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9.0
Transportation & Traffic

This section of the draft EIR addresses the project's effects on transportation and traffic in the vicinity of the project site. The discussion in this section is based upon site investigation, information found in the *County of Monterey General Plan*, *Toro Area Plan*, the *Las Palmas Ranch Specific Plan,* and traffic impact analysis prepared for the proposed project by Keith Higgins, included as Appendix D.

During the NOP review period, members of the public questioned potential impacts of the proposed project on the local transportation network. Additionally, comments on the NOP were received from the California Department of Transportation (Caltrans). Comments from Caltrans include suggesting the draft EIR consider the proposed project's multimodal travel demand and that traffic impact analysis for the project should include information on exiting traffic volumes in the study area and be based on traffic volumes which are less than two years old. The NOP and comment letters are included in Appendix B.

9.1 Environmental Setting

Existing Roadway Network

The key roadways in the vicinity of the proposed project include State Route 68 (Highway 68), Reservation Road, and River Road. These facilities are described below.

State Route (SR) 68 connects SR 1 in Monterey and U.S. Highway 101 in Salinas. It is a two-lane rural highway with a speed limit of 55 mph between SR 1 and just south of the Portola Drive interchange. SR 68 is a four-lane freeway with 65 mph speed limit between the Portola Drive and Spreckels Boulevard interchanges. SR 68 is a four-lane divided highway with 55 mph speed limit from the Spreckels Boulevard interchange to Blanco Road in the City of Salinas. Once inside the City of Salinas, SR 68 becomes an arterial along South Main Street and John Street. It serves as a commuter route between Salinas and the Monterey Peninsula, and functions as a scenic tourist route to the Monterey Peninsula.

Reservation Road is a two-lane rural road that connects SR 68 to the City of Marina. South of SR 68, Reservation Road becomes River Road, which is a four-lane road from the SR 68/Reservation Road interchange to Las Palmas Road. It narrows to two lanes just east of Las Palmas Road. The River Road/Las Palmas Road and River Road/Las Palmas Parkway

intersections are signalized intersections. River Road provides access to residential neighborhoods. The SR 68 ramp intersections with Reservation Road and River Road are signalized.

Existing Conditions Intersections Operations

Weekday AM and PM peak hour turning movement counts at the study intersections were conducted in March and May 2017. The counts were reviewed and, where appropriate, balanced between intersections. The existing conditions peak hour traffic volumes are raw traffic data are presented in the project's traffic impact analysis. The project's traffic impact analysis is included as Appendix D.

The traffic modeling software program Synchro 9 was utilized to evaluate existing conditions operational levels of service at the study intersections. The analysis was performed for the weekday AM and PM peak hours using Highway Capacity Manual 2010 (HCM 2010) methodologies (Higgins 2017).

The following intersections were studied in the traffic impact analysis:

- Reservation Road/SR 68 Westbound Ramps;
- River Road/SR 68 Eastbound Ramps; and
- River Road/Las Palmas Road.

The project's traffic impact analysis found that all the study intersections operate at acceptable levels of service under existing conditions. Existing levels of service are presented in Figure 9-4, Intersection Levels of Service, later in this section. LOS calculation worksheets are included in the project's traffic impact analysis (Higgins 2017).

Existing Conditions Road Segment Operations

The following road segment was studied in the traffic impact analysis: SR 68 between San Benancio Road and Toro Park Interchange

River Road operated in 2008 as LOS C with an average daily traffic (ADT) of 14,850 between SR 68 and Las Palmas Road and LOS D from Las Palmas Road to Las Palmas Parkway with an average ADT of 11,750 (Monterey County 2010). In 2016, the River Road segment between SR 68 and Las Palmas Road operated at LOS C with an ADT of 14,100, and the River Road segment between Las Palmas Road and Las Palmas Parkway operated at LOS D with an ADT of 13,000 (Monterey County 2016).

Daily traffic recorded volumes in 2016 are not significantly different to 2008 volumes and the levels of service for both segments of River Road remain unchanged. Evening peak hour traffic volumes counted in 2017 for the proposed project's traffic analysis totaled 1,492 north of Las Palmas Road and 1,367 south of Las Palmas Road. Evening peak hour volumes

generally represent approximately 10 percent of the daily total. Therefore, these counts are consistent with the 2016 daily volumes. Therefore, it can be deduced that River Road operates at LOS C between SR 68 and Las Palmas Road and LOS D between Las Palmas Road and Las Palmas Parkway. These are considered to be acceptable levels of service (Higgins 2017).

In 2008, SR 68 operated at LOS F and continues to operate at LOS based on current traffic rates (Monterey County 2016). The Transportation Agency for Monterey County (TAMC), Caltrans, and the County of Monterey are currently conducting a corridor study to investigate improvements to SR 68, including roundabouts at currently signalized intersections.

Existing Transit Service

The primary public transit service in the County of Monterey is the bus service provided by Monterey-Salinas Transit (MST). MST focuses on improving operational conditions through established bus routes and schedules that efficiently meet travel demands, reduce travel times, improve service reliability, and encourage bike-and-ride initiatives. All MST buses are wheelchair accessible and equipped with bike racks. In the vicinity of the project site, bus routes are provided along SR 68. There are no MST bus routes provided along River Road.

Existing Bicycle Facilities

The County of Monterey has an adopted bikeway plan designating routes along roadways that can be used by commuters and recreational riders for safe access to major employers, shopping centers, and schools. Three basic types of bicycle facilities are described below:

- Bike path (Class I) - A completely separate right-of-way designed for the exclusive use of cyclists and pedestrians, with minimal crossings for motorists.
- Bike lane (Class II) - A lane on a regular roadway, separated from the motorized vehicle right-of-way by paint striping, designated for the exclusive or semi-exclusive use of bicycles. Bike lanes allow one-way bike travel. Through travel by motor vehicles or pedestrians is prohibited, but crossing by pedestrians and motorists is permitted.
- Bike route (Class III) - Provides shared use of the roadway with motorists, designated by signs or permanent markings.

SR 68 and River Road are designated as Cross County Bike Routes on the 2016 Monterey County Bike Map. Both have shoulders that function as bike lanes.

Existing Pedestrian Facilities

There are no pedestrian facilities on SR 68, Reservation Road, or River Road. Pedestrian facilities are provided within the Las Palmas Ranch development along internal roadways.

9.2 REGULATORY SETTING

State

California Department of Transportation

Caltrans is responsible for state highways and associated highway ramps and for intersections where freeway ramps intersect the local street system. Caltrans generally strives to maintain LOS D on its facilities, but recognizes that circumstances may limit their ability to do so. Caltrans has jurisdiction over the operations of SR 68 in the vicinity of the project site.

Local Plans and Regulations

Regional Transportation Plan

TAMC is responsible for preparing the regional transportation plan (RTP) for Monterey County. The RTP includes policy guidance, plans, and programs to attain a balanced comprehensive, multimodal transportation system; proposed solutions to transportation issues; addresses all modes of travel; and, identifies anticipated funding for projects and programs. Goals of the RTP are embedded in the Association of Monterey Bay Area Government's *2035 Metropolitan Transportation Plan/Sustainable Communities Strategy* (MTP/SC) and regional transportation plans for Monterey, San Benito, and Santa Cruz counties.

The Association of Monterey Bay Area Governments (AMBAG) as the federally-designated metropolitan planning organization representing Monterey, San Benito and Santa Cruz counties, is required by both federal and state law to prepare a long-range (at least 20 years) transportation planning document known as a metropolitan transportation plan. The metropolitan transportation plan contains a compilation of the projects proposed in the RTPs prepared by the Council of San Benito County Governments, the Santa Cruz County Regional Transportation Commission and TAMC. The metropolitan transportation plan is a document used to achieve a coordinated and balanced regional transportation system. The objective of the RTP and the MTP/SCS is to comply with current California Transportation Commission regional transportation plan guidelines.

Monterey County General Plan

The Monterey County General Plan Circulation Element provides policy direction for the transportation systems that serve the unincorporated lands of Monterey County, including roadways that could be affected by the proposed project. The element describes how the county intends to serve transportation needs for the next 20 years as the county's population grows. It identifies the general location and extent of existing and proposed major transportation facilities for vehicle, rail, air, water, and bicycle transportation including goals

relative to: major roadways, movement of people and goods, scenic highways, and public transit. Policies from the element that generally apply to consideration of impacts of the proposed project on county roadway facilities include:

> **Policy C-1.1**: The acceptable level of service for County roads and intersections shall be Level of Service (LOS) D, except as follows:
>
> a. Acceptable level of service for County roads in Community Areas may be reduced below LOS D through the Community Plan process.
>
> b. County roads operating at LOS D or below at the time of adopting this General Plan shall not be allowed to be degraded further except in Community Areas where a lower LOS may be approved through the Community Plan process.
>
> c. Area Plans prepared for County Planning Areas may establish an acceptable level of service for County roads other than LOS D. The benefits which justify less than LOS D shall be identified in the Area Plan. Where an Area Plan does not establish a separate LOS, the standard LOS D shall apply.
>
> **Policy C-1.2:** The goal of achieving the level of service noted in Policy C-1.1 is to be pursued through a combination of:
>
> a. Expenditures from available funds out of the County Road Fund;
>
> b. Circulation improvements that mitigate direct on site and off site development project impacts (see Policy C-1.3);
>
> c. Development and adoption of a Traffic Impact Fee (TIF) as part of a Capital Improvement and Financing Plan (CIFP) to:
>
> 1. Identify and prioritize the improvements to be completed in the benefit areas over the life of the General Plan;
>
> 2. Ensure a funding mechanism for transportation improvements to county facilities in accordance with Policy C-1.8; and
>
> 3. Categorize transportation projects as "high," "medium," or "low" priority.
>
> d. Coordination with all adopted transportation improvement programs within the County of Monterey including but not limited to TAMC, FORA, and cities.
>
> CIFPs shall be developed pursuant to Policy PS-I. Construction costs and land values shall be adjusted annually and the CIFP

shall be reviewed every five (5) years in order to evaluate the effectiveness of meeting the LOS standard for County roads. Road segments or intersections identified to be below LOS D shall be a high priority for funding.

Policy C-1.3: Circulation improvements that mitigate Traffic Tier 1 direct on-site and off-site project impacts shall be constructed concurrently (as defined in subparagraph (a) only of the definition for "concurrency") with new development. Off-site circulation improvements that mitigate Traffic Tier 2 or Traffic Tier 3 impacts either shall:

a. be constructed concurrently with new development, or

b. a fair share payment pursuant to Policy C-1.8 (County Traffic Impact Fee), Policy C-1.11 (Regional Development Impact Fee), and /or other applicable traffic fee programs shall be made at the discretion of the County.

Note: Tier 1 means impacts that are direct impacts on site, or off-site, but in the immediate vicinity of the project.

Tier 2 means direct or cumulative impacts to county roadways not in the immediate vicinity of development.

Tier 3 means impacts to regional roadways and highways identified in the TAMC Regional Development Impact Fee Program.

Policy C-1.4: Not withstanding Policy C-1.3, projects that are found to result in reducing a County road below the acceptable LOS standard shall not be allowed to proceed unless the construction of the development and its associated improvements are phased in a manner that will maintain the acceptable LOS for all affected County roads. Where the LOS of a County road impacted by a specific project currently operates below LOS D and is listed on the CIFP as a high priority, Policy C-1.3 shall apply. Where the LOS of a County road impacted by a specific project currently operates below LOS D and is not listed on the CIFP as a high priority, development shall mitigate project impacts concurrently. The following are exempt from this Policy except that they shall be required to pay any applicable fair share fee pursuant to Policies C-1.8, C-1.11, and /or other applicable traffic fee programs:

a. first single family dwelling on a lot of record;

b. allowable non-habitable accessory structures on an existing lot of record;

c. accessory units consistent with other policies and State Second Unit Housing law;

d. Any use in a non-residential designation for which a discretionary permit is not required or for which the traffic generated is equivalent to no more than that generated by a single family residence (10 ADT); and

e. Minimal use on a vacant lot in a non-residential designation sufficient to enable the owner to derive some economically viable use of the parcel.

Policy C-1.11 In addition to the County Traffic Impact Fee established in Policy C-1.8, the County shall require new development to pay a Regional Traffic Impact Fee developed collaboratively between TAMC, the County, and other local and state agencies to ensure a funding mechanism for regional transportation improvements mitigating Traffic Tier 3 impacts.

Countywide Traffic Impact Fee Programs

TAMC Fee and Sales Tax Revenue Measure

TAMC and its member jurisdictions have adopted a county-wide, regional impact fee to cover the costs for studies and construction of many improvements throughout Monterey County. This impact fee, which went into effect on August 27, 2008, is applied to all new development within Monterey County. The governing document for the fee is the *Regional Development Impact Fee Program Nexus Study Update* (Wood Rodgers 2013).

In November, 2016 Monterey County voters approved Measure X, the Transportation Safety & Investment Plan, a 30-year sales tax measure to fund a broad range of transportation improvements. Fifty million dollars has been earmarked for SR 68 improvements for congestion relief and safety improvements. TAMC is currently conducting corridor studies to identify improvement options and to focus on options that will provide the most significant benefits to residents and the travelling public (http://www.tamcmonterey.org/measure-x/programs-projects/). In addition, the TAMC regional development impact fee designates an additional four million dollars toward these improvements.

To date, a county-wide traffic fee program has yet to be adopted. However, the county has been assessing fees for the countywide traffic impact fee on an ad hoc basis per the fee program's draft fee schedule (Higgins 2017).

Toro Area Plan

The following supplemental policy included in the Toro Area Plan is applicable to the proposed project:

Policy 41.2.1.1(T) If new sites for office employment, services, and local conveniences are found to be appropriate, such sites should incorporate designs to allow use of alternate modes of transportation.

Las Palmas Ranch Specific Plan

The following circulation policies included within the Las Palmas Ranch Specific Plan generally apply to consideration of impacts of the proposed project:

Policy 3 Adequate off-street parking should be provided as a means of reducing road congestion, particularly in areas where reduced road right-of-way is proposed.

Policy 4 Turnouts and turnaround facilities may be required to accommodate emergency vehicles in areas of reduced right-of-way or where longer cul-de-sacs are proposed.

Policy 5 Interior roads shall have longitudinal grades not exceeding 15 percent.

Policy 7 The internal circulation system should be designed to accommodate a level of service "C" at full buildout. A trip generation factor of 8.0 trips per day per unit shall be used for this project.

Policy 8 The use of optional design and improvement standards is encouraged for the internal road system to reduce visual impacts, maintain a rural character and enhance the liveability, convenience and appearance of the project. Subject to specific review in each case, such optional standards shall permit extended cul-de-sac length and elimination or reduction of curbs and sidewalks, and may permit reduce right-of-way.

Policy 9 Roads which area perpendicular to viewing areas of which involve excessive cut and fill shall be discouraged.

Policy 10 Horizontal and vertical street alignments should relate to the natural contour of the site insofar as practical, while retaining safe sight distance for expected driving speeds but not less than 25 mph.

Policy 13 Access to the development will be by public road intersections including left turn channelizations constructed by the developer on River Road at the entrances to the subdivision. Design and construction shall be compatible with the widening of River Road.

> **Policy 14** Internal road connections should be provided where feasible between the areas of the subdivision in order to minimize the need for River Road to provide a route for intra-subdivision traffic.

Traffic Mitigations Previously Implemented for Las Palmas Ranch

The overall traffic impacts of the Las Palmas development were analyzed and addressed through the specific plan and its EIR. The specific plan EIR assessed traffic impacts for an upper and lower number of units and recommended mitigations accordingly. The Monterey County Board of Supervisors, in adopting the specific plan, approved a number of units midway between the high and low numbers analyzed, but required the mitigation measures for the larger project. The specific plan prescribed specific traffic mitigations, including payment of fees to a County fund to expand River Road to four lanes, for improvements to the River Road/Highway 68 intersection and for other local improvements. In later phases of the construction of Las Palmas Ranch, the developers, with the approval of the County, built all of the required improvements.

Those mitigations were based on traffic estimates developed in the specific plan EIR and documented in the specific plan and through conditions of project approvals. To assess the potential impacts of the proposed project, the project's traffic analysis preparer reviewed the specific plan EIR, specific plan, previous project conditions of approval, improvements that were constructed, and conducted traffic counts from all of the Las Palmas Ranch entrance points. The proposed project's analysis concluded:

1. The estimated trip generation for the Las Palmas Ranch development is 11,721 trips per day (LPRSP EIR).
2. Based on actual traffic counts, Las Palmas Ranch is generating on average 7,646 external trips per day (65% of projected).
3. The proposed project is estimated to add 363 external trips per day.
4. The cumulative traffic generation (existing plus project) is 8,009 trips per day (68% of projected), 3,712 trips less per day that originally estimated for Las Palmas Ranch.
5. All of the traffic improvements prescribed for Las Palmas Ranch to mitigate its impacts on River Road and Highway 68 have been completed.

9.3 THRESHOLDS OR STANDARDS OF SIGNIFICANCE

CEQA Guidelines appendix G indicates that a project may have a significant effect on the environment if it would:

- conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and

relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit;

- conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways;
- substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment);
- result in inadequate emergency access;
- result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks; or
- conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

Caltrans Definitions of Significant Traffic Impacts

Signalized Intersections

Caltrans defines an acceptable level of service for signalized intersections as LOS C/D (on the "cusp" or the transition between LOS C and LOS D). The project is said to create a significant adverse impact on traffic conditions at a signalized intersection under Caltrans' jurisdiction if:

- The level of service at the signalized intersection degrades from an acceptable LOS C/D threshold or better under background conditions to an unacceptable LOS D or worse under background plus project conditions, or
- The project would add traffic to a signalized intersection already operating at LOS D or worse.
- A significant impact is satisfactorily mitigated when measures are implemented that would restore intersection level of service to better than background conditions.

Freeway Impacts

Caltrans defines an acceptable level of service for freeway segments as LOS C or better. A significant adverse impact on traffic conditions would occur on a freeway segment if for either peak hour:

- The level of service on the freeway segment degrades from an acceptable LOS C or better under baseline conditions to an unacceptable LOS D or worse under project conditions; or

- New trips are added to a facility already operating at an unacceptable LOS D or worse under baseline conditions.
- A significant impact is satisfactorily mitigated when measures are implemented that would restore freeway conditions to better than background conditions.

Monterey County Definitions of Significant Traffic Impacts

Monterey County considers a project to have a significant impact on county roads if it would:

- Degrade a signalized intersection to below LOS C or diminish the volume to capacity ratio of an intersection already operating below LOS D and E by 0.01 or more, or any vehicles to an intersection already operating at LOS F;
- Degrade any traffic movement at an unsignalized intersection to LOS F, or cause any traffic signal warrant to be met;
- Degrade roadway segments operating at LOS A through E to a lower LOS of D, E, or F; and/or
- Add any trips to a roadway segment already operation at LOS F.

9.4 Environmental Impact Analysis

Project Trip Generation

The project is proposed to include 26 assisted living units (casitas), which are expected to have a traffic generation rate similar to typical attached senior housing units. It is also proposed to include 52 beds of assisted care and 48 beds of memory care (for traffic generation purposes, similar to a nursing home). In total, the project is expected to generate approximately 363 daily trips with 22 trips during the morning peak hour and 33 trips during the evening peak hour. This assumes the project operates with peak hour trip generation characteristics similar to a standard project with this mix of senior living uses (Higgins 2017). The project trip generation estimate is summarized in Figure 9-1, Project Trip Distribution.

The project is expected to employ about 93 staff members over a 24-hour period. The shift changes that are most relevant to project traffic impacts are those that occur near the peak hour of the street and highway system.

As a means of reducing peak hour trip generation, the project proposes to have shift changes occur outside peak travel periods, that is, during the hours of 7am to 9am and 4pm to 6pm. Morning shifts A and B, day shift B and the evening and night shifts all will change outside the two-hour street peak periods.

Rescheduling the day shift A schedule to begin and end outside the street peak period would eliminate 12 inbound trips in the morning peak hour (from day shift A) and 12 outbound trips during the evening peak hour. This would result in a net total of 10 morning street peak hour trips and 21 evening street peak hour trips.

Project Trip Distribution and Assignment

The project's trip distribution based on existing traffic patterns in the study area is shown graphically in Figure 9-2, Project Trip Generation. Project trip assignments at the study intersections are shown in Figure 9-3, AM & PM Peak Hour Volumes and Project Trip Assignment. The project would add about one AM peak hour trip and four PM peak hour trips to the two-lane section of SR 68 immediately west of the Toro Park interchange. These additional trips would have no impact on traffic flows. Project traffic will dissipate along the SR 68 corridor at the many crossroads including Torero Drive, San Benancio Road, Corral de Tierra Road, and Laureles Grade, resulting in less than one AM peak hour trip and about two PM peak hour trips west of Laureles Grade. Project traffic would be at or below one peak hour trip west of SR 218 (Higgins 2017).

Existing Plus Project Traffic Volumes

The project trip assignments were added to the existing traffic volumes to obtain estimated existing plus project traffic volumes. Existing plus project traffic volumes for the AM and PM peak hours are also presented in Figure 9-3, AM & PM Peak Hour Volumes and Project Trip Assignment.

Existing Plus Project Conditions Intersection Conditions

All of the study intersections are projected to operate at acceptable levels of service under existing plus project traffic conditions and no improvements are recommended. Intersection levels of service are summarized in Figure 9-4, Intersection Levels of Service. LOS calculation worksheets are included as an appendix of the project's traffic impact assessment (Appendix D). As concluded in the project's traffic impact assessment, all project impacts at study intersections would be insignificant (Higgins 2017).

Existing Plus Project Conditions Road Segment Operations

The project would have no effect on the level of service of River Road between SR 68 and Las Palmas Parkway and would have no effect on SR 68 traffic operations. However, SR 68 currently operates at LOS F. Monterey County and Caltrans consider the addition of a single peak hour trip to be a significant impact. Therefore, although the added trips would be insignificant in proportion to existing traffic volumes, the project would have, as determined by Monterey

County and Caltrans, a significant impact on the two-lane section of SR 68 between Toro Park and SR 218.

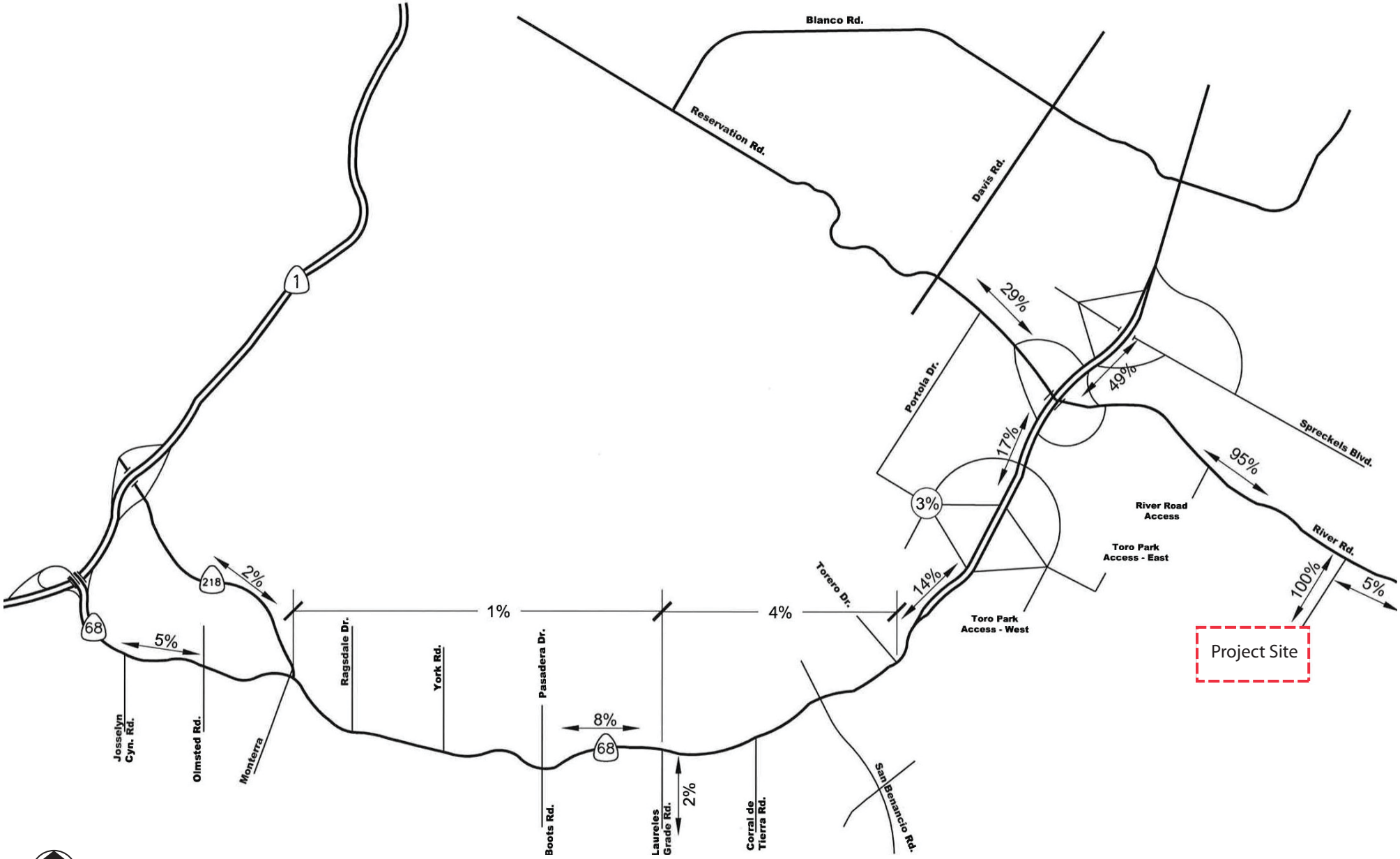

Figure 9-1
Project Trip Distribution

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TRIP GENERATION RATES[1]	ITE Land Use Code	Daily Trip Rate	AM Peak Hour				PM Peak Hour			
			Peak Hour Rate	% of ADT	% In	% Out	Peak Hour Rate	% of ADT	% In	% Out
Senior Housing - Detached (per unit)	251	3.68	0.22	6%	35%	65%	0.27	7%	61%	39%
Senior Housing - Attached (per unit)	252	3.44	0.2	6%	34%	66%	0.25	7%	54%	46%
Assisted Living (per bed)	254	2.74	0.18	7%	68%	32%	0.29	11%	50%	50%
Nursing Home (per bed)	620	2.74	0.17	6%	69%	31%	0.22	8%	33%	67%

GENERATED TRIPS	Project Size	Daily Trips	Peak Hour Trips	% of ADT	Trips Inbound	Trips Outbound	Peak Hour Trips	% of ADT	Trips Inbound	Trips Outbound
PROPOSED PROJECT (Revised Project)										
Senior Housing - Detached	0 Units	0	0	-	0	0	0	-	0	0
Senior Housing - Attached (Casitas)	26 Units	89	5	6%	2	3	7	8%	4	3
Assisted Care	52 Beds	142	9	6%	6	3	15	11%	8	7
Memory Care (Nursing Home)	48 Beds	132	8	6%	6	2	11	8%	4	7
Total Using Standard ITE Rates		**363**	**22**	**6%**	**14**	**8**	**33**	**9%**	**16**	**17**
Reduction in Peak Hour Traffic by Adjusting Day Shift A Schedule			**12**		**12**	**0**	**12**		**0**	**12**
Total with Adjusted Work Schedules			**10**		**2**	**8**	**21**		**16**	**5**

PROJECT TRAFFIC ASSIGNMENT TO HIGHWAY 68 SEGMENTS	Percent of Total	Total	EB	WB	Total	EB	WB
River Road to Toro Park (4 Lane Section)	17%	1.7	0.3	1.4	3.6	2.7	0.9
Toro Park to Laureles Grade (2 Lane Section)	14%	1.4	0.3	1.1	2.9	2.2	0.7
Laureles Grade to Highway 218 (2 Lane Section)	8%	0.8	0.2	0.6	1.7	1.3	0.4
West of Highway 218 (2 Lane Section)	5%	0.5	0.1	0.4	1.1	0.8	0.3
Highway 218	2%	0.2	0.0	0.2	0.4	0.3	0.1

Notes:

1. Trip generation rates published by Institute of Transportation Engineers, "Trip Generation," 9th Edition, 2012.

Source: Keith Higgins 2017

Figure 9-2

Project Trip Generation

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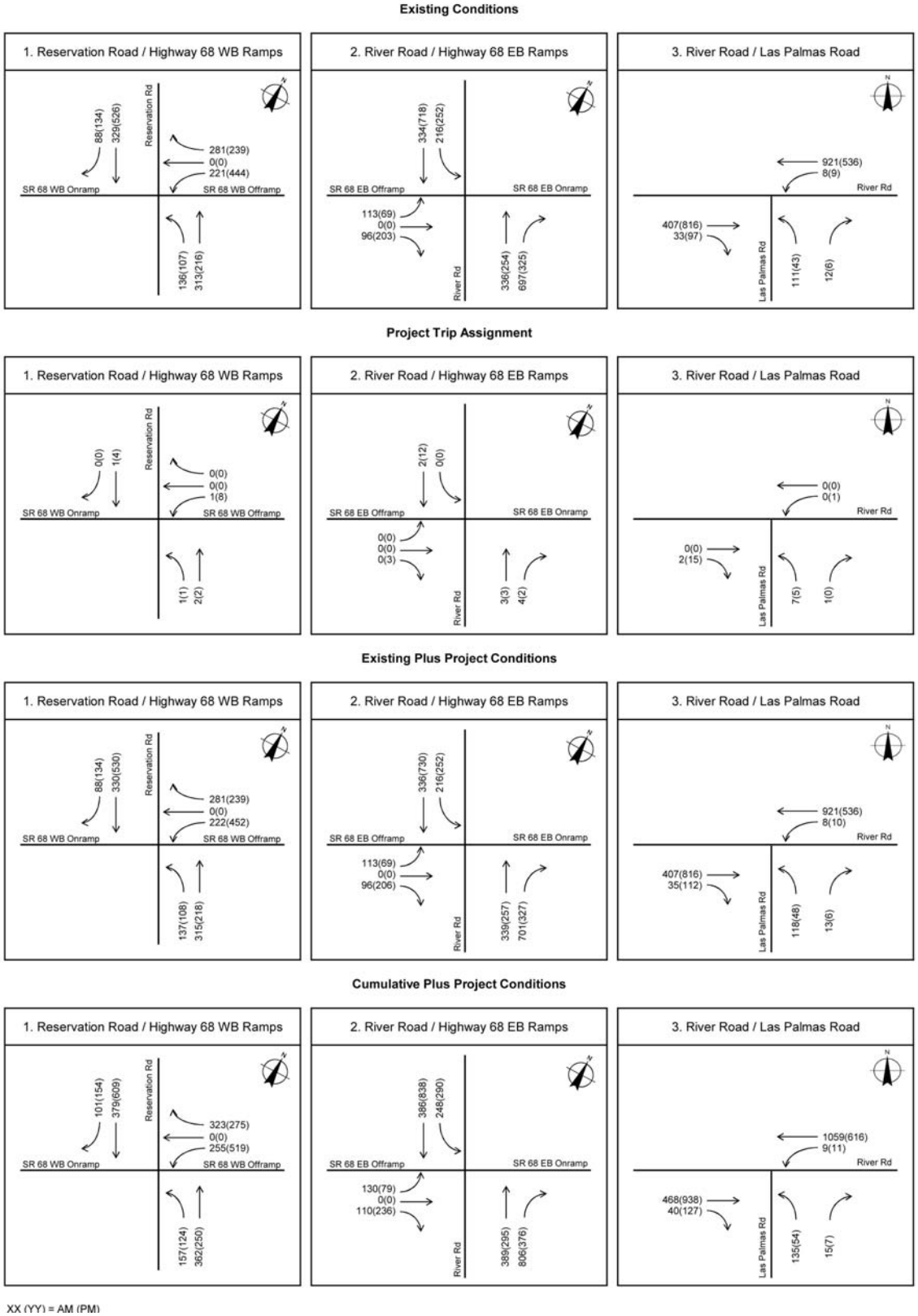

Source: Keith Higgins 2017

Figure 9-3
AM & PM Peak Hour Volumes & Project Trip Assignment

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	N-S Street	E-W Street	Existing Lane Configuration	Existing Intersection Control	LOS Standard	Existing Conditions				Existing + Project Conditions				Cumulative + Project Conditions			
						AM Peak Hr.		PM Peak Hr.		AM Peak Hr.		PM Peak Hr.		AM Peak Hr.		PM Peak Hr.	
						Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS
1	Reservation Road	Highway 68 WB Ramps	NB 1-L, 1-T SB 1-T/R WB 1-L/T, 1-R	Signal	Caltrans C/D	20.3	C	31.3	C	20.3	C	32.0	C	24.6	C	48.7	D
2	River Road	Highway 68 EB Ramps	NB 1-T, 1-R SB 1-L, 1-T EB 1-L/T, 1-R	Signal	Caltrans C/D	26.3	C	14.5	B	26.5	C	14.6	B	42.7	D	17.8	B
3	Las Palmas Road	River Road	NB 1-L, 1-R EB 2-T, 1-R WB 1-L, 2-T	Signal	County D	4.9	A	4.2	A	5.0	A	4.4	A	5.3	A	4.4	A

Notes:

1 L, T, R = Left, Through, Right

2 NB, SB, EB, WB = Northbound, Southbound, Eastbound, Westbound

3 Highlighted levels of service exceed jurisdiction's LOS standard.

Source: Keith Higgins 2017

Figure 9-4

Intersection Levels of Service

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The project would be required to pay a TAMC fee that would represent the project's fair share contribution toward SR 68 improvements and improvements on other regional facilities. In addition, construction and operational phases of the project would contribute monies for the TAMC sales tax over the next 30 years.

Neighborhood Street Analysis

The project site is located at the end extension of Woodridge Court. Woodridge Court connects to River Run Road, which connects to Las Palmas Road and provides access to and from River Road. Woodridge Court and River Run Court are local streets. Las Palmas Road functions as a collector street. Providing access to and from the project site would add vehicle trips to each of these streets.

Las Palmas Road currently carries approximately 164 morning peak hour and 155 evening peak hour trips. Traffic counts conducted in November 2013 indicated that Las Palmas Road between River Road and Winding Creek Road carries approximately 1,837 daily trips. Riverview Court daily traffic totaled 386, for a grand total of 2,223 for the 313 homes in the Las Palmas 1 development. Based on these traffic counts, the daily trip generation rate for the neighborhood is approximately 7.1 trips per day per home (Higgins 2017).

Two lane collector streets are generally held to have a capacity of approximately 10,000 vehicles per day. Las Palmas Road has a width of 40 feet, which corresponds to a secondary street in the Monterey County Standard Details, which assigns a conservative threshold of carrying up to 3,000 vehicles per day. LOS C was the general plan policy in effect at the time of the approval of the Las Palmas Ranch Specific Plan. These thresholds are therefore considered to correspond with LOS C. Assuming this rate applies to all subareas within the La Palmas Ranch development, the daily trip totals for Las Palmas Road between Winding Creek Road and River Run Road is approximately 1,200. This is within 60 percent below the LOS C capacity normally attributable to collector streets, as well as the Monterey County threshold of 3,000 vehicles per day (Higgins 2017).

River Run Road carries approximately 950 vehicles per day between Las Palmas Road and Woodbridge Court. River Run Road is a local street. It has a width of 38 feet, which is about midway between a secondary street (40 feet width) with a LOS C threshold of 3,000 and a tertiary street (34 feet width) with a LOS C threshold of 1,000. This section of street could therefore be considered a hybrid with a LOS C threshold of 2,000 vehicles per day. Functionally, it currently provides the sole access to over 130 homes plus the Corey House and the project site. River Run Road with the build-out of the project site under its original development proposal would be estimated to carry approximately 1,230 to 1,300 vehicles per day (35 percent below the LOS C threshold). On that basis, River Run Road would continue to operate at LOS A-B with implementation of the proposed project (Higgins 2017).

Another consideration for River Run Road is a comparison of anticipated traffic volumes with traffic volume thresholds used by nearby municipalities in neighborhood traffic management and traffic calming policies. Monterey County does not have such a policy, but the City of Salinas adopted the Neighborhood Traffic Management Program. This policy states that if traffic volumes on residential streets are projected to be less than 1,500 vehicles per day, then no action is needed, nor will it be taken.

The City of Salinas Traffic Calming Program states that streets carrying more than 1,600 vehicles per day are eligible for traffic calming. Volumes under 1,600 vehicles per day are within a reasonable level for a residential street. Both the policies indicate that collector streets are not eligible for traffic calming. The anticipated volume of 1,313 vehicles per day on River Run Road is below the threshold for both policies and therefore, would be considered within an acceptable traffic volume for a local residential street (Higgins 2017).

Woodbridge Court currently does not serve any residences. It has a width of 28 feet, which is similar to a county loop street. It carries occasional traffic primarily associated with the Corey House and maintenance vehicles. Woodbridge Court would carry all of the project's traffic, which is expected to total approximately 363 vehicles per day. This street would carry volumes well within acceptable levels for residential streets (Higgins 2017).

Table 9-1, Existing and Existing Plus Project Traffic Volumes below summarizes existing and existing plus project daily traffic volumes along the access route between the project site and River Road.

Table 9-1 Existing and Existing Plus Project Traffic Volumes

Street Segment	Street Classification & LOS C Threshold	Number of Homes Fronting on Street	Existing ADT and LOS	Project ADT	Existing Plus Project ADT/LOS
Las Palmas Rd – River Rd to Winding Creek	Collector/Secondary – 3,000	0	2,223-A	363	2,586-A
Las Palmas Rd – Winding Creek to River Run	Collector/Secondary – 3,000	0	1,200-A	363	1,563-A
River Run Rd – Las Palmas Rd to Woodbridge Court	Local/An Average of Secondary and Tertiary – 2,000	2	950-A	363	1,313-A/B
Woodbridge Court – River Run Road to Project Site	Tertiary - 300	0	0-A	363	363-A

SOURCE: Higgins 2017

NOTE: ADT = average daily trips; LOS = level of service

Two intersections exist along the project's access route to and from SR 68. The Las Palmas Road / River Run Road intersection is a T-intersection that is stop-controlled on the Las Palmas Road approach. Traffic volumes are well within a LOS A on both intersecting streets. The project would add only incrementally to existing volumes and no capacity or traffic control improvements would be currently warranted. The River Run Road / Woodbridge Court intersection has stop control on the River Run Road approach. No capacity or traffic control improvements would be required (Higgins 2017).

Emergency Access

The project's traffic impact assessment concluded that vehicle trip generation associated with the proposed project would be accommodated by the existing neighborhood roadway system. Therefore, implementation of the proposed project would not result in inadequate emergency access to the project site itself, or to residences in the Las Palmas Ranch neighborhood.

Applicant Proposed Mitigation Measures

The following mitigation measure intended to reduce impacts to traffic circulation in the vicinity of the project site has been proposed by the applicant.

1. To reduce peak hour trip generation, specifically on SR 68, all employee shift changes for project site operations shall occur outside of morning and evening peak trip hours. A requirement to schedule all morning, day, and night shifts for project operations outside of peak hours shall be included as a condition of approval associated with the conditional use permit.
2. To reduce overall trip generation to and from the project site, the project developer shall prepare a detailed plan for shuttle service. Shuttle services shall be offered to residents to access areas on the Monterey Peninsula and in Salinas from the project site. Additionally, shuttle service to nearby transportation hubs for employees shall be offered in the shuttle service plan. The shuttle service plan shall be submitted for review and approval to Monterey County prior to approval of any building permits on the project site.

9.5 Impact Summary and Mitigation Measures

IMPACT The Proposed Project Would Add Vehicle Trips to Local Neighborhood Roadways and Intersections (Less than Significant)

The proposed project would add approximately 363 vehicles per day within the neighborhood roadway system between River Road and the project site. Based on existing traffic conditions and the existing capacity of the neighborhood roadway system, the additional vehicle trips associated with the proposed project would have less-than-significant impacts on the neighborhood roadway system.

IMPACT The Proposed Project Would Add Vehicle Trips to the Reservation Road and State Route 68 Westbound Ramp Intersection, River Road and State Route 68 Eastbound Ramp Intersection, and the River Road and Las Palmas Road Intersection (Less than Significant)

All of the project's traffic impact analysis study intersections are projected to operate at acceptable levels of service under existing plus project traffic conditions and no improvements are required. Based on existing traffic conditions and the existing levels of service of the intersections, the additional vehicle trips associated with the proposed project would have less-than-significant impacts on the Reservation Road and SR 68 Westbound Ramp Intersection, the River Road and SR 68 Eastbound Ramp Intersection, and the River Road and Las Palmas Road Intersection.

IMPACT The Proposed Project Would Add Vehicle Trips to the River Road segments from State Route 68 to Las Palmas Road and Las Palmas Road to Las Palmas Parkway (Less than Significant)

The proposed project would add vehicle trips to the road segments of River Road from SR 68 to Las Palmas Road, and from Las Palmas Road to Las Palmas Parkway. Based on existing traffic conditions and the existing capacity of these roadway segments, the additional vehicle trips associated with the proposed project would have less-than-significant impacts on these two roadway segments of River Road.

IMPACT The Proposed Project Would Add Vehicle Trips to State Route 68, which Currently Operates at Level of Service F (Significant and Unavoidable)

The proposed project would add about one AM peak hour trip and four PM peak hour trips to the two-lane section of SR 68 immediately west of the Toro Park interchange. Project traffic will dissipate along the SR 68 corridor at the many crossroads including Torero Drive, San Benancio Road, Corral de Tierra Road, and Laureles Grade, resulting in less than one AM peak hour trip and about two PM peak hour trips west of Laureles Grade. Project traffic would be at or below one peak hour trip west of SR 218. Project-related traffic would not have any effect on SR 68 traffic operations. However, SR 68 currently operates at LOS F and Monterey County and Caltrans consider the addition of a single peak hour trip to be a significant impact when adding to a LOS F situation. Therefore, based on this threshold, the project would have a significant impact on the two-lane section of SR 68 between Toro Park and SR 218. As previously discussed, TAMC, Caltrans, and Monterey County have funding and are studying a variety of operational improvements along the corridor.

There are no mitigation measures available to reduce project-level impacts to a less-than-significant level, based on the Monterey County and Caltrans threshold, because the proposed project would have no effect on traffic operations. However, the project would be required to pay regional traffic impact fees that would serve as some mitigation for impacts

to SR 68. Nevertheless, the project would not be directly implementing any improvements to offset its impacts and will, therefore, have an unmitigated significant impact on SR 68. At this time, it is unknown whether any Caltrans/TAMC improvements to the corridor (e.g., widening and/or roundabouts along the route) would improve the level of service on SR 68.

Furthermore, the applicant has proposed to implement the following mitigation measures, which would reduce impacts to the traffic circulation in the vicinity of the project site.

TRA-1 To reduce peak hour trip generation, specifically on SR 68, all employee shift changes for project site operations shall occur outside of morning and evening peak trip hours. A requirement to schedule all morning, day, and night shifts for project operations outside of peak hours shall be included as a condition of approval associated with the conditional use permit.

TRA-2 To reduce overall trip generation to and from the project site, the project developer shall prepare a detailed plan for shuttle service. Shuttle services shall be offered to residents to access areas on the Monterey Peninsula and in Salinas from the project site. Additionally, shuttle service to nearby transportation hubs for employees shall be offered in the shuttle service plan. The shuttle service plan shall be submitted for review and approval to Monterey County prior to approval of any building permits on the project site.

Implementation of these mitigation measures would reduce impacts to traffic circulation in the vicinity of the project site. However, the mitigation measures would not alter the proposed project's significant and unavoidable impact to SR 68.

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