion would not obstruct
24 the distant views of the bay and mountains.

25 For Parking and Circulation Reconstruction, Figure 3.1-14, Simulation 4, shows the existing view
26 and a visual simulation from 17-Mile Drive, looking west toward the proposed parking structure and
27 circulation improvements. The existing surface parking lots and vegetation (including 52 trees)
28 would be removed and replaced with a two-level parking structure (partially subterranean), new
29 landscaping, and pedestrian and roadway improvements. As indicated by the simulation,
30 landscaping proposed at the ground and upper parking levels would effectively screen portions of
31 the parking structure and would help to integrate its appearance into the surroundings (refer to the
32 right side of simulation image). The combination of new landscaping and pedestrian and roadway
33 improvements would generally enhance the scale and appearance of the streetscape by making it
34 more conducive to pedestrian activity at The Lodge at Pebble Beach. Thus, the proposed
35 modifications would represent an incremental change that could enhance the pedestrian
36 environment and create a somewhat more urban streetscape along this segment of 17-Mile Drive.

37 Overall, the proposed project would increase the intensity and density of development at The Lodge
38 at Pebble Beach, particularly the Fairway One Reconstruction and New Colton Building, causing the
39 Lodge complex to appear somewhat more urban in character. While the removal of mature
40 landscaping between the buildings at Fairway One and 17-Mile Drive and the addition of more
41 development with buildings of a different architectural style than the surrounding vernacular would
42 degrade the visual quality of sensitive public views from 17-Mile Drive, the proposed landscaping
43 would be planted at a size that would provide screening upon planting and would mature in a
44 relatively short time and appear similar to existing conditions. This would not substantially alter the

1 area's existing visual character and quality. The New Colton Building would generally appear similar
2 to the existing facilities in scale and visual character and would not substantially alter the area's
3 existing visual character and quality. It is anticipated that, when seen from distant locations, the
4 proposed changes to The Lodge would represent incremental changes in the context of the overall
5 vicinity. As seen from Point Lobos (Figure 3.1-10), more than 3 miles away, these changes would
6 have a less-than-significant impact on public view scenic vistas. While impacts are considered less
7 than significant, the proposed building designs are not in keeping with the surrounding architectural
8 vernacular, and implementing Mitigation Measure AES-A1 would ensure that the proposed Fairway
9 One and the Colton Building blend with the surrounding visual environment until landscaping fully
10 matures and that the buildings are consistent with the existing visual character.

11 **The Inn at Spanish Bay**

12 Figures 3.1-15 through 3.1-21 show "before" and "after" views of The Inn at Spanish Bay, as seen
13 from 17-Mile Drive.

14 For New Guest Cottages, although 322 existing trees would be removed, the new two-story buildings
15 would not be visible from 17-Mile Drive where dense roadside vegetation is present to screen views
16 (Figures 3.1-15 through 3.1-17, Simulation 5 through 7), and only portions of the buildings would be
17 visible from 17-Mile Drive where breaks in roadside vegetation exist (Figure 3.1-18, Simulation 8)
18 and near Congress Road (Figure 3.1-19, Simulation 9). Because they are located closer to the
19 roadway, the new buildings would appear slightly more prominent than the existing buildings. The
20 new structures would obstruct views of the existing guest buildings currently seen from this
21 segment of 17-Mile Drive. Like the existing guest structures, the new buildings would appear as a
22 backdrop to the existing golf course landscape seen in the foreground. Existing and proposed
23 landscaping and existing trees along the roadside would partially screen views of these buildings
24 from 17-Mile Drive. The new guest cottages would appear similar to the existing resort buildings in
25 scale, massing, and general aesthetic character. However, from 17-Mile Drive, the new buildings
26 would appear slightly more prominent than the existing buildings because they are located closer to
27 the roadway. The new guest cottages would not be visible from Asilomar State Beach because of
28 intervening infrastructure and vegetation.

29 For Conference Center Expansion, there would be visible changes to the existing building and façade
30 on its north and west sides. These modifications would be approximately the same height as the
31 existing structure and would blend with the existing architectural style. The conference center is not
32 visible from 17-Mile Drive. The north side of the conference center faces Asilomar State Beach,
33 approximately 0.5 mile away. However, modifications to the existing structure would not be
34 discernible from Asilomar State Beach because of their distance and similar appearance to the
35 existing facilities in terms of their scale and aesthetic character.

36 For New Employee Parking, Figures 3.1-20 and 3.1-21, Simulations 10 and 11, present "before" and
37 "after" views. Development of the parking lot would result in the removal of approximately 235
38 trees. However, the new parking lot would not be very apparent from Congress Road (Figure 3.1-20,
39 Simulation 10) or 17-mile Drive (Figure 3.1-21, Simulation 11) because the remaining roadside
40 vegetation would buffer views of the parking area from 17-Mile Drive. The primary visual feature
41 would be the entry drives into the parking lot, which would not greatly alter the existing dirt pull-
42 offs and gated entrances. The new parking lot would not be visible from Asilomar State Beach
43 because of intervening infrastructure and vegetation. Therefore, the new employee parking lot
44 would have a less-than-significant impact on scenic vistas and corridors.

1 Overall, the proposed project would increase the intensity and density of development at The Inn at
2 Spanish Bay. The existing viewshed in and immediately surrounding development sites is
3 characterized by development. No public views to the ocean or scenic features would be blocked,
4 and changes to views from Asilomar State Beach would not be discernible. The new guest cottages
5 would be visible from 17-Mile Drive. Although they would appear similar to the existing resort
6 buildings in scale, massing, and general aesthetic character, the new buildings would appear slightly
7 more prominent than the existing buildings at The Inn because they would be located closer to the
8 roadway. Because of the sensitivity of this scenic corridor, the increased prominence of the new
9 buildings is considered a potentially significant impact. Implementing Mitigation Measure AES-A1
10 would reduce this impact to a less-than-significant level.

11 **Collins Field–Equestrian Center–Special Events Area**

12 Most of Collins Field and the easternmost portion of the Special Events Area are within the ridgeline
13 and visible area from Point Lobos, approximately 3.5 miles away. The affected portions that are
14 within this delineated visible area are largely cleared, grassy lands with trees along the edges
15 (Figure 3.1-1). The Equestrian Center is not visible from Point Lobos.

16 For Pebble Beach Driving Range Relocation from Area V to Collins Field, the existing field and 132
17 trees would be removed and replaced with driving range facilities. For Equestrian Center
18 Reconstruction, 148 trees would be removed and replaced with the new equestrian facilities and
19 trees. For Special Events Staging Area Grading and Expansion, 270 trees would be removed and the
20 area regraded. It is anticipated that, when seen from Point Lobos, the changes in views of this area
21 would not be substantial enough to constitute a discernable change in the context of the overall
22 vicinity. Therefore, these changes would have a less-than-significant impact on scenic vistas and
23 corridors, including public views from Point Lobos. The remainder of the Special Events Area and
24 the proposed Equestrian Center changes do not fall within the boundaries of the ridgeline and
25 visible area from Point Lobos, but they are visible from public roadways and are discussed
26 separately under Impact AES-B1.

27 **Area M Spyglass Hill**

28 Area M Spyglass Hill is an undeveloped, partially revegetated former sand quarry, and the
29 northwestern slope of the site is visible from 17-Mile Drive. Two development options are under
30 consideration for Area M Spyglass Hill.

31 For New Resort Hotel (Option 1), 389 trees would be removed and 100 guest units in 11 different
32 single-story buildings, other hotel facilities and a spa would be constructed. Figures 3.1-22 through
33 3.1-26 show “before” and “after” views. As shown in Simulations 12 through 15 (Figures 3.1-22
34 through 3.1-25, respectively), the proposed structures in the existing forested area north of the
35 quarry site would not be visible from 17-Mile Drive or would recede and blend into the existing tree
36 canopy. However, as seen in Simulation 16 (Figure 3.1-26), the guest buildings immediately
37 northwest of the quarry site and on the slope would be visible from 17-Mile Drive.

38 For New Residential Lots (Option 2), 285 trees would be removed and the area would be subdivided
39 into 10 residential lots for future single-family residences.

40 Under both options, views of the site would be similarly altered, resulting in the same level of
41 impact. The existing viewshed in and immediately surrounding this development site is
42 characterized by low-density residential development, with public views to the ocean and scenic

1 features. Although public views to the ocean and scenic features would not be blocked, the increased
2 prominence of the new buildings is considered a potentially significant impact, given the sensitivity
3 of views affected from 17-Mile Drive, a scenic corridor. Implementing Mitigation Measure AES-A1
4 would reduce this impact to a less-than-significant level.

5 **Residential Lot Subdivisions**

6 The proposed project includes creating new residential lot subdivisions, which would enable future
7 development of up to 90 single-family residences in nine areas within or adjacent to existing golf
8 courses or other development (Figure 2-2). Residential development in Areas F-2, I-2, L, U, and V,
9 and the Corporation Yard could result in impacts relevant to scenic vistas and corridors and are
10 discussed below. Areas J, K, and U and the Collins Residence are not visible along any designated
11 scenic vistas or corridors. (The residential option in Area in Area M and potential effects on scenic
12 corridors is addressed under Area M Spyglass Hill.)

- 13 • **Area F-2.** Area F-2 is visible along the Lopez Road portion of 17-Mile Drive that is designated
14 scenic buffer for new development along 17-Mile Drive, and may be visible from the vista point
15 on Huckleberry Hill. Development of Area F-2 for residential use is estimated to result in the
16 removal of 1,226 trees. Depending on the location and architectural design, development at this
17 site could affect views from 17-Mile Drive, which is considered a potentially significant impact.
- 18 • **Area I-2.** As shown in Figure 3.1-1, the very southeastern part of Area I-2 is along the ridgeline
19 and visible area from Point Lobos. Approximately four of the proposed lots are within the
20 designated area. Development of Area I-2 for residential use is estimated to result in the
21 removal of 488 trees. Because this location is at the edge of the visible area, residential
22 development and tree removal is likely to represent only a limited (if apparent at all) change in
23 the distant views. As seen from Point Lobos (Figure 3.1-10), approximately 3.7 miles away,
24 these changes would not be discernible and have a less-than-significant impact on public vistas.
- 25 • **Area L.** Residential development in Area L would result in the removal of 1,334 trees. Although
26 this area is located slightly more than 550 feet east of 17-Mile Drive, it is located on the backside
27 of sand dunes blocking the view of this area from 17-Mile Drive. Additionally, there is a
28 proposed preservation area along the portion of Dune Road near the Gingerbread House that
29 will retain the existing tree cover, blocking views of the residential area from 17-Mile Drive.
30 Because residential development at Area L would be screened by intervening topography and
31 existing vegetation, it would not be visible along any designated scenic corridor or from any
32 designated scenic vista points. The impact would be less than significant.
- 33 • **Area V.** As shown in Figure 3.1-1, the very southern half of Area V is along the ridgeline and is
34 visible area from Point Lobos. Development of Area V for residential use is estimated to result in
35 the removal of 176 trees. Because this location is at the edge of the visible area, tree removal and
36 residential development would result in a barely-discernible change in the distant views of this
37 site. As seen from Point Lobos (Figure 3.1-10), approximately 3.7 miles away, these changes
38 would have a less-than-significant impact on public vistas.
- 39 • **Corporation Yard.** 17-Mile Drive passes near the Corporation Yard at the intersection of
40 Sunridge and Lopez Roads. The site's appearance would be altered by the removal of nine trees
41 and the introduction of 10 residential lots. A landscaped berm would be installed to visually
42 buffer the Corporation Yard from the residential development. In addition, the northwestern
43 edge of the site would continue to be used for open space and passive recreation, with no formal
44 recreation structures. The existing vegetation and intervening terrain would generally screen

1 the proposed Corporation Yard development from public view. Depending on the location and
2 architectural design, development at these sites could affect views from 17-Mile Drive, which
3 could result in a potentially significant impact.

4 In summary, residential development in Areas F-2 and Corporation Yard could result in a significant
5 impact. Implementation of Mitigation Measure AES-A1 would reduce this impact to a less-than-
6 significant level.

7 **Trail Improvements**

8 As described in Chapter 2, Project Description, under Trail Improvements, the proposed project
9 would add 2.4 miles of hiking and equestrian trails within Areas F-2, I-2, J, K, PQR, Corporation Yard,
10 and the HHNHA (Figure 2-30). Although these areas are in sensitive viewing areas and vistas, these
11 minor changes would be imperceptible because of their small scale, the intervening topography and
12 vegetation that would screen views, and their distance from locations such as 17-Mile Drive and
13 Point Lobos approximately 3.7 miles away. As seen from Point Lobos (Figure 3.1-10) and 17-Mile
14 Drive, these changes would have a less-than-significant impact on public vistas.

15 **Infrastructure Improvements**

16 As described in Chapter 2, Project Description, under Infrastructure Improvements, infrastructure
17 improvements include new water, sewer, and reclaimed water lines and storm drains that would be
18 installed underground. There would be a relatively minor amount of associated grading and possibly
19 tree removal, which has been included in that for the relative project component, as described in
20 Table 2-3. These areas would be repaved, revegetated, or incorporated into the proposed
21 development. Because they would be located underground, these infrastructure improvements
22 would result in no impact on public vistas.

23 **Mitigation Measure AES-A1: Incorporate design features and landscaping requirements** 24 **in design plans and specifications for all development sites that involve construction of** 25 **new structures or modification of existing structures.**

26 Prior to project construction, the applicant will incorporate design features and landscaping into
27 plans for all development sites that involve construction of new structures or modification to
28 existing structures, as outlined below, for review and approval by the County. The applicant will
29 be responsible for maintaining and monitoring the landscaping at all visitor-serving facilities
30 and within public views from 17-Mile Drive.

31 All Development

- 32 ● Landscape buffers will be preserved along the perimeters of all development sites to
33 maximize screening of public views. Additional landscape screening will be placed in the
34 areas along 17-Mile Drive where canopy gaps in roadside vegetation allow for additional
35 shrub and tree infill plantings. Landscape species will be selected and placed to appear
36 compatible with the existing vegetation in this area.
- 37 ● Under no circumstances will any invasive plant species be used at any location.

38 Visitor-Serving Development

- 39 ● Architectural treatments of visitor-serving facilities will incorporate building façade and
40 roofline articulation designed to reduce their apparent building mass.

- 1 ● Architectural treatments of visitor-serving facilities will incorporate building façade and
2 roofing materials that are consistent with the visual character of existing buildings located
3 on the site and existing buildings surrounding the site.

4 Residential Development

- 5 ● Structures associated with new single-family residential development will be set back from
6 parcel property lines (consistent with County zoning and development standards) to
7 minimize the proposed project's visibility, as seen from sensitive public viewing locations.
8 ● New landscaping in residential developments will be specified and placed in a manner that
9 blends into the surrounding natural landscape.

10 **Impact AES-2: The proposed roadway improvements could adversely affect views from 17-**
11 **Mile Drive. (Less than significant with mitigation)**

12 The proposed roadway improvements would result in wider areas of pavement, roadside vegetation
13 removal, and topography changes (including cut or fill banks through grading operations) which
14 would result in a change in views from the roadway and in the vicinity of the improvements. The SR
15 1/SR 68/17-Mile Drive Intersection Reconfiguration would include removing 53 trees, widening the
16 SR 68 and SR 1 southbound on- and off-ramps and 17-Mile Drive along their existing alignments,
17 reconfiguring the intersection, and modifying the signals.

18 The four internal intersection improvements at Lopez/Congress Roads, Lopez/Sunridge Roads,
19 Congress Road/17-Mile Drive, and Portola Road/Stevenson Drive would include realigning and
20 widening portions of Congress, Lopez, and Sunridge Roads to increase safety along curves in the
21 roadway and at intersections. Intersection improvements would also require removal of 36 trees at
22 the Lopez/Congress Roads intersection and seven trees at the Lopez/Sunridge Road intersection,
23 reducing the number of roadside trees and vegetation overhanging the roadway immediately along
24 the corridor. Furthermore, grading operations would create cut-and-fill banks that would result in
25 visibly exposed soil where vegetation previously existed.

26 Existing views at these intersections consist primarily of Monterey pine forest in the foreground
27 with some residential and semi-urban characteristics in the foreground and middleground. Most of
28 the visual changes would be in the foreground and visible to those traveling on these roads through
29 the project area.

30 This impact is considered significant because while native vegetation would re-establish in
31 disturbed areas over time, tree removal and construction of the roadway improvements would
32 change the visual experience of public viewers. Implementation of Mitigation Measure AES-A2
33 would reduce this impact to a less-than-significant level.

34 **Mitigation Measure AES-A2: Prepare and implement a landscape plan for SR 1/SR 68/17-**
35 **Mile Drive intersection reconfiguration and internal roadway intersection**
36 **improvements.**

37 As part of the final design for intersection improvements, the applicant will prepare a
38 landscape plan for the SR 1/SR 68/17-Mile Drive intersection improvements and internal
39 intersection improvements, as outlined below, to be approved by Caltrans (for the portion of
40 the SR 1/SR 68/17-Mile Drive intersection within the Caltrans right-of-way) and the County
41 (for the portion outside the County right-of-way and all internal intersections). Caltrans will

- 1 be responsible for maintenance within the State RW, and the applicant will be responsible
2 for the portion of the improvements located within Del Monte Forest.
- 3 ● The species composition of the landscape plan will reflect species that are native and
4 indigenous to the project area. The species list should include trees, shrubs, and an
5 herbaceous understory of varying heights. Plantings will be installed to mimic natural
6 patterns. If space does not allow, or the slope is too steep (greater than 2:1), a native
7 perennial hydroseed mix will be applied (see next bullet) at a minimum.
 - 8 ● Native perennial hydroseed mix will be applied at all locations with exposed soil and steep
9 slopes to prevent soil erosion, reduce water pollution, and help preserve the existing
10 landscape character. Other erosion control and water pollution prevention practices will
11 also be utilized, as recommended by the project landscape architect and/or project designer.
12 Hydroseeded areas treated between September 15–October 15, prior to the wet season, will
13 not require irrigating. Areas treated prior to that might require periodic truck watering to
14 facilitate seed growth.
 - 15 ● The landscape architect will work with the engineers to ensure the landscape plan
16 addresses retaining walls and grade transitions. Retaining wall design, colors and treatment
17 will be approved by Caltrans and the County. Gradual grade transitions (slope rounding)
18 will be incorporated into the landscape design at hinge and catch points of earthwork
19 slopes, and flatter slopes (1:4 slope ratios) will be implemented where applicable to
20 preserve the existing grade around the base of trees that are to remain, so that tree roots are
21 not affected by cut or fill earthwork.
 - 22 ● Vegetation will be planted within the first year following completion of the intersection
23 improvements.
 - 24 ● An irrigation and maintenance program will be implemented during the plant establishment
25 period. The irrigation system will utilize a smart watering system that evaluates the existing
26 site conditions and plant material against weather conditions to avoid overwatering of such
27 areas. The irrigation system will be managed in such a manner that broken spray heads,
28 pipes, or other components of the system are fixed within 1 to 2 days, or the zone or system
29 will be shut down until it can be fixed to avoid undue water flows. The irrigation system will
30 be managed by the applicant within Del Monte Forest and by Caltrans within state right-of-
31 way.
 - 32 ● Under no circumstances will any invasive plant species be used at any location.

33 B. Visual Character/Building Scale and Mass

34 **Impact AES-B1: The proposed project could degrade the visual character and quality of some** 35 **development sites (at The Inn at Spanish Bay, Area M Spyglass Hill, Residential Lot** 36 **Subdivisions, and 17-Mile Drive intersections). (Less than significant with mitigation)**

37 The proposed project could degrade the visual character and the quality of some areas proposed for
38 development by removing structures and trees and by introducing new structures, facilities, and
39 associated landscaping, grading, and paving. As described below, this degradation would be most
40 notable at The Inn at Spanish Bay, Area M Spyglass Hill, and Residential Lot Subdivisions.

1 **The Lodge at Pebble Beach**

2 Proposed development at The Lodge at Pebble Beach includes remodeling some existing facilities,
3 demolishing several existing structures, constructing new visitor-serving structures, and
4 reconstructing the parking structure and circulation area. Figures 2-9 through 2-14 show plans and
5 elevation drawings for the proposed development. The specific changes at the four development
6 sites (Meeting Facility Expansion, Fairway One Reconstruction, New Colton Building, and Parking
7 and Circulation Reconstruction) are described under Impact AES-A1.

8 Overall, the proposed development at The Lodge at Pebble Beach would generally appear similar to
9 existing facilities in scale and visual character and would not substantially alter the area's existing
10 visual character and quality. Therefore, this impact would be less than significant.

11 **The Inn at Spanish Bay**

12 Proposed development at The Inn at Spanish Bay includes remodeling some existing facilities,
13 constructing new visitor-serving structures, and removing trees to construct a parking lot. The
14 appearance of this development site would be altered by proposed modifications to the existing
15 resort facilities. Figures 2-15 and 2-16 show plans and elevation drawings for the proposed
16 improvements at The Inn at Spanish Bay. The specific changes at the three development sites
17 (Conference Center Expansion, New Guest Cottages, and New Employee Parking) are described
18 under Impact AES-A1.

19 Conference Center Expansion would result in visible changes to the existing building and façade
20 modifications on its north and west sides. These modifications would be approximately the same
21 height as the existing structure and would blend with the existing architectural style because the
22 exterior colors and materials would match those of the existing resort buildings. The existing
23 viewshed in and immediately surrounding this development site is characterized by development,
24 primarily The Inn at Spanish Bay. Although this area includes sensitive public views to the ocean and
25 scenic features, the modifications to the conference center would not substantially change the visual
26 character and quality of the area or views of the area; thus this would not be considered a significant
27 impact.

28 New Employee Parking would result in visible change on the development site because 242 existing
29 trees would be removed and replaced with a 285-space surface parking lot and approximately 200-
30 foot pedestrian trail across to the main entry. However, as described under Impact AES-A1, the new
31 parking lot would not be very visible from Congress Road or 17-Mile Drive at the main entrance to
32 The Inn at Spanish Bay because the roadside vegetation would buffer views (Figure 3.1-20 and 3.1-
33 21, Simulations 10 and 11). The primary visual feature would be the entry drives into the parking
34 lot, which would not be substantially different than the existing dirt pull-offs and gated entries.
35 Therefore, new employee parking would have a less-than-significant impact on the existing visual
36 character.

37 New Guest Cottages would result in visible change to the area because 322 existing trees would be
38 removed and replaced with two-story guest cottages along the 11th Fairway. As described in Impact
39 AES-A1 and indicated in Simulations 5 through 9, the new guest cottages would not be very visible
40 where dense roadside vegetation is present to screen views, and only portions would be visible from
41 17-Mile Drive where breaks in roadside vegetation exist and near Congress Road. The new guest
42 units would generally appear similar to the existing facilities in the area in scale, massing, and
43 general aesthetic character. Existing and proposed landscaping and existing trees along the roadside

1 would partially screen views of the proposed buildings. However, the new buildings would appear
2 slightly more prominent than the existing buildings because they are located closer to the roadway;
3 thus this would be considered a potentially significant impact. Implementing Mitigation Measure
4 AES-A1 would reduce this impact to a less-than-significant level.

5 **Collins Field–Equestrian Center–Special Events Area**

6 Proposed development in the Collins Field–Equestrian Center–Special Events Area includes
7 relocating, reconstructing and existing visitor-serving recreation facilities which would be visible
8 from public roadways Portola Road and Stevenson Drive. As described under Impact AES-A1, the
9 visible changes from Pebble Beach Driving Range Relocation from Area V to Collins Field and from
10 Special Events Staging Area Grading and Expansion would not be substantial enough to constitute a
11 significant change because these features are all part of the existing visual character in the vicinity.
12 Therefore, these changes would have a less-than-significant impact on existing visual character.

13 Equestrian Center Reconstruction would include removing all existing structures and 148 trees and
14 constructing new facilities, and the changes would be fully visible from the portion of Portola Road
15 that passes by the site and partially visible from Stevenson Drive. Figures 2-18 and 2-19 show the
16 proposed layout of the new facilities, which include a new covered arena, employee housing, barns
17 and stalls, vehicle storage, interior roadway, parking, and accessory structures. The density of onsite
18 uses at the new equestrian center would be greater than at the existing equestrian center because it
19 would cover a smaller footprint; however, it would be similar to the existing center in terms of
20 overall scale and general appearance and would remain compatible with the existing recreational
21 facilities in the area. Because the existing Equestrian Center would be replaced with the same type of
22 facility, with similar architectural styles, there would be little change to existing visual character.
23 Therefore, the new Equestrian Center would have a less-than-significant impact on existing visual
24 character.

25 **Area M Spyglass Hill**

26 Proposed development at Area M Spyglass Hill would include either a New Resort Hotel (Option 1)
27 or New Residential Lots (Option 2) in an undeveloped area that is the site of a former sand quarry.
28 Under Option 1, 389 trees would be removed and 100 guest units in 11 different single-story
29 buildings, other hotel facilities, and a spa would be constructed. Figures 3.1-22 through 3.1-26 show
30 “before” and “after” views from 17-Mile Drive. As shown in Simulations 12 through 15, the proposed
31 structures in the existing forested area north of the quarry site would not be visible from 17-Mile
32 Drive or would recede and blend into the existing tree canopy, so they would not greatly impact the
33 existing visual character. However, as seen in Simulation 16, the guest buildings immediately
34 northwest of the quarry site and on the slope would be visible from 17-Mile Drive. Views from
35 Stevenson Drive, Spyglass Hill Road, and nearby residences would be affected by tree removal and
36 the presence of development that would replace forest and the cleared land of the quarry site.

37 Under Option 2, 285 trees would be removed and the area would be subdivided into 10 residential
38 lots for future single-family residences, and the change in views of the site would be similar to
39 Option 1, resulting in the same level of impact.

40 Under both options, views of the site would be similarly altered. The existing viewshed in, and
41 immediately surrounding, this development site is characterized by low-density residential
42 development, with public views to the ocean and scenic features. Although public views to the ocean
43 and scenic features would not be blocked, the increased prominence of the new buildings is

1 considered a significant impact on existing visual character. Implementing Mitigation Measure AES-
2 A1 would reduce this impact to a less-than-significant level.

3 **Residential Lot Subdivisions**

4 Up to 90 single-family homes could be built on Areas F-2, I-2, J, K, L, U, and V, the Collins Residence,
5 and the Corporation Yard. Impacts relevant to visual character are discussed below:

- 6 • **Area F-2.** Area F-2 is visible along the Lopez Road portion of 17-Mile Drive, and development of
7 the site is estimated to result in the removal of 1,226 trees.
- 8 • **Area I-2.** Area I-2 is visible from nearby residences, the golf course, Lisbon Lane, and Viscaino,
9 Ronda, Cortez, and Deer Path Roads. Development of Area I-2 for residential use is estimated to
10 result in the removal of 488 trees.
- 11 • **Area J.** Area J is visible from nearby residences, the golf course, and Stevenson and Spyglass
12 Woods Drives. Development of Area J for residential use is estimated to result in the removal of
13 380 trees.
- 14 • **Area K.** Area K is visible from the golf course and Stevenson Drive, and development of the site
15 is estimated to result in the removal of 948 trees.
- 16 • **Area L.** Area L is visible from the golf course. However, it is not visible from 17-Mile Drive,
17 Stevenson Drive, Spyglass Hill Road, or nearby residences because preservation areas,
18 intervening topography, and existing vegetation screen views of the site. Development of the
19 site is estimated to result in the removal of 1,334 trees.
- 20 • **Area U.** Area U is visible from Collins Field, the Special Events Area, Stevenson Drive, and Forest
21 Lake and Portola Roads. Development of Area U for residential use is estimated to result in the
22 removal of 362 trees.
- 23 • **Area V.** Area V is visible from nearby residences, Collins Field, the Equestrian Center, the Special
24 Events Area, Stevenson Drive, and Drake and Portola Roads. Development of Area V for
25 residential use is estimated to result in the removal of 176 trees.
- 26 • **Collins Residence.** The Collins Residence area is visible from nearby residences, Collins Field,
27 the Equestrian Center, the Special Events Area, Alva Lane, and Drake and Portola Roads.
28 Development of Area V for residential uses is estimated to result in the removal of 27 trees.
- 29 • **Corporation Yard.** The Corporation Yard is visible from 17-Mile Drive as it passes near the site
30 at the intersection of Sunridge Road and Lopez Road. Development of the Corporation Yard is
31 estimated to result in the removal of nine trees.

32 The appearances of these sites would be altered by the removal of existing trees and introduction of
33 residential development and associated infrastructure such as roadways. Mature existing vegetation
34 along the roadsides would screen many views of the proposed developments. However, as shown in
35 the simulations for the nonresidential areas, glimpses of the new buildings could be visible through
36 the trees. Filtered views could also include limited areas where tree removal would occur. In some
37 locations, proposed development would be readily visible because it would be immediately adjacent
38 to a roadway that is currently developed (e.g., Areas I-2 and V). Depending on the location and
39 architectural design, development at these sites could degrade existing visual character or be
40 incompatible with the development scale and style of the surrounding area, which would be

1 considered a significant impact. Implementing Mitigation Measure AES-A1 would reduce this impact
2 to a less-than-significant level.

3 **Roadway Improvements**

4 The impact on existing visual character from roadway improvements is the same as described in
5 Impact AES-A2, which is considered less than significant with implementation of Mitigation Measure
6 AES-A2.

7 **Trail Improvements**

8 The proposed project would add 2.4 miles of hiking and equestrian trails within Areas F-2, I-2, J, K,
9 PQR, the Corporation Yard, and the HHNHA. These minor changes would not affect the existing
10 visual character because of their small scale, similarity to existing character, and intervening
11 topography and vegetation that would screen many views and prevent the changes from being seen.
12 Therefore, these changes would have a less-than-significant impact on existing visual character.

13 **Infrastructure Improvements**

14 New infrastructure lines include water, sewer, and reclaimed water lines and storm drains that
15 would all be installed underground. These areas would be repaved, revegetated, or incorporated
16 into the proposed development. Because they would be located underground, these infrastructure
17 improvements would result in no impact on existing visual character.

18 Overall, the proposed development would be similar to surrounding development in scale and
19 massing. However, the visual character and the quality could be degraded at specific sites as
20 described above. Development of structures would be subject to the County's design review process
21 which would address site and architectural design issues, including specific building layout,
22 architectural treatment, site design, and landscaping. However, due to the sensitive nature of the
23 environment at specific sites, development of new guest cottages at The Inn at Spanish Bay, a new
24 resort hotel or new residential lots at Area M Spyglass Hill, and the proposed residential lot
25 subdivisions and roadway improvements could result in a substantial degradation of the visual
26 character and quality. This is considered a significant impact. Implementation of Mitigation
27 Measures AES-A1 and AES-A2 would reduce this impact to a less-than-significant level.

28 **C. Light and Glare**

29 **Impact AES-C1: The proposed project would introduce new sources of light and glare at** 30 **development sites, which could adversely affect nighttime views or activities in the area.** 31 **(Less than significant with mitigation)**

32 The proposed project would introduce nighttime light sources related to the proposed visitor-
33 serving uses and residential development. The primary sources of light and glare would be outdoor
34 lighting in parking areas, security lighting around buildings, and light from new buildings and
35 residences. These sources have the potential to adversely affect nighttime views and increase
36 ambient nighttime illumination levels beyond property lines. Proposed designs would need to go
37 through the County design review process and comply with Title 20 of the County zoning ordinance.
38 The primary land uses for the project vicinity include lighting plan requirements under this
39 ordinance (County of Monterey 2000), are as follows:

- 1 • **Medium Density Residential (for two or more residential units on a lot), Coastal General**
 2 **Commercial (under which conditional use applies for hotels and other similar uses), and**
 3 **Institutional Commercial.** All exterior lighting will be unobtrusive, harmonious with the local
 4 area and constructed or located so that only the area intended is illuminated and off-site glare is
 5 fully controlled. The location, type and wattage of the exterior lighting must be approved by the
 6 Director of Planning prior to the issuance of building permits or the establishment of the use.
- 7 • **Low Density Residential, Resource Conservation, and Open Space Recreation.** No specific
 8 requirements, but may be required by condition of approval of a Coastal Administrative or
 9 Coastal Development Permit.

10 This impact is considered significant because of the potential for light pollution and glare. However,
 11 implementation of Mitigation Measure AES-C1 would reduce this impact to a less-than-significant
 12 level.

13 **Mitigation Measure AES-C1: Incorporate light and glare reduction measures in design**
 14 **plans and specifications.**

15 Prior to project construction, the applicant will ensure that design plans and specifications for
 16 all proposed visitor-serving development include exterior lighting that provides for the safety
 17 and security of people using the facilities in the evening, but that is not intrusive and glaring.
 18 The design plans will be reviewed and approved by the County. For future residential
 19 development, the County design review process will ensure residential development includes
 20 appropriate light and glare reduction measures. Light and glare reduction measures include, but
 21 are not limited to, the following.

- 22 1. All exterior lighting will be directed downward and toward the development site.
- 23 2. All exterior lighting will be installed at the lowest allowable height, the lowest allowable
 24 wattage will be used, and the number of nighttime lights used will be minimized.
- 25 3. The design of exterior light fixtures will incorporate shielding to prevent glare.
- 26 4. Non-glare fixtures will be specified for outdoor project lighting.
- 27 5. Where appropriate, trees will be planted along roadway frontages to reduce potential glare.
- 28 6. Non-reflective colors and finishes will be used for all exterior building and structure
 29 treatment.
- 30 7. Project lighting, including locations and specific fixture types, will be subject to the
 31 County’s design review process.

32 **Cumulative Impacts and Mitigation Measures**

33 The cumulative impact zone for aesthetics is Del Monte Forest, and the ridgeline and southern part
 34 of Del Monte Forest as viewed from Point Lobos across Carmel Bay. The methodology for
 35 determining cumulative impacts is described in Analysis of Cumulative Impacts at the beginning of
 36 Chapter 3.

1 **A. Scenic Vistas and Corridors**

2 **Impact AES-A1(C) and Impact AES-A2(C). Cumulative development in Del Monte Forest might**
3 **have substantial adverse effects on public viewing in or near “visually prominent” areas, but**
4 **the proposed project’s contribution would be reduced to a less-than-significant level with**
5 **mitigation.**

6 Cumulative development may have a substantial adverse effect on public viewing in or near
7 “visually prominent” areas identified in the LUP and along the 17-Mile Drive corridor and views
8 from 17-Mile Drive. Building development projects could remove existing trees and other
9 vegetation, result in views of more developed conditions inconsistent with the visual character of
10 the surrounding area, and increase the degree of perceived visual change. Roadway improvements
11 would result in wider areas of pavement, roadside vegetation removal, and topography changes.
12 However, projected development (and roadway improvements) in Del Monte Forest (not including
13 the proposed project) would consist of development of individual lots with single-family residential
14 uses and associated roadway improvements that would be subject to the requirements of the LUP
15 and CIP and review by County staff, the Del Monte Forest Architectural Review Board, and the Del
16 Monte Forest Land Use Advisory Committee. The degree of change from development of single lots
17 is not anticipated to result in a discernable change to scenic vistas or corridors within Del Monte
18 Forest or along the shoreline of Carmel Bay.

19 As identified under Project Impacts and Mitigation Measures, the proposed project would have
20 individually significant impacts on sensitive views from 17-Mile Drive related to the increased
21 prominence of new buildings at The Inn at Spanish Bay, new buildings at Area M Spyglass Hill,
22 development at the Corporation Yard, and roadway improvements related to the SR 1/SR 68/17-
23 Mile Drive and internal intersections. It should be noted that all views of the proposed project from
24 Point Lobos across Carmel Bay are fairly distant (ranging from 3 to 3.7 miles from the project site)
25 and are not anticipated to significantly change. Furthermore, implementation of Mitigation Measure
26 AES-1 would, through design, ensure that the proposed development would be required to reduce
27 potential aesthetic impacts related to adverse effects to public viewing in or near “visually
28 prominent” areas to a less-than-significant level. Mitigation Measure AES-2 would ensure, through
29 preparation/implementation of a landscaping plan, that proposed development would be required
30 to reduce potential impacts related to changes in views from 17-Mile Drive to a less-than-significant
31 level. Therefore, although cumulative development impacts related to scenic vistas and corridors
32 (“scenic views” and areas near “visually prominent” areas) are considered to be potentially
33 significant, the proposed project’s contribution would not be considerable.

34 **B. Visual Character/Building Scale and Mass**

35 **Impact AES-B1(C). Cumulative development in Del Monte Forest might have a substantial**
36 **adverse effect related to degradation of the visual character and quality, but the proposed**
37 **project’s contribution would be reduced to a less-than-significant level with mitigation.**

38 Cumulative development might have a substantial adverse effect related to degradation of the visual
39 character and quality of some development sites. This could include degradation of the existing
40 visual character or quality of the site and surrounding area, new ridgeline development, or
41 incompatibility with the development scale and style. However, projected development in Del Monte
42 Forest (not including the proposed project) would consist of development of individual lots with
43 single-family residential uses and associated roadway improvements. As mentioned in the

1 discussion of Impact AES-A1 and Impact AES-A2, this type of development would be subject to
2 requirements that would ensure their effect would be less than significant. The degree of change
3 from development of single residential lots is not anticipated to be discernable, nor result in
4 degradation of the visual character and quality.

5 As identified under Project Impacts and Mitigation Measures, the proposed project would have
6 individually significant impacts related to degradation of visual character and quality primarily at
7 The Inn at Spanish Bay, Area M Spyglass Hill, and at the Residential Lot Subdivisions, related to
8 removal of structures and trees and introduction of new structures, facilities, and associated
9 landscaping, grading, and paving. As discussed under A. Scenic Vistas and Corridors, implementation
10 of Mitigation Measures AES-1 and AES-2, through design and preparation/implementation of a
11 landscaping plan, would ensure that the proposed project would reduce potential degradation of
12 visual character and quality impacts to a less-than-significant level. Therefore, although cumulative
13 development impacts related to visual character/building scale and mass are considered to be
14 potentially significant, the proposed project's contribution would not be considerable.

15 C. Light and Glare

16 **Impact AES-C1(C). Cumulative development in Del Monte Forest might introduce new sources** 17 **of light and glare, but the proposed project's contribution would be reduced to a less-than-** 18 **significant level with mitigation.**

19 Cumulative development might have a substantial adverse effect related to introduction of new
20 sources of light and glare at development sites, which could affect nighttime activities or views from
21 within Del Monte Forest or along the shoreline of Carmel Bay. This adverse effect could include
22 creation of a new source of light and glare that would affect daytime or nighttime activities or views
23 in the area, or pose a nuisance, including ambient nighttime illumination levels that would be
24 increased beyond the property line, or use of highly reflective building materials. However,
25 projected development in the area (not including the proposed project) would consist of
26 development of individual lots with single-family residential uses and associated roadway
27 improvements. Individual lots would be required to go through the County's design review process
28 and comply with Title 20 of the Zoning Ordinance. Potential sources of light and glare would be
29 addressed individually. Views from Point Lobos across Carmel Bay would be more than 3 miles
30 away, and introduction of new sources of light and glare would not be substantially discernable
31 from sources of light and glare from existing development. Furthermore, future single-family
32 residential development in Del Monte Forest (not all of which is visible from Point Lobos), other
33 than the proposed project, would be limited to up to 105 new dwelling units³.

34 As identified under Project Impacts and Mitigation Measures, the proposed project would have
35 individually significant light and glare impacts related to outdoor lighting at parking areas, security
36 lighting around buildings, and light from new buildings and residences. The proposed project would
37 be required to go through the County review process and comply with Title 20, the County zoning
38 ordinance. Further, implementation of Mitigation Measures AES-C1, through light and glare
39 reduction measures, would ensure that the proposed project would reduce potential light and glare

³ As described in Table 3-2 in the introduction to Chapter 3, there are 96 undeveloped (vacant) existing residential lots, 8 new lots allowed in Area X based on County-issued certificates of compliance, and 1 new lot allowed in Area Y based on the presumption that presence of environmentally sensitive habitat area (ESHA) may prevent further subdivision – thus the potential for up to 105 new dwelling units.

1 impacts to a less-than-significant level. Therefore, although cumulative development impacts related
2 to scenic vistas and corridors (“scenic views” and areas near “visually prominent” areas) are
3 considered to be potentially significant, the proposed project’s contribution would not be
4 considerable.
5

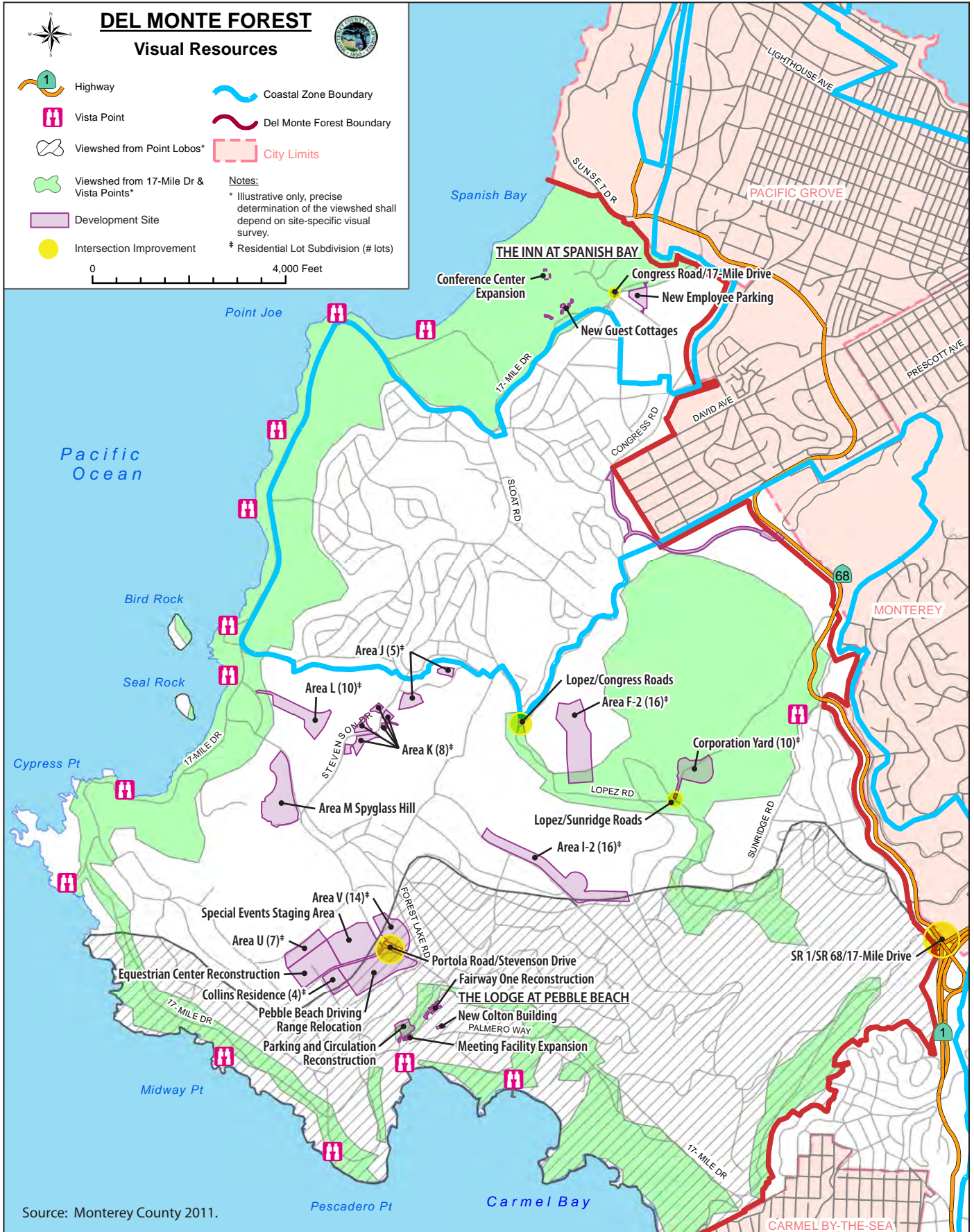
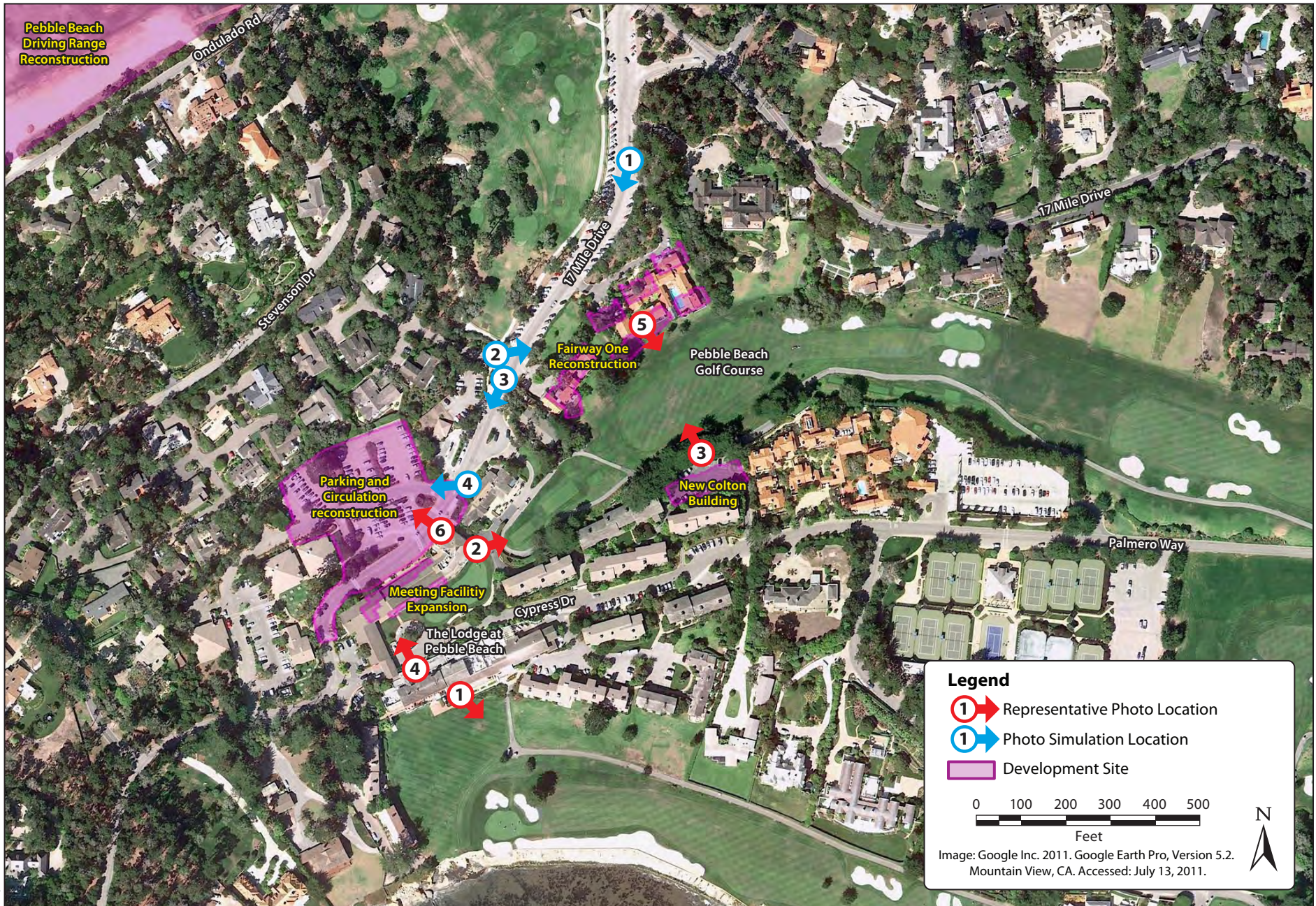
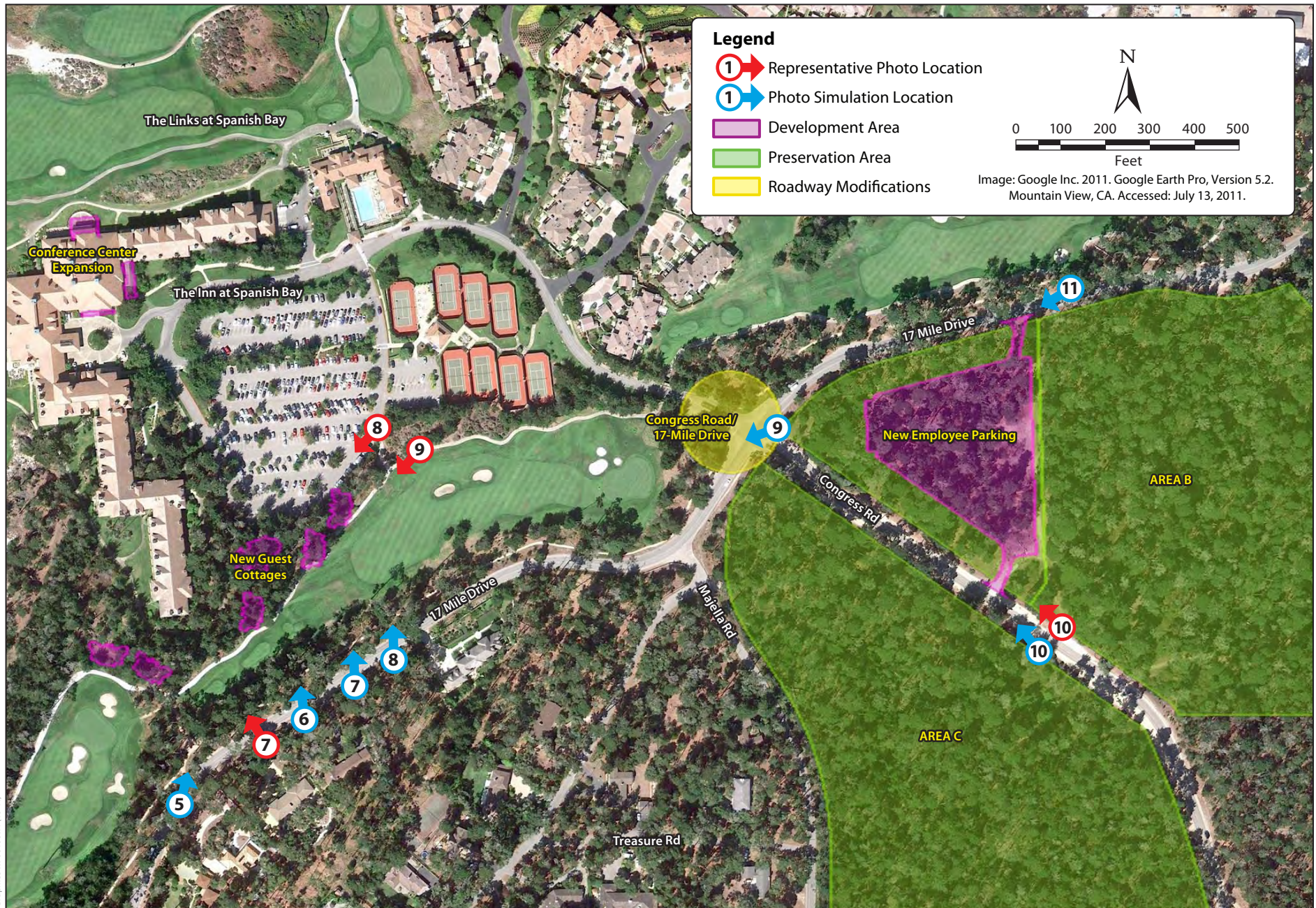


Figure 3.1-1
Del Monte Forest Visual Resources and Development Sites



Graphics ... 00106.11 (10-11)

Figure 3.1-2a
Location of Representative Photos and Photo Simulations
at The Lodge at Pebble Beach



Graphics ... 00106.11 (10-11)

Figure 3.1-2b
Location of Representative Photos and Photo Simulations
at The Inn at Spanish Bay

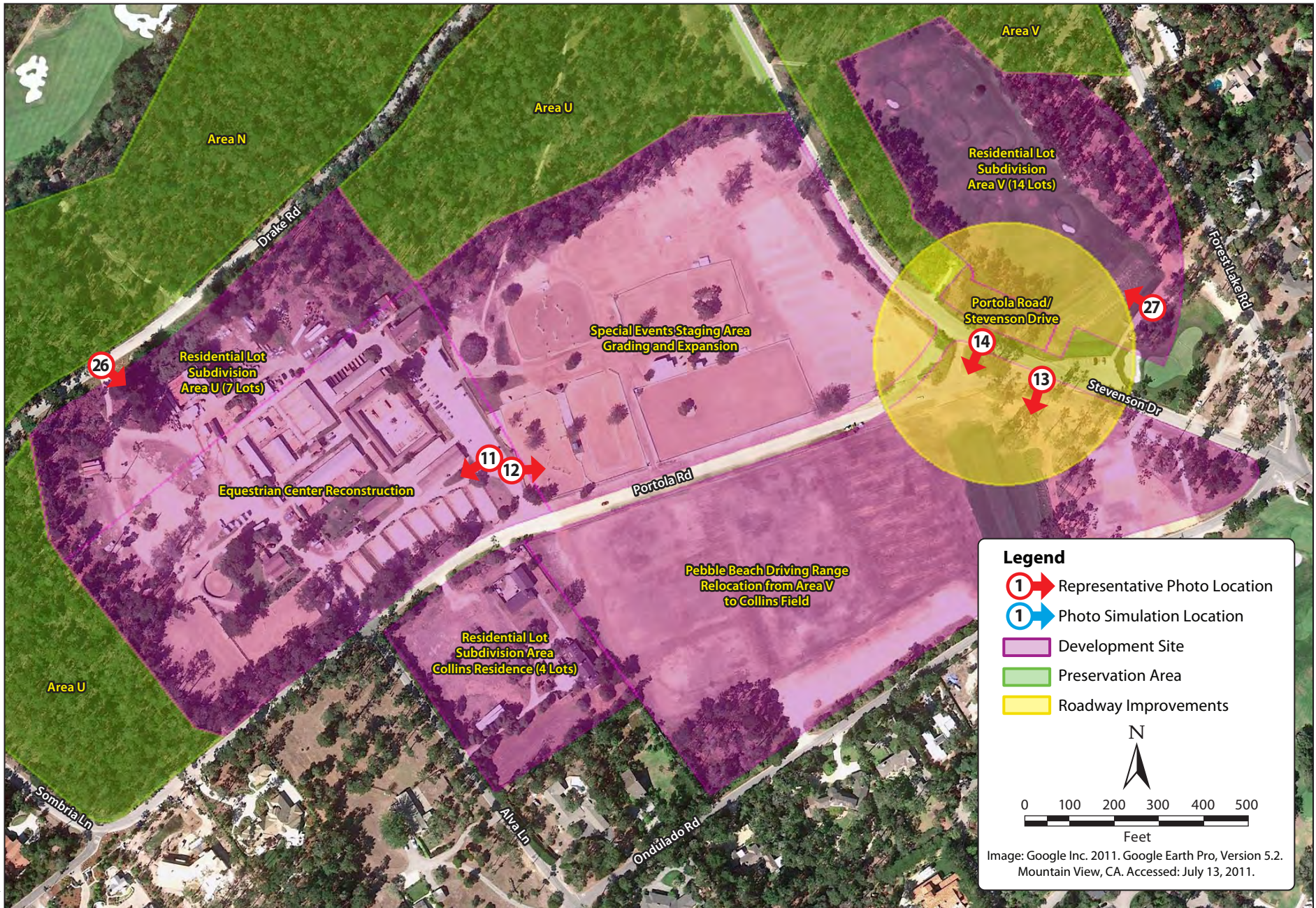
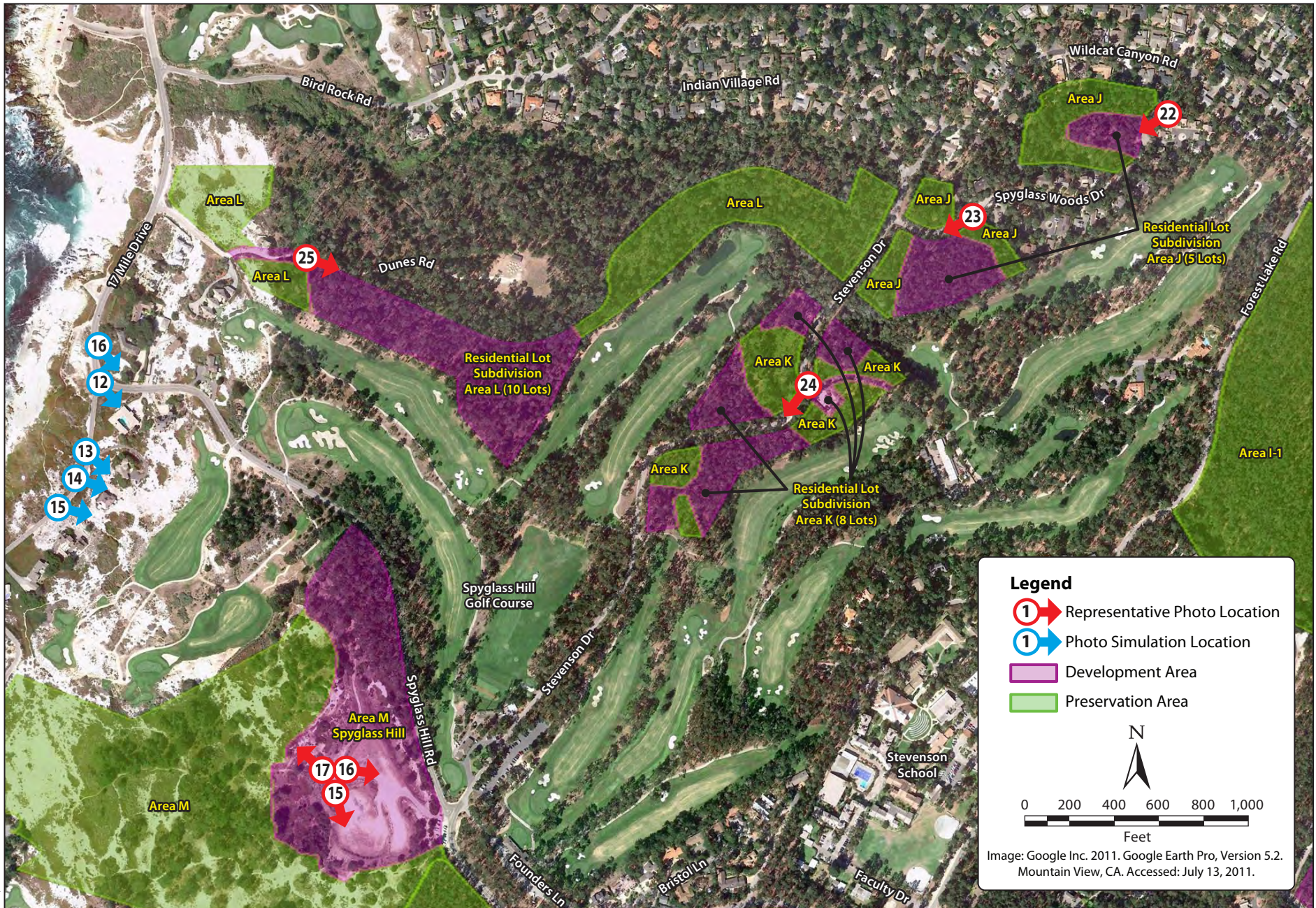


Figure 3.1-2c
Location of Representative Photos and Photo Simulations
at Collins Field–Equestrian Center–Special Events Area



Graphics ... 00106.11 (10-11)

Figure 3.1-2d
Location of Representative Photos and Photo Simulations
for Areas J, K, L, and M

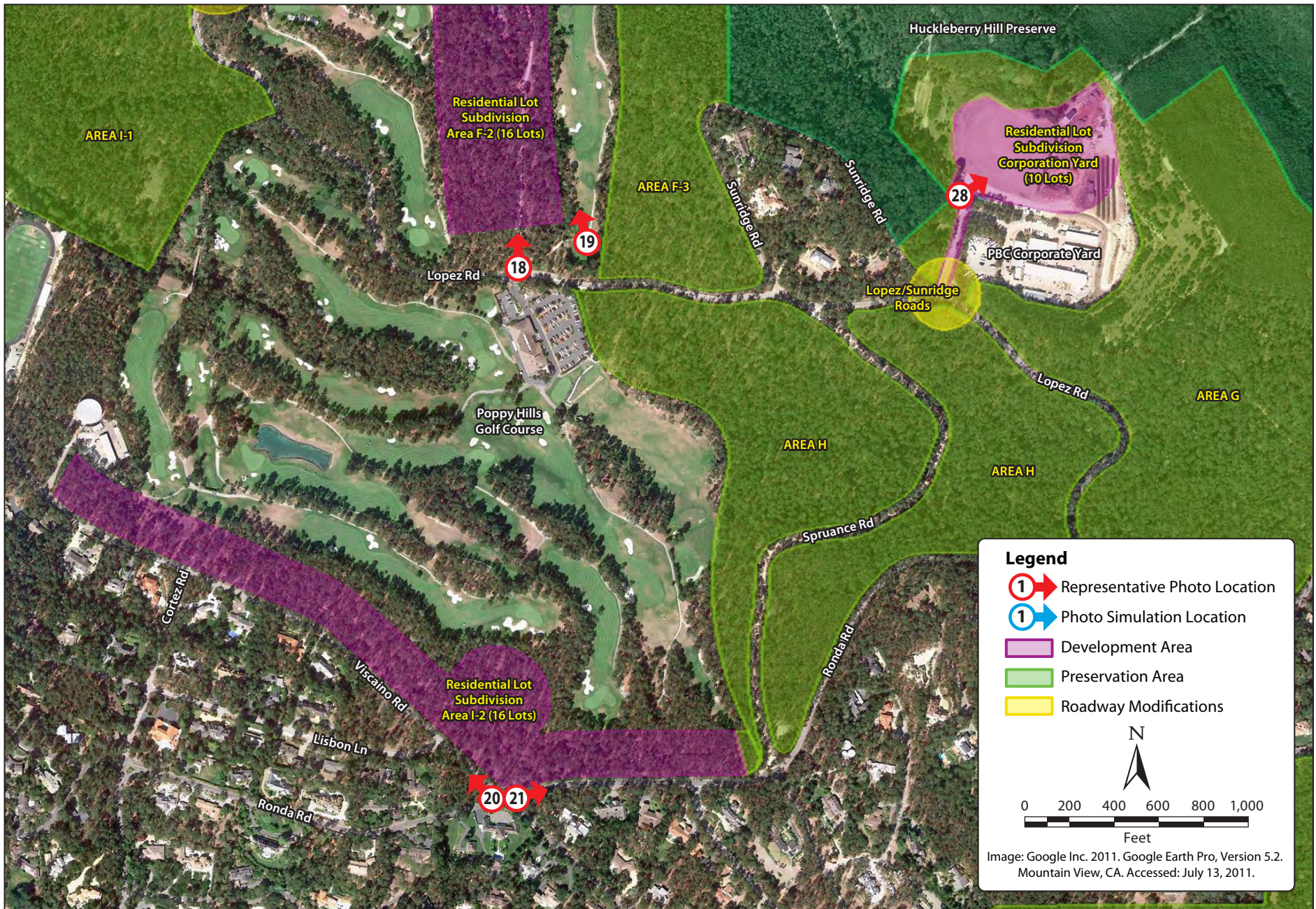


Figure 3.1-2e
Location of Representative Photos and Photo Simulations
for Areas F-2, I-2, and Corporation Yard



1. Looking southeast toward the Pacific Ocean from The Lodge.



2. Looking east toward the 1st Fairway from the Gallery Café.



3. Looking northwest toward Fairway One from near the new Colton Building site. Fairway One house left and Bierne residence on right.

Graphics ... 00106.11 (10-11)

Figure 3.1-3a
Representative Photos of The Lodge at Pebble Beach Area



4. Looking northwest toward the Meeting Facility from The Lodge.



5. Looking southeast toward the new Colton Building site (behind trees) from Fairway One.



6. Looking northwest toward the parking lot from the Meeting Facility.

Figure 3.1-3b
Representative Photos of The Lodge at Pebble Beach Area



7. Looking north from 17-Mile Drive toward The Inn at Spanish Bay.



8. Looking southwest from the parking lot toward the new Guest Cottages site.



9. Looking southwest from the 11th hole toward the new Guest Cottages site.



10. Looking northwest from Congress Road toward the new Employee Parking site.

Graphics ... 00106.11 (10-11)

Figure 3.1-4
Representative Photos of The Inn at Spanish Bay Area



11. Looking west from the Equestrian Center parking lot toward the stables.



12. Looking east from the Equestrian Center parking lot toward the Special Events Staging Area.



13. Looking southwest from Stevenson Drive towards Collins Field.



14. Looking southwest from Stevenson Drive at Portola Road towards Collins Field.

Graphics ... 00106.11 (10-11)

Figure 3.1-5
Representative Photos of the Collins Field–Equestrian Center–Special Events Area



15. Looking south from Area M toward the old quarry site.



16. Looking southeast from Area M toward Stevenson Drive.



17. Looking northwest from Area M toward 17-Mile Drive and the Pacific Ocean.

Graphics ... 00106.11 (7-8-11)

Figure 3.1-6
Representative Photos of the Area M Spyglass Hill Site



18. Looking north from an access road off of Lopez Road toward Area F-2.



19. Looking northwest from the 10th tee of Poppy Hills Golf Course toward Area F-2.



20. Looking northwest from the Ronda/Viscaino Road intersection toward Area I-2.



21. Looking northeast from the Ronda/Viscaino Road intersection toward Area I-2.

Figure 3.1-7
Representative Photos of Residential Lot Subdivision Areas F-2 and I-2



22. Looking southwest from Spyglass Woods Drive toward Area J.



23. Looking southwest from Spyglass Woods Drive toward Area J.



24. Looking southwest from Stevenson Drive toward Area K.



25. Looking east from the unpaved portion of Dunes Road toward Area L.

Figure 3.1-8
Representative Photos of Residential Lot Subdivision Areas J, K, and L



26. Looking southeast from Drake Road toward Area U.

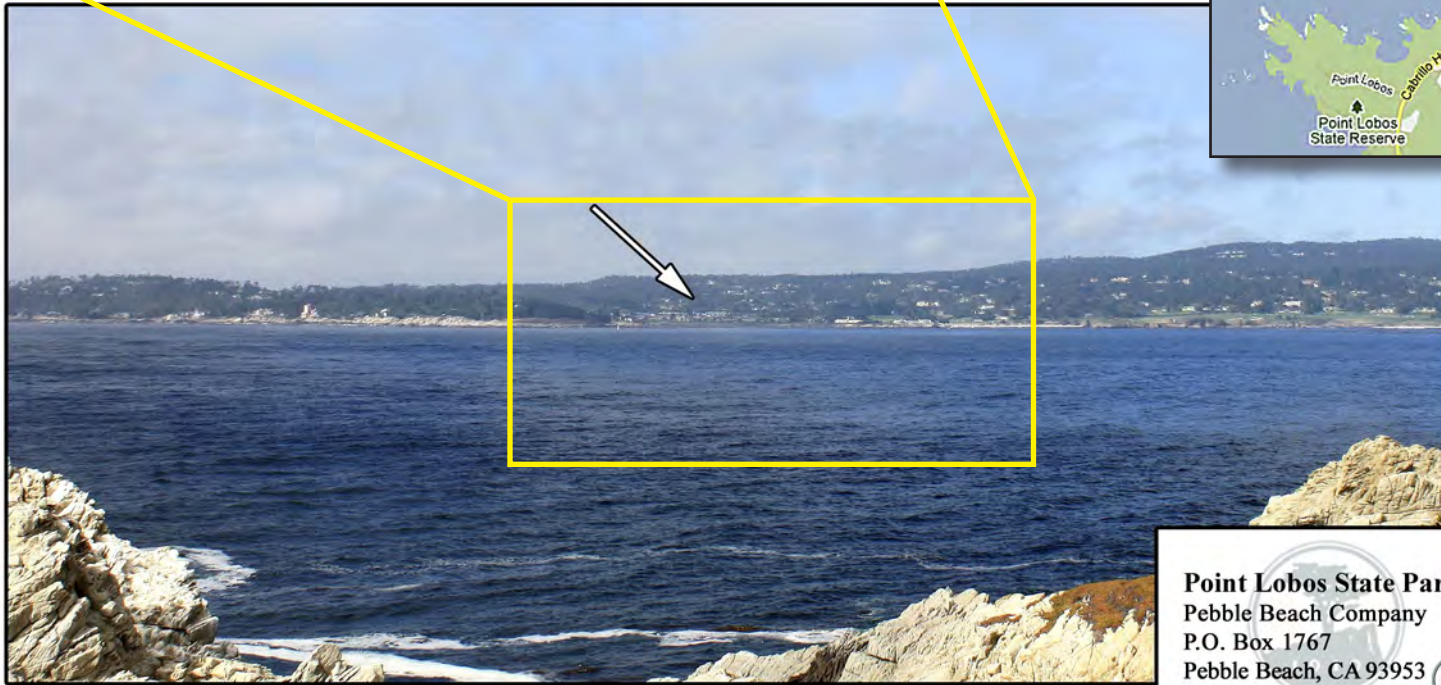


27. Looking northwest from the driving range parking lot toward Area V (current location of Bebble Beach Links Driving Range).



28. Looking northeast from the unpaved haul road toward Corporation Yard.

Figure 3.1-9
Representative Photos of Residential Lot Subdivision Areas U, V, and Corporation Yard



Point Lobos State Park
Pebble Beach Company
P.O. Box 1767
Pebble Beach, CA 93953

Graphics ... 00106:11 (10-11)

Source: Perfect Image 2011

Figure 3.1-10
View toward Development Sites at The Lodge at Pebble Beach from Point Lobos



The Lodge At Pebble Beach
Fairway One
Pebble Beach Company
P.O. Box 1767
Pebble Beach, CA 93953



Graphics ... 00106:11 (10-11)

Source: Perfect Image 2011

Figure 3.1-11
Simulation 1: The Lodge at Pebble Beach—View Looking Southwest toward
the Fairway One Reconstruction from 17-Mile Drive



The Lodge At Pebble Beach
Fairway One
Pebble Beach Company
P.O. Box 1767
Pebble Beach, CA 93953



Source: Perfect Image 2011

Figure 3.1-12
Simulation 2: The Lodge at Pebble Beach—View Looking Northeast toward
the Fairway One Reconstruction from 17-Mile Drive



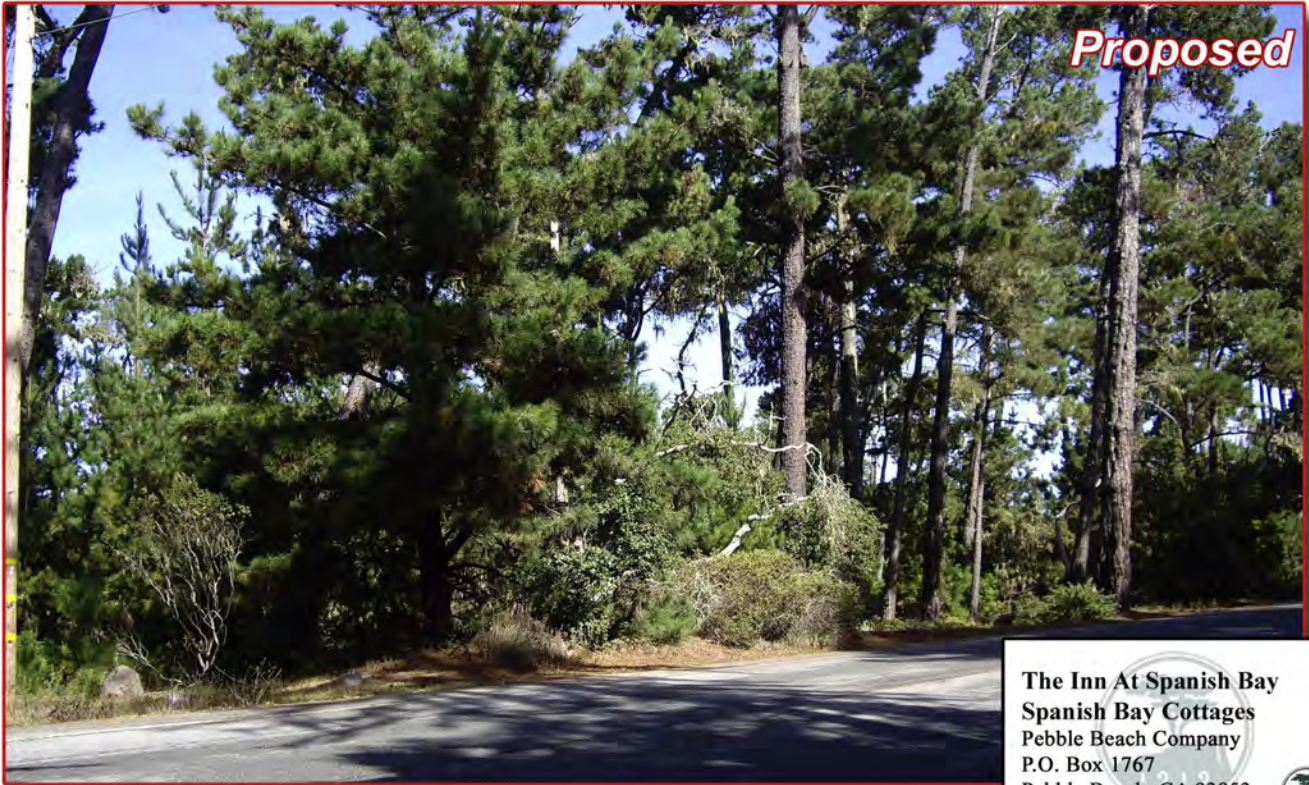
Source: Environmental Vision 2005

Figure 3.1-13
Simulation 3: The Lodge at Pebble Beach—View Looking Southwest
toward the Meeting Facility Expansion from 17-Mile Drive



Source: Environmental Vision 2005

Figure 3.1-14
Simulation 4: The Lodge at Pebble Beach—View Looking Northwest
toward Parking and Circulation Reconstruction from 17-Mile Drive



The Inn At Spanish Bay
Spanish Bay Cottages
Pebble Beach Company
P.O. Box 1767
Pebble Beach, CA 93953



Note: No project features would be visible from this location.

Source: Perfect Image 2011

Graphics ... 00106.11 (10-11)

Figure 3.1-15
Simulation 5: The Inn at Spanish Bay—View Looking North toward the
New Guest Cottages from 17-Mile Drive



The Inn At Spanish Bay
Spanish Bay Cottages
Pebble Beach Company
P.O. Box 1767
Pebble Beach, CA 93953



Note: No project features would be visible from this location.

Source: Perfect Image 2011

Graphics ... 00106.11 (10-11)

Figure 3.1-16
Simulation 6: The Inn at Spanish Bay—View Looking North toward the
New Guest Cottages from 17-Mile Drive

Existing



Proposed



The Inn At Spanish Bay
Spanish Bay Cottages
Pebble Beach Company
P.O. Box 1767
Pebble Beach, CA 93953



Note: No project features would be visible from this location.

Source: Perfect Image 2011

Graphics ... 00106.11 (10-11)

Figure 3.1-17
Simulation 7: The Inn at Spanish Bay—View Looking North toward the
New Guest Cottages from 17-Mile Drive



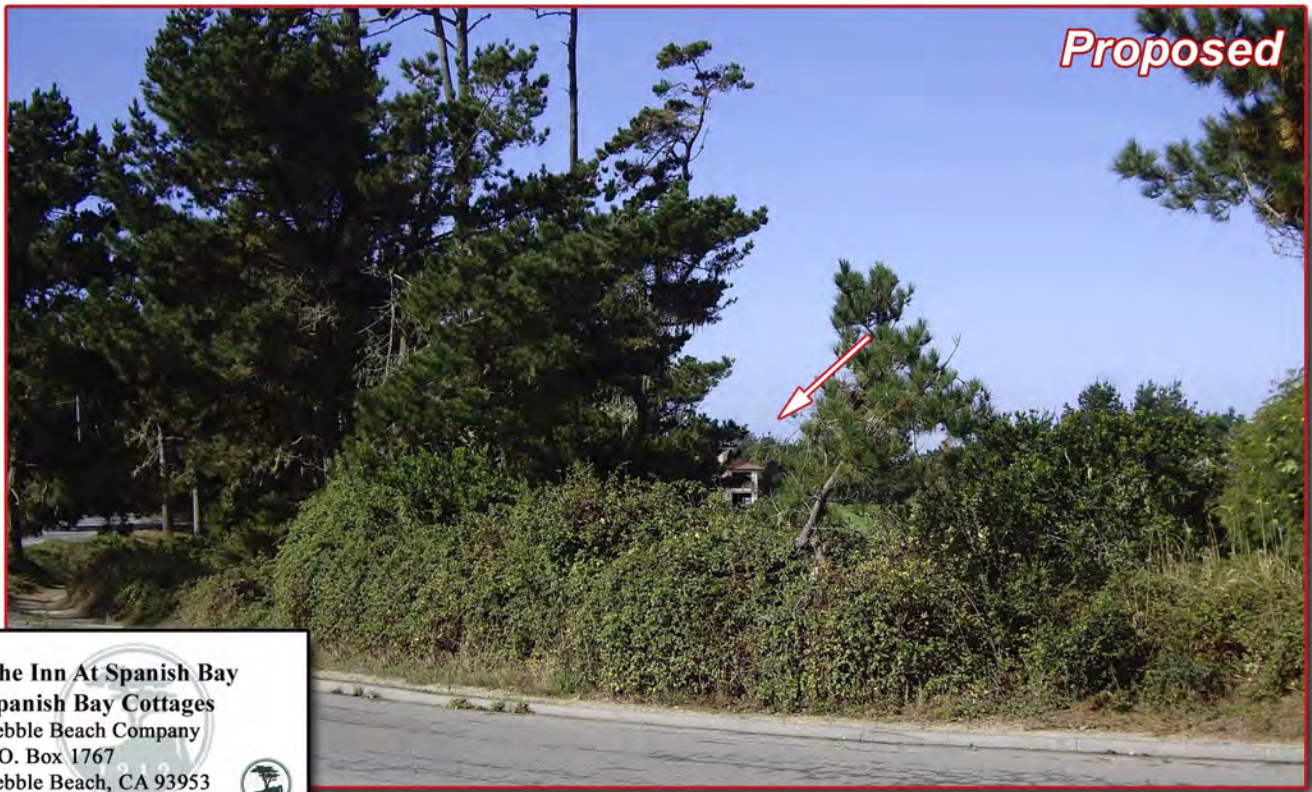
The Inn At Spanish Bay
Spanish Bay Cottages
Pebble Beach Company
P.O. Box 1767
Pebble Beach, CA 93953



Source: Perfect Image 2011

Graphics ... 00106:11 (10-11)

Figure 3.1-18
Simulation 8: The Inn at Spanish Bay—View Looking Northwest toward
the New Guest Cottages from 17-Mile Drive



The Inn At Spanish Bay
Spanish Bay Cottages
 Pebble Beach Company
 P.O. Box 1767
 Pebble Beach, CA 93953



Source: Perfect Image 2011

Graphics ... 00106:11 (10-11)

Figure 3.1-19
Simulation 9: The Inn at Spanish Bay—View Looking Southwest toward
the New Guest Cottages from 17-Mile Drive

Existing



Proposed



The Inn At Spanish Bay
Employee Parking
Pebble Beach Company
P.O. Box 1767
Pebble Beach, CA 93953



Graphics ... 00106:11 (10-11)

Source: Perfect Image 2011

Figure 3.1-20
Simulation 10: The Inn at Spanish Bay—View Looking Northwest toward the
New Employee Parking Lot from Congress Road



The Inn At Spanish Bay
 Employee Parking
 Pebble Beach Company
 P.O. Box 1767
 Pebble Beach, CA 93953

Source: Perfect Image 2011

Graphics ... 00106:11 (10-11)

Figure 3.1-21
Simulation 11: The Inn at Spanish Bay—View Looking Southwest toward the
New Employee Parking Lot from 17-Mile Drive

Existing



Proposed



Spyglass Hill Resort
Pebble Beach Company
P.O. Box 1767
Pebble Beach, CA 93953

Source: Perfect Image 2011

Graphics ... 00106:11 (10-11)

Figure 3.1-22
Simulation 12: Area M Spyglass Hill—View Looking Southeast toward
the New Resort Hotel from 17-Mile Drive

Existing



Proposed



Spyglass Hill Resort
Pebble Beach Company
P.O. Box 1767
Pebble Beach, CA 93953

Source: Perfect Image 2011

Note: No project features would be visible from this location.

Graphics ... 00106.11 (10-11)

Figure 3.1-23
Simulation 13: Area M Spyglass Hill—View Looking Southeast toward the New Resort Hotel from 17-Mile Drive

Existing



Proposed



Spyglass Hill Resort
Pebble Beach Company
P.O. Box 1767
Pebble Beach, CA 93953

Source: Perfect Image 2011

Graphics ... 00106:11 (10-11)

Figure 3.1-24
Simulation 14: Area M Spyglass Hill—View Looking Southeast toward
the New Resort Hotel from 17-Mile Drive

Existing



Proposed



Spyglass Hill Resort
Pebble Beach Company
P.O. Box 1767
Pebble Beach, CA 93953

Source: Perfect Image 2011

Graphics ... 00106.11 (10-11)

Figure 3.1-25
Simulation 15: Area M Spyglass Hill—View Looking Southeast toward
the New Resort Hotel from 17-Mile Drive



Graphics ... 00106:11 (10-11)

Source: Perfect Image 2011

Figure 3.1-26
Simulation 16: Area M Spyglass Hill—View Looking Southeast toward
the New Resort Hotel from 17-Mile Drive