Section 3.11

Transportation and Circulation

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Transportation and Circulation

This section discusses potential transportation impacts of the proposed project and identifies mitigation for significant impacts where feasible. The study area for transportation includes Del Monte Forest and areas outside Del Monte Forest that could experience traffic impacts associated with the proposed project. The existing roadway network and study area are shown in Figure 3.11-1.

This section is largely based on a transportation analysis conducted by Fehr & Peers to evaluate the transportation impacts of the proposed project on behalf of PBC (Fehr & Peers 2011). An independent third-party review of Fehr & Peers' analysis was conducted by ICF and Monterey County. The tables and figures provided in this section are from the Fehr & Peers report, with some modifications for presentation purposes.

The section begins with a presentation of the regulatory setting associated with transportation, followed by a description of existing transportation conditions in the study area in both regional and site-specific contexts. The impact analysis is presented later in the section. It includes a description of the methods used to determine the impacts of the proposed project and the thresholds used to conclude whether an impact would be significant. Measures to mitigate (i.e., avoid, minimize, rectify, reduce, eliminate, or compensate for) significant impacts accompany each impact discussion.

Table 3.11-1 provides a summary of project impacts on transportation and the significance conclusion.

Table 3.11-1. Summary of Impacts on Transportation

Project Impacts	Project Elements									Cumulative
	PBL	SBI	COL-EQC	Area M MH	Area M MR	RES SUB	RD	TRA	INF	
A. Traffic during Project Construction										
TRA-A1. Construction traffic would result in short-term increases in traffic volumes that would affect level of service and intersection operations.	● (Applies to proposed project as a whole)									●
Mitigation Measures:	TRA-A1. Schedule construction work and truck trips to comply with Del Monte Forest Architectural Board Guidelines. TRA-A2. Develop and implement a traffic control plan. TRA-A3. Obtain approval for construction truck traffic routes from Monterey County and include these routes in all contracts. TRA-A4. Implement SR 1/68/17-Mile Drive Intersection Reconstruction early in the overall construction schedule.									
B. Del Monte Forest Gates										
TRA-B1. The project would result in a minor increase in traffic at the Del Monte Forest gates.	○ (Applies to proposed project as a whole)									○
C. Impacts to Roadway Intersections and Segments										
TRA-C1. The proposed project would add substantial traffic to intersections in Del Monte Forest and the immediate vicinity to decrease from acceptable levels of service to unacceptable levels or to worsen existing unacceptable levels of service.	● (Applies to proposed project as a whole)									●
Mitigation Measures:	TRA-C1. Pay fair-share contribution to install a traffic signal at the intersection of SR 68/Skyline Forest Drive and widen SR 68 from two to four lanes through the intersection. TRA-C2. Pay fair-share contribution to construct the full SR 68 Widening Project. TRA-C3. Pay fair-share contribution to construct new turn lanes and establish new traffic signal timings at the SR 1/Ocean Avenue intersection. TRA-C6(C). Pay fair-share contribution to restripe the westbound approach at the Sunset Drive/Congress Avenue intersection to provide a left-turn pocket. TRA-C7(C). Pay fair-share contribution to optimize signal timings and phasing at the Forest Avenue/David Avenue intersection. TRA-C8(C). Pay fair-share contribution to construct the full SR 68 Widening Project (as required by TRA-C2) and to add third lane and to construct a third eastbound lane on SR 68 from east of the Carmel Hill Professional Center driveway through the SR 1 intersection, with one lane going to the SR 1 southbound on-ramp and two lanes proceeding across the SR 68 overcrossing. TRA-C9(C). Pay fair-share contribution to construct a refuge lane on SR 68 for traffic turning left out of the Aguajito Road intersection.									

Project Impacts	Project Elements									Cumulative
	PBL	SBI	COL-EQC	Area M MH	Area M MR	RES SUB	RD	TRA	INF	
	TRA-C10(C). Pay fair-share contribution to optimize signal timings at the SR 1/Carpenter Street intersection.									
TRA-C2. The project would add traffic to regional highway sections that are projected to operate at unacceptable levels of service.	● (Applies to proposed project as a whole)									●
Mitigation Measures:	TRA-C4. Pay fair-share traffic impact fee for various improvements to SR 1, SR 68, and SR 156 based on the conditions described in the Transportation Agency of Monterey County's Regional Development Impact Fee Program.									
TRA-C3. The project would add traffic to a highway ramp projected to operate at an unacceptable level of service.	● (Applies to proposed project as a whole)									●
Mitigation Measures:	TRA-C5. Pay fair-share contribution to replace the SR 1 northbound merge at SR 68 (west) with an auxiliary lane between SR 68 (west) and Munras Avenue.									
D. Access and Circulation										
TRA-D1. The project would create new roadways that do not meet the design criteria established in the Del Monte Forest Transportation Policy Agreement, substantially increase hazards because of roadway design or internal circulation patterns, or result in inadequate emergency access.	◉ (Applies to proposed project as a whole)									—
Mitigation Measures:	TRA-D1. Ensure compliance with the Del Monte Forest Transportation Policy Agreement. TRA-D2. Incorporate a 25-foot transition between all driveways and roadways that has no more than a 2% grade. TRA-D3. At The Lodge at Pebble Beach, add a crosswalk to address a pedestrian desire line (i.e., places pedestrians will walk) crossing the circulation road. TRA-D4. At The Lodge at Pebble Beach, modify the design of the two traffic circles to facilitate efficient vehicle flow. TRA-D5. At The Lodge at Pebble Beach, install yield signs to control the three-leg traffic circle while the other traffic circle should have no vehicle traffic controls. TRA-D6. At The Lodge at Pebble Beach, add sidewalks or paths to serve pedestrian movements between the Fairway One Complex, Peter Hay Golf Course, and The Lodge at Pebble Beach. TRA-D7. At the Colton Building, improve sight distance at the intersection between the existing driveway and Cypress Drive. TRA-D8. At the Colton Building, install a warning sign or lights at the entry to the parking facility, or widen the opening to at least 22 feet. TRA-D9. At The Inn at Spanish Bay, modify the 17-Mile Drive/Congress Road intersection to an all-way stop-controlled intersection, installing stop signs at all approaches. TRA-D10. At the Pebble Beach Links Driving Range, add a									

Project Impacts	Project Elements									Cumulative
	PBL	SBI	COL-EQC	Area M MH	Area M MR	RES SUB	RD	TRA	INF	
	pedestrian crosswalk that connects the driving range to the Peter Hay Golf Course.									
E. Parking										
TRA-E1. Project land uses would create a need for additional parking.	○	○	○	—	○	—	—	—	—	—
F. Special Events										
TRA-F1. The project could change traffic volumes at Del Monte Forest gates during special events.	○ (Applies to proposed project as a whole)									—
TRA-F2. The project could change traffic volumes on internal roads during special events.	○ (Applies to proposed project as a whole)									—
TRA-F3. The project could change parking conditions during special events.	○ (Applies to proposed project as a whole)									—
G. Transit and Alternative Transportation										
TRA-G1. The project would be inconsistent, in part, with Del Monte Forest Land Use Plan alternative transportation policies and Monterey County trip reduction requirements.	◉ (Applies to proposed project as a whole)									—
Mitigation Measures:	TRA-G1. Prepare and implement an alternative transportation plan, emphasizing specific trip reduction measures for proposed visitor, resident, and employee uses. TRA-G2. Expand the existing shuttle and valet system to incorporate the Spyglass Hotel as part of the overall parking management system (Option 1 only).									
H. Bicycles and Trails										
TRA-H1. The project would introduce additional traffic along 17-Mile Drive between Spanish Bay Drive and the Pacific Grove Gate, which could compromise the effectiveness of existing bicycle signage.	◉ (Applies to proposed project as a whole)									—
Mitigation Measures:	TRA-H1. Stencil "Route" after the bicycle symbols on the designated route for bicycling between the Pacific Grove Gate and Stevenson Drive at Ondulado Road.									
TRA-H2. The project would not conflict with adopted policies, plans, or programs supporting trails.	○ (Applies to proposed project as a whole)									—

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—

Project Impacts	Project Elements									Cumulative
	PBL	SBI	COL-EQC	Area M MH	Area M MR	RES SUB	RD	TRA	INF	
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										

Regulatory Setting

This section describes the regulatory setting associated with transportation. No federal regulations directly apply to this section.

State

California Department of Transportation

Level of Service Standards for State Highways

According to the California Department of Transportation's (Caltrans') Guide for the Preparation of Traffic Impact Studies (2002), Caltrans endeavors to maintain a target level of service (LOS) at the transition between C and D on state highway facilities. However, Caltrans acknowledges that this may not always be feasible and recommends that the Lead Agency consult with Caltrans to determine the appropriate target LOS. If an existing state highway facility is operating below the appropriate target LOS, the existing LOS should be maintained. Definitions for LOS A–F for various facility types are provided under "Traffic Level of Service Methodology" later in this section.

Transportation Concept Report for State Route 1 in District 5

Caltrans' Transportation Concept Report for State Route 1 in District 5 (TCR; California Department of Transportation 2006) identifies long-range improvements and establishes the concept (desired) LOS for specific corridor segments. The report identifies long-range improvements needed to bring an existing facility up to expected standards needed to adequately serve 20-year traffic forecasts. Additionally, it identifies the ultimate design concept for conditions beyond the immediate 20-year design period. The TCR establishes LOS D as the acceptable threshold for SR 1 in Monterey County.

Regional and Local

Transportation Agency for Monterey County

2010 Monterey County Regional Transportation Plan

The 2010 Monterey County Regional Transportation Plan (Transportation Agency for Monterey County 2010) satisfies federal and state requirements to identify transportation projects that can be funded over the next 25 years to serve the county's transportation needs. This 25-year plan addresses all forms of transportation, and includes the priorities and actions embodied in the plans prepared by the County and each of its 12 cities.

The RTP recognizes that "adequate funding is not available to implement all highway construction projects required to solve declining levels of service and meet current and forecasted travel demands."

One objective of the RTP is to "design facilities included in TAMC's expenditure plan program of regional transportation projects to operate at LOS C, achieve at least LOS D on the regional roadway network by 2020, and maintain at least LOS D on regional roadways thereafter."

The RTP also introduces the Regional Development Impact Fee Program (Fee Program), which applies to development projects throughout the county based on their impact on the regional transportation system.

Regional Development Impact Fee Program

The Regional Impact Fee Nexus Study Update (Nexus Study; Transportation Agency for Monterey County 2008), which is included as Appendix C of the RTP, provides an update of the 2004 Nexus Study for a regional development impact fee. The report outlines a development fee program for Monterey County. A complete analysis was performed for the update, beginning with the new region-wide model and culminating with the adoption of new development fees. This 2008 Nexus Study provides the necessary technical and legal basis under CEQA for implementing the updated Fee Program as mitigation for cumulative impacts on the regional transportation system. It was approved by the TAMC Board of Directors. The Fee Program's expected revenues, collected from new development in Monterey County, will total $235 million (2007 dollars): $223 million for transportation improvement projects, $10 million for transit expansion, and $2 million for administrative costs over the 22-year life of the program. This funding mechanism only represents part of the required funding for each proposed project. The share of funding corresponding to existing traffic and out-of county traffic is planned to come from other sources.

The program includes more than $1 billion of transportation improvements, spread over 17 identified projects, and an additional $10 million in transit capital improvements. The projects included in the program are listed below:

- County Road G-12 South Widening (along San Miguel Canyon Road).
- County Road G-12 North Widening (along Hall Road and Elkhorn Road).
- Del Monte—Lighthouse Corridor Improvements.
- Harris Road/Eastside Connector (Salinas).
- Marina—Salinas Corridor Widening.
- Westside Bypass (Salinas).
- SR 1—Sand City/Seaside Widening.
- SR 68—Community Hospital of Monterey Peninsula Widening.
- SR 68 Commuter Improvements.
- U.S. Highway 101 (US 101)—San Juan Road Interchange.
- US 101—South County Frontage Roads.
- US 101—Gloria Road Interchange.

- US 101—South Soledad Interchange.
- US 101—North Soledad Interchange.
- US 101—Walnut Avenue Interchange.
- US 101—King City Loop Road Extension.
- SR 156 Widening (Oak Hills area).

Regional Transportation Improvement Program

The Regional Transportation Improvement Program (RTIP) is a 4-year program of transportation projects for Monterey County that includes: 1) federally funded transportation projects, and 2) projects nominated for inclusion in the State Transportation Improvement Program (STIP). The RTIP is adopted by TAMC and is submitted to Caltrans and the California Transportation Commission by December 15 of every odd year. Projects in the RTIP must be consistent with the adopted RTP to be programmed into the STIP.

Monterey County

The project area is in the Coastal Zone, except a small portion of the SR 1/SR 68/17-Mile Drive intersection (the southbound off-ramp). However, roadways outside the project area are affected by the proposed project.

2010 Monterey County General Plan (Inland Area)

The Circulation Element of the 2010 Monterey County General Plan (2010 General Plan; County of Monterey 2010) provides policy direction for the transportation systems that serve the unincorporated lands of Monterey County and describes how the County intends to serve transportation needs for the next 20 years as its population grows.

The 2010 General Plan only applies to inland areas outside the Coastal Zone.

According to Policy C-1.1, the acceptable LOS for county roads and intersections will be LOS D, except as follows:

> "a. Acceptable level of service for County roads in Community Areas may be reduced below LOS D through the Community Plan process.
>
> b. County roads operating at LOS D or below at the time of adopting this General Plan shall not be allowed to be degraded further except in Community Areas where a lower LOS may be approved through the Community Plan process.
>
> c. Area Plans and Land Use Plans may establish an acceptable level of service for County roads other than LOS D. The benefits which justify less than LOS D shall be identified in the Area Plan. Where an Area Plan does not establish a separate LOS, the standard LOS D shall apply."

Policy C-1.8 states that "the County, in consultation with TAMC and Monterey County cities, shall, within 18 months of adoption of the General Plan, develop a County Traffic Impact Fee that addresses impacts of development in cities and unincorporated areas on major County roads. From the time of adoption of the General Plan until the time of adoption of a County Traffic Impact Fee, the County shall impose an ad hoc fee on its applicants based upon a fair share traffic impact fee study." This County Traffic Impact Fee program has not been adopted yet.

1982 Monterey County General Plan (Coastal Zone)

The applicable general plan in the Coastal Zone is the 1982 General Plan (County of Monterey 1982).

Performance of the county's roads and highways is evaluated based on LOS calculations. Six levels of service represent varying roadway conditions, ranging from LOS A (free-flowing) to LOS F (forced flow). The Monterey County Transportation Commission objective established for the 1982 General Plan, for optimum driving conditions, is LOS C or better (County of Monterey 1982).

Some of the relevant transportation policies are listed below:

Policy 37.2.1. Transportation demands of proposed development shall not exceed an acceptable level of service for existing transportation facilities, unless appropriate increases in capacities are provided for.

Policy 37.2.2. Land uses requiring concentrated commodity movements shall be located with adequate access to necessary transportation facilities.

Policy 37.5.1. The design and location of new development shall consider and incorporate provisions for appropriate transportation modes.

Policy 38.1.4. The County shall encourage transportation alternatives such as bicycles, car pools, transit, and compact vehicles.

Policy 38.1.5. Adequate traffic capacity shall be a criterion for development consideration.

Policy 39.1.2. The cost of new roads shall be borne as equitably as possible among benefiting property owners and/or users.

Policy 39.1.4. New development shall be located where there is existing road and highway capacity or where adequate road and highway capacity will be provided.

Policy 39.2.1. All new road and interior circulation systems shall be designed, developed, and maintained according to adopted County standards.

Policy 39.2.2. The needs of bicyclists, pedestrians, utilities, and drainage shall be considered and, where appropriate, provided for on all public rights-of-way.

Monterey County Trip Reduction Requirements

Under special regulations in Title 20 of the Monterey County Zoning Ordinance any residential development of 25 units or more is subject to Section 20.64.250 (Regulations for Reductions in Vehicle Trips).

The purpose of this section is to establish requirements to reduce vehicle trips in certain developments by ensuring that new developments, redevelopment, and expansion of existing developments contain the infrastructure and programs needed to reduce the need to travel and to encourage alternative modes of travel.

Developers are required to submit a trip reduction checklist and site development plans with their applications. The checklist and plans must identify the proposed design elements and facilities that encourage alternative transportation usage by residents, employees, and customers of the development.

After reviewing the checklist and plans, the County may require the developer to implement one or more programs as a condition of approval of the development. Examples of programs that may be required include:

- Ridesharing, public transportation, and child care information to tenants/buyers.
- Addition of a bus stop, bike lane, or park-and-ride lot.
- Printed transit schedules and promotional materials.
- Park-and-ride, shuttles, and marketing techniques for special events.
- Bicycle racks, lockers, or paths.
- Bus pullouts, pedestrian access, or transit stops and shelters.
- Pedestrian facilities linking transit stops and common open areas.
- Transportation information centers or kiosks.
- Shuttle bus services, bus pools, or improved transit service.

Monterey County Code Parking Requirements

Chapter 20.58 (Regulations for Parking) of the Monterey County Code specifies the minimum number of off-street parking spaces required for all land uses in the unincorporated areas of the county. For any land use not specifically listed, the parking requirement will be determined by the County's Director of Planning based on standards established for similar uses.

Monterey County Local Coastal Program

Existing Del Monte Forest Area Land Use Plan

The existing Del Monte Forest LUP includes the following relevant transportation policies:

> **Policy Guidance Statement:** Circulation. The continued development of a circulation system within the Forest shall be encouraged to provide an adequate level of service with minimal intrusion to the Forest environment, encourage separation of visitor and resident traffic, and provide for a proportionate share of the improvements necessary to impacted areas of Highway 68, which serves as an external access route to the Del Monte Forest area.
>
> **Policy 71.** Transportation improvements should include consideration of non-automobile facilities, including public transit stops and shelters. Expansion of existing commercial facilities or development of new facilities shall be approved only where requirement for adequate parking can be fully satisfied. Adequate parking shall include all uses on the subject site (e.g., hotel units, restaurant, employees, and day use facilities).[Maintained in proposed LUP amendment with revisions, see below].
>
> **Policy 96** (part). Seventeen Mile Drive shall remain open to the public for recreational use and any entrance fee charge shall remain reasonable. [Maintained in proposed LUP amendment with revisions, see discussion below].
>
> **Policy 99** (part). With the exception of existing lots of record, approval of new residential or hotel development in the Forest shall be conditioned upon completion, and acceptance by the County, of an applicant-funded, independent engineering study that will establish an arterial system for the Forest according to this plan, establish the necessary changes to Highway 68 between Haul Road and Highway One, establish the necessary changes to access gates in order to provide for the increased traffic, and establish those needed traffic controls within the Forest to make effective the preceding determination. [Maintained in proposed LUP amendment with revisions, see discussion below].
>
> **Policy 101**. In order to preserve both visual and physical access to the coast, the impacts on the road system of the Forest and on Highways 68 and One from incremental development of the Forest shall

be mitigated in conjunction with or as a function of new development. [Maintained in proposed LUP amendment with revisions, see discussion below].

Policy 106 (part). Applications for future development in the Forest shall include an analysis of the traffic generation of such development and an analysis of the probable routes of such traffic, If it is determined by the Planning Commission and/or Board of Supervisors that the additional traffic generated by such development will create the need for additional traffic facilities over and above the base traffic, because highway capacity as determined by Caltrans or Monterey County Public Works will exceed Level of Service D… and without regard to any other traffic generated by other sources, the County shall require the applicant to contribute to the County and/or the State Division of Highways, at the time of construction, the estimated incremental cost of those facilities made necessary by the development. If the development will not, considered alone, create the need for additional traffic facilities until other development within the Forest is constructed, the County may approve such development without requiring the developer to contribute to the cost of any traffic facilities. In that event, the County may provide in such approval that any future development, the cumulative effect of which will require additional traffic facilities, will be conditioned upon the contribution by the applicant to the development of such required facilities made necessary by the cumulative development within the Forest. [Maintained in proposed LUP amendment with revisions, see discussion below].

Policy 108. Safety improvements should be made to the existing bike route along 17-Mile Drive from the Pacific Grove Gate to Fan Shell Beach. The policy also requires access between Fan Shell Beach and the Carmel Gate to continue to be available as a bicycle route and not as bicycle lanes. [Maintained in proposed LUP amendment with revisions, see discussion below].

Policy 113 (part). The Resource Constraint Area designation shall be removed only when water and sewer capacity sufficient to serve such development becomes available and that highway capacity and circulation solutions have been agreed upon and adopted. Until such time that resource problems are solved, there shall be no development other than existing lots of record. [Deleted in proposed LUP amendment, see discussion below].

Proposed Del Monte Forest Land Use Plan

The proposed LUP amendment includes a similar intent in managing circulation within Del Monte Forest as the existing LUP amendment. Policies are updated to reflect current conditions and clarified as to intent. The proposed Del Monte Forest LUP amendment includes the following key relevant transportation policies:

Key Policy. Circulation. The continued development of a multi-modal circulation system within the Del Monte Forest shall be encouraged to provide an adequate level of service with minimal intrusion to the Forest environment, ensure adequate and effective public recreational access, encourage separation of visitor and resident traffic, and provide for a proportionate share of the improvements necessary to impacted areas of Highway 68, which serves as an external access route to the Del Monte Forest.

Policy 69. Transportation improvements shall include consideration of non-automobile facilities, including public transit stops. Expansion of existing commercial facilities or development of new facilities shall be approved only where the requirement for adequate parking can be fully satisfied on and/or off-site. Adequate parking must account for all uses of the facilities (e.g., hotel units, restaurant, employees, day use facilities, etc.), but parking supply/demand may be adjusted when such uses overlap (e.g., hotel guests use multiple aspects of resort facilities (rooms, golf, meeting space, etc.) and the amount of required parking can be reduced to reflect such overlap, if applicable). [Revised from Existing Policy 71]

Policy 97. Seventeen Mile Drive shall remain open to the public for recreational use and any entrance fee charged shall be limited to a vehicular access fee (i.e., pedestrian and bicycle access shall remain free) and shall remain reasonable. [Revised from Existing Policy 96]

Policy 101. Approval of new subdivision and/or hotel development in the Forest shall be based upon professional engineering traffic studies that will identify and provide for circulation changes/improvements necessary to appropriately offset such development's impacts on existing visitor and residential circulation needs. Approval of any such development shall incorporate and/or require as a condition of approval the identified mitigation for circulation changes/improvements. [Revised from Existing Policy 99]

Policy 103. To preserve both visual and physical access to the coast, the impacts on the road system of the Forest and on Highways 68 and 1 resulting from incremental development in the Forest shall be mitigated in conjunction with, or as a function of, new development. [Revised from Existing Policy 101]

Policy 108. Applications for development in the Forest shall include an analysis of the traffic generation of such development and an analysis of the probable routes of such traffic. If the decision making body determines that the additional traffic generated by such development will create the need for additional traffic facilities, including changes and/or enhancements, to account for traffic that will exceed Level of Service D, and without regard to any other traffic generated by other sources, the County shall require the applicant to contribute to the County, at the time of construction, the applicant's estimated proportionate share of the cost of those facilities made necessary to which the development contributes. [Revised from Existing Policy 106]

Policy 110. Improved bicycle access and connectivity within the Del Monte Forest, including a safe and usable through route (off-road preferably) from Pacific Grove to Carmel where space and grades permit, as close as feasible to the sea, is encouraged. Development that affects existing bicycle access (e.g., road improvement projects) shall include enhanced bicycle access improvements if such improvements are feasible. [Revised from Existing Policy 108]

The proposed LUP amendment would delete existing Policy 113**.** As described above, this existing policy requires delay in development until highway capacity and circulation solutions have been agreed upon and adopted (as well as wastewater treatment and water supply constraints)[1]. At the time of adoption of the existing LUP, SR 68 between SR1 and Pacific Grove was considered adequate to handle existing traffic (see existing LUP policy 106), but traffic conditions were predicted in the future to worsen along SR 68 from the intersection between SR1 westward and there was an identified need for an additional Del Monte Forest gate. Subsequent to the adoption of the existing LUP, the SFB Morse Gate was constructed and the Highway 68 Widening Project as designed and adopted by TAMC as part of the regional traffic impact fee program. The SR68/SR1/17-mile Drive Phase 1B interchange improvement included as part of the proposed project is consistent with the Highway 68 Widening Project. Thus, the highway capacity and circulation solutions referenced in Policy 113 have been agreed upon and adopted and thus Policy 113 is proposed to be deleted in the proposed LUP amendment.

Agreements with Pebble Beach Company

Several agreements have been enacted between PBC and the Monterey County Board of Supervisors: the Del Monte Forest Area Land Use Plan Agreement (July 17, 1984), 17-Mile Drive Public Use Agreement (October 20, 1987), and Del Monte Forest Transportation Policy Agreement (October 20, 1987). These agreements are briefly summarized below from a transportation perspective.

[1] Wastewater constraints and water supply constraints are discussed separately in Section 3.10, Public Services and Utilities and Section 3.12, Water Supply and Demand, respectively.

Del Monte Forest Area Land Use Plan Agreement (July 17, 1984)

This agreement acknowledges that PBC owns the forest road system with supervised gate entrances. The agreement establishes that PBC retains the forest road system as a private road system, solely owned and operated by PBC. The agreement further establishes that PBC maintains the gate entrances to the road system with 24-hour staffing, and maintains and repairs the road system in accordance with the standards attached to the agreement.

17-Mile Drive Public Use Agreement (October 20, 1987)

This agreement acknowledges that forest roads are privately owned and maintained by PBC and are not established, maintained, or held open for public use. The agreement further establishes the general public's access to the forest, as mandated by the LCP, and use of 17-Mile Drive during daylight hours subject to payment of an entrance fee and other appropriate restrictions.

Del Monte Forest Transportation Policy Agreement (October 20, 1987)

This agreement sets forth the general understanding of PBC and the County with respect to improvement and maintenance of the internal forest road system, and the financial contribution from new development in the forest to road improvements outside the forest. The agreement is a dynamic policy statement that is intended to act as a guide and is subject to modification over time, as necessary, upon mutual written concurrence of PBC and the County. The basis for the policy was the "Crowell Report." The improvements specifically addressed include the development of a fifth gate to the forest (which has been completed), improvements to SR 68 outside the forest, and improvements to the SR 1/SR 68 interchange.

The general design criteria from this Agreement for the internal roadways include the following standards:

- Stopping sight distance must be 250 feet for 17-Mile Drive and primary roads.
- Stopping sight distance must be 200 feet for local roadways.
- New roads must have a minimum right-of-way width of 60 feet for 17-Mile Drive and primary roads and 50 feet for local roads.
- Right-of-way widths for existing roadways do not need to be expanded.
- 17-Mile Drive and primary roads must have a minimum pavement width of 24 feet, and local roads must have a minimum width of 20 feet exclusive of shoulders.

Del Monte Forest Architectural Board Design Guidelines

The Del Monte Forest Architectural Review Board developed a set of design guidelines "to foster careful design and harmony between structures and the surrounding environment and to enhance the overall desirability of living within Del Monte Forest." The guidelines also include construction regulations (Pebble Beach Company 2002).

Cities of Monterey and Pacific Grove

City of Monterey General Plan

The Skyline Drive/Skyline Forest Drive intersection falls within the jurisdiction of the City of Monterey. The City of Monterey operational LOS standard varies by roadway type and classification. The City standard is LOS D for roadways that do not provide alternative modes of transportation. The City standard is LOS E–F for roadways that do provide alternative modes of transportation (City of Monterey 2004: Section 2.12). The City of Monterey General Plan Update set LOS D as the threshold for Skyline Forest Drive (City of Monterey 2004:Table 17).

City of Pacific Grove General Plan

Two intersections studied as part of the transportation analysis fall within the jurisdiction of the City of Pacific Grove (Congress Avenue/Forest Lodge Road, Congress Avenue/David Avenue). Goal 2, Policy 2 of the Pacific Grove General Plan (City of Pacific Grove 1994) states that the City of Pacific Grove will "strive to maintain a level of service no worse than C during peak periods on arterials and collector streets within the city."

Environmental Setting

This section discusses the setting related to transportation in the study area. It includes a presentation of existing (2011), 2015, and 2030 conditions without project traffic and without planned roadway and transit improvements. The impacts of the proposed project are compared to these 2011, 2015 and 2030 conditions.

Traffic Study Area

The roadway analysis is divided into four subsections:

- **Del Monte Forest Gates.** The five gates providing entrance into Del Monte Forest.
- **Intersections in Del Monte Forest and Immediate Vicinity:** Intersections internal to Del Monte Forest and in the immediate vicinity.
- **Regional Highway Sections.** Major roadway sections outside Del Monte Forest.
- **SR 1/SR 68 Interchange Ramp Junctions.** Merge, diverge, and weave areas for the SR 1 ramps to and from SR 68 (west).

Del Monte Forest Gates

Five gates in various locations provide access to Del Monte Forest to residents, visitors, and employees: the Pacific Grove and Country Club Gates from Pacific Grove, the SFB Morse Gate from SR 68, the SR 1 Gate from the southerly SR 1/SR 68 interchange (hereafter referenced as SR 68 west), and the Carmel Gate from Carmel in Figure 3.11-2 shows the gate locations. Traffic conditions and LOS are evaluated at each gate.

Intersections in Del Monte Forest and Immediate Vicinity

A total of 33 intersections located in Del Monte Forest or the immediate vicinity are studied as part of the traffic analysis, including 13 locations within the forest, 15 locations in Pacific Grove and along SR 68, and five locations in and around Carmel. The intersection locations, existing intersection control type, and lane configurations are shown in Figure 3.11-2.

Regional Highway Sections

The analysis of regional highway impacts focuses on the primary highways that allow for regional travel through Monterey County. The studied highway sections include:

- SR 1 from SR 68 (west) to Munras Avenue.[2]
- SR 1 from Munras Avenue to Fremont Street.
- SR 1 from Fremont Street to Fremont Boulevard.
- SR 1 from Fremont Boulevard to Imjin Parkway.
- SR 1 north of SR 156.
- SR 68 west of Skyline Forest Drive
- SR 68 east of Olmsted Road.
- SR 68 east of Laguna Seca.
- US 101 south of Salinas.
- US 101 north of SR 156.
- SR 156 from SR 1 to US 101.

The regional highways are shown in Figure 3.11-3.

Other highways in the region such as SR 218, SR 183 and SR 146 were originally considered for this analysis. However, in general, these highways do not provide direct distribution routes for regional traffic traveling to and from Pebble Beach. Although the proposed project may contribute some occasional daily trips, the peak hour contributions are likely to be limited and sporadic. Therefore, these highways were not carried forward into the impact analysis.

SR 1/SR 68 Interchange Ramp Junctions

The traffic analysis also includes the merge, diverge, and weave areas for the SR 1 ramps to and from SR 68 (west). The specific ramps studied include:

- SR 1 southbound off-ramp to SR 68 (west).
- SR 1 southbound on-ramp from SR 68 (west).
- SR 1 northbound off-ramp to SR 68 (west).
- SR 1 northbound on-ramp from SR 68 (west).

[2] Northbound direction only. The southbound direction of this section is studied as a weave section as part of the SR 1/SR 68 Interchange Ramp Junctions [SR 1 southbound off-ramp to SR 68 (west)].

Traffic Level of Service Methodology

To measure and describe the operational status of a roadway network, transportation engineers and planners commonly use the LOS methodology. This analysis is based on the 2000 Highway Capacity Manual (Transportation Research Board 2000) . The LOS grading system qualitatively characterizes traffic conditions associated with varying levels of traffic. LOS varies from LOS A, indicating free-flow traffic conditions with little or no delay, to LOS F, representing oversaturated conditions where traffic flows exceed design capacity, resulting in long queues and delays.

Del Monte Forest Gates

Access gate operations are analyzed using a volume-to-capacity (V/C) ratio methodology. The Del Monte Forest gates provide vehicular access to Del Monte Forest. Visitors to Del Monte Forest must stop at one of the five gates and pay a gate entrance fee. Residents and employees within Del Monte Forest do not pay an entrance fee (residents pay annual fees), but must provide visible identification to the security guard, either with a pass or emblem on their vehicle.

Gate capacity is a function of the visitor-to-resident ratio. Most gates have separate visitor and resident lanes. The Carmel, SFB Morse, and Pacific Grove Gates all have one visitor and one resident entry lane. The SR 1 Gate has two visitor lanes and one resident lane, and the Country Club Gate has only one entry lane. The Pacific Grove Gate also has a bus-only lane.

Previous studies indicate that, on average, the entry time for residents is approximately 6 seconds, and about 30 seconds for visitors. This indicates that a lane serving only residents could service 600 vehicles hourly, while a lane serving only visitors could only service 120 vehicles per hour. As shown in Table 3.11-2, the percentage of visitors entering each gate ranges from 0 to more than 25% of the PM peak hour[3] volume at the gate. The capacity per lane represents the maximum flow through the gates.

Capacity at the SR 1 Gate is reduced by 10% because of its unique operating characteristics. This assumption is based on observations of drivers negotiating the tight turn approaching the gate and the fact that one entry lane is situated such that the guard is on the passenger side of the car, which slows the gate efficiency. The western 17-Mile Drive approach is a hairpin turn, which is difficult to negotiate. The middle visitor lane of the three lanes provided does not have a guardhouse on the driver's side of the vehicle, which may confuse visitors. These characteristics, combined with the outside lane being striped for residents, cause visitors to use the innermost lane first, the middle lane second, and the outside lane last, in order of preference during typical conditions. During special events, the gates are closed to visitors to allow more cars through for those attending the special events.

[3] In this section, the morning peak hour is referred to as the "AM peak hour" and the afternoon/evening peak hour as the "PM peak hour."

Table 3.11-2. Del Monte Forest Gate Capacity

Gate	Percent Paid Visitor[a]	Calculated Hourly Capacity Per Lane	Number of Lanes	Total Gate Capacity (per hour)
Pacific Grove	25	300	2[b]	600
Carmel	10	450	2	900
SR 1	20	340	2.7[c]	920
Country Club	0	600	1	600
SFB Morse	5	520	1	520

Source:
Fehr & Peers 2011.

Notes:
[a] Percent paid visitor data obtained from previous environmental documents. Data is consistent with field observations made in April 2011.
[b] There are 3 lanes at the Pacific Grove Gate. One lane is reserved for buses and so is not considered in the analysis.
[c] SR 1 Gate utilization is reduced by 10% to account for unique operating characteristics.

The V/C ratio describes the inbound afternoon peak hour (3 to 4 p.m.) traffic flow at the gates as it relates to gate capacity. Comparing the V/C ratio indicates whether a particular gate would operate at an unacceptable level. For purposes of this study, a V/C ratio of 0.90 or greater for the gate analysis is considered unacceptable.

Intersections in Del Monte Forest and Immediate Vicinity

The existing intersection LOS operation is evaluated using the 2000 Highway Capacity Manual (2000 HCM; Transportation Research Board 2000) operations method, consistent with County and Caltrans guidelines. In general, Synchro Version 6 is used to calculate the LOS of signalized and unsignalized intersections.

However, several unsignalized intersections are analyzed using SimTraffic instead of Synchro. The Sunset Drive (SR 68)/17-Mile Drive, Sunset Drive (SR 68)/Congress Road, and Sloat Road/Forest Lodge/17-Mile Drive intersections were evaluated with SimTraffic because they each have more than four approach legs. The SR 68/Presidio Boulevard intersection includes right turns only from the side street; SimTraffic provides a more realistic operational analysis under this type of condition. The SR 68/Aguajito Road intersection has a very low left-turn volume; again, SimTraffic provides a more realistic analysis.

Signalized Intersections

Signalized intersection traffic conditions and resulting LOS are determined using the 2000 HCM methodology. This operations analysis uses various intersection characteristics (e.g., traffic volumes, lane geometry, signal phasing) to estimate the control delay per vehicle. Control delay is the portion of the total delay attributed to signal operations and includes initial deceleration, queue move-up time, stopped delay, and acceleration delay. Using this methodology, the LOS for a signalized intersection is based on the control delay per vehicle measured in seconds. The signalized intersection LOS criteria are summarized in Table 3.11-3.

Table 3.11-3. Signalized Intersection Level of Service Criteria

Level of Service	Control Delay per Vehicle (seconds)
A	≤10.0
B	>10.0 and ≤20.0
C	>20.0 and ≤35.0
D	>35.0 and ≤55.0
E	>55.0 and ≤80.0
F	>80.0

Source:
Transportation Research Board 2000.

Unsignalized Intersections

Unsignalized intersections (four-way stop-controlled and side-street stop-controlled) are also evaluated using the 2000 HCM methodology. With this methodology, operations are evaluated using the average control delay per vehicle (measured in seconds) for each movement that must yield the right-of-way. This incorporates delay associated with deceleration, acceleration, stopping, and moving up in the queue. At side-street stop-controlled intersections, the control delay and LOS are calculated for each controlled movement, the left-turn movement from the major street, and the entire intersection. The delays for the entire intersection and for the movement or approach with the highest delay are reported. Table 3.11-4 summarizes the relationship between delay and LOS for unsignalized intersections.

Table 3.11-4. Unsignalized Intersection Level of Service Criteria

Level of Service	Control Delay per Vehicle (seconds)
A/B	≤15.0
C	>15.0 and ≤25.0
D	>25.0 and ≤35.0
E	>35.0 and ≤50.0
F	>50.0

Source:
Transportation Research Board 2000.

Regional Highway Sections

Regional highway sections are analyzed using the Florida Department of Transportation's V/C ratio methodology (2009). The LOS is determined based on the traffic demand using an uninterrupted highway section (i.e., no signalized intersections) compared to a theoretical highway section capacity based on the physical characteristics of the study section. This methodology is also consistent with those in the 2000 HCM. Table 3.11-5 summarizes the relationship between volume and LOS.

Table 3.11-5. Regional Highway Section Level of Service Criteria

LOS	V/C Ratio
A/B	≤0.47
C	>0.47 and ≤0.68
D	>0.68 and ≤0.88
E	>0.88 and ≤1.0
F	>1.0

Source:
Florida Department of Transportation 2009.
Note:
Peak hour road section capacities are 1,420 vehicles per hour (vph) for one lane, 3,550 vph for 2 lanes, and 5,330 vph for three lanes.

SR 1/SR 68 Interchange Ramp Junctions

Highway ramp junctions, including merging and diverging sections, are evaluated using the 2000 HCM methodology. LOS is used to describe on- and off-ramp traffic operations based on vehicle density, which reflects a driver's freedom to maneuver in and out of traffic, using six levels, ranging from LOS A (best operating conditions) to LOS F (worst). LOS E represents "at capacity" operation.

The LOS for ramp merges and diverges is based on density (passenger cars per lane per mile). Table 3.11-6 presents a summary of the relationship between density and LOS for ramp junctions.

The weave segments at the ramp junctions were evaluated using the Leich methods described in the Caltrans' Highway Design Manual (2010), which establishes an LOS based on a combination of weave segment type and length, as well as entering and exiting traffic demands. The weave analysis is based on vehicle speeds.

Table 3.11-6. Highway Ramp Junction Level of Service Criteria

LOS	Description	Density[a]
A	Free-flow speeds prevail. Vehicles are almost completely unimpeded in their ability to maneuver within the traffic stream.	≤10
B	Free-flow speeds are maintained. The ability to maneuver with the traffic stream is only slightly restricted.	>10 and ≤20
C	Flow with speeds at or near free-flow speeds. Freedom to maneuver within the traffic stream is noticeably restricted, and lane changes require more care and vigilance on the part of the driver.	>20 and ≤28
D	Speeds decline slightly with increasing flows. Freedom to maneuver with the traffic stream is more noticeably limited, and the driver experiences reduced physical and psychological comfort.	>28 and ≤35
E	Operation at capacity. There are virtually no usable gaps within the traffic stream, leaving little room to maneuver. Any disruption can be expected to produce a breakdown with queuing.	>35 and ≤43
F	Represents a breakdown in flow.	>43

LOS	Description	Density[a]

Source:
Transportation Research Board 2000.
Note:
[a] Density in passenger cars per mile per lane.

Existing Traffic Conditions (2011)

This section presents the existing traffic conditions (2011) in the study area. It is divided into the four study area subsections previously identified.

Del Monte Forest Gates

Traffic data at the five gates was collected in March and April 2011. The existing traffic conditions for the gates were determined using individual gate capacities, which are explained in detail under "Traffic Level of Service Methodology." LOS results are shown in Table 3.11-7. A ratio below 0.9 is considered acceptable. As shown, all gates currently operate at an acceptable LOS.

Table 3.11-7. Forest Gate Peak Hour Volumes and Levels of Service—Existing Conditions (2011)

		Peak Hour Volume/Volume-to-Capacity Ratio[a]	
Gate	**Capacity**	**AM**	**PM**
Pacific Grove	600	103/0.17	135/0.23
Carmel	900	128/0.14	137/0.15
SR 1	920	483/0.53	328/0.36
Country Club	600	189/0.32	212/0.35
SFB Morse	520	130/0.25	132/0.25

Source:
Fehr & Peers 2011.
Notes:
[a] The V/C ratio describes inbound peak-hour traffic flow as it relates to gate capacity.

Intersections in Del Monte Forest and Immediate Vicinity

Intersection turning movement data was collected in March and April 2011 for the weekday AM (7 to 9 a.m.) and PM (4 to 6 p.m.) peak periods. The existing AM and PM peak-hour intersection operations were derived from peak period counts and evaluated with traffic LOS calculations. The traffic volumes used in this analysis outside the forest generally represent the AM peak hour (8 to 9 a.m.) and PM peak hour (5 to 6 p.m.). Signal timing information was obtained from Monterey County or from field observations. The exception is SR 1, south of SR 68, where data from June 2008 was used because of the road repairs currently underway south of Carmel. Appendix G.1 contains the existing intersection traffic volumes used in this section.

Table 3.11-8 lists all intersections analyzed and shows the existing LOS for each intersection. As shown in the table, all analyzed intersections operate at LOS C or better during the AM and PM peak hours under existing conditions, with the following exceptions:

- SR 68/Skyline Forest Drive (LOS F during AM and PM peak hours).
- SR 68/Carmel Hill Professional Center (LOS F during AM and PM peak hours).
- SR 68/SR 1 southbound off-ramp (LOS F during AM peak hour and LOS E during PM peak hour).
- SR 1/Carpenter Street (LOS D during PM peak hour).
- SR 1/Ocean Avenue (LOS D during PM peak hour).

Table 3.11-8 Intersection Peak Hour Levels of Service—Existing Conditions (2011)

Intersection	Control[a]	AM[b, c]	PM[b, c]
Sunset Drive (SR 68)/17-Mile Drive[d]	AWSC	6.9/A	5.6/A
Sunset Drive (SR 68)/Congress Road[d]	AWSC	11.8/B	9.6/A
Congress Avenue/Forest Lodge Road	AWSC	11.5/B	10.6/B
Congress Avenue/David Avenue	AWSC	10.9/B	10.5/B
Forest Avenue (SR 68)/David Avenue	Signal	24.8/C	30.1/C
SR 68/Prescott Avenue	Signal	11.2/B	19.2/B
SR 68/Presidio Boulevard[d]	SSSC	3.8 (4.3)/A(A)	3.6 (3.8)/A(A)
SR 68/SFB Morse Gate	Signal	5.3/A	3.9/A
SR 68/Skyline Forest Drive	SSSC	21.4(>120)/C(F)	15.9(>120)/C(F)
Skyline Forest Drive/Skyline Drive	AWSC	7.9/A	8.3/A
SR 68/Community Hospital	Signal	7.1/A	8.7/A
SR 68/Carmel Hill Professional Center	SSSC	64.6(>120)/F(F)	23.4(>120)/C(F)
SR 68/SR 1 Southbound Off-Ramp	Signal	80.8/F	70.1/E
17-Mile Drive/SR 1 Southbound On-Ramp	SSSC	3.2 (14.1)/A(B)	8.7 (22.9)/A(C)
SR 68/Aguajito Road[d]	SSSC	2.6 (9.5)/A(A)	2.9 (11.0)/A(A)
SR 1/Carpenter Street	Signal	16.0/B	45.9/D
San Antonio Road/Ocean Avenue	AWSC	7.9/A	8.8/A
SR 1/Ocean Avenue	Signal	34.5/C	45.4/D
SR 1/Carmel Valley Road	Signal	9.4/A	17.4/B
SR 1/Rio Road	Signal	30.5/C	32.9/C
17-Mile Drive/Congress Road	SSSC	4.8 (10.6)/A(B)	5.5 (11.8)/A(B)
Forest Lodge Road/Congress Road	SSSC	2.0 (11.1)/A(B)	3.5 (13.9)/A(B)
SFB Morse Drive/Congress Road	AWSC	7.7/A	7.9/A
17-Mile Drive/Forest Lodge Road/Sloat Road[d]	SSSC	4.5 (7.1)/A(A)	4.1 (7.7)/A(A)
Lopez Road/Sloat Road	AWSC	8.0/A	8.0/A
Spyglass Hill Road/Stevenson Drive	SSSC	2.9 (8.6)/A(A)	2.7 (9.0)/A(A)
Forest Lake Road/Stevenson Drive	SSSC	4.0 (11.9)/A(B)	3.9 (11.7)/A(B)
17-Mile Drive/Alvarado Lane	AWSC	9.4/A	9.6/A
17-Mile Drive/Palmero Way	SSSC	2.2 (15.5)/A(C)	3.5 (16.2)/A(C)
Sunridge Road/Ronda Road	SSSC	2.1 (10.0)/A(A)	3.7 (9.5)/A(A)
Sunridge Road/Scenic Drive	SSSC	0.6 (9.8)/A(A)	0.8 (10.6)/A(B)
Sunridge Road/Constanilla Way	SSSC	5.5 (9.5)/A(A)	2.5 (9.2)/A(A)
Sunridge Road/Haul Road[d]	SSSC	0.8 (5.3)/A(A)	1.1 (5.6)/A(A)

Intersection	Control[a]	AM[b, c]	PM[b, c]

Source:
Fehr & Peers 2011.

Notes:

[a] Signal = signalized intersection; SSSC = side-street stop-controlled intersection; AWSC = all-way stop-controlled intersection.

[b] Average delay (in seconds) is listed first, followed by corresponding LOS.

[c] For side-street stop-controlled intersections, average delay is listed first, followed by delay for worst approach.

[d] Intersection analyzed using SimTraffic.

Regional Highway Sections

For the regional highway sections, traffic counts were collected in 2009 by Caltrans (2011). The data was generally collected in March or October and summarized by direction for the peak hours. For the section of SR 68 east of Olmsted Road, traffic volumes were obtained from the Monterey Peninsula Airport Draft EIR (Monterey Peninsula Airport District 2009). Tables 2-12 and 2-13 of the transportation study (Fehr & Peers 2011) contain the existing AM and PM peak hour traffic volumes used in this section.

Table 3.11-9 lists all highway sections analyzed and shows the existing LOS for each highway section. As shown in the table, many of the studied highway sections do not meet the LOS standard under existing conditions, including:

- SR 1 from SR 68 (west) to Munras Avenue (LOS D during PM peak hour).
- SR 1 from Munras Avenue to Fremont Street (LOS D during AM peak hour).
- SR 1 from Fremont Street to Fremont Boulevard (LOS F during AM peak and LOS E during PM peak hour).
- SR 1 from Fremont Boulevard to Imjin Parkway (LOS D during AM and PM peak hours).
- SR 1 north of SR 156 (LOS F during AM and PM peak hours).
- SR 68 west of Skyline Forest Drive (LOS D during AM and PM peak hours).
- SR 68 east of Olmsted Road (LOS D during AM and PM peak hours).
- SR 68 east of Laguna Seca (LOS F during AM and PM peak hours).
- SR 156 from SR 1 to US 101 (LOS E during AM peak hour and LOS F during PM peak hour).

Table 3.11-9. Regional Highway Section Levels of Service—Existing Conditions (2011)

Highway	Section	Direction	AM[a]	PM[a]
SR 1	SR 68 (west) to Munras Avenue	North	0.65/C	0.86/D
SR 1	Munras Avenue to Fremont Street	North	0.49/C	0.68/C
		South	0.72/D	0.56/C
SR 1	Fremont Street to Fremont Boulevard	North	0.48/C	1.00/E
		South	1.08/F	0.77/D
SR 1	Fremont Boulevard to Imjin Parkway	North	0.34/B	0.83/D
		South	0.72/D	0.49/C
SR 1	North of SR 156	North	0.70/D	1.57/F
		South	1.35/F	0.98/E
SR 68	West of Skyline Forest Drive	East	0.73/D	0.60/C
		West	0.50/C	0.78/D
SR 68	West of Skyline Forest Drive	East	0.73/D	0.60/C
		West	0.50/C	0.78/D
SR 68	East of Olmsted Road	East	0.71/D	0.73/D
		West	0.75/D	0.84/D
SR 68	East of Laguna Seca	East	1.14/F	0.90/E
		West	0.77/D	1.20/F
US 101	South of Salinas	North	0.27/B	0.35/B
		South	0.25/B	0.45/B
US 101	North of SR 156	North	0.42/B	0.61/C
		South	0.56/C	0.65/C
SR 156	SR 1 to US 101	East	0.54/C	1.18/F
		West	0.89/E	0.63/C

Source:
Fehr & Peers 2011.
Note:
[a] V/C ratio is listed first, followed by corresponding LOS.

SR 1/SR 68 Interchange Ramp Junctions

Table 3.11-10 summarizes the merge, diverge, and weave LOS for the SR 1 ramps to and from SR 68 (west) under existing conditions. All ramps operate at LOS C or better except the SR 1 northbound on-ramp from SR 68, which operates at LOS D during the weekday PM peak hour.

Table 3.11-10. SR 1/SR 68 Interchange Ramp Junction Levels of Service—Existing Conditions (2011)

Ramp	Section Type	AM Peak Hour	PM Peak Hour
Density[a]/LOS			
SR 1 Northbound On-Ramp from SR 68	Merge[b]	19.9/B	29.3/D
SR 1 Southbound On-Ramp from SR 68	Merge[b]	20.3/C	21.1/C
SR 1 Northbound Off-Ramp to SR 68	Diverge[b]	18.2/B	21.1/C
Weaving Speed (miles per hour)/LOS			
SR 1 Southbound Off-Ramp to SR 68	Weave[c]	38.6/B	35.3/C

Source:
Fehr & Peers 2011.
Notes:
[a] Passenger cars per lane per mile.
[b] HCM 2000 methodology.
[c] Caltrans Highway Design Manual methodology.

2015 Without-Project Traffic Conditions

This section presents without-project traffic conditions in the study area in 2015, which is considered the likely timeframe for project buildout.[4] Traffic projections were developed based on the 2010 General Plan (2010 GP). The recently completed EIR for the General Plan contained existing and forecasted daily traffic for SR 1, SR 68, US 101, and SR 156 (County of Monterey 2008). The existing traffic represented 2008 traffic. As part of the General Plan work, the Association of Monterey Bay Area Governments (AMBAG) Regional Travel Demand Model was updated and calibrated to the 2008 traffic. Land use forecasts in the model were then updated to reflect the General Plan for unincorporated areas of the county. Development information for incorporated areas and in adjacent counties, including Santa Cruz, San Benito, and parts of Santa Clara, was obtained directly from the Year 2030 AMBAG land use forecasts. According to discussions with County representatives, the proposed project was not considered in the land use forecasting used for the General Plan.

The General Plan provided daily traffic forecasts for 2008 and 2030 on several roads in the study area. Annualized growth factors were derived from the general plan work. Because the general plan expected growth to be different across the county, different growth rates were derived for each study area, as shown on Table 3.11-11. These annualized growth factors were then applied to the existing (2011) traffic volumes to obtain forecasts for 2015.

[4] Even if some project components were to be built later, this analysis would provide a conservative approach.

Table 3.11-11. Growth Rates Used to Derive 2015 Without-Project Traffic Volumes

Study Locations	Annual Traffic Growth Factor
Intersections located in Del Monte Forest, Pacific Grove, and along SR 68 to the SR 1 interchange	0.68%
Intersections located in Carmel and SR 1, south of SR 68	0.55%
SR 1 north of SR 68 (west) interchange to SR 156	0.10% to 0.47% (average 0.42%)
SR 1 north of SR 156	0.33%
SR 68 east of SR 1 to Salinas	0.03% to 0.08% (average 0.06%)
US 101 south of Salinas	0.1%
US 101 north of Salinas	0.64%
SR 156 between SR 1 and US 101	0.06%

Source:
Fehr & Peers 2011.

Del Monte Forest Gates

The 2015 peak hour volumes anticipated at the gates and resulting V/C ratios are shown in Table 3.11-12. A ratio below 0.9 is considered acceptable. All gates currently are anticipated to operate at an acceptable LOS under 2015 without-project conditions.

Table 3.11-12. Forest Gate Peak Hour Volumes and Levels of Service—2015 Without-Project Conditions

		Peak Hour Volume/Volume-to-Capacity Ratio[a]	
Gate	Capacity	AM	PM
Pacific Grove	600	105/0.18	139/0.23
Carmel	900	132/0.15	141/0.16
SR 1	920	497/0.54	337/0.37
Country Club	600	194/0.32	218/0.36
SFB Morse	520	134/0.26	136/0.26

Source:
Fehr & Peers 2011.
Notes:
[a] The V/C ratio describes inbound peak-hour traffic flow as it relates to gate capacity.

Intersections in Del Monte Forest and Immediate Vicinity

Appendix G.1 contains the 2015 intersection traffic volumes used in this section. Table 3.11-13 lists all intersections analyzed and shows the 2015 LOS for each intersection. As shown in the table, all analyzed intersections operate at LOS C or better during the AM and PM peak hours under 2015 without-project conditions, with the following exceptions:

- SR 68/Skyline Forest Drive (LOS F during AM and PM peak hours).

- SR 68/Carmel Hill Professional Center (LOS F during AM and PM peak hours).
- SR 68/SR 1 southbound off-ramp (LOS F during AM peak hour and LOS E during PM peak hour).
- 17-Mile Drive/SR 1 southbound on-ramp (LOS D during PM peak hour).
- SR 1/Carpenter Street (LOS E during PM peak hour).
- SR 1/Ocean Avenue (LOS D during AM and PM peak hours).
- SR 1/Rio Road (LOS D during PM peak hour).

Table 3.11-13. Intersection Peak Hour Levels of Service—2015 Without-Project Conditions

Intersection	Control[a]	AM[b, c]	PM[b, c]
Sunset Drive (SR 68)/17-Mile Drive[d]	AWSC	7.3/A	6.0/A
Sunset Drive (SR 68)/Congress Road[d]	AWSC	16.3/C	11.4/B
Congress Avenue/Forest Lodge Road	AWSC	12.9/B	11.4/B
Congress Avenue/David Avenue	AWSC	11.9/B	11.5/B
Forest Avenue (SR 68)/David Avenue	Signal	25.8/C	32.4/C
SR 68/Prescott Avenue	Signal	12.7/B	21.4/C
SR 68/Presidio Boulevard[d]	SSSC	4.2 (4.7)/A(A)	3.7 (3.9)/A(A)
SR 68/SFB Morse Gate	Signal	5.5/A	4.0/A
SR 68/Skyline Forest Drive	SSSC	33.3(>120)/D(F)	25.1(>120)/D(F)
Skyline Forest Drive/Skyline Drive	AWSC	8.1/A	8.5/A
SR 68/Community Hospital	Signal	8.2/A	9.1/A
SR 68/Carmel Hill Professional Center	SSSC	95.0(>120)/F(F)	39.3(>120)/E(F)
SR 68/SR 1 Southbound Off-Ramp	Signal	105.7/F	79.0/E
17-Mile Drive/SR 1 Southbound On-Ramp	SSSC	3.5 (15.1)/A(C)	9.6 (25.7)/A(D)
SR 68/Aguajito Road[d]	SSSC	2.4 (11.8)/A(B)	3.3 (16.0)/A(C)
SR 1/Carpenter Street	Signal	18.3/B	57.9/E
San Antonio Road/Ocean Avenue	AWSC	8.2/A	9.2/A
SR 1/Ocean Avenue	Signal	39.5/D	51.8/D
SR 1/Carmel Valley Road	Signal	9.7/A	18.7/B
SR 1/Rio Road	Signal	32.3/C	35.9/D
17-Mile Drive/Congress Road	SSSC	5.2 (11.2)/A(B)	6.2 (12.9)/A(B)
Forest Lodge Road/Congress Road	SSSC	3.1 (11.8)/A(B)	4.4 (15.4)/A(C)
SFB Morse Drive/Congress Road	AWSC	7.8/A	8.1/A
17-Mile Drive/Forest Lodge Road/Sloat Road[d]	SSSC	4.6 (7.4)/A(A)	4.5 (7.8)/A(A)
Lopez Road/Sloat Road	AWSC	8.2/A	8.5/A
Spyglass Hill Road/Stevenson Drive	SSSC	3.2 (8.9)/A(A)	3.1 (9.3)/A(A)
Forest Lake Road/Stevenson Drive	SSSC	4.8 (13.4)/A(B)	4.4 (12.6)/A(B)
17-Mile Drive/Alvarado Lane	AWSC	9.9/A	10.3/B
17-Mile Drive/Palmero Way	SSSC	3.1 (18.4)/A(C)	4.6 (17.7)/A(C)
Sunridge Road/Ronda Road	SSSC	2.6 (10.4)/A(B)	3.9 (9.8)/A(A)
Sunridge Road/Scenic Drive	SSSC	0.9 (10.2)/A(B)	1.2 (10.5)/A(B)
Sunridge Road/Constanilla Way	SSSC	5.6 (9.7)/A(A)	2.8 (9.4)/A(A)

Intersection	Control[a]	AM[b, c]	PM[b, c]
Sunridge Road/Haul Road[d]	SSSC	1.2 (7.4)/A(A)	1.4 (5.5)/A(A)

Source:
Fehr & Peers 2011.
Notes:
[a] Signal = signalized intersection; SSSC = side-street stop-controlled intersection; AWSC = all-way stop-controlled intersection.
[b] Average delay (in seconds) is listed first, followed by corresponding LOS.
[c] For side-street stop-controlled intersections, average delay is listed first, followed by delay for worst approach.
[d] Intersection analyzed using SimTraffic.

Regional Highway Sections

The 2015 AM and PM peak hour traffic volumes used in this section were obtained from Tables 2-12 and 2-13 of the transportation study (Fehr & Peers 2011). Table 3.11-14 lists all highway sections analyzed and includes the 2015 LOS for each highway section. As shown in the table, many of the studied highway sections do not meet the LOS C standard under 2015 without-project conditions, including:

- SR 1 from SR 68 (west) to Munras Avenue (LOS D during PM peak hour).
- SR 1 from Munras Avenue to Fremont Street (LOS D during AM and PM peak hours).
- SR 1 from Fremont Street to Fremont Boulevard (LOS F during AM and PM peak hours).
- SR 1 from Fremont Boulevard to Imjin Parkway (LOS D during AM and PM peak hours).
- SR 1 north of SR 156 (LOS F during AM and PM peak hours).
- SR 68 west of Skyline Forest Drive (LOS D during AM and PM peak hours).
- SR 68 east of Olmsted Road (LOS D during AM and PM peak hours).
- SR 68 east of Laguna Seca (LOS F during AM and PM peak hours).
- SR 156 from SR 1 to US 101 (LOS E during AM peak hour and LOS F during PM peak hour).

Table 3.11-14.Regional Highway Section Levels of Service—2015 Without-Project Conditions

Highway	Section	Direction	AM[a]	PM[a]
SR 1	SR 68 (west) to Munras Avenue	North	0.65/C	0.86/D
SR 1	Munras Avenue to Fremont Street	North	0.50/C	0.68/D
		South	0.74/D	0.57/C
SR 1	Fremont Street to Fremont Boulevard	North	0.50/C	1.02/F
		South	1.10/F	0.78/D
SR 1	Fremont Boulevard to Imjin Parkway	North	0.34/B	0.84/D
		South	0.73/D	0.50/C
SR 1	North of SR 156	North	0.73/D	1.66/F
		South	1.42/F	1.04/F

Highway	Section	Direction	AM[a]	PM[a]
SR 68	West of Skyline Forest Drive	East	0.75/D	0.62/C
		West	0.52/C	0.81/D
SR 68	West of Skyline Forest Drive	East	0.75/D	0.62/C
		West	0.52/C	0.81/D
SR 68	East of Olmsted Road	East	0.71/D	0.73/D
		West	0.75/D	0.84/D
SR 68	East of Laguna Seca	East	1.15/F	0.91/E
		West	0.78/D	1.20/F
US 101	South of Salinas	North	0.27/B	0.36/B
		South	0.25/B	0.45/B
US 101	North of SR 156	North	0.43/B	0.62/C
		South	0.58/C	0.66/C
SR 156	SR 1 to US 101	East	0.54/C	1.19/F
		West	0.89/E	0.63/C

Source:
Fehr & Peers 2011.
Notes:
[a] V/C ratio is listed first, followed by corresponding LOS.

SR 1/SR 68 Interchange Ramp Junctions

Table 3.11-15 summarizes the merge, diverge, and weave LOS for the SR 1 ramps to and from SR 68 (west) under 2015 without-project conditions. All ramps operate at LOC or better, except the SR 1 northbound on-ramp from SR 68, which operates at LOS D during the weekday PM peak hour.

Table 3.11-15. SR 1/SR 68 Interchange Ramp Junction Levels of Service—2015 Without-Project Conditions

Ramp	Section Type	AM Peak Hour	PM Peak Hour
Density[a]/LOS			
SR 1 Northbound On-Ramp from SR 68	Merge[b]	20.3/C	30.0/D
SR 1 Southbound On-Ramp from SR 68	Merge[b]	20.9/C	21.5/C
SR 1 Northbound Off-Ramp to SR 68	Diverge[b]	18.7/B	21.5/C
Weaving Speed (miles per hour)/LOS			
SR 1 Southbound Off-Ramp to SR 68	Weave[c]	38.1/B	34.9/C

Source:
Fehr & Peers 2011.
Notes:
[a] Passenger cars per lane per mile.
[b] HCM 2000 methodology.
[c] Caltrans Highway Design Manual methodology.

Cumulative Traffic Conditions (2030)

This section presents the estimated cumulative traffic conditions (2030) in the study area. Traffic projections to 2030 were developed based on the 2010 General Plan. The 2010 General Plan provided daily traffic forecasts for 2008 and 2030 on several roads in the study area. Annualized growth factors were derived from the general plan work (see Table 3.11-11). These annualized growth factors were then applied to the existing (2011) traffic volumes to obtain forecasts for 2030.

Del Monte Forest Gates

The cumulative peak hour volumes anticipated at the gates and the resulting V/C ratios are shown in Table 3.11-16. A ratio below 0.9 is considered acceptable. All gates currently are anticipated to operate at an acceptable LOS under cumulative conditions.

Table 3.11-16. Forest Gate Peak Hour Volumes and Levels of Service—Cumulative Conditions (2030)

		Peak Hour Volume/Volume-to-Capacity Ratio[a]	
Gate	**Capacity**	**AM**	**PM**
Pacific Grove	600	117/0.20	154/0.26
Carmel	900	146/0.16	156/0.17
SR 1	920	550/0.60	373/0.41
Country Club	600	215/0.36	242/0.40
SFB Morse	520	148/0.28	150/0.29

Source:
Fehr & Peers 2011.
Notes:
[a] The V/C ratio describes inbound peak hour traffic flow as it relates to gate capacity.

Intersections in Del Monte Forest and Immediate Vicinity

Appendix G.1 contains the cumulative intersection traffic volumes used in this section. Table 3.11-17 lists all intersections analyzed and shows the cumulative LOS for each intersection. As shown in the table, all analyzed intersections operate at LOS C or better during the AM and PM peak hours under cumulative conditions, with the following exceptions:

- Forest Avenue (SR 68)/David Avenue (LOS D during PM peak hour).
- SR 68/Skyline Forest Drive (LOS F during AM and PM peak hours).
- SR 68/Carmel Hill Professional Center (LOS F during AM and PM peak hours).
- SR 68/SR 1 southbound off-ramp (LOS F during AM and PM peak hours).
- 17-Mile Drive/SR 1 southbound on-ramp (LOS F during PM peak hour).
- SR 68/Aguajito Road (LOS F during PM peak hour).
- SR 1/Carpenter Street (LOS E during PM peak hour).
- SR 1/Ocean Avenue (LOS D during AM peak hour and LOS E during PM peak hour).

- SR 1/Rio Road (LOS D during PM peak hour).

Table 3.11-17. Intersection Peak Hour Levels of Service—Cumulative Conditions (2030)

Intersection	Control[a]	AM[b, c]	PM[b, c]
Sunset Drive (SR 68)/17-Mile Drive[d]	AWSC	8.0/A	6.6/A
Sunset Drive (SR 68)/Congress Road[d]	AWSC	18.1/C	18.2/C
Congress Avenue/Forest Lodge Road	AWSC	12.2/B	12.6/B
Congress Avenue/David Avenue	AWSC	11.3/B	12.6/B
Forest Avenue (SR 68)/David Avenue	Signal	26.5/C	38.9/D
SR 68/Prescott Avenue	Signal	15.7/B	24.0/C
SR 68/Presidio Boulevard[d]	SSSC	12.8 (21.6)/B(C)	5.2 (5.6)/A(A)
SR 68/SFB Morse Gate	Signal	12.8/B	17.8/B
SR 68/Skyline Forest Drive	SSSC	>120(>120)/F(F)	>120(>120)/F(F)
Skyline Forest Drive/Skyline Drive	AWSC	8.2/A	8.8/A
SR 68/Community Hospital	Signal	9.5/A	23.7/C
SR 68/Carmel Hill Professional Center	SSSC	98.6(>120)/F(F)	>120(>120)/F(F)
SR 68/SR 1 Southbound Off-Ramp	Signal	>120/F	>120/F
17-Mile Drive/SR 1 Southbound On-Ramp	SSSC	3.7 (16.8)/A(C)	18.8(56.6)/C(F)
SR 68/Aguajito Road[d]	SSSC	3.1 (17.4)/A(C)	32.4(>120)/D(F)
SR 1/Carpenter Street	Signal	18.3/B	74.1/E
San Antonio Road/Ocean Avenue	AWSC	8.2/A	9.4/A
SR 1/Ocean Avenue	Signal	45.0/D	63.9/E
SR 1/Carmel Valley Road	Signal	10.2/B	21.7/C
SR 1/Rio Road	Signal	33.7/C	38.3/D
17-Mile Drive/Congress Road	SSSC	5.2 (11.2)/A(B)	6.1 (12.6)/A(B)
Forest Lodge Road/Congress Road	SSSC	2.8 (11.5)/A(B)	4.2 (15.4)/A(C)
SFB Morse Drive/Congress Road	AWSC	7.8/A	8.1/A
17-Mile Drive/Forest Lodge Road/Sloat Road[d]	SSSC	4.8 (7.5)/A(A)	4.6 (8.2)/A(A)
Lopez Road/Sloat Road	AWSC	8.1/A	8.4/A
Spyglass Hill Road/Stevenson Drive	SSSC	3.2 (8.8)/A(A)	2.9 (9.3)/A(A)
Forest Lake Road/Stevenson Drive	SSSC	4.6 (12.8)/A(B)	4.5 (12.3)/A(B)
17-Mile Drive/Alvarado Lane	AWSC	9.9/A	10.5/B
17-Mile Drive/Palmero Way	SSSC	2.9 (17.3)/A(C)	4.4 (18.1)/A(C)
Sunridge Road/Ronda Road	SSSC	2.4 (10.2)/A(B)	4.0 (9.8)/A(A)
Sunridge Road/Scenic Drive	SSSC	0.8 (10.1)/A(B)	1.1 (10.6)/A(B)
Sunridge Road/Constanilla Way	SSSC	5.6 (9.6)/A(A)	3.0 (9.4)/A(A)
Sunridge Road/Haul Road[d]	SSSC	1.2 (7.3)/A(A)	1.6 (5.9)/A(A)

Source:
Fehr & Peers 2011.
Notes:
[a] Signal = signalized intersection; SSSC = side-street stop-controlled intersection; AWSC = all-way stop-controlled intersection.
[b] Average delay (in seconds) is listed first, followed by corresponding LOS.
[c] For side-street stop-controlled intersections, average delay is listed first, followed by delay for the worst

Intersection	Control[a]	AM[b, c]	PM[b, c]
approach.			
[d] Intersection analyzed using SimTraffic.			

Regional Highway Sections

Tables 2-12 and 2-13 of the transportation study (Fehr & Peers 2011) contain the cumulative AM and PM peak hour traffic volumes used in this section. Table 3.11-18 lists all highway sections analyzed and shows the cumulative LOS for each highway section. As shown in the table, many of the studied highway sections do not meet the LOS C standard under cumulative conditions, including:

- SR 1 from SR 68 (west) to Munras Avenue (LOS D during AM peak hour and LOS F during PM peak hour).
- SR 1 from Munras Avenue to Fremont Street (LOS E during AM peak hour and LOS D during PM peak hour).
- SR 1 from Fremont Street to Fremont Boulevard (LOS F during AM and PM peak hours).
- SR 1 from Fremont Boulevard to Imjin Parkway (LOS D during AM and LOS E during PM peak hour).
- SR 1 north of SR 156 (LOS F during AM and PM peak hours).
- SR 68 west of Skyline Forest Drive (LOS F during AM and PM peak hours).
- SR 68 east of Olmsted Road (LOS E during AM peak hour and LOS D during PM peak hour).
- SR 68 east of Laguna Seca (LOS F during AM and PM peak hours).
- US 101 north of SR 156 (LOS D during PM peak hour).
- SR 156 from SR 1 to US 101 (LOS E during AM peak hour, and LOS F during PM peak hour).

Table 3.11-18. Regional Highway Section Levels of Service—Cumulative Conditions (2030)

Highway	Section	Direction	AM[a]	PM[a]
SR 1	SR 68 (west) to Munras Avenue	North	0.69/D	1.02/F
SR 1	Munras Avenue to Fremont Street	North	0.55/C	0.84/D
		South	0.89/E	0.62/C
SR 1	Fremont Street to Fremont Boulevard	North	0.54/C	1.16/F
		South	1.25/F	0.85/D
SR 1	Fremont Boulevard to Imjin Parkway	North	0.36/B	0.90/E
		South	0.79/D	0.52/C
SR 1	North of SR 156	North	0.90/E	2.06/F
		South	1.77/F	1.27/F
SR 68	West of Skyline Forest Drive	East	0.92/F	1.13/F
		West	1.01/F	0.99/E
SR 68	West of Skyline Forest Drive	East	0.92/F	1.13/F
		West	1.01/F	0.99/E

Highway	Section	Direction	AM[a]	PM[a]
SR 68	East of Olmsted Road	East	0.74/D	0.86/D
		West	0.89/E	0.87/D
SR 68	East of Laguna Seca	East	1.18/F	0.99/E
		West	0.87/D	1.23/F
US 101	South of Salinas	North	0.28/B	0.36/B
		South	0.25/B	0.45/B
US 101	North of SR 156	North	0.48/C	0.70/D
		South	0.65/C	0.73/D
SR 156	SR 1 to US 101	East	0.56/C	1.24/F
		West	0.94/E	0.64/C

Source:
Fehr & Peers 2011.
Notes:
[a] V/C ratio is listed first, followed by corresponding LOS.

SR 1/SR 68 Interchange Ramp Junctions

Table 3.11-19 summarizes the merge, diverge, and weave LOS for the SR 1 ramps to and from SR 68 (west) under cumulative conditions. All ramps operate at LOS C or better, except the SR 1 northbound on-ramp from SR 68, which operates at LOS E during the weekday PM peak hour.

Table 3.11-19. SR 1/SR 68 Interchange Ramp Junction Levels of Service—Cumulative Conditions (2030)

Ramp	Section Type	AM Peak Hour	PM Peak Hour
Density[a]/LOS			
SR 1 Northbound On-Ramp from SR 68	Merge[b]	20.9/C	35.4/E
SR 1 Southbound On-Ramp from SR 68	Merge[b]	21.3/C	22.5/C
SR 1 Northbound Off-Ramp to SR 68	Diverge[b]	19.1/B	22.5/C
Weaving Speed (miles per hour)/LOS			
SR 1 Southbound Off-Ramp to SR 68	Weave[c]	33.1/C	34.0/C

Source:
Fehr & Peers 2011.
Notes:
[a] Passenger cars per lane per mile.
[b] HCM 2000 methodology.
[c] Caltrans Highway Design Manual methodology.

Planned Roadway Improvements

Several studies have addressed the SR 68 corridor, west of the SR 1 interchange. Similarly, several studies have been completed for the SR 1 corridor, south of SR 68 through the Carmel area. Some roadway improvements are included in the proposed project and are discussed separately in Chapter 2.

SR 68 Corridor Widening

The TAMC Board of Directors approved the Fee Program as mitigation for cumulative impacts on the regional transportation system. The program included a project to construct additional lanes on SR 68 from the Community Hospital intersection to SR 1.

In 2000, Caltrans completed and approved a Project Study Report (PSR) for the SR 68 Widening Project (California Department of Transportation 2000). The intent of the SR 68 project, as described in the PSR, is to relieve existing and future traffic congestion on SR 68, and improve traffic safety and vehicular access to the Pebble Beach entrance, Community Hospital, and Carmel Hill Professional Center. Features of the SR 68 Widening Project are illustrated on Figure 3.11-4 and include:

- Widening SR 68 from a two-lane to four-lane cross section from the ramp terminal intersection with SR 1 through the Community Hospital intersection.
- Replacing the SR 68 overcrossing at SR 1 to include four travel lanes and a facility for non-motorized travel between SR 68 and the planned Coastal Trail along the east side of SR 1.
- Replacing the Scenic Drive overcrossing to accommodate the four-lane SR 68.
- Widening the SR 1 southbound off-ramp for more vehicle storage and to provide a left-turn lane.
- Reconfiguring the SR 1 southbound on-ramp to separate Pebble Beach– and highway-related traffic.
- Extending the SR 1 southbound on-ramp merge from the Pebble Beach entrance.
- Signalizing the Carmel Professional Center driveway intersection with SR 68.

Although the SR 68 project, as described above, is included in the Fee Program, it is not certain when sufficient funds would be accumulated and the project constructed. Therefore, it is not assumed in either the 2015 or 2030 traffic scenarios evaluated in this study.

As described in Chapter 2, the proposed project does include a subset of the SR 68 project in its development plan:

- Widening SR 68 eastbound from one to two lanes from east of the Scenic Drive overcrossing to the ramp terminal intersection with SR 1.
- Widening the SR 1 southbound off-ramp to provide a left-turn lane.
- Reconfiguring the SR 1 southbound on-ramp to separate Pebble Beach– and highway-related traffic.

Presidio of Monterey Master Plan and New SR 68 Access Control Point

In February 2011, the Presidio of Monterey (Presidio) released a Draft EIR for its Real Property Master Plan (Presidio of Monterey 2011). A key component to the Presidio's planning effort is to establish a new access point, which would be located on SR 68 at the SFB Morse Drive intersection.

Changes to the SR 68/SFB Morse Drive intersection that are necessary to accommodate the access point include:

- Left- and right-turn lanes on SR 68.

- Two through lanes on SR 68 in each direction.
- Two left-turn lanes and one right-turn lane from the new access point onto SR 68.

These changes are assumed to be implemented under the 2030 cumulative scenarios when the Presidio development proposal is assumed to be in place.

SR 1 Corridor Improvements

No road improvements are assumed along SR 1 between Rio Road and Carpenter Street because Caltrans and TAMC have not included improvement of this segment of roadway in the Fee Program and/or current plans, and do not appear likely to do so in the near future. In addition, the recent attempt to raise the sales tax to fund regional traffic improvements was not approved by county voters in November 2008. Including the most recent effort, there have been three unsuccessful attempts to pass a sales tax increase for transportation. The potential to raise future sales tax revenues to fund regional traffic improvements at this location is speculative at this time. Last, the Carmel Valley Transportation Improvement Program did not incorporate any road improvements to SR 1, even though cumulative development from Carmel Valley would represent between 4% and 11% of the cumulative traffic growth on SR 1 through the area (County of Monterey 2009).

The September Ranch EIR (County of Monterey 2004) includes two mitigation measures along SR 1 that are directly relevant to the proposed project. First, at the SR 1 signalized intersection with Carpenter Street, overlap phasing would be implemented so that the westbound right turns had a green arrow at the same time as the southbound left turns. Based on the transportation study (Fehr & Peers 2011), this measure would not noticeably change operations, so it is not assumed to be in place in any scenario or as a mitigation for the proposed project.

Existing Transit Conditions

Monterey-Salinas Bus Service

Monterey-Salinas Transit (MST) provides bus service to the Monterey and Salinas areas, and service extends to Watsonville. MST has one route that travels directly into Del Monte Forest, and two additional routes travel within the Del Monte Forest Plan vicinity that are accessible by walking. These routes are described below:

- **Route 1X—Asilomar/Lovers Point Express** is a local express service with a stop on 17-Mile Drive at Sunset Drive, several hundred feet from the Pacific Grove Gate. It primarily serves Pacific Grove and travels to the Monterey Transit Plaza. This service operates daily between about 6 a.m. and 7 p.m. with 60-minute headways.
- **Route 2X—Pebble Beach Express** is an express service with a stop at The Inn at Spanish Bay and The Lodge at Pebble Beach. It provides service to the major transit centers, including the Monterey Transit Plaza, Edgewater Transit Exchange, and Marina Transit Exchange, and eventually to the Salinas Transit Center. This service operates daily to Pebble Beach in the AM commute period and to Salinas in the PM commute period. This service was implemented after the environmental studies were completed for the previous development proposal by PBC.
- **Route 78—Presidio/Pacific Grove** is a local service with a stop on 17-Mile Drive at Sunset Drive, several hundred feet from the Pacific Grove Gate. It primarily serves the AM and PM

weekday commute periods traveling in Pacific Grove, to the Presidio and Monterey Transit Plaza.

Monterey-Salinas Transit Business Plan and Short-Range Transit Plan

MST's Business Plan and Short-Range Transit Plan (SRTP) sets forth operating and capital projects (Monterey-Salinas Transit 2005). The SRTP compares existing transit service and performance to adopted goals, objectives, and policies. The SRTP recommends operating, capital, and planning improvements needed to more efficiently and effectively serve the traveling public. The SRTP also programs funding necessary for improvements.

The SRTP identifies transit service needs and deficiencies. Within the unincorporated areas, service to Pebble Beach/Del Monte Forest/Spanish Bay is noted in the SRTP was started in 2004. In 2004, MST carried about 5,000 passengers to Pebble Beach via supplemental service over the 4-day AT&T Pebble Beach National Pro-Am (Monterey-Salinas Transit 2005). Potential ridership directly into Pebble Beach will continue to be monitored by MST.

Emergency Guaranteed Ride Home

The Emergency Guaranteed Ride Home program (EGRH), part of AMBAG's Commute Alternatives program, provides a guaranteed ride home in an emergency to registered users who use alternative transportation to get to work. EGRH is available to commuters who live or work in Monterey County and who ride the bus, carpool, vanpool, ride a bicycle, or walk to work at least 1 day a week. To participate, commuters must register with Commute Alternatives. The service will reimburse up to $60 for a taxi or rental car in case of personal illness, a sick family member, or a serious problem at a child's school or day care, or if employees must unexpectedly work late.

Pebble Beach Company Shuttles

PBC operates private shuttles serving visitors between destinations in Del Monte Forest and neighboring jurisdictions as requested, including Carmel, Pacific Grove, Monterey, and Monterey Peninsula Airport. Popular service destinations are scheduled, while others are based on customer requests. PBC also operates shuttles for employees when employee parking is not available at the work site.

Existing Bicycle Facilities

Bicycles are allowed in Del Monte Forest during daylight hours, and riders are advised to use designated bicycle routes. Riders may enter and exit at any gate. Bicycles are not permitted on hiking or equestrian trails at any time. A paved, marked bicycle route is provided from the Pacific Grove Gate to The Lodge at Pebble Beach area along 17-Mile Drive, Spanish Bay Road, Spyglass Hill Road, and Stevenson Drive. The route is identified with a bicycle symbol for purposes of wayfinding, but using the symbol alone for wayfinding may be misinterpreted. The marked route terminates on Stevenson Drive near Ondulado Road.

Although advised to retrace the route once they have reached Ondulado Road, bicyclists may elect to continue along Stevenson Drive and 17-Mile Drive to an exit at the Carmel Gate. This last portion of the bicycle route travels along a narrow road with heavy traffic volumes (17-Mile Drive), and PBC notifies bicyclists that this segment is not recommended for bicycle travel.

PBC evaluated opportunities to continue bicycle improvements from Ondulado Road to the Carmel Gate. Substantial physical constraints exist that are prohibitive to the completion of a marked bicycle lane. Construction of a Class I (bicycle path) or Class II (bicycle lane) facility on these roadways would require, at a minimum, widening the existing roadways by 8 feet to provide two 4-foot bicycle lanes on both sides of the roadway. Widening of this type would require substantial vegetation removal, utility relocation, right-of-way acquisition, retaining wall construction, and relocation and reconstruction of many residential driveways and gates.

Creegan & D'Angelo conducted a field investigation of the possible conversion from a Class III (bicycle route) to a Class I or II facility in March 1994. (A copy of this report is on file with the Monterey County Planning Department.) The investigation found that 8 feet of widening along the identified portions of 17-Mile Drive and Carmel Way would require removal of about 150 mature trees and relocation/reconstruction of roughly 30 residential driveways, with substantial grade issues. Many driveways along these roadways rise up or fall off quickly from the street, and widening of the main roadway would require complete regrading and reconstruction of these driveways. Finally, the investigation identified that widening of the existing roadway cross sections would require substantial property acquisition and construction of a number of retaining walls between Stevenson Drive in The Lodge at Pebble Beach area and the Carmel Gate. The section of 17-Mile Drive between its two intersections with Crespi Lane would be an area where substantial retaining walls would be required.

Existing LUP Policy 108 requires bicycle route safety improvements along 17-Mile Drive from the Pacific Grove Gate to Fan Shell Beach. It also requires access between Fan Shell Beach and the Carmel Gate to continue to be available as a bicycle route, not as bicycle lanes. This requirement has been satisfied. The LUP does not require improved bicycle lanes to the Carmel Gate.

Impact Analysis

This section describes the impact analysis related to transportation for the proposed project. Baseline conditions for transportation are those existing as of 2011, and the impacts of the proposed project are compared to these baseline conditions, as well as conditions in 2015 and 2030 without the proposed project. This section describes the methods used to determine the project impacts and lists the thresholds used to conclude whether an impact would be significant. Measures to mitigate (i.e., avoid, minimize, rectify, reduce, eliminate, or compensate for) significant impacts accompany each impact discussion. Cumulative impacts are discussed at the end of this section.

Methodology

The purpose of the transportation impacts analysis is to evaluate the potential impacts of the proposed project on the surrounding transportation system, based on guidelines set forth by the County, Caltrans, and TAMC. The guidelines are discussed under "Regulatory Setting."

Criteria for Determining Significance

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

A. Traffic during Project Construction

- Cause short-term increases in traffic on roads or intersections that cause the existing LOS to drop to an unacceptable level or worsens the operation of intersections previously identified as deficient.

B. Del Monte Forest Gates

- Cause an increase in traffic resulting in a V/C ratio of 0.90 or more at one of the Del Monte Forest gates.

C. Impacts to Roadway Intersections and Segments

Signalized Intersections

- Cause an intersection operating at LOS A, B, or C to degrade to unacceptable traffic conditions of LOS D, E, or F (LOS E or F outside the Coastal Zone, or a specific standard established in an Area or Community Plan).
- Add 0.01 or more to the critical movement V/C ratio at intersections already operating at an unacceptable LOS D or E (LOS E outside the Coastal Zone).
- Add one or more cars to the critical movement V/C ratio at intersections already operating at LOS F.

Unsignalized Intersections

- Result in any traffic movement operating at LOS F or in the meeting of any traffic signal warrant.

Roadway Segments

- Cause a county roadway segment operating at LOS A to E to degrade to a lower LOS—D, E, or F (LOS E or F outside the Coastal Zone, or a specific standard established in an Area or Community Plan).
- Cause a state highway segment to degrade to below the transition between LOS C and LOS D. If an existing state highway facility is operating at less than the appropriate target (e.g., LOS E or F), the existing LOS should be maintained. A significant impact would occur if a project adds 0.01 to the critical movement volume-to-capacity ratio.
- Add one or more cars to the segment to roadway segments already operating at LOS F.

D. Access and Circulation

- Create a new roadway that does not meet the design criteria established in the Del Monte Forest Transportation Policy Agreement, that substantially increases hazards because of roadway design or internal circulation patterns, or that results in inadequate emergency access.

E. Parking

- Result in inadequate parking.[5]

[5] Parking is not considered a CEQA impact under the current guidelines. The parking analysis is for information purposes only.

F. Special Events

- Result in inadequate transportation conditions during special events.

G. Transit and Alternative Transportation

- Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks).

H. Bicycles and Trails

- Conflict with adopted policies, plans, or programs supporting transportation by bicycles.
- Conflict with adopted policies, plans, or programs supporting trails.

Approach

The approach for determining trip generation calculations, trip distribution, and trip assignment are summarized below, as are the key project characteristics that would generate trips.

Key Project Characteristics

The key project characteristics that would result in trip generation are listed below with the specific project element indicated in parentheses (Refer to Chapter 2, Project Description, and Table 2-2 for greater detail):

- 55 additional hotel rooms at The Lodge at Pebble Beach (35 units at Fairway One Reconstruction and 20 units at New Colton Building).
- 2,100 square feet of additional meeting room space at The Lodge at Pebble Beach (Meeting Facility Expansion).
- 40 additional hotel rooms at The Inn at Spanish Bay (New Guest Cottages).
- 4,660 square feet of additional meeting room space at The Inn at Spanish Bay (Conference Center Expansion).
- 88 additional single-family residences (Residential Lot Subdivisions in various areas).[6]

Additionally, the proposed project includes two development options in Area M Spyglass Hill:[7]

- 100 additional hotel rooms with a restaurant and meeting spaces, and a 17,000-square-foot spa (Option 1 New Resort Hotel), or
- 10 single-family residences (Option 2 New Residential Lots).

Trip Generation

To estimate the number of trips generated by the proposed project, trip rates from the Institute of Transportation Engineers Trip Generation Manual (Institute of Transportation Engineers 2008) are applied to each land use, unless otherwise noted.

[6] The project description references 90 additional residential lots in Areas F-2, I-2, J, K, L, U, V, Collins Residence and Corporation Yard. Because the Collins Residence already has two units on site, the total additional units is 88.

[7] Options 1 and 2 are Land Use Alternatives 1 and 2, respectively, in the Fehr & Peers traffic report (Fehr & Peers 2011).

As a result of the multiple existing land uses within Del Monte Forest, there is a significant level of internalization (i.e., the number of trips that have both an origin and destination within the forest). These trips use the forest road system, but do not use the forest gates or roads external to the forest. The most recent AMBAG Travel Demand Model was used to determine that 25% of the project traffic would have both an origin and destination within the forest, thereby affecting roads in the forest but not outside it.

Meeting Facility Expansion/Conference Center Expansion. The additional space at the meeting rooms and conference center would be used primarily for executive-type meetings and would generally be used in a conference-style format, as described at http://www.cvent.com. According to calculations provided on this website, a 1,000-square-foot meeting room is designed to accommodate 24 people. According to PBC, the meeting rooms are used almost exclusively (up to 75%) by hotel guests. For this analysis, 50% of the meeting space was assumed to be occupied by hotel guests, while the remainder was assumed to drive from off-site. Assuming auto occupancy of 1.5 people per car, a 1,000-square-foot meeting room space could generate eight vehicle trips.

Area M Spyglass Hill New Resort Hotel (Option 1). The New Resort Hotel would include a restaurant, meeting room space, and a spa. The guest rooms, restaurant, and meeting room space are consistent with the hotel land use code from the ITE Manual. The restaurant would be open to the general public, and given the high visitor-related use in Del Monte Forest, including 17-Mile Drive, the trip generation for the restaurant component was increased to reflect use by visitors to the forest. This factor was conservatively assumed to represent 25% of a stand-alone restaurant per the ITE Manual.

Because there is not an appropriate classification for the spa use in the ITE Manual, the spa trip generation was derived from the available parking supply at the spa. The typical spa treatment time is 2–3 hours, and there could be about 10 employees on-site at one time. There are 41 parking spaces at the spa for employees and clientele. With 10 employees on-site during the peak hours, 31 parking spaces would be used by spa guests, which with a 3-hour parking turnover rate would generate about 12 inbound and 12 outbound peak hour trips.

Pebble Beach Driving Range Relocation from Area V to Collins Field/Equestrian Center Reconstruction/Special Events Area Grading and Expansion. These project elements would not generate new trips because they are not new facilities. The driving range would be relocated from the existing facility along Stevenson Drive and Forest Lake Road to the nearby existing Collins Field bound by Portola Road, Stevenson Drive, and Ondulado Road. The Equestrian Center and the Special Events Area would remain at the current location on Portola Road near Alva Lane. The Special Events Area expansion involves a minor expansion northward. These changes do not have a regional traffic impact, and local traffic impacts would be negligible because the uses already exist in the area. The trip generation for the single-family residential units was derived from the ITE Manual.

Table 3.11-20 shows the net new trips generated by the proposed project. Under Option 1 (New Resort Hotel), there are 269 AM peak hour trips, 300 PM peak hour trips, and approximately 3,109 daily trips generated by the proposed project. Under Option 2 (New Residential Lots), the residential subdivision, there are 188 AM peak hour trips, 216 PM peak hour trips, and approximately 2,013 daily trips generated by the proposed project.

Table 3.11-20. Project Trip Generation

Land Use	Size	Unit	Trip Rate (per unit of use) AM	PM	Daily	Trips AM	PM	Daily
Project Elements Common to Both Options								
SBI New Guest Cottages	40	Rooms	0.56	0.59	4.90	22	24	196
SBI Conference Center Expansion[a]	66	People	0.34	0.34	3.40	43	43	438
PBL New Colton Building and Fairway One Reconstruction[b]	55	Rooms	0.56	0.59	4.90	31	32	270
PBL Meeting Facility Expansion[c]	20	People	0.34	0.34	3.40	17	17	171
Equestrian Center Reconstruction[d]	1	Center	–	–	–	–	–	–
Driving Range Relocation[d]	1	Range	–	–	–	–	–	–
Residential Lots Area F-2	16	DU	0.75	1.01	9.57	12	16	153
Residential Lots Area I-2	16	DU	0.75	1.01	9.57	12	16	153
Residential Lots Area J	5	DU	0.75	1.01	9.57	4	5	48
Residential Lots Area K	8	DU	0.75	1.01	9.57	6	8	77
Residential Lots Area L	10	DU	0.75	1.01	9.57	8	10	96
Residential Lots Area U	7	DU	0.75	1.01	9.57	5	7	67
Residential Lots Area V	14	DU	0.75	1.01	9.57	11	14	134
Residential Lots Collins[e]	2	DU	0.75	1.01	9.57	2	2	19
Residential Lots Corporation Yard	10	DU	0.75	1.01	9.57	8	10	96
Elements Specific to Option 1 (New Resort Hotel)								
Spyglass Hotel	100	Rooms	0.56	0.59	8.17	56	59	817
Spyglass Hotel Spa[f]	41	PS	0.59	0.59	5.85	24	24	240
Hotel Restaurant Adjustment[g]	6,000	SF	1.39	1.87	22.49	8	11	135
Elements Specific to Option 2 (New Residential Lots)								
10 Single-Family Homes	10	DU	0.75	1.01	9.57	8	10	96
Total with Option 1 (New Resort Hotel)						**269**	**300**	**3,109**
Total with Option 2 (New Residential Lots)						**188**	**216**	**2,013**

Source:

Fehr & Peers 2011.

Notes:

DU = dwelling units, PBL = The Lodge at Pebble Beach, PS = parking spaces, SBI = The Inn at Spanish Bay, SF = square feet.

[a] Conference Center Expansion would include 4,660 SF additional meeting space, although 2011 Fehr & Peers analysis assumed a slightly larger meeting space of 5,369 SF. The analysis also assumes 24 people per 1,000 square feet for conference-style meetings (http://www.cvnet.com), 50% use by hotel guests, and 1.5 people per car for those that drive.

[b] Colton Building would contain 20 units. Fairway One would replace five existing units with 40 new units.

[c] Meeting Facility Expansion would include 2,100 SF new meeting space. The analysis also assumes 24 people per 1,000 square feet for conference-style meetings (http://www.cvnet.com), 50% use by hotel guests, and 1.5 people per car for those that drive.

[d] These services are currently being provided; thus, there will be no new trips generated.

[e] The Collins residences would replace two existing units with four new units.

[f] Spa trip generation is based on the 41 parking spaces provided at the spa. Ten spaces are assumed to be

for employees. The remaining 31 would be used by guests, with an average parking turnover of 3 hours. Thus, 31 parking spaces would generate about 12 inbound and 12 outbound trips during the peak hour.

[g] Restaurant use is considered in the hotel trip generation rates. The visitor adjustment reflects visitors to Del Monte Forest who may also stop by the restaurant, such as visitors to 17-Mile Drive or nearby residents.

Trip Distribution and Assignment

The project trip distribution is based on the AMBAG Travel Demand Model. The model was used to identify the travel patterns between Del Monte Forest and other areas in Monterey County. As discussed previously, 25% of the generated traffic was assumed to have an origin and destination within the forest. The remaining 75% was distributed per the distribution pattern shown in Table 3.11-21.

The distribution of traffic at the forest gates depends on the time period and direction of travel. Generally, over the day, traffic is distributed to the gates as follows:

- 35% to the Pacific Grove Gate.
- 10% to the Country Club Gate.
- 10% to the SFB Morse Gate.
- 40% to the SR 1 Gate.
- 5% to the Carmel Gate.

Table 3.11-21. Project Trip Distribution Patterns

Location	Percent
17-Mile Drive	10
Forest Avenue	10
David Avenue	8
Prescott Avenue	2
West Monterey	3
Seaside	5
Marina	5
SR 1 North of SR 156	4
SR 156	1
US 101 North of SR 156	4
Salinas	5
East Monterey	4
South of Carmel	2
Downtown Carmel	8
Carmel Valley Road	4
Del Monte Forest	25
Total	**100**

Source:
Fehr & Peers 2011.

Weekend Conditions

The transportation impact analysis is based on weekday AM and PM peak periods. No detailed analysis of weekend traffic conditions was conducted because the proposed project would not increase the size or change the nature or frequency of the events taking place in Del Monte Forest. With the proposed increase in the number of guest rooms in Del Monte Forest, more people attending weekend special events could stay in Del Monte Forest and would be less likely to drive during the event activities. Project impacts on special events are further described in the Impacts and Mitigation Measures section (see F. Special Events).

Impacts and Mitigation Measures

This section is divided into eight separate subject areas: traffic during project construction, impacts on Del Monte Forest gates, impacts on roadway intersections and segments, access and circulation, parking, special events, transit and alternative transportation, and bicycle facilities/trails.

Project Construction

A. Traffic during Project Construction

Impact TRA-A1: Construction traffic would result in short-term increases in traffic volumes that would affect level of service and intersection operations. (significant and unavoidable with mitigation)

Construction Phases, Workers, and Vehicles

As described in Table 2-5 (Preliminary Construction Duration and Workers for Proposed Development), construction of all elements included in the proposed project is anticipated to occur over approximately 10 years. Portions of this work would be underway simultaneously in several areas of Del Monte Forest. PBC intends to make efficient use of truck traffic during the heaviest times of construction (excavation and grading) and to complete work as soon as possible, thereby minimizing construction impacts on residents of the forest, guests, and visitors.

Tables 3.11-22 and 3.11-23 highlight the construction activity assumed in this analysis and discussed in detail in subsequent sections. As shown in the tables, each "truck" or "construction worker" indicates a two-way movement during the course of a day: one movement to the site and another from the site. Trucks are based on the amount of material needed to be transferred to or from the site. Construction workers are based on the number of construction workers required on site each day to implement the improvements. As shown in the tables, the greatest construction activity could occur during Phases I and II.

Table 3.11-22. Estimated Daily Haul Truck Characteristics

Construction Phase	Estimated Start Date	Estimated Finish Date	Number of Weeks	Total Haul Trucks per Day
Phase I	9/1/2012	9/7/2012	1	97
	9/8/2012	11/30/2012	12	22
	3/4/2013	5/31/2013	13	28
Phase II	3/3/2014	3/10/2014	1.2	56
	3/10/2014	3/24/2014	2.2	114
	3/25/2014	5/9/2014	6.8	38
	5/10/2014	5/30/2014	3	27
Phase III	3/2/2015	3/9/2015	1.2	5
Phase IV—Option1	3/2/2020	5/29/2020	13	63
	5/30/2020	8/28/2020	13	38
Phase IV—Option 2	3/2/2020	5/29/2020	13	41

Source:
Fehr & Peers 2011.

Table 3.11-23. Estimated Daily Construction Characteristics

Construction Phase	Project Element	Delivery Trucks	Workers
Phase I—18 Months	Residential Lot Subdivisions[a]	0–13	3–56
	PBL Parking and Circulation Reconstruction	1	20-50
	SBI New Employee Parking	1	10–20
	Driving Range Relocation from Area V to Collins Field	1	10-40
	Phase I Total	**3–16**	**43–166**
Phase II—12 Months	Residential Lot Subdivisions[b]	0–2	15
	PBL Meeting Facility Expansion	1	20-40
	PBL New Colton Building	2	20-40
	Equestrian Center Reconstruction	2	20-50
	SBI Conference Center Expansion (meeting rooms)	1	0-20
	Phase II Total	**6–8**	**75–165**
Phase III—40 Months	PBL Fairway One Reconstruction	2	20-75
	SBI New Guest Cottages	2	20-75
	SBI Conference Center Expansion (support/circulation)	1	10-20
	Phase IV Total	**5**	**50–170**
Phase IV—29 Months	Residential Lot Subdivisions[c]	0–2	10
	Area M Spyglass Hill New Resort Hotel (Option 1)[d]	1–5	30–200
	Phase IV Total	**1–7**	**40–210**

Source:
Fehr & Peers 2011.
Notes:
PBL = The Lodge at Pebble Beach, SBI = The Inn at Spanish Bay
[a] 66 lots in Areas F-2, I-2, J, K, L, U, Collins Residence
[b] 10 lots at Corporation Yard
[c] 14 lots in Area V
[d] Under Option 2, there would be 10 residential lots, and the construction characteristics would be substantially less. Hence Option 1 was used as a worst-case scenario.

Construction Truck Routing

PBC proposes to limit major construction truck activity to key collector roads in Del Monte Forest. Construction truck access to The Lodge at Pebble Beach and Area M Spyglass Hill would be via the SR 1 Gate. Truck access to The Inn at Spanish Bay would be via the SFB Morse Gate. Internal construction truck traffic between improvement areas would generally use Congress Road, Lopez Road, or Forest Lake Road. As part of the proposed project, the Congress Road corridor would, as necessary, be improved to better accommodate trucks. Improvements would include channelization and sight distance improvements at Lopez Road.

Construction Truck Access at Forest Gates

The SR 1 and SFB Morse Gates would be used as the primary access for trucks during construction, as illustrated in Figure 3.11-5. As indicated in Tables 3.11-22 and 3.11-23, truck traffic through the gates is expected to peak at up to 114 haul trucks and 8 delivery trucks per day during two weeks within Phase II of construction. This truck traffic would primarily use the SR 1 Gate and even at this peak time represents about 3 percent of the total traffic using the gate.

Haul Trucks

Total net excavation for the entire project would be approximately 93,299 cubic yards exported and 47,480 cubic yards imported. Table 3.11-23 shows the total haul trucks expected throughout each phase. The analysis assumes 10 cubic yard trucks would be used for importing and exporting.

Based on Table 3.11-22, haul truck traffic though the gates is expected to peak in Phases I and II. During Phase I, a peak of 97 haul trucks is expected for one week in September 2012 due to excavation, grading and tree removal for roadway improvements on Congress Road and Lopez Road, and residential lots at the Collins Residence and Area U. The peak haul trucks are expected in Phase II for two weeks when 114 haul trucks are needed for excavation of the Colton Building, the Special Events area, and the residential lots in the Corporation Yard.

Delivery and Construction Worker Traffic

Table 3.11-23 summarizes delivery and construction worker traffic. The peak construction period would be Phase IV when the New Resort Hotel would be constructed in Area M Spyglass Hill (if Option 1 is selected). Construction truck traffic through the gates is expected to peak at up to 7 delivery trucks per day during this phase.

Construction workers would generally arrive to the work site prior to the morning peak hour of traffic congestion and leave the work site prior to evening peak hour of traffic congestion, minimizing traffic impacts to area streets and roads. Construction workers are expected to contribute to congested traffic locations. The locations most likely to be impacted by construction workers include the SR 68/SR 1 SB Off-Ramp and the SR 1 SB On Ramp/17-Mile Drive intersections. These two intersections would be improved by PBC as part of the first phase of work, addressing intersection operation impacts associated with the added construction worker traffic during the shoulder peak hours (i.e., between 7:00 and 8:00 AM and 3:00 and 5:00 PM).

Construction worker impacts would be dependent on the New Resort Hotel construction phase. During site preparation, construction workers on site are expected to peak at 30 workers per day. During construction, the resort hotel is expected to yield 200 construction workers per day. Even at this activity level, these workers represent only about 3 percent of the daily traffic entering the Forest.

Construction Traffic Characteristics by Development Site

This section describes construction traffic characteristics by development site.

Residential Lot Subdivisions

Construction traffic has been projected for all new residential lot subdivisions and both on- and off-site improvements, based on construction details and assumptions provided by PBC. The four

primary construction categories for the 90 new residential lots (88 net new units) being created under the proposed project are:

- Earthwork and paving, including concrete gutter.
- Sewer and water.
- Storm drains.
- Utilities.

Although earthwork would generally occur first and paving last, all sewer and water, storm drains, and utility work could occur simultaneously. Work for the first 66 lots would be complete in a 6-month schedule (approximately 130 days, assuming a 5-day, Monday–Friday work week).

During the 6-month site preparation work, about 1,380 haul trucks for importing soil would be required or approximately 22 trucks per day over a three-month excavation period. Construction workers would, on average, number 56 per day during the 6-month site preparation period. The remaining 24 lots would be built over the next three phases following Phase I. The 10 lots from the Corporation Yard would require about 1,700 trucks, which over a 3-month excavation would result in about 30 trucks per day. The 14 lots in Area V would require about 1,570 trucks, which over a 3-month fill period would result in about 25 haul trucks per day. Under Option 2, Area M would add 10 lots. Total soil import would require about 100 trucks, which over a 3-month fill period would result in about 15 trucks per day.

PBC would not control construction on each of the residential lot sites; however, a worst-case scenario was developed. The worst-case scenario combines truck and labor traffic for 66 new homes built over an 18-month period. Five workers per day are needed for each home construction on average, and one truck delivery is made per week on average. Therefore, over an 18-month period, 330 workers per day and 13 trucks per day would be needed to construct 66 homes at the same time.

The Lodge at Pebble Beach

The four development sites in this area include: Meeting Facility Expansion, Fairway One Reconstruction, New Colton Building, and Parking and Circulation Reconstruction.

Parking and Circulation Reconstruction. Work is scheduled to begin with construction of the underground parking facility. Construction of the new guest room building at the Colton Building would occur in the next phase, at the same time as renovations of The Lodge at Pebble Beach's meeting facility.

Construction traffic would include removal of soil for the underground parking facility at the area referred to as the Upper Bank Parking Lot. Total excavation is estimated to be 8,400 cubic yards of export. Using 10-cubic-yard trucks, this work would require approximately 840 truck round trips. Over a 3-month excavation period, 13 trucks per day would be required to move the soil from the site to the Marina Landfill.[8] During this period and the subsequent 9-month construction period, 20 to 50 construction workers would be required per day and delivery activity is expected to be five trucks per week. Construction workers would park on-site where possible; otherwise, they would park off-site (but inside Pebble Beach) and be shuttled to the work site.

[8] PBC has indicated a desire to balance cut/fill to minimize off-site hauling. To be conservative, this analysis assumes that off-site hauling will occur to the Marina Landfill.

Fairway One Reconstruction. Construction would require approximately 16 months. This construction would occur in an area where required grading and excavation are minimal, with up to 300 cubic yards to be exported. Using 10-cubic-yard trucks, this work would require about 30 truck round trips. Over a 1-week excavation period, 6 trucks per day would be required to move the soil from the site to the Marina Landfill. Typically, there would be about 60 workers per day during the 16-month construction of the guest rooms. Delivery activity to the construction site is expected to average 10 trucks per week. All deliveries would enter Del Monte Forest through the SR 1 Gate. Construction workers would park on-site where possible; otherwise, they would park off-site (but inside Pebble Beach) and be shuttled to the work site.

Meeting Facility Expansion. Construction is estimated to take 10 months. Construction would include demolition and foundation work. During the 1-month demolition period, 15 trucks per day would be required to remove construction debris from the site to the Marina Landfill. Reconstruction of the meeting facility is estimated at 10 months and requires 40 construction workers per day, while delivery activity to the site would average five trucks per week. All deliveries would enter the Forest through the SR 1 Gate. Construction workers would park on-site where possible; otherwise, workers would park off-site (but inside Pebble Beach) and be shuttled to the work site.

New Colton Building. Construction would require approximately 10 months. This construction would excavate about 5,500 cubic yards, during which up to 15 workers would be on-site. Using 10-cubic-yard trucks, this work would require about 550 trucks. Over a 10-week period, about 11 trucks per day would be required to move the soil from the site to the Marina Landfill. Construction of the new guest room building is estimated to take 10 months. During this period, the number of construction workers would be approximately 40 per day. Delivery activity to the site is expected to average 10 trucks per week. All deliveries would enter Del Monte Forest through the SR 1 Gate. Construction workers would park on-site where possible; otherwise, they would park off-site (but inside Pebble Beach) and be shuttled to the work site.

The Inn at Spanish Bay

The three development sites in this area include: Conference Center Expansion, New Guest Cottages, and New Employee Parking.

New Employee Parking. Construction would begin before other construction at The Inn at Spanish Bay. This lot, located on Congress Road at 17-Mile Drive, would be used by inn employees and construction workers. This construction would occur where the site import/export would generally be balanced, requiring minimal haul activities. Construction would require about 4 months and an average of 20 workers per day. Delivery activity to the construction site is expected to average one truck per day.

New Guest Cottages. Construction at The Inn at Spanish Bay would require approximately 16 months. This construction would occur in an area where required grading and excavation are minimal. Construction of these buildings would require an average of 60 workers per day, depending on the activity. Delivery activity to the construction site is expected to average 10 trucks per week (two per day). All deliveries to the site (other than those from Pacific Grove) would enter Del Monte Forest through the SFB Morse Gate from SR 68 to minimize traffic through Pacific Grove.

Conference Center Expansion. Construction would require about 20 months. Construction would occur in an area requiring minimal grading and excavation because this component is an addition to

an existing building. Construction of this addition would require an average of 20 workers per day, and delivery activity to the construction site is expected to average five trucks per week (one per day). Deliveries to the site (other than those from Pacific Grove) would enter Del Monte Forest through the SFB Morse Gate from SR 68 to minimize traffic through Pacific Grove.

Collins Field—Equestrian Center—Special Events Area

The three development sites in this area include: Pebble Beach Driving Range Relocation from Area V to Collins Field, Equestrian Center Reconstruction, and Special Events Area Grading and Expansion.

Pebble Beach Driving Range Relocation. Excavation and grading would require 3 months and construction of the golf building would require 5 months. Grading activities for the driving range would require approximately 8,700 cubic yards of exported material to the Collins Field site. Using 10-cubic-yard trucks, this work would generate about 870 truck round trips. Over a 3-month excavation period, 14 trucks per day would be required to move the soil from the site to the Marina Landfill. The number of on-site construction workers would average 30 employees per day, depending on the activity, and employees would park on-site. Delivery activity to the construction site is expected to average five trucks per week (one per day). Deliveries to the site would enter Del Monte Forest through the SR 1 Gate.

The second phase of construction includes foundation and underground utility work required for the golf facility building, and top-dressing for the driving range. This activity is expected to occur over a 6-week period. Once the building is framed and exterior walls are in place, work would focus on the interior components. The number of on-site workers would average 40 per day, and employees would park on-site. Delivery activity to the construction site is expected to average five truck trips per week and to occur via the SR 1 Gate.

Equestrian Center Reconstruction. Construction would be completed in 8 months. Initial site development (clearing, grading, underground utilities, etc.) would require importing 1,000 cubic yards. Using standard 10-cubic-yard trucks, importing the fill would result in 100 truck round trips. Over a 1-week fill period, about 20 trucks per day would be required to move the soil to the site.

Special Events Area Grading and Expansion. This would require removal of approximately 8,300 cubic yards, which is equivalent to about 830 trucks. Over a 2-week construction period, 83 trucks per day would be required to move the soil from the site to the Marina Landfill. During construction of the buildings and facilities, the daily number of on-site workers would average approximately 50, who would park on-site. Truck delivery activity is expected to average two per day during the construction period through the SR 1 Gate.

Area M Spyglass Hill

There are two options under consideration for Area M Spyglass Hill, New Resort Hotel (Option 1) and New Residential Lots (Option 2). Option 1 would include 100 guest units, three-story parking structure, restaurant/lounge, meeting room and spa facility. Option 2 would include 10 residential lots, and the construction characteristics would be substantially less. Therefore, Option 1 is analyzed as a worst-case scenario.

For New Resort Hotel (Option 1), construction traffic would include removal of soil for the underground parking facility and excavation to prepare the site for the proposed project. Total excavation is estimated to be 48,300 cubic yards for export. Using 10-cubic-yard trucks, this work

would require approximately 4,830 truck round trips. Over a 6-month excavation period, 40 trucks per day would be required to move the soil from the site to the Marina Landfill. During this period, 80 construction workers would be required and delivery activity is expected to be five trucks per week. Construction workers would park off-site at PBC's parking lot adjacent to the California Department of Forestry and Fire Protection (CAL FIRE) station and be shuttled to the work site. Deliveries to the site would enter Del Monte Forest through the SR 1 Gate.

Construction of the resort hotel, including the buildings, parking, and other facilities, would require 24 to 30 months. Construction would require up to 180 workers per day, depending on the activity. Delivery activity to the construction site is expected to average 25 trucks per week (five per day). All deliveries to the site (other than those from Pacific Grove) would enter Del Monte Forest through the SR 1 Gate. Construction workers would park on-site where possible; otherwise, they would park off-site (but inside Pebble Beach) and be shuttled to the work site.

Roadway Improvements

Roadway improvements include the SR 1/SR 68/17-Mile Drive Intersection Reconstruction and four internal intersection improvements at Congress Road/17-Mile Drive, Congress Road/Lopez Road, Lopez Road/Sunridge Road, and Portola Road/Stevenson Drive. The roadway improvements are expected to occur over construction Phases I and II.

The SR 1/SR 68/17-Mile Drive Intersection Reconstruction would require excavation and grading over a 3-month period in Phase 1. Total excavation is estimated at 219 cubic yards. Using 10-cubic-yard trucks, this work would generate about 25 trucks. Over a 3-month excavation period, no more than one truck per day would be required to move the soil from the intersection to the Marina Landfill. Construction would require about 20 workers on any given day, depending on the activity.

Roadway improvements within Pebble Beach are required to excavate an estimated 3,780 cubic yards total. Phase 1 roadway improvements include the Congress Road and Lopez Road intersection. Using 10 cubic-yard-trucks, this work would generate about 375 trucks. Over a 1-week excavation period, about 75 trucks per day would be required to move the soil from the intersection to the Marina Landfill. Roadway improvements at the Sunridge Road and Lopez Road intersection are required to excavate an estimated 30 cubic yards total. Using 10-cubic-yard trucks, this work would generate about 3 haul trucks. Over a 1-week excavation period, no more than 1 truck per day would be required to move the soil from the intersection to the Marina Landfill. Construction would require about 10 workers on any given day, depending on the activity.

Impact Analysis

Construction traffic and workers, as described above would add traffic to locations that are already experiencing deficient traffic operations, in particular along SR 1 and SR 68 (see discussion of existing traffic conditions under Environmental Setting). This is considered a potentially significant impact at all development sites, but would be reduced in severity with implementation of Mitigation Measures TRA-A1 to TRA-A4. However, even with mitigation, it is possible that construction traffic may exacerbate existing unacceptable conditions on certain roadways outside Del Monte Forest and thus this impact is considered significant and unavoidable.

Mitigation Measure TRA-A1: Schedule construction work and truck trips to comply with Del Monte Forest Architectural Board Design Guidelines

The construction contractor will limit construction activities to between 8 a.m. and 6 p.m., Monday through Saturday, per the Del Monte Forest Architectural Board Design Guidelines (Pebble Beach Company 2002) imposed on development within Pebble Beach. No work is permitted on Sundays or holidays. Workers may be on-site before 8 a.m. and after 6 p.m., but no work will be performed that will disturb neighboring residents. This requirement will be incorporated into the traffic control plan required by Mitigation Measures TRA-A2.

Mitigation Measure TRA-A2: Develop and implement a traffic control plan

A traffic control plan, including a comprehensive set of traffic control measures, will be prepared by the construction contractor, submitted to Monterey County for review and approval, before issuance of grading or building permits. The plan will include procedures for scheduling major truck trips and deliveries to avoid special event activity in Del Monte Forest and minimize peak hour activity on roads operating below LOS significance thresholds. Lane closure procedures, including signs, cones, and other warning devices for drivers, will be identified as appropriate. Use of steel plates to maintain through traffic on roads will be considered, and construction access routes will be identified. Construction staging is anticipated to occur on-site for all project components and will be verified by the County. On-site parking will be provided for all construction workers to minimize the impact on area roads. When on-site parking cannot be provided, alternative parking and shuttle systems will be developed and verified by the County.

Mitigation Measure TRA-A3: Obtain approval for construction truck traffic routes from Monterey County and include routes in all contracts

PBC will provide a plan, which must be approved by the County, that ensures that, wherever possible, construction truck travel will occur on collector and arterial roads, not on local or resident streets. Traffic control will be used during major off-hauling activities. Any damage attributable to haul trucks on haul routes will be repaired, to the satisfaction of the appropriate agency, by PBC. Approved truck traffic routes will be included in the traffic control plan required by Mitigation Measures TRA-2 and be reviewed and approved by Monterey County prior to issuance of grading or building permits.

Mitigation Measure TRA-A4: Implement SR 1/SR 68/17-Mile Drive Intersection Reconstruction early in overall construction schedule

To address the impacts of construction worker traffic on the surrounding road system, PBC will seek to implement the SR 68/SR 1 southbound off-ramp intersection improvements within 6 to 12 months of beginning construction on the developments included in the proposed project. With this improvement in place, traffic flow in and out of Del Monte Forest, as well as traffic flow through the SR 1/SR 68/17-Mile Drive interchange, will improve over the current deficient conditions. The exact timing of this measure will be based on more refined construction staging during the permit review process and take into consideration factors outside the control of PBC, such as Caltrans approval of the design and supporting documentation.

Traffic during Project Operations (2015)

The traffic impacts analysis presented below reflects the 2015 with-project conditions. All analysis in this section addresses Option 1 (New Resort Hotel). Appendix G.2 contains the results of the traffic analysis for Option 2 (New Residential Lots). Impacts of Option 2 on traffic are generally less than Option 1 because fewer trips are generated. Therefore, under 2015 conditions with Option 2, all disclosed impacts and mitigation remain the same as under 2015 conditions with Option 1. The assessment of cumulative conditions plus the proposed project (cumulative plus project) appears in the "Cumulative Impacts" discussion at the end of this section.

B. Del Monte Forest Gates

Impact TRA-B1: The project would result in a minor increase in traffic at the Del Monte Forest gates. (Less than significant)

Del Monte Forest gates were analyzed under 2015 with-project conditions. The V/C results are presented in Table 3.11-24. The service levels represent traffic conditions experienced by the inbound traffic during the AM and PM peak hours. Under 2015 with-project conditions, all of the gates continue to operate at acceptable levels. This is a less-than-significant impact.

Table 3.11-24. Forest Gate Peak Hour Volumes and Levels of Service—2015 With-Project Conditions

	Peak Hour Volume/ Volume-to-Capacity Ratio[a]		
Gate	**Existing (2011)**	**2015 Without Project**	**2015 With Project[b]**
AM Peak Period			
Pacific Grove	103/0.17	105/0.18	156/0.26
Carmel	128/0.14	132/0.15	139/0.15
SR 1	483/0.53	497/0.54	543/0.59
Country Club	189/0.32	194/0.32	197/0.33
SFB Morse	130/0.25	134/0.26	142/0.27
PM Peak Period			
Pacific Grove	135/0.23	139/0.23	173/0.29
Carmel	137/0.15	141/0.16	148/0.16
SR 1	328/0.36	337/0.37	387/0.42
Country Club	212/0.35	218/0.36	228/0.38
SFB Morse	132/0.25	136/0.26	144/0.28

Source:
Fehr & Peers 2011.
Notes:
[a] The V/C ratio describes the inbound peak hour traffic flow as it relates to gate capacity. A ratio below 0.9 is considered acceptable.
[b] Project conditions reflect Option 1 (New Resort Hotel).

C. Impacts on Roadway Intersections and Segments

Impact TRA-C1: The project would add substantial traffic to intersections in Del Monte Forest and the immediate vicinity to decrease from acceptable levels of service to unacceptable levels or to worsen existing unacceptable levels of service. (significant and unavoidable with mitigation)

Traffic analysis results for 2015 with-project conditions at the intersections are shown in Table 3.11-25 and Table 3.11-26 (AM and PM peak hours, respectively). Appendix G.1 contains the intersection traffic volumes used in this section.

Intersections in Del Monte Forest and Immediate Vicinity

As shown in Table 3.11-25 and Table 3.11-26, the project would have significant impacts at three intersections compared to existing conditions: SR 68/Skyline Forest Drive, SR 68/Carmel Hill Professional Center and SR 1/Ocean Avenue.

1 **Table 3.11-25. Intersection AM Peak Hour Levels of Service—2015 With-Project Conditions**

Intersection	Control[a]	Existing (2011)[b, c, d]	2015 Without Project[b, c, d]	2015 With-Project[b, c, d, e]
Sunset Drive (SR 68)/17-Mile Drive[f]	AWSC	6.9/A	7.3/A	8.4/A
Sunset Drive (SR 68)/Congress Road[f]	AWSC	11.8/B	16.3/C	21.2/C
Congress Avenue/Forest Lodge Road	AWSC	11.5/B	12.9/B	13.0/B
Congress Avenue/David Avenue	AWSC	10.9/B	11.9/B	12.0/B
Forest Avenue (SR 68)/David Avenue	Signal	24.8/C	25.8/C	26.6/C
SR 68/Prescott Avenue	Signal	11.2/B	12.7/B	12.8/B
SR 68/Presidio Boulevard[f]	SSSC	3.8 (4.3)/A(A)	4.2 (4.7)/A(A)	4.3 (4.6)/A(A)
SR 68/SFB Morse Gate	Signal	5.3/A	5.5/A	5.3/A
SR 68/Skyline Forest Drive	SSSC	21.4(>120)/C(F)	33.3(>120)/D(F)	**37.3(>120)/E(F)**[g]
Skyline Forest Drive/Skyline Drive	AWSC	7.9/A	8.1/A	8.1/A
SR 68/Community Hospital	Signal	7.1/A	8.2/A	8.4/A
SR 68/Carmel Hill Professional Center	SSSC	64.6(>120)/F(F)	95.0(>120)/F(F)	**93.0(>120)/F(F)**[g]
SR 68/SR 1 Southbound Off-Ramp	Signal	80.8/F	105.7/F	34.3/C
17-Mile Drive/SR 1 Southbound On-Ramp	SSSC	3.2 (14.1)/A(B)	3.5 (15.1)/A(C)	Eliminated[h]
SR 68/Aguajito Road[f]	SSSC	2.6 (9.5)/A(A)	2.4 (11.8)/A(B)	3.0(15.4)/A(C)
SR 1/Carpenter Street	Signal	16.0/B	18.3/B	18.4/B
San Antonio Road/Ocean Avenue	AWSC	7.9/A	8.2/A	8.3/A
SR 1/Ocean Avenue	Signal	34.5/C	39.5/D	**40.7/D**[i]
SR 1/Carmel Valley Road	Signal	9.4/A	9.7/A	9.9/A
SR 1/Rio Road	Signal	30.5/C	32.3/C	32.3/C
17-Mile Drive/Congress Road	SSSC	4.8 (10.6)/A(B)	5.2 (11.2)/A(B)	5.3 (12.6)/A(B)
Forest Lodge Road/Congress Road	SSSC	2.0 (11.1)/A(B)	3.1 (11.8)/A(B)	3.3 (12.0)/A(B)
SFB Morse Drive/Congress Road	AWSC	7.7/A	7.8/A	7.9/A
17-Mile Drive/Forest Lodge Road/Sloat Road[f]	SSSC	4.5 (7.1)/A(A)	4.6 (7.4)/A(A)	5.0 (8.0)/A(A)
Lopez Road/Sloat Road	AWSC	8.0/A	8.2/A	8.6/A
Spyglass Hill Road/Stevenson Drive	SSSC	2.9 (8.6)/A(A)	3.2 (8.9)/A(A)	4.9 (9.7)/A(A)
Forest Lake Road/Stevenson Drive	SSSC	4.0 (11.9)/A(B)	4.8 (13.4)/A(B)	4.8 (15.3) A(C)
17-Mile Drive/Alvarado Lane	AWSC	9.4/A	9.9/A	11.1/B
17-Mile Drive/Palmero Way	SSSC	2.2 (15.5)/A(C)	3.1 (18.4)/A(C)	3.2(21.0)/A(C)

Intersection	Control[a]	Existing (2011)[b, c, d]	2015 Without Project[b, c, d]	2015 With-Project[b, c, d, e]
Sunridge Road/Ronda Road	SSSC	2.1 (10.0)/A(A)	2.6 (10.4)/A(B)	3.0 (10.7)/A(B)
Sunridge Road/Scenic Drive	SSSC	0.6 (9.8)/A(A)	0.9 (10.2)/A(B)	0.8 (10.3)/A(B)
Sunridge Road/Constanilla Way	SSSC	5.5 (9.5)/A(A)	5.6 (9.7)/A(A)	5.4 (9.8)/A(A)
Sunridge Road/Haul Road[h]	SSSC	0.8 (5.3)/A(A)	1.2 (7.4)/A(A)	1.4 (6.8)/A(A)

Source:
Fehr & Peers 2011.

Notes:

[a] Signal = signalized intersection; SSSC = side-street stop-controlled intersection; AWSC = all-way stop-controlled intersection.

[b] Average delay (in seconds) is listed first, followed by corresponding LOS.

[c] For side-street stop-controlled intersections, average delay is listed first, followed by delay for worst approach.

[d] Intersections that experience a significant project contribution are shown in bold.

[e] Project conditions reflect Option 1 (New Resort Hotel).

[f] Intersection analyzed using SimTraffic.

[g] The 2015 With-Project conditions represent a significant change from existing conditions. The proposed project would contribute traffic to an intersection already operating at an unacceptable LOS F condition.

[h] This intersection would be eliminated as part of the proposed project.

[i] The 2015 With-Project conditions represent a significant change from existing conditions. This signalized intersection experiences an increase of v/c of 0.01 or more with 2015 with-project conditions compared to 2015 without-project conditions.

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Table 3.11-26 Intersection PM Peak Hour Levels of Service—2015 With-Project Conditions

Intersection	Control[a]	Existing (2011)[b, c, d]	2015 Without Project[b, c, d]	2015 With Project[b, c, d, e]
Sunset Drive (SR 68)/17-Mile Drive[f]	AWSC	5.6/A	6.0/A	6.8/A
Sunset Drive (SR 68)/Congress Road[f]	AWSC	9.6/A	11.4/B	13.0/B
Congress Avenue/Forest Lodge Road	AWSC	10.6/B	11.4/B	11.5/B
Congress Avenue/David Avenue	AWSC	10.5/B	11.5/B	11.6/B
Forest Avenue (SR 68)/David Avenue	Signal	30.1/C	32.4/C	33.4/C
SR 68/Prescott Avenue	Signal	19.2/B	21.4/C	21.5/C
SR 68/Presidio Boulevard[f]	SSSC	3.6 (3.8)/A(A)	3.7 (3.9)/A(A)	3.7 (3.9)/A(A)
SR 68/SFB Morse Gate	Signal	3.9/A	4.0/A	4.2/A
SR 68/Skyline Forest Drive	SSSC	15.9(>120)/C(F)	25.1(>120)/D(F)	**28.3(>120)/C(F)**[g]
Skyline Forest Drive/Skyline Drive	AWSC	8.3/A	8.5/A	8.5/A
SR 68/Community Hospital	Signal	8.7/A	9.1/A	9.3/A
SR 68/Carmel Hill Professional Center	SSSC	23.4(>120)/C(F)	39.3(>120)/E(F)	**>120(>120)/F(F)**[g]
SR 68/SR 1 Southbound Off-Ramp	Signal	70.1/E	79.0/E	40.2/D
17-Mile Drive/SR 1 Southbound On-Ramp	SSSC	8.7 (22.9)/A(C)	9.6 (25.7)/A(D)	Eliminated[h]
SR 68/Aguajito Road[f]	SSSC	2.9 (11.0)/A(A)	3.3 (16.0)/A(C)	3.6 (17.7)/A(C)
SR 1/Carpenter Street	Signal	45.9/D	57.9/E	59.6/E[i]
San Antonio Road/Ocean Avenue	AWSC	8.8/A	9.2/A	9.3/A
SR 1/Ocean Avenue	Signal	45.4/D	51.8/D	**52.9/D**[j]
SR 1/Carmel Valley Road	Signal	17.4/B	18.7/B	19.0/B
SR 1/Rio Road	Signal	32.9/C	35.9/D	36.0/D[i]
17-Mile Drive/Congress Road	SSSC	5.5 (11.8)/A(B)	6.2 (12.9)/A(B)	7.2 (15.1)/A(C)
Forest Lodge Road/Congress Road	SSSC	3.5 (13.9)/A(B)	4.4 (15.4)/A(C)	4.7 (16.2)/A(C)
SFB Morse Drive/Congress Road	AWSC	7.9/A	8.1/A	8.2/A
17-Mile Drive/Forest Lodge Road/Sloat Road[f]	SSSC	4.1 (7.7)/A(A)	4.5 (7.8)/A(A)	4.9 (8.7)/A(A)
Lopez Road/Sloat Road	AWSC	8.0/A	8.5/A	9.1/A
Spyglass Hill Road/Stevenson Drive	SSSC	2.7 (9.0)/A(A)	3.1 (9.3)/A(A)	4.6 (10.1)/A(B)
Forest Lake Road/Stevenson Drive	SSSC	3.9 (11.7)/A(B)	4.4 (12.6)/A(B)	4.3 (14.2)/A(B)
17-Mile Drive/Alvarado Lane	AWSC	9.6/A	10.3/B	11.7/B
17-Mile Drive/Palmero Way	SSSC	3.5 (16.2)/A(C)	4.6 (17.7)/A(C)	4.8 (19.8)/A(C)

Intersection	Control[a]	Existing (2011)[b, c, d]	2015 Without Project[b, c, d]	2015 With Project[b, c, d, e]
Sunridge Road/Ronda Road	SSSC	3.7 (9.5)/A(A)	3.9 (9.8)/A(A)	4.0 (10.0)/A(B)
Sunridge Road/Scenic Drive	SSSC	0.8 (10.6)/A(B)	1.2 (10.5)/A(B)	1.1 (10.8)/A(B)
Sunridge Road/Constanilla Way	SSSC	2.5 (9.2)/A(A)	2.8 (9.4)/A(A)	3.2 (9.5)/A(A)
Sunridge Road/Haul Road[f]	SSSC	1.1 (5.6)/A(A)	1.4 (5.5)/A(A)	1.5 (5.8)/A(A)

Source:
Fehr & Peers 2011.

Notes:

[a] Signal = signalized intersection; SSSC = side-street stop-controlled intersection; AWSC = all-way stop-controlled intersection.

[b] Average delay (in seconds) is listed first, followed by corresponding LOS.

[c] For side-street stop-controlled intersections, average delay is listed first, followed by delay for worst approach.

[d] Intersections that experience a significant project contribution are shown in **bold**.

[e] Project conditions reflect Option 1 (New Resort Hotel).

[f] Intersection analyzed using SimTraffic.

[g] The 2015 With-Project conditions represent a significant change from existing conditions. The proposed project would contribute traffic to an intersection already operating at an unacceptable LOS F condition.

[h] This intersection would be eliminated as part of the proposed project.

[i] The 2015 With-Project conditions represent a significant change from existing conditions. However, the proposed project would not increase the critical movement v/c ratio by 0.01 or more with 2015 With-Project conditions compared to 2015 Without-Project conditions.

[j] The 2015 With-Project conditions represent a significant change from existing conditions. The proposed project would increase the critical movement v/c ratio by 0.01 or more with 2015 With-Project conditions compared to 2015 Without-Project conditions.

SR 68/Skyline Forest Drive

This is an unsignalized intersection that currently operates at LOS F conditions for left-turns from Skyline Drive onto SR 68. The left-turning traffic from Skyline Drive (the stop-controlled approach) onto SR 68 will operate at LOS F during both the weekday AM and PM peak hours under 2015 with-project conditions. This impact is considered significant because the proposed project adds more than one vehicle trip to an intersection operating at LOS F without the proposed project. With the construction of the measure described in MM TRA-C1, the intersection would operate at LOS A (7.7 seconds of delay) and LOS A (9.2 seconds of delay) during the AM and PM peak hours, respectively.

The existing conditions at this intersection would be mitigated by installing a traffic signal at the intersection of SR 68/Skyline Forest Drive and by widening SR 68 from two to four lanes through the intersection. Therefore, Mitigation Measure TRA-C1 requires the applicant be responsible for a fair-share contribution to this mitigation based on total traffic as the intersection is already deficient under existing conditions. The impact would remain significant and unavoidable during the interim period between when the impact occurs and when the improvement is actually built. This impact would also remain significant and unavoidable if sufficient funds are not derived from other sources or if fair-share fees for this mitigation are instead concentrated to pay for other proposed mitigation.

Mitigation Measure TRA-C1: Pay fair-share contribution to install a traffic signal at the intersection of SR 68/Skyline Forest Drive and widen SR 68 from two to four lanes through the intersection

PBC will make a fair-share contribution for a traffic signal at the intersection of SR 68/Skyline Forest Drive and to widen the intersection to four lanes. The contribution will be made prior to issuance of the first project building permit. The widening is necessary to accommodate traffic signal operations and minimize vehicle queues; it would generally occur within 500 to 600 feet on either side of Skyline Forest Drive. This intersection meets the peak hour traffic signal warrant with the proposed project under 2015 conditions.

Based on the project's contribution to this intersection over the total traffic, the project's estimated share of impact is 1.68 percent. The estimated cost of this mitigation is $2,444,000 (Fehr & Peers 2011). Thus, the estimated mitigation fair-share fee for this impact is $41,000.

This mitigation measure is not included in any existing local or regional traffic improvement program. The County shall have the discretion to concentrate funds derived from PBC's fair-share contributions to other project mitigation measures to accelerate the funding and implementation of one or more mitigation measures.

SR 68/Carmel Hill Professional Center

This is an unsignalized intersection that currently operates at LOS F for the left-turning traffic from the professional center onto SR 68. The left-turning traffic from the professional center (the stop-controlled approach) onto SR 68 will operate at LOS F during both the weekday AM and PM peak hours under 2015 with-project conditions. The SR 68/Carmel Hill Professional Center intersection meets the peak hour traffic signal warrant with the proposed project under 2015 conditions.

This impact is considered significant because the proposed project adds more than one vehicle trip to an intersection operating at LOS F without the proposed project. With the construction of the

measure described in MM TRA-C2, the intersection would operate at LOS A (5.2 seconds of delay) and LOS A (5.4 seconds of delay) during the AM and PM peak hours, respectively.

The existing conditions at this intersection would be mitigated by implementing the full SR 68 Widening Project. Therefore, Mitigation Measure TRA-C2 requires the applicant be responsible for a fair-share contribution to this mitigation based on total traffic as the intersection is already deficient under existing conditions. The impact would remain significant and unavoidable during the interim period between when the impact occurs and when the improvement is actually built.

Mitigation Measure TRA-C2: Pay fair-share contribution to construct the full SR 68 Widening Project

PBC will make a fair-share contribution to constructing the full SR 68 Widening Project through the TAMC Regional Impact Fee Program as the widening project is included in the TAMC program.

The contribution will be made prior to issuance of the first project building permit. The full SR 68 Widening Project, as identified in the Regional Transportation Plan, extends from the SR 1 southbound off-ramp intersection to the Community Hospital intersection, and includes signalization of the Carmel Hill Professional Center intersection.

The full SR 68 Widening Project identified in the RTP includes the following features:

- Widen SR 68 from a two-lane to four-lane cross section from the ramp terminal intersection with SR 1 through the Community Hospital intersection.
- Widening the Highway 68 overcrossing at Highway 1.
- Replace the Scenic Drive overcrossing to accommodate the four-lane SR 68.
- Widen the SR 1 southbound off-ramp for more vehicle storage and provide a left-turn lane.
- Reconfigure the SR 1 southbound on-ramp to separate Pebble Beach– and highway-related traffic.
- Extend the SR 1 southbound on-ramp merge from Pebble Beach.
- Signalize the Carmel Hill Professional Center driveway at SR 68.

The 68 Widening Project has an estimated cost of $25,000,000 (Fehr & Peers 2011). Based on the project's portion of total traffic at the PM peak hour of 3.11 percent at the SR 1/SR 68 interchange, the fair share contribution for this mitigation would be approximately $778,000. The actual fair-share contribution will need to be determined by the County and TAMC, taking into account the Regional Impact Fee Program requirements, the mitigation value of the Phase 1B improvements (which are part of the Highway 68 Widening project valued at approximately $4,000,000 (Fehr & Peers, 2011)), the local access benefit of the Phase 1B improvement to the applicant (previously calculated as 25% for the prior 2005 project) and the calculation of the project's fair-share.

Fair-share contribution to the TAMC Regional Impact Fee Program shall not be redirected to other mitigation measures.

SR 1/Ocean Avenue

This is a signalized intersection that currently operates at an acceptable LOS C during the weekday AM peak hour and an unacceptable LOS D in the PM peak hour. The intersection will operate at LOS D (40.7 seconds of delay) and LOS D (52.9 seconds of delay) during the weekday AM and PM peak hours under 2015 with-project conditions, respectively. The proposed project would increase the delay by 0.8 seconds and 1.1 seconds in the AM and PM peak hours, respectively. This impact is considered significant because the proposed project would contribute to a lowering of the level of service from existing condition to an unacceptable LOS and because the proposed project would increase the intersection's critical movement V/C ratio from 0.81 to 0.82 in the AM peak hour and 0.92 to 0.93 in PM peak hour, both of which are equal to the 0.01 threshold change. With the construction of the measure described in MM TRA-C3, the SR 1/Ocean Avenue intersection would improve to LOS C (24.5 seconds of delay) and LOS C (34.9 seconds of delay) during the AM and PM peak hours, respectively.

The existing conditions at this intersection would be mitigated by constructing new turn lanes and establishing new traffic signal timings at the SR 1/Ocean Avenue intersection. Therefore, Mitigation Measure TRA-C3 requires that the applicant be responsible for a fair-share contribution to this mitigation. The impact would remain significant and unavoidable during the interim period between when the impact occurs and when the improvement is actually built. This impact would also remain significant and unavoidable if sufficient funds are not derived from other sources or if fair-share fees for this mitigation are instead concentrated to pay for other proposed mitigation.

Mitigation Measure TRA-C3: Pay fair-share contribution to construct new turn lanes and establish new traffic signal timings at the SR 1/Ocean Avenue intersection

PBC will make a fair-share contribution to construct new turn lanes and establish new traffic signal timing at the SR 1/Ocean Avenue intersection. The contribution will be made prior to issuance of the first project building permit.

The new turn lanes included in this mitigation are right-turn lanes on Ocean Avenue westbound and eastbound approach to SR 1. The eastbound right-turn lane at the SR 1/Ocean Avenue intersection was also identified in the September Ranch EIR (County of Monterey 2004) as a mitigation measure with the understanding that the September Ranch Project would contribute its fair-share to construct the improvement.

PBC is responsible for a fair-share contribution to this mitigation based on total traffic as the intersection is already deficient under existing conditions. Based on the project's contribution to this intersection over the total traffic, the project's estimated share of impact is 0.66 percent. The estimated cost of this mitigation is $192,800 (Fehr & Peers 2011). Thus, the estimated mitigation fair-share fee for this impact is $1,200.

This mitigation measure is not included in any existing local or regional traffic improvement program. The County shall have the discretion to concentrate funds derived from PBC's fair-share contributions to other mitigation measures to accelerate the funding and implementation of one or more mitigation measures.

Regional Highway Sections

Regional highway sections were evaluated for project impacts on traffic operations during typical weekday AM and PM peak hour conditions in 2015. Tables 4-5 and 4-6 of the transportation study

(Fehr & Peers 2011) contain the 2015 with-project AM and PM peak hour traffic volumes used in this section.

Impact TRA-C2: The project would add traffic to regional highway sections that are projected to operate at unacceptable levels of service. (Significant and unavoidable with mitigation)

As shown in Table 3.11-27, 2015 with-project conditions show a decline from an acceptable LOS C to LOS D and the proposed project contributes to this decline at one location:

- SR 1 from Munras Street to Fremont Street (PM peak hour).

As shown in Table 3.11-27, the proposed project would add traffic to roadway sections already operating at an unacceptable LOS of F without the proposed project at the following locations:

- SR 1 from Fremont Street to Fremont Boulevard (AM and PM peak hours).
- SR 1 north of SR 156 (AM and PM peak hours).
- SR 68 east of Laguna Seca (AM and PM peak hours).
- SR 156 from SR 1 to US 101 (PM peak hour).

Table 3.11-27. Regional Highway Section Levels of Service—2015 With-Project Conditions

Highway	Section	Direction	Existing (2011) Conditions	2015 Without Project[a, b]	2015 With Project[a, b, c]
AM Peak Hour					
SR 1	SR 68 (west) to Munras Avenue	North	0.65/C	0.65/C	0.66/C
SR 1	Munras Avenue to Fremont Street	North	0.49/C	0.50/C	0.51/C
		South	0.72/D	0.74/D	0.75/D
SR 1	Fremont Street to Fremont Boulevard	North	0.48/C	0.50/C	0.50/C
		South	1.08/F	1.10/F	**1.11/F**
SR 1	Fremont Boulevard to Imjin Parkway	North	0.34/B	0.34/B	0.34/B
		South	0.72/D	0.73/D	0.74/D
SR 1	North of SR 156	North	0.70/D	0.73/D	0.74/D
		South	1.35/F	1.42/F	**1.43/F**
SR 68	West of Skyline Forest Drive	East	0.73/D	0.75/D	0.77/D
		West	0.50/C	0.52/C	0.54/C
SR 68	East of Olmstead Road	East	0.71/D	0.71/D	0.72/D
		West	0.75/D	0.75/D	0.77/D
SR 68	East of Laguna Seca	East	1.14/F	1.15/F	**1.15/F**
		West	0.77/D	0.78/D	0.79/D
US 101	South of Salinas	North	0.27/B	0.27/B	0.27/B
		South	0.25/B	0.25/B	0.25/B
US 101	North of SR 156	North	0.42/B	0.43/B	0.44/B
		South	0.56/C	0.58/C	0.58/C
SR 156	SR 1 to US 101	East	0.54/C	0.54/C	0.55/C
		West	0.89/E	0.89/E	0.90/E

Highway	Section	Direction	Existing (2011) Conditions	2015 Without Project[a, b]	2015 With Project[a, b, c]
PM Peak Hour					
SR 1	SR 68 (west) to Munras Avenue	North	0.86/D	0.86/D	0.88/D
SR 1	Munras Avenue to Fremont Street	North	0.68/C	0.68/D	**0.70/D**
		South	0.56/C	0.57/C	0.58/C
SR 1	Fremont Street to Fremont Boulevard	North	1.00/E	1.02/F	**1.03/F**
		South	0.77/D	0.78/D	0.79/D
SR 1	Fremont Boulevard to Imjin Parkway	North	0.83/D	0.84/D	0.84/D
		South	0.49/C	0.50/C	0.50/C
SR 1	North of SR 156	North	1.57/F	1.66/F	**1.67/F**
		South	0.98/E	1.04/F	**1.04/F**
SR 68	West of Skyline Forest Drive	East	0.60/C	0.62/C	0.64/C
		West	0.78/D	0.81/D	0.83/D
SR 68	East of Olmstead Road	East	0.73/D	0.73/D	0.74/D
		West	0.84/D	0.84/D	0.85/D
SR 68	East of Laguna Seca	East	0.90/E	0.91/E	0.92/E
		West	1.20/F	1.20/F	**1.21/F**
US 101	South of Salinas	North	0.35/B	0.36/B	0.36/B
		South	0.45/B	0.45/B	0.45/B
US 101	North of SR 156	North	0.61/C	0.62/C	0.63/C
		South	0.65/C	0.66/C	0.66/C
SR 156	SR 1 to US 101	East	1.18/F	1.19/F	**1.20/F**
		West	0.63/C	0.63/C	0.63/C

Source:
Fehr & Peers 2011.
Notes:
[a] V/C ratio is listed first, followed by corresponding LOS.
[b] Highway sections that experience a significant traffic impact due to the proposed project are shown in **bold**.
[c] Project conditions reflect Option 1 (New Resort Hotel).

This is a significant impact, and improvements to various parts of SR 1, SR 68, and SR 156 would be required, to reduce this impact to a less-than-significant level. Mitigation Measure TRA-C4 requires the applicant to pay a fair share contribution to TAMC's Regional Development Impact Fee Program. This Fee Program (described under Regulatory Setting) would provide funding toward certain regional improvements projects, but other sources of funding would be required to fully fund the improvements. However, implementation of the Fee Program would not by itself fully address all of the identified operational deficiencies along SR 1, SR 68 east and SR 156 and this impact is considered significant and unavoidable with mitigation due to the lack of a regional transportation improvement program to address all regional highway deficiencies. This impact would also be significant and unavoidable between the completion of proposed project construction and the completion of regional highway improvements included in the TAMC regional program.

Mitigation Measure TRA-C4. Pay fair-share traffic impact fee for various improvements to SR 1, SR 68, and SR 156 based on the conditions described in TAMC's Regional Development Impact Fee Program.

PBC shall make a contribution to the TAMC Regional Development Impact Fee Program based on the program requirements. The contribution will be made prior to issuance of the first project building permit. Fair-share contribution to the TAMC Regional Impact Fee Program shall not be redirected to other mitigation measures.

SR 1/SR 68 Interchange Ramp Junctions

The SR 1 ramps to and from SR 68 (west) were evaluated for project impacts on traffic operations during typical weekday AM and PM peak hour conditions in 2015.

Impact TRA-C3: The proposed project would add traffic to highway ramps operating at an unacceptable level of service. (Significant and unavoidable with mitigation)

As shown in Table 3.11-28, none of the studied ramps is anticipated to experience a deterioration from an acceptable LOS to an unacceptable LOS or drop a LOS letter grade as a result of the implementation of the proposed project. The only ramp that would experience deficient operations (LOS D, which is less than the transition between LOS C and LOS D for state highway operations) with the proposed project is the SR 1 northbound on-ramp merge from SR 68 (west). The proposed project would increase the V/C ratio by more than 0.01. This impact is considered significant.

Table 3.11-28. SR 1/SR 68 Interchange Ramp Junction Levels of Service—2015 With-Project Conditions

Freeway Ramp	Section Type	Existing (2011)	2015 Without Project	2015 With Project[a]
AM Peak Hour				
Density[b]/LOS				
SR 1 Northbound On-Ramp from SR 68	Merge[c]	19.9/B	20.3/C	20.6/C
SR 1 Southbound On-Ramp from SR 68	Merge[c]	20.3/C	20.9/C	21.0/C
SR 1 Northbound Off-Ramp to SR 68	Diverge[c]	18.2/B	18.7/B	18.8/B
Weaving Speed (mph)/LOS				
SR 1 Southbound Off-Ramp to SR 68	Weave[d]	38.6/B	38.1/B	37.6/B
PM Peak Hour				
Density[b]/LOS				
SR 1 Northbound On-ramp from SR 68	Merge[c]	29.3/D	30.0/D	30.0/D
SR 1 Southbound On-Ramp from SR 68	Merge[c]	21.1/C	21.5/C	21.6/C
SR 1 Northbound Off-Ramp to SR 68	Diverge[c]	21.1/C	21.5/C	21.6/C
Weaving Speed (mph)/LOS				
SR 1 Southbound Off-Ramp to SR 68	Weave[d]	35.3/C	34.9/C	34.7/C

Source:
Fehr & Peers 2011.
Notes:
[a] Project conditions reflect Option 1 (New Resort Hotel).
[b] Passenger cars per lane per mile.
[c] HCM 2000 methodology.
[d] Caltrans Highway Design Manual methodology.

The deficient conditions at this ramp would be mitigated by adding an auxiliary lane. With Mitigation Measure TRA-C5, SR 1 northbound between SR 68 (west) and Munras Avenue would operate at LOS B and LOS C during the AM and PM peak hours, respectively, which would reduce the impact to a less-than-significant level. Therefore, Mitigation Measure TRA-C5 requires that the applicant be responsible for a fair-share contribution to this mitigation. The impact would remain significant and unavoidable during the interim period between when the impact occurs and when the improvement is actually built. This impact would also remain significant and unavoidable if sufficient funds are not derived from other sources or if fair-share fees for this mitigation are instead concentrated to pay for other proposed mitigation.

Mitigation Measure TRA-C5: Pay fair-share contribution to replace the SR 1 northbound merge at SR 68 (west) with an auxiliary lane between SR 68 (west) and Munras Avenue.

Prior to issuance of the first build permit for the proposed project, PBC will make a fair-share contribution to replace the SR 1 northbound merge at SR 68 (west) with an auxiliary lane between SR 68 (west) and Munras Avenue. An auxiliary lane between SR 68 (west) and Munras Avenue will alleviate operational problems in the future with the merge.

Based on the project's contribution to this intersection over the total traffic, the project's estimated share of impact is 1.37 percent. The estimated cost of this mitigation is $5,584,800 (Fehr & Peers 2011). Thus, the estimated mitigation fair-share fee for this impact is $76,000.

This mitigation measure is not included in any existing local or regional traffic improvement program. The County will have the discretion to concentrate funds derived from PBC's fair-share contributions to several mitigation measures to accelerate the funding and implementation of one or more mitigation measures.

D. Access and Circulation

Impact TRA-D1: The project would create new roadways that do not meet the design criteria established in the Del Monte Forest Transportation Policy Agreement, substantially increase hazards because of roadway design or internal circulation patterns, or result in inadequate emergency access. (Less than significant with mitigation)

The analysis of site circulation and access for the proposed project is divided into six elements:

- General Access and Circulation Issues (all sites).
- The Lodge at Pebble Beach.
- The Inn at Spanish Bay.
- Spyglass Hotel.
- Pebble Beach Driving Range.
- Equestrian Center.

General Access and Circulation Issues

The analysis considers the site plans provided by PBC. Engineering judgment is applied to direct subsequent site design efforts should the proposed project be approved. Pending final design, this is considered a potentially significant impact that can be reduced to a less-than-significant level with the implementation of the following measures, described below.

Mitigation Measure TRA-D1: Ensure compliance with the Del Monte Forest Transportation Policy Agreement.

PBC will conform all subsequent site plan development and engineering design to the Del Monte Forest Transportation Policy Agreement as it relates to intersections within the forest road system (including driveways). General design criteria are described under "Regulatory Setting." The County will conduct site plan review as part of the building permit process to ensure compliance.

Mitigation Measure TRA-D2: Incorporate a 25-foot transition between all driveways and roadways that has no more than a 2% grade.

PBC will design all driveway intersections to the Del Monte Forest road system to incorporate a 25-foot transition between the driveway and road that has no more than a 2% grade. This will help to ensure that drivers have maximum sight distance. The County will conduct site plan review as part of the building permit process to ensure compliance.

The Lodge at Pebble Beach

Proposed development that could result in access and circulation impacts includes Fairway One Reconstruction, New Colton Building, and Parking and Circulation Reconstruction.

Parking and Circulation Reconstruction: The changes would provide additional parking and improved circulation for visitors to the area. The current surface parking area would be redesigned, providing a well-defined access road that connects three distinct parking areas. The site plan illustrates two traffic circle–like features along 17-Mile Drive that are intended to focus pedestrian crossings. The final design of these improvements should ensure that vehicle channelization is well-defined and that all pedestrian crossings are clearly delineated to both the pedestrian and driver.

The circulation design at The Lodge at Pebble Beach may not meet design standards or may result in unsafe vehicle or pedestrian movements. Pending final design, this is considered a potentially significant impact that would be reduced to a less-than-significant level with the implementation of the following mitigation measures.

Mitigation Measure TRA-D3: At The Lodge at Pebble Beach, add a crosswalk to address a pedestrian desire line (i.e., places pedestrians will walk) crossing the circulation road.

PBC will install a crosswalk at The Lodge at Pebble Beach to facilitate safe pedestrian crossings. The required design modification is shown in Appendix G.3 (see Figure "Lodge Circulation Plan"). The County will conduct site plan review as part of the building permit process to ensure compliance.

Mitigation Measure TRA-D4: At The Lodge at Pebble Beach, modify the design of the two traffic circles to facilitate efficient vehicle flow.

PBC will modify the design of the two traffic circles to facilitate efficient vehicle flow. The required design modifications to ensure that vehicle channelization is well-defined are shown in Appendix G.3 (see Figures "Lodge Circulation Plan" and "Lodge Area Traffic Circle Review"). The County will conduct site plan review as part of the building permit process to ensure compliance.

Mitigation Measure TRA-D5: At The Lodge at Pebble Beach, install yield signs to control the three-legged traffic circle, while the other traffic circle should have no vehicle traffic controls.

PBC will add yield signs to control the three-legged traffic circle. The required design modification is shown in Appendix G.3 (see Figure "Lodge Area Traffic Circle Review"). The County will conduct site plan review as part of the building permit process to ensure compliance.

Fairway One Reconstruction. This would involve new parking and circulation, and the design may not meet design standards or may result in unsafe vehicle or pedestrian movements. The Fairway One Complex, located along 17-Mile Drive, consists of a U-shaped drive with passenger loading and 28 parking spaces. This complex would contain 40 guest units. Many resort guests are shuttled to the hotels from the local airport and therefore have no cars with them. If more than 28 guests drive cars, additional cars would be valet-parked at the new parking facility. Curb extensions at the two driveways to the complex provide a buffer for the on-street parking and maximize sight distance for

drivers turning to and from the driveways. The 28 parking spaces would generate a small number of vehicle trips and have a negligible impact on 17-Mile Drive traffic flow.

There would be pedestrian desire lines between the Fairway One Complex, Peter Hay Golf Course, and The Lodge at Pebble Beach; however, the proposed project does not include pedestrian facilities to serve those needs. Pending final design, this is considered a potentially significant impact that can be reduced to a less-than-significant level with the implementation of the following measure.

Mitigation Measure TRA-D6: At The Lodge at Pebble Beach, add sidewalks or paths to serve pedestrian movements between the Fairway One Complex, Peter Hay Golf Course, and The Lodge at Pebble Beach.

PBC will add sidewalks or paths to serve pedestrian movements between Fairway One Complex, Peter Hay golf Course, and The Lodge at Pebble Beach. Sidewalks or paths along these desire lines will facilitate pedestrian flows and enhance safety so that pedestrians do not need to walk in the roadway. The required design modifications to connect pedestrian access at the Fairway One site to the nearby crosswalk and other pedestrian facilities are shown in Appendix G.3 (see Figure "Fairway One Complex"). The County will conduct site plan review as part of the building permit process to ensure compliance.

New Colton Building. The circulation design at the Colton Building may not meet design standards or may result in unsafe vehicle or pedestrian movements. The Colton Building, also part of The Lodge at Pebble Beach, consists of replacing the 32 existing parking spaces with 20 guest units above a parking structure with 31 parking spaces. This change would alter the existing driveway, but its connection to Cypress Drive would remain the same. The proposed design does not improve the sight distance at the driveway intersection, and the entry to the parking facility is too narrow. The driveway grade would be 7%, while the grade at Cypress Drive would be about 6%, which could compromise a driver's sight distance at the intersection. Pending final design, this is considered a potentially significant impact that can be reduced to a less-than-significant level with the implementation of the following measures.

Mitigation Measure TRA-D7: At the Colton Building, improve sight distance at the intersection between the existing driveway and Cypress Drive.

PBC will ensure that sight distance at the intersections between the existing driveway and Cypress Drive will be improved. Sight distance will be improved by providing a 2% grade for 25 feet connecting Cypress Drive to the driveway (see Appendix G.3, Figure "Colton Building"). The County will conduct site plan review as part of the building permit process to ensure compliance.

Mitigation Measure TRA-D8: At the Colton Building, install a warning sign or lights at the entry to the parking facility, or widen the opening to about 22 feet.

PBC will improve signage or widen the entrance to the Colton Building parking lot. The proposed entry to the parking facility is 18 feet wide, which is too narrow for two cars to pass side by side. Because traffic flow into and out of the garage is expected to be infrequent, the narrow width is adequate as long as a sign or warning light is provided that indicates a car is coming. Alternatively, the opening would need to be increased to about 22 feet, given the driveway grade and tight turning radii (Appendix G.3, Figure "Colton Building"). Subsequent site plan development and engineering design will identify the preferred option between these two

alternatives. The County will conduct site plan review as part of the building permit process to ensure compliance.

The Inn at Spanish Bay

Proposed development that could result in access and circulation impacts includes New Guest Cottages and New Employee Parking. Circulation changes would include modifying the existing parking on-site to accommodate the 40 new guest units and providing for the off-site surface parking lot adjacent to the 17-Mile Drive/Congress Road intersection, across from The Inn at Spanish Bay.

The plans provided by PBC indicate a continuous circulation road with a passenger drop-off/valet area for the guest units. The off-site surface parking lot has one driveway connecting to 17-Mile Drive and second driveway connecting to Congress Road. This surface parking lot would be used primarily by employees at The Inn at Spanish Bay. Pedestrian facilities would be provided across 17-Mile Drive at the Congress Road intersection, connecting the off-site parking lot with the pedestrian system at The Inn at Spanish Bay. In addition, Americans with Disabilities Act–compliant ramps would be provided.

The circulation design at The Inn at Spanish Bay may not meet design standards or may result in unsafe vehicle or pedestrian movements. The proposed project would introduce additional vehicle and pedestrian traffic at the 17-Mile Drive/Congress Road intersection. To accommodate additional pedestrian traffic, the plans show installation of pedestrian facilities across 17-Mile Drive, connecting the off-site parking lot with The Inn at Spanish Bay. The intersection currently operates as a side-street stop-controlled intersection, and pedestrians using the planned crosswalk would interfere with vehicles going through 17-Mile Drive. This represents a significant impact that can be reduced to a less-than-significant level with the implementation of the following measure.

Mitigation Measure TRA-D9: At The Inn at Spanish Bay, modify 17-Mile Drive/Congress Road intersection to an all-way stop-controlled intersection, installing stop signs at all approaches.

PBC will modify the 17-Mile Drive/Congress Road intersections to an all-way stop-controlled intersection. The design modifications for this intersection are illustrated on Appendix G.3, Figure “The Inn at Spanish Bay”. The County will conduct site plan review as part of the building permit process to ensure compliance.

Spyglass Hotel

Under Option 1, the New Resort Hotel (also called the Spyglass Hotel) would be constructed at Area M Spyglass Hill. The Spyglass Hotel includes three driveways to Spyglass Hill Road, plus two emergency access–only driveways. Other than these driveways, there would be no circulation changes to the roads. The first driveway is located about 150 feet from the Spyglass Hill Road/Stevenson Drive intersection. This driveway is the primary entry to the hotel for guests. It accesses the valet and passenger loading area at the hotel, as well as the parking for the hotel guest parking. The entry would incorporate a large landscaped median to separate the in and out traffic movements. The second driveway is a service entrance that would be used by service and delivery trucks as needed for hotel operations. The third driveway is several hundred feet down Spyglass Hill Road and provides access to the Spa at Pebble Beach and its parking. This driveway is adequate for its intended use by spa patrons.

Through design development, the driveway grades would need to be reviewed to ensure that sight distance requirements stated in the Del Monte Forest Transportation Policy Agreement are met and that delivery trucks can maneuver into and out of the service area. In addition, sight distance can be improved with a 25-foot transition between the driveways and Spyglass Hill Road that has no more than a 2% grade.

The circulation design at the Spyglass Hotel may not meet design standards or may result in unsafe vehicle or pedestrian movements. Pending final design, this is considered a potentially significant impact that can be reduced to a less-than-significant level with the implementation of Mitigation Measures TRA-D1 and TRA-D2, described earlier under "General Access and Circulation Issues."

Pebble Beach Driving Range

The Pebble Beach Driving Range Relocation from Area V to Collins Field would not introduce any changes to the circulation system, but would include a surface parking lot with a driveway to Stevenson Drive, which is offset from the Peter Hay Golf Course. Although many patrons are expected to either take a shuttle, drive a car, or use a golf cart to access the driving range, some may want to use the other Peter Hay facilities as well.

The circulation design at the relocated Pebble Beach Driving Range may not meet design standards or may result in unsafe vehicle or pedestrian movements. There is currently no crosswalk connecting these two uses. Pending final design, this is considered a potentially significant impact that can be reduced to a less-than-significant level with the implementation of the following measure.

Mitigation Measure TRA-D10: At the Pebble Beach Driving Range, add a pedestrian crosswalk that connects the driving range to the Peter Hay Golf Course.

PBC will add a pedestrian crosswalk to connect the driving range to the Peter Hay Golf Course. The required design modifications to provide a pedestrian crosswalk that connects the two sites are shown in Appendix G.3 (Figure "Driving Range"). The County will conduct site plan review as part of the building permit process to ensure compliance.

Equestrian Center

The Equestrian Center Reconstruction would not introduce any changes to the circulation system, but would include two gated access roads that intersect Portola Road. The existing Equestrian Center on this site also has access from Portola Road. The new site layout and its connections to Portola Drive have been designed to accommodate horse trailers and passenger cars. The parking on-site is oriented along the internal circulation road, and drivers are able to circulate within the site to find an available parking space, rather than using Portola Road.

The circulation design at the new Equestrian Center may not meet design standards or may result in unsafe vehicle or pedestrian movements. With the proposed design, this is considered a less-than significant impact, and no design modifications are required at this time.

E. Parking

Impact TRA-E1: Project land uses would create a need for additional parking. (Less than significant)

The proposed project includes visitor-serving land uses that require parking. For each development site, the analysis evaluated whether the proposed project provides sufficient parking to meet requirements based on the Monterey County Code (Chapter 20.58). With the exception of the New Resort Hotel (Spyglass Hotel), all sites were found to contain enough parking spaces to meet the code's requirements. At the Spyglass Hotel, the proposed project was found to include a surplus of parking spaces when accounting for shared parking opportunities. Therefore, the project would not require the construction of additional parking facilities that might have secondary impacts on the environment, and thus the impact on parking is considered less than significant.

The parking analysis for the proposed project is divided into five sites:

- The Lodge at Pebble Beach.
- The Inn at Spanish Bay.
- Area M Spyglass Hill.
- Pebble Beach Driving Range.
- Equestrian Center.

For each site, the analysis evaluates whether the proposed new uses provide sufficient parking to meet requirements based on the Monterey County Code (Chapter 20.58). Existing parking supply at the development sites is considered adequate under prior approvals and is therefore not considered in this analysis. This section addresses parking needs on typical weekdays; special event conditions are discussed under F. Special Events.

The Lodge at Pebble Beach

Proposed development that could result in parking impacts includes Fairway One Reconstruction, New Colton Building, and Parking and Circulation Reconstruction.

The Lodge at Pebble Beach includes development of 20 guest rooms in the Colton Building, construction of 40 guest rooms at Fairway One (replacing five existing units), and an additional 2,100 square feet of meeting space. The Monterey County Code would require 125 parking spaces for these uses, as shown in Table 3.11-29.

The proposed project would reconfigure existing parking spaces adjacent to the existing lodge conference center and retail uses to provide 23 short-term parking spaces and a 224-space two-level parking facility, for a total of 247 spaces to serve guests, visitors, and employees—a net increase of 113 spaces. The Colton Building would include 31 underground parking spaces, but 32 existing spaces would be removed—a net loss of one space. The surface parking area at Fairway One would increase the supply from eight spaces to 28 spaces—an increase of 20 spaces.

Overall, an additional 132 parking spaces would be provided at The Lodge at Pebble Beach, which is seven more than the 125 spaces required by the Monterey County Code. No additional improvement is necessary beyond the proposed parking program.

Table 3.11-29. The Lodge at Pebble Beach Parking Analysis

Development Site	Parking Ratios	Parking Spaces Required
New Colton Building (20 guest rooms)	1 space/1 room 1 employee space/2 rooms	30
Fairway One Reconstruction (40 guest rooms—35 new)	1 space/1 room 1 employee space/2 rooms	53
Meeting Facility Expansion (2,100 square feet)	1 space/50 square feet	42
Total Spaces Required		**125**
Total Spaces Provided		**132**
Total Spaces Added/Removed		**+7**

Source:
Fehr & Peers 2011.

The Inn at Spanish Bay

Proposed development that would increase parking demand at The Inn at Spanish Bay includes Conference Center Expansion and New Guest Cottages. The Monterey County Code would require 182 parking spaces for these uses, as shown in Table 3.11-30.

As part of the proposed project, a surface parking lot would be constructed to provide 285 parking spaces at the 17-Mile Drive/Congress Road intersection, across from The Inn at Spanish Bay's main entry. This adds to the existing 492 parking spaces available on-site. Development of additional guest rooms by the 11th fairway would eliminate 30 existing parking spaces. In total, the net increase in parking at The Inn at Spanish Bay is expected to be 242 parking spaces. The proposed project is expected to have a parking surplus of 73 spaces as shown in Table 3.11-30.

A shuttle and valet system would remain as part of the parking management system, and wayfinding signs are incorporated into the development plan. Additionally, pedestrian paths are provided within the proposed project to connect the off-site parking lot with The Inn at Spanish Bay.

Table 3.11-30. The Inn at Spanish Bay Parking Analysis

Development Site	Parking Ratios	Parking Spaces Required
New Guest Cottages(40 guest rooms)	1 space/1 room 1 employee space/2 rooms	60
Conference Center Expansion (4,660 square feet meeting rooms)	1 space/50 square feet	93
Total Spaces Required		**182**
Total Spaces Provided		**242**
Total Spaces Added/Removed		**+ 73**

Source:
Fehr & Peers 2011.

Area M Spyglass Hill

At Area M Spyglass Hill, there are two development options, New Resort Hotel (Option 1) and New Residential Lots (Option 2).

Under Option 1, the New Resort Hotel (also called the Spyglass Hotel) would be constructed at Area M Spyglass Hill. The New Resort Hotel would be located across from the Spyglass Hill Golf Course at Spyglass Hill Road and Stevenson Drive. The development would includes 100 guest rooms, 5,120 square feet of meeting facilities, 6,677 square feet of restaurant space, and 17,000 square feet of spa services. The Monterey County Code would require 384 parking spaces for these uses, as shown in Table 3.11-31. Parking would be provided via a three-level parking structure (301 spaces) near the main hotel and 41 underground and surface parking spaces at the spa for a total supply of 342 parking spaces, 22 less than required by the Monterey County Code.

The code assumes that each use at the New Resort Hotel is independent of the others (e.g., a hotel guest would not use the restaurant, meeting room, or spa). According to PBC, the restaurant, meeting rooms, and spa would be used almost exclusively (up to 75%) by hotel guests. For this analysis, the use of these facilities by hotel guests was assumed to be 50%, while the remaining users were assumed to drive from off the site. Making the same assumption regarding parking yields an adjusted code requirement of 308 parking spaces. Adjusting for shared parking opportunities, the proposed project would have a parking surplus of 34 spaces at the New Resort Hotel site.

Table 3.11-31. New Resort Hotel Parking Analysis

Development Component	Parking Ratios	Parking Spaces Required	Adjusted Parking Spaces Required[a]
Spyglass Hotel (100 guestrooms)	1 space/1 room 1 employee space/2 rooms	150	150
Meeting Facilities (5,120 square feet)	1 space/50 square feet	103	52
Restaurant (6,677 square feet)	1 space/50 square feet	134	67
Spa (17,000 square feet)	1 space/250 square feet	68	39
Total Spaces Required		**384**	**308**
Total Spaces Provided		**342**	**342**
Total Spaces Added/Removed		**–22**	**+34**

Source:

Fehr & Peers 2011.

Notes:

[a] Adjusted parking requirements to account for shared parking opportunities.

Pebble Beach Driving Range

The Pebble Beach Driving Range would be relocated from its current location within residential planning Area V to Collins Field at the Portola Road/Stevenson Drive intersection, and it would have 25 tees. The Monterey County Code requires one space per tee, and the driving range would include 26 surface lot parking spaces.

Equestrian Center

Equestrian Center Reconstruction would demolish the existing Equestrian Center at Portola Drive and rebuild it at the same location. Table 3.11-32 provides a breakdown of new Equestrian Center parking requirements based on the Monterey County Code. It is required to provide 93 parking spaces, while the proposed project would construct 95. No additional improvement is necessary beyond the proposed parking program.

Table 3.11-32. Equestrian Center Parking Analysis

Development Component	Parking Ratios	Parking Spaces Required
Social Club (2,107 square feet)	1 space/50 square feet	43
Office (1,635 square feet)	1 space/250 square feet	7
Manager Unit/Assistant Manager Unit	2 spaces/1 unit	4
Public Stable (116 stalls)	1 space/3 horses	39
Total Spaces Required		**93**
Total Spaces Provided		**95**
Total Spaces Added/Removed		**+2**

Source:
Fehr & Peers 2011.

F. Special Events

Impact TRA-F1: The project could change traffic volumes at Del Monte Forest gates during special events. (Less than significant)

The proposed project would not increase the size or change the nature or frequency of the events taking place in Del Monte Forest. There are currently 459 guest rooms in Del Monte Forest, and the proposed project would increase the total room count to 654. These rooms would be available for day-to-day hotel use, as well as for special events in the forest. With additional rooms available, more people attending special events could stay in Del Monte Forest and would be less likely to drive during the event activities, instead using shuttles provided by PBC to travel to and from the events. Therefore, the traffic volumes at the Del Monte Forest gates would likely experience a slight decrease.

The impact of the proposed project on traffic at the gates is considered less than significant and beneficial because of the negligible reduction in traffic volumes that could occur. The increased number of rooms in Del Monte Forest is not expected to change the character or nature of the special events because the events can attract thousands of people who stay in hotels, motels, and rentals throughout the Monterey Peninsula and beyond.

Impact TRA-F2: The project could change traffic volumes on internal roads during special events. (Less than significant)

Overall, the proposed project is not expected or proposed to change the character or nature of the special events, but with an increased number of guest rooms in Del Monte Forest, the amount of driving during events could be slightly reduced, as more people attending special events could stay in the forest and could walk or use the shuttles provided by PBC to travel to and from the event. In addition, some elements of the proposed project would be used to better organize the special event activities, including the Special Events Area Grading and Expansion. The Special Events Area adjacent to the Equestrian Center is currently used for parking or staging of some special events, such as the AT&T Pebble Beach National Pro-Am, Pebble Beach Food & Wine, Pebble Beach Concours d'Elegance, and U.S. Open Championship. The grading and expansion would improve event

parking or staging of special events. Although the special event activities would be better organized with the improved facilities, the overall traffic impact on this area is expected to remain the same with or without the proposed project.

PBC recognized many years ago the importance of managing special event traffic and parking congestion. At the expense of the event, PBC and event sponsors have provided a contracted shuttle bus connection between large off-site parking areas, such as in the former Fort Ord California State University, Monterey Bay area and in the Del Monte Forest when needed during major special events (e.g., AT&T Pebble Beach National Pro-Am, U.S. Open Championship). PBC took this approach for several reasons, including:

- Ability to work and coordinate directly with event sponsors.
- Ability to coordinate traffic and parking operations as one system.
- Ability to make immediate operational changes to address transportation issues.
- Continuity from one event to the next, in that PBC designates the same executive committee to oversee event traffic and parking activities.

Special event traffic and parking management activities also include:

- Promotional materials.
- Wayfinding signage.
- Shuttle buses.
- Coordination with MST.
- Coordination with local chambers of commerce (Monterey, Pacific Grove, and Carmel) to provide shuttle buses between local hotels and the events.
- Traffic and parking control using the California Highway Patrol, Monterey County Sheriff's Office, and trained staff.

This impact is considered less than significant, and no mitigation is required beyond the special event programs already in place to address special event activity within Del Monte Forest.

Impact TRA-F3: The project could change parking conditions during special events. (Less than significant)

The proposed project includes parking supply changes at The Lodge at Pebble Beach and The Inn at Spanish Bay, as well as new parking supply at the New Resort Hotel. Changes at The Lodge and The Inn improve parking supplies, layout, and circulation, while the New Resort Hotel parking is well organized into three parking levels. These changes would mean better parking management during special events because parking would be consolidated into structures that are easier to control and monitor and supply would increase.

The management of special event parking activities and the occurrence of special events, would not significantly change with the proposed project. PBC and event organizers would continue to use off-site parking and shuttles for some events. They would also continue to shuttle patrons from area hotels in Monterey, Pacific Grove, and Carmel, so that patrons would not need to drive and park. Parking along Del Monte Forest roads, at the Special Events Staging Area, at the driving range, and

other locations in the forest would continue to be an integral part of managing parking during events.

Historically, during special event activity, employees park along Congress Road and are shuttled to work. The new employee surface parking lot at The Inn at Spanish Bay would provide needed parking, and parking along Congress Road would no longer be allowed. The valet system during these events also uses special areas on-site for valet parking. These operations have been successful in managing unique conditions.

Although parking for the special event activities would be better organized with the improved facilities, the overall parking impact on the area is expected to remain the same with or without the proposed project. Therefore, this impact is considered less than significant, and no mitigation is necessary beyond the programs already in place to address event parking activities.

G. Transit and Alternative Transportation

Impact TRA-G1: The project would be inconsistent, in part, with Del Monte Forest Land Use Plan alternative transportation policies and Monterey County trip reduction requirements. (Less than significant with mitigation)

A shuttle and valet system is already in place at The Inn at Spanish Bay. If parking congestion occurs, employees at The Inn at Spanish Bay park in remote parking areas and are shuttled to work. These operations have been successful in managing the unique conditions at The Inn at Spanish Bay. This system would remain in place as part of the parking management system, and wayfinding signs are incorporated into the development plan.

As described under "Regulatory Setting," PBC is subject to the requirements of Monterey County Code Section 20.64.250 (Regulations for Reductions in Vehicle Trips) and LUP policies related to alternative transportation and transit. PBC is required to submit a trip reduction checklist to identify the proposed design elements and facilities that encourage alternative transportation use by residents, employees, and customers. In preparing this checklist, PBC should:

- Include any specific provisions for expanding opportunities for transit connections as part of the expansion of visitor-serving accommodations.
- Provide sufficient details regarding trip reduction measures for visitor-serving developments.
- Provide any trip-reduction measures for residential development or employee housing.

Until PBC submits the checklist, the proposed project is inconsistent with applicable LUP policies and county requirements and represents a significant impact. This impact can be reduced to a less-than-significant level with implementation of Mitigation Measures TRA-G1 and TRA-G2.

Mitigation Measure TRA-G1: Prepare and implement an alternative transportation plan, emphasizing specific trip reduction measures for proposed visitor, resident, and employee uses.

The applicant will prepare and implement an alternative transportation plan, emphasizing specific trip reduction measures for proposed visitor, resident, and employee uses. The plan must be submitted and reviewed by the county prior to issuance of the first building permit.

Mitigation Measure TRA-G2: Expand existing shuttle and valet system to incorporate the Spyglass Hotel as part of overall parking management system (Option 1 only).

If Option 1 New Resort Hotel is approved and constructed, the applicant will expand the existing shuttle and valet system, and incorporate the new Spyglass Hotel in the overall parking management system. Similar to employees at The Inn at Spanish Bay, employees at the Spyglass Hotel would park in remote parking areas and be shuttled to work when parking congestion occurs. The valet system would use special areas on the site for valet parking to increase parking utilization. The applicant will submit a plan for the expanded shuttle and valet system to the County for review and approval prior to issuance of the building permit for the Spyglass Hotel.

H. Bicycles and Trails

Impact TRA-H1: The project would introduce additional traffic along 17-Mile Drive between Spanish Bay Drive and the Pacific Grove Gate, which could compromise the effectiveness of existing bicycle signage. (Less than significant with mitigation)

The proposed project would introduce additional traffic along 17-Mile Drive between Spanish Bay Drive and the Pacific Grove Gate. As a result, the existing bicycle symbols used to guide bicycle riders may be more difficult to see and understand. This represents a significant impact on bicycle travel, which would be reduced to less-than-significant with the implementation of the following measure.

Mitigation Measure TRA-H1. Stencil "Route" after the bicycle symbols on the designated route for bicycling between the Pacific Grove Gate and Stevenson Drive at Ondulado Road.

PBC would be required to further outline the bike route on the pavement between the Pacific Grove Gate and Stevenson Drive at Ondulado Road to help bicyclists follow and stay on the bike route. Plans for this improvement would be provided to the County for review and approval prior to issuance of the first building permit for the proposed project.

Impact TRA-H2: The project would not conflict with adopted policies, plans, or programs supporting trails. (Less than significant)

The proposed project includes several additions and changes to the trail system in Del Monte Forest. Recreation trails are discussed in more detail in Section 3.8, Land Use and Recreation. The LUP contains trail maintenance guidance, and the Pebble Beach Riding and Trails Association and PBC conduct monthly trail day activities to maintain and improve the existing trails. Trail crossings of the road system would fall within the design guidelines of the Del Monte Forest Transportation Policy Agreement, which indicate general stopping site distance criteria for forest roads.

The trail crossings at forest roads would be designed based on the guidance in the Del Monte Forest Transportation Policy Agreement. In addition, PBC is working with the California Coastal Commission to incorporate design elements from the California Coastal Trail network into the Del Monte Forest network. Therefore, the impact on trails is considered less than significant, and no mitigation is required.

Cumulative Impacts

The traffic impact zone for cumulative development is the Monterey Peninsula and primary regional highways through Monterey County. This section discusses cumulative transportation conditions in the project area in a regional and site-specific context. The traffic analysis for 2030 with-project conditions represents cumulative conditions because 2030 traffic volume forecasts account for projects included in the 2010 General Plan. The traffic forecasting methodology and 2030 traffic conditions without the proposed project are described under "Environmental Setting."

The traffic impacts analysis presented in this section uses the cumulative conditions (2030) plus the proposed project (cumulative plus project). Appendix G.1 contains the intersection traffic volumes used in this section.

All analysis in this section addresses Option 1 (New Resort Hotel). Appendix G.2 contains the detailed results of the traffic analysis for Option 2 (New Residential Lots). Impacts of Option 2 (New Residential Lots) on traffic are generally less than Option 1 because fewer trips are generated. Most of the impacts and mitigation described below for Option 1 would also apply under Option 2, with the following exceptions:

- At the Sunset Drive/Congress Road intersection, there is no longer an impact from the proposed project, and no mitigation would be required.
- At the SR 68/Aguajito Road intersection, the project impact would occur under PM conditions only; the same mitigation would be required.

A. Traffic during Project Construction

Impact TRA-A1 (C): Construction traffic combined with cumulative traffic would result in short-term increases in traffic volumes that would affect level of service and intersection operations. (Significant and unavoidable with mitigation)

Construction traffic and workers, as described above under the project analysis would add traffic to locations that are already experiencing deficient traffic operations, in particular along SR 1 and SR 68. Cumulative traffic would also contribute traffic to these deficient traffic operations. The project's contribution would be reduced in severity with implementation of Mitigation Measures TRA-A1 to TRA-A4. However, even with mitigation, it is possible that construction traffic would still contribute to unacceptable conditions on certain roadways outside Del Monte Forest and thus the project's contribution to cumulative traffic impacts during construction is considered significant and unavoidable.

B. Del Monte Forest Gates

Impact TRA-B1(C): The project would not considerably contribute to significant cumulative traffic volumes at the Del Monte Forest gates. (Less than significant)

Del Monte Forest gates were analyzed under cumulative plus project conditions. The results are presented in Table 3.11-33. The service levels represent traffic conditions experienced by the inbound traffic during the AM and PM peak hours. Under cumulative plus project conditions, all of the gates continue to operate at acceptable levels. This is a less-than-significant impact.

Table 3.11-33. Forest Gate Peak Hour Volumes and Levels of Service—Cumulative Plus-Project Conditions (2030)

Gate	Peak Hour Volume/ Volume-to-Capacity Ratio[a]		
	Existing (2011)	2030 Without Project	2030 With Project[b]
AM Peak Period			
Pacific Grove	103/0.17	117/0.20	168/0.28
Carmel	128/0.14	146/0.16	153/0.17
SR 1	483/0.53	550/0.60	596/0.65
Country Club	189/0.32	215/0.36	218/0.36
SFB Morse	130/0.25	148/0.28	156/0.30
PM Peak Period			
Pacific Grove	135/0.23	154/0.26	188/0.31
Carmel	137/0.15	156/0.17	163/0.18
SR 1	328/0.36	373/0.41	423/0.46
Country Club	212/0.35	242/0.40	252/0.42
SFB Morse	132/0.25	150/0.29	158/0.30

Source:
Fehr & Peers 2011.

Notes:
[a] The V/C ratio describes the inbound peak hour traffic flow as it relates to gate capacity. A ratio below 0.9 is considered acceptable.
[b] Project conditions reflect Option 1 (New Resort Hotel).

C. Intersections in Del Monte Forest and Immediate Vicinity

Intersections in Del Monte Forest and immediate vicinity were evaluated for project impacts on traffic operations during typical weekday AM and PM peak hour conditions in 2030.

Impact TRA-C1(C): The project would considerably contribute to significant cumulative traffic impacts for intersections. (Significant and unavoidable with mitigation)

Traffic analysis results for cumulative plus project conditions at the intersections are shown in Table 3.11-34 and Table 3.11-35 (AM and PM peak hours, respectively). As shown in the tables, seven intersections are expected to experience a significant traffic impact under cumulative plus project conditions.

Table 3.11-34. Intersection AM Peak Hour Levels of Service—2030 With Project Conditions

Intersection	Control[a]	Existing (2011)[b, c, d]	2030 Without Project[b, c, d]	2030 With Project[b, c, d, e]	2030 With Project Significant?[f]	Project Contribution Significant?[g]
Sunset Drive (SR 68)/17-Mile Drive[h]	AWSC	6.9/A	8.0/A	9.3/A	No	
Sunset Drive (SR 68)/Congress Road[h]	AWSC	11.8/B	18.1/C	**25.2/D**	**Yes**	**Yes**[j]
Congress Avenue/Forest Lodge Road	AWSC	11.5/B	12.2/B	12.3/B	No	
Congress Avenue/David Avenue	AWSC	10.9/B	11.3/B	11.4/B	No	
Forest Avenue (SR 68)/David Avenue	Signal	24.8/C	26.5/C	27.1/C	No	
SR 68/Prescott Avenue	Signal	11.2/B	15.7/B	15.7/B	No	
SR 68/Presidio Boulevard[h]	SSSC	3.8 (4.3)/A(A)	12.8 (21.6)/B(C)	13.9 (24.1)/B(C)	No	
SR 68/SFB Morse Gate	Signal	5.3/A	12.8/B	12.9/B	No	
SR 68/Skyline Forest Drive	SSSC	21.4(>120)/C(F)	>120(>120)/F(F)	**>120(>120)/F(F)**	**Yes**	**Yes**[k]
Skyline Forest Drive/Skyline Drive	AWSC	7.9/A	8.2/A	8.2A	No	
SR 68/Community Hospital	Signal	7.1/A	9.5/A	9.7/A	No	
SR 68/Carmel Hill Professional Center	SSSC	64.6(>120)/F(F)	98.6(>120)/F(F)	**97.2(>120)/F(F)**	**Yes**	**Yes**[k]
SR 68/SR 1 Southbound Off-Ramp	Signal	80.8/F	>120/F	**>120/F**	**Yes**	**Yes**[l]
17-Mile Drive/SR 1 Southbound On-Ramp	SSSC	3.2 (14.1)/A(B)	3.7 (16.8)/A(C)	Eliminated[i]	No	
SR 68/Aguajito Road[h]	SSSC	2.6 (9.5)/A(A)	3.1 (17.4)/A(C)	3.4 (27.9)/A(D)	No	
SR 1/Carpenter Street	Signal	16.0/B	18.3/B	18.3/B	No	
San Antonio Road/Ocean Avenue	AWSC	7.9/A	8.2/A	8.2/A	No	
SR 1/Ocean Avenue	Signal	34.5/C	45.0/D	46.3/D	**Yes**	No[m]
SR 1/Carmel Valley Road	Signal	9.4/A	10.2/B	10.3/B	No	
SR 1/Rio Road	Signal	30.5/C	33.7/C	33.9/C	No	
17-Mile Drive/Congress Road	SSSC	4.8 (10.6)/A(B)	5.2 (11.2)/A(B)	5.3 (12.5)/A(B)	No	
Forest Lodge Road/Congress Road	SSSC	2.0 (11.1)/A(B)	2.8 (11.5)/A(B)	3.0 (11.7)/A(B)	No	
SFB Morse Drive/Congress Road	AWSC	7.7/A	7.8/A	7.9/A	No	
17-Mile Drive/Forest Lodge Road/Sloat Road[h]	SSSC	4.5 (7.1)/A(A)	4.8 (7.5)/A(A)	5.1 (7.9)/A(A)	No	
Lopez Road/Sloat Road	AWSC	8.0/A	8.1/A	8.5/A	No	
Spyglass Hill Road/Stevenson Drive	SSSC	2.9 (8.6)/A(A)	3.2 (8.8)/A(A)	4.8 (9.5)/A(A)	No	
Forest Lake Road/Stevenson Drive	SSSC	4.0 (11.9)/A(B)	4.6 (12.8)/A(B)	4.5 (14.2)/A(B)	No	

Intersection	Control[a]	Existing (2011)[b, c, d]	2030 Without Project[b, c, d]	2030 With Project[b, c, d, e]	2030 With Project Significant?[f]	Project Contribution Significant?[g]
17-Mile Drive/Alvarado Lane	AWSC	9.4/A	9.9/A	10.9/B	No	
17-Mile Drive/Palmero Way	SSSC	2.2 (15.5)/A(C)	2.9 (17.3)/A(C)	2.9 (19.2)/A(C)	No	
Sunridge Road/Ronda Road	SSSC	2.1 (10.0)/A(A)	2.4 (10.2)/A(B)	2.8 (10.4)/A(B)	No	
Sunridge Road/Scenic Drive	SSSC	0.6 (9.8)/A(A)	0.8 (10.1)/A(B)	0.8 (10.2)/A(B)	No	
Sunridge Road/Constanilla Way	SSSC	5.5 (9.5)/A(A)	5.6 (9.6)/A(A)	5.5 (9.7)/A(A)	No	
Sunridge Road/Haul Road[h]	SSSC	0.8 (5.3)/A(A)	1.2 (7.3)/A(A)	1.3 (6.5)/A(A)	No	

Source:
Fehr & Peers 2011.

Notes:
[a] Signal = signalized intersection; SSSC = side-street stop-controlled intersection; AWSC = all-way stop-controlled intersection.
[b] Average delay (in seconds) is listed first, followed by corresponding LOS.
[c] For side-street stop-controlled intersections, average delay is listed first, followed by delay for worst approach.
[d] Intersections that experience a significant project contribution are shown in bold.
[e] Project conditions reflect Option 1 (New Resort Hotel).
[f] Column evaluates difference between 2030 With Project conditions and Existing conditions against significance criteria.
[g] Column evaluates whether proposed project contributes adversely to 2030 With Project conditions where 2030 With Project represents a significant change from Existing conditions.
[h] Intersection analyzed using SimTraffic.
[i] This intersection would be eliminated as part of the proposed project.
[j] This intersection would change operations from LOS C to LOS D under 2030 With-Project conditions compared to 2030 Without-Project conditions.
[k] This unsignalized intersection experiences an increase of the v/c ratio on the worst approach under 2030 With-Project conditions compared to 2030 Without-Project conditions.
[l] The proposed project adds traffic to a signalized intersection that would operate at LOS F under 2030 Without-Project conditions.
[m] This signalized intersection does not experience an increase of v/c of 0.01 or more with 2030 With-Project conditions compared to 2030 Without-Project conditions.

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Table 3.11-35 Intersection PM Peak Hour Levels of Service—2030 With Project Conditions

Intersection	Control[a]	Existing (2011)[b, c, d]	2030 Without Project[b, c, d]	2030 With Project[b, c, d, e]	2030 With Project Significant?[f]	Project Contribution Significant?[g]
Sunset Drive (SR 68)/17-Mile Drive[f]	AWSC	5.6/A	6.6/A	7.4/A	No	
Sunset Drive (SR 68)/Congress Road[f]	AWSC	9.6/A	18.2/C	**26.3/D**	**Yes**	**Yes**[j]
Congress Avenue/Forest Lodge Road	AWSC	10.6/B	12.6/B	12.8/B	No	
Congress Avenue/David Avenue	AWSC	10.5/B	12.6/B	12.7/B	No	
Forest Avenue (SR 68)/David Avenue	Signal	30.1/C	38.9/D	**40.4/D**	**Yes**	**Yes**[k]
SR 68/Prescott Avenue	Signal	19.2/B	24.0/C	24.2/C	No	
SR 68/Presidio Boulevard[f]	SSSC	3.6 (3.8)/A(A)	5.2 (5.6)/A(A)	5.3 (5.9)/A(A)	No	
SR 68/SFB Morse Gate	Signal	3.9/A	17.8/B	18.1/B	No	
SR 68/Skyline Forest Drive	SSSC	15.9(>120)/C(F)	>120(>120)/F(F)	**>120(>120)/F(F)**	**Yes**	**Yes**[l]
Skyline Forest Drive/Skyline Drive	AWSC	8.3/A	8.8/A	8.8/A	No	
SR 68/Community Hospital	Signal	8.7/A	23.7/C	26.2/C	No	
SR 68/Carmel Hill Professional Center	SSSC	23.4(>120)/C(F)	>120(>120)/F(F)	**>120(>120)/F(F)**	**Yes**	**Yes**[l]
SR 68/SR 1 Southbound Off-Ramp	Signal	70.1/E	>120/F	**>120/F**	**Yes**	**Yes**[m]
17-Mile Drive/SR 1 Southbound On-Ramp	SSSC	8.7 (22.9)/A(C)	18.8(56.6)/C(F)	Eliminated[g]	No	
SR 68/Aguajito Road[f]	SSSC	2.9 (11.0)/A(A)	32.4(>120)/D(F)	**39.7 (>120)/E(F)**	**Yes**	**Yes**[l]
SR 1/Carpenter Street	Signal	45.9/D	74.1/E	**76.0/E**	**Yes**	**Yes**[k]
San Antonio Road/Ocean Avenue	AWSC	8.8/A	9.4/A	9.5/A	No	
SR 1/Ocean Avenue	Signal	45.4/D	63.9/E	65.7/E	Yes	No[n]
SR 1/Carmel Valley Road	Signal	17.4/B	21.7/C	22.0/C	No	
SR 1/Rio Road	Signal	32.9/C	38.3/D	38.3/D	Yes	No[n]
17-Mile Drive/Congress Road	SSSC	5.5 (11.8)/A(B)	6.1 (12.6)/A(B)	7.0 (14.7)/A(C)	No	
Forest Lodge Road/Congress Road	SSSC	3.5 (13.9)/A(B)	4.2 (15.4)/A(C)	4.5 (16.1)/A(C)	No	
SFB Morse Drive/Congress Road	AWSC	7.9/A	8.1/A	8.2/A	No	
17-Mile Drive/Forest Lodge Road/Sloat Road[f]	SSSC	4.1 (7.7)/A(A)	4.6 (8.2)/A(A)	5.1 (9.1)/A(A)	No	
Lopez Road/Sloat Road	AWSC	8.0/A	8.4/A	9.0/A	No	

Intersection	Control[a]	Existing (2011)[b, c, d]	2030 Without Project[b, c, d]	2030 With Project[b, c, d, e]	2030 With Project Significant?[f]	Project Contribution Significant?[g]
Spyglass Hill Road/Stevenson Drive	SSSC	2.7 (9.0)/A(A)	2.9 (9.3)/A(A)	4.4 (10.0)/A(B)	No	
Forest Lake Road/Stevenson Drive	SSSC	3.9 (11.7)/A(B)	4.5 (12.3)/A(B)	4.4 (13.7)/A(B)	No	
17-Mile Drive/Alvarado Lane	AWSC	9.6/A	10.5/B	11.8/B	No	
17-Mile Drive/Palmero Way	SSSC	3.5 (16.2)/A(C)	4.4 (18.1)/A(C)	4.6 (20.2)/A(C)	No	
Sunridge Road/Ronda Road	SSSC	3.7 (9.5)/A(A)	4.0 (9.8)/A(A)	4.1 (10.1)/A(B)	No	
Sunridge Road/Scenic Drive	SSSC	0.8 (10.6)/A(B)	1.1 (10.6)/A(B)	1.1 (10.9)/A(B)	No	
Sunridge Road/Constanilla Way	SSSC	2.5 (9.2)/A(A)	3.0 (9.4)/A(A)	3.2 (9.5)/A(A)	No	
Sunridge Road/Haul Road[f]	SSSC	1.1 (5.6)/A(A)	1.6 (5.9)/A(A)	1.6 (5.8)/A(A)	No	

Source:

Source for traffic data: Fehr & Peers 2011.

Notes:

[a] Signal = signalized intersection; SSSC = side-street stop-controlled intersection; AWSC = all-way stop-controlled intersection.

[b] Average delay (in seconds) is listed first, followed by corresponding LOS.

[c] For side-street stop-controlled intersections, average delay is listed first, followed by delay for worst approach.

[d] Intersections that experience a significant project contribution are shown in **bold**.

[e] Project conditions reflect Option 1 (New Resort Hotel).

[f] Column evaluates difference between 2030 With-Project conditions and Existing conditions against significance criteria.

[g] Column evaluates whether proposed project contributes adversely to 2030 With-Project conditions where 2030 With-Project conditions represent a significant change from Existing conditions.

[h] Intersection analyzed using SimTraffic.

[i] This intersection would be eliminated as part of the project.

[j] This intersection would change operations from LOS C to LOS D under 2030 With-Project conditions compared to 2030 Without-Project conditions.

[k] This signalized intersection experiences an increase of the v/c ratio of 0.01 or more under 2030 With-Project conditions compared to 2030 Without- Project Conditions.

[l] This unsignalized intersection experiences an increase of the v/c ratio on the worst approach under 2030 With-Project conditions compared to 2030 Without-Project Conditions.

[m] The project adds traffic to a signalized intersection that would operate at LOS F under 2030 Without-Project conditions.

[n] This signalized intersection does not experience an increase of v/c of 0.01 or more with 2030 With-Project conditions compared to 2030 Without-Project conditions.

Sunset Drive/Congress Avenue

As shown in Table 3.11-34 and Table 3.11-35, one intersection is anticipated to experience a deterioration from an acceptable LOS to an unacceptable one as a result of cumulative plus project conditions in 2030 due to the project's contribution —Sunset Drive/Congress Road, which would operate at LOS C without the project and LOS D with the proposed project, during both the AM and PM peak hours. This is considered a significant impact. With the construction of the measure described in MM TRA-C6(C), the Sunset Drive/Congress Avenue intersection operations would improve to an acceptable level (LOS C) during the AM and PM peak hours.

The impact would remain significant and unavoidable during the interim period between when the impact occurs and when the improvement is actually built. This impact would also remain significant and unavoidable if sufficient funds are not derived from other sources or if fair-share fees for this mitigation are instead concentrated to pay for other proposed mitigation.

Mitigation Measure TRA-C6(C): Pay fair-share contribution to restripe the westbound approach at the Sunset Drive/Congress Avenue intersection to provide a left-turn pocket.

PBC will pay a fair-share contribution to restripe the westbound approach at the Sunset Drive/Congress Avenue intersection to provide a left-turn pocket. PBC is responsible for its fair-share contribution to this mitigation based on new traffic growth because the intersection operates at acceptable levels under existing conditions. The contribution will be made prior to issuance of the first building permit for this development.

Based on the project's contribution to this intersection over new traffic growth, the project's estimated share of impact is 20.50 percent. The estimated cost of this mitigation is $4,200 (Fehr & Peers 2011). Thus, the estimated mitigation fair-share fee for this impact is $861.

This mitigation measure is not included in any existing local or regional traffic improvement program. The County will have the discretion to concentrate funds derived from PBC's fair-share contributions to several mitigation measures to accelerate the funding and implementation of one or more mitigation measures.

Forest Avenue/David Avenue (PM Peak Hour)

This is a signalized intersection. The intersection would operate at LOS D (38.9 seconds of delay) without the proposed project and LOS D (40.4 seconds of delay) with the proposed project under 2030 weekday PM peak hour conditions. This impact is considered significant because the proposed project would increase the intersection's critical movement V/C ratio from 0.78 to 0.79 in the PM peak, which is equal to the 0.01 threshold change. With the construction of the measure described in MM TRA-C7(C), this intersection would improve to LOS C (29.6 seconds of delay) during the PM peak hour.

The impact would remain significant and unavoidable during the interim period between when the impact occurs and when the improvement is actually built. This impact would also remain significant and unavoidable if sufficient funds are not derived from other sources or if fair-share fees for this mitigation are instead concentrated to pay for other proposed mitigation.

Mitigation Measure TRA-C7(C): Pay fair-share contribution to optimize signal timings and phasing at the Forest Avenue/David Avenue intersection.

PBC will pay a fair-share contribution for new traffic signal timings and phasing for the Forest Avenue/David Avenue intersection to allow protected left turns (with lead/lag operations) from the westbound and eastbound approaches after the visitor-serving uses of the proposed project have been developed. The timings will be adjusted, while maintaining the same offsets to the adjacent signalized intersections in the corridor.

PBC is responsible for its fair-share contribution to this mitigation based on new traffic growth because the intersection operates at acceptable levels under existing conditions. The contribution will be made prior to issuance of the first building permit for this development.

Based on the project's contribution to this intersection over new traffic growth, the project's estimated share of impact is 10.73 percent. The estimated cost of this mitigation is $143,800 (Fehr & Peers 2011). Thus, the estimated mitigation fair-share fee for this impact is $15,000.

This mitigation measure is not included in any existing local or regional traffic improvement program. The County will have the discretion to concentrate funds derived from PBC's fair-share contributions to several mitigation measures to accelerate the funding and implementation of one or more mitigation measures.

SR 68/Skyline Forest Drive (AM and PM Peak Hours)

This is an unsignalized intersection. The left-turning traffic from Skyline Drive (stop-controlled approach) onto SR 68 would operate at LOS F during both the weekday AM and PM peak hours under cumulative conditions. This impact is considered significant because the proposed project adds more than one vehicle trip to an intersection already operating at LOS F without the proposed project. With the construction of the measure described in MM TRA-C1 (described above), the intersection would operate at LOS A (9.7 seconds of delay) and LOS A (9.2 seconds of delay) during the AM and PM peak hours, respectively.

This impact would remain significant and unavoidable during the interim period between when the impact occurs and when the improvement is actually built. This impact would also remain significant and unavoidable if sufficient funds are not derived from other sources or if fair-share fees for this mitigation are instead concentrated to pay for other proposed mitigation.

SR 68/Carmel Hill Professional Center (AM and PM Peak Hours)

This is an unsignalized intersection. The left-turning traffic from the Carmel Hill Professional Center (stop-controlled approach) onto SR 68 operates at LOS F during both the weekday AM and PM peak hours under cumulative conditions. This impact is considered significant because the proposed project adds more than one vehicle trip to an intersection already operating at LOS F without the proposed project. With the construction of the measure described in MM TRA-C2 (described above), the SR 68/Carmel Hill Professional Center intersection would operate at LOS A (4.7 seconds of delay) and LOS A (5.7 seconds of delay) during the AM and PM peak hours, respectively. This impact would remain significant and unavoidable during the interim period between when the impact occurs and when the improvement is actually built.

SR 68/SR 1 Southbound Off-Ramp (AM and PM Peak Hours)

This is a signalized intersection. The operations would be LOS F under cumulative conditions without or with the proposed project. The intersection's critical V/C ratio would improve from 1.56 to 1.38 during the AM peak hour and from 1.54 to 1.28 during the PM peak hour. The improved ratios occur as a result of the proposed project's road improvements proposed as part of the proposed project. Even with the improved ratios, this impact is considered significant because the proposed project adds traffic to an intersection that would already operate at LOS F. With the construction of the measures described in MM TRA-C8(C), the SR 68/SR 1 southbound off-ramp intersection would operate at LOS C (20.4 seconds of delay) and LOS B (18.3 seconds of delay) during the AM and PM peak hours, respectively.

The impact would remain significant and unavoidable during the interim period between when the impact occurs and when the improvement is actually built. This impact would also remain significant and unavoidable if sufficient funds are not derived from other sources or if fair-share fees for this mitigation are instead concentrated to pay for other proposed mitigation.

Mitigation Measure TRA-C8(C): Pay fair-share contribution to construct the full SR 68 Widening Project (as identified in the Mitigation Measure TRA-C2) and to construct a third eastbound lane on SR 68 from east of the Carmel Hill Professional Center driveway through the SR 1 intersection, with one lane going to the SR 1 southbound on-ramp and two lanes proceeding across the SR 68 overcrossing.

PBC will pay a fair-share contribution to construct the full SR 68 Widening Project and to construct a third eastbound land on SR 68 from the Scenic Drive overcrossing through the SR1 intersection. Of the three eastbound lanes on SR 68, one would become a dedicated lane to the SR 1 southbound on-ramp, and the other two would continue across a widened SR 68 overcrossing and merge into a single lane before the Aguajito Road intersection.

PBC is responsible for its fair-share contribution to this mitigation based on total traffic because this intersection is deficient under existing conditions. The contribution will be made prior to issuance of the first building permit for this development.

The 68 Widening Project is part of the Regional Impact Fee Program with an estimated cost of $25,000,000 (Fehr & Peers 2011). The estimated cost of the Widening Project with the additional third eastbound lane would be $26,690,000 (Fehr & Peers 2011) for an additional cost of $1,690,000 for the third eastbound lane. Based on the project's portion of total traffic at the PM peak hour of 3.11 percent at the SR 1/SR 68 interchange, the fair share contribution for this mitigation would be approximately $830,000. The actual fair-share contribution will need to be determined by the County and TAMC, taking into account the Regional Impact Fee Program requirements, the mitigation value of the Phase 1B improvements (which are part of the Highway 68 Widening project valued at approximately $4,000,000), the local access benefit of the Phase 1B improvement to the applicant (previously calculated as 25% for the prior 2005 project) and the calculation of the fair-share.

The third eastbound lane is not included in any existing local or regional traffic improvement program. The County, in consultation with TAMC, will have the discretion to concentrate funds derived from PBC's fair-share contributions to several mitigation measures to accelerate the funding and implementation of one or more mitigation measures.

SR 68/Aguajito Road (PM Peak Hour

This is an unsignalized intersection. The left-turning traffic from Aguajito Road (stop-controlled approach) onto SR 68 operates at LOS E and F during the weekday AM and PM peak hours under cumulative conditions, respectively. This impact is considered significant because the proposed project adds more than one vehicle trip to an intersection already operating at LOS F without the proposed project. With the construction of the measures described in MM TRA-C9(C), the SR 68/Aguajito Road intersection would operate at LOS A (2.5 seconds of delay) and LOS C (20.9 seconds of delay) during the AM and PM peak hours, respectively.

The impact would remain significant and unavoidable during the interim period between when the impact occurs and when the improvement is actually built. This impact would also remain significant and unavoidable if sufficient funds are not derived from other sources or if fair-share fees for this mitigation are instead concentrated to pay for other proposed mitigation.

Mitigation Measure TRA-C9(C): Pay fair-share contribution to construct a refuge lane on SR 68 for traffic turning left out of the Aguajito Road intersection.

PBC will make a fair-share contribution to construct a refuge lane on SR 68 for traffic turning left out of the Aguajito Road intersection with SR 68. PBC is responsible for its fair-share contribution to this mitigation based on new traffic because the intersection operates at acceptable levels under existing conditions. The contribution will be made prior to issuance of the first building permit for this development.

Based on the project's contribution to this intersection over new traffic growth, the project's estimated share of impact is 7.31 percent. The estimated cost of this mitigation is $201,400 (Fehr & Peers 2011). Thus, the estimated mitigation fair-share fee for this impact is $15,000.

This mitigation measure is not included in any existing local or regional traffic improvement program. The County will have the discretion to concentrate funds derived from PBC's fair-share contributions to several mitigation measures to accelerate the funding and implementation of one or more mitigation measures.

SR 1/Carpenter Street (PM Peak Hour)

This is a signalized intersection. The intersection would operate at LOS E (74.1 seconds of delay) during the weekday PM peak hour and at LOS E (76.0 seconds of delay) with the proposed project. The impact is considered significant because the proposed project would increase the intersection's critical movement V/C ratio from 0.98 to 0.99 in the PM peak hour, which is equal to the 0.01 threshold change. With the construction of the measures described in MM TRA-C10(C), the SR 1/Carpenter Street intersection would improve to LOS E (63.4 seconds of delay) during the PM peak hour.

The construction of the measure described in MM TRA-C10(C) would offset the impact of the proposed project, but the deficiency would remain. Therefore, the impact is considered significant and unavoidable. The impact would also remain significant and unavoidable during the interim period between when the impact occurs and when the improvement is actually built. This impact would also remain significant and unavoidable if sufficient funds are not derived from other sources or if fair-share fees for this mitigation are instead concentrated to pay for other proposed mitigation.

Mitigation Measure TRA-C10(C): Pay fair-share contribution to optimize signal timings at the SR 1/Carpenter Street intersection.

PBC will pay a fair-share contribution to optimize signal timings at the SR1/Carpenter Street intersection. New traffic signal timings will be established by the County and Caltrans at the SR 1/Carpenter Street intersection after the visitor-serving uses of the proposed project have been developed. The timings will be adjusted, while maintaining the same offsets to the adjacent signalized intersection at Ocean Avenue.

PBC is responsible for its fair-share contribution to this mitigation based on total traffic because the intersection operates at deficient levels under existing conditions. The contribution will be made prior to issuance of the first building permit for this development.

Based on the project's contribution to this intersection over total traffic growth, the project's estimated share of impact is 0.61 percent. The estimated cost of this mitigation is $16,900 (Fehr & Peers 2011). Thus, the estimated mitigation fair-share fee for this impact is $100.

This mitigation measure is not included in any existing local or regional traffic improvement program. The County will have the discretion to concentrate funds derived from PBC's fair-share contributions to several mitigation measures to accelerate the funding and implementation of one or more mitigation measures.

SR 1/Ocean Street (AM and PM Peak Hours)

This is a signalized intersection. The intersection would operate at LOS D (46.3 seconds of delay) during the weekday AM peak hour and at LOS E (65.7 seconds of delay) under cumulative plus project conditions compared to existing conditions of LOS C and LOS D for AM and PM peak hours respectively. The cumulative change of LOS to a lower unacceptable level is a cumulatively significant impact. However, the proposed project's contribution to this critical movement V/C ratio in both the AM and PM peak hour would be less than 0.01 threshold, and thus the proposed project's contribution is not considerable and is less than significant.

SR 1/Rio Road (PM Peak Hour)

This is a signalized intersection. The intersection would operate at LOS D (38.3 seconds of delay) during the weekday PM peak hour compared to existing conditions of LOS C for the PM peak hour. The cumulative change of LOS to a lower unacceptable level is a cumulatively significant impact. However, the proposed project's contribution to this critical movement V/C ratio in the PM peak hour would be less than 0.01 threshold, and thus the project's contribution is not considerable and is less than significant.

Regional Highway Sections

Regional highway sections were evaluated for cumulative plus project impacts on traffic operations during typical weekday AM and PM peak hour conditions in 2030.

Impact TRA-C2(C): The project would contribute considerably to cumulative traffic on regional highway sections that would operate at unacceptable levels of service. (Significant and unavoidable with mitigation)

As shown in Table 3.11-36, the proposed project would contribute more than 0.01 increase to the V/C ratio at the following locations where the cumulative plus project conditions would result in a lowering of the existing LOS from either LOS C to D or LOS D to LOS E:

- SR 1 from SR 68 (west) to Munras Avenue (AM peak hour).
- SR 1 from Munras Avenue to Fremont Street (AM and PM peak hours).
- SR1 from Fremont Boulevard to Imjin Parkway (PM peak hour)
- SR 1 north of SR 156 (AM peak hour).
- SR 68 east of Olmsted (AM and PM peak hours)
- US 101 north of SR 156 (PM peak hour).

As shown in Table 3.11-36, the proposed project would contribute traffic to roadway sections already operating at an unacceptable LOS F without the proposed project at the following locations:

- SR 1 from SR 68 (west) to Munras Avenue (PM peak hour).
- SR 1 from Fremont Street to Fremont Boulevard (AM and PM peak hours).
- SR 1 north of SR 156 (AM and PM peak hours).
- SR 68 west of Skyline Forest Drive (AM and PM peak hours).
- SR 68 east of Laguna Seca (AM and PM peak hours).
- SR 156 from SR 1 to US 101 (PM peak hour).

Table 3.11-36. Regional Highway Section Levels of Service—Cumulative Plus Project Conditions (2030)

Highway	Section	Direction	2011 (Existing)	2030[a, b]	2030 Plus Project[a, b, c]
AM Peak Hour					
SR 1	SR 68 (west) to Munras Avenue	North	0.65/C	0.69/D	**0.70/D**
SR 1	Munras Avenue to Fremont Street	North	0.49/C	0.55/C	0.56/C
		South	0.72/D	0.89/E	**0.91/E**
SR 1	Fremont Street to Fremont Boulevard	North	0.48/C	0.54/C	0.55/C
		South	1.08/F	1.25/F	**1.26/F**
SR 1	Fremont Boulevard to Imjin Parkway	North	0.34/B	0.36/B	0.36/B
		South	0.72/D	0.79/D	0.79/D
SR 1	North of SR 156	North	0.70/D	0.90/E	**0.91/E**
		South	1.35/F	1.77/F	**1.78/F**
SR 68	West of Forest Lake Road	East	0.73/D	0.92/E	0.94/E
		West	0.50/C	1.01/F	1.04/F

Highway	Section	Direction	2011 (Existing)	2030[a, b]	2030 Plus Project[a, b, c]
SR 68	West of Forest Lake Road	East	0.73/D	0.92/E	0.94/E
		West	0.50/C	1.01/F	1.04/F
SR 68	East of Olmsted Road	East	0.71/D	0.74/D	0.75/D
		West	0.75/D	0.89/E	**0.90/E**
SR 68	East of Laguna Seca	East	1.14/F	1.18/F	**1.18/F**
		West	0.77/D	0.87/D	0.87/D
US 101	South of Salinas	North	0.27/B	0.28/B	0.28/B
		South	0.25/B	0.25/B	0.25/B
US 101	North of SR 156	North	0.42/B	0.48/C	0.48/C
		South	0.56/C	0.65/C	0.65/C
SR 156	SR 1 to US 101	East	0.54/C	0.56/C	0.56/C
		West	0.89/E	0.94/E	0.95/E
PM Peak Hour					
SR 1	SR 68 (west) to Munras Avenue	North	0.86/D	1.02/F	**1.03/F**
SR 1	Munras Avenue to Fremont Street	North	0.68/C	0.84/D	**0.85/D**
		South	0.56/C	0.62/C	0.63/C
SR 1	Fremont Street to Fremont Boulevard	North	1.00/E	1.16/F	**1.17/F**
		South	0.77/D	0.85/D	0.86/D
SR 1	Fremont Boulevard to Imjin Parkway	North	0.83/D	0.90/E	**0.90/E**
		South	0.49/C	0.52/C	0.52/C
SR 1	North of SR 156	North	1.57/F	2.06/F	**2.07/F**
		South	0.98/E	1.27/F	**1.27/F**
SR 68	West of Skyline Forest Drive	East	0.60/C	1.13/F	1.15/F
		West	0.78/D	0.99/E	1.01/F
SR 68	East of Olmsted Road	East	0.73/D	0.86/D	0.87/D
		West	0.84/D	0.87/D	**0.88/E**
SR 68	East of Laguna Seca	East	0.90/E	0.99/E	1.00/E
		West	1.20/F	1.23/F	**1.24/F**
US 101	South of Salinas	North	0.35/B	0.36/B	0.36/B
		South	0.45/B	0.45/B	0.45/B
US 101	North of SR 156	North	0.61/C	0.70/D	0.70/D
		South	0.65/C	0.73/D	**0.73/D**
SR 156	SR 1 to US 101	East	1.18/F	1.24/F	**1.25/F**
		West	0.63/C	0.64/C	0.65/C

Source:
Fehr & Peers 2011.
Notes:
[a] V/C ratio is listed first, followed by corresponding LOS.
[b] Highway sections that experience a significant impact due to the proposed project's contribution are shown in **bold**.
[c] Project conditions reflect Option 1 (New Resort Hotel).

This is a significant impact. Implementation of Mitigation Measure TRA-C4 (described above as contribution to the Regional Impact Fee Program) would reduce this impact, but would not by itself fully address all operational deficiencies along regional highways. However, implementation of the Regional Impact Fee Program would not by itself fully address all of the identified operational deficiencies along SR 1, SR 68 east and SR 156 and this impact is considered significant and unavoidable with mitigation due to the lack of a regional transportation improvement program to address all regional highway deficiencies. This impact would also be significant and unavoidable between the completion of proposed project construction and the completion of regional highway improvements included in the TAMC regional program.

SR 1/SR 68 Interchange Ramp Junctions

Impact TRA-C3(C): The project would contribute considerably to cumulative traffic on highway ramp sections that are projected to operate an unacceptable levels of service. (Significant and unavoidable with mitigation)

The SR 1 northbound on-ramp merge from SR 68 (west) would operate at LOS E during the PM peak hour under cumulative plus project conditions compared to LOS D under existing conditions (Table 3.11-37). This represents a significant impact at this merge location because the project would contribute considerably to a decline of deficient conditions.

Table 3.11-37. SR 1/SR 68 Interchange Ramp Junction Levels of Service—Cumulative plus Project Conditions (2030)

Freeway Ramp[a]	Section Type	Existing	2030	2030 plus Project[b]
AM Peak Period				
Density[c]/LOS				
SR 1 Northbound On-Ramp from SR 68	Merge[d]	19.9/B	20.9/C	21.2/C
SR 1 Southbound On-Ramp from SR 68	Merge[d]	20.3/C	21.3/C	21.4/C
SR 1 Northbound Off-Ramp to SR 68	Diverge[d]	18.2/B	19.1/B	19.2/B
Weaving Speed (miles per hour)/LOS				
SR 1 Southbound Off-Ramp to SR 68	Weave[e]	38.6/B	33.1/C	32.8/C
PM Peak Period				
Density[c]/LOS				
SR 1 Northbound On-Ramp from SR 68	Merge[d]	29.3/D	35.4/E	**35.8/E**
SR 1 Southbound On-Ramp from SR 68	Merge[d]	21.1/C	22.5/C	22.6/C
SR 1 Northbound Off-Ramp to SR 68	Diverge[d]	21.1/C	22.5/C	22.6/C
Weaving Speed (miles per hour)/LOS				
SR 1 Southbound Off-Ramp to SR 68	Weave[e]	35.3/C	34.0/C	33.7/C

Source:
Fehr & Peers 2011.
Notes:
[a] Sections that experience a significant impact due to the project contribution are shown in **bold**.
[b] Project conditions reflect Option 1 (New Resort Hotel).
[c] Passenger cars per lane per mile.
[d] HCM 2000 methodology.
[e] Caltrans Highway Design Manual methodology.

With the construction of Mitigation Measure TRA-C5 (described above), SR 1 northbound between SR 68 (west) and Munras Avenue would operate at LOS B and LOS C during the AM and PM peak hours, respectively. The impact would remain significant and unavoidable during the interim period between when the impact occurs and when the improvement is actually built. This impact would also remain significant and unavoidable if sufficient funds are not derived from other sources or if fair-share fees for this mitigation are instead concentrated to pay for other proposed mitigation.

D. Access and Circulation

Impact TRA-D1 (C): The project would create new roadways that do not meet the design criteria established in the Del Monte Forest Transportation Policy Agreement, substantially increase hazards because of roadway design or internal circulation patterns, or result in inadequate emergency access but no other projects would contribute to this impact. (No cumulative impact)

The project's direct impacts related to access and circulation can be mitigated to a less than significant impact with mitigation identified above. There are no cumulative projects that would change the design of the project roadways. Thus, there is no cumulative impact for access and circulation.

E. Parking

Impact TRA-E1 (C): Project land uses would create a need for additional parking but no other projects would contribute to parking demand at the same location as the project. (No cumulative impact)

The project's direct impacts related to parking are less than significant. There are no cumulative projects that would affect parking at the same locations as the project. Thus, there is no cumulative impact for parking.

F. Special Events

Impact TRA-F1(C), F2(C) and F3(C): Cumulative traffic during special events could result in deficient gate conditions, traffic conditions on internal roads, or deficient parking, but the project would result in a small but beneficial reduction in gate and internal traffic and an increase in available parking. (No cumulative contribution)

Cumulative traffic (both existing and future cumulative) would result in high levels of traffic at Del Monte Forest gates and on internal roadways in Del Monte Forest during special events. The proposed project would result in a small reduction in traffic volumes during special events by increasing the number of hotel rooms in Del Monte Forest and would also add available parking. Therefore the project would not contribute to increases in traffic at Del Monte Forest gates or on internal roadways or to any parking deficiency during special events.

G. Transit and Alternative Transportation

Impact TRA-G1(C): Cumulative development in Del Monte Forest other than the project would be required to be consistent with Del Monte Forest transit and alternative transportation requirements and the project would be consistent with mitigation. (No

cumulative impact)

Future cumulative development in Del Monte Forest would be required to be consistent with del Monte Forest transit and alternative transportation requirements. Thus, no cumulative significant impact is identified. As described above, the project's direct impact relative to transit and alternative transportation can be reduced to a less-than-significant level with implementation of Mitigation Measures TRA-G1 and TRA-G2 but there is no significant cumulative impact for the project to contribute to.

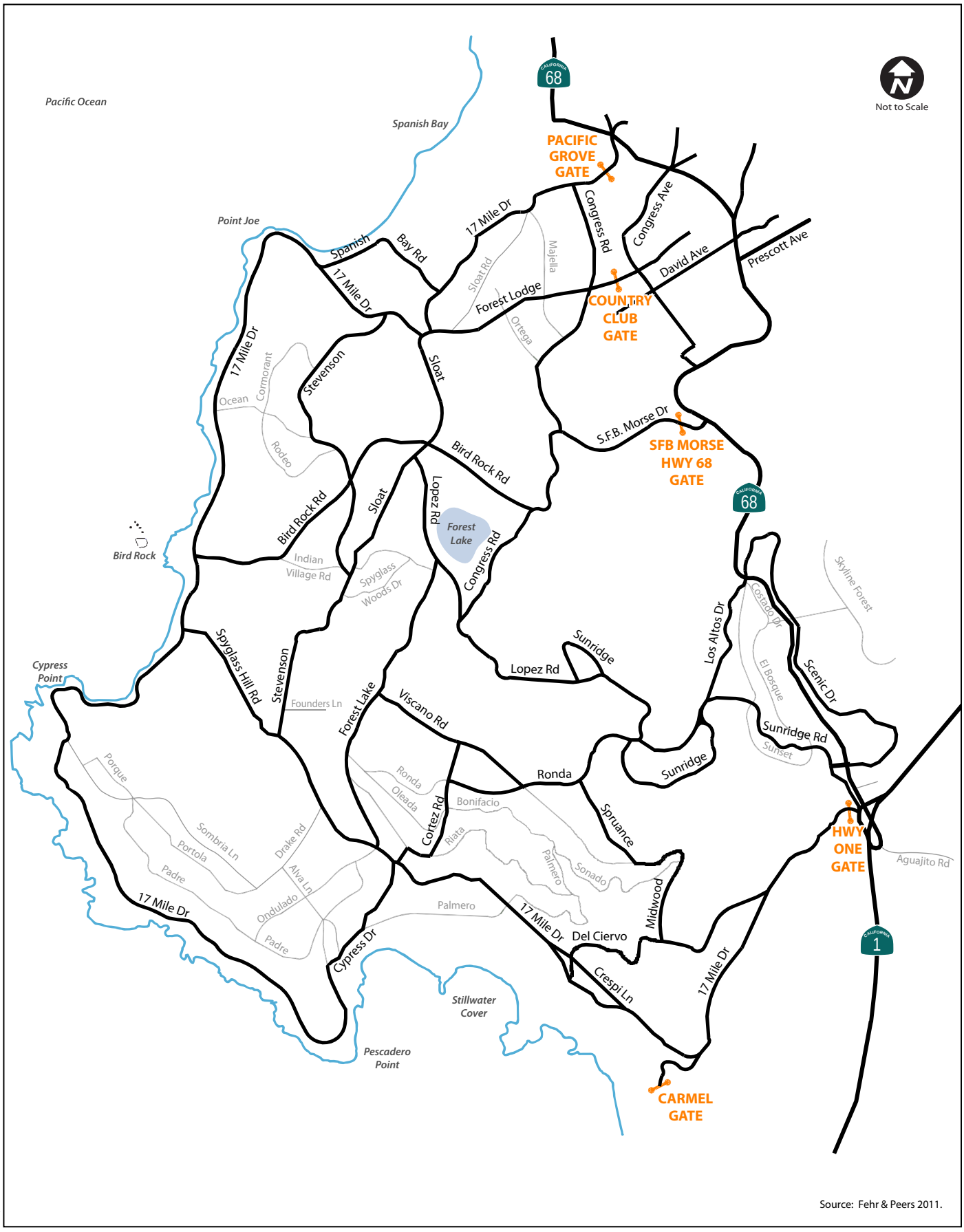
H. Bicycles and Trails

Impact TRA-H1(C): Cumulative development with the project would introduce additional traffic along 17-Mile Drive between Spanish Bay Drive and the Pacific Grove Gate, which could compromise the effectiveness of existing bicycle signage. (Less than significant with mitigation)

Cumulative development with the proposed project would introduce additional traffic along 17-Mile Drive between Spanish Bay Drive and the Pacific Grove Gate. As a result, the existing bicycle symbols used to guide bicycle riders may be more difficult to see and understand. This represents a significant impact on bicycle travel, which would be reduced to less-than-significant with the implementation of Mitigation Measure TRA-H1 described above.

Impact TRA-H2 (C): Cumulative development with the project would not conflict with adopted policies, plans, or programs supporting trails. (No cumulative impact)

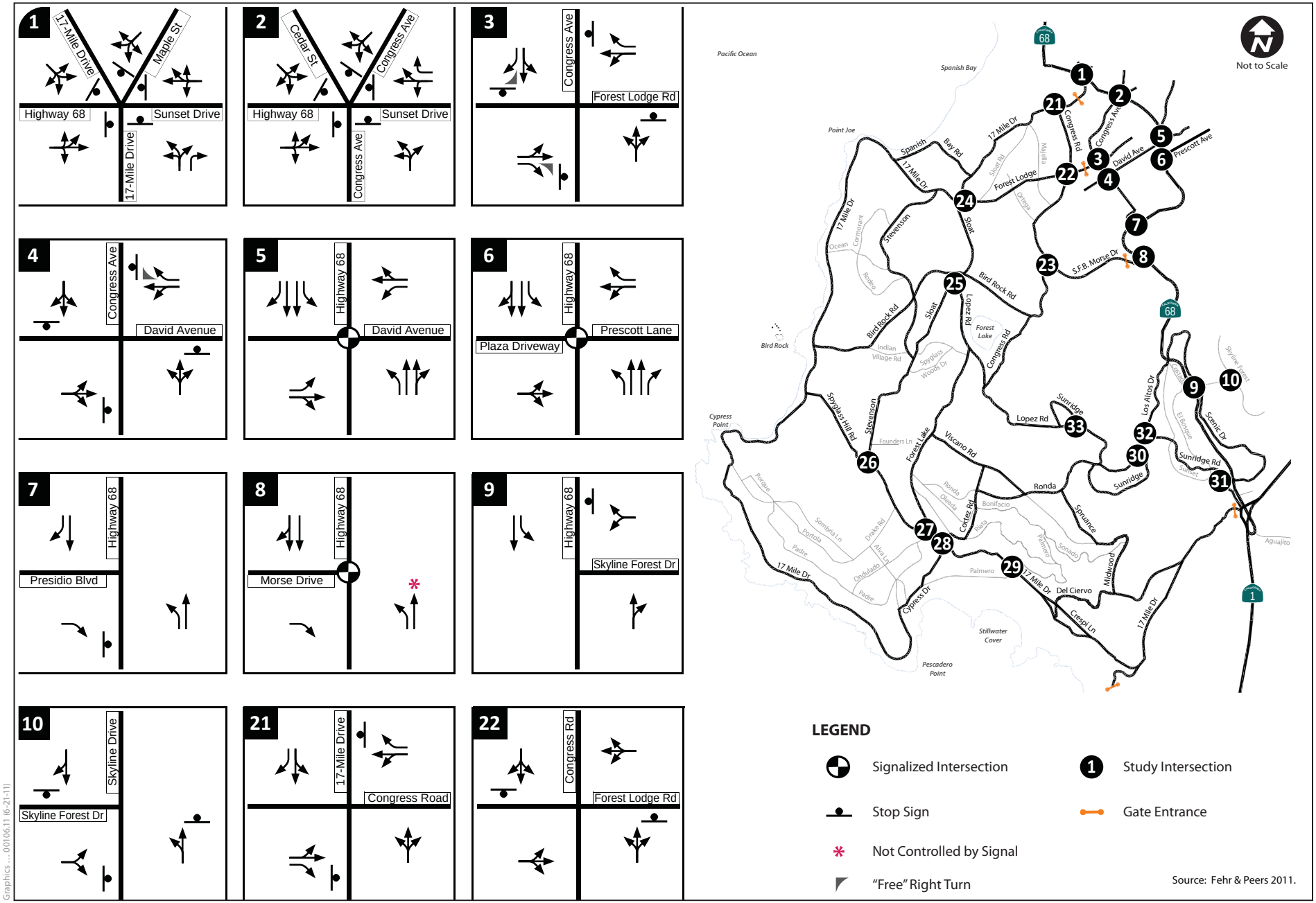
Future cumulative development in Del Monte Forest would be required to be consistent with Del Monte Forest trail policies, plans and programs. Thus, no cumulative significant impact is identified. As described above, the project would have a less than significant project-level impact on trails; no contribution to a cumulative impact would occur because no significant cumulative impact has been identified.



Source: Fehr & Peers 2011.

Graphics... 00106.11 (10-11)

Figure 3.11-1
Roadways in Del Monte Forest and Vicinity



Graphics ... 00106.11 (6-21-11)

Figure 3.11-2a
Intersection Control and Lane Configurations

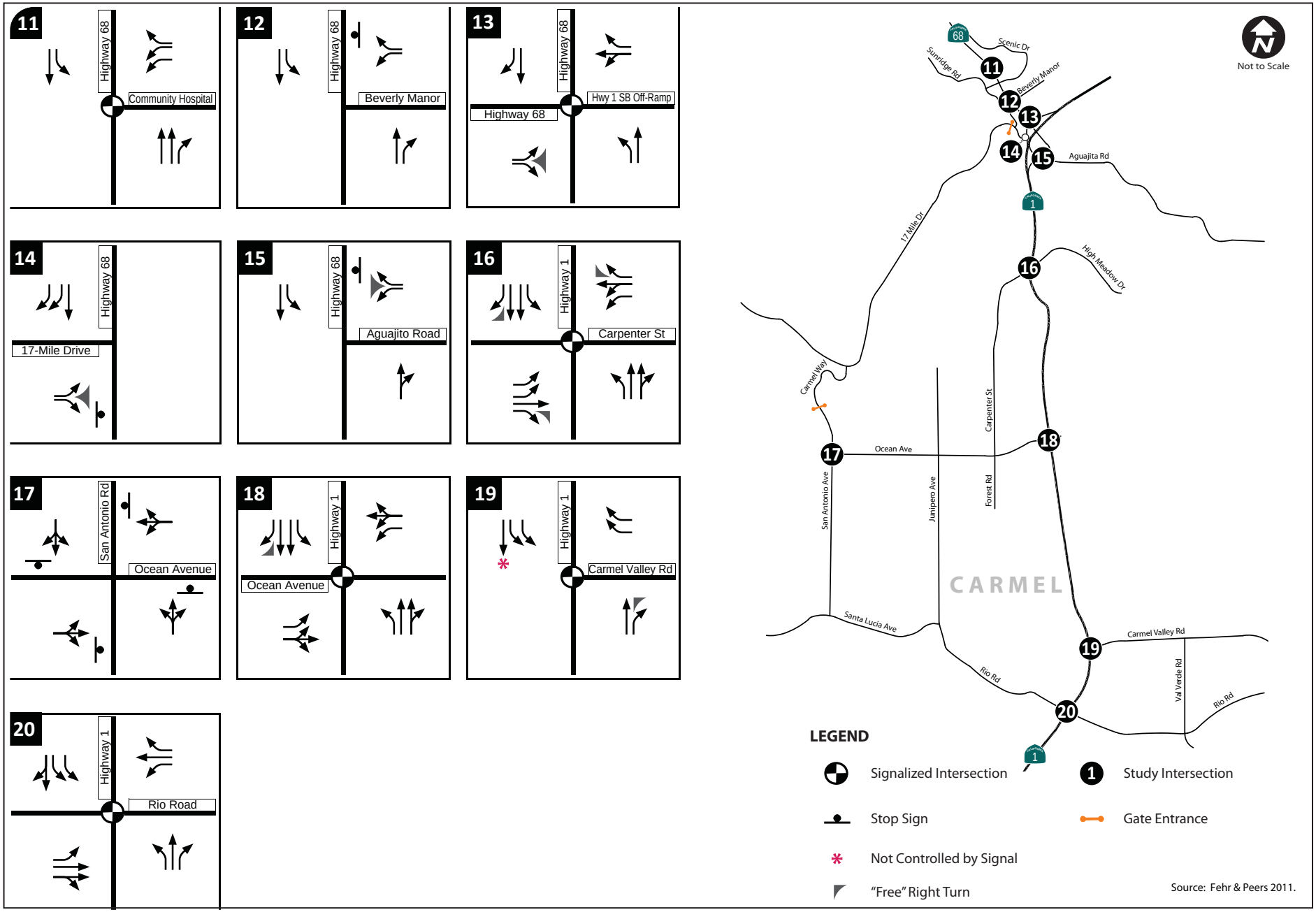


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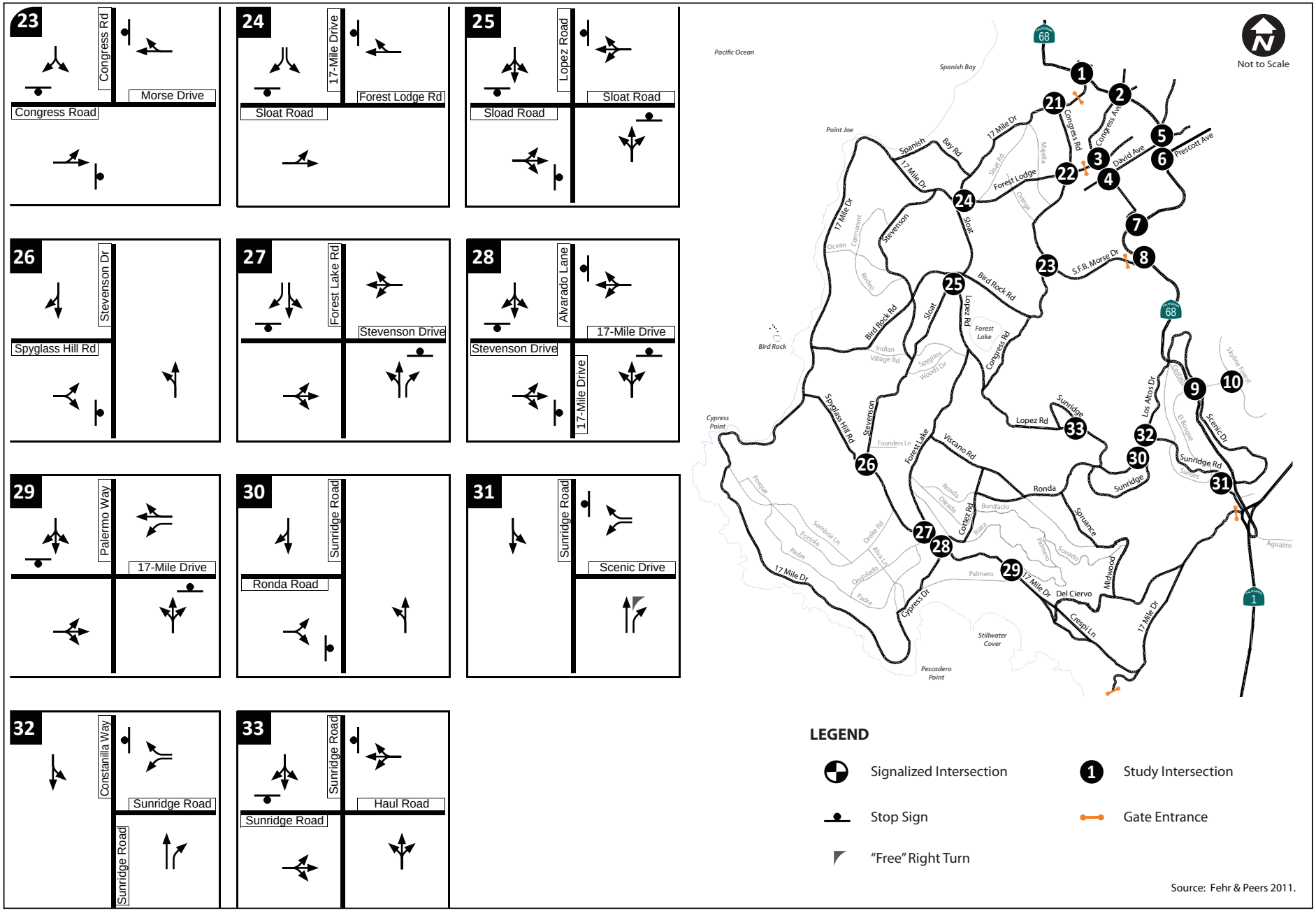
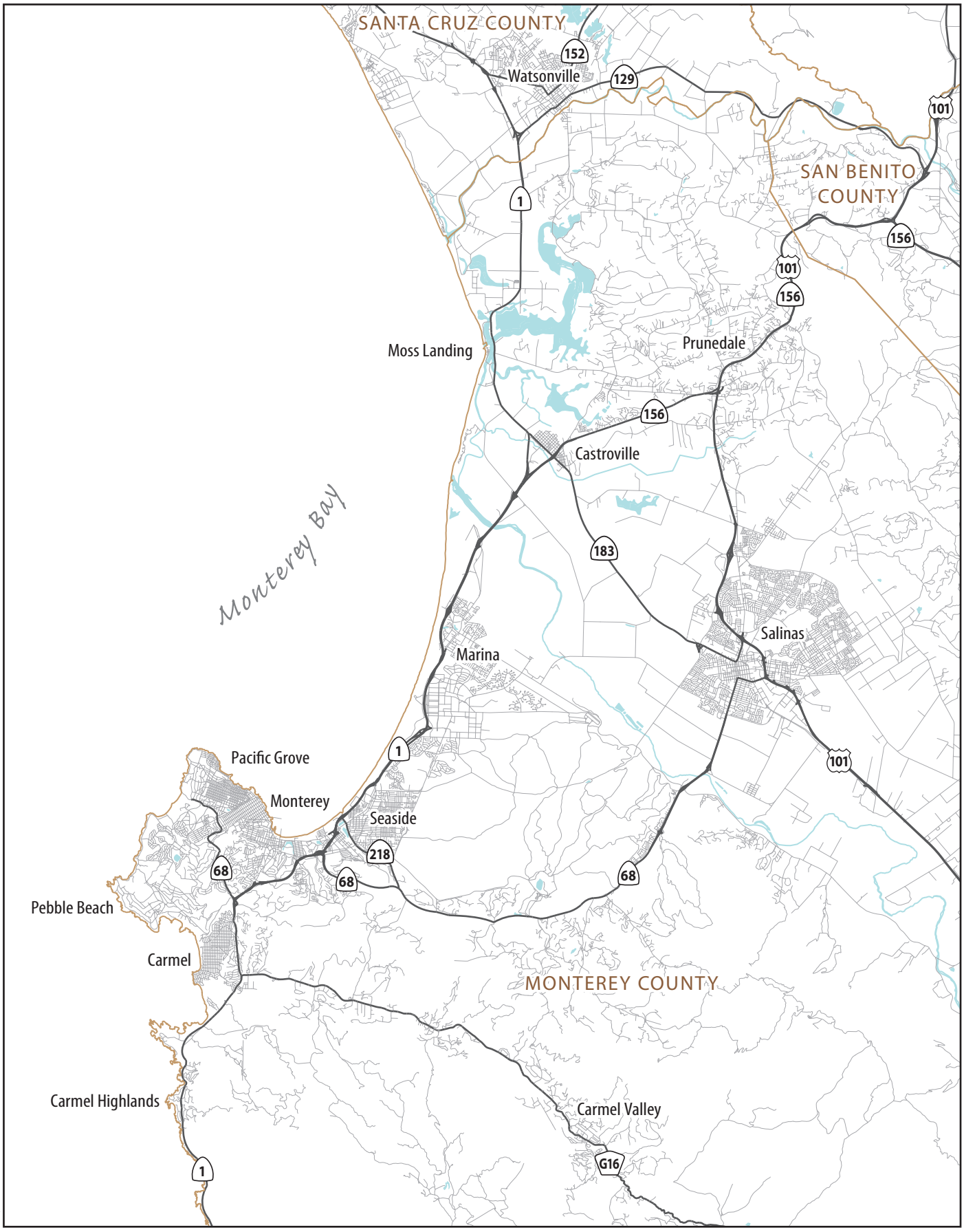
Figure 3.11-2b
Intersection Control and Lane Configurations



Source: Fehr & Peers 2011.

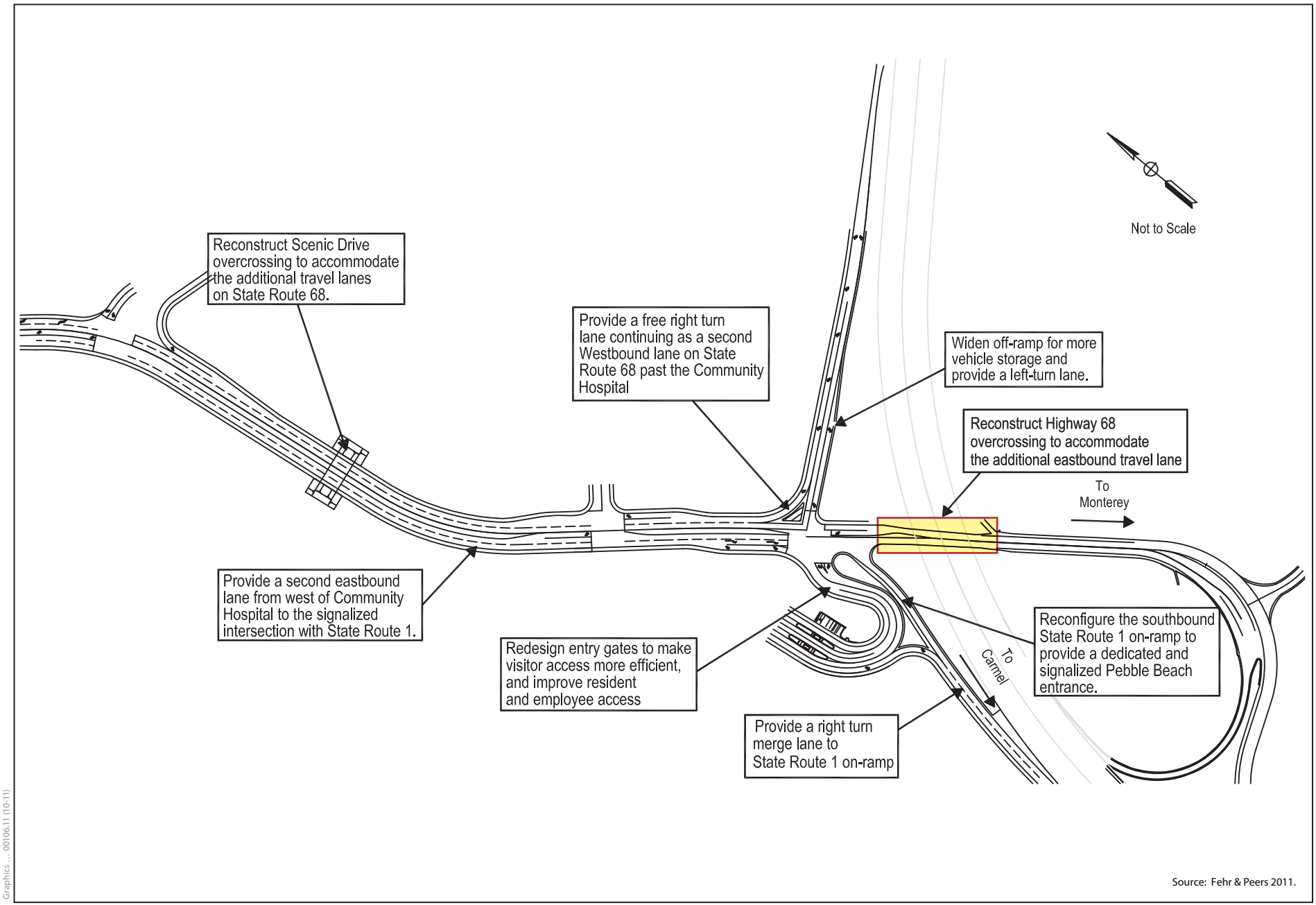
Graphics ... 00106.11 (6-21-11)

Figure 3.11-2c
Intersection Control and Lane Configurations



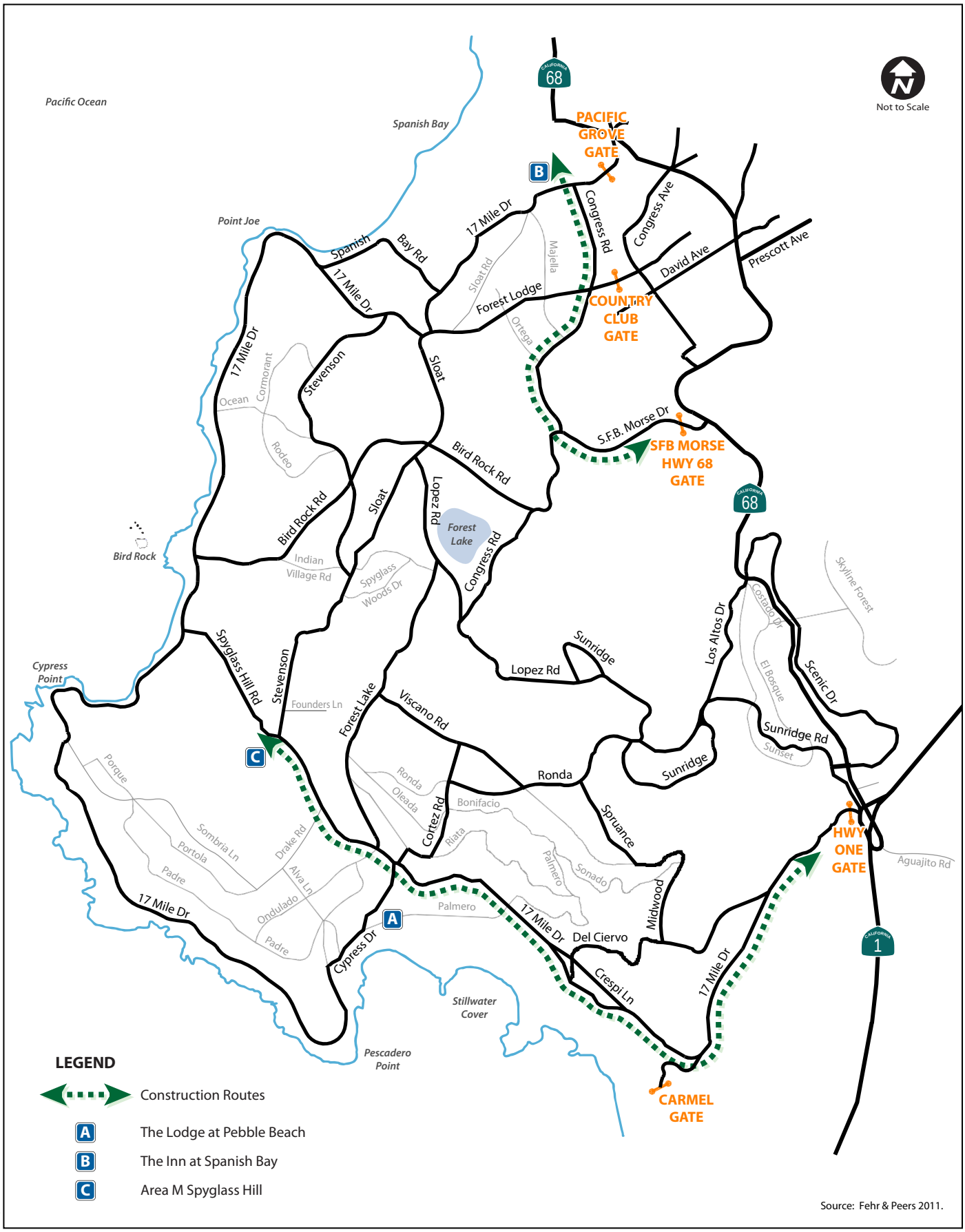
Graphics ... 00106.11 (6-21-11)

Figure 3.11-3
Highways in Monterey County



Graphics ... 00106.11 (10-11)

Figure 3.11-4
Route 68 Widening Project (Ultimate 4-Lane Facility)



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

Figure 3.11-5
Construction Truck Routing