Chapter 5
Alternatives

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Introduction

According to Section 15126.6 of the CEQA Guidelines, an EIR shall describe and evaluate a reasonable range of alternatives to the proposed project that would feasibly attain most of the project's basic objectives, but that would avoid or substantially lessen any identified significant environmental impacts of the project. An EIR is not required to present the alternatives analysis in the same level of detail as the assessment of the proposed project, and it is not required to consider every conceivable alternative to a project. Rather, an EIR must consider a reasonable range of potentially feasible alternatives that will foster informed decision making.

To develop a reasonable range of alternatives to the project for analysis, the County considered the following, which are discussed in this Introduction.

- Project Objectives.
- Significant Impacts of the Proposed Project.
- Alternatives Suggested during the Scoping Process.

The Alternatives Analysis section includes the alternatives evaluated in the Draft EIR and identifies the environmentally superior alternative; it also includes alternatives considered but dismissed from further analysis in the Draft EIR.

At the end of this chapter, the Previously Proposed Projects section includes a discussion of previous proposals for development and preservation of lands in Del Monte Forest. This section is included because it explains other predecessor projects that were evaluated and considered and ultimately led to the current proposed project, which has lower environmental impacts than the previously proposed projects.

Project Objectives

The general objectives of Monterey County (the CEQA lead agency) are to protect the natural, cultural, and visual resources of Del Monte Forest; preserve and enhance public access and recreation opportunities; enhance visitor-serving uses; and balance development and preservation.

The applicant's general objectives of the proposed project are to:

- Expand and improve existing priority visitor-serving uses.
- Develop a reduced number of primarily large residential lots from that allowed by the current LUP and concentrate such lots in or adjacent to existing developed areas.
- Formally preserve large undeveloped tracts of forested open space previously planned for residential development.
- Provide management prescriptions to the preserve areas to enhance habitat values.

- Provide a reduced-intensity buildout plan compared to prior proposals for Del Monte Forest that can obtain Coastal Commission staff concurrence and that reduces the potential for litigation over the interpretation and effect of the existing LCP.

The specific goals to expand and improve the visitor-serving uses include:

- Adding guest rooms to The Lodge at Pebble Beach and The Inn at Spanish Bay, and building a new hotel at Spyglass Quarry.
- Modernizing and expanding existing meeting facilities.
- Relocating the Pebble Beach Driving Range to a larger area that can accommodate support facilities, including a golf training facility.
- Renovating the Equestrian Center.
- Improving parking and circulation for visitors, employees, and residents.

These objectives were considered during the formulation of potential alternatives for consideration in this Draft EIR.

Significant Impacts of the Proposed Project

The State CEQA Guidelines Section 15126.6 (f) states that "alternatives shall be limited to ones that would avoid or substantially lessen any of the significant effects of the project." As such, alternatives that do not avoid or substantially lessen significant impacts of the proposed project do not need to be analyzed in an EIR.

The analysis in this Draft EIR identifies the environmental impacts by resource topic in Chapter 3, Environmental Setting, Impacts, and Mitigation Measures. The description below focuses on the significant impacts, most of which can be reduced to a less-than-significant level by implementing mitigation measures. Those that remain significant and unavoidable are listed at the end. A summary of all the impacts is included in Table ES-2. In general, the project's most significant temporary impacts are related to construction noise, air quality, and traffic. The project's most significant permanent impacts are related to biological resources, traffic and water supply. Impacts on biological resources are primarily related to the residential element of the proposed project.

Significant Impacts by Resource Area

Aesthetics. The proposed project would change certain portions of existing views within Del Monte Forest. It would degrade the views where new development is visible from 17-Mile Drive (including views of residential development in Area F-2 and the Corporation Yard), and it would degrade the visual character and quality and introduce light and glare at some development sites. These impacts would be less than significant with implementation of the mitigation measures described in Section 3.1, Aesthetics, of Chapter 3, Environmental Setting, Impacts, and Mitigation Measures.

Air Quality. The proposed project would result in increased emissions of priority pollutants and dust during construction and operation, as well as exposure of new sensitive receptors (residents in Area U) to odor from operation of the Equestrian Center. All but one of the impacts would be less than significant with implementation of the mitigation measures described in Section 3.2, Air Quality, of Chapter 3. Impact AQ-C1, which identifies a short-term increase in PM10 emissions due to grading, and construction would not be reduced to a less-than-significant level. Project elements that would result in substantial excavation at the development site include: Pebble Beach Driving

Range Relocation from Area V to Collins Field, Area M Spyglass Hill New Resort Hotel (Option 1) or Area M Spyglass Hill New Residential Lots (Option 2), and Residential Lot Subdivision at the Corporation Yard.

Biological Resources. The proposed project would result in loss of environmentally sensitive habitat areas (e.g., Monterey pine forest and small areas of seasonal wetlands), special-status plants (e.g., Yadon's piperia and other species) and special-status wildlife habitat (e.g., for the California red-legged frog and other species). Monterey pine forest is affected by most project elements, but the majority of the effects are due to residential development. Impacts on plants, wildlife, and seasonal wetlands and other waters are also primarily due to residential development. The impacts would be less than significant with implementation of the mitigation measures described in Section 3.3, Biological Resources; however, the project would still result in a net reduction in the acreage of Monterey pine forest and of Yadon's piperia habitat and other biological resources, even with mitigation.

Climate Change. The proposed project would generate GHG emissions and contribute to cumulative greenhouse gas impacts. The impacts would be less than significant with implementation of the mitigation measures described in Section 3.4, Climate Change.

Cultural Resources. The proposed project would not result in degradation of known significant cultural or paleontological resources, but it could disrupt undiscovered cultural and paleontological resources. The impacts would be less than significant with implementation of the mitigation measures described in Section 3.5, Cultural Resources.

Geology, Seismicity, and Soils. The proposed project could result in exposure of structures and people to seismic hazards, unstable soils, and hazardous materials and could increase erosion and sedimentation. The impacts would be less than significant with implementation of the mitigation measures described in Section 3.6, Geology, Seismicity, and Soils.

Hydrology and Water Quality. The proposed project would result in alteration of drainage patterns, increased impervious surfaces and stormwater runoff, and water quality degradation from construction and sedimentation and contaminants in stormwater. The impacts would be less than significant with implementation of the mitigation measures described in Section 3.7, Hydrology and Water Quality.

Land Use and Recreation. The proposed project could result in incompatible land uses where residential use in Area U is proposed adjacent to the existing equestrian center. The proposed project could result in some inconsistencies with the land use designations and zoning contained within the existing LCP; however, these inconsistencies would be resolved by the LCP Amendment, once certified by the Coastal Commission. The impacts would be less than significant with implementation of the mitigation measures described in Section 3.8, Land Use and Recreation, and conditions of approval.

Noise and Vibration. The proposed project would result in increased noise and vibration during construction. Additionally, the ventilation equipment for the underground parking structures would generate operational noise. Traffic noise increases would not be significant. Noise impacts overall would be less than significant with implementation of the mitigation measures described in Section 3.3, Noise and Vibration.

Public Services and Utilities. The proposed project would expose people and structures to risk of wildland fire where proposed residential development is adjacent to undeveloped open space, most

notably the Corporation Yard. The impacts would be less than significant with implementation of the mitigation measures described in Section 3.10, Public Services and Utilities.

Transportation and Circulation. The proposed project would result in construction-related traffic that would temporarily increase traffic volumes that would affect LOS and intersection operations. The project would add substantial traffic to intersections within and adjacent to Del Monte Forest and adjacent highway ramps, causing the levels of service to worsen, in certain locations from acceptable to unacceptable. The proposed project would contribute to cumulative traffic on several highways outside Del Monte Forest that already operate at unacceptable LOS. Implementation of mitigation measures described in Section 3.11, Transportation and Circulation, would reduce identified significant impacts, but impacts related to construction traffic and impacts related to certain roadways outside Del Monte Forest where mitigation is payment of fair-share impact fees would remain significant even after mitigation.

Water Supply and Demand. As described in Section 3.12, Water Supply and Demand, the proposed project would generate demand for water. The project demand would result in greater withdrawals from the Carmel River than 2011 existing conditions but less than the Applicant's remaining entitlement and thus the project can be supplied water through 2016. After 2016, although the project can be legally supplied from the Carmel River or the regional water supply project (Regional Project) servicing the project demand could intensify water shortages in the event the Regional Project (or an equivalent) is not completed by the end of 2016, and could worsen potential water rationing for other water users in 2017 and after. In addition, the project's water demand would directly or indirectly contribute to the need for new regional water supply infrastructure. Finally, the project would increase withdrawals from the Carmel River through 2016 above 2011 existing conditions which would have significant unavoidable impacts on biological resources dependent on the Carmel River in average, dry, and critically dry years. Therefore, this is a potentially significant and unavoidable impact.

Significant Unavoidable Impacts

The project would result in the following significant and unavoidable impacts on air quality, transportation, and water supply. As described below, other than the No Project Alternative, no feasible project alternatives would reduce these impacts to a less-than-significant level.

Air Quality

- AQ-C1: The proposed project would result in a short-term increase in PM10 emissions due to grading and construction.

Traffic

- TRA-A1: Construction traffic would result in short-term increases in traffic volumes that would affect level of service and intersection operations.
- TRA-C1: The proposed project would add substantial traffic to certain intersections along SR 68 or SR 1 to decrease from acceptable levels of service to unacceptable levels or to worsen existing unacceptable levels of service. This is a project impact and a cumulative impact.
- TRA-C2: The proposed project would add traffic to regional highway sections that are projected to operate at unacceptable levels of service.

- TRA-C3. The proposed project would add traffic to a SR 68 highway ramp projected to operate at an unacceptable level of service.

Water Supply

- WSD-A1: The project's water demand would represent an increase in water use above the 2011 existing conditions, but would be within the Applicant's current entitlement and could be legally supplied by Cal-Am through 2016. However, given the current uncertain nature of regional water supplies, the additional project water demand could intensify water supply shortfalls and rationing starting in 2017 if the Regional Project or its equivalent is not built by then.
- WSD-B1: Local water infrastructure is included to serve the proposed project, and existing supply infrastructure outside the project area is adequate to serve the project through 2016. The Regional Project (or its equivalent) will need to be built by 2017 to serve existing demand and the increase in demand from the proposed project. This is a project impact and cumulative impact. The Regional Project infrastructure and operations would have secondary significant and unavoidable environmental impacts.
- WSD-C1: The project's water demand would result in increased withdrawals from the Carmel River through 2016 and thus would have a significant and unavoidable impact on Carmel River biological resources. After 2017, SWRCB mandated reductions in Cal-Am withdrawals from the Carmel River will not be changed by the project demand.

Alternatives Suggested during the Scoping Process

The NOP for the proposed project was issued on April 7, 2011(Appendix A), and a public scoping meeting was held on April 27, 2011. Verbal and written comments were received in response to the NOP and at the scoping meeting. The scoping comments included the following suggestions for analyzing project alternatives:

- Underground parking garage for employees at The Inn at Spanish Bay rather than a surface parking lot in Area B. *This alternative is analyzed below.*
- Roundabout at the SR 68/SR 1 intersection off-ramp. *This alternative is analyzed below.*
- New road to alleviate traffic on upper Sunridge Road near the SR 1 gate. *This alternative does not meet any project objectives nor is an alternative to any project element. As such it was not analyzed in detail.*

Alternatives Analysis

The alternatives considered for evaluation are identified in Table 5-1. They include alternatives that were suggested during public scoping and that reduce significant impacts. Because it was determined there were no feasible alternatives to reduce all significant and unavoidable impacts to a less than significant level, the alternatives selected for analysis focus on reducing impacts to biological resources and on reducing unavoidable impacts to air quality, traffic and water supply. The County also considered alternatives that require meeting the County's affordable housing requirements through construction of inclusionary units inside Del Monte Forest.

The alternatives listed in Table 5-1 were initially evaluated for their feasibility and their ability to achieve most of the project objectives while avoiding, reducing, or minimizing significant impacts identified for the proposed project. The list of alternatives is separated into those that are analyzed in the Draft EIR and those that were considered but dismissed from further analysis in the Draft EIR.

As discussed in Chapter 2, Project Description, the project being analyzed in this EIR includes the proposed development and preservation within Monterey County's unincorporated Del Monte Forest.[1]

Table 5-1. Summary of Alternatives Considered for Evaluation

Alternative	Meets Most Project Objectives?	Feasible?	Further Reduces Significant Impacts[a]?	Reduces One or More Impacts[1] to Less than Significant?	Creates Additional Significant impacts?
Analyzed in Draft EIR					
1A. Clustered Development Option A	Yes	Yes	Yes	No	No
1B. Clustered Development Option B	Yes	Yes	Yes	No	No
1C. Clustered Development Option C	Yes	Yes	Yes	Yes	No
2A. Reduced Development Option A	Yes	Yes	Yes	No	No
2B. Reduced Development Option B	Yes	Yes	Yes	No	No
2C. Reduced Development Option C	Yes	Yes	Yes	Yes	No
3. Driving Range Redesign	Yes	Yes	Yes	Yes	No
4. Spanish Bay Underground Employee Parking	Yes	Yes	Yes	No	Yes
5. Roundabout at the SR 68/SR 1/17-Mile Drive Interchange	Yes	Yes	No	No	No
Alternatives Considered but Dismissed from Further Analysis					
Alternative A—New Access Road near SR 1 Gate	No	No	No	No	Yes
Alternative B—Residential Development at Sawmill Gulch	Yes	No	No	No	Yes
Alternative C—No Residential Development	No	Yes	Yes	Yes	No
Alternative D – No Visitor-Serving Development	No	Yes	Yes	Yes	No
Alternative E – Reduced Visitor-Serving Development	No	Yes	Yes	No	No

[a] Reduces at least one (but not all) projects impacts to less than significant.

[1] As described in Chapter 2, Project Description, the LCP Amendment is not part of the "project" being analyzed under CEQA in this document. The LCP Amendment is exempt from normal CEQA analysis because it will be analyzed through the certified regulatory process under the California Coastal Commission which is considered the functional equivalent to CEQA. However, the proposed project represents the "Concept Plan" described in the LCP Amendment and this EIR describes the environmental impacts of the Concept Plan for use as information in the County and CCC review and approval of the LCP Amendment.

Alternatives Analyzed in the Draft Environmental Impact Report

The alternatives analyzed in the Draft EIR include Alternatives 1 to 5 and the No Project Alternative. All of these alternatives were determined to be feasible and to meet most of the project objectives, except the No Project Alternative, which must be analyzed per CEQA.

The characteristics of Alternatives 1 to 5 are described in this section and summarized in Table 5-2. The ability of these alternatives to substantially lower the significant impacts identified for the proposed project is discussed below and summarized in Table 5-3.

All subject areas are analyzed for each alternative determined to be potentially feasible, though at a much more general level than the analysis in Sections 3.1–3.12 of Chapter 3.

No Project Alternative

CEQA requires analysis of a No Project Alternative.

Alternative Characteristics

Under the No Project Alternative, there would be no renovation, expansion, or creation of new visitor-serving development, no new residential subdivisions, and no new trails. The SR 1/SR 68/17-Mile Drive intersection reconfiguration and the four internal intersection improvements would not be built by the applicant. The new preservation areas would not be secured with new conservation easements.

Other than the proposed project, no pending applications or permit approvals exist for development within the properties contained in the current proposal. Without the proposed project and its proposed subdivisions, it is still possible that single-family residential development could occur on certain existing legal lots within the project area. The first single-family dwelling per legal lot can be approved under a Coastal Administrative Permit in areas designated Low-Density Residential (LDR) and Medium-Density Residential (MDR) by the LUP; however, as noted below, coastal development permits are required under certain conditions. Construction of one single-family residence or a second dwelling unit in a residential zone can be exempt from CEQA review (CEQA Guidelines 15303), although the exemption is not absolute. Residential use is not an allowable or conditionally allowable use in areas designated for open space recreation or open space forest uses.

Based on certificates of compliance at Monterey County, 41 approved legal lots currently exist within the project area: Area B/C (1), F-1 (1), F-2 (1), F-3 (1), G/Corp Yard (1), H (2), I-1 (1), I-2 (1), J (2), K/L (1), Areas M, N, O, U, and V (28 lots total), and PQR (1). The 13 lots in areas other than Area MNOUV are within areas that contain areas designated by the existing LUP for Low-Density Residential (LDR) and Medium-Density Residential (MDR) use (some contain areas designated for open space recreational or open space forest as well). In Area MNOUV, at least 7 (and possibly as many as 11) of the 13 legal lots are within areas designated for either Low-Density Residential (LDR) or Medium-Density Residential (MDR) uses; the remainder are within areas designated for open space recreational or open-space forest use. Of the 28 lots in MNOUV, 19 are at Collins Field, two are for the Collins Residences, 1 is in Area O, and the other 6 are in Area M in areas with dunes, forest, and golf course use at present. It cannot be known for certain that such residential development will or will not actually occur; however this residential development is considered possible and thus disclosed as a potential result of the No Project Alternative.

In accordance with the Coastal Zoning Ordinance, all development that would cause a significant environmental impact, on slopes 30% or greater, with ridgeline development, or within 100 feet of ESHA requires a coastal development permit. Because 20 of the existing lots are located in areas containing Monterey pine forest, dunes and/or other biological resources, coastal development permit review is likely for at least 20 single-family dwelling units on legal lots, and possibly more.

Other development may occur on other existing vacant lots in Del Monte Forest, noted in Chapter 4, Cumulative Impacts, but this development is external to the proposed project.

Impact Analysis

Aesthetics

Minor changes in visual aesthetics would occur due to new residential development; however, permit review would be expected to require compatibility of new dwelling units with local aesthetic setting and character. Aesthetic impacts would be most acute for any new units that would be located on or adjacent to the Signal Hill dunes, but would be expected to be consistent with other adjacent residential units already located within dune areas. The impact would be less than that of the proposed project overall due to the substantially lower level of build-out.

Air Quality

A minor increase in emissions of priority pollutants and PM10 would occur during residential construction and due to new single-family dwelling units, but this alternative would not involve large-scale excavation and would avoid the proposed project's significant and unavoidable impact due to construction PM10 emissions because residential development would likely occur spread out over time as opposed to at the same time. Air quality impacts would be less than that of the proposed project due to less construction and less traffic generation during operations.

Biological Resources

Despite limited residential development, undeveloped properties would for the most part remain undeveloped. Based on the assumptions used in the analysis of the proposed project (15,000 sf disturbance per lot), the construction of units on the 20 lots that are in areas considered ESHA could result in direct removal of perhaps up to 7 to 8 acres of Monterey pine forest and dunes as well as indirect effects on the adjacent forest and dune areas.

While it is possible that special-status plant species, like Yadon's piperia or dune plants, could be removed for residential development, it is expected that coastal development permit review would require avoidance, wherever feasible. Similarly, impacts related to wetlands, other sensitive habitat areas, and special-status wildlife species would be expected to be avoided in general per LUP policies. With permit conditions, impacts on biological resources overall are likely to be reduced to a less-than-significant level.

Under the No Project Alternative, there would be no dedication of easements for preservation areas. Current resource management of existing applicant-owned open space areas is presumed to continue.

Biological resource impacts would be less than that of the proposed project due to a reduced direct removal of sensitive habitat (up to 8 acres versus more than 40 acres) and less indirect effects.

Table 5-2. Summary of Characteristics for Alternatives Evaluated in the Draft EIR

Alternative[1]	VSC Units	Residential Units: Total Residential Units in DMF	Residential Units: Market Rate Residential Units in DMF	Residential Units: Inclusionary Housing	Alternative Description: Notes	Alternative Description: Lot Modifications
Proposed Project	195	90	90	In Lieu Fee	Refer to Ch 2, Project Description for description of residential lot subdivisions and other project elements.	
Alternative 1: Clustered Development						
1A: Clustered Development Option A	195	108	90	18 units In Corporate Yard (MDR)	Preserve Areas J and K by concentrating residential development in Areas F-2 and I-2 and change to MDR, Change Corp Yard LDR (10 units) to MDR.	Add 6 lots to F-2 and 7 lots to I-2. F-2: Split lots 3, 4, 11, 12, 13, 14 I-2: Split lots 7, 8, 9, 13, 14, 15, 16
1B: Clustered Development Option B	195	108	90	18 units In Corporate Yard (MDR)	Preserve Area K and L by concentrating in F-2 and I-2. Change F-2 and I-2 to MDR. Change Corp Yard LDR (10 units) to MDR.	Add 9 lots each to F-2 and I-2. F-2: Split lots 3, 4, 6, 7, 10-14 I-2: Split lots 7-11, 13-16
1C: Clustered Development Option C	195	108	90	18 units In Corporate Yard (MDR)	Avoids YP entirely by focusing growth away from YP at each site as feasible and minor relocation of lots. Eliminate 6 lots in Area K and relocate to Area L. Change Corp Yard LDR (10 units) to MDR.	F-2: Modify lots 1, 2, 5, 6, 8, 9, 10, 11, 15 to avoid YP; eliminate Lot 16, and Split Lot 4 I-2: Delete lots 1, 3, 4, 5, 6, 12; Split lots 2, 7, 8, 9, 13, 14 J: Delete lots 1 and 5; split lots 2, 3, modify Lot 5 to avoid YP K: Modify Lot 1 and 5 to avoid YP; delete Lots, 2-4, 6-8. L: Split Lots 1 - 5, 8 U: Modify Lot 7 to avoid YP V: Delete Lot 11, modify Lot 10 to avoid YP; reconfigure to add new lot 11 but avoid all YP. Modify special events center to avoid YP.
Alternative 2: Reduced Development						
2A: Reduced Development Option A	195	93	77	16 units In Corporate Yard (MDR)	Preserve Area J and K by eliminating units. Change Corp Yard LDR (10 units) to MDR.	Area J and K - Delete all 13 lots
2B: Reduced Development Option B	195	87	72	15 units In Corporate Yard (MDR)	Preserve Area K and L by eliminating units. Change Corp Yard LDR (10 units) to MDR.	Area K and L - Delete all 18 lots
2C: Reduced Development Option C	195	77	64	13 units In Corporate Yard (MDR)	Avoids YP entirely by deleting certain lots in Areas F-2, I-2, J, K, U and V. Change Corp Yard LDR (10 units) to MDR.	F-2: Delete lots 1, 2, 5, 6, 8, 9, 15, 16 I-2: Delete lots 1, 3, 4, 5, 6, 12 J: Delete lots 1, 4, 5 K: Delete all 8 lots U: Modify Lot 7 to avoid YP V: Delete Lot 11, modify Lot 10 to avoid YP. Modify special events center to avoid YP.
Alternative 3: Driving Range Redesign	195	90	90	In Lieu Fee	Redesign driving range (being relocated from Area V to Collins Field) to avoid Pacific Grove clover in northwest corner.	
Alternative 4: Spanish Bay Underground Employee Parking	195	90	90	In Lieu Fee	Relocate 290-space surface parking lot from Area B to underground at the Inn at Spanish Bay to reduce impacts to Monterey pine forest.	
Alternative 5: Roundabout at the SR 68/SR 1/17-Mile Drive Interchange	195	90	90	In Lieu Fee	Intersection modified to include two roundabouts instead of a traffic signal. A smaller single-lane roundabout would be located at the intersection of the SR 1 southbound on-ramp and 17-Mile Drive, and a larger roundabout would be located at the intersection of the SR 1 southbound off-ramp and SR 68 intersection.	

Notes: **DMF** = Del Monte Forest; **LDR** = Low Density Residential; **MDR** = Medium Density Residential; **VSC** = Visitor-Serving Commercial

1 The proposed project presented in the first row and all alternatives proposed assume Option 1 New Resort Hotel would be implemented in the Area M Spyglass Hill area, which includes construction of a new resort hotel instead of 10 residential lots.

		Alternative								
		1. Clustered Development Options			2. Reduced Development Options			3. Driving Range Redesign	4. Spanish Bay Underground Employee Parking	Alternative 5: Roundabout at the SR 68/SR 1/17-Mile Drive Interchange
Issue Area	**Proposed Project**	**1A: Option A**	**1B: Option B**	**1C: Option C**	**2A: Option A**	**2B: Option B**	**2C: Option C**			
Aesthetics	⦿ Adverse change in views; visual degradation; increased light and glare.	⦿Similar impacts. Slightly more for views and light in Areas F-2, I-2 and Corporate Yard and less in Areas J and K.	⦿ Similar impacts. Slightly more for views and light in Areas F-2, I-2 and Corporate Yard and less in areas K and L.	⦿Similar impacts. Slightly more for views and light in Areas F-2, I-2 and Corporate Yard.	⦿Similar impacts. Slightly more for views and light in Corporate Yard and less in Areas J and K.	⦿Similar impacts. Slightly more for views and light in Corporate Yard and less in Areas K and L.	⦿Similar impacts. Slightly more for views and light in Corporate Yard.	⦿Same impacts.	⦿Similar impacts. Slightly less for new light/tree removal in Area B.	⦿Similar impacts. Slightly less because fewer trees removed and less retaining wall structure.
Air Quality	● Construction-related PM10. ⦿ Construction-related diesel; odors from equestrian.	●⦿Similar impacts. Slightly less near Areas J and K and slightly more near F-2, I-2 and Corporate Yard for emissions from construction.	●⦿Similar impacts. Slightly less near Areas K and L and slightly more near F-2, I-2 and Corporate Yard for emissions from construction.	●⦿Similar impacts. Slightly more near Corporate Yard or emissions from construction.	●⦿Similar impacts. Less near Areas J and K and slightly more near Corporate Yard for emissions from construction.	●⦿Similar impacts. Less near Areas K and L and slightly more near Corporate Yard for emissions from construction.	●⦿Similar impacts. Less in Areas F-2, I-2, J, K and slightly more near Corporate Yard for emissions from construction.	●⦿Same impacts.	●⦿Similar impacts. More at SBI for construction-related emissions.	●⦿Similar impacts. Slightly less because less grading but offset by slightly larger disturbance area.
Biological Resources	⦿ Adverse effects and loss of sensitive habitat and special status plants and wildlife.	⦿ Less impact to MPF, YP, streams and wetlands and CRLF habitat.	⦿ Less impact to MPF, YP, streams and wetlands and CRLF habitat.	⦿ Less impact to MPF, YP, streams and wetlands and CRLF habitat. ○ Yadon's piperia	⦿ Less impact to MPF, YP, streams and wetlands and CRLF habitat.	⦿ Less impact to MPF, YP, streams and wetlands and CRLF habitat.	⦿ Less impact MPF, YP, streams and wetlands and CRLF habitat. ○Yadon's piperia	⦿ Similar impacts overall ○ Less impacts to Pacific Grove clover	⦿ Similar impact. Slightly less to Monterey pine forest.	⦿ Similar impact. Slightly less because fewer Monterey pine trees removed but need to evaluate small unsurveyed areas.
Climate Change	⦿ Contribute to climate change impacts.	⦿Similar impact.	⦿Similar impact.	⦿Similar impact.	⦿ Similar impact. Slightly less contribution.	⦿ Similar impact. Slightly less contribution.	⦿Similar impact. Slightly less contribution.	⦿Same impacts.	⦿Slightly more impact during construction	⦿Similar impact. Slightly less contribution because less grading and less idling due to shorter traffic queues.
Cultural Resources	⦿Potential disturbance to unknown resources from excavation and grading	⦿Similar impact.	⦿Similar impact.	⦿Similar impact.	⦿Similar impact. Slightly less excavation from residential development	⦿ Similar impact. Slightly less excavation from residential development	⦿ Similar impact. Slightly less excavation from residential development	⦿Same impacts.	⦿ Similar impact. Slightly more contribution during construction.	⦿ Similar impact. Slightly less excavation but need to evaluate small unsurveyed areas.
Geology and Soils	⦿Potential structural damage from seismic hazards and unstable soils/ slopes; increased erosion and sedimentation; exposure to hazardous materials at Corp Yard	⦿Similar impact. Slightly more due to 18 more units in Corp Yard.	⦿Similar impact. Slightly more due to 18 more units in Corp Yard.	⦿Similar impact. Slightly more due to 18 more units in Corp Yard.	⦿Similar impact. Slightly less exposure to soil hazards due to less residential. Slightly more due to more units in Corps Yard.	⦿Similar impact. Slightly less exposure to soil hazards due to less residential. Slightly more due to more units in Corps Yard.	⦿Similar impact. Slightly less exposure to soil hazards due to less residential. Slightly more due to more units in Corps Yard.	⦿Same impacts.	⦿More impact due to increase in potential for structural failure with additional underground structure and because in area of shallow groundwater and weak surrounding deposits	⦿Similar impacts. Slightly less because less grading but offset by slightly larger disturbance area.

		Alternative								
		1. Clustered Development Options			2. Reduced Development Options			3. Driving Range Redesign	4. Spanish Bay Underground Employee Parking	Alternative 5: Roundabout at the SR 68/SR 1/17-Mile Drive Interchange
Issue Area	**Proposed Project**	**1A: Option A**	**1B: Option B**	**1C: Option C**	**2A: Option A**	**2B: Option B**	**2C: Option C**			
Hydrology and Water Quality	⦿Alteration of drainage patterns; increased impervious surface; degraded water quality	⦿Similar impact. Slightly more local impact due to 18 more units in Corp Yard	⦿Similar impact. Slightly more local impact due to 18 more units in Corp Yard	⦿Similar impact. Slightly more local impact due to 18 more units in Corp Yard	⦿Similar impact. Slightly less due no residential development in Areas J and K. Slightly more due to more units in Corp Yard	⦿Similar impact. Slightly less due no residential development in Areas K and L. Slightly more due to more units in Corp Yard	⦿Similar impact. Slightly less due to removing lots in several areas. Slightly more due to more units in Corp Yard	⦿Similar impact.	⦿Similar impact. Slightly more due more underground construction at SBI	⦿Similar impacts. Slightly less because less grading but offset by slightly larger disturbance area.
Land use and Recreation	⦿Potential incompatibility of new residential by equestrian center ○Consistency determination	⦿Similar impact.	⦿Similar impact.	⦿Similar impact.	⦿Similar impact.	⦿Similar impact.	⦿Similar impact.	⦿Same impacts.	⦿Similar impact.	⦿Same impacts. Additional bicycle paths beneficial.
Noise and Vibration	⦿Construction related noise and vibration; operation noise at PBL parking structure	⦿Similar impact. Slightly less construction noise to residents near Area J and slightly more to residents near Area I-2.	⦿Similar impact. Slightly more construction noise to residents near Area I-2.	⦿Similar impact.	⦿Similar impact. Slightly less construction noise to residents near Area J.	⦿Similar impact.	⦿Similar impact.	⦿Same impacts.	⦿Similar impact. More construction related noise and vibration and operation noise from parking ventilation fans at SBI	⦿Similar impact.
Public Services and Utilities	⦿Exposure of people/structures to risk of wildland fire.	⦿Similar impact.	⦿Similar impact.	⦿Similar impact.	⦿Similar impact.	⦿Similar impact.	⦿Similar impact.	⦿Same impacts.	⦿Similar impact.	⦿Same impacts.
Transportation	●Construction related traffic increases at intersections; operation related traffic to regional highways ⦿Increased traffic at intersections within DMF and highway ramps; potential design hazards from new roadways; increased risk to bicyclists	●⦿Similar impact. Slightly more local traffic due to 18 more residences at Corporate Yard but same regional traffic.	●⦿Similar impact. Slightly more local traffic due to 18 more residences at Corporate Yard but same regional traffic.	●⦿Similar impact. Slightly more local traffic due to 18 more residences at Corporate Yard but same regional traffic.	●⦿Similar impact. Slightly more local traffic due to more residents in Del Monte Forest. Less regional traffic due to less residential units.	●⦿Similar impact. Slightly less local and regional traffic	●⦿Similar impact. Slightly less local and regional traffic	⦿Same impacts.	●⦿Similar impact. More traffic within SBI	●⦿Similar impact. Less impacts from shorter queues and less backup but requires Caltrans design exception. Additional study required to determine additional improvements required.

		Alternative								
		1. Clustered Development Options			2. Reduced Development Options			3. Driving Range Redesign	4. Spanish Bay Underground Employee Parking	Alternative 5: Roundabout at the SR 68/SR 1/17-Mile Drive Interchange
Issue Area	**Proposed Project**	**1A: Option A**	**1B: Option B**	**1C: Option C**	**2A: Option A**	**2B: Option B**	**2C: Option C**			
Water Supply and Demand	●Demand for potable water and infrastructure extension would be accommodated through 2016. If Regional Project not built, project would intensify potential rationing. Project contributes to need for Regional Project, which has secondary impacts	●Similar impact.	●Similar impact.	●Similar impact.	●Less water demand since less residential development.	● Less water demand since less residential development.	● Less water demand since less residential development.	●Same impacts.	●Similar impact.	●Similar impact. Slightly more water demand for additional landscaping with roundabout.

Note: These are the impacts overall, considering all the impacts combined and the wors

● = 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.

Climate Change

GHG emissions would occur during residential construction and due to new single-family dwelling units. However, as with the proposed project, related impacts could be reduced through construction BMPs and design features to reduce building energy use. The impact would be less than that of the proposed project due to a lower level of construction and operational emissions.

Cultural Resources

It is possible that undiscovered cultural and paleontological resources could occur during residential construction. The impact could be less than that of the proposed project because of a much smaller construction footprint.

Geology, Seismicity, and Soils

New residential structures could be built in areas with risk associated with geology, seismicity, or soils; however, as with the proposed project, it is likely that related impacts would be reduced through design and construction BMPs and adherence to applicable regulatory codes, policies, and statutes. The impact would be less than that of the proposed project due to a smaller area of construction.

Hydrology and Water Quality

There could be limited changes in surface flow quantity or quality immediately surrounding single-family residential unit development, although the amount of new impervious spaces would be limited and dispersed throughout Del Monte Forest. The impact would be less than that of the proposed project due to a much smaller area of construction, less impervious spaces, and less urban runoff and landscape management.

Land Use and Recreation

Land uses would remain as they currently are, with the exception of single-family dwelling units on legal lots. Because such single-family dwelling units are found throughout Del Monte Forest, the potential for incompatibilities with adjacent properties are unlikely.

Noise and Vibration

Temporary construction noise would occur during residential construction. Traffic noise levels would slightly increase with the increased number of residences, although the level of increase is not likely to be noticeable. The impact would be less than that of the proposed project due to a smaller level of construction and lesser generation of traffic noise.

Public Services and Utilities

There would be minor increases in demand for public services and utilities with new single-family residential development but such demands could be readily accommodated similar to those of the project. The impact would be less than that of the proposed project due to smaller demands of new development.

Transportation and Circulation

No increases in traffic related to proposed visitor-serving development would occur. Increases associated with residential traffic would occur. Construction traffic associated with single-family dwellings would be limited and dispersed throughout Del Monte Forest. Traffic to the Equestrian Center would continue at its current level. Internal roadway improvements would not occur, unless proposed independently of the project.

Without the project, the SR 1/SR 68 interim improvements proposed by the applicant would not be funded by the applicant. The full SR 68 corridor widening between SR 1 and the Community Hospital of the Monterey Peninsula is included in the regional development impact fee program, but it is not certain when sufficient funds would be accumulated and the project constructed. In the baseline without-project and cumulative without-project conditions, the SR 1 southbound off-ramp has failing operations (LOS E or F) at both morning and evening peak hours (Section 3.11, Transportation). Note that with the project, these conditions would be improved to LOS C (morning peak) and LOS D (evening peak) under 2015 conditions.

Overall, the traffic impact would be less than that of the proposed project in most locations due to a far lower generation of new traffic, but conditions at the SR 1/SR 68 would be worse in the short term due to a probable delay in funding improvements at this interchange.

Water Supply and Demand

There would be increases in demand for water with new single-family residential development. This demand could be accommodated through use of a portion of the Applicant's water entitlement. However, in the event the Regional Project is not completed by the end of 2016, any increase in demand would exacerbate water rationing and economic dislocation for other water users in 2017 and after. Therefore, this is a potentially significant and unavoidable impact. The impact would be less than that of the proposed project due to the lower demand of new development.

Alternative 1—Clustered Development Options

Alternative Characteristics

Multiple options exist to cluster residential development to reduce the level of impact on biological resources. The following three options were developed to reduce the level of impact on Monterey pine forest and Yadon's piperia. All three options have the same visitor-serving component as the proposed project (with Area M Spyglass Hill New Resort Hotel [Option 1]) and the same transportation improvements and preservation areas. Unlike the proposed project (whereby the applicant would contribute an in-lieu fee for affordable housing), these three options include an additional 18 inclusionary housing units in the Corporation Yard to comply with the County's affordable housing program, which increases the total residential development within Del Monte Forest to 108 residential units (90 market-rate and 18 inclusionary).

Table 5-2 includes a summary of the alternative characteristics for each option, including the total number of residential units (market rate and inclusionary), a description of how the residential units would be clustered, and the biological resource impacts being avoided or reduced.

All three Alternative 1 options would meet most of the project objectives, but the lots in certain subdivisions would be smaller in size and thus would not meet the specific project objective for large lots as well as the proposed project.

Alternative 1A: Clustered Development Option A

This alternative would include 90 market-rate residential lots but would relocate all proposed residential lots from Areas J (5 lots) and Area K (8 lots), shown in Figures 2-21 and 2-22, to Area F-2 (16 lots) and Area I-2 (16 lots), shown in Figures 2-19 and 2-20. Areas J and K contain Monterey pine forest, Yadon's piperia, streams and wetlands, and CRLF breeding habitat. Area K has the largest population of Yadon's piperia of all the proposed development sites (the majority of Yadon's piperia in Del Monte Forest is located within the proposed preservation sites). Areas F-2 and I-2 were selected as densification locations because they are completely surrounded by development and, as such, their natural resources are isolated and fragmented from larger undeveloped areas in Del Monte Forest.

There are a number of ways that the 13 lots from Areas J and K can be consolidated into Areas F-2 and I-2; this alternative presumes 6 lots are added to Area F-2 and 7 lots are added to Area I-2. This alternative presumes that lots not containing Yadon's piperia would be split to accommodate the new lots in each area, so as to avoid any increase in direct loss of Yadon's piperia. The gross density of Area F-2 would decrease from 1.22 acres per unit to 0.89 acre per unit, which would be classified as Medium-Density Residential (MDR), which allows between 2 and 4 units per acre. The gross density of Area I-2 would decrease from 1.17 acres per unit to 0.81 acre per unit, which would also be Medium-Density Residential (MDR).

This alternative would include 18 inclusionary units in attached housing at the Corporation Yard. The density of the proposed housing area would change from 0.47 acre per unit to 0.17 acre per unit. Per the county's coastal zoning ordinance, this density would be High-Density-Residential (HDR), which allows 8 units per acre or a higher density approved as part of a clustered residential subdivision. The proposed 10 market-rate single-family units at the Corporation Yard would change to attached housing in combination with the 18 inclusionary units, for a total of 28 units at the Corporation Yard.

Alternative 1B:Clustered Development Option B

This alternative would include 90 market-rate residential lots but would relocate all proposed residential lots from Area K (8 lots) and Area L (10 lots), as shown in Figures 2-22 and 2-23, to Areas F-2 and I-2. As noted, above, Area K contains Monterey pine forest, streams, wetlands, CRLF habitat, and the largest population of Yadon's piperia of all the proposed development sites. The proposed development area at Area L contains Monterey pine forest adjacent to Del Monte Forest Foundation Indian Village preservation area. Although Area L also contains dune habitat, these areas are already preserved in an existing conservation easement. The project could have indirect effects on the dune area, as described in Section 3.3, Biological Resources, which would be avoided by not developing adjacent areas. Area L also contains several streams, CRLF habitat, and a small population of Yadon's piperia, but the proposed project includes these resources within the proposed preservation areas.

Areas F-2 and I-2 can accommodate the 18 lots from Areas K and L in a number of ways; this alternative presumes 9 lots each are added to F-2 and I-2. This alternative presumes that lots not containing Yadon's piperia would be split to accommodate the new lots in each area in order to avoid any increase in direct loss of Yadon's piperia. The gross density of Area F-2 would decrease from 1.22 acres per unit to 0.65 acre per unit, which would be classified as Medium-Density Residential (MDR)/2, which allows up to 2 units per acre. The gross density of Area I-2 would

decrease from 1.17 acres per unit to 0.75 acre per unit, which would also be Medium-Density Residential (MDR)/2.

This alternative would include 18 inclusionary units in attached housing at the Corporation Yard as described under Alternative 1A.

Alternative 1C: Clustered Development Option C

This alternative would include 90 market-rate residential lots but would restrict and reconfigure building envelopes to avoid all direct impacts to Yadon's piperia. While there are a myriad of ways that lots can be reconfigured and or clustered to avoid Yadon's piperia, this alternative includes the following:

- Area F-2 (16 lots): Modify allowable building envelopes on Lots 1, 2, 5, 6, 8, 9, 10, 11, and 15 and eliminate Lot 16, and split Lot 4 to accommodate the relocated lot on-site.
- Area I-2 (16 lots): Delete Lots 1, 3, 4, 5, 6, and 12 and split Lots 2, 7, 8, 9, 13, and 14 to accommodate relocated lots on-site.
- Area J (5 lots): Delete Lots 1 and 5 and split Lots 2 and 3 to accommodate relocated Lots on-site and modify Lot 4 allowable building envelope.
- Area K (8 lots): Modify allowable building envelopes on Lots 1 and 5 and delete Lots 2–4 and 6–8 and relocate the lots to Area L.
- Area L (10 lots): Split Lots 1–5 and Lot 8 to accommodate the relocated lots from Area K.
- Area U (7 lots): Modify allowable building envelope on Lot 7.
- Area V (14 lots): Delete Lot 11 and reconfigure other lots to accommodate relocated lot on-site, and modify Lot 10 allowable building envelope.
- Special Events Staging Area: Reduce the development footprint to avoid Yadon's piperia.

These areas and lots are shown in Figures 2-19 to 2-25. This alternative would include 18 inclusionary units in attached housing at the Corporation Yard, as described under Alternative 1A.

Impact Analysis

The analysis below applies to all three Alternative 1 options. Any differences between the options are described within the evaluation. Although some impacts would result in an increase or decrease in the severity of an impact compared to the proposed project, the difference is relatively minor and does not change the significance determination for any of the impacts—except for biological resources. Alternative 1C would reduce impacts to Yadon's piperia from less than significant with mitigation to less than significant without mitigation.

Aesthetics

The impacts under this alternative would be similar to those identified for the proposed project.

Impacts AES-A1 (adversely affect public viewing in or near visually prominent areas identified in the LUP and along 17-Mile Drive), AES-B1 (degrade visual character and quality of some development sites), and AES-C1 (introduce new light and glare) would be slightly greater under Alternative 1 because residential development would be increased in Areas F-2, I-2 and the Corporation Yard. Residential development would be removed from Areas J and K (13 lots) under Option 1A and Areas

K and L (18 lots) under Option 1B and relocated to Areas F-2 and I-2. Under Option 1C, the number of residential lots within Areas J, K, L, F-2 and I-2 would be the same but shifted and split differently. All three options include adding 18 units of inclusionary housing to the Corporation Yard site.

Like the proposed project, the impacts of Alternative 1 would be reduced to a less-than-significant level with implementation of Mitigation Measures AES-A1 (incorporate design features and landscaping requirements in design plans and specifications for all development sites that involve construction of new structures or modification of existing structures) and AES-C1 (incorporate light and glare reduction measures in design plans and specifications).

Air Quality

The impacts under this alternative would be similar to those identified for the proposed project.

The construction-related Impacts AQ-C1 (increase in PM10 emissions from grading and construction) and AQ-D1 (increase in emission of diesel toxic air contaminants from construction trucks and equipment) would generally be the same under Alternative 1. However, localized emissions would shift from Areas J, K, and L to Areas F-2 and I-2 and would slightly increase at the Corporation Yard. Residential development would be relocated from Areas J and K (13 lots) under Option 1A and from Areas K and L (18 lots) under Option 1B to Areas F-2 and I-2 under both options. Under Option 1C, the number of residential lots within Areas J, K, L, F-2 and I-2 would be the same, but shifted and split differently so the overall increase in these areas would remain the same. All three options include adding 18 units of inclusionary housing to the Corporation Yard site.

Compared to the proposed project, construction-related emissions would be roughly the same and would be reduced with implementation of Mitigation Measures AQ-C1 (measures to control fugitive dust emissions), AQ-C2 (measures to control construction-related exhaust emissions), and AQ-D1 (use after-market emissions control technology on construction equipment). Also like the proposed project, implementation of Mitigation Measures AQ-C1 and AQ-C2 would not be sufficient to reduce construction PM10 emissions to a less-than-significant level because the large excavation areas are related to the visitor-serving development and the relocation of the driving range.

Biological Resources

The impacts under this alternative would be less than those identified for the proposed project.

Impacts on Monterey pine forest, Yadon's piperia, streams and wetlands, and CRLF habitat found in Areas J, K, and L would be reduced because the residential development would be relocated to other areas proposed for residential development (to Areas I-2 and F-2 for Alternatives 1A and 1B and repositioned to lower impacts on Yadon's piperia for Alternative 1C). The impacts were quantified for Monterey pine forest and Yadon's piperia. Under the proposed project, 85.98 acres of Monterey pine forest and 8.7 acres of Yadon's piperia would be affected. Under Alternatives 1A, 1B, and 1C, the impacts on Monterey pine forest and Yadon's piperia would be less for both direct and indirect impacts. The total reduction in impacts is:

- Alternative 1A—8.53 acres less Monterey pine forest and 2.73 acres less Yadon's piperia.
- Alternative 1B—13.64 acres less Monterey pine forest and 2.45 acres less Yadon's piperia.
- Alternative 1C —3.49 acres less Monterey pine forest and 3.3 acres less Yadon's piperia (with no direct impacts on Yadon's piperia).

In general, impacts on other biological resources supported by Monterey pine forest would have similar relative characteristics to those indicated above for the Monterey pine forest. However, these alternatives would not lower impacts on Hooker's manzanita because this species is not found at Areas J, K, and L and avoiding part of all of these areas would not lower the project's impact. Avoiding Areas J and K would also lower indirect impacts on CRLF habitat, although all proposed project indirect impacts can be readily mitigated to a less-than-significant level. Avoiding Area L would lower indirect impacts on coastal dunes, although all of the proposed project's indirect impacts can be readily mitigated to a less-than-significant level.

The additional units at the Corporate Yard would increase the level of indirect effect on the HHNHA due to increased residential use of trails. However, mitigation similar to that recommended for the proposed project could address the effects of increased trail use on sensitive plant and wildlife species.

Climate Change

The impacts under this alternative would be similar to those identified for the proposed project.

Like the proposed project, GHG emitted during construction and from operation could contribute to climate change impacts. This alternative would have the same amount of development as the proposed project, plus the 18 additional inclusionary residential units at the Corporation Yard.[2] Compared to the proposed project, Alternative 1 emissions would be similar to the proposed project and could be reduced with implementation of Mitigation Measures CC-A1 (BMPs for GHG emissions during project construction) and CC-A2 (GHG reduction measures and other design elements to ensure project-related GHG emissions are reduced by 26% relative to business as usual).

Cultural Resources

The impacts under this alternative would be similar to those identified for the proposed project.

This alternative would have similar effects as the proposed project if undiscovered resources were encountered during construction. Under this alternative, residential development would be shifted and the density would be increased, reducing the overall disturbed land area, so the potential for discovery could be slightly less. The following same mitigation measures would be required to reduce this impact to a less-than-significant level: Mitigation Measures CR-B1 (worker awareness training for archaeological and paleontological resources prior to construction), CR-B2 (stop work if buried cultural deposits or human remains are encountered during construction activities), and CR-D1 (stop work order if vertebrate fossil materials are encountered during construction).

Geology, Seismicity, and Soils

The impacts under this alternative would be similar to but slightly more than those identified for the proposed project.

This alternative includes more residential development (18 inclusionary units) at the Corporation Yard, thus slightly increasing impacts relative to unstable soils and hazardous materials at this site;

[2] The use of an in-lieu fee would result in the same amount of emissions as would including the 18 inclusionary units at the Corporation Yard because 18 units would be built somewhere within Monterey County. Thus, there would be no nominal change in GHG emissions, although traffic emissions might differ depending on proximity to transit and services.

however, the mitigation identified for the proposed project to address soils and hazardous materials would still reduce this impact to a less-than-significant level. This alternative also includes removing residential development from Area K where there are unstable slopes. Overall, the impacts and required mitigation measures would be similar to those identified for the proposed project.

Hydrology and Water Quality

The impacts under this alternative would be similar to those identified for the proposed project.

Under this alternative, residential development would be removed from Areas J and K (Option 1A), from Areas K and L (Option 1B), and from various areas to avoid Yadon's piperia (Option 1C). However, it would be relocated to other sites planned for market-rate residential development, so the amount of impervious surface and associated impacts on drainage and water quality would be similar. There would be an increase in impervious surface at the Corporation Yard to accommodate the 18 inclusionary units, resulting in a slight increase in impacts associated with increased impervious surface within Del Monte Forest, but the proposed project's use of an in-lieu fee would still result in new impervious surfaces in Monterey County, and thus the amount of impact would be the same but the location would be different. Site-specific drainage reports would need to be revised for these sites. Overall, the impacts and required mitigation measures would be roughly the same as those for the proposed project.

Land Use and Recreation

The impacts under this alternative would be similar to those identified for the proposed project.

Residential land uses would be shifted from Areas J, K and L to Areas I-2 and F-2 (planned for residential development) but the resultant densities would be within the range of normal development in Del Monte Forest. Densities at the Corporation Yard would be higher than most development in Del Monte Forest, but the Corporation Yard is functionally separate from other development and well screened by forest areas. This alternative would comply with the County's Inclusionary Housing Ordinance by providing 18 inclusionary residential units in the Corporation Yard instead of an in-lieu fee. Overall, the land use impacts and required mitigation would be roughly similar to the proposed project in that development can be found consistent with the LUP and would not introduce incompatible land use within Del Monte Forest.

Noise and Vibration

The impacts under this alternative would be similar to those identified for the proposed project.

Under this alternative, construction of residential development would be relocated from Areas J and K (Option 1A), from Areas K and L (Option 1B), and from various areas to avoid Yadon's piperia (Option 1C) to Areas I-2 and F-2, thus shifting the location of construction-related noise. This alternative would also add construction of additional units at the Corporation Yard. Based on the location of sensitive receptors (Table 3.9-11 in Section 3.9, Noise and Vibration), this shift would result in slightly less construction noise to residents near Area J and slightly more to residents near Area I-2 and the Corporation Yard.

Traffic generation (and thus traffic noise) in and adjacent to Del Monte Forest would be higher than the proposed project due to the 18 inclusionary housing units at the Corporation Yard; regionally, traffic generation (and thus traffic noise) would be the same as that of the proposed project because the in-lieu fee would result in 18 units within Monterey County.

Overall noise impacts and required mitigation measures would be roughly similar to those of the proposed project.

Public Services and Utilities

The impacts under this alternative would be roughly similar to those identified for the proposed project.

The impact of exposing people and structures to the risk of wildland fires would be slightly more than the proposed project because 18 additional inclusionary housing units would be located in the Residential Lot Subdivision at the Corporation Yard, which is adjacent to the HHNHA and SFB Morse Botanical Preserve to the north and Preservation Areas G and H to the south. The impact severity and required mitigation for this alternative would be the same as that of the proposed project.

Transportation and Circulation

The impacts under this alternative would be similar to those identified for the proposed project.

Local construction traffic impacts would be similar but slightly higher than the proposed project due to the 18 additional inclusionary housing units.

Localized operational traffic would shift with the relocation of residential lots from Areas J, K, and L to Areas I-2 and F-2, and there would be a minor increase in local traffic from the 18 additional housing units at the Corporation Yard (but no increase in regional traffic).

Overall, impacts and required mitigation would be roughly similar to those of the proposed project. Impacts can be reduced with the project mitigation identified for the proposed project, but similar to the proposed project, even with mitigation, certain impacts will remain significant and unavoidable.

Water Supply and Demand

The impacts under this alternative would be similar to those identified for the proposed project.

This alternative would result in slightly more demand in Del Monte Forest for potable water with the additional 18 inclusionary units at the Corporation Yard, but the same amount of regional demand because the project would result in 18 inclusionary units somewhere else in Monterey County. The overall impact of this alternative would be the same as the proposed project including the significant unavoidable impacts related to project water demand in the event of no new regional water supply and related to indirect impacts associated with new regional water supply development.

Alternative 2—Reduced Development Options

Alternative Characteristics

Multiple options exist to reduce the development level to reduce the level of impact on biological resources, traffic and water supply. The spatial layout of the following three options were developed to reduce the level of impact on Monterey pine forest and Yadon's piperia through reduction of the number of market-rate lots. Similar to Alternative 1, all three options have the same visitor-serving component as the proposed project under Project Element Option 1 (Area M Spyglass Hill New Resort Hotel) and the same transportation improvements and preservation areas. Unlike the proposed project, these three Alternative 2 options include an additional 13 to 16 inclusionary

housing units in the Corporation Yard to comply with the County's affordable housing program, instead of the applicant contributing an in-lieu fee. Because these alternatives would have fewer market-rate residential lots, the requirements for inclusionary housing units are also less than those of the proposed project. Therefore, under this alternative, there would be 77 to 93 residential units (64 to 77 market-rate and 13 to 16 inclusionary).

Table 5-2 includes a summary of the alternative characteristics for each option, including the total number of residential units (market rate and inclusionary), a description of how the residential units would be clustered, and the biological resource impacts being avoided or reduced. Because all three options would have a lower level of development overall, they would generate less traffic, require less construction and would have lower water demands.

All three Alternative 2 options would meet most of the project objectives, including increasing the number of residential lots, but they would not provide for as many lots as the proposed project would provide. All three Alternative 2 options would eliminate lots instead of changing their configuration and thus would meet the specific large lot objective where lots are retained, except at the Corporate Yard. All three Alternative 2 options would not meet the specific project objective for large lots at the Corporation Yard.

Alternative 2A: Reduced Development Option A

This alternative would eliminate residential development in Areas J and K (shown in Figures 2-21 and 2-22) to reduce biological resource impacts as well as traffic and water supply impacts. Biological resources in these areas were discussed above. This alternative would result in 77 market-rate units in Del Monte Forest (compared to 90 with the proposed project). This alternative would include 16 inclusionary units in attached housing at the Corporation Yard.

Alternative 2B: Reduced Development Option B

This alternative would eliminate development in Areas K and L (Figures 2-22 and 2-23) to reduce biological resource impacts as well as traffic and water supply impacts. Biological resources in these areas are discussed above. This alternative would result in 72 market-rate units in Del Monte Forest (compared to 90 with the proposed project). This alternative would include 15 inclusionary units in attached housing at the Corporation Yard.

Alternative 2C: Reduced Development Option C

This alternative would reduce development to avoid all direct impacts on Yadon's piperia and reduce traffic and water impacts. This alternative includes the following:

- Area F-2: Delete 8 lots (Lots 1, 2, 5, 6, 8, 9, 15, and 16).
- Area I-2: Delete 6 lots (Lots 1, 3, 4, 5, 6, and 12).
- Area J: Delete 3 lots (Lots 1, 4, and 5).
- Area K: Delete all 8 lots.
- Area U: Modify Lot 7 to avoid Yadon's piperia.
- Area V: Delete 1 lot (Lot 11) and modify Lot 10 to avoid Yadon's piperia.
- Special Events Staging Area: Reduce the development footprint to avoid Yadon's piperia.

These areas and lots are shown in Figures 2-19 to 2-25. This alternative would result in 64 market-rate units in Del Monte Forest (compared to 90 with the proposed project). This alternative would include 13 inclusionary units in attached housing at the Corporation Yard.

Impact Analysis

The analysis below applies to all three Alternative 2 options. Any differences between the options are described within the evaluation. Although some impacts would result in an increase or decrease in the severity of an impact compared to the proposed project, none of the alternatives would result in a change in the significance determination for any of the impacts—except for biological resources. Alternative 2C would reduce impacts on Yadon's piperia from less than significant with mitigation to less than significant without mitigation.

Aesthetics

The impacts under this alternative would be similar to the proposed project.

Under Alternative 2, Impacts AES-A1, AES-B1 and AES-C1 would be slightly more at the Corporation Yard than the proposed project because of the increase in residential development[3], although impacts in Areas J, K, L, F-2, I-2, U, and/or V would be less due to a lower level of residential development.

Like the proposed project, Alternative 2 impacts could be reduced to a less-than-significant level with implementation of Mitigation Measures AES-A1 and AES-C1.

Air Quality

The impacts under this alternative would be roughly similar but slightly less than those identified for the proposed project.

The construction-related Impacts AQ-C1 (increase in PM10 emissions from grading and construction) and AQ-D1 (increase in emission of diesel TACs from construction trucks and equipment) would be slightly less under Alternative 2 because, despite an increase in construction at the Corporation Yard, localized emissions would be eliminated at Areas J, K, and/or L (Alternatives 2A and 2B), or lowered at Areas J, K, L, F-2, I-2, U and V (Alternative 2C), and the overall amount of construction would be lower than the proposed project (77 to 93 units with Alternative 2 compared to 108 units with the proposed project, 18 of which would be inclusionary units somewhere in Monterey County). Construction-related emissions would be reduced with implementation of Mitigation Measures AQ-C1 (measures to control fugitive dust emissions), AQ-C2 (measures to control construction-related exhaust emissions), and AQ-D1 (use after-market emissions control technology on construction equipment). Also like the proposed project, implementation of Mitigation Measures AQ-C1 and AQ-C2 is not enough to reduce Impact AQ-C1 to a less-than-significant level. The impact would remain significant and unavoidable.

[3] The amount of inclusionary housing required depends on the amount of market-rate housing being developed (Monterey County Inclusionary Housing Ordinance requires 20%). The proposed project and Alternatives 1, 3, 4, and 5 include 90 market-rate units, thus requiring 18 inclusionary units. Alternatives 2A, 2B, and 2C include 77, 72, and 64 market-rate units, thus requiring 16, 15, and 13 inclusionary units (respectively).

Operational traffic-related emissions would be slightly less than the proposed project due to 15 to 31 fewer units overall in Monterey County and would have a less-than-significant impact on air quality, similar to the proposed project.

Biological Resources

Under Alternative 2, impacts on biological resources would be less for Monterey pine forest, Yadon's piperia, streams and wetlands, and CRLF habitat found in Areas J, K, and/or L because the residential development would be relocated to other areas proposed for residential development (Alternatives 2A and 2B), or would be avoided in Area K and lowered in other areas (Alternative 2C). The impacts were quantified for Monterey pine forest and Yadon's piperia. Under the proposed project, 86 acres of Monterey pine forest and 9 acres of Yadon's piperia would be affected directly or indirectly. Under Alternatives 2A, 2B, and 2C, the impacts on Monterey pine forest and Yadon's piperia would be less for both direct and indirect impacts. The total reductions in direct and indirect impacts under Alternatives 2A, 2B, and 2C are:

- Alternative 2A—8 acres less Monterey pine forest and 4 acres less Yadon's piperia.
- Alternative 2B—14 acres less Monterey pine forest and 4 acres less Yadon's piperia.
- Alternative 2C—24 acres less Monterey pine forest and 7 acres less Yadon's piperia (with no direct impacts).

In general, impacts on other biological resources supported by Monterey pine forest would have similar relative characteristics to those indicated above for Monterey pine forest. However, these alternatives would not lower impacts on Hooker's manzanita because this species is not found at Areas J, K, and L; and avoiding part or all of these areas would not lower the project's impact. Avoiding Areas J and K would also lower indirect impacts on CRLF habitat although all proposed project indirect impacts can be readily mitigated to a less-than-significant level. Avoiding Area L would lower indirect impacts on coastal dunes and Hickman's potentilla, although all proposed project indirect impacts can be readily mitigated to a less-than-significant level.

The additional units at the Corporate Yard would increase the level of indirect effect on the HHNHA due to increased residential use of trails. However, mitigation similar to that recommended for the proposed project could address the effects of increased trail use on sensitive plant and wildlife species.

Climate Change

The impacts under this alternative would be similar to but less than those identified for the proposed project due to a reduction in residential unit development by 15 to 31 units.

Like the proposed project, GHG emissions during construction and from operation could contribute to climate change impacts. Under this alternative, there would be less residential development compared to the proposed project. The increase in emissions above existing conditions due to Alternative 2 could be reduced to a less-than-significant level with implementation of Mitigation Measures CC-A1 and CC-A2 (same as the proposed project).

Cultural Resources

The impacts under this alternative would be similar to but slightly less than those identified for the proposed project due to a smaller level of residential construction.

This alternative would have impacts similar to those of the proposed project if undiscovered resources were encountered during construction. Under this alternative, residential development would require less overall disturbed land area, so that the potential for discovery would be less. The required mitigation measures would be the same as those for the proposed project.

Geology, Seismicity, and Soils

The impacts under this alternative would be similar to those identified for the proposed project.

This alternative includes more residential development (13 to 16 inclusionary units) at the Corporation Yard, thus slightly increasing impacts related to unstable soils and hazardous materials at this site; however, the mitigation identified for the proposed project to address soils and hazardous materials would still reduce this impact to a less-than-significant level. This alternative also includes removing residential development from Area K where there are unstable slopes. Overall, the impacts and required mitigation measures would be similar to those identified for the proposed project.

Hydrology and Water Quality

The impacts under this alternative would be similar to but slightly less than those identified for the proposed project, but with a smaller residential element.

There would be a reduction in the amount of impervious surface and associated impacts to drainage and water quality due to a lesser amount of residential development overall. There would be an increase in impervious surface at the Corporation Yard to accommodate the 13 to 16 inclusionary units, resulting in a slight increase in impacts associated with increased impervious surface at this location. Site-specific drainage reports would need to be revised for the modified development plan included in this alternative. The impacts on the overall stormwater drainage system offsite would be the same as the proposed project. Overall, the impacts and required mitigation measures would be the same as those for the proposed project.

Land Use and Recreation

The impacts under this alternative would be similar to those identified for the proposed project.

Residential land uses would be removed from Areas J, K, and/or L (Alternatives 2A and B) or avoided at Area K and reduced at Area F-2, I-2, J, U and V. Densities at the Corporation Yard would be higher than most development in Del Monte Forest, but the Corporation Yard is functionally separate from other development and well screened by forest areas. This alternative would comply with the County's Inclusionary Housing Ordinance by providing inclusionary residential units in the Corporation Yard, instead of an in-lieu fee. Overall, the land use impacts and required mitigation would be roughly similar to the proposed project in that development can be found consistent with the LUP and would not introduce incompatible land use within Del Monte Forest.

Noise and Vibration

The impacts under this alternative would be similar to those identified for the proposed project.

Under this alternative, construction of residential development would be eliminated or lowered in various areas of the Forest, while construction would increase at the Corporation Yard. Overall, construction impacts and required mitigation measures would be the same as those for the proposed project.

Public Services and Utilities

The impacts under this alternative would be similar to those identified for the proposed project.

The impact of exposing people and structures to the risk of wildland fires would be slightly more than the proposed project because 13 to 16 additional inclusionary housing units would be located in the Residential Lot Subdivision at the Corporation Yard, which is adjacent to the HHNHA and SFB Morse Botanical Reserve to the north, and Preservation Areas G and H to the south. The impact determination and required mitigation for this alternative would be the same as those for the proposed project.

Transportation and Circulation

The impacts under this alternative would be similar to those identified for the proposed project.

Localized traffic would be reduced with the removal of residential lots from Areas J, K, and L (and small portions of other areas planned for residential development); and there would be minor increases in traffic from the 13-16 additional housing units at the Corporation Yard. Traffic generation would be slightly lower than the proposed project regionally, due to 13 to 31 less residential units overall. Traffic generation in Del Monte Forest would be slightly higher by 3 units (Alternative 2A) or slightly lower by 3 to 13 units (Alternatives 2B and 2C). Traffic impacts in and around Del Monte Forest would be similar to the proposed project and slightly less regionally. Impacts can be reduced with the project mitigation identified for the proposed project, but similar to the proposed project, even with mitigation, there will be certain impacts that will remain significant and unavoidable.

Water Supply and Demand

The impacts under this alternative would be similar to but slightly less than those identified for the proposed project.

This alternative would result in slightly less regional demand for potable water with 13 to 31 fewer residential units than the proposed project. The overall impact of this alternative would be the similar to but less than the proposed project but would still result in a significant unavoidable impacts related to project water demand in the event of no new regional water supply and related to indirect impacts associated with new regional water supply development.

Alternative 3—Driving Range Redesign

Alternative Characteristics

This alternative would redesign the relocated Pebble Beach Driving Range, to avoid the 0.2-acre habitat area with Pacific Grove clover in the far northwest corner of Collins Field near the proposed tee box (Figure 2-13). The tee box would be relocated elsewhere on site within the proposed development footprint. Entry into the area containing Pacific Grove clover would be discouraged by a low fence installed around the perimeter with signage indicating that the area is closed for the protection of a sensitive natural resource. The area would be monitored annually to document the condition of the population and determine which factors are affecting the population. The population would be maintained in perpetuity through the use of adaptive management to compensate for factors adversely affecting the population and promoting factors that benefit the population.

Table 5-2 includes a summary of the alternative characteristics, including the total number of residential units (market rate and inclusionary). Alternative 3 would meet all the project objectives.

Impact Analysis

The impacts and mitigation measures under this alternative would be the same as those identified for the proposed project for all the issue areas, except as related to Pacific Grove clover. Alternative 3 would reduce impacts on Pacific Grove clover from less than significant with mitigation to less than significant without mitigation.

Biological Resources

Under Alternative 3, impacts on biological resources would be similar to those identified for the proposed project, except there would be no direct impact on Pacific Grove clover because impacts would be avoided entirely.

Alternative 4—Spanish Bay Underground Employee Parking

Alternative Characteristics

This alternative would include a 285-space underground parking lot at The Inn at Spanish Bay, to replace the proposed 285-space surface employee parking lot in Area B, to avoid impacts on Monterey pine forest in Area B.

The underground parking lot would be located nominally under the tennis courts in approximately the same location as the 443-space underground parking garage that was proposed as part of the prior project and studied in the 2005 EIR. Underground parking would be available 24 hours daily. The entry road would be realigned via a new driveway south of the underground parking structure. Separate access to the residential portion of the site would be located east of the parking garage. Paths would allow resident access to the tennis courts. Additional parking and circulation needs for The Inn at Spanish Bay, including arrival and parking areas serving the existing Inn as well as proposed new guestrooms and meeting rooms, would be reconfigured to provide visitor access and service.

Table 5-2 includes a summary of the alternative characteristics, including the total number of residential units (market rate and inclusionary). Alternative 4 would meet all the project objectives.

Impact Analysis

Overall, impacts would be similar to but slightly greater for a number of resource areas than those identified for the proposed project because of additional impacts occurring from an additional underground structure, but operational impacts related to aesthetics and biological resources would be lower. Although some impacts would be greater or less than those identified for the proposed project, the difference is relatively minor and does not change the significance determination for any of the impacts.

Aesthetics

The impacts and required mitigation measures under this alternative would be similar to those identified for the proposed project. The New Employee Parking in Area B was determined to have a less-than-significant impact on scenic vistas, corridors and views because the remaining roadside

vegetation would buffer views of the parking area from 17-Mile Drive. Relocating the parking area to the underground site within The Inn at Spanish Bay developed area, would reduce Impact AES-C1 (introduce new sources of light and glare) at this particular development site in Area B relative to the proposed project, but the overall impact and required mitigation would be the same. The new underground structure would not be visible from surface levels and thus would have no aesthetic impacts except at entry and exit points.

Air Quality

The impacts and required mitigation measures under this alternative would be similar to but somewhat greater than the proposed project because there would be substantially more excavation and grading activities associated with constructing an underground 285-space parking structure instead of a surface 285-space parking lot. There would be additional construction-related impacts (AQ-C1, increase in PM10 emissions from grading and construction and AQ-D1, increase in emission of diesel toxic air contaminants from construction trucks and equipment). As with the proposed project, implementation of Mitigation Measures AQ-C-1 and AQ-C2 would reduce construction PM10 impacts but would not reduce Impact AQ-C1 to a less-than-significant level. Construction of the underground parking lot would have greater TAC emissions during construction than the proposed project's surface lot in Area B that would require mitigation similar to the proposed project, given that there are residents approximately 100 feet from the location of the underground lot. Implementation of the mitigation identified for the proposed project would be sufficient to mitigate impacts associated with construction-related TAC emissions to less than significant.

Biological Resources

Under this alternative, the impacts on biological resources would be similar to those identified for the proposed project, but 2.81 fewer acres of Monterey pine forest would be affected by relocating the new employee parking lot from Area B to underground at The Inn at Spanish Bay.

Climate Change

The impacts under this alternative would be similar to but slightly more than those identified for the proposed project.

Like the proposed project, GHG emitted during construction and from operation could contribute to climate change impacts. This alternative would have the same amount of permanent development as the proposed project would have, but the 285-space parking facility would be an underground structure within The Inn at Spanish Bay developed area instead of a surface parking lot in Area B. This would result in more construction-related GHG emissions than the proposed project would have because there would be more excavation and grading required for the underground structure. The increase in emissions from Alternative 4 could be reduced with implementation of Mitigation Measures CC-A1 and CC-A2, similar to the proposed project.

Cultural Resources

The impacts of this alternative would be similar to but slightly more than those identified for the proposed project.

This alternative would have effect similar to those of the proposed project if undiscovered resources were encountered during construction. The likelihood of finding undiscovered resources is greater because substantially more excavation would be required for the underground parking facility.

Mitigation Measures CR-B1, CR-B2, and CR-D1 would be required to reduce this impact to a less-than-significant level.

Geology, Seismicity and Soils

The impacts under this alternative would be more than those identified for the proposed project.

Under this alternative, the proposed permanent development and related impacts would be the same as the proposed project, but there would be greater impacts from constructing a 285-space parking facility underground within The Inn at Spanish Bay, instead of constructing a surface lot in Area B. This modification would increase the potential for structural failure because it would be located in an area of shallow groundwater and weak surrounding deposits. In addition to the mitigation identified for the proposed project, this alternative would require implementation of specific measures identified in a site-specific geotechnical report and drainage plan prepared for an underground parking structure at this location.

Hydrology and Water Quality

The impacts under this alternative would be similar to but slightly more than those identified for the proposed project.

Under this alternative, the proposed permanent development and related impacts would be the same as the proposed project. Additionally, there would be greater impacts from constructing a 285-space parking facility underground within The Inn at Spanish Bay, instead of constructing a surface lot in Area B due to the increased excavation and need for dewatering during construction. A site-specific drainage plan would need to be prepared for the underground garage. It is anticipated that stormwater run-off would be collected and discharged into the existing storm drain system serving the site, and the addition to the existing detention basin volume would be less than significant. There would be no substantial changes in drainage patterns at the site. Dewatering would be needed because it is in an area of shallow groundwater, and this could result in the compromise of water quality and therefore is considered a significant impact, but could be mitigated through proper treatment facilities. This alternative would require similar mitigation as that of the proposed project but pumping would be necessary both during construction and during operations to drain the underground site.

Land Use and Recreation

The impacts under this alternative would be similar to those identified for the proposed project.

Under this alternative, a 285-space underground parking facility would be constructed within the developed area of The Inn at Spanish Bay, instead of a 285-space surface parking lot in Area B, across the street from the main entrance. This modification does not change the degree of impacts identified for the proposed project. Overall, the land use impacts and required mitigation would be similar to those of the proposed project.

Noise and Vibration

The impacts under this alternative would be similar to and greater than those identified for the proposed project.

Under this alternative, there would be additional construction and operation impacts associated with constructing a 285-space underground parking facility at The Inn at Spanish Bay, instead of a

285-space surface parking lot. There would be increased noise and vibration impacts to surrounding visitor-serving uses during construction, and ventilation noise from operation due to the need for ventilation fan or fans for the underground parking lot. The mitigation would be similar to that prescribed for other project elements of the proposed project (NOI-A1, employ noise-reducing treatments on parking structure fan systems; NOI-B1 to NOI-B8, noise-reducing measures during construction; and NOI-C1, limiting operations that result in vibration to specified times).

Public Services and Utilities

The impacts under this alternative would be similar to those identified for the proposed project.

Under this alternative, the 285-space employee parking facility would be located underground within The Inn at Spanish Bay developed area, instead of across the street on a surface lot. This would not change the impacts and required mitigation for public services and utilities relative to the proposed project.

Transportation and Circulation

The impacts under this alternative would be similar to those identified for the proposed project, except during construction, which would be greater.

This alternative would result in more construction-related traffic because substantially more construction equipment and truck trips would be required to construct an underground parking garage within the developed portion of The Inn at Spanish Bay than a surface parking lot across the street from the main entrance.

This alternative would result in additional traffic within the developed portion of The Inn at Spanish Bay from the 285-space employee parking facility but circulation designs could accommodate the traffic flow. Operational traffic levels would be the same as the proposed project.

All impacts and mitigation would be similar to those for the proposed project. This alternative would require an additional traffic analysis to determine if site-specific impacts require additional design mitigation to provide for safe and effective internal circulation at The Inn at Spanish Bay.

Water Supply and Demand

The impacts under this alternative would be similar to those identified for the proposed project.

This alternative would result in slightly more demand for potable water to meet the County's health, fire and safety requirements for the 285-space underground parking facility. The overall impact of this alternative would be the same as the proposed project including the significant unavoidable impacts related to project water demand in the event of no new regional water supply and related to indirect impacts associated with new regional water supply development.

Alternative 5—Roundabout at the SR 1/SR 68/17-Mile Drive Interchange

This alternative was developed by the City of Monterey and has been included in this analysis upon their request because it would result in better traffic conditions at this interchange than either the proposed Phase 1B improvement or the RTP's Highway 68 Widening Project.

However, as described in Section 3.11, Transportation and Circulation, the Phase 1B improvement included in the proposed project would substantially improve traffic conditions compared to a no

project condition. As a result, the roundabout is an alternative to this project element, but is not necessary to address an identified significant impact of the project.

Alternative Characteristics

As described in Chapter 2 and shown in Figure 2-29, the interchange modifications included with the proposed project[4] include the following.

- Adding a right-turn lane in the eastbound direction.
- Widening the SR 1 southbound off-ramp to accommodate a right-turn lane, through lane and left-turn lane.
- Reconfiguring the intersection to form a five-legged intersection to separate the Pebble Beach entrance from the SR 1 on-ramp.
- Constructing a retaining wall along the SR 1 southbound onramp; providing a separate on-ramp from Pebble Beach entrance that is separate from the main on-ramp to SR 68.
- Modifying the signals at the SR 1/SR 68 intersection.

Under Alternative 5, all the project elements would be the same as those of the proposed project except the SR 1/SR 68/17-Mile Drive Intersection Reconfiguration. Under Alternative 5, the intersection would be modified to include two roundabouts instead of a traffic signal. A smaller single-lane roundabout would be located at the intersection of the SR 1 southbound on-ramp and 17-Mile Drive, and a larger roundabout would be located at the intersection of the SR 1 southbound off-ramp and SR 68 intersection, as shown in Figure 5-1.

Specific interchange modifications included in Alternative 5 are as follows:

- Widening the SR 1 southbound off-ramp to flair from two lanes to three lanes approaching the roundabout at SR 68.
- Configuring the roundabout at SR 68 with two circulating lanes connecting the SR 1 southbound off-ramp to Del Monte Forest.
- Configuring the roundabout at SR 68 to receive four eastbound lanes, including two lanes toward SR 1 northbound, one lane toward SR 1 southbound, and one lane to Del Monte Forest.
- Configuring the roundabout at SR 68 to receive three northbound lanes (from Del Monte Forest) including a lane for left-turning traffic and two lanes for right-turning traffic.
- Replacing the SR 68 overcrossing to provide two eastbound lanes and one westbound lane including non-motorized connections to the Coastal Trail on the east side of SR 1.
- Providing a single lane roundabout at the intersection of 17-Mile Drive with the SR 1 southbound on-ramp.

[4] The SR 1/SR 68/17-Mile Drive Intersection Reconfiguration (part of the proposed project) is a subset of the Highway 68 Widening Project. The Highway 68 Widening Project widens SR 68 from one to two lanes in each direction from the Community Hospital intersection to the ramp terminal intersection with SR 1; signalizes the Carmel Hill Professional Center driveway; widens the SR 1 southbound off-ramp to provide a left-turn lane; reconfigures the SR 1 southbound on-ramp to separate Pebble Beach-related and highway-related traffic; replaces the Scenic Drive and SR 68 overcrossings to accommodate four lanes on SR 68; and would provide non-motorized connections to the planned Coastal Trail on the east side of SR 1.

- Widening SR 68 from two lanes to four lanes between the roundabout at the SR 1 southbound off-ramp and the Community Hospital of the Monterey Peninsula intersection.
- Providing three grade-separated Class I bicycle paths under SR 68 connecting the regional path system, Del Monte Forest, and SR 68. Two at-grade crossings would also be provided at the SR 1 southbound off- and on-ramps.
- Restricting traffic at the Carmel Hill Professional Center driveway from making a left turn out toward SR 1. All other movements would remain.

The footprint of the roundabout (Alternative 5) is similar to the footprint of the proposed project modifications. Compared to the proposed project, Alternative 5 results in an increase in the disturbed area to the east and west of the southbound off-ramp to accommodate the Class I bike lane, and on the south side of the ramp lanes leading from SR 68 to the Pebble Beach gate. There would be small decreases in the disturbed area at other locations (e.g., west side of the northernmost portion of the southbound off-ramp, northwest of the corner of SR 68 and Carmel Hill Professional Center driveway, south side of SR 68 adjacent to Sunridge Road, east of the southbound on-ramp and a small piece to the west of the southbound on-ramp). The retaining walls required under Alternative 5 would be similar to the proposed project, except along the Sunridge Road corridor where they would be smaller and shorter with Alternative 5 than with the proposed project's retaining walls to accommodate the third eastbound lane.

Table 5-2 includes a summary of the alternative characteristics. This alternative would meet all the project objectives.

Impact Analysis

The impacts and mitigation measures under this alternative would be the same as the proposed project, except at the SR 1/SR 68/17-Mile Drive interchange. In this specific area, the impacts would be similar to those identified for the proposed project. Under Alternative 5, there would be less grading and visual impacts because there would be less retaining wall structure along Sunridge Road, but disturbance to biological resources would be approximately the same as the proposed project because the overall footprint is similar to the proposed project. However, all the impacts identified, the significance determinations, and the required mitigation measures would be the same as those for the proposed project, and there would be no additional significant impacts nor any eliminated significant impacts. In some cases, the degree of an impact might be slightly more or less, as described below.

Aesthetics

The impacts and required mitigation measures under this alternative would be similar to those identified for the proposed project. In the SR 1/SR 68/17-Mile Drive interchange area, views are dominated by pine forest. All three roadways are County-designated Scenic Highways and Routes, and SR 1 and SR 68 are Officially Designated State Scenic Highways.[5] Under both Alternative 5 and the proposed project, Impacts AES-A2 (roadway improvements adverse affect on views from 17-Mile Drive) and AES-B1 (degrade visual character and quality of 17-Mile Drive intersections) would be less than significant with the following Mitigation Measure:

[5] http://www.dot.ca.gov/hq/LandArch/scenic_highways/index.htm; http://www.co.monterey.ca.us/planning/gpu/GPU_2007/2010_Mo_Co_General_Plan_Adopted_102610/Figures/Fig14_Gr_Mty_Visual.pdf

- AES-A2 (prepare and implement a landscape plan for SR 1/SR 68/17-Mile Drive intersection reconfiguration).

The degree of impact would be slightly less under Alternative 5 because there would be fewer pine trees removed and the retaining wall along Sunridge Road would be lower and shorter.

Air Quality

The impacts and required mitigation measures under this alternative would be similar as those identified for the proposed project. In the SR 1/SR 68/17-Mile Drive area, sensitive receptors (e.g., residences) exist approximately 200 feet away along the south side of SR 68 west of the intersection, between the development site and the Community Hospital of the Monterey Peninsula. Both Alternative 5 and the proposed project would result in Impact AQ-C1 (short-term increase in PM10 emissions due to grading and construction) from construction equipment and vehicle exhaust and fugitive dust in the North Central Coast Air Basin, and Impact AQ-D1 (emission of diesel TACs) from construction near sensitive receptors (residences approximately 200 feet away). Although emissions could be less with Alternative 5 because the lower and shorter retaining wall would require less grading, this lesser impact would be offset by the greater disturbance required for the new bike lane. The following Mitigation Measures during construction would be required for both Alternative 5 and the proposed project:

- AQ-C1 (measures to control dust).
- AQ-C2 (measures to control exhaust emissions).

In both cases, Impact AQ-D1 would be reduced to a less-than-significant level, but Impact AQ-C1 would remain significant and unavoidable.

Biological Resources

The impacts and required mitigation measures under this alternative would be similar to those identified for the proposed project. In the SR 1/SR 68/17-Mile Drive interchange area, biological resources include 0.33 acre of Monterey pine forest (Table 3.3-2 in Section 3.3, Biological Resources). As described in Section 3.3, it is a disturbed, degraded, and urbanized area of Monterey pine forest, and the trees are not indigenous to the site (they were planted as part of the landscaping). The proposed project would result in the removal of approximately 53 Monterey pine trees and no coast live oak trees for the intersection modifications (Table 3.3-9).

Additional tree surveys would need to be conducted to determine the number of trees removed with the roundabout alternative. Based on comparing project footprints, it appears that Alternative 5 may remove a few less trees than the proposed project because Alternative 5 proposes a lower and shorter retaining wall. Both Alternative 5 and the proposed project would result in Impacts BIO-B1 (direct disturbance and indirect effects on Monterey pine forest), BIO-I1 (potential disturbance to nesting raptors), and BIO-J1 (removal or disturbance of Monterey pine trees and coast live oak trees), requiring the following mitigation measures.

- BIO-B1(C) (dedicate additional area of undeveloped Monterey pine forest).
- BIO-I1 (conduct pre-construction and breeding-season raptor surveys and implement protection measures).
- BIO-J1 (incorporate specific tree removal and replanting guidelines into the site-specific RMPs).

- BIO-J2 (protect retained trees from construction disturbance).

Additionally, Alternative 5 would require that a qualified biologist survey the site areas that are outside the Phase 1B footprint to determine the trees and other biological resources that would be affected because the disturbance area is slightly greater to the east and west of the southbound off-ramp (to accommodate the Class I bike lane) and on the south side of the ramp lanes leading from SR 68 to the Pebble Beach gate. A special-status plant survey will be required to assess the areas outside of the Phase 1B footprint. If special-status plants are found, the mitigation measures identified for the project related to Yadon's piperia or pine rose or possibly different mitigation measures may be required for different special-status plants, if found. However, the areas outside of the Phase 1B footprint (which has been surveyed previously) are relatively small areas and based on aerial photography are likely to be highly similar to the condition of the adjacent areas within the Phase 1B footprint.

No wetlands are located in the Phase 1B footprint; this would need to be assessed for the portion of Alternative 5 outside the Phase 1B footprint.

Climate Change

The impacts and required mitigation measures under this alternative would be similar to those identified for the proposed project. Both Alternative 5 and the proposed project would result in project-related greenhouse gas emissions, during construction and from operation that could considerably contribute to climate change impacts and be inconsistent with the goals of AB 32 (Impact CC-A1). Construction-related emissions would be slightly less with Alternative 5 because there would be less grading associated with the lower and shorter retaining wall; operational emissions would be slightly less because it is expected that traffic would have somewhat shorter queues with the roundabout because vehicles would not be idling at a traffic signal. In both cases, Impact CC-A1 would be reduced to a less-than-significant level by implementing the following mitigation measures:

- CC-A1 (best management practices for GHG emissions during construction).
- CC-A2(reduce annual greenhouse gas emission by 26% relative to business as usual by either A) using a combination of design features, replanting, and/or offset purchases; or B) validating the greenhouse gas emission offset value of preserving Monterey pine forest designated for development using the Climate Action Registry Forest Project Protocol and preserve the lands in perpetuity).

Cultural Resources

The impacts and required mitigation measures under this alternative would be similar to those identified for the proposed project. There are no known cultural or historical resources in the Phase 1B footprint. Compared to the proposed project, Alternative 5 would result in a very slight reduction in the potential of disturbing previously undiscovered archaeological or paleontological resources or human remains because slightly less grading would be required to construct the shorter and lower retaining wall. However, Alternative 5 would result in a slight increase in the disturbed area to the east and west of the southbound off-ramp (to accommodate the Class I bike lane) and on the south side of the ramp lanes leading from SR 68 to the Pebble Beach gate. Although there are no known archaeological resources within the Phase 1B footprint, a qualified archaeologist would need to survey the small areas of the Alternative 5 footprint outside the Phase 1B footprint. Both the

Alternative 5 roundabout and the proposed project would have the same impacts (potential discovery of unknown resources) and would require the following Mitigation Measures

- CR-B1 (conduct worker awareness training for archaeological and paleontological resources prior to ground-disturbing construction activities).
- CR-B2 (stop work if buried cultural deposits or human remains are found).
- CR-D1 (stop work order if vertebrate fossil materials are found).

Additionally, Alternative 5 would require a qualified archaeologist to ensure that no additional resources would be affected in the area where the new bike lanes would be constructed.

Geology, Seismicity and Soils

The impacts and required mitigation measures under this alternative would be similar as those identified for the proposed project. In the SR 1/SR 68/17-Mile Drive intersection area, there are expansive soils. Both Alternative 5 and the proposed project would result in Impact GSS-A1 (potential structural damage from earthquakes), GSS-C1 (soil erosion, loss of top soil, sedimentation), and GSS-D1 (potential damage from constructing structures and roadways on expansive soils). Although Impact GSS-C1 could be slightly less with Alternative 5 because there would be less grading associated with the lower and shorter retaining wall, this lesser impact would be offset by the greater disturbance footprint associated with the new bike lane. Both Alternative 5 and the proposed project would require the following mitigation measures:

- GSS-A1 (implement recommendations in site-specific geologic/geotechnical reports).
- GSS-C1 (implement erosion and sediment control plan).
- HYD-A1 (prepare and implement final drainage plan).
- HYD-A2 (maintain and monitor drainage facilities).

Additionally, because site-specific geologic/geotechnical and drainage reports have not yet been prepared specifically for the roundabout option, the applicant or the City of Monterey would need to hire qualified civil engineers to prepare these reports, and then implement the reported recommendations into project design.

Hydrology and Water Quality

The impacts and required mitigation measures under this alternative would be similar as those identified for the proposed project. The SR 1/SR 68/17-Mile Drive intersection area is on the western edge of the Carmel Bay ASBS watershed, near the upstream end of Pescadero Creek tributary (Figure 3.7-1). Both Alternative 5 and the proposed project would result in Impact HYD-C1 (degrade surface water quality due to increased sediment and pollutant loading in stormwater drainage during construction and operation). Although construction-related impacts would be slightly less with Alternative 5 because there would be less grading associated with the lower and shorter retaining wall, this lesser impact would be offset by the greater disturbance footprint associated with the new bike lane. Operation-related impacts would be similar because the impervious surfaces would be similar. Although Alternative 5 has a larger footprint (to accommodate the Class 1 bicycle path), overall there appears to be less paved area with Alternative 5 when the Alternative 5 footprint is compared to that of the proposed project. Both Alternative 5

and the proposed project would require several mitigation measures to ensure the protection of water quality, including the following mitigation measures:

- HYD-A1 (prepare and implement final drainage plan).
- HYD-A2 (maintain and monitor drainage facilities).
- HYD-C1 (prepare and implement stormwater pollution prevention plan during construction).
- HYD-C2 (inspect and maintain operation BMPs to ensure function of drainage facilities).
- GSS-C1 (implement erosion and sediment control plan).

Additionally, because a site-specific drainage report was not prepared specifically for the roundabout option, the applicant or the City of Monterey will need to hire a qualified civil engineer to prepare this report, and then implement the reported recommendations into the project design.

Land Use and Recreation

The impacts under this alternative would be the same as those identified for the proposed project. Additionally, at the SR 1/SR 68/17-Mile Drive intersection area, Alternative 5 includes providing three grade-separated Class I bicycle paths under SR 68 connecting the regional Coastal Recreation Trail system from the east side of SR 1 to the southbound on-ramp with minimal at-grade crossings. It also provides a connection for cyclists traveling eastbound and westbound on SR 68 and entering and exiting the Pebble Beach Gate with minimal at-grade crossings. These impacts are considered beneficial for recreation resources.

Noise and Vibration

The impacts under this alternative would be similar to those identified for the proposed project. In the SR 1/SR 68/17-Mile Drive intersection area, sensitive receptors (e.g., residences) exist approximately 200 feet away along the south side of SR 68 west of the intersection, between the development site and the Community Hospital of the Monterey Peninsula. Because the construction significance criteria of 85 dBA would not be exceeded at locations 125 feet or less from construction activities, Impact NOI-B1 (expose outdoor activity areas of noise-sensitive land uses to construction noise) would be less than significant for both Alternative 5 and the proposed project.

Public Services and Utilities

The impacts under this alternative would be the same as those identified for the proposed project.

Transportation and Circulation

The impacts under this alternative would be similar to those identified for the proposed project except at the SR 1/SR 68/17-Mile Drive intersection. As mentioned above, the proposed project includes several improvements and modifies the existing signal operation, while Alternative 5 includes several modifications and replaces the signal with two roundabouts.

The Alternative 5 roundabout operations were evaluated by Parsons Brinckerhoff (2011), based on the conceptual layout (Figure 5-1). The two buildout scenarios evaluated were the 2015 interim (Figure 5-2), which maintains two lanes on the existing SR 68 overpass, and the 2030 ultimate buildout, which requires the addition of an eastbound lane to the existing overpass structure (Figure 5-1). The roundabout would perform at an acceptable LOS A through the 2030 forecast year. The forecasted queues for the interchange approaches were also evaluated by Parsons Brinkerhoff

(2011) and estimated to result in a minimal average delay and short backups on the southbound approach of the SR 1/SR 68 off-ramp, indicating the queues would not likely spill onto the freeway mainline. Similarly, the queues at the eastbound approach of the 17-Mile Drive/southbound SR 1 on-ramp are not expected to back up to the Pebble Beach Gate. The roundabout alternative was also evaluated by Fehr & Peers (2011), based on the geometries shown in Figure 5-1. The report concurred that the intersection operations with the roundabout would be LOS A under 2030 conditions for the AM and PM peak hours. Table 5-4 shows the comparative performance of the Roundabout Alternative and the Proposed Project in 2015 and 2030.

As shown in Table 5-4, the Phase 1B improvement, the Highway 68 Widening Project, and Alternative 5 (roundabout) would result in substantially improved level of service conditions in 2015 when compared to the no project. For 2030, either the proposed Highway 68 Widening Project[6] plus Mitigation (i.e., a third eastbound lane on SR 68), or the roundabout would result in acceptable level of service (LOS C or better) conditions.

Table 5-4. Level of Service Comparison for the SR 68/ SB SR 1 Off-Ramp Intersection

		AM			PM		
Scenario	**Year**	**LOS**	**Delay (seconds)**	**v/c***	**LOS**	**Delay (seconds)**	**v/c***
Phase 1B (Signal)	2015	C	34.3	0.85	D	40.2	0.90
Highway 68 Widening Project (Signal)	2015	C	26.3	0.80	A	16.4	0.54
Roundabout	2015	B	10.8	0.76	A	6.5	0.53
Highway 68 Widening Project (Signal)	2030						
Highway 68 Widening Project + Mitigation (Signal)	2030	C	20.4	0.79	B	18.3	0.75
Roundabout	2030	A	8.2	0.83	A	8.2	0.61

Sources:
Roundabout: Parsons- Brinckerhoff 2011. (Table 5. Results for Roundabout are from SIDRA analysis.)
Phase 1B/SR68 Widening Project: Fehr & Peers 2011.
Notes:
* v/c = volume/capacity; LOS = level of service

Fehr & Peers (2011) completed micro-simulation analyses of the Phase 1B improvement, the Highway 68 Widening Project, and the Highway 68 Widening Project plus Mitigation (i.e., a third eastbound lane on SR 68) under different development scenarios to illustrate the vehicle queue differences between the signalized alternative and Alternative 5. Table 5-5 shows the queue results. The queue results for the signalized alternative were derived using SimTraffic and micro-simulation, which gives a more accurate account of the expected traffic queues than the SIDRA analysis results

[6] The SR 1/SR 68/17-Mile Drive Intersection Reconfiguration (an element of the proposed project) is a subset of the Highway 68 Widening Project, part of the Transportation Agency for Monterey County's Regional Transportation Plan (RTP) for Monterey County. The Highway 68 Widening Project widens SR 68 from one to two lanes in each direction from the Community Hospital intersection to the ramp terminal intersection with SR 1; signalizes the Carmel Hill Professional Center driveway; widens the SR 1 southbound off-ramp to provide a left-turn lane; reconfigures the SR 1 southbound on-ramp to separate Pebble Beach-related and highway-related traffic; replaces the Scenic Drive and Highway 68 overcrossings to accommodate four lanes on Highway 68; and would provide non-motorized connections to the planned Coastal Trail on the east side of SR 1.

shown in Table 5-5; a direct comparison between the queue results would require micro-simulation of Alternative 5. However, Table 5-5 does show substantially less vehicle queues with the roundabout under all comparisons, which is a strong indication that the roundabout would operate more efficiently with less vehicle congestion than the RTP Highway 68 Widening Project plus Mitigation.

Table 5-5. Comparative 95th Percentile Queue Distances for the SR 68/ SB SR 1 Off-Ramp Intersection (feet)

		AM				PM			
Scenario	**Year**	**EB**	**WB**	**NB**	**SB**	**EB**	**WB**	**NB**	**SB**
Phase 1B (Signal)	2015	2,160[1]	155	158	441	2,040[a]	438	237	681
Highway 68 Widening Project (Signal)	2015	895	173	153	440	293	129	236	175
Roundabout	2015	300	52	41	190	107	47	74	51
Highway 68 Widening Project (Signal)	2030	1,903[1]	288	187	904	2,217[1]	201	218	369
Highway 68 Widening Project + Mitigation (Signal)	2030	331	270	133	664	285	157	225	251
Roundabout	2030	94	77	15	60	95	60	35	26

Sources:
Roundabout: Parsons Brinckerhoff 2011. (Table 7. Results for Roundabout are from SIDRA analysis.)
Phase 1B/SR68 Widening Project: Fehr & Peers 2011. (Results from SimTraffic software and micro-simulation using 10 random seed runs out of 20 total runs.)
Notes:
[a] Queue extends beyond Community Hospital intersection. While queues are extensive, the improvement increases the green time allocated to eastbound SR 68 from 29% to 39% of total green time, which reduces queues over the no project condition.

The Highway 68 Widening Project is included in the TAMC Regional Impact Fee Program. As explained in Section 3.12, Transportation and Circulation, the Applicant would be required under Mitigation Measure TRA-C8(C) to make a fair-share contribution for the construction of the Highway 68 Widening Project taking into account any offset of costs provided by the Applicant for the Phase 1B Improvement. Thus, the roundabout could be an alternative to the portion of Highway 68 Widening Project at the SR 1/SR 68/17-Mile Drive interchange. Parts of the Highway 68 Widening Project outside of the roundabout would still be required to address other traffic issues. The other elements still required as part of a roundabout design would include:

- 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. These additional lanes on SR 68 are needed to handle the cumulative traffic demands transitioning between SR 68 and SR 1.
- Replace the Scenic Drive overcrossing and the SR 68 overcrossing to accommodate the four lanes on SR 68. The SR 68 overcrossing could be designed as a 3-lane bridge with the roundabout rather than a 4-lane bridge as included in the Highway 68 Widening Project. Either SR 68 overcrossing option would require facilities to connect to the Coastal Trail.
- Alternative 5 would prohibit left turning traffic out of the Carmel HillProfessional Center driveway. This intersection would be signalized with the Highway 68 Widening Project. With the roundabout the left turning traffic would need to turn right and use the Community Hospital intersection to turn around either by making a u-turn or turning onto the Community Hospital

campus to turn around. The City of Monterey has also indicated that they are considering a roundabout at the hospital intersection to facilitate the u-turn movement.

Compared to the proposed project, Alternative 5 would include the following design elements that would result in less construction but would also require a Caltrans design exception (Fehr & Peers 2011):

- Less widening and thus less retaining wall needed along the SR 1 southbound on-ramp because its traffic is combined with Del Monte Forest traffic via the smaller single lane roundabout. The proposed project would separate these two movements and extend the merge distance a couple hundred feet to meet Caltrans' freeway standard requirements. The roundabout design maintains the existing condition. Maintaining the existing deficient condition (combining the movements) would require a mandatory design exception from Caltrans.
- Less widening (3 lanes instead of 4 lanes) for the SR 68 overcrossing at SR 1. However, either bridge widening would require facilities to accommodate the Coastal Trail access.

Additionally, the Fehr & Peers assessment identified one operational issue for the Alternative 5 roundabout (see Figure 5-2) that requires further study if the roundabout is constructed in phases. The eastbound SR 68 traffic would need to transition from two- to one-lane between the roundabout and the existing SR 68 overcrossing. Del Monte Forest traffic also merges at this location. The preliminary SIDRA analysis supports the transition to one lane through about 2030 (without Presidio of Monterey traffic). However, further sensitivity testing and micro-simulation analyses are needed to more fully understand the merging characteristics and operations of the interim roundabout design.

In summary, the Alternative 5 roundabout would result in similar overall traffic conditions, although some traffic conditions such as vehicle queues at the SR1/SR68/17-Mile Drive Interchange would be better than the proposed project. The lead agency for the roundabout (presumed to be the City of Monterey) would be required to coordinate with Caltrans, TAMC, and the other stakeholders to obtain the necessary design exceptions (including design exception fact sheets and a roundabout report of conceptual approval), determine additional improvements required, and conduct additional studies for the additional improvements to be approved by Caltrans District 5 and Caltrans Headquarters.

Separate from the SR 1/SR 68/17-Mile Drive interchange, this alternative would have the same traffic impacts as the proposed project due to project-related increases in traffic that cannot be mitigated until construction of the full widening project, including the following significant and unavoidable impacts.

- TRA-A1: Construction traffic would result in short-term increases in traffic volumes that would affect level of service and intersection operations.
- TRA-C1: The proposed project would add substantial traffic to certain intersections along SR 68 or SR 1 to decrease from acceptable levels of service to unacceptable levels or to worsen existing unacceptable levels of service.
- TRA-C2: The proposed project would add traffic to regional highway sections that are projected to operate at unacceptable levels of service.
- TRA-C3. The proposed project would add traffic to an SR 68 highway ramp projected to operate at an unacceptable level of service.

This alternative would require all of the same mitigation measures for impacts not related to the SR 1/SR 68/17-Mile Drive interchange that are described in Section 3.12, Transportation and Circulation.

Water Supply and Demand

The Alternative 5 roundabout would require slightly more landscaping than the Phase 1B Improvements which would result in a little more water use than the proposed project. The difference in water use is expected to be minimal. The overall impact of this alternative would be the same as the proposed project including the significant unavoidable impacts related to project water demand in the event of no new regional water supply and related to indirect impacts associated with new regional water supply development.

Environmentally Superior Alternative

Based on the assessment of environmental impacts for the feasible alternatives described above, the environmentally superior alternative is the No Project Alternative, which would have lesser significant adverse impacts of the proposed project, particularly as it relates to biological resources, and would reduce, but not completely avoid the unavoidable impacts associated with air quality, traffic, and water supply. It should be noted that the No Project Alternative would also not result in the dedication of the proposed preservation areas. As noted above, the environmental impact of one single-family dwelling unit per existing lot of record (perhaps as many as 41 units overall, of which only 20 would be in areas considered ESHA with perhaps 8 acres of disturbance in ESHA) with implementation of conditions through the permit review process, is expected to be less than the 90 to 100 units included in the proposed project including 76 units in areas considered to be mostly or entirely ESHA (Areas F-1, I-2, J, K, L, U, and V) with associated disturbance of sensitive habitat over 40 acres. The No Project Alternative would result in fewer units than any action alternative (77 to 108 units within Del Monte Forest, depending on alternative) reducing traffic and water supply impacts). While it is possible that foregoing formal dedication of conservation easements for substantial areas within Del Monte Forest could leave the window open for more extensive subsequent future development of these areas, such potential is not considered in this determination.

If the No Project Alternative is selected as the environmentally superior alternative, the State CEQA Guidelines require that an environmentally superior alternative among the other analyzed alternatives be identified. Based on the assessment of environmental impacts above and summarized in Table 5-2, the environmentally superior “action” alternative is Alternative 2C (Clustered Development Alternative C) because it reduces the impacts on biological resources (Monterey pine forest and Yadon’s piperia, in particular, see comparison in Table 5-6 below), has lower air quality impacts (due to less construction), less traffic and a lower water demand compared to tthe other action alternatives (as well as the proposed project). This alternative would also reduce the levels of impact related noise and water quality. This alternative would reduce but not eliminate any of the significant unavoidable impacts of the proposed project.

Table 5-6. Comparison of Biological Resources Impacts of Project Alternatives Analyzed in Draft EIR

Proposed Project and Project Alternatives	Biological Resource Impacts					
	MPF[a] Direct Impact (acres)	MPF Indirect Impact (acres)	MPF Total Impact (acres)	YP[b] Direct Impact (acres)	YP Indirect Impact (acres)	YP Total Impact (acres)
Proposed Project	41.49	44.49	**85.98**	6.15	2.55	**8.70**
Alternative 1: Clustered Development						
1A: Option A	40.98	36.47	**77.45**	3.42	2.55	**5.97**
(fewer acres than proposed project)	(-0.51)	(-8.02)	(-8.53)	(-2.73)	(0)	(-2.73)
1B: Option B	40.03	32.31	**72.34**	3.70	2.55	**6.25**
(fewer acres than proposed project)	(-1.46)	(-12.18)	(-13.64)	(-2.45)	(0)	(-2.45)
1C: Option C	41.35	41.14	**82.49**	0.00	5.40	**5.40**
(fewer acres than proposed project)	(-0.14)	(-3.35)	(-3.49)	(-6.15)	(-2.85)	(-3.30)
Alternative 2: Reduced Development						
2A: Option A	36.50	40.95	**77.45**	3.42	0.91	**4.33**
(fewer acres than proposed project)	(-4.99)	(-3.54)	(-8.53)	(-2.73)	(-1.64)	(-4.37)
2B: Option B	33.83	38.51	**72.34**	3.70	1.44	**5.14**
(fewer acres than proposed project)	(-7.66)	(-5.98)	(-13.64)	(-2.45)	(-1.11)	(-3.56)
2C: Option C	32.11	30.41	**62.52**[c]	0.00	1.34	**1.34**[c]
(fewer acres than proposed project)	(-9.38)	(-14.08)	(-23.46)	(-6.15)	(-1.21)	(-7.36)
Alternative 3: Driving Range Redesign	41.49	44.49	**85.98**	6.15	2.55	**8.70**
(fewer acres than proposed project)	(0)	(0)	(0)	(0)	(0)	(0)
Alternative 4: Spanish Bay Underground Employee Parking	38.68	44.49	**83.17**	6.15	2.55	**8.70**
(fewer acres than proposed project)	(-2.81)	(0)	(-2.81)	(0)	(0)	(0)
5. Roundabout at the SR 68/SR 1 intersection off-ramp	41.49	44.49	**85.98**	6.15	2.55	**8.70**
(~similar to the proposed project; possible slight differences only)	(0)	(0)	(0)	(0)	(0)	(0)

Notes:

[a] **MPF** = Monterey pine forest

[b] **YP** = Yadon's piperia.

[c] Alternative 2C would have the least impact on Monterey pine forest habitat and Yadon's piperia compared to the proposed project and other alternatives.

Alternatives Considered but Dismissed from Further Analysis in this Draft Environmental Impact Report

All of the following alternatives were dismissed from more detailed impact analysis because they are considered infeasible, would not meet at least some of the project objectives, or would not avoid or substantially lower one or more significant impacts identified for the proposed project. Each dismissed alternative is briefly described below along with the reason for dismissing it from further analysis.

Alternative A—New Access Road near SR 1 Gate

Under this alternative, there would be a new road from the SR 1 Gate to the lower Sunridge Road and Lopez Road area in central Pebble Beach to alleviate traffic on upper Sunridge Road near the SR 1 gate. This alternative was suggested in scoping.

This alternative would not serve as an alternative to any element of the project. It would not serve as an alternative to the proposed SR1/SR68/17-Mile Drive interchange. Project significant traffic impacts were not identified for upper Sunridge Road.

This alternative was not considered further because it would create substantially more impacts in all issue areas than the proposed project would create and does not meet the project objectives. Further, there is no feasible alignment given the existing land uses and topography.

Alternative B—Residential Development at Sawmill Gulch

This alternative would eliminate development in Area K (8 lots) and Area L (10 lots) and locate the 18 residential units instead to Sawmill Gulch. Sawmill Gulch is the only other undeveloped area within Del Monte Forest owned by the applicant that is somewhat disturbed other than the Corporation Yard. The forest at the site is in a slow state of recovery due to restoration following sand quarry mining and is not as intact as other areas, and there is no Yadon's piperia within the areas that could be used for residential development. However, this alternative is considered infeasible because the site is under scenic and conservation easements and because the Coastal Commission has previously determined that the only compliant use of the site is for ecological restoration (the existing easements were conditions of The Inn at Spanish Bay permits and the Coastal Commission retains permit authority in this regard).

Alternative C—No Residential Development

Under this alternative, there would be no new residential development in Del Monte Forest as part of the project. This alternative was eliminated from further consideration because it does not meet a primary objective of the project to increase the number of residential lots.

Alternative D—No Visitor-Serving Development

Under this alternative, there would be no new visitor-serving development in Del Monte Forest as part of the project. This alternative was eliminated from further consideration because it does not meet a primary objective of the project to increase visitor-serving facilities.

Alternative E—Reduced Visitor-Serving Development

Under this alternative, visitor-serving development would be reduced to reduce potential significant impacts of the proposed project related to proposed visitor-serving facilities.

This alternative would include the following changes to the proposed project:

- **Reduction in the number of units at the Fairway One Reconstruction locations.** This alternative would reduce the number of allowable units at the Fairway One Reconstruction locations to 20 units. The purpose of this reduction would be to reduce the level of operational traffic and water demand of the project overall.
- **Elimination of the Area M Spyglass Hill new Resort Hotel or Reduction in Size**.This alternative would either eliminate the Spyglass Hotel entirely or reduce the allowable footprint to avoid Monterey pine forest removal and/or to allow a larger buffer area between the hotel and the Signal Hill remnant dunes.
- **Reduction in the number of units at The Inn at Spanish Bay.** This alternative would reduce the number of allowable units to 20 units. The purpose of this reduction would be to reduce the level of operational traffic and water demand of the project overall.
- **Reduction of Special Events Area Expansion.** This alternative would reduce the area of the special events area expansion to avoid all removal of Monterey pine forest and Yadon's piperia.

This alternative would not include any changes related to the Equestrian Center; the Equestrian Center is proposed to be rebuilt in its current location, and doing so avoids the impacts resulting from moving the center.

This alternative would nominally meet the project objectives, though not nearly as well as the proposed project, and is technically feasible. However, this alternative was dismissed from further consideration because while it would lower certain impacts relative to construction traffic, air quality, operational traffic levels, biological resources and water supply, the lowering of impacts would be marginal and would not reduce the significant unavoidable impacts of the project to a less than significant level. Additionally, the other alternatives carried forward for more analysis were considered a reasonable range of alternatives to the project.

Previously Proposed Projects

As described under Background in Chapter 1, Introduction, PBC has submitted previous applications for development and preservation of its remaining undeveloped land within Del Monte Forest, including the Pebble Beach Lot Program in 1992, Refined Alternative 2 in 1994, and the DMF PDP in 2002. Compared to these three projects, the proposed project includes less area for new development and more area for preservation.

Compared to the DMF PDP, the current proposed project would eliminate three major prior development proposals (new golf course, relocation of the Equestrian Center to the Sawmill Gulch site, and new driving range at The Inn at Spanish Bay), increase the number of market-rate residential lots from 33 to 90 (or 100 with Area M Option 2), decrease employee housing by 60 units, increase or decrease the number of visitor-serving units (depending on Area M Spyglass Hill Option 1 or 2); and dedicate larger areas for preservation. A comparison of the proposed project

with previously proposed projects is provided in Table 5-7. Additional information on the previously proposed projects is provided below.

Pebble Beach Lot Program

In 1992, PBC submitted applications, including LUP amendments and zoning changes, to build out the remaining vacant land in the Pebble Beach area of Del Monte Forest (Pebble Beach Lot Program). The Pebble Beach Lot Program proposed 403 residential units on 685 acres, including a 34-unit PUD; 53 low-cost housing units; an 18-hole golf course, clubhouse and related facilities; and expansion of an existing driving range.

Refined Alternative 2

In response to public/agency input and concern regarding the intensity of the proposed development and the effect on the Monterey pine forest and other resources, PBC submitted three additional applications with design changes to the original project proposal. These changes reduced the total number of proposed housing units to 364, relocated some housing units to different areas, and moved the golf course location from Area PQR to Area MNOUV/Equestrian Center. The new location of the golf course required relocating the existing Equestrian Center to the Sawmill Gulch site near the city of Pacific Grove. This revised proposal became known as Refined Alternative 2.

Both the Pebble Beach Lot program and Refined Alternative 2 were analyzed in a Final EIR in 1997. The project permits and Final EIR were brought before the Monterey County Standard Subdivision Committee in spring of 1999. A staff recommendation of certification of the Final EIR and "approval" of Refined Alternative 2 was made to the Monterey County Planning Commission in June 1999. However, by August 1999, PBC was under new ownership, the project application was withdrawn, and the Final EIR was never certified.

Del Monte Forest Preservation and Development Plan

The DMF PDP was a subsequent project that was presented on county-wide ballot in November 2000 as "Measure A" (The Del Monte Forest Plan: Forest Preservation and Development Limitations), which was supported by 63.5% of Monterey County voters.

The DMF PDP included new development at several locations in Del Monte Forest:

- Construction of a new 18-hole golf course with clubhouse and 24 visitor-serving units on the existing Equestrian Center site and adjacent undeveloped lands (in Area MNOUV).
- Relocation of the existing Equestrian Center to the Sawmill Gulch borrow site with construction of clubhouse, dormitory building, arena, barns, and replacement employee housing.
- Construction of 91 visitor-serving units, additional meeting space, a new underground parking lot and reconfigured surface parking lot, and a new driving range/golf instruction facility for The Inn at Spanish Bay.
- Construction of 63 visitor-serving units, additional meeting and hospitality space, and new underground parking structure at The Lodge at Pebble Beach.
- Creation of 33 residential lots in various locations.

- Construction of 12 employee-housing units near Spanish Bay and 48 employee-housing units at the PBC Corporation Yard.
- Roadway improvements (SR 1/SR 68/17-Mile Drive interchange and internal roadways within Del Monte Forest).
- Relocation of existing hiking/equestrian trail segments and construction of new trail segments, for a net increase of 3.6 miles of new trails.

Additionally, the DMF PDP included dedication of conservation easements for the preservation of approximately 436 acres and conservation of 56 acres within Del Monte Forest.

The DMF PDP was analyzed in a Final EIR that was certified by the County of Monterey Board of Supervisors and approved by Monterey County in March 2005. However, the CCC denied the corresponding Measure A in 2007, which would have amended the County's LCP to facilitate development of the DMF PDF.

Subsequently, the applicant and CCC staff worked on a compromise project, which is represented by the current proposed project.

Table 5-7. Comparison of Proposed Project with Previously Proposed Projects

Land Use	1992 Pebble Beach Lot Program	1994 Refined Alternative 2	2000 Del Monte Forest Preservation and Development Plan	2010 Proposed Project (Pebble Beach Company Project)
Golf Course/Driving Range	New golf course and driving range in Area PQR	New golf course in Area MNOUV	New golf course in Area MNOUV New driving range at Spanish Bay	No new golf course No new driving range at Spanish Bay Relocation of Pebble Beach driving range from Area V to Collins Field
Equestrian Center	In existing location	Relocated to Sawmill Site	Relocated to Sawmill Site	In existing location
Visitor-Serving Guest Units	0	0	160 new units	95 new units[a]
Visitor-Serving Meeting Space	0	0	~17,790 sf	~ 13,815 sf[b]
Residential Units/Lots	403 new units	364 new units	33 new lots	90 new lots
Area M Spyglass Hill				
Option 1, New Resort Hotel				100 new units 28,797 sf[c]
Option 2, New Residential Lots				10 new lots
Employee Housing Units	0	0	60 units	0
Inclusionary Housing Units[d]	53 (included in 403 total above)	48 (included in 364 total above)	14 (included in employee housing total)	Applicant pay in-lieu fee
Preservation[e]	25 acres[h]	254 acres[i]	436 acres	627 acres
Conservation[f]	52 acres[h]	31 acres[i]	56 acres	8
Resource Management Areas[g]	204 acres[h]	114 acres[i]	32 acres	0
All habitat areas	281 acres	399 acres	524 acres	635

Sources:
Monterey County 2005, Pebble Beach Company 2011.

Notes:

[a] Includes an additional 40 units at The Inn at Spanish Bay and 55 units at The Lodge at Pebble Beach (20 units Colton Building, 35 Fairway One). There are already 5 units at Fairway One. Additional guest units would be located in Area M Spyglass Hill under Option 1 (see separate row).

[b] Includes an additional 5,000 sf at The Lodge at Pebble Beach (2,100 sf meeting and 2,900 sf support/circulation) and 8,815 sf at The Inn at Spanish Bay (4,660 sf meeting and 4,155 sf support/circulation).

[c] Includes a 6,677 sf restaurant/lounge, 5,120 sf meeting space, and 17,000 sf spa/fitness center.

[d] The amount of inclusionary housing required depends on the amount of market-rate housing being developed (Monterey County Inclusionary Housing Ordinance requires 20%).The proposed project includes 90 market-rate units under Option 1 (requiring 18 inclusionary units) and 100 market-rate units under Option 2

Land Use	1992 Pebble Beach Lot Program	1994 Refined Alternative 2	2000 Del Monte Forest Preservation and Development Plan	2010 Proposed Project (Pebble Beach Company Project)

(requiring 20 inclusionary units); however, the applicant instead proposes to pay an in-lieu fee.

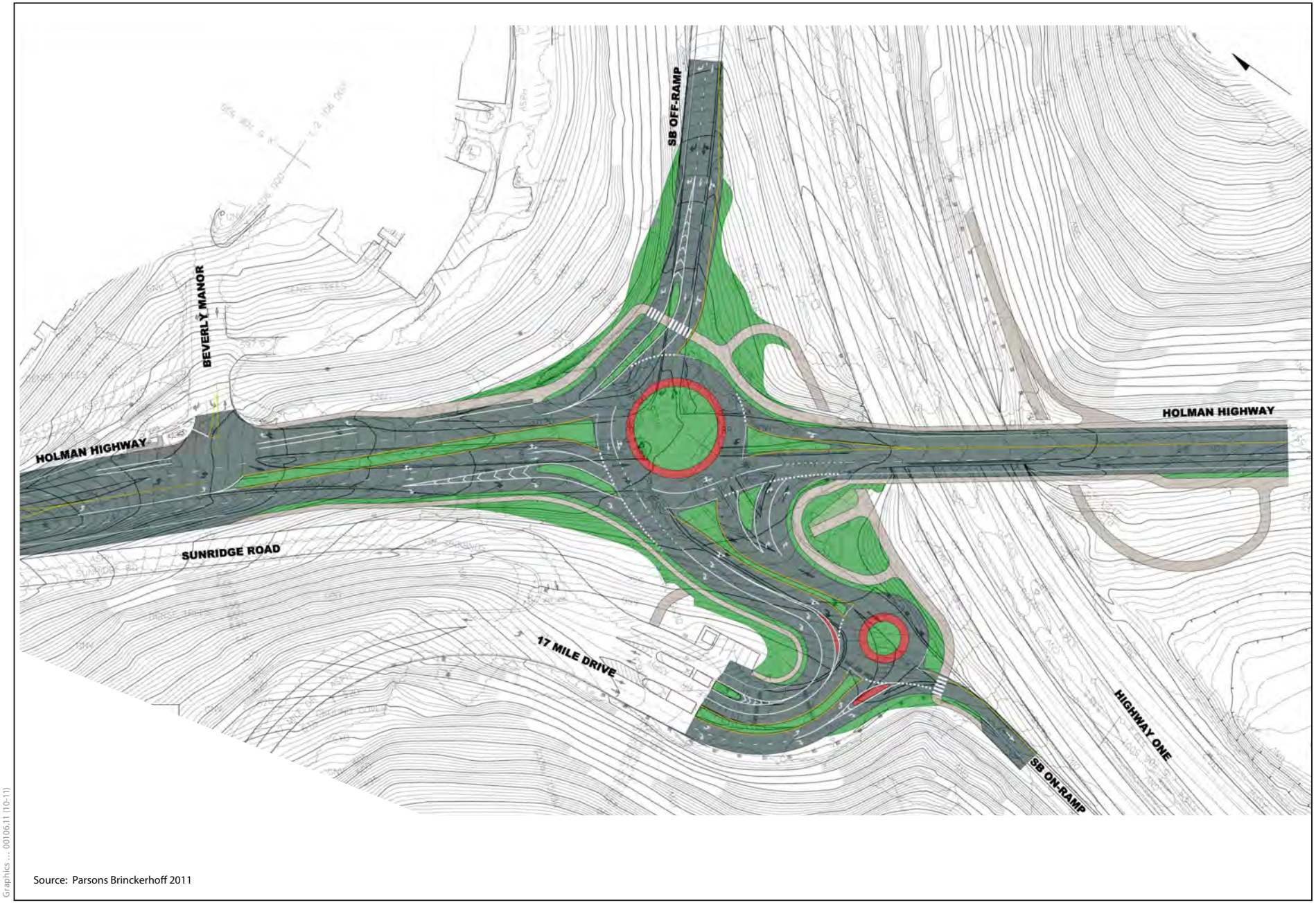
[e] *Preservation* is defined as areas not within development site boundaries to be managed for the sole purpose of preservation of natural resources. Project totals do not include the HHNHA, which was previously dedicated by the applicant in relation to implementation of the DMF LUP and permit conditions for the original Spanish Bay resort project.

[f] *Conservation* is defined as areas within development site boundaries that are separable from development and can be managed for natural resources.

[g] *Resource management areas* are defined as areas within development site boundaries that are not separable from development, but that would be managed for natural resources and for adjacent land use purposes.

[h] The prior EIR did not use same categorization as this document. Preservation areas are in Area B and part of Area J. Total includes all areas identified in prior EIR as "open space forest" areas. Other areas for 1995 Lot Program are interspersed within proposed residential or golf course development and would thus meet this document's definition of conservation or resource management areas. Categorization by Jones & Stokes based on prior development layout.

[i] The prior EIR did not use same categorization as this document. Preservation areas are in Area B, part of Area J, and PQR. Total includes all areas identified in prior EIR as "open space forest" areas. Other areas for Refined Alternative 2 are interspersed within proposed residential or golf course development and would thus meet this document's definition of conservation or resource management areas. Categorization by Jones & Stokes based on prior development layout.



Source: Parsons Brinckerhoff 2011

Graphics ... 00106.11 (10-11)

Figure 5-1
Conceptual Roundabout Layout

Source: Parsons Brinckerhoff 2011

Graphics ... 00106.11 (11-11)

Figure 5-2
Interim Roundabout