

SR 68 (Holman Highway) Widening Project

Monterey County, California
District 05-Mon-68, KP 6.1/7.1, (PM 3.8/4.4)

Final Environmental Impact Report



State of California Department of Transportation
In Cooperation with the City of Monterey



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Widen and improve State Route 68, from SR 1 to approximately 0.2 km (0.1 mile) west
of the Community Hospital of Monterey Peninsula

DRAFT ENVIRONMENTAL IMPACT REPORT

Submitted Pursuant to (State) Division 13, California Public Resources Code

State of California
Department of Transportation

In Cooperation with

City of Monterey

9/1/06
Date of Approval


Rich Krumholz
District Director
California Department of Transportation

EXECUTIVE SUMMARY

State Route 68 is a two-lane undivided roadway constructed in the early 1940s. It serves as the primary transportation facility between State Route 1 and the City of Pacific Grove, Pebble Beach and the Community Hospital of Monterey Peninsula. State Route 68 is heavily congested (over 2,000 vehicles per peak hour) during the weekday afternoon period from 3pm to 6pm. Rear-end accidents are common, suggesting excessive vehicle queuing at all approaches for the signalized intersection with State Route 1 southbound ramps. Traffic forecasts show the pm peak hour traffic demand on State Route 68 reaching 2,860 vehicles by the year 2020. Traffic is projected to increase by 24 percent.

The 1993 Regional Transportation Plan recommended widening State Route 68 to four lanes from 0.2 km (0.1 miles) west of the Community Hospital of Monterey Peninsula intersection to south of the State Route 68 overpass at State Route 1. Some general project characteristics include adding retaining walls, replacing the Scenic Drive Overcrossing, and redesigning the intersection of State Route 68 and State Route 1 Southbound offramp. The purpose of the project is to relieve existing and future traffic congestion, improve traffic safety and traffic operations, reduce rear-end accidents, minimize delay of emergency vehicle access to Community Hospital of Monterey Peninsula and reduce the incentive for bypass traffic through the Skyline Forest neighborhood.

This environmental document along with several technical studies (see Appendix B) complies with the California Environmental Quality Act of 1970. The following environmental document is a California Environmental Quality Act Environmental Impact Report. Because of federal funding, this project is also subject to the National Environmental Policy Act of 1969. The Federal Highway Administration and the California Department of Transportation agree that this project qualifies for a Programmatic Categorical Exclusion under the National Environmental Policy Act.

The following is a summary of affected resources for the proposed State Route 68 (Holman Highway) Widening Project. The major resources of concern are biological and visual resources. The reader is referred to Table 1 and to the discussion regarding impacts in Chapter 2 for more information about these issues.

Biological Resources

Monterey pine forest, both native and planted, dominates the vegetative communities in the project area. In addition to climatic change, current populations of Monterey pine are threatened by clearing activities for urban and residential growth. Fragmentation of a once continuous mosaic of forest habitat and isolation of individual stands by development endangers the sustainability of the forest community. The loss

of Monterey pine forest resulting from construction of the State Route 68 (Holman Highway) Widening Project is a potentially significant impact because of the rare and threatened nature of this special status plant community.

The Iris Canyon Greenbelt will serve as offsite mitigation for Monterey pine. The site is composed of 40 potential planting sites, for a total of 15,621 m² (3.86 acres). Complying with the City of Monterey tree protection ordinance, 626 trees (to replace the 481 displaced by the project in a 1:1 ratio plus an additional 30 percent overplanting) will be planted at this site. Additional measures to minimize and compensate for this impact are discussed in this report.

Monterey dusky-footed woodrats (*Neotoma fuscipes luciana*), listed as a species of Special Concern by the United States Fish and Wildlife Service, could potentially occur within the area. Measures to minimize and compensate for this potential impact are also discussed in this report.

Visual Resources

State Route 68 and State Route 1 are within a picturesque portion of the Monterey Peninsula. The majority of the project area viewers are traveling on State Route 68 and State Route 1. The visual quality evaluation revealed a decrease in visual quality with construction of the project. The removal of natural vegetation and the replacement of the overcrossing would reduce the vividness of the area. Construction of retaining walls, the increased amount of impervious surface and the new 17-Mile Scenic Drive overcrossing would intrude upon the natural environment. Mitigation measures are required to reduce the impacts of the project.

Table 1. State Route 68 (Holman Highway) Widening Project Summary of Project-Level Impacts and Mitigation Measures

ADVERSE IMPACTS ¹ (SUMMARIZED) VISUAL/AESTHETICS	LEVEL OF SIGNIFICANCE	MINIMIZATION, MITIGATION, AND/OR ABATEMENT MEASURES (SUMMARIZED)
<p>The project would reduce the visual quality in the area through increased pavement, the construction of retaining walls and the removal of natural vegetation.</p>	<p>Less than Significant with Mitigation</p>	<ul style="list-style-type: none"> ▪ Replacement of native oak trees. ▪ A removal permit from Monterey County and the City of Monterey shall be required for the removal of any healthy native trees, including Monterey Pine, native oak, native sycamore or madrone trees with a trunk diameter in excess of six inches, measured two feet above ground level. ▪ Native and native-compatible species, especially drought resistant species, shall be used to the maximum extent possible in fulfilling landscape requirements imposed as conditions of approval for discretionary permits. ▪ A landscape plan shall be incorporated into the final design of the State Route 68 improvements. ▪ Special architectural detail and aesthetic treatments shall be incorporated into the design of the proposed 17-Mile Scenic Drive overcrossing, potential State Route 1 bridge replacement and the retaining walls along State Route 68, Sunridge Road and the State Route 1 southbound offramp. ▪ The Architectural Review Committee shall review and approve the landscape plan and walls. ▪ An Aesthetic Design Advisory Committee shall be established to represent local and state interests concerning project aesthetics. The Architectural Review Committee chairman or other Architectural Review Committee members shall be included on the committee.

¹ The proposed project is the four-lane widening with a five-legged intersection at State Route 68/State Route 1 Southbound ramps. Information presented in this table describes impacts of that alternative. In addition, it should be noted that with proposed mitigation measures, impacts would be less than significant (see Appendix E).

Table 1. State Route 68 (Holman Highway) Widening Project Summary of Project-Level Impacts and Mitigation Measures
(continued)

ADVERSE IMPACTS ² (SUMMARIZED)	LEVEL OF SIGNIFICANCE	MINIMIZATION, MITIGATION, AND/OR ABATEMENT MEASURES (SUMMARIZED)
AIR QUALITY		<p>The project applicant shall use appropriate measures from the list below when daily watering (required) is not adequate to minimize dust:</p> <ul style="list-style-type: none"> ▪ Water all active construction areas at least twice daily. ▪ Prohibit all grading activities during periods of high wind (over 15 mph). ▪ Apply chemical soil stabilizers on inactive construction areas (disturbed lands within construction projects that are unused for four consecutive days.) ▪ Apply non-toxic binders (e.g., latex acrylic copolymer) to exposed areas, after cut and fill activities and after hydroseed placement area. ▪ Haul trucks shall maintain at least two feet of freeboard. ▪ Cover all trucks hauling dirt, sand, or loose materials. ▪ Plant trees or windbreaks on the windward perimeter of construction projects if adjacent to open land. ▪ Plant vegetative ground cover in disturbed areas as soon as possible. ▪ Cover inactive storage piles. ▪ Sweep streets if visible soil material is carried out from the construction site. ▪ Post a publicly visible sign which specifies the telephone number and person to contact regarding dust complaints.
Implementation of the proposed project would result in the generation of short-term construction-related air pollutant emissions.	Less than Significant	

² The proposed project is the four-lane widening with a five-legged intersection at State Route 68/State Route 1 Southbound ramps. Information presented in this table describes impacts of that alternative. In addition, it should be noted that with proposed mitigation measures, impacts would be less than significant (see Appendix E).

Table 1. State Route 68 (Holman Highway) Widening Project Summary of Project-Level Impacts and Mitigation Measures
(continued)

ADVERSE IMPACTS ³ (SUMMARIZED)	LEVEL OF SIGNIFICANCE	MINIMIZATION, MITIGATION, AND/OR ABATEMENT MEASURES (SUMMARIZED)
BIOLOGICAL RESOURCES The project requires the removal of 322 Monterey pine trees. This results in impacts to 12,682 m ² (3 acres) of planted and 2,086 m ² (0.5 acre) of native Monterey pine forest.	Less than Significant with Mitigation	Compensatory mitigation for the loss of Monterey pine forest involves restoring 17,214 square meters (4.25 acres) of the disturbed Old Capitol Site, a 76.2-acre parcel located near the project area. Mitigation for the loss of Monterey pine involves planting 626 trees (481 trees plus 30 percent overplanting) along the Iris Canyon Green Belt, which will comply with the City of Monterey tree protection ordinance for 1:1 replacement. The corridor encompasses a total planting area of 15,621 m² (3.86 acres).
The loss of Monterey pine forest due to the State Route 68 project contributes to the region wide decline in potential dusky-footed woodrat habitat on the Monterey peninsula, but is a relatively insubstantial contribution.	Less than Significant with Mitigation	<ul style="list-style-type: none"> ■ To avoid potential direct impacts to woodrats that might occur in the project area, a qualified wildlife biologist shall survey the project impact area for evidence of dusky-footed woodrat nests. If woodrat nests are found within the project impact area, a qualified biologist shall, in consultation with California Department of Fish and Game, live-trap the woodrat(s) and relocate to a suitable site. ■ Mitigation proposed for loss of Monterey pine forest will compensate for contributions to cumulative impacts affecting woodrat habitat by restoring a portion of nearby large, unfragmented Monterey pine forest with a well-developed understory.
The wetland and other waters identified during the field survey are not within the project limits. To protect these sites from inadvertent damage during construction, abatement is needed.	Less than Significant with Mitigation	<ul style="list-style-type: none"> ■ The wetland and waters of the United States shall be designated as an Environmentally Sensitive Area. ■ No earth-moving activities, vehicles, heavy equipment, or other construction shall be permitted within this Environmentally Sensitive Area. ■ Boundaries of the Environmentally Sensitive Area shall be shown on plans and specifications, and shall also be delineated on the ground prior to construction with temporary orange safety fencing.

³ The proposed project is the four-lane widening with a five-legged intersection at State Route 68/State Route 1 Southbound ramps. Information presented in this table describes impacts of that alternative. In addition, it should be noted that with proposed mitigation measures, impacts would be less than significant (see Appendix E).

Table 1. State Route 68 (Holman Highway) Widening Project Summary of Project-Level Impacts and Mitigation Measures
(continued)

ADVERSE IMPACTS ⁴ (SUMMARIZED)	LEVEL OF SIGNIFICANCE	MINIMIZATION, MITIGATION, AND/OR ABATEMENT MEASURES (SUMMARIZED)
HAZARDS AND HAZARDOUS MATERIALS The primary material of concern is aerially deposited lead; however, demolition of the Scenic Drive Overcrossing and pavement removal could trigger the presence of lead based paint and asbestos.	Less than Significant with Mitigation	<ul style="list-style-type: none"> ■ Soil will be tested at known and potential hazardous material sites where any right-of-way, permanent or temporary, will be acquired. ■ Any structures to be demolished will be tested for asbestos-containing materials. ■ Any structure to be demolished will be tested for lead-based paints. ■ Pavement striping will be tested for lead-based paints. ■ Roadside debris, including, but not limited to, the possible chemically treated timbers, batteries or petroleum products, should be properly disposed of at a Class I landfill. ■ Aerially deposited lead testing should be conducted. ■ A Lead Compliance Plan will be prepared by the contractor according to the California Code of Regulations, Title 8, Section 1532.1.
NOISE During the construction phases of the project, noise from construction activities would dominate the noise environment in the immediate area.	Less than Significant	<ul style="list-style-type: none"> ■ Construction noise is regulated by Caltrans standard specifications Section 7.011 "Sound Control Requirements". ■ Pneumatic tools and demolition equipment operations shall be limited to the daytime hours. ■ Residents shall be notified in advance of nighttime construction activities. To the extent possible, the nighttime construction work should be limited to the portion of the project site furthest from the residences.

⁴ The proposed project is the four-lane widening with a five-legged intersection at State Route 68/State Route 1 Southbound ramps. Information presented in this table describes impacts of that alternative. In addition, it should be noted that with proposed mitigation measures, impacts would be less than significant (see Appendix E).

Table 1. State Route 68 (Holman Highway) Widening Project Summary of Project-Level Impacts and Mitigation Measures (concluded)

ADVERSE IMPACTS ⁵ (SUMMARIZED)	LEVEL OF SIGNIFICANCE	MINIMIZATION, MITIGATION, AND/OR ABATEMENT MEASURES (SUMMARIZED)
UTILITIES AND SERVICE SYSTEMS During construction there may be disruption of service in order to accomplish relocations and road work.	Less than Significant with Mitigation	<ul style="list-style-type: none"> ■ During construction, underground utility alert (USA) services shall be used to identify the location of all underground services and to avoid the unplanned disruption of pipes or service lines during roadway excavation and other activities. ■ A construction period public outreach and communications plan and program shall be developed for all phases of the project. ■ Prior to start of construction, the project management team shall coordinate with the Highway Patrol, the City Police and Fire Department, the County Sheriff's Department, County Fire Districts, and local public and private ambulance and paramedic providers in the area to prepare a Construction Period Emergency Access Plan. ■ During construction, the project management team shall review and update the Emergency Access Plan based on work scheduling.

⁵ The proposed project is the four-lane widening with a five-legged intersection at State Route 68/State Route 1 Southbound ramps. Information presented in this table describes impacts of that alternative. In addition, it should be noted that with proposed mitigation measures, impacts would be less than significant (see Appendix E).

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CHAPTER 1
PROPOSED PROJECT

1.0 PROPOSED PROJECT

State Route 68 is a two-lane undivided roadway constructed in the early 1940s. It serves as the primary transportation facility between State Route 1 and the City of Pacific Grove, Pebble Beach and the Community Hospital of Monterey Peninsula. Figure 1-1 presents the vicinity and location. Currently there are two 3.6 meter (m) (11.8 feet) lanes with shoulders ranging from 0.6 m (2.0 feet) and 1.2 m (3.9 feet).

In the 1980s, Monterey Peninsula cities formed the Holman Highway task force to address access problems to Community Hospital of Monterey Peninsula and levels of service along State Route 68. This task force oversaw the transportation improvements along State Route 68 from its terminus at Pacific Grove and State Route 1. Its goal, in part, was to enhance the quality of transportation services on State Route 68. Many objectives were established, a few of which included installation of a new Spanish Bay Gate, construction of a westbound lane through the Community Hospital of Monterey Peninsula intersection and addition of an eastbound lane from the Community Hospital of Monterey Peninsula entrance to the State Route 1 interchange. While some work has been completed other phases of work were incomplete and remain dormant.

The 1993 Regional Transportation Plan, adopted in 1994, recommended the widening of State Route 68 to four lanes from 0.2 km (0.1 miles) west of the Community Hospital of Monterey Peninsula intersection to south of the State Route 68 overpass at State Route 1. This project is now listed in 2005 Monterey County Regional Transportation Plan as CT017 Route 68 (Holman Highway - Access to Community Hospital). The Project Study Report for the proposed highway widening identifies several funding sources including contributions from previously identified mitigation for the Pebble Beach Company and Community Hospital of Monterey Peninsula, as well as County traffic mitigation funds. The County of Monterey has also submitted an application for additional funding from Congestion Management and Air Quality/State Transportation Improvement Program 2000 Augmentation (AB1012) Programs.

1.1 Purpose and Need

The purpose of the project is to relieve existing and future traffic congestion, improve traffic safety and traffic operations, minimize delay of emergency vehicle access to Community Hospital of Monterey Peninsula and reduce the incentive for bypass traffic through the Skyline Forest neighborhood. It would also result in improved access to the Pebble Beach entrance, Community Hospital of Monterey Peninsula and the Beverly Manor and Carmel Hill Professional Center.

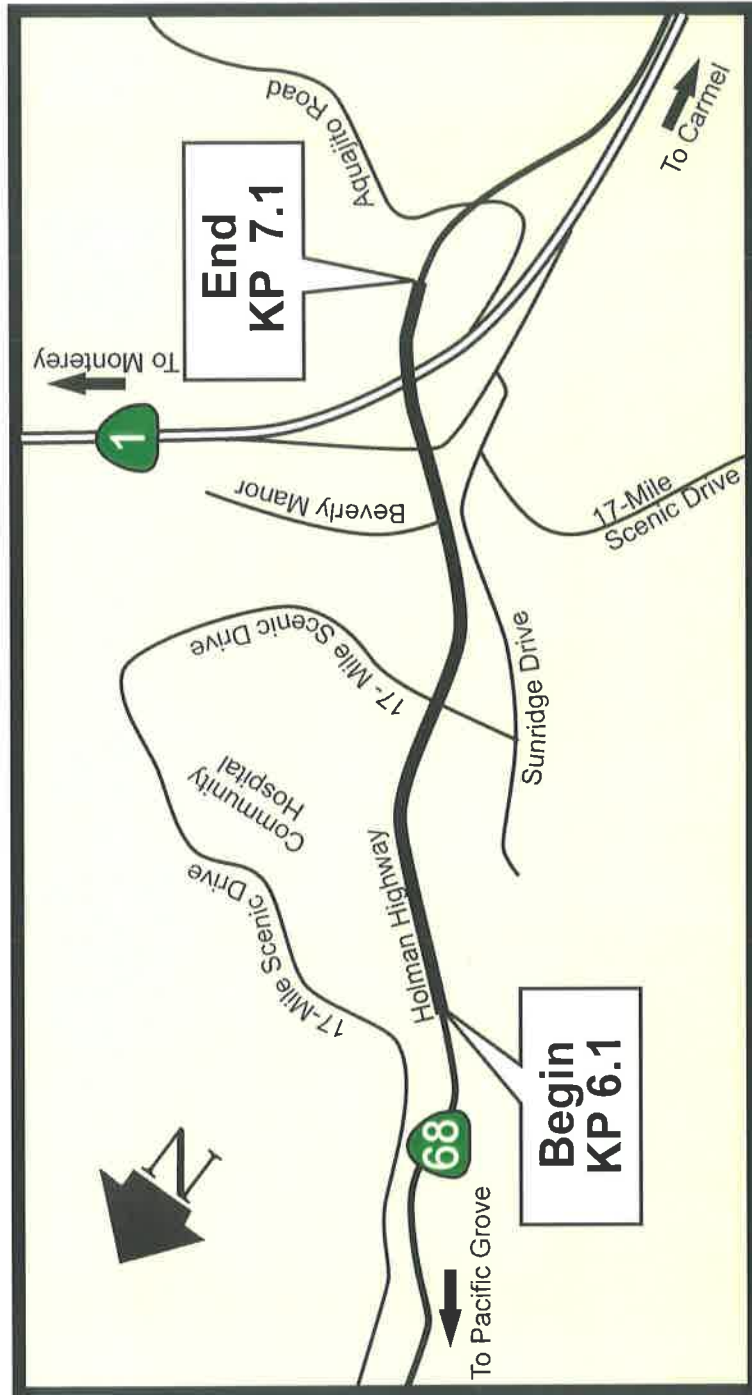
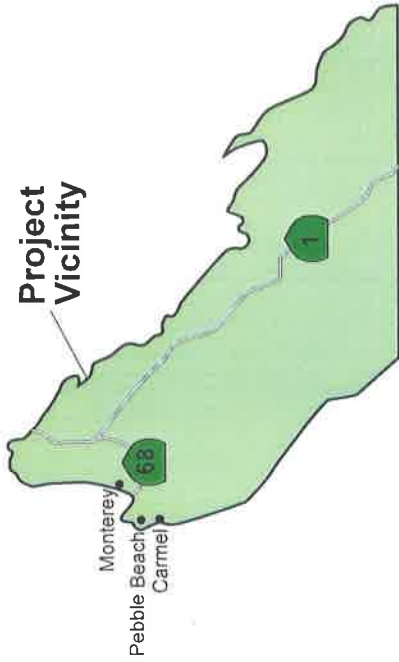
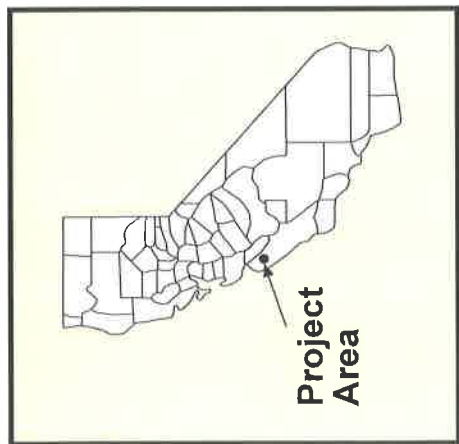


Figure 1-1. Project Vicinity and Location
 (Source: Project Study Report on Route 68, November 2000 Mark Thomas & Co.)

State Route 68 is heavily congested (over 2,000 vehicles per peak hour) during the weekday afternoon period from 3pm to 6pm. Level of service is a description of operations, ranging from level of service A (indicating free-flow conditions with little or no delay) to level of service F (representing forced flow conditions and heavy delays). A summary of the existing (2003) level of service conditions on state Route 68 are shown in Table 1-1. The intersection of State Route 68/State Route 1 is operating at the worst level of service during both the AM and PM peak periods. The intersections of State Route 1 Southbound On-ramp and 17-Mile Scenic Drive and State Route 68 and Carmel Hill Professional Center have one or more movements that experience 44 or more seconds of delay. These are typically the left-turn movements that cross a major street.

Table 1-1 Existing (2003) Intersection Delay and Level of Service

Location	Control ¹	Peak Hour	Delay ²	LOS ₃
State Route 68/Community Hospital of Monterey Peninsula driveway	Signal	AM	8 seconds	A
		PM	14 seconds	B
State Route 68/Carmel Hill Professional Center	SSS	AM	> 50 seconds	F
		PM	> 50 seconds	F
State Route 68/State Route 1 Southbound Off-Ramp	Signal	AM	> 80 seconds	F
		PM	> 80 seconds	F
State Route 1 Southbound On-ramp/17-Mile Scenic Drive	SSS	AM	20 seconds	C
		PM	44 seconds	E

(Source: Fehr & Peers 2004)

Notes:

1. Signal = Signalized intersection
SSS = Side-street stop-controlled intersection
2. For signalized intersections, delay is average control delay for all vehicles. For side-street stop-controlled intersections, delay for worst movement (i.e., left turn, through, or right turn) calculated.
3. LOS = Level of service

The California Department of Transportation Accident Surveillance and Analysis System provided data for a 36 month period and are presented in Table 1-2 (Fehr & Peers 2005). Rear-end accidents are common, suggesting excessive vehicle queuing at all approaches for the signalized intersection with State Route 1 southbound ramps. Table 1-2 summarizes data provided by the California Department of Transportation Traffic Accident Surveillance and Analysis System and is presented in Table 1-2. Although there were no traffic-related fatalities, the accident rate for both State Route 68 and State Route 1 is slightly above the state average.

Table 1-2 Accident History for State Route 68 and State Route 1

Facility	Total Accidents	Fatal	Fatal + Injury	Actual Accident Rate ¹			Statewide Average Accident Rate ¹		
				Total	Fatality	Fatal + Injury	Total	Fatality	Fatal + Injury
SR 68	134	2	43	2.46	0.04	0.79	1.55	0.03	0.67
SR 1	168	0	57	1.83	0.00	0.62	1.16	0.01	0.45

Source: Fehr & Peers 2005

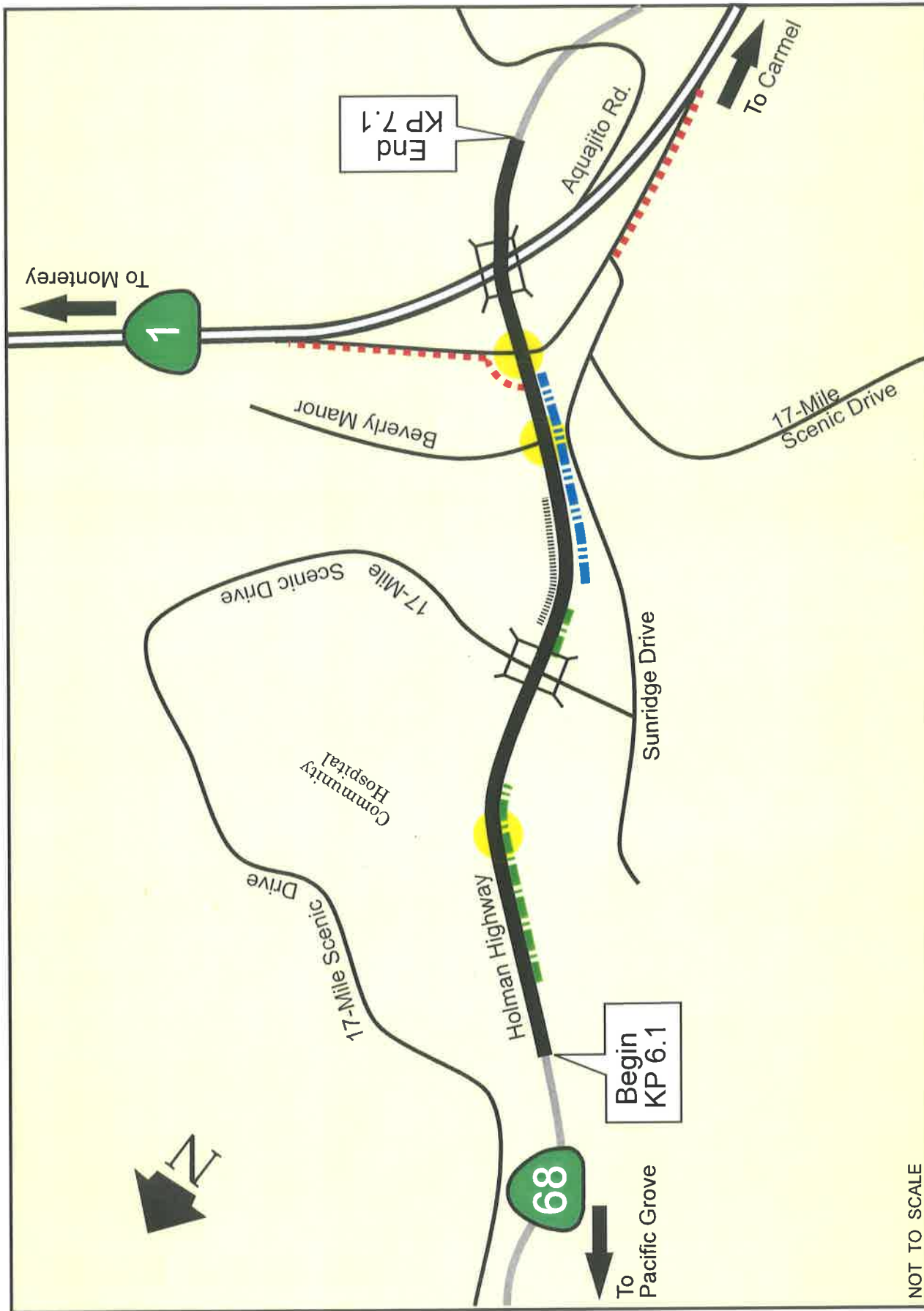
¹ Accident rates presented as accidents per million vehicle miles

Traffic forecasts representing the year 2020 show the pm peak hour traffic demand on State Route 68 reaching 2,860 vehicles. Traffic is projected to increase by 24 percent. The proposed action is needed to improve traffic safety, traffic operations, reduce rear-end accidents, and improve/reduce emergency vehicles service delays.

1.2 Project Description

There are common design features for all three build alternatives identified below. These common features are depicted in Figure 1-2 and are as follows:

- State Route 68 would be widened from approximately 0.2 km (0.1 mile) west of the Community Hospital of Monterey Peninsula entrance to the State Route 68/State Route 1 southbound ramp intersection;
- The proposed retaining walls (in 5 different areas) would be constructed at the edge of right-of-way;
- The 17-Mile Scenic Drive overcrossing would be replaced with a new bridge;
- Beverly Manor and Carmel Hill Professional Center entrance would be redesigned to prohibit left turns out of the entrance to eastbound State Route 68. Eastbound left turns from State Route 68 to the Beverly Manor and Carmel Hill Professional Center entrance and right turns in and right turns out of the entrance will be allowed;
- State Route 1 southbound off- and onramps would require widening and installation of retaining walls. The southbound offramp would require a 3 m (9.8 feet) wall. The size of the retaining wall for the onramp would be 2.4 to 3.0 m (7.87 to 9.8 feet) tall;
- The Pebble Beach Main Gate entrance would be modified;
- Two retaining walls located along the north and south sides of State Route 68 between 17-Mile Scenic Drive and Beverly Manor and Carmel Hill Professional Center entrance would receive aesthetic treatment; and
- Traffic signals at the State Route 68/State Route 1 southbound ramp and at the State Route 68/Community Hospital of Monterey Peninsula intersections would be modified.



NOT TO SCALE

Figure 1-2. General Project Features
 (Source: Project Study Report on Route 68, November 2000 Mark Thomas & Co.)

- The project will widen the shoulders along State Route 68 to 2.4 m (8 feet).
- The following striped bike lanes will be included in the project:
 - 1.5-m (5-feet)-wide striped bicycle lane on westbound State Route 68 at Carmel Hills Professional Center driveway between the right-turn lane stripe and the through lane.
 - 1.5-m (5-feet)-wide striped bicycle lane on eastbound State Route 68 at Pebble Beach Main Gate entrance between the right-turn lane stripe and the through lane.
 - 1.5-m (5-feet)-wide striped bicycle lane on northbound Pebble Beach Main Gate exit shoulder adjacent to the right-turn lane stripe.
 - 1.5-m (5-feet)-wide striped bicycle lane on northbound Pebble Beach Main Gate exit at State Route 68 between the right-turn lane stripe and the through lane
 - 1.5-m (5-feet)-wide striped bicycle refuge area on southbound State Route 1 exit ramp at State Route 68 between the right-turn median and the through lane.

1.3 Alternatives

Several alternatives were developed and considered by the State Route 68 (Holman Highway) Widening Project team (City and Caltrans staff along with engineering and environmental planning consultants [Mark Thomas and Company, Fehr & Peers Transportation Consultants, and PAR Environmental Services, Inc.]). Alternatives considered feasible are described below.

1.3.1 The “No Build” Alternative

This alternative would maintain the existing facility. There would continue to be deficient operations on State Route 68, at the State Route 68/State Route 1 interchange, and on the southbound offramp where traffic is known to back up onto the State Route 1 mainline.

By the Year 2030 it is estimated that State Route 68 and State Route 1 would experience approximately 14% and 31% growth in traffic, respectively (Fehr & Peers Transportation Consultants 2004). Emergency access to Community Hospital of Monterey Peninsula would be affected by this growth.

1.3.2 Build Alternative

1.3.2.1 Build Alternative 3 – Four Lane Facility (Proposed Project)

Build Alternative 3 would widen State Route 68 from two lanes to four lanes and is characterized by the addition of one additional lane in each direction. In the westbound direction, two lanes would be carried past the Community Hospital of

Monterey Peninsula entrance and then merge to the existing one-lane approximately 183 m (600 feet) west of the Community Hospital of Monterey Peninsula entrance. In the eastbound direction, the right lane would terminate as a mandatory right turn lane to the Pebble Beach Main Gate entrance. The geometrics are shown in Figure 1-3 (Appendix A, in sleeve). The estimated cost for this alternative is \$21.170 million including, but not limited to, construction cost (\$16.729) and right-of-way and utility cost (\$227,000) (Mark Thomas and Company 2000).

1.3.2.2 Ramp Variation

Ramp Variation 1 – Five Legged Intersection

This ramp variation is characterized as a five-legged intersection option that would result in all traffic movements to be brought together near the new State Route 68/State Route 1 southbound ramp intersection. All legs but the southbound State Route 1 onramp would be signalized.

1.3.3 Alternatives Considered but Eliminated from Further Discussion

The following alternatives were considered but eliminated from further study. Upon further examination, there were operational and geometric deficiencies that would result in short transitions, vehicle queues above the accepted limits, and traffic movements that were considered dangerous.

1.3.3.1 Build Alternative 1 – Three Lane Facility (Eastbound Widening)

Build Alternative 1 is characterized by widening State Route 68 from two lanes to three lanes. Widening would consist of the addition of one lane in the eastbound direction from 0.2 km (0.1 mile) west of the Community Hospital of Monterey Peninsula entrance, east to the State Route 68/State Route 1 southbound ramp intersection. This added eastbound lane would terminate as a mandatory right turn lane to the Pebble Beach Main Gate/State Route 1 southbound onramp. Retaining walls would be constructed at their ultimate locations to accommodate the four-lane future condition. The estimated cost for this alternative is \$4.95 million for construction and \$0.24 million for right-of-way, for a total capital cost of \$5.19 million (Mark Thomas and Company 2000).

1.3.3.2 Build Alternative 2 – Three Lane Facility (Westbound Widening)

Build Alternative 2 would widen State Route 68 from two lanes to three lanes and is characterized by the addition of one lane in the westbound direction from the Community Hospital of Monterey Peninsula entrance east to the State Route 68/State Route 1 southbound ramp intersection. This added westbound lane would terminate as a mandatory right turn lane to Community Hospital of Monterey Peninsula. Retaining walls would be constructed at their ultimate locations to accommodate the four-lane

future condition. The estimated cost for this alternative is \$4.66 million for construction and \$0.24 million for right-of-way, for a total capital cost of \$4.91 million (Mark Thomas and Company 2000).

1.3.3.3 Ramp Variations

Ramp Variation 2 – Roundabout

This ramp variation is characterized as a traffic circle that would result in one-way circular traffic flow at the intersection of State Route 68 and the State Route 1 on- and offramps. Traffic would enter this circle in a free-flowing movement with yield at the point of entry into the circle. The southbound offramp right turn movement would bypass the roundabout.

Ramp Variation 3 – Collector-Distributor Road

This ramp variation is characterized as a State Route 1 Distributor/Collector option that would result in a new State Route 1 exit lane dedicated solely to access the Pebble Beach Main Gate. The Distributor/Collector lane would originate at the State Route 1 southbound auxiliary lane near the beginning of the exit ramp, and continue under the State Route 68 overcrossing, and conform at the Pebble Beach Main Gate entrance. This design variation allows direct, unrestricted access to the Pebble Beach Main Gate entrance from the State Route 1 southbound offramp and reduces the volume of traffic traveling through the State Route 68/State Route 1 southbound ramp intersection.

1.3.3.4 Traffic Systems Management

Traffic Systems Management was evaluated to the extent that the solution alone does not provide adequate traffic relief nor does it meet the purpose and need of this proposed project.

1.4 Permits and Approvals Needed

- Tree Removal Permit- A tree removal permit for healthy native trees with a trunk diameter in excess of six inches, measured two feet above ground, is required by the County and City of Monterey.
- The landscape plan is subject to review and approval by the Architectural Review Committee.
- Coastal Development Permit- A CDP is expected to be required to comply with the Local Coastal Program.

- Grading Permit- City/ County grading permit will be required.
- Encroachment Permit- A Caltrans encroachment permit will be needed.
- If the area of land to be graded, excavated, cleared, or otherwise disturbed will be 0.4 ha (1 acre) or more, or if the area is under 0.4 ha (1 acre) and the construction project is part of a larger common plan of development or sale, a National Pollution Discharge Elimination System General Construction Permit will be required. As part of this application, a Notice of Intent and payment of fees must be submitted to the Storm Water Permit Unit, Division of Water Quality at the State Water Resources Control Board. This general permit requires development and implementation of a Storm Water Pollution Prevention Plan emphasizing Best Management Practices.

CHAPTER 2
AFFECTED ENVIRONMENT,
ENVIRONMENTAL CONSEQUENCES, AND AVOIDANCE,
MINIMIZATION AND/OR MITIGATION MEASURES

2.0 AFFECTED ENVIRONMENT, ENVIRONMENTAL CONSEQUENCES, AND AVOIDANCE, MINIMIZATION AND/OR MITIGATION MEASURES

This chapter explains the impacts that the project would have on the human, physical, and biological environment in the project area. It describes the existing environment that could be affected by the project and potential impacts from each of the alternatives. Information for the environmental resources described in this chapter was obtained from technical studies prepared in 2004 (see Appendix B). This section of the report addresses the following resources:

- **Human Environment**
 - Land Use
 - Growth
 - Community impacts
 - Utilities/Emergency Services
 - Traffic and Transportation/Pedestrian and Bicycle Facilities
 - Visual/Aesthetics

- **Physical Environment**
 - Hydrology and Floodplain
 - Water Quality and Stormwater Run-off
 - Geology/Soils/Seismic/Topography
 - Hazardous Waste/Materials
 - Air Quality
 - Noise

- **Biological Environment**
 - Natural Communities
 - Wetlands and Other Waters
 - Animal Species
 - Invasive Species

As part of the scoping and environmental analysis conducted for this project, the following environmental issues were considered but no adverse impacts were identified. Consequently, there is not further discussion regarding these issues in this document.

- **Community Impacts – Relocations –** Construction would occur in the state right-of-way. The project would not require relocation of any existing residences or businesses.
- **Farmlands/Timberlands –** There are no farmlands or timberlands within the project area (PAR 2004b).
- **Cultural Resources –** No historic properties or historic resources are present within the project area. No prehistoric or historical archaeological sites were discovered during a formal survey of the Area of Potential Effects. An Historic

Property Survey Report and Archaeological Survey Report were prepared for this project (PAR 2004d, 2004e).

- Paleontology – No paleontological sites were identified during the cultural resources inventory. An Archaeological Survey Report was prepared for this project, which discusses the geology of the area (PAR 2004e).
- Plant Species – No special status plant species occur within or near the project area; however, the Monterey Pine forest is considered a special status plant community and is discussed in Section 2.3. A Natural Environment Study was prepared for this project (PAR 2004b).
- Threatened and Endangered Species – No threatened, endangered, or candidate species occur within the project area. A Natural Environment Study was prepared for this project (PAR 2004b).

The impacts and mitigation discussed in this chapter apply to the four lane widening with the five-legged intersection variation (Alternative 3A), the proposed project. Unless otherwise noted, the No Build Alternative is assumed to have no impact, and no mitigation measures are provided.

2.1 Human Environment

2.1.1 Land Use

2.1.1.1 Existing and Future Land Use

State Route 68 is located in an area of dense forest with medical and residential land uses on either side of the roadway. The roadway and interchange with State Route 1 serve local and regional traffic. Therefore, existing and future land uses locally and regionally can affect State Route 68. The following table presents a list of current major development projects in the City and County.

Table 2-1. Community Development Projects in the City and County of Monterey

Project	Location
<i>City of Monterey</i>	
Assisted Living Facility- 115 units	1150 Cass Street
Monterey Hotel Expansion and Mixed Use Project	406 Alvarado
Del Monte Beach Tract II- 13 total lots	
Monterey Peninsula Hotel (Cannery Row Hotel)	750 Cannery Row
IMAX	279/284 Cannery Row
Ocean View Plaza	465, 470, 565, 570 Cannery Row

Table 2-1. Community Development Projects in the City and County of Monterey (concluded)

Project	Location
<i>County of Monterey</i>	
September Ranch- 891 acre subdivision into 110 residential units, 20-acre equestrian facility and 782 acres of open space	Carmel Valley Road
Unitarian Church of the Monterey- expansion and remodeling	490 Aguajito Road
Monterey Peninsula Country Club- expansion and remodeling	3000 Club Road

Source: City of Monterey, 2005a
County of Monterey, 2005a

Related Projects:

The Pebble Beach Company has proposed the Del Monte Forest Preservation and Development Plan (County of Monterey 2004a). An Environmental Impact Report was prepared for the proposed project and was released in January 2005 (County of Monterey 2005b). The project was approved by the County Board of Supervisors on March 15, 2005. The Pebble Beach project site encompasses the State Route 68/State Route 1 interchange area and coordinates some mitigation measures with the State Route 68 widening project (see section 2.3.1.1 for discussion of Monterey pine mitigation at the Old Capitol site). Improvements to the interchange are proposed in the Del Monte Forest Preservation and Development Plan. General elements of the Del Monte Forest Preservation and Development Plan are listed below.

- New development at several locations in the Del Monte Forest;
- Proposed road, infrastructure, and trail improvements;
- Dedication of conservation easements for the preservation and conservation of certain areas, and
- Resource management of preservation/conservation areas and managed habitat areas within and adjacent to proposed development.

2.1.1.2 Consistency with State, Regional and Local Plans

Regulatory Setting

The Coastal Zone Management Act of 1972 is the primary federal law enacted to preserve and protect coastal resources. The Coastal Zone Management Act sets up a program under which coastal states are encouraged to develop coastal management programs. States with an approved coastal management plan are able to review federal permits and activities to determine if they are consistent with the state’s management plan.

California has developed a coastal zone management plan and has enacted its own law, the California Coastal Act of 1976, to protect the coastline. The policies established by the California Coastal Act are similar to those for the Coastal Zone Management Act; they include the protection and expansion of public access and recreation, the protection, enhancement and restoration of environmentally sensitive areas, protection of agricultural lands, the protection of scenic beauty, and the protection of property and life from coastal hazards. The California Coastal Commission is responsible for implementation and oversight under the California Coastal Act.

Just as the federal Coastal Zone Management Act delegates power to coastal states to develop their own coastal management plans, the California Coastal Act delegates power to local governments (15 coastal counties and 58 cities) to enact their own local coastal programs. Local coastal plans determine the short- and long-term use of coastal resources in their jurisdiction consistent with the California Coastal Act goals.

Local Planning Documents

The City is north of State Route 68 and the County is just south. As a result, the project is located within the boundaries of several planning areas. The City of Monterey General Plan and the Skyline Local Coastal Program are the two City planning documents that have policies that pertain to the proposed project. In the County, the Monterey County Amended General Plan and the Greater Monterey Peninsula Area Plan have policies that pertain to this project.

Monterey County Amended General Plan

The County of Monterey is currently working on an update to the General Plan. The *21st Century Monterey County Draft General Plan* is available for review and can be obtained on the County's web page. This updated General Plan has not been adopted; therefore, the amended General Plan from 1982 (with amendments in 1987) contains the current policies that pertain to this proposed project.

Del Monte Forest Area Land Use Plan

The Del Monte Forest Area Land Use Plan covers the area to the southwest of the proposed project. The plan also pertains to Monterey County's coastal zone.

Greater Monterey Peninsula Area Plan

The County produced the *Greater Monterey Peninsula Area Plan* as part of the County General Plan. This document has a discussion of land use in the area and supplemental policies relevant to the Greater Monterey Peninsula Area.

City of Monterey General Plan

The City of Monterey General Plan was adopted in January 2005. It contains goals and policies that pertain to this project.

Skyline Local Coastal Program

The City of Monterey is within the Coastal Zone, so preparation of a Local Coastal Program is mandated by the California Coastal Act of 1976. The program must consist of land use and controls to implement the provisions of the California Coastal Act of 1976.

The proposed project requires a Coastal Development Permit from the California Coastal Commission. The Skyline Local Coastal Program pertains to the area of the project.

Table 2-2. Local Plans and Policies

Goal (if applicable)	Policy	Consistency
County of Monterey General Plan		
Goal 37- To promote a safe, effective, and economical transportation system that will service the existing and future land uses of the County.	Policy 37.5.2- Public Facilities shall be located and designed to allow for convenient access and efficient transport of all intended users.	The Plan shows that Highway 68 is to be improved to a four-lane roadway. This is consistent with the proposed project.
Goal 38- To minimize the negative impacts of transportation in the County.	<p>Policy 38.1.1- The County shall support the implementation of measures for reducing air pollution from transportation sources.</p> <p>Policy 38.1.2- The effects of road noise on County roads and highways shall be mitigated to comply with all noise control policies of this General Plan.</p>	Mitigation measures are identified in sections 2.2.5 and 2.2.6 that reduce the air quality and noise effects of the project. The project is consistent with these policies.
Goal 39- To provide for a road and highway network to meet the needs of existing and anticipated movements of people and commodities.	Policy 39.1.1- All available public and private sources shall be used for the funding of road and highway development, improvement, and maintenance.	As described in Chapter 1, the Project Study Report for the proposed highway widening identifies several funding sources including contributions from previously identified mitigation for the Pebble Beach Company and Community Hospital of Monterey Peninsula, as well as County traffic mitigation funds. The County of Monterey has also applied for additional funding from Congestion Management and Air Quality/State Transportation Improvement Program 2000 Augmentation (AB1012) Programs. The project is considered consistent with this policy of the General Plan.

Sources: County of Monterey 1982
 County of Monterey 1984
 City of Monterey 2005
 City of Monterey 1992

Table 2-2. Local Plans and Policies (continued)

Goal (if applicable)	Policy	Consistency
<i>County of Monterey General Plan</i>	<p>Policy 39.2.2- The needs of bicyclists, pedestrians, utilities, and drainage shall be considered and, where appropriate, provided for on all public rights-of-way.</p>	<p>Utility and drainage facilities will be placed in the right-of-way. The needs of bicyclists and pedestrians were considered in the project design. There are no existing pedestrian and bicycle facilities. Providing facilities during project construction would not be feasible or appropriate. Although the project does not include constructing pedestrian and bicycle facilities, they were considered, but were found not to be appropriate, so the project is consistent with this policy.</p>
<i>Del Monte Forest Land Use Plan</i>	<p>71. Transportation improvements should include consideration of non-automobile facilities, including public transit stops and shelters.</p>	<p>There are two public transit stops within the proposed project area. These stops will remain within the proposed project area. In addition, the proposed shoulder width would be widened to 2.4 m (8 ft), thus providing adequate space for emergency stops and bicycle use. The proposed project is consistent with this policy.</p>
<p>107. Non-automobile transportation modes (e.g., trails) will be considered and, where environmentally feasible, included in new development proposals.</p>		<p>The two public transit stops will remain within the project area. The proposed project does not include designated bicycle paths; however, the 2.4-m (8-ft) shoulder will allow bicycle access and striped bicycle lanes will be provided to the right-turn pockets at the Pebble Beach Main Gate exit to State Route 1 southbound on-ramp and the Pebble Beach Main Gate exit to State Route 68. The proposed project is consistent with this policy.</p>

Table 2-2. Local Plans and Policies (continued)

Goal (if applicable)	Policy	Consistency
<i>Greater Monterey Peninsula Area</i>		
	<p>39.1.1.2 (GMP)-The County shall be encouraged to work with the state, local agencies and citizens groups to alleviate traffic congestion and promote traffic safety on Highway 68 while maintaining its scenic beauty.</p>	<p>The Area Plan explains that land use plans for the Highway 68 corridor have been based on the assumption that adequate capacity would be provided by upgrading the roadway to a four-lane facility (County of Monterey 1984). The project is consistent with this policy.</p>
Supplemental Policies	<p>45.1.6 (GMP)- Construction and expansion of all highways and major arterials should provide for bike paths. It is desirable that bike paths be physically separate from motorized traffic.</p>	<p>Bike paths do not currently exist on State Route 68 and are not proposed as part of the project; however, State Route 68 will be widened to accommodate 2.4-m (8-ft)-wide shoulders, which can be used by cyclists. In addition, 1.5-m (5-ft)-wide striped bicycle lanes would be added to the intersections within the project area. The project is partially consistent with this policy.</p>
<i>City of Monterey General Plan (2005)</i>		
<p>Circulation Element Goal c- Provide a safe, efficient, well-maintained, and environmentally sound roadway system that supports equality of choice among all modes of transportation.</p>	<p>Policy c.3- Identify and implement street improvements to address high accident rates for motorists, pedestrians, and bicyclists, even if such improvements result in increased traffic congestion.</p> <p>Policy c.5- Preserve the City's character and valuable resources in future roadway improvements to the transportation system.</p> <p>Policy c.13- Support capacity improvements on State highways because these routes are the primary entrances into the City.</p> <p>Policy c.14- Implement operational improvements on major arterial streets so that traffic can safely enter the City without backing up on Highway 1.</p>	<p>As described in Section 2.1.6, State Route 68 experiences traffic accident rates slightly higher than similar facilities statewide. The project would help reduce accidents, and is therefore, consistent with this policy.</p> <p>Several measures are being incorporated into the project design so the area maintains its scenic value. The project is consistent with this policy.</p> <p>The proposed improvements would alleviate traffic congestion by adding capacity to State Route 68. The project is consistent with these policies.</p>

Table 2-2. Local Plans and Policies (concluded)

Goal (if applicable)	Policy	Consistency
<p><i>Skyline Local Coastal Program</i></p>	<p>Circulation Policy 4.3.3.8- As is serves the primary access to corridor to Asilomar State Beach and Conference Center, as well as an alternative accessway to Cannery Row (by relieving congestion on the Lighthouse Avenue corridor between Pacific Grove and Monterey), a smooth flow of traffic shall be encouraged along Holman Highway 68. Therefore, in order to protect public access to the shoreline and reserve limited highway capacity for coastal priority uses, new development, including road connections to Highway 68, shall be permitted in compliance with Policy 4.3.3.2</p>	<p>The project would improve traffic circulation from State Route 1 to just north of Community Hospital of Monterey Peninsula. The project is consistent with this policy.</p>

2.1.1.3 Parks and Recreation

Affected Environment

The one recreational facility in the area is 17-Mile Scenic Drive (see Figure 1-2 on page 1-5). It is a privately-owned and privately-maintained road which provides direct access along the shoreline of the Del Monte Forest area, immediately west of the Skyline planning area. 17-Mile Scenic Drive serves local residents and visitors. Motorists, pedestrians, bicyclist and equestrians share use of the facility.

2.1.1.4 Impacts

The project is consistent with most policies in City and County planning documents. The project is not consistent with policies pertaining to bicyclists and pedestrians because the project does not incorporate facilities for alternative travel modes. They were considered but not incorporated into the project due to safety reasons. Therefore, the project is considered to be consistent with planning efforts at the local and regional level and would have a less than significant effect.

Under all project build alternatives, the 17-Mile Scenic Drive Overcrossing of State Route 68 (a private recreational facility) would be replaced. The aesthetics section of this report describes the visual impacts associated with replacing the overcrossing. Measure 6 in Section 2.1.6.4 identify mitigation for the visual effects of the project. The project would not change the function of the overcrossing. 17-Mile Scenic Drive would continue to be used for recreational purposes. Therefore, the project does not have a significant effect on recreational facilities.

There are no parks in the immediate vicinity of the project. The project would not require use of any publicly owned parks or recreational areas under Section 4(f) of the U.S. Department of Transportation Act of 1996. No significant impacts are identified.

2.1.1.5 Avoidance, Minimization and/or Mitigation Measures

None.

2.1.2 Growth

2.1.2.1 Regulatory Setting

The Council of Environmental Quality regulations, 40 CFR 1508.8, requires examination of indirect consequences, which may occur in areas beyond the immediate influence of a proposed action and at some time in the future. The indirect consequences are referred to as secondary impacts by the Council of Environmental Quality regulations.

Secondary impacts may include changes in land use, economic vitality, and population density, which are all elements of growth.

The California Environmental Quality Act also requires the analysis of a project's potential to induce growth. California Environmental Quality Act guidelines, Section 15126.2(d), require that environmental documents "...discuss the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment..."

2.1.2.2 Affected Environment

The project is located in the City and County of Monterey. State Route 68 is a route heavily used by local and regional traffic to connect to and from Pacific Grove from State Route 1. It will continue being used as the City and County develop, per their respective general plans. According to the Association of Monterey Bay Area Governments, total population growth in the area would be between 6 and 12 percent between 2000 and 2025 and total employment growth in the area would be between 6 and 26 percent between 2000 and 2025 (Fehr & Peers 2005). Table 2-3 presents the communities in the area, their population and employment numbers for 2000 and projected 2025, and percent growth between 2000 and 2005 as well as the yearly growth rate.

Table 2-3. Population and Employment Growth

Community	Population Growth				Employment Growth			
	2000	2025	2000 to 2025 (%)	Yearly Rate (%)	2000	2025	2000 to 2025 (%)	Yearly Rate (%)
Carmel	10,938	11,662	6.62	0.26	6,468	7,695	18.97	0.70
Pebble Beach	7,811	8,670	11.00	0.42	4,526	4,821	6.52	0.25
Pacific Grove	17,510	18,084	3.28	0.13	8,566	9,290	8.45	0.33
Monterey	20,644	22,965	11.24	0.43	22,882	28,767	25.72	0.92
Total	59,903	61,381	7.87	0.30	42,442	50,573	19.16	0.70

Source: Fehr & Peers 2005

2.1.2.3 Impacts

The traffic study prepared for the corridor (Fehr & Peers 2004) indicates that future traffic operation would be unacceptable. With planned future City and County development, there would be long delays at local unsignalized intersections and traffic queues would extend onto the State Route 1 southbound offramp to State Route 68. The planned development would occur with or without the project; therefore, the

project does not induce population growth that is not already planned in the proposed land uses identified in the general plans.

The project consists of improvements to an existing road needed to address, in large part, existing traffic congestion and safety problems. The project would not remove an obstacle to growth and would not facilitate growth in the area. No significant impacts are identified.

2.1.2.4 Avoidance, Minimization and/or Mitigation Measures

None.

2.1.3 Community Impacts

2.1.3.1 Regulatory Setting

Under the California Environmental Quality Act, an economic or social change by itself is not to be considered a significant effect on the environment. However, if a social or economic change is related to a physical change, then social or economic change may be considered in determining whether the physical change is significant. Since this project would result in physical change to the environment, it is appropriate to consider changes to community character and cohesion in assessing the significance of the project's effects.

2.1.3.2 Affected Environment

State Route 68 winds through both the Skyline and Del Monte forests. In general, Skyline forest is located north of State Route 68 and Del Monte Forest is to the south. The roadway functions as a community divider. The Community Hospital of Monterey Peninsula and medical offices are located immediately north of State Route 68 and residential land uses are south.

General Characteristics

The land touching the project is divided into four census tracts- 117, 119, 128 and 132. Table 2-4 presents general characteristics of each census tract, the City as a whole, and the County. The information was obtained from the United States Census 2000. When compared to the City and County, the study area has an older population with higher household incomes. The percentage of owner-occupied housing units is also greater than the City and County.

Table 2-4. Census Data

Area	Population	Median Age	Median Household Income	Owner-occupied Housing Units	Renter-occupied Housing Units	Average Household Size	Families Below the Poverty Level
Monterey County	401,762	31.7	\$48,305	54.6%	45.4%	3.14	9.7%
City of Monterey	29,674	36.1	\$49,109	38.5%	61.5%	2.13	4.4%
Study Area							
Census Tract 117	4,290	51.8	\$76,948	76.5%	23.5%	2.18	1.2%
Census Tract 119	4,548	57.1	\$100,036	88.2%	11.8%	2.16	1.8%
Census Tract 128	5,502	50.1	\$61,228	72%	28%	2.21	0.9%
Census Tract 132	3,662	47.6	\$78,808	86.7%	13.3%	2.54	1.7%

Source: US Census Bureau, Census 2000.

The United States Department of Housing and Urban Development maintains statistics for household income levels and identifies low-income levels. Low income families are defined as families whose incomes do not exceed 80 percent of the median family income for the area (U.S. Housing Act of 1937). Housing and Urban Development identified the fiscal year 2000 median family income in Monterey, California primary metropolitan statistical area as \$50,300. The low income level for a family of four is \$40,250. The information presented in Table 2-4 indicates that the study area has median household incomes well above the low income level for the Monterey County metropolitan statistical area. Less than 2% of families in any of the four census tracts are below the poverty level.

Demographics

The four census tracts are further divided into several block groups. Figure 2-1 presents an aerial view of the area and depicts the boundaries of each Census Tract Block Group.

The purpose of Census Tract Block Group is to organize communities into smaller areas for analysis. The United States (U.S.) Census Bureau maintains census data on all Census Tract Block Group's in Monterey County. In the vicinity of the project, there are four Census Tract Block Group that border State Route 68 and/or State Route 1. Table 2-5 presents information on the ethnicity in each Census Tract Block Group.

- Census tract block group 117-1 is located south of State Route 68 between 17-Mile Scenic Drive and State Route 1. The area is mostly residential. The population of 1,325 has over 90% self-identifying as white.
- Census Tract Block Group 119-5 is located south of SR68 and west of 17-Mile Scenic Drive. This Census Tract Block Group has a population of 1,312 and over 90% self-identify as white.
- Census Tract Block Group 128-5 is located north of State Route 68 and west of State Route 1. This area contains the Community Hospital of Monterey Peninsula, medical offices, and some residential uses. The population of 1,552 has over 85% self-identifying as white.
- Census Tract Block Group 132-2 is located east of State Route 1. The area has a population of 1,494, with 86% self-identifying as white.

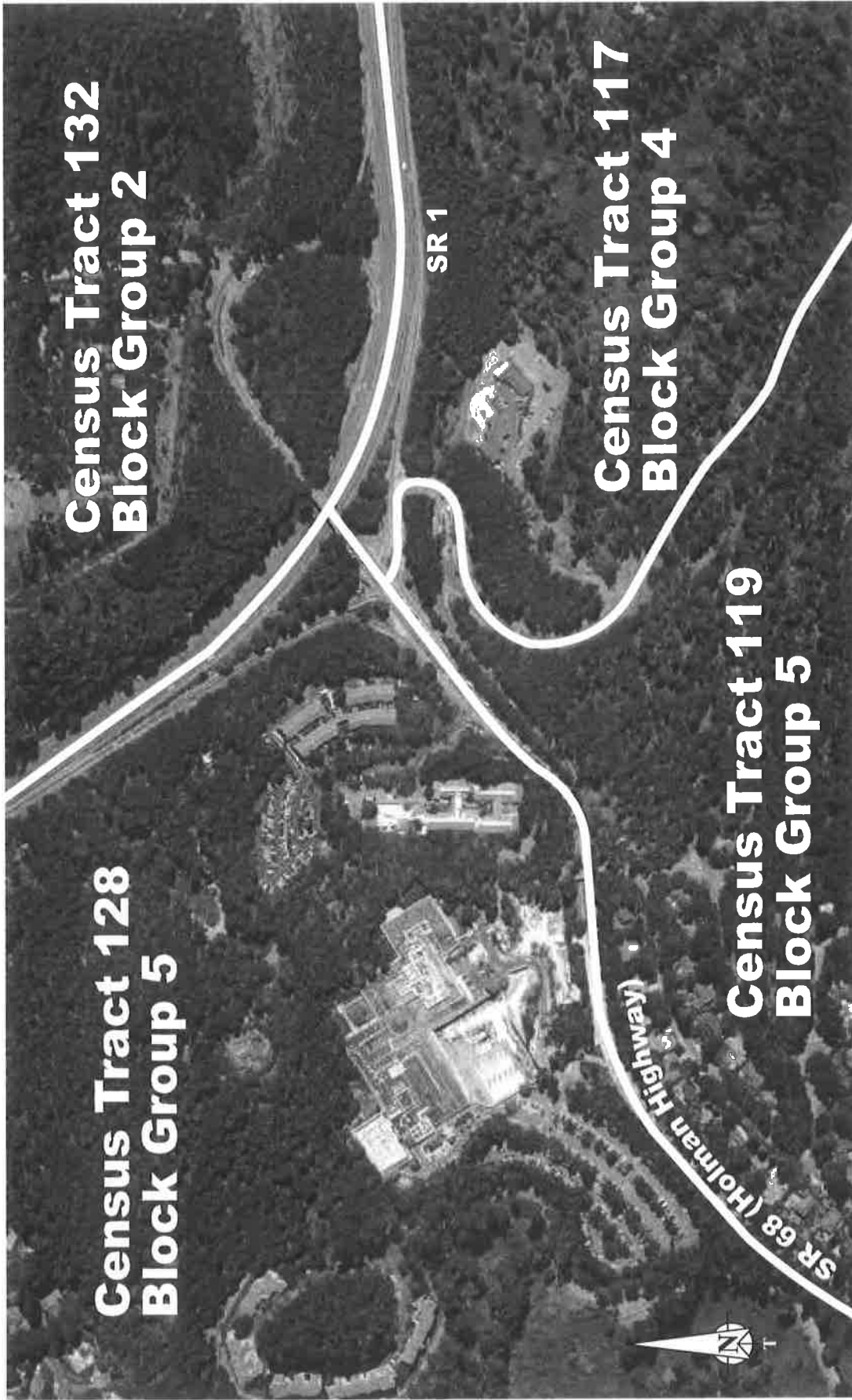


Figure 2-1. Aerial View of SR68 and Census Tract Boundaries

Table 2-5. Ethnicity

Area	Population	One Race												Two or More Races		
		White		Black or African American		American Indian and Alaska Native		Asian		Native Hawaiian and Other Pacific Islander		Some Other Race		No.	%	
		No.	%	No.	%	No.	%	No.	%	No.	%	No.	%			
Monterey County	401,762	224,682	55.9	15,050	3.7	4,202	1.0	24,245	6.0	1,789	0.4	111,782	27.8	20,012	5.0	
City of Monterey	29,674	23,985	80.8	749	2.5	170	0.6	2,205	7.4	86	0.3	1,159	3.9	1,320	4.4	
Study Area¹																
CTBG 117-1	1,325	1,240	93.6	3	0.2	6	0.5	35	2.6	3	0.2	17	1.3	21	1.6	
CTBG 119-5	1,312	1,186	90.4	3	0.2	1	0.1	70	5.3	5	0.4	23	1.8	24	1.8	
CTBG 128-5	1,552	1,348	86.9	18	1.2	7	0.5	102	6.6	2	0.1	30	1.9	45	2.9	
CTBG 132-2	1,494	1,285	86.0	14	0.9	5	0.3	123	8.2	2	0.1	15	1.0	50	3.3	

Note: Percent totals may not equal 100 due to rounding

1 CTBG = Census Tract Block Group

2.1.3.3 Impacts

State Route 68 extends between the Skyline Forest and the Del Monte Forest. Construction of the project would not affect community cohesion because it is an existing facility that already separates two communities.

Construction would occur in the state right-of-way. The project would not require relocation of any existing residences or businesses.

The area affected by the proposed project is a predominantly white population with above average incomes. The median income of the study area is well above the low income limit set by the Department of Housing and Urban Development.

2.1.3.4 Avoidance, Minimization and/or Mitigation Measures

None.

2.1.4 Utilities/Emergency Services

2.1.4.1 Affected Environment

Energy

Electricity and natural gas service is provided by Pacific Gas and Electric (PG&E).

Water Supply

The City of Monterey water is supplied by Cal-American Water Company. The Monterey County Water Resources Agency was created as a flood control and water agency for the County.

Wastewater

In the project area is served by the Monterey Regional Water Pollution Control Agency. The Carmel Area Wastewater District also serves other areas of the County. (County of Monterey 1999).

Law Enforcement

The unincorporated area is served by the County Sheriff Department and the City of Monterey is served by the police department. Neither have offices in the vicinity of the project.

Fire Protection

The City of Monterey operates three fire stations with a staff of 50 people. The Monterey Fire Department provides fire protection to the Army Defense Language Institute & Foreign Language Center & Presidio at Monterey, and Sand City. The Pebble Beach Community Services District operates one fire station full time. A second fire station is operated in conjunction with the Cypress Fire Protection District and the California Department of Forestry & Fire Protection. In all there are 33 staff personnel between the two stations for the Pebble Beach Community Services District.

2.1.4.2 Impacts

There would be a beneficial effect for emergency service to Community Hospital of Monterey Peninsula as the traffic congestion on State Route 68 would improve, making it more easily accessible. The project would not increase the demand for utilities or emergency services, so it would have a less than significant effect.

There is potential for service disruption during the construction period. That is discussed in section 2.4.1.1.

2.1.4.3 Avoidance, Minimization and/or Mitigation Measures

None.

2.1.5 Traffic and Transportation/Pedestrian and Bicycle Facilities

2.1.5.1 Affected Environment

The major roadways in the area include State Route 68, State Route 1 and 17-Mile Scenic Drive. Within the area studied in the traffic operations analysis (Fehr & Peers 2004), four intersections were analyzed.

1. State Route 68/Community Hospital of Monterey Peninsula driveway (signalized intersection)
2. State Route 68/Carmel Hill Professional Center (side-street stop-controlled)
3. State Route 68/State Route 1 Southbound Off-ramp (signalized)
4. State Route 1 Southbound On-ramp/17-Mile Scenic Drive (side-street stop-controlled)

State Route 68

State Route 68 is a two-lane highway with a posted speed limit of 40 miles per hour. The roadway extends through Pacific Grove and connects to State Route 1 with a full-access interchange. The road intersects with driveways at the Community Hospital

of Monterey Peninsula and the Carmel Hill Professional Center. The Transportation Concept Report is currently in the process of being updated and the threshold for all state highways is level of service D. This threshold applies to State Route 68 until the Transportation Concept Report is finalized in 2006 (Mark Thomas & Company 2000).

State Route 1

State Route 1 is a four-lane conventional highway in Monterey County with a posted speed limit of 65 miles per hour. The highway passes under State Route 68 and becomes an access-control route south of the interchange.

17-Mile-Scenic Drive

17-Mile Scenic Drive is a two-lane collector roadway that provides access to Pebble Beach through a gated access. The posted speed limit is 25 miles per hour.

Level of Service

As discussed in Chapter 1, Section 1.1, the intersection of State Route 68/State Route 1 is operating at the worst level of service during both the AM and PM peak periods. The traffic study noted vehicles backing up on the Southbound State Route 1 offramp to turn onto State Route 68. Other intersections are operating poorly, as well. The intersections of State Route 1 Southbound On-Ramp and 17-Mile Scenic Drive and State Route 68 and Carmel Hill Professional Center have one or more movements that experience 44 or more seconds of delay. These are typically the left-turn movements that cross a major street. Vehicle queues were also noted along 17-Mile Scenic Drive and on westbound State Route 68 approaching the Community Hospital of Monterey Peninsula.

2.1.5.2 Impacts

Traffic Analysis

Future traffic forecasts are developed to give an estimate of what traffic levels are expected. The Association of Monterey Bay Area Governments maintains a regional traffic model that incorporates planned future land development, population estimates, employment, roadway and transit improvements. With these inputs, the traffic model can predict what traffic levels will be at a given time. In the City of Monterey, the Year 2030 is estimated to be the build out year. In other words, the current General Plan forecasts out to Year 2030. The Association of Monterey Bay Area Governments traffic model was the main source in estimating future traffic conditions and provides versions that forecast to 2010, 2020, and 2025. The Community Hospital of Monterey Peninsula Master Plan (2001) and the Transportation

Analysis for the Del Monte Forest Preservation and Development Plan (County of Monterey 2004a) were also used (Fehr & Peers 2004).

In preparing the traffic analysis prepared for this project, Fehr & Peers updated the Association of Monterey Bay Area Governments traffic model to reflect increases in traffic and additional traffic was manually added to forecast the Community Hospital and the Del Monte Forest Mater Plans. The models were then run for the no build and the build alternatives, as well as all combinations of alternatives that were considered but rejected.

The no build alternative shows that the intersection operations are expected to worsen in the future without the project. Table 2-6 presents the future traffic forecasts.

Table 2-6. No Build Alternative - Year 2030 Intersection Delay and Level of Service- AM and PM Peak Hours

Location	Control ¹	Peak Hour	Delay ²	LOS
Route 68/Community Hospital of Monterey Peninsula driveway	Signal	AM	10 seconds ³	B ³
		PM	26 seconds ³	C ³
State Route 68/Carmel Hill Professional Center	SSS	AM	> 50 seconds	F
		PM	> 50 seconds	F
State Route 68/State Route 1 southbound Off-Ramp	Signal	AM	> 80 seconds	F
		PM	> 80 seconds	F
State Route 1 southbound On-ramp/17-Mile Scenic Drive	SSS	AM	21 seconds	C
		PM	> 50 seconds	F

(Source: Fehr & Peers 2005)

Notes:

1. Signal = Signalized intersection
SSS = Side-street stop-controlled intersection
2. For signalized intersections, delay is average control delay for all vehicles. For side-street stop-controlled intersections, delay for worst movement (i.e., left turn, through, or right turn) calculated.
3. Intersection would be impacted by the eastbound queue at State Route 68/State Route 1 Southbound Off-ramp.

The proposed project is expected to relieve some congestion, and improve traffic operations. Table 2-7 presents delay and levels of service for intersections in the Year 2030 with development of the project (see section 1.3 on page 1-3 for a complete description of project alternatives). The intersection of State Route 1 Southbound on-ramp and 17-Mile Scenic Drive would be eliminated under all build alternatives. Overall, analysis indicates that the four lane alternative with the five-legged intersection (Alternative 3A) variation at State Route 1 provides the best improvement to intersection operations.

Table 2-7. Build Alternative - Year 2030 Intersection Delay and Level of Service with the State Route 68 Widening Project- AM and PM Peak Hours

Scenario	State Route 68/Community Hospital of Monterey Peninsula Driveway			State Route 68/Carmel Hill Professional Center			State Route 68/State Route 1 Off-ramp			State Route 1 SB On-ramp/17-Mile Scenic Drive		
	Control	Delay ¹	LOS	Control	Delay ¹	LOS	Control	Delay ¹	LOS	Control	Delay ¹	LOS
No Project	AM	Signal	B ²	Unsignalized ³	> 50	F	Signal	> 80	F	Side Street Stop ⁴	21	C
	PM	Signal	C ²	Unsignalized ³	> 50	F	Signal	> 80	F	Side Street Stop ⁴	> 50	F
1A	AM	Signal	A	Unsignalized ³	> 24	C	Signal	> 80	F	Uncontrolled ⁵	N/A	N/A
	PM	Signal	C	Unsignalized ³	> 50	F	Signal	76	E	Uncontrolled ⁵	N/A	N/A
1AC	AM	Signal	A	Unsignalized ³	> 24	C	Signal	59	E	Uncontrolled ⁵	N/A	N/A
	PM	Signal	C	Unsignalized ³	> 50	F	Signal	> 80	F	Uncontrolled ⁵	N/A	N/A
2A	AM	Signal	A	Unsignalized ³	> 13	B	Signal	54	D	Uncontrolled ⁵	N/A	N/A
	PM	Signal	B	Unsignalized ³	> 20	C	Signal	49	D	Uncontrolled ⁵	N/A	N/A
2AC	AM	Signal	A	Unsignalized ³	> 13	B	Signal	32	C	Uncontrolled ⁵	N/A	N/A
	PM	Signal	B	Unsignalized ³	> 20	C	Signal	45	D	Uncontrolled ⁵	N/A	N/A
3A	AM	Signal	A	Unsignalized ^{3,4}	13	B	Signal	27	C	Uncontrolled ⁵	N/A	N/A
	PM	Signal	A	Unsignalized ^{3,4}	20	C	Signal	26	C	Uncontrolled ⁵	N/A	N/A
3AC	AM	Signal	A	Unsignalized ^{3,4}	13	B	Signal	14	B	Uncontrolled ⁵	N/A	N/A
	PM	Signal	A	Unsignalized ^{3,4}	20	C	Signal	23	C	Uncontrolled ⁵	N/A	N/A

(Source: Fehr & Peers, 2004)

Notes:

1. For signalized intersections, delay is average control delay for all vehicles. For side-controlled intersections, delay was calculated for the worst movement. Both methods were taken from the 2000 Highway Capacity Manual.
2. Intersection is impacted by the eastbound queue at State Route 68/State Route 1 southbound off-ramp. The intersection should be considered to operate at least one level of service worse than reported.
3. For all improvement scenarios (1A, 1AC, 2A, 2AC, 3A, 3AC), southbound left turns from the State Route 68/Carmel Hill Professional Center are prohibited. Vehicles are redirected to the State Route 68/Community Hospital Driveway.
4. Intersection currently operates as side street stop sign-controlled intersection. Intersection would continue to operate as so under No Project Condition. All Alternative improvement scenarios (1A, 1AC, 1B, 1BC, 2A, 2AC, 2B, 2BC, 3A, 3AC, 3B, 3BC) include reconfiguration of this intersection to remove traffic control from side street movements and separation of on-ramp traffic from side street traffic at current intersection location.
5. As specified in Note #4, intersection will be eliminated under all build alternatives. No level of service or delay can be calculated.

State Route 68 and Community Hospital of Monterey Peninsula Driveway Intersection

Any of the widening alternatives would provide the same or better level of service and less delay at the intersection of State Route 68 and the Community Hospital of Monterey Peninsula driveway. The traffic study did note, however, that congestion on State Route 68 at the Community Hospital of Monterey Peninsula intersection is caused by insufficient intersection capacity at the State Route 1 southbound ramp intersection with State Route 68.

State Route 68/Carmel Hill Professional Center

The intersection of State Route 68 and Carmel Professional Center would see the greatest benefit with the four-lane widening alternatives (3A and 3AC) because the intersection would be signalized. Under the existing conditions, this intersection would continue to operate at level of service F with greater than 50 seconds of delay due to the stop sign-controlled movement for vehicles exiting the driveway. Implementing additional control measures, such as prohibiting left turns out of the driveway would improve the intersection operations to level of service C with 20 seconds of delay.

State Route 68/ State Route 1 Off-ramp

The intersection of State Route 68 and State Route 1 Off-ramp would continue to operate poorly even with construction of Alternative 1 (widening in the eastbound direction). The poor intersection operations occur because of inadequate vehicle capacity for the State Route 1 southbound off-ramp at State Route 68. Queuing at the off-ramp is expected to exceed the available storage and extend onto the State Route 1 off-ramp deceleration area. This condition occurs because of the high traffic volumes turning right onto State Route 68 from the southbound off-ramp to go west toward Pacific Grove.

Widening in the westbound direction (Alternative 2) or widening in both directions (Alternative 3) would improve the level of service and delay at the intersection of State Route 68 and State Route 1 southbound off-ramp. The improvement can be attributed to the additional westbound lane that would help alleviate the queue that forms from vehicles exiting the State Route 1 southbound off-ramp and turn right onto State Route 68.

Roundabout Variation

Table 2-7 does not present quantitative data for the roundabout alternatives because they were not provided in the traffic analysis. The report (Fehr & Peers 2004) does, however, indicate that a dual-lane roundabout would operate at level of service B during both the AM and PM peak hours in the year 2030. Queue congestion would be limited to about 150 feet for each approach to the roundabout.

Impact to the Intersection of State Route 68/SR1/17-Mile Scenic Drive (Alternatives 1A and 1AC)

The intersection of State Route 68/State Route 1 southbound off-ramp/17-Mile Scenic Drive is projected to operate at unacceptable levels in the Year 2030. Widening State Route 68 to accommodate a second eastbound lane would cause the intersection to continue operating at unacceptable levels. This is considered less than significant with mitigation incorporation.

Impact to the Intersection of State Route 68 and Carmel Hill Professional Center (Alternatives 1A, 1AC, 2A and 2AC)

The intersection of State Route 68 and the Carmel Hill Professional Center is expected to operate deficiently in the Year 2030. Without adding control improvements such as signalization, the intersection would continue to operate deficiently at level of service F. Prohibiting the left turns out of the driveway will not improve the intersection level of service since there is only one lane to accommodate the westbound right turning traffic. With a single through lane, there are insufficient gaps for additional traffic which is forced to turn right onto Route 68. This is an less than significant with mitigation incorporation.

As in Alternative 1, the intersection of State Route 68 and the Carmel Hill Professional Center for Alternative 2 is expected to operate deficiently in the Year 2030 without adding control improvements such as signalization or prohibiting the left turn out of the driveway.

2.1.5.3 Avoidance, Minimization and/or Mitigation Measures

Intersection of State Route 68/SR1/17 Mile Drive (Alternatives 1A and 1AC)

Under alternatives 1A and 1AC, widening in the westbound direction is not proposed. The intersection would continue to operate deficiently and no mitigation is available under these alternatives.

Intersection of State Route 68 and Carmel Hill Professional Center (Alternatives 1A, 1AC, 2A and 2AC)

Traffic operations at the intersection of State Route 68 can be improved by implementing additional control measures such as installing a traffic signal to improve intersection operations to acceptable levels. Prohibiting the left turn movement out of the driveway will not improve the intersection level of service since there is only one through lane to accommodate the westbound right turning traffic.

Traffic operations at the intersection of State Route 68 can be improved by implementing additional control measures such as installing a traffic signal or

prohibiting the left turn movement out of the driveway to improve intersection operations to acceptable levels.

2.1.6 Visual/Aesthetics

2.1.6.1 Regulatory Setting

The California Environmental Quality Act establishes that it is the policy of the state to take all action necessary to provide the people of the state “with...enjoyment of *aesthetic*, natural, scenic, and historic environmental qualities” [California Public Resources Code Section 21002(b)].

County Plans and Policies

The project is located within the boundaries of several planning areas. These planning areas include the Monterey County Amended General Plan, the North County Land Use Plan – Local Coastal Program, and the Del Monte Forest Area Land Use Plan – Local Coastal Plan. Policies from these plans that are relevant to the project are discussed in Table 2-8.

2.1.6.2 Affected Environment

State Route 68 is an officially designated state scenic highway from State Route 1 in Monterey to the Salinas River. The portion of State Route 68 within the proposed project is not within this officially designated scenic highway. State Route 1 is an officially designated state scenic highway from the San Luis Obispo city limits to State Route 68. The portion of State Route 1 within the project area, the State Route 68/State Route 1 interchange, is within this officially designated section (California Department of Transportation 2003).

The study area is primarily developed on the north side of State Route 68 with Beverly Manor and Carmel Hill Professional Center and the Community Hospital of Monterey Peninsula facility. These are large facilities with a wide visual buffer between State Route 68 and the existing structures. This visual buffer is primarily composed of mature pine trees and various forms of ruderal vegetation¹ in the understory of the pine trees.

Sunridge Road is located adjacent and to the south of State Route 68 from approximately the Beverly Manor and Carmel Hill Professional Center entrance to the 17-Mile Scenic Drive overcrossing. Some forested areas are present along the south side of State Route 68 as it moves west to the 17-Mile Scenic Drive overcrossing. West of the 17-Mile Scenic Drive overcrossing, residential land uses are directly adjacent to the existing State Route 68 alignment.

¹ Ruderal vegetation is weedy or waste vegetation along the side of the roadway.

Table 2-8. Plans and Policies

Local or Regional Plan and Goals/Policies	
<p>Monterey County Amended General Plan <u>Vegetation and Wildlife Habitats.</u></p> <p><i>Policy 7.2.1</i> – Landowners and developers shall be encouraged to preserve the integrity of existing terrain and natural vegetation in visually sensitive areas such as hillsides and ridges.</p> <p><i>Policy 7.2.2</i> – Native and native compatible species, especially drought resistant species, shall be utilized to the extent possible in fulfilling landscaping requirements imposed as conditions of discretionary permits.</p> <p><u>Transportation- Scenic Highways</u></p> <p><i>Policy 40.3.2</i> – The County shall promote special scenic treatment and design within the right-of-way, to include highway directional signs, guardrails and fences, lighting and illumination, provision of scenic outlooks, road lanes, frontage roads, vegetation, grading, and highway structures.</p> <p><u>Environmental Resource Management</u></p> <p><i>Policy ER-3.5</i> – A tree removal permit shall be required for the removal of any healthy native trees, including Monterey pine, native oak, native sycamore, or madrone trees with a trunk diameter in excess of six inches...</p>	<p>North County Land Use Plan – Local Coastal Program <u>Resource Management- Visual Resources</u></p> <p><i>Specific Policy 6</i> – Existing native trees and other significant vegetation shall be retained to the maximum extent possible, as an essential element of the scenic beauty and character of the North County coastal area. Removal of native trees and vegetation and landmark trees shall be permitted in accordance with policies for Environmentally Sensitive Habitats and Agriculture...</p> <p><i>Specific Policy 7</i> –...Highway direction and other public signs should be minimized and designed to complement the visual character of the area.</p> <p><u>Resource Management- Environmentally Sensitive Habitats</u></p> <p><i>General Policy 9</i> – The County shall require the use of non-invasive plant species in proposed landscaping and should encourage the use of appropriate native species or species that are compatible with native plants.</p>

Table 2-8. Plans and Policies (continued)

Local or Regional Plan and Goals/Policies	
Del Monte Forest Area Land Use Plan – Local Coastal Plan	
<u>Scenic and Visual Resources</u>	
	<i>Policy 54</i> – Live tree removal shall not be permitted in presently undeveloped areas unless consistent with Land Use Plan policies or until the Del Monte Forest Open Space Management Plan maintenance standards for the affected area are developed. These standards should contain criteria for tree removal that take into account tree health and forest enhancement.
<u>Land Use</u>	
	<i>Policy 75</i> – Within their indigenous range, Monterey cypress trees shall be protected to the maximum extent possible. This shall be accomplished by design review during the development review process.
City of Monterey General Plan	
<u>Conservation Element</u>	
	<i>Policy d. 1</i> - Protect existing native plants and promote the use of locally occurring native vegetation...
	<i>Policy d. 3</i> - Protect existing sensitive habitats by careful planning to avoid and/or mitigate significant impacts to habitat areas identified as having high and moderate biological values.
	<i>Policy d. 5</i> - ...Compliance with the City Tree Ordinance is the mechanism that will be used to address impacts to tree removals...
<u>Open Space Element</u>	
	<i>Policy c. 3</i> - ...preserve Monterey Pines where possible.
<u>Urban Design Element</u>	
	<i>Policy b. 3</i> - Trees in forested areas should be preserved...
	<i>Policy f. 5</i> - Freeway-Preserve and enhance the view...
	<i>Policy f. 9</i> - Discourage high levels of ambient light...
	<i>Policy g. 4</i> - Use landscaping to screen parking lots and structures...from freeway.
	<i>Policy h. 4</i> - Roadway lighting and signing should be minimized...and designed to enhance the scenic character of the corridor.

Table 2-8. Plans and Policies (concluded)

Local or Regional Plan and Goals/Policies
<p><i>Policy h. 5</i> - Bridge abutments...should be blended into the natural terrain as much as possible.</p> <p><i>Policy h. 8</i> - Landscaped greenbelt areas should be established along the borders of scenic entrances.</p> <p><i>Policy h. 9</i> - Landscape buffers should be provided at least 100 feet in width from the Ultimate planned right-of-way of state-designed scenic highways.</p> <p><i>Policy h. 16</i> - Holman Highway-Reverse the visual degradation of scenic forests.</p> <p><i>Policy h. 17</i> - Holman Highway-Avoid further illumination from Community Hospital of the Monterey Peninsula.</p> <p><i>Policy h. 18</i> - Holman Highway-Screen buildings close to the Highway with native vegetation...</p>
<p>Skyline Local Coastal Program</p> <p>Natural Habitat Area</p> <p><i>Policy 1</i> - ...Development, including removal of major vegetation, excavation, grading, filling, and the construction of roads and structures shall be subject to Monterey's coastal permit requirements... If a coastal permit is needed, tree removal would be subject to specific forest management criteria.</p> <p><i>Policy 2</i> - Holman Highway 68 shall be designated as a State Scenic Highway, with a scenic corridor at least 100 feet wide from the ultimate planned right-of-way throughout the length of the highway as it passes through the planning area from State Route 1 to Presidio Boulevard, with the exception of the Hospital...</p>
<p>Coastal Visual Resources</p> <p><i>Policy 1</i> - ...Special consideration shall be given to the preservation of the existing wooded and undeveloped ridgeline silhouette...</p>
<p>Land Use and Development in the Coastal Zone-Development</p> <p><i>Policy 3</i> - The design of all new development shall be compatible with surrounding development and the scenic qualities of the area, as determined by the City's Architectural Review Committee, consistent with Land Use Plan policies.</p>

There are steep upslopes on the north side and steep downslopes on the south side of the portion of State Route 68 from State Route 1 west to the 17-Mile Scenic Drive overcrossing. West of the 17-Mile Scenic Drive overcrossing, the State Route 68 alignment becomes more level as it moves to the western project terminus. The State Route 68 project area is devoid of prominent rocky outcroppings or similar geologic features.

One natural plant community is present in the proposed project area: the closed-cone coniferous forest, specifically Monterey pine forest. The remainder of the vegetation in the State Route 68 project area includes ruderal vegetation. Horticultural plantings are also present in various portions of the site. In general, vegetation adjacent to the State Route 68 alignment is disturbed in areas where development has occurred.

The overall visual character of the project area is defined by the Monterey pines that dominate the visual experience for both travelers and neighbors (Figure 2-2). The 17-Mile Scenic Drive overcrossing is an existing structure within the project limits. This overcrossing acts as a gateway into the Pebble Beach, Pacific Grove and Monterey area by framing the upcoming visual environment. In addition, motorists must pass under the structure, giving them the sense of entry into the area.

Analysis

The visual quality evaluation is a quantitative analysis of existing and future visual resources. Key viewpoints were selected to assist in the objective evaluation of the existing visual character or landscape and to assess impacts to visual resources. These viewpoints include views of the project area as it is seen from the perspective of motorists, pedestrians, and bicyclists on State Route 68, State Route 1, Sunridge Road and 17-Mile Scenic Drive and of neighbors of State Route 68.

Viewpoint simulations were created to represent the changes in the visual environment after the proposed project is constructed. Simulations were completed for nine viewpoints under all alternatives and ramp variations. The Visual Resource Assessment (PAR 2004) contains a full analysis of each viewpoint.



SR 1 Southbound at SR 68 Overcrossing, View to the South



SR 68/SR 1 Southbound Ramp Intersection, View to the East



SR 68 Westbound from the 17-Mile Scenic Drive Overcrossing, View to the West

Figure 2-2. Overall Visual Characteristics

2.1.6.3 Impacts

The study area would experience some changes in the visual environment with development of any of the build alternatives. The following are some of the proposed changes to State Route 68 that would have the greatest affect on the visual environment:

- Retaining walls along most of the southern side of State Route 68 and sections of the north side of State Route 68;
- Bridge replacement at 17-Mile Scenic Drive overcrossing;
- Intersection modifications at Community Hospital of Monterey Peninsula and Beverly Manor and Carmel Hill Professional Center entrances, and the State Route 68/State Route 1 intersection; and
- Removal of Monterey pine forest to accommodate the State Route 68 widening.

The proposed project would reduce the visual quality in the area through increased pavement, the construction of retaining walls and the removal of natural vegetation. The retaining walls would be constructed at the ultimate location (at four-lanes wide) under any of the build alternatives. The distinguishing ramp variation characteristics would be experienced at the intersection of State Route 68 and State Route 1, where the intersection treatment varies. Figure 2-3 depicts the existing view and simulated views at the intersection of State Route 68 and State Route 1. The project features shown in the photo images are schematic and for illustrative purposes only. The images are not intended to convey a photo-realistic image.

Ramp Variations

With Ramp Variation 1, the intersection of State Route 68 and State Route 1 would be widened. A raised island would be constructed on the northeast portion of the intersection to separate the right turn from the southbound State Route 1 off ramp to State Route 68. The west leg of the intersection (State Route 68 eastbound) would be widened to accommodate one through lane, one right turn lane to southbound State Route 1 on ramp, and one right turn lane into the Pebble Beach main entrance. The raised median along the center of State Route 68 would be replaced with pavement and yellow striping.



Existing



Future - Ramp Variation 1



Future - Ramp Variation 2

Figure 2-3. View to the East from the Intersection of SR 68 / SR 1 Southbound Ramps with construction of the Project.

Ramp Variation 2 includes constructing a two-lane roundabout at the intersection of State Route 68 and State Route 1 intersection. Each leg of the intersection would meet the roundabout at an angle, forcing vehicles into a one-way, counter-clockwise, direction. The size of the intersection will increase; however, the roundabout will provide natural vegetation. Street lights, traffic signals and traffic signs will be removed.

Retaining Walls

Figure 1-2 (page 1-5) depicts the locations of retaining walls described below.

Retaining Wall- South/West of State Route 68 at Community Hospital of Monterey Peninsula Entrance

A retaining wall is proposed along the south side of State Route 68 at the Community Hospital of Monterey Peninsula entrance extending to the Scenic Drive Overcrossing. Under Alternative 1, the wall would be approximately 1.2 m (3.9 ft) tall and 141 m (459.3 ft) long and would extend south to the Scenic Drive Overcrossing. Under Alternative 2, the structure would be 2 m (6.6 ft) tall and 55 m (180.4 ft) long and extend south of the Community Hospital of Monterey Peninsula entrance to the Scenic Drive Overcrossing. Alternative 3 proposes a 1.2 m (3.9 ft) tall and 141 m (459.3 ft) long retaining wall on the south side of State Route 68 at the Community Hospital of Monterey Peninsula entrance extending to the Scenic Drive Overcrossing. The retaining wall will be located at the ultimate right-of-way location and be visible to travelers on State Route 68, Scenic Drive Overcrossing, and travelers to and from the Community Hospital of Monterey Peninsula entrance.

Retaining Wall- South/West of State Route 68 South of Scenic Drive Overcrossing

A retaining wall is proposed along the south/west side of State Route 68. Alternatives 1 and 3 propose a 1.2 m (3.9 ft) tall and 64 m (210 ft) long structure extending south from the Scenic Drive Overcrossing. This retaining wall is not proposed in Alternative 2. Travelers on State Route 68 and Scenic Drive Overcrossing would have views of the wall.

Retaining Wall- South/West of State Route 68 Parallel to Sunridge Road

A retaining wall extends from the State Route 68/State Route 1 intersection to just southeast of the Scenic Drive overcrossing. Under Alternatives 1 and 3, the wall would be 5.8 m (19 ft) tall and 220 m (721.8 ft) long. Under Alternative 2, the wall would be 5.5 m (18.0 ft) tall and 249 m (816.9 ft) long. The structure would begin below State Route 68, at Sunridge Road. The wall would extend up towards State Route 68. Travelers along State Route 68 would only see approximately one-third of the wall, whereas travelers below, on Sunridge Road, would experience the entire wall.

Retaining Wall- State Route 1 Southbound Onramp South of Pebble Beach Entrance

A retaining wall is proposed along the State Route 1 Southbound onramp just south of the Pebble Beach Main Gate Entrance. The wall will not be visible to southbound travelers on State Route 1. The height and length of the retaining wall would be 3m tall and 190 m long.

Retaining Wall- North/East Side of State Route 68, south of Scenic Drive Overcrossing

A split retaining wall is proposed along the north/east side of State Route 68 between the Scenic Drive Overcrossing and the Beverly Manor and Carmel Hill Professional Center Entrance. Under Alternatives 1 and 3, the wall would be 5.8 m (19.02 ft) tall and 107 m (351.0 ft) long. For Alternative 2, the front and back wall would be 4.9 m (16.07 ft) tall and 5.3 m (17.38 ft) tall, respectively. The length of the split wall for Alternative 2 would be 56 m. This structure would be visible to travelers along State Route 68.

Retaining Wall with Ramp Variations

The existing retaining wall at the State Route 1 southbound offramp would be modified with development of the project. Under all ramp variations, a new retaining wall [3m (9.8 ft) tall] would be constructed along the north/west side of the offramp. Depending on which ramp variation is examined, the length of the proposed retaining wall ranges from 152 m (498.7 ft) to 560 m (1,837.3 ft). Ramp variations 1 and 2 would require the shorter walls, whereas the collector road (Ramp Variations 1 & 3 and 2 & 3) would require the retaining wall to be up to 560 m (1,837.3 ft) long.

The retaining walls would be visible to travelers on State Route 1, State Route 68, Scenic Drive Overcrossing, Sunridge Road, and to neighbors of State Route 68. Aesthetic treatments to screen the walls can be implemented to reduce the impacts to viewers. Abatement measures are described below.

2.1.6.4 Avoidance Minimization and/or Mitigation Measures

Abatement measures are required for all alternatives and ramp variations to reduce the impacts. These measures will allow the project to adhere to the City of Monterey and the County of Monterey General Plans, along with Local Coastal Plans and the Forest Plans for Del Monte and Skyline Forests, which both border the project area.

1. Prior to construction, the City Forester or another Registered Professional Forester or Certified Arborist shall verify that trees approved for removal are clearly marked and trees adjacent to the construction shall be protected from incidental damage. Areas that are outside of the construction zone shall be designated as Environmentally Sensitive Areas and boundaries shall be show on plans and temporary orange safety fencing shall be installed. During

construction, the City Forester or another Registered Professional Forester or Certified Arborist shall regularly monitor the Monterey pine forest in the area to ensure compliance with these standards as well as to determine if residual trees close to the perimeter are sufficiently healthy and free of damage to be retained. The retained forest shall be monitored twice a year for three years after completion of construction to document and make recommendations for treatment of retained trees. Every monitoring inspection after job completion shall be documented by a report submitted to the City of Monterey and Caltrans.

2. A removal permit, as required by the Local Coastal Plan, County of Monterey, and City of Monterey, shall be required for the removal of any healthy native trees, including Monterey pine, native oak, native sycamore or madrone trees with a trunk diameter in excess of six inches, measured two feet above ground level. Where feasible, trees removed will be replaced by nursery-grown trees of the same species of a size not less than five gallons.
3. Native and native-compatible species, especially drought resistant species, shall be utilized to the maximum extent possible in fulfilling landscape requirements imposed as conditions of approval for discretionary permits. If feasible, trees or shrubs should be planted along the 5-foot space parallel to the retaining walls on the south side of State Route 68 between Community Hospital of Monterey Peninsula and the 17-Mile Scenic Drive overcrossing. Such planting should also occur in the split retaining wall on the north side of State Route 68, east of 17-Mile Scenic Drive, as well as the retaining wall on Sunridge Drive. Where feasible, groundcover should be planted along the base of retaining walls in the project area. Vegetation shall not obstruct the California Department of Transportation requirements for site distance. Some species that should be considered for aesthetic mitigation measures in the study are included, but are not limited to, the following:

- Buckwheat (*Eriogonum parvifolium*)
- Local-stock Monterey pine (*Pinus radiata*)
- Coast live oak (*Quercus agrifolia* [from local seed stock])
- Toyon (*Heteromeles arbutifolia*)
- Black sage (*Salvia mellifera*)
- Purple sage (*Salvia leucophylla*)
- Sticky monkey flower (*Mimulus auranteus*)
- California buckeye (*Aesculus californica*)

These plantings would serve as aesthetic mitigation measures, and do not constitute a replacement or substitution for biological mitigation measures, which are addressed in Section 2.3.4 (*Natural Environment Study and Draft Mitigation Plan*, PAR Environmental Services, 2004b). Landscape plan review must be completed by a California registered landscape architect.

4. A landscape plan shall be incorporated into the final design of the State Route 68 improvements. The project features cannot be shifted to accommodate planting, so the landscape plan should be designed for the current project alternatives and ramp variations. This plan would effectively buffer sensitive permanent viewers from the visual impacts of the project and would identify all opportunities to use areas within the project limits for revegetation.

This plan should include the revegetation of graded areas with native plant species compatible with adjacent natural vegetation and the screening of all new project structures (bridges and retaining walls) to the extent feasible. This plan will also incorporate all applicable procedures and requirements as detailed in the California Department of Transportation Highway Design Manual, Section 902.3 – Planting Guidelines. This plan will include performance criteria (i.e., plant coverage/density, plant types, etc.) that must be met to ensure that revegetation of affected areas will be compatible with the existing natural landscape. The landscape plan shall be subject to review and approval of the Architectural Review Committee.

Title 23 of the United States Code (USC) includes policies on the planting of wild flowers. Section 319 of Title 23 USC states that “[t]he secretary shall require the planting of native wildflower seed or seedlings, or both, as part of any landscaping projects...” (Federal Highway Administration 2001). This policy shall be implemented in appropriate locations in the landscape plan.

The landscape plan shall be consistent with the biological mitigation measures.

5. Special architectural detail and aesthetic treatments shall be incorporated into the design of the proposed 17-Mile Scenic Drive overcrossing, potential State Route 1 bridge replacement and the retaining walls along State Route 68 (including the proposed retaining wall), Sunridge Road and the State Route 1 southbound offramp. The architectural detail and aesthetic treatments could include the use of natural appearing stone, especially themed mosaics inlaid within the retaining walls, rock similar to that at Lighthouse Avenue, planting areas incorporated into the walls to allow for vegetation to cascade down the walls of the structures, bridge design utilizing natural colors and aesthetic details, etc. These design features will reduce the potential visual intrusiveness of all bridge structures and retaining walls within the project study area. Specific architectural detail and aesthetic treatments will be determined during final design and subject to review and approval of Architectural Review Committee.
6. An Aesthetic Design Advisory Committee shall be established to represent local and state interests concerning project aesthetics. Membership of the advisory committee shall be recommended by the City of Monterey. Local residents, as well as community-wide and California Department of Transportation interests

should be represented on the committee. The purpose of the committee will be to advise project designers, with the goal of:

- Minimizing impacts on existing visual quality,
- Maintaining visual compatibility and integration of project features into the surrounding environment, and
- Creating an aesthetically pleasing facility.

The project designers shall respond to the recommendations of the Aesthetic Design Advisory Committee to the greatest extent feasible.

2.2 Physical Environment

2.2.1 Hydrology, Floodplain and Water Quality

2.2.1.1 Regulatory Setting

Hydrology and Floodplain

When an action is taken within a floodplain, the Federal Highway Administration guidelines are outlined in 23 CFR 650 Subpart A.

In order to work within a floodplain, the following must be analyzed:

- The practicability of alternatives to any longitudinal encroachments
- Risks of the action
- Impacts on natural and beneficial floodplain values
- Support of incompatible floodplain development
- Measures to minimize floodplain impacts and to preserve/restore any beneficial floodplain values impacted by the project.

The 100-year floodplain is defined as “the area subject to flooding by the flood or tide having a one percent chance of being exceeded in any given year.” An encroachment is defined as “an action within the limits of the 100-year floodplain.”

Water Quality

The primary federal law regulating Water Quality is the Clean Water Act. Section 401 of the Clean Water Act requires a water quality certification from the State Board or Regional Board when a project: 1) requires a federal license or permit (a Section 404 permit is the most common federal permit for California Department of Transportation projects), and 2) will result in a discharge to waters of the United States.

Section 402 of the Act establishes the National Pollutant Discharge Elimination System (NPDES) permit system for the discharge of any pollutant (except dredge or fill material) into waters of the United States. To ensure compliance with Clean Water Act Section 402 the State Water Resources Control Board has issued a National Pollutant Discharge Elimination System Statewide Storm Water Permit to regulate storm water

discharges from Department facilities. The permit regulates storm water discharges from the Department right-of-way both during and after construction, as well as from existing facilities and operations.

In addition, the State Water Resources Control Board has issued a construction general permit for most construction activities covering greater than 1 acre (0.40 hectare), that are part of a Common Plan of Development exceeding 5 acres (2.02 hectare) or that have the potential to significantly impair water quality. Some construction activities may require an individual construction permit. All Department projects that are subject to the construction general permit require a Storm Water Pollution Prevention Plan, while all other projects require a Water Pollution Control Program. Subject to the Department's review and approval, the contractor prepares both the Storm Water Pollution Prevention Plan and the Water Pollution Control Program. The Water Pollution Control Program and Storm Water Pollution Prevention Plan identify construction activities that may cause pollutants in storm water and measures to control these pollutants. Since neither the Water Pollution Control Program nor the Storm Water Pollution Prevention Plan are prepared at this time, the following discussion focuses on anticipated pollution controls.

2.2.1.2 Affected Environment

The project is located within the Carmel-Seaside Groundwater Basin. The groundwater basin covers the Carmel River, a portion of the older and younger alluvium at the southern edge of the Salinas Valley, south of Fort Ord, and the nonwater bearing highland area between the two (Mark Thomas & Company 2000).

Two regulatory agencies oversee water resources in the area. The Monterey County Water Resources Agency is responsible for managing, protecting and enhancing the quantity and quality of water and provides flood control services (Monterey County Water Resources Agency 2005). The Monterey Peninsula Water Management District is responsible for allocating water and issuing water connection permits. The Monterey Peninsula Water Management District is also responsible for monitoring mitigation programs on the Carmel River.

The closest major body of water is the Carmel River, approximately 2.5 miles south of State Route 68. The river drainage basin begins 3,500 feet above sea level on the western slopes of the Sierra de Salinas mountain range and drains in to the Carmel River which extends through the Carmel Valley and into the Monterey Bay National Sanctuary at Carmel Bay (Monterey County Water Resources Agency 2005). State Route 68 is not located within the 100-year floodplain.

The majority of the hydrologic pattern within the project area does not flow across State Route 68 (Mark Thomas & Company 2000). State Route 68 is near the crest and the watershed on both sides flows mostly away from the road. Beverly Manor and Carmel Hill Professional Center is higher in elevation than State Route 68 and State Route 1, and has been graded to drain away from State Route 68. There is

one area fronting the roadway that does drain to the road and crosses just east of Scenic Drive. This drainage culvert then releases to a natural swale which eventually flows into Pescadero Canyon Creek.

2.2.1.3 Impacts

The project is located outside the 100-year floodplain and most water flows away from the roadway. The run-off of the proposed improvements will be collected by a dike and will be discharged into drop inlets. Existing facilities will be relocated and extended to accommodate the widening. The overall drainage pattern will follow the existing drainage pattern. The discharge point of the run-off will be at the south limit of the project and within the state property line.

Drainage flows easterly then northeasterly along the southbound offramp. There is a currently a "V" ditch that will be replaced with a closed conduit drainage system with a series of inlets along the southbound offramp because of the proposed retaining wall required for the widening.

It is estimated that the project will increase impervious surface by approximately 10% within the project area. This increase is not anticipated to adversely effect the current drainage system (Mark Thomas & Company 2000).

The project is not anticipated to contribute to the decline of water quality conditions in the area. The project would not have a significant effect on local hydrology, floodplain or water quality.

2.2.1.4 Avoidance, Minimization and/or Mitigation Measures

The State Water Resources Control Board has issued a construction general permit. All Department projects that are subject to the construction general permit require either a Storm Water Pollution Prevention Plan or a Water Pollution Control Program. The contractor prepares both the Storm Water Pollution Prevention Plan and the Water Pollution Control Program, which become abatement measures that are incorporated into the proposed project.

2.2.2 Geology/Soils/Seismic/Topography

2.2.2.1 Regulatory Setting

For geologic and topographic features, the key federal law is the Historic Sites Act of 1935, which establishes a national registry of natural landmarks and protects "outstanding examples of major geological features." Topographic and geologic features are also protected under California Environmental Quality Act.

This section also discusses geology, soils, and seismic concerns as they relate to public safety and project design. Earthquakes are prime considerations in the design and retrofit of structures. The Department's Office of Earthquake Engineering is responsible for assessing the seismic hazard for Department projects. The current

policy is to use the anticipated Maximum Credible Earthquake, from young faults in and near California. The Maximum Credible Earthquake is defined as the largest earthquake that can be expected to occur on a fault over a particular period of time.

2.2.2.2 Affected Environment

The project area is located on the northern end of the Santa Lucia Range which is part of the California Coast Range Province. The Santa Lucia Range lies between the Salinas Valley to the east and the Pacific Ocean to the west. The geology of the Santa Lucia Range is a crystalline basement complex overlain by tertiary and quaternary age marine and non-marine sedimentary rock. The crystalline complex is made up of Mesozoic age granitic and metasedimentary rock. The principal bedrock of Monterey Peninsula and the project area is the Monterey Formation (Community Hospital of Monterey Peninsula Environmental Impact Report 2003; California Department of Mines and Geology 1966). The area ranges from 183 to 213 meters (600 to 700 feet) in elevation with zero to 30 percent slopes (Mark Thomas & Company 2000).

Monterey Bay is one of the most seismically active regions in the United States (see Figure 2-4). The project site lies adjacent to the boundary between the North American and the Pacific tectonic plates. The closest faults are Berwick, Navy, Sylvan, Hatton, Chupines and Tularcitos. The potential effects of earthquakes from more distant faults such as the San Andreas are expected to produce less strong ground shaking than the nearby faults listed above (Community Hospital of Monterey Peninsula Environmental Impact Report 2003).

Seismic activity can result in liquefaction; the instability of ground soil due to oversaturated conditions and earthquake shaking. Liquefaction in the project area is considered very low because of the clayey nature of the Monterey Formation and the absence of shallow groundwater conditions beneath the project site. Lurch cracking, a characteristic typically associated with liquefaction and the presence of water in structurally weak materials, is also considered very low in the project area (Community Hospital of Monterey Peninsula Environmental Impact Report 2003).

Soils in the project area are classified as Santa Lucia shaly clay loam 20 to 50 percent slopes and Narlon loamy fine sand, two to nine percent slopes. Erosion of soils is the natural process caused by wind, water or gravitational forces, which can result in soil removal from one site and its subsequent deposition to another site. The Santa Lucia shaly clay loam soil has a moderate potential for erosion and the Narlon fine sand soil has a moderate erosion hazard. Shrink swell potential refers to the change in the volume of soil material that results from a change in the moisture content of the soil. The shrink swell potential of the Santa Lucia shaly clay loam is low. The shrink swell potential of the Narlon loamy fine sand soil is typically low in the first 13 inches and high through the depth of the profile (Community Hospital of Monterey Peninsula Environmental Impact Report 2003).

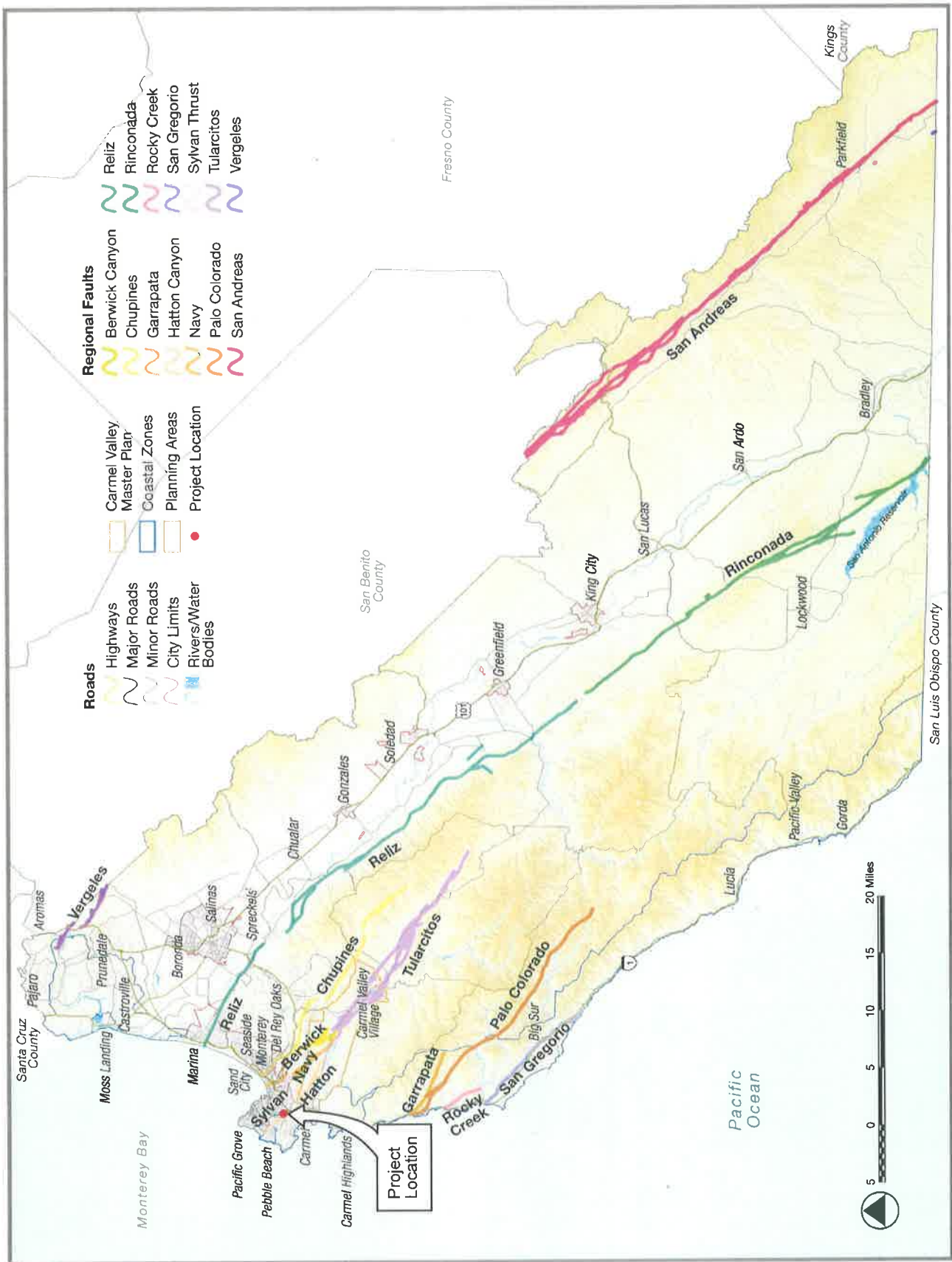


Figure 2-4. Regional Faults
(Source: Monterey County 2004)

2.2.2.3 Impacts

Grading and earthwork will be required to widen and improve State Route 68. The proposed work would not be extensive, and would not change the general profile of the roadway. The project would not have a significant effect on topography, geology or soils.

The project would not expose people to additional risk associated with seismic activity. The design would incorporate California Department of Transportation's seismic design standards for structures (Mark Thomas & Company 2000). The project would not have a significant effect on seismicity.

2.2.2.4 Avoidance, Minimization and/or Mitigation Measures

None.

2.2.3 Hazardous Waste/Materials

2.2.3.1 Regulatory Setting

Hazardous materials and hazardous wastes are regulated by many state and federal laws. These include not only specific statutes governing hazardous waste, but also a variety of laws regulating air and water quality, human health and land use.

The primary federal laws regulating hazardous wastes/materials are the Resource Conservation and Recovery Act of 1976 (RCRA) and the Comprehensive Environmental Response, Compensation and Liability Act of 1980. The purpose of the Comprehensive Environmental Response, Compensation and Liability Act, often referred to as Superfund, is to clean up contaminated sites so that public health and welfare are not compromised. The Resource Conservation and Recovery Act provides for "cradle to grave" regulation of hazardous wastes. Other federal laws include:

- Community Environmental Response Facilitation Act of 1992
- Clean Water Act
- Clean Air Act
- Safe Drinking Water Act
- Occupational Safety & Health Act
- Atomic Energy Act
- Toxic Substances Control Act
- Federal Insecticide, Fungicide, and Rodenticide Act

In addition to the acts listed above, Executive Order 12088, Federal Compliance with Pollution Control, mandates that necessary actions be taken to prevent and control environmental pollution when federal activities or federal facilities are involved.

Hazardous waste in California is regulated primarily under the authority of the federal Resource Conservation and Recovery Act of 1976, and the California Health and Safety Code. Other California laws that affect hazardous waste are specific to handling, storage, transportation, disposal, treatment, reduction, cleanup and emergency planning.

Worker health and safety and public safety are key issues when dealing with hazardous materials that may affect human health and the environment. Proper disposal of hazardous material is vital if it is disturbed during project construction.

2.2.3.2 Affected Environment

An Initial Site Assessment was prepared for the project (PAR Environmental Services, Inc. 2004c). The Initial Site Assessment included completing the following tasks within the project study area: 1) review of hazardous material files at the Hazardous Waste Division of the United States Environmental Protection Agency (US EPA), the California Department of Toxic Substance Control, and the Monterey County Environmental Health; 2) field surveys of the project area on October 23, 2003 including visual inspection and completion of a checklist; 3) review of United States Geological Survey (USGS) maps, Governmental Land Office plat maps and site plans of the project area; and 4) a record search through Environmental Data Resources.

The Initial Site Assessment identified three known hazardous material sites, four potentially hazardous material locations, four historic hazardous material locations, and one hazardous material observation from the field review (Table 2-9). No documented contaminated groundwater plumes are present within or adjacent to the proposed project area. All documented soil contamination has undergone remediation.

Materials of Concern

Materials of concern were also identified. These are materials that could potentially be present in the area. They are discussed below.

Aerially Deposited Lead

State Route 68 first appears on historic USGS quadrangles in 1947. This vehicular traffic may have resulted in lead contamination from the exhaust of cars burning leaded gasoline. The aerially deposited lead levels in soils along highways can reach concentrations in excess of the hazardous waste thresholds, requiring either disposal at a Class I landfill or on-site stabilization.

Testing for ADL was completed by Geocon Consultants, Inc. (November 2007). The report identified the top two feet of soil along the Highway 1 ramps and from State Route 68 south of the 17-Mile Drive undercrossing as hazardous. Soil samples at these locations were 10.6 milligrams per liter greater than the standards specified by the California Code of Regulations, Title 22 for hazardous waste. Therefore, the top two feet of excavated soil at these locations will require offsite disposal in a Class I landfill.

Table 2-9. Hazardous Material Sites

Name¹	Address	Distance from Project Area²	Contaminant of Concern	Comments³
Known Hazardous Material Sites				
CHOMP (formerly the CDF)	23685 Homan Highway Monterey	900 feet (274 m)	Gasoline and diesel fuel	Site remediation prior to CHOMP construction Outside the Potential Construction Area
Edward L. Kowal	4156 Sunset Pebble Beach	1150 feet (351 m)	No information available	CORTESE, Clean up or abatement orders that concern the discharge of wastes that are hazardous material Outside the Potential Construction Area
Robert and Marian Woodward	950 Colton Monterey	1 mile (1.69 km)	No information available	CORTESE, Clean up or abatement orders that concern the discharge of wastes that are hazardous materials Outside the Potential Construction Area
Potential Hazardous Material Site				
Pebble Beach Company	4005 Sunridge Road Pebble Beach	616 feet (187 m)	Green Waste	Composting Operation (green waste) Outside the Potential Construction Area
No Name Available	4058 Mora Lane Pebble Beach	0.7 miles (1.1 km)	Mineral oil, non-PCB	CHMIRS Outside the Potential Construction Area

¹ CHOMP – Community Hospital of the Monterey Peninsula

CDF – California Department of Forestry

SR – State Route

m – meters

km – kilometers

² CORTESE – Hazardous waste and substance list

³ CHMIRS – California Hazardous Material Incident Report System

USGS – United State Geologic Survey

⁴ The California Department of Forestry (CDF) building was located where the CHOMP is currently located. Identification of the CDF building as an historic hazardous material site is to the date of the building construction. The site is currently listed under Known Hazardous Material Sites and has undergone remediation.

Table 2-9. Hazardous Material Sites (concluded)

Name¹	Address	Distance from Project Area²	Contaminant of Concern	Comments³
Residence	197 Via Gayuba Street Monterey	0.9 miles (1.52 km)	Raw Sewage	CHMIRS Outside the Potential Construction Area
Hospital (CHOMP)	23625 Holman Highway Monterey	328 feet (100 m)	Underground storage tanks, Aboveground storage tanks, Oxygen, Nitrogen	Constructed in 1960 First appears on 1983 USGS Outside the Potential Construction Area
Field Observation – Potential Hazardous Material Site				
SR1/SR68 right-of-way	Southbound SR 1 onramp Pebble Beach		Creosote-treated timber	Wood/rock retaining feature Field Observation Potential Hazardous Material Site Inside the Potential Construction Area
Historic Hazardous Material Sites				
SR 1			Aerially deposited lead	First appears on the 1913 USGS
17-Mile Drive			Aerially deposited lead	First appears on the 1913 USGS
SR 68			Aerially deposited lead	First appears on the 1947 USGS
CDF building ⁴			Fire suppressants, petroleum products	First appears on the 1968 USGS

¹ CHOMP – Community Hospital of the Monterey Peninsula

CDF – California Department of Forestry

SR – State Route

m – meters

km – kilometers

³ CORTESE – Hazardous waste and substance list

CHMIRS – California Hazardous Material Incident Report System

USGS – United State Geologic Survey

⁴

The California Department of Forestry (CDF) building was located where the CHOMP is currently located. Identification of the CDF building as an historic hazardous material site is to the date of the building construction. The site is currently listed under Known Hazardous Material Sites and has undergone remediation.

Lead-based Paints

Many structures built before 1978 have lead-based paint on the interior and the exterior surfaces. During the site visit, the Scenic Drive Overcrossing was inspected; however, no paint was observed on the bridge. Lead has historically been used in paint products because it allows the paint to remain on surfaces for longer periods of time than water-based paints. In addition, yellow pavement marking including traffic stripes, thermoplastic paint and permanent tapes contain lead chromate.

Asbestos

Building materials containing asbestos were used until the 1970s. Many older homes contain building materials of this nature, bridges may have expansion joints and/or railing with pads that contain asbestos and agricultural irrigation pipe may contain asbestos. The material is not considered hazardous until the structure is demolished. This is because the asbestos is only hazardous when in an inhalable form. In order to qualify as a hazardous material, any friable or non-friable, finely divided and powdered wastes must contain more than ¼ percent asbestos (US Environmental Protection Agency 2002).

2.2.3.3 Impacts

The impacts from the proposed project would be the same for all build alternatives. The primary material of concern is aerially deposited lead; however, demolition of the Scenic Drive Overcrossing and pavement removal could trigger the presence of lead based paint and asbestos. The field review noted a wood/rock retaining feature along the southbound State Route 1 on ramp near the southwest quadrant of the State Route 68/State Route 1 interchange. This site may be impacted by construction activity along the ramp and, therefore, could necessitate removal of the material to a Class I disposal site.

A hazardous waste technical memo was prepared in May 2008 to analyze and assess the Iris Canyon Greenbelt, a biological mitigation site for Monterey pine planting. This area was historically used as parkland and is currently zoned as open space/parkland by the City of Monterey. A filed investigation on March 12 through 13, 2008 indicated no visible sources of hazardous materials. The Iris Canyon Greenbelt would unlikely affect hazardous materials.

2.2.3.4 Avoidance, Minimization and/or Mitigation Measures

The following measures shall be taken under all project alternatives:

- ~~1. Soil will be tested at known and potential hazardous material sites where any right of way, permanent or temporary, will be acquired.~~

2. Any structures to be demolished will be tested for ACMs. If ACMs are found, appropriate special provisions will be included in the construction contract so that this material is properly removed and disposed. The procedures for inspection, notification, and abatement must be in compliance with Monterey Bay Unified Air Pollution Control District and California Occupational Safety & Health Act requirements.
3. Pavement striping will be tested for lead-based paints after removal as part of the contract bid. If these materials are found within the pavement, transportation and disposal will be determined based on lead concentration and the material's waste classification.
4. Roadside debris, including, but not limited to, the possible chemically treated timbers, batteries or petroleum products, should be properly disposed of at a Class I landfill. If this work is necessary, it will be completed as a contract bid item.
5. ~~Roadway facilities in the area have been used for decades, and the likelihood of aerially deposited lead presence is high. Aerially deposited lead testing should be conducted. The following mitigation is recommended:~~
 - a. ~~An aerially deposited lead testing plan will be developed in order to appropriately characterize excavated material. Testing for lead contamination along the right of way of State Route 68 shall be carried out prior to the completion of the Final Environmental Impact Report.~~
 - e. ~~Mitigation plans for testing of aerially deposited lead must include a Health and Safety Compliance Plan in accordance with California Division of Occupation Safety and Health Administration regulations (Title 8, California Code of Regulations Section 15321[8 CCR 15321.1]).~~
5. A Lead Compliance Plan will be prepared according to the California Code of Regulations, Title 8, Section 1532.1. The plan shall prevent or minimize worker exposure to lead-impacted soil and shall include protocols for environmental and personal monitoring, requirements for personal protective equipment and other appropriate health and safety protocols for handling lead-impacted soil.
 - a. Excavation, reuse, and disposal of material with aerially deposited lead shall be in accordance with all rules and regulations of agencies including, but not limited to, the following:

- United States Department of Transportation
- United States Environmental Protection Agency
- California Environmental Protection Agency
- Department of Toxic Substance Control
- Integrated Waste Management Board
- Regional Water Quality Control Board (RWQCB)
- State Air Resources Control Board
- California Division of Occupation Safety and Health Administration

2.2.4 Air Quality

2.2.4.1 Regulatory Setting

The Clean Air Act as amended in 1990 is the federal law that governs air quality. Its counterpart in California is the California Clean Air Act of 1988. These laws set standards for the quantity of pollutants that can be in the air. At the federal level, these standards are called National Ambient Air Quality Standards. Standards have been established for carbon monoxide, nitrogen dioxide (NO₂), ozone (O₃) and particulate matter that is 2.5 microns in diameter or smaller (PM_{2.5}).

Under the 1990 Clean Air Act Amendments, the U.S. Department of Transportation cannot fund, authorize, or approve Federal actions to support programs or projects that are not first found to conform to the Clean Air Act requirements. Conformity with the Clean Air Act takes place on two levels—first, at the regional level and second, at the project level. The proposed project must conform at both levels to be approved.

Regional level conformity is concerned with how well the region is meeting the standards set for the pollutants listed above. At the regional level, Regional Transportation Plans are developed that include all of the transportation projects planned for a region over a period of years, usually at least 20. Based on the projects included in the Regional Transportation Plan, an air quality model is run to determine whether or not the implementation of those projects would conform to emission budgets or other tests showing that attainment requirements of the Clean Air Act are met. If the conformity analysis is successful, the regional planning organization, such as the Association of Monterey Bay Area Governments and the appropriate federal agencies, such as the Federal Highway Administration, make the determination that the Regional Transportation Plan is in conformity with the Clean Air Act. Otherwise, the projects in the Regional Transportation Plan must be modified until conformity is attained. If the design and scope of the proposed transportation project are the same as described in the Regional Transportation Plan, then the proposed project is deemed to meet regional conformity requirements for purposes of project-level analysis.

Conformity at the project-level also requires “hot spot” analysis if an area is “nonattainment” or “maintenance” for carbon monoxide and/or particulate matter that is 2.5 micrometers or smaller in size (PM_{2.5}). A region is “nonattainment” area if one or more monitoring stations in the region fails to attain the relevant standard. Areas that were previously designated as nonattainment areas but have recently met the standard are called “maintenance” areas. “Hot spot” analysis is essentially the same, for technical purposes, as carbon monoxide or PM_{2.5} analysis performed for California Environmental Quality Act purposes. Conformity does include some specific standards for projects that require a hot spot analysis. In general, projects must not cause the carbon monoxide standard to be violated, and in “nonattainment” areas the project must not cause any increase in the number and severity of violations. If a known carbon monoxide or PM_{2.5} violation is located in the project vicinity, the project must include measures to reduce or eliminate the existing violation(s) as well.

This project was also included in the 2005 Monterey County Regional Transportation Plan as CT 017 Route 68 (Holman Highway – Access to Community Hospital), having constrained funding from Present to 2010. The Association of Monterey Bay Area Governments Board of Directors adopted the Fiscal Year 2002/03 to Fiscal Year 2004/05 Association of Monterey Bay Area Governments Metropolitan Transportation Improvement Program at their August 14, 2002 meeting. Federal approval was received October 4, 2002.

The State Route 68/State Route 1 interchange improvement project was also included in the Association of Monterey Bay Area Governments’ 2001 Regional Transportation Plan. The Association of Monterey Bay Area Governments’ transportation conformity determination shows that the transportation projects planned for Monterey County in the latest Metropolitan Transportation Improvement Program will have air quality impacts consistent with those contained in the state implementation plans for achieving the National Ambient Air Quality Standards, and that emissions will not exceed the State Transportation Improvement Program targets for emissions from mobile sources.

2.2.4.2 Affected Environment

The area is located between Monterey and Carmel, in Monterey County, in the North Central Coast Air Basin. The North Central Coast Air Basin is comprised of Monterey, Santa Cruz, and San Benito Counties. The basin lies along the central coast of California covering an area of 5,159 square miles. The northwest sector of the basin is dominated by the Santa Cruz Mountains. The Diablo Range marks the northeastern boundary, and together with the southern extent of the Santa Cruz Mountains, forms the Santa Clara Valley, which extends into the northeastern tip of the Basin.

Air Quality Attainment Status

The area is designated as a state and federal attainment area (the area has attained the state and federal air quality standards) for carbon monoxide. However, the

area is a state non-attainment area (the area has not attained the air quality standard) for ozone, and is classified as a maintenance area for the federal ozone standards. This air basin is also a state non-attainment area for inhalable particulate matter smaller than 10 microns in diameter (designated PM₁₀).

Air Quality Conditions

Emission Sources

Intersections operating at level of service E or F have the potential to cause elevated carbon monoxide concentrations that can violate the state and federal carbon monoxide ambient standards (Garza, V.J., et. al. 1997). This is because idling vehicles have high carbon monoxide emission rates. The combination of idling vehicles at congested intersections along with meteorological conditions that limit pollutant dispersion can result in excessive carbon monoxide concentrations.

Air Quality Monitoring

Table 2-10 presents air quality monitoring data for three pollutants: carbon monoxide, ozone, and PM₁₀. The data presented in Table 2-10 are for the latest three years in which data are available for the full year. The monitoring stations shown in the table are those closest to the project site for each of the three pollutants. Recent monitoring has not been conducted for other criteria air pollutants, such as sulfur dioxide, or nitrogen dioxide, because these pollutants are generally not a concern in Monterey County.

The area in the vicinity of the project site is considered a nonattainment area for the state PM₁₀ standards because concentrations of this pollutant sometimes exceed the standards. Table 2-10 shows that neither the state nor federal ozone, carbon monoxide, or PM₁₀ standards were exceeded during the three year period at the monitoring stations closest to the project site.

Table 2-10. Air Monitoring Results

Pollutant	State Standard	Federal Standard	2001	2002	2003
<i>Ozone (O₃) - Carmel Valley - Ford Road</i>	ppm	ppm			
Highest 1-hour average, ppm	0.09	0.12	0.085	0.080	0.082
Highest 8-hour average, ppm	No state standard	0.08	0.079	0.073	0.074
Days > State 1-hour standard			0	0	0
Days > Federal 1-hour standard			0	0	0
Days > Federal 8-hour standard			0	0	0
<i>Ozone (O₃) - Monterey - Silver Cloud Court</i>					
Highest 1-hour average, ppm	0.09	0.12	0.084	0.082	0.092

Table 2-10. Air Monitoring Results (concluded)

Pollutant	State Standard	Federal Standard	2001	2002	2003
Highest 8-hour average, ppm	No state standard	0.08	0.069	0.067	0.081
Days > State 1-hour standard			0	0	0
Days > Federal 1-hour standard			0	0	0
Days > Federal 8-hour standard			0	0	0
<i>Particulate Matter (PM10) - Carmel Valley - Ford Road</i>	$\mu\text{g}/\text{m}^3$	$\mu\text{g}/\text{m}^3$			
Highest 24-hour average, $\mu\text{g}/\text{m}^3$	50	150	30	33	35
Second Highest 24-Hour average, $\mu\text{g}/\text{m}^3$			29	32	31
Days > State standard (measured)			0	0	0
Days > Federal standard (measured)			0	0	0
<i>Carbon Monoxide - Salinas</i>	ppm	ppm			
Highest 8-hour average, ppm	9.0	9	1.64	1.38	1.09
Days > State or Federal 8-hr standards			0	0	0

NOTE: The number of days that at least one measurement was greater than the level of the state or national standard is not necessarily the number of violations of the standard for the year since the hourly and eight hour standards can be violated more than once per day.

ppm = parts per million

$\mu\text{g}/\text{m}^3$ = micrograms per cubic meter

Source: (Monitoring data are from the California Air Resources Board website:
<http://www.arb.ca.gov/adam/adam.htm>)

2.2.4.3 Impacts

Modeling was performed for the four-lane widening alternative to predict carbon monoxide concentrations for construction build year 2010 and cumulative (2030) conditions. Only the two ramp variations that would have the greatest effect on air quality were analyzed (the five legged-intersection with a collector road and the roundabout with the collector road). Under peak traffic volume and worst-case meteorological conditions, the predicted carbon monoxide concentrations, when combined with background carbon monoxide levels, would not exceed federal and state carbon monoxide standards with either existing or cumulative background conditions. Therefore, this project would have a less than significant impact with the incorporation of mitigation measures on local air quality.

Regional air quality impacts due to long-term operation of the project were not quantitatively analyzed because the project would not generate new vehicle trips and would not result in a substantial geographic redistribution of vehicle travel. Therefore, the project would have a less than significant impact on regional air quality.

Implementation of the project would result in the generation of short-term construction-related air pollutant emissions. See Section 2.4.1.2 for more information on the project construction period.

2.2.4.4. Avoidance, Minimization and/or Mitigation Measures

None.

2.2.5 Noise and Vibration

2.2.5.1 Regulatory Setting

The California Environmental Quality Act provides the broad basis for analyzing and abating highway traffic noise effects. The intent of these laws is to promote the general welfare and to foster a healthy environment.

For highway transportation projects with Federal Highway Administration involvement, the federal-Aid Highway Act of 1970 and the associated implementing regulations (23 CFR 772) govern the analysis and abatement of traffic noise impacts. The regulations require that potential noise impacts in areas of frequent human use be identified during the planning and design of a highway project. The regulations contain noise abatement criteria that are used to determine when a noise impact would occur. The noise abatement criteria differ depending on the type of land use under analysis. For example, the noise abatement criteria for residences (67 decibels [dBA]) is lower than the noise abatement criteria for commercial areas (72 dBA). Table 2-11 lists the noise abatement criteria.

Table 2-11. Noise Abatement Criteria

Activity Category	NAC, Hourly A-Weighted Noise Level, dBA $L_{eq}(h)$	Description of Activities
A	57 Exterior	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose
B	67 Exterior	Picnic areas, recreation areas, playgrounds, active sport areas, parks, residences, motels, hotels, schools, churches, libraries, and hospitals.
C	72 Exterior	Developed lands, properties, or activities not included in Categories A or B above
D	--	Undeveloped lands.
E	52 Interior	Residence, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums

Note: NAC = noise abatement criteria

In accordance with the Department's *Traffic Noise Analysis Protocol for New Highway Construction and Reconstruction Projects, October 1998*, a noise impact

occurs when the future noise level with the project results in a substantial increase in noise level (defined as a 12 dBA or more increase) or when the future noise level with the project approaches or exceeds the noise abatement criteria. Approaching the noise abatement criteria is defined as coming within 1 dBA of the noise abatement criteria.

If it is determined that the project will have noise impacts, then potential abatement measures must be considered. Noise abatement measures that are determined to be reasonable and feasible at the time of final design are incorporated into the project plans and specifications. This document discusses noise abatement measures that would likely be incorporated in the project.

The California Department of Transportation's *Traffic Noise Analysis Protocol* sets forth the criteria for determining when an abatement measure is reasonable and feasible. Feasibility of noise abatement is basically an engineering concern. A minimum 5 dBA reduction in the future noise level must be achieved for an abatement measure to be considered feasible. Other considerations include topography, access requirements, other noise sources and safety considerations. The reasonableness determination is basically a cost-benefit analysis. Factors used in determining whether a proposed noise abatement measure is reasonable include: residents acceptance, the absolute noise level, build versus existing noise, environmental impacts of abatement, public and local agencies input, newly constructed development versus development pre-dating 1978 and the cost per benefited residence.

2.2.5.2 Affected Environment

Noise is often defined simply as unwanted sound and, thus, is a subjective reaction to characteristics of a physical phenomenon. Researchers have generally agreed that A-weighted sound pressure levels (sound levels) are very well correlated with the human's response to sound. The unit of sound level measurement is the decibel (dB), sometimes expressed as dBA. Variations in sound levels over time are represented by statistical descriptors and by time-weighted composite noise metrics such as the Average Level (L_{eq}) and the Day-Night Average Level (L_{dn}). Throughout this discussion, A-weighted sound pressure levels and the L_{eq} descriptor will be used to describe community noise unless otherwise indicated. Note that while L_{dn} is a time-weighted average, generally L_{dn} and L_{eq} are +/- 3dB of each other.

The decibel notation used for sound levels describes a logarithmic relationship of acoustical energy, so that sound levels cannot be added or subtracted in conventional arithmetic manner. For example, a doubling of acoustical energy results in a change of 3 dB, which is usually considered to be barely perceptible. A 10-fold increase in acoustical energy yields a 10-decibel change, which is subjectively like a doubling of loudness.

Existing Noise Environment

Existing noise levels in the project vicinity are dominated by traffic on State Route 1 and State Route 68. Existing peak hour traffic noise levels at the identified noise-sensitive receivers range between 55 dB and 65 dB L_{eq} .

Land Use Designations

Twelve (12) receiver sites areas were selected for evaluating potential noise impacts. Eleven (11) of the receiver sites are single family residential uses, one of the receiver sites is the Community Hospital of Monterey Peninsula hospital. The receiver sites were selected to evaluate potential traffic noise impacts at all noise-sensitive receivers within the area of potential affect. Figure 2-5 depicts the location the receivers -- all are located in the northwestern end of the project limits.

Local Policy

The City of Monterey Noise Element for the General Plan establishes Land Use and Noise Compatibility Standards. For residential uses, the Noise Element establishes "Normally Acceptable" exterior noise level criteria of 55 dB L_{dn} for single family residential uses, and 70 dB L_{dn} for Hospital uses. The Noise Element also establishes "Conditionally Acceptable" exterior noise level criteria of 70 dB L_{dn} for each of those land uses.

The County of Monterey Noise Element establishes a 'Normally Acceptable' range of noise levels for residential uses between 50 dB and 55 dB L_{dn} . The County has a "Conditionally Acceptable" range of noise levels for residential uses between 55 dB and 70 dB L_{dn} .

Traffic Noise Prediction Model

To describe existing and projected noise levels from traffic, a Sound-32 traffic noise prediction model was used. The Sound-32 model was developed to predict hourly average noise level (L_{eq}) values for free-flowing traffic conditions and is considered to be accurate within 1.5 dB. Traffic volumes were obtained from the traffic operations report prepared for this project (Fehr & Peers 2004).

Noise measurements consisted of continuous hourly noise measurements at two locations for a period of 24-hours. The two locations represent noise-sensitive land uses. The purpose of the 24-hour sound level measurements was to determine the effective day/night traffic distribution and to determine the relationship between the measured peak hour L_{eq} and the L_{dn} values. Table 2-12 presents the predicted existing (Year 2003) traffic noise levels at sensitive noise receptors.

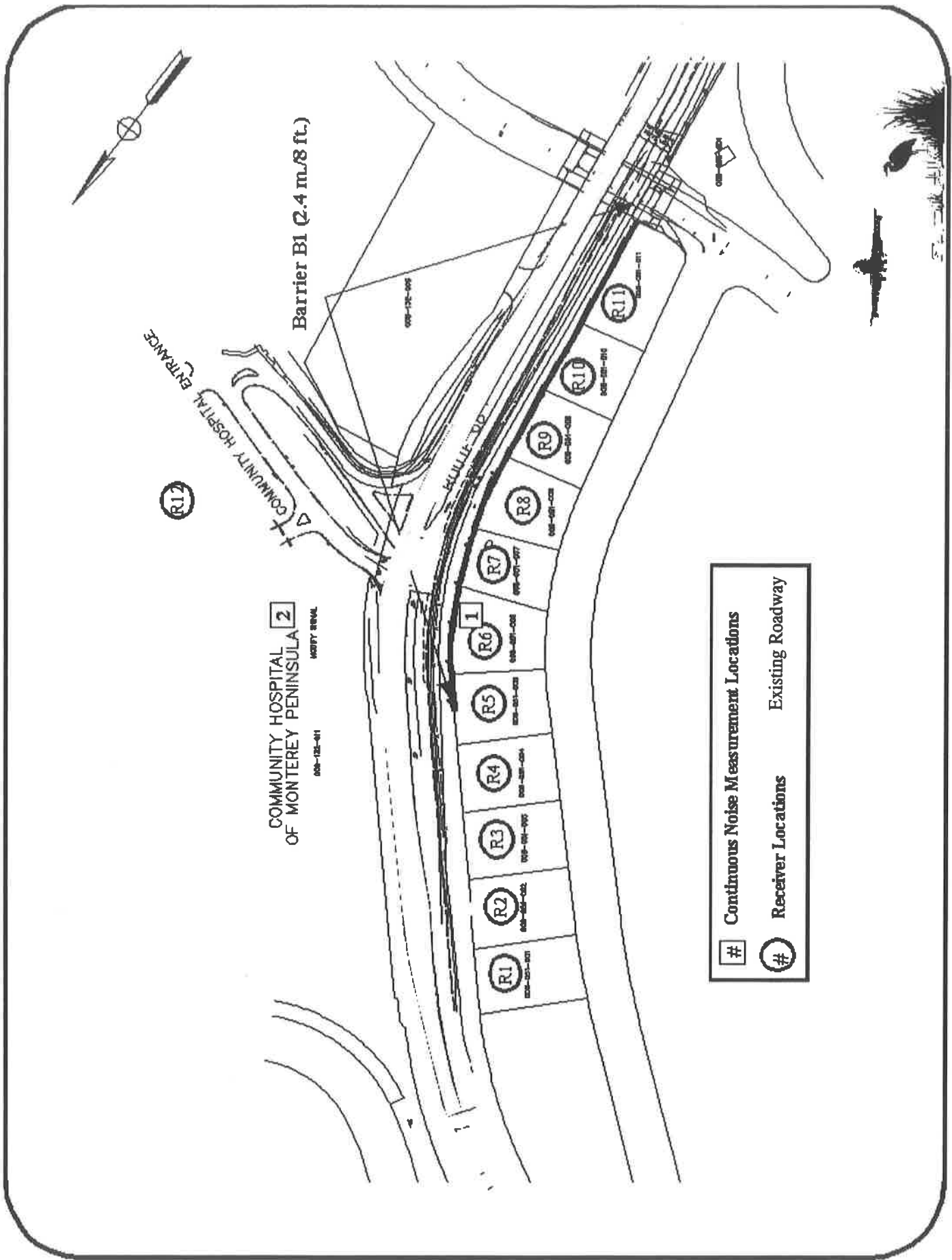


Figure 2-5. Noise Receiver Locations
 (Source: Bollard & Brenman, Inc. 2004)

Table 2-12. Predicted Existing (Year 2003) Traffic Noise Levels

Receiver #	Land Use	Assessors Parcel Number	Predicted L_{eq}
R1	Single Family Residential	008-051-001	62 dB
R2	Single Family Residential	008-051-002	62 dB
R3	Single Family Residential	008-051-003	62 dB
R4	Single Family Residential	008-051-004	62 dB
R5	Single Family Residential	008-051-005	62 dB
R6	Single Family Residential	008-051-006	63 dB
R7	Single Family Residential	008-051-007	63 dB
R8	Single Family Residential	008-051-008	64 dB
R9	Single Family Residential	008-051-009	64 dB
R10	Single Family Residential	008-051-010	64 dB
R11	Single Family Residential	008-051-011	65 dB
R12	Community Hospital of Monterey Peninsula	008-132-011	55 dB

Source: Bollard & Brennan, Inc., 2004

Table 2-12 indicates that none of the noise-sensitive receivers approach or exceed the California Department of Transportation/Federal Highway Administration noise abatement criteria criterion of 67 dB L_{eq} . Based upon the 24-hour continuous noise measurement survey, the predicted L_{dn} values are expected to be approximately 1 dB less than the predicted L_{eq} values shown in Table 2-12. For comparison to the City of Monterey noise level criteria, the predicted L_{dn} values range between 54 dB and 63 dB. Therefore, the traffic noise levels would exceed the City of Monterey normally acceptable exterior noise level criterion of 55 dB L_{dn} at the residential uses. However, they would not exceed the conditionally acceptable exterior noise level criterion of 70 dB L_{dn} . They would not exceed the normally acceptable exterior noise level criterion of 70 dB L_{dn} at the Community Hospital of Monterey Peninsula.

2.2.5.3 Impacts

Table 2-13 presents the future noise levels with and without the project at each of the noise-sensitive receivers.

No Build Alternative

Table 2-13 indicates that the predicted Future No Project traffic noise levels ranged between 55 dB and 66 dB L_{eq} . Only one receiver (R-11) which is a single family residence approached the Protocol noise abatement criteria of 67 dB L_{eq} . All other noise-sensitive receivers did not approach or exceed the 67 dB L_{eq} Protocol noise abatement criteria.

Based upon the 24-hour continuous noise measurement survey, the predicted L_{dn} values are expected to be approximately one dB less than the predicted L_{eq} values shown in Table 2-13. For comparison to the City and County of Monterey noise level criteria, the predicted L_{dn} values range between 54 dB and 65 dB. The traffic noise levels would exceed the City of Monterey normally acceptable exterior noise level

criterion of 55 dB L_{dn} at the residential uses. However, they would not exceed the conditionally acceptable exterior noise level criterion of 70 dB L_{dn} . They would not exceed the City of Monterey normally acceptable exterior noise level criterion of 70 dB L_{dn} at the Community Hospital of Monterey Peninsula. The traffic noise levels would exceed the County of Monterey normally acceptable exterior noise level criteria of 50 dB to 55 dB L_{dn} at the residential uses. However, they would not exceed the conditionally acceptable exterior noise level criteria of 55 dB to 70 dB L_{dn} .

Proposed Project

The analysis in Table 2-13 indicates that the predicted future traffic noise levels ranged between 55 dB and 66 dB L_{eq} . Only one receiver (R-11) which is a single family residence approached the Protocol noise abatement criteria of 67 dB L_{eq} . All other noise-sensitive receivers did not approach or exceed the 67 dB L_{eq} Protocol noise abatement criteria. There are no future increases in traffic noise levels due to the project alternatives, and the subtle differences in predicted noise levels among the alternatives is negligible.

Based upon the 24-hour continuous noise measurement survey, the predicted L_{dn} values are expected to be approximately 1 dB less than the predicted L_{eq} values shown in Table 2-13. For comparison to the City and County of Monterey noise level criteria, the predicted L_{dn} values range between 54 dB and 65 dB.

The traffic noise levels would exceed the City of Monterey normally acceptable exterior noise level criterion of 55 dB L_{dn} at the residential uses. However, they would not exceed the conditionally acceptable exterior noise level criterion of 70 dB L_{dn} . They would not exceed the City of Monterey normally acceptable exterior noise level criterion of 70 dB L_{dn} at the Community Hospital of Monterey Peninsula. The traffic noise levels would exceed the County of Monterey normally acceptable exterior noise level criteria of 50 dB to 55 dB L_{dn} at the residential uses. However, they would not exceed the conditionally acceptable exterior noise level criteria of 55 dB to 70 dB L_{dn} .

Development of the project would have a less than significant effect to the noise environment and no mitigation is required, based upon the protocol for residential receivers R1 through R10 and R12 (Community Hospital of Monterey Peninsula).

2.2.5.4 Avoidance, Minimization and/or Abatement Measures

None.

Table 2-13. Predicted Future (Year 2030) Traffic Noise Levels

Receivers	Land Use	Assessors Parcel Number	No Project		4-lanes with 5-legged intersection		4-lanes with 5-legged intersection and collector road		4-lanes with roundabout and collector road	
			L _{eq}	Change	L _{eq}	Change	L _{eq}	Change	L _{eq}	Change
R1	Single Family Residential	008-051-001	63 dB	< 1 dB	63 dB	< 1 dB	63 dB	< 1 dB	63 dB	< 1 dB
R2	Single Family Residential	008-051-002	63 dB	< 1 dB	63 dB	< 1 dB	63 dB	< 1 dB	63 dB	< 1 dB
R3	Single Family Residential	008-051-003	63 dB	< 1 dB	63 dB	< 1 dB	63 dB	< 1 dB	63 dB	< 1 dB
R4	Single Family Residential	008-051-004	63 dB	< 1 dB	63 dB	< 1 dB	63 dB	< 1 dB	63 dB	< 1 dB
R5	Single Family Residential	008-051-005	63 dB	< 1 dB	63 dB	< 1 dB	63 dB	< 1 dB	63 dB	< 1 dB
R6	Single Family Residential	008-051-006	64 dB	< 1 dB	64 dB	< 1 dB	64 dB	< 1 dB	64 dB	< 1 dB
R7	Single Family Residential	008-051-007	64 dB	< 1 dB	64 dB	< 1 dB	64 dB	< 1 dB	64 dB	< 1 dB
R8	Single Family Residential	008-051-008	64 dB	< 1 dB	65 dB	< 1 dB	65 dB	< 1 dB	65 dB	< 1 dB
R9	Single Family Residential	008-051-009	65 dB	< 1 dB	65 dB	< 1 dB	65 dB	< 1 dB	65 dB	< 1 dB
R10	Single Family Residential	008-051-010	65 dB	< 1 dB	65 dB	< 1 dB	65 dB	< 1 dB	65 dB	< 1 dB
R11	Single Family Residential	008-051-011	66 dB	< 1 dB	66 dB	< 1 dB	66 dB	< 1 dB	66 dB	< 1 dB
R12	Community Hospital of Monterey Peninsula	008-132-011	55 dB	< 1 dB	55 dB	< 1 dB	55 dB	< 1 dB	55 dB	< 1 dB

Bold = Approach or exceed California Department of Transportation/Federal Highway Administration exterior noise level criterion of 67 dB L_{eq} for residential land uses.
 Source: Bollard & Brennan, Inc., 2004

2.3 Biological Environment

2.3.1 Natural Communities

This section discusses natural communities of concern, and focuses on biological communities rather than individual plant or animal species. This section also includes information on habitat fragmentation, which refers to the partitioning of large, contiguous expanses of natural habitat into disconnected fragments, thereby diminishing its biological value. Wetlands and other waters are discussed below in Section 2.3.2. The information in this report is based on the final Natural Environment Study (NES) report prepared by PAR Environmental Services, Inc. (*Route 68 Widening Project Natural Environment Study, including Avoidance, Minimization, Mitigation, and Monitoring Plan, October 2004*).

The project area is within both the Del Monte Forest and the Skyline Forest. The Skyline Forest covers the ridgeline that extends through the center of the Monterey Peninsula, separating the City of Monterey from the Del Monte Forest. Monterey pine forest, both native and planted, dominates the vegetative communities within the project area, occupying 5.3 hectares (13.1 acres). Landscaping around commercial and residential areas blend into the forest setting. Ruderal habitats are found along the existing roadway and adjacent disturbed areas. The forest canopy within State Route 68 varies from a dense, even-aged stand to an open mixed community with occasional individuals of coast live oak, madrone and native shrubs such as coast silk tassel, toyon and blueblossum. Figures 2-6a, 2-6b, and 2-6c show the distribution of Monterey pine forest, ruderal, and landscaped areas within the project area.

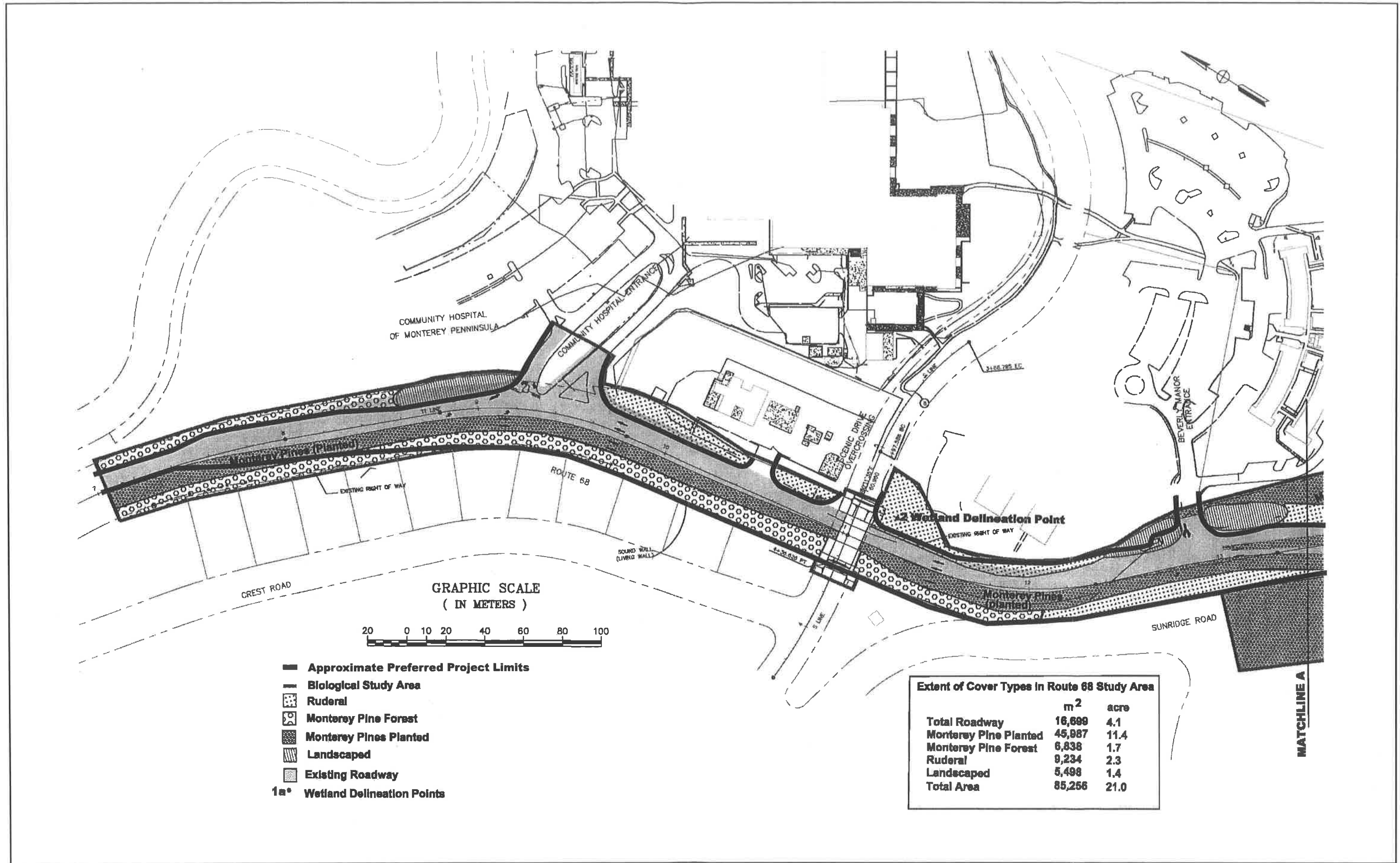


Figure 2-6a. Plant Communities Within the SR 68 Widening Project Area (Sheet 1 of 3)

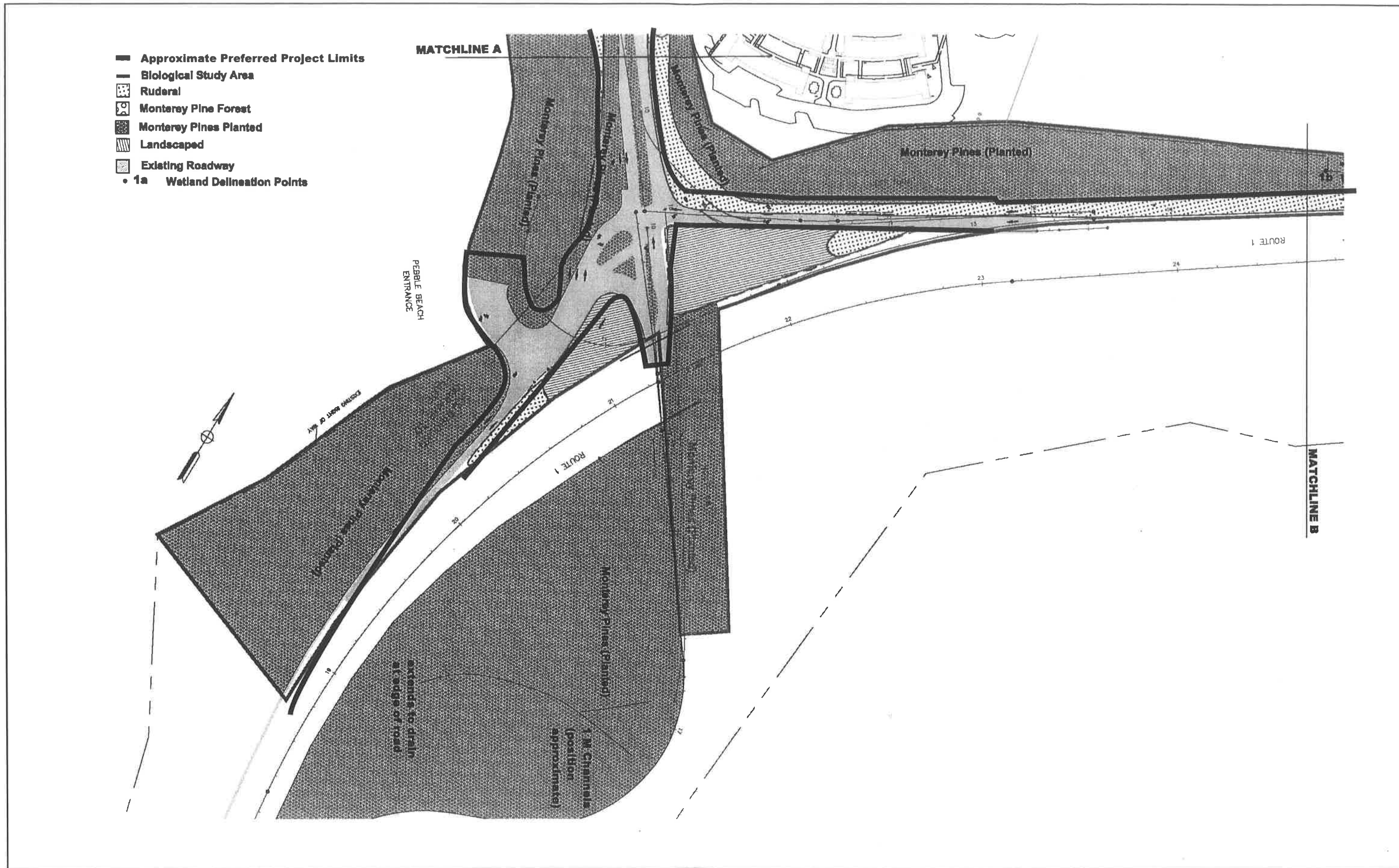


Figure 2-6b. Plant Communities Within the SR 68 Widening Project Area (Sheet 2 of 3)

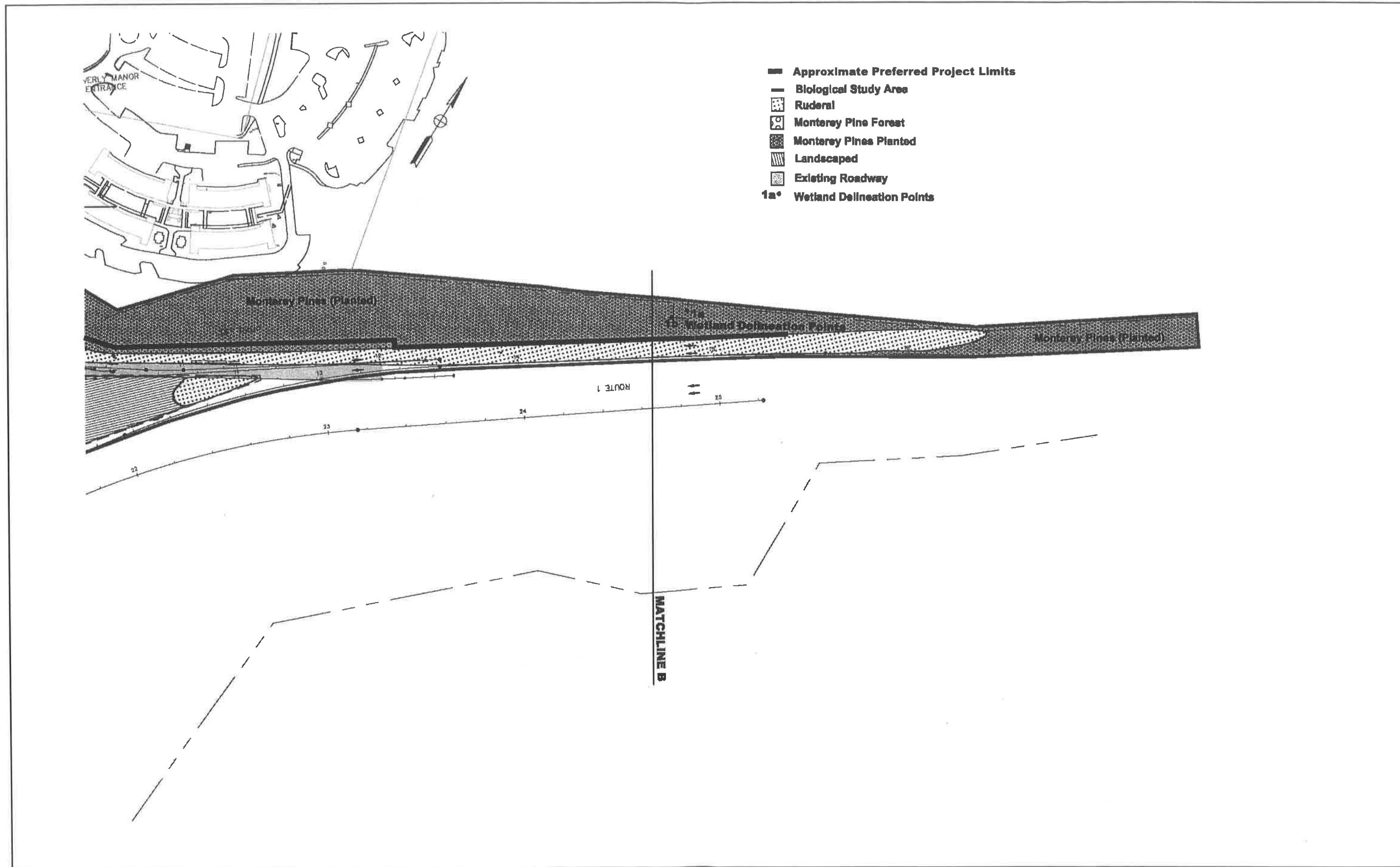


Figure 2-6c. Plant Communities Within the SR 68 Widening Project Area (Sheet 3 of 3)

2.3.1.1 Monterey Pine Forest

Native Monterey pine is a narrowly distributed conifer native to the California central coast and islands off of Baja California Norte, Mexico. The California Native Plant Society lists Monterey pine as rare and endangered in California. The species is also included on the California Department of Fish and Game's Special Plants List. Monterey pine forest is considered a "very threatened" community under the Nature Conservancy Heritage Program Status Ranks. As a natural community, Monterey pine forest is also habitat for an ensemble of other rare and endangered plants on the Monterey peninsula.

Monterey pine forests have been much reduced from historic times, and now occur only within six miles of the coast and the reach of Pacific fog. Current populations of Monterey pine are threatened by clearing activities for urban and residential growth, changes in fire regime, insect damage, disease, and genetic contamination of horticultural traits into the native population.

Fragmentation of a once continuous mosaic of Monterey pine forest habitat and isolation of individual stands by development endangers the sustainability of this forest community. As forest stands become smaller, they are more susceptible to invasion by horticultural species planted beyond their boundaries. As a wind-pollinated species, horticultural varieties of Monterey pine planted near the edges of natural forest tracts can alter the genetic makeup of the forest.

The project lies on the northern boundary of one of the largest remaining tracts of native Monterey pine forest on the peninsula. This section of the Del Monte forest has been identified by environmental planners as having a high conservation priority (PAR 2004b). This assessment was based on the extent of the original and remaining forest, the percent of this forest type under conservation, and the number of associated special-status species with the potential to inhabit this forest type.

The native Monterey pine forest in the project area is characterized by pine trees of all ages, with older trees 80 to 100 years old. Occasional individuals of coast live oak (*Quercus agrifolia*), madrone (*Arbutus menziesii*) and native shrubs such as coast sil tassel (*Garrya elliptica*), toyon (*Heteromeles arbutifolia*) and blueblossum (*Ceanothus thyrsiflorus*) occur in the native forest.

The planted Monterey pine forest is a young, even-aged stand approximately 35 to 40 years old. These pines occur at unnaturally high densities and understory trees are dwarfed by lack of light. The seed sources for these plantings are unknown, but according to Robert Reid, City Forester for Monterey, the plantings are not from native, locally collected seed, and are a source of genetic contamination for the nearby native forest (R. Reid personal communication). The understory vegetation in these dense plantings of Monterey pine is dominated by herbaceous species.

Impacts

Table 2-14 summarizes the impacts to the Monterey Pine forest by the three alternatives discussed below. The project alternative with the greatest impact to Monterey pines is alternative 3AC (four-lane widening with a five-legged intersection and collector road). This option would impact 17,214 m² (4.25 ac) of Monterey pine forest: 2,432 m² (0.6 ac) of native forest and 14,782 m² (3.65 ac) of planted forest. A total of 692 trees would be removed for this option, including 387 Monterey pines, 24 live oaks, and 281 landscape² trees. For a less damaging alternative, 1A (three-lane widening with a five-legged intersection) total impacts to Monterey pine forest, both planted and native, would be 15,278 m² (3.78 ac): 2,455 m² (0.6 ac) of native forest and 12,823 m² (3.17 ac) of planted forest. The proposed project (Alternative 3A-four-lane widening with a five-legged intersection) would impact 14,768 m² (3.65 ac) of Monterey pine forest: 2,086 m² (0.5 ac) of native forest and 12,682 m² (3 ac) of planted forest. A total of 481 trees would be removed for the proposed project, including 332 pine, 15 live oak and 134 landscape trees. The loss of Monterey pine forest due to any of the alternatives is a significant impact of the project because of the rare and threatened nature of this special status plant community. Mitigation measures are provided to reduce the impact to a less-than-significant level.

Table 2-14. Monterey Pine Forest Impacts

Alternative¹	Total Monterey Pine Forest Impacted²	Native Forest Impacted	Planted Forest Impacted
3AC	17,214 m ² (4.25 acres)	2,432 m ² (0.6 acres)	14,782 m ² (3.65 acres)
1A	15,278 m ² (3.78 acres)	2,455 m ² (0.6 acres)	12,823 m ² (3.17 acres)
3A	14,768 m ² (3.65 acres)	2,086 m ² (0.5 acres)	12,682 m ² (3 acres)

- 1 3AC = Four-lane widening with a five-legged intersection and collector road
 1A = Three-lane widening with a five-legged intersection
 3A = Four-lane widening with a five-legged intersection (preferred alternative)
- 2 m² = square meters

The compensatory mitigation for the loss of Monterey pine originally proposed in 2004 involved restoring a portion of the Old Capitol Site, a 76.2-acre parcel located near the project area. The Old Capitol Site has since become unavailable, and instead the Iris Canyon Greenbelt will serve as the offsite mitigation area. Iris Canyon is located approximately 1.5 miles northeast of the project area, and encompasses a 32.1 acre natural greenbelt area. The greenbelt was deeded to the City of Monterey in 1946 under the condition that it would remain as parkland.

² Landscape trees = Trees in the project area that have been planted and are not a species normally found in the area, but are ornamental species often used for landscaping purposes.

The site was evaluated by botanist, Virginia Dains, and City Forester, Robert Reid, for potential planting sites on March 12 through 13, 2008. Potential planting sites were assessed for adequate sunlight and proper drainage. A total of 40 sites were identified, providing for 15,621 m² (3.86 ac) of planting area.

Avoidance, Minimization, and/or Mitigation Measures

To minimize impacts to the Monterey pine forest at the project site, the following measures, as outlined in the Natural Environment Study Report, shall be followed:

1. Prior to construction, the City Forester or another Registered Professional Forester or Certified Arborist shall verify that trees approved for removal are clearly marked, and that adjacent trees are protected from incidental damage. For example, Monterey pine trees outside of the tree removal area but within five meters (16.4 feet) of access roads or staging areas shall be shielded with boards or other material to protect the trunk from injury.
2. Monterey pine trees that are outside of the construction zone shall be designated as an Environmentally Sensitive Area. The boundaries of the Environmentally Sensitive Area shall be shown on plans and specifications, and shall also be delineated on the ground prior to construction with temporary orange safety fencing. The fencing shall remain in place until construction is complete. No earthmoving activities, vehicles, heavy equipment, stockpiling or dumping of materials, or other construction shall be permitted within this Environmentally Sensitive Area.
3. Before excavation of stumps within seven meters (23 feet) of the perimeter of the work area, all roots within the top 0.5 meters (1.6 feet) of the surface shall be located by visual inspection and probing with a pick or shovel. Roots shall be cut clean to avoid damaging roots of residual trees that may be intertwined with the stump being removed.
4. During construction, the City Forester or another Registered Professional Forester or Certified Arborist should regularly monitor the Monterey pine forest in the area to ensure compliance with these standards as well as to determine if residual trees close to the perimeter are sufficiently healthy and free of damage to be retained. The retained forest shall be monitored twice a year for three years after completion of construction to document and make recommendations for treatment of retained trees. Every monitoring inspection after job completion shall be documented by a report submitted to the City of Monterey and Caltrans.

~~Compensatory mitigation for the loss of Monterey pine forest involves restoring a portion of the disturbed Old Capitol Site, a 76.2-acre parcel located near the project area. This site has been evaluated by the City Forester and will be dedicated as a~~

~~mitigated bank for other projects affecting Monterey pine forest. Upon completion this mitigation site will support a large, unfragmented, and diverse Monterey pine forest. A minimum area of 17,214 m² (4.25 ac) within the Old Capitol site will be dedicated to revegetation for this project.~~ The planting of Monterey pine along the Iris Canyon Green Belt will serve as compensatory mitigation for the loss of Monterey pine in the project area. This site has been evaluated by City Forester, Robert Reid, and botanist, Virginia Dains, for potential Monterey pine planting sites. The Iris Canyon Green Belt includes 40 suitable planting sites with a total area of 15,621 m² (3.86 acres) (Appendix H-Iris Canyon Map). This acreage allows for the planting of up to 3,000 trees. The density of the planting will be established upon preparation of the revegetation plan, but even with a roomy plant spacing of 10 to 12 feet on center, this acreage provides adequate space to accommodate 626 trees. Within this area approximately 626 trees (481 trees plus 30 percent overplanting) will need to be planted to comply with the City of Monterey tree protection ordinance for 1:1 replacement. Most of these plantings will be 5-gallon trees, but the revegetation may need to include 130 15-gallon trees to compensate for the loss of trees larger than 508 mm (20 inches) diameter-at-breast-height. For Monterey pine, 1-gallon or 5-gallon plantings are typically more successful over the long term than 15-gallon plantings, so the larger planting size should be used only with species such as coast live oaks, which tolerate replanting from a 15-gallon container. The goal of the revegetation is to recreate a sustainable Monterey pine forest that will eventually resemble the nearby native Del Monte forest in terms of species composition of forest and understory, age structure, and wildlife value.

A City Forester, Registered Professional Forester or a Certified Arborist will regularly monitor the Monterey pine forest in the area to ensure compliance with mitigation standards. The retained Monterey pine forest near the project site shall be monitored twice a year for three years after completion of construction to document and make recommendations for treatment of retained trees. Every monitoring inspection after job completion shall be documented by a report submitted to the City of Monterey and Caltrans.

2.3.2 Wetlands and Other Waters

2.3.2.1 Regulatory Setting

Wetlands and other waters are protected under a number of laws and regulations. At the federal level, the Clean Water Act (33 U.S.C. 1344) is the primary law regulating wetlands and waters. The Clean Water Act regulates the discharge of dredged or fill material into waters of the United States, including wetlands. Waters of the United States include navigable waters, interstate waters, territorial seas and other waters that may be used in interstate or foreign commerce. To classify wetlands for the purposes of the Clean Water Act, a three-parameter approach is used that includes the presence of hydrophytic (water-loving) vegetation, wetland hydrology, and hydric soils

(soils subject to saturation/inundation). All three parameters must be present, under normal circumstances, for an area to be designated as a jurisdictional wetland under the Clean Water Act.

Section 404 of the Clean Water Act establishes a regulatory program that provides that no discharge of dredged or fill material can be permitted if a practicable alternative exists that is less damaging to the aquatic environment or if the nation's waters would be significantly degraded. The Section 404 permit program is run by the United States Army Corps of Engineers with oversight by the Environmental Protection Agency. The Executive Order for the Protection of Wetlands (Executive Order 11990) also regulates the activities of federal agencies with regard to wetlands. Essentially, this executive order states that a federal agency, such as the Federal Highway Administration, cannot undertake or provide assistance for new construction located in wetlands unless the head of the agency finds: 1) that there is no practicable alternative to the construction and 2) the proposed project includes all practicable measures to minimize harm.

At the state level, wetlands and waters are regulated primarily by the California Department of Fish and Game and the Regional Water Quality Control Boards. In certain circumstances, the Coastal Commission (or Bay Conservation and Development Commission) may also be involved. Sections 1600-1607 of the Fish and Game Code require any agency that proposes a project that will substantially divert or obstruct the natural flow of or substantially change the bed or bank of a river, stream, or lake to notify California Department of Fish and Game before beginning construction. If California Department of Fish and Game determines that the project may substantially and adversely affect fish or wildlife resources, a Lake or Streambed Alteration Agreement will be required. California Department of Fish and Game jurisdictional limits are usually defined by the tops of the stream or lake banks, or the outer edge of riparian vegetation, whichever is wider. Wetlands under jurisdiction of the ACOE may or may not be included in the area covered by a Streambed Alteration Agreement obtained from the California Department of Fish and Game.

The Regional Water Quality Control Boards were established under the Porter-Cologne Water Quality Control Act to oversee water quality. The Regional Water Quality Control Board also issues water quality certifications in compliance with Section 401 of the Clean Water Act.

2.3.2.2 Survey Results for Wetlands

A single wetland seep approximately 37 m² (400 ft²) in extent, under both the coastal zone's and the United States Army Corps of Engineer's standards, is present within the Biological Study Area, but is outside of the impact area. Figure 2-6c shows the location of this wetland at the top of the cut bank above the southbound offramp from State Route 1. Runoff from the seep is collected in a concrete drain that parallels the cutbank. It is likely that the drain was installed during construction of the offramp

as an erosion control measure to protect the embankment from slope failure. Hydrophytic plants, including Himalayan blackberry and tussock rush, dominate this wetland. Soils within the wetland are dark colored and mottled with light gray. Wetland hydrology is present in this wetland with standing water and saturation to the surface. A wetland swale leads into the seep but the source of the water is off-site on private property. Since it is likely that the seep existed prior to construction of the current offramp, it is similarly probable that it is a naturally occurring discharge.

Other drainages in the study area are constructed in uplands along the roadway to remove surface water from ponding or running across the road. One such roadside ditch was examined for wetland characteristics, but failed to meet the criteria of a wetland. The criterion for hydrology was positive; however, this ditch was the result of placing a drain within an upland area and not the result of natural, long-term hydrology. No hydric vegetation was present in this roadside drainage. A detailed examination of the soils at the site showed the typical dark color of the native soil with no additional indication of long-term saturation, as well as a mix of redder soils indicating level of road fill or similar disturbance.

2.3.2.3 Impacts for Wetlands

The wetland is not within the project impact area.

2.3.2.4 Avoidance, Minimization and /or Mitigation Measures for Wetlands

Section 2.4 describes measures to protect this site from inadvertent damage during construction.

2.3.2.5 Other Waters of the United States

The headwaters of Pescadero Canyon occur east of the State Route 1 crossing of State Route 68, and tributaries to this intermittent waterway cross the cloverleaf section in concrete lined channels. Although human intervention has altered these waterways, they are still considered waters of the United States because they convey runoff from a "waters" above the channel in the tributary streams to a "waters" below the highway in Pescadero Canyon, and ultimately to the Pacific Ocean. Water is conveyed through the channels by gravity feed. The channels are approximately one meter wide. These channels are shown in Figure 2-6b, but are just outside of the Biological Study Area, and are outside of the project impact area.

Other drainages in the study area are constructed in uplands along the roadway to remove surface water from ponding or running across the road. These drainages constructed in uplands are not "waters of the United States" even though they may convey water to a "waters" downstream such as Pescadero Canyon.

2.3.2.6 Impacts to Other Waters

The waters of the United States shown on Figure 2-6b are outside of the project impact area.

2.3.2.7 Avoidance, Minimization and/or Mitigation Measures for Other Waters

Section 2.4 describes measures to protect other waters from impacts during construction.

2.3.3 Animal Species

2.3.3.1 Regulatory Setting

Many state and federal laws regulate impacts to wildlife. United States Fish and Wildlife Service, the National Marine Fisheries Service (NOAA Fisheries) and California Department of Fish and Game are responsible for implementing these laws. This section discusses potential impacts and permit requirements associated with wildlife not listed or proposed for listing under the state or federal Endangered Species Act.

Federal laws and regulations pertaining to wildlife include the following:

- Migratory Bird Treaty Act
- Fish and Wildlife Coordination Act

State laws and regulations pertaining to wildlife include the following:

- California Environmental Quality Act
- Sections 1601 – 1603 of the Fish and Game Code
- Section 4150 and 4152 of the Fish and Game Code

The Monterey peninsula and Monterey County support many special status wildlife species, many of which are associated with sensitive plant communities such as riparian woodlands, freshwater marsh, coastal dunes or estuaries. Field surveys and literature reviews indicated that only one of these species, the Monterey dusky-footed woodrat (*Neotoma fuscipes luciana*), listed as a species of special concern by the United States Fish and Wildlife Service, could possibly occur in the project area. This species is discussed below. For a complete list of the special status animal species addressed in the course of the biological resource studies for this project, see Table 2 in Appendix D.

2.3.3.2 Monterey Dusky-footed Woodrats

Impacts

No woodrat nests or other evidence of woodrat presence were observed during the surveys conducted in May of 2003, but surveys conducted in 2001 for the Forest Pavilion Wing expansion of Community Hospital of Monterey Peninsula did detect a woodrat nest in Monterey pine forest east of the hospital. No more details are provided

regarding the nature or location of this observation, but it indicates that woodrats could occur in the Monterey pine forest of the project area.

Little information is available regarding the historical or current abundance and distribution of Monterey dusky-footed woodrats on the Monterey peninsula. Conversion of Monterey pine and evergreen oak forests over the past century has certainly eliminated habitat for this species. However, fire suppression in the remaining forested habitat could have increased woodrat populations by increasing vegetation/brush density in the understory of these forests.

Whether woodrat populations have increased or decreased in the past, the foreseeable future includes projects that will eliminate Monterey pine forest and live oak woodlands throughout the Monterey Peninsula (see discussion above). This proposed project will impact a maximum of 2,432 m² (0.6 ac) of native Monterey pine forest with a relatively intact native understory. The loss of Monterey pine forest due to the State Route 68 project contributes to the region wide decline in potential dusky-footed woodrat habitat on the Monterey peninsula, but is a relatively insubstantial contribution. Mitigation proposed for loss of Monterey pine forest will compensate for contributions to cumulative impacts affecting woodrat habitat by restoring a portion of a nearby large, unfragmented Monterey pine forest with a well-developed understory.

Avoidance, Minimization and/or Mitigation Measures

To avoid potential direct impacts to woodrats that might occur in the project area, a qualified wildlife biologist shall survey the project impact area for evidence of dusky-footed woodrat nests. The survey shall be conducted no more than 60 days prior to construction. If woodrat nests are found within the project impact area, a qualified biologist (with small mammal trapping experience and a valid California collecting permit) shall, in consultation with California Department of Fish and Game, live-trap the woodrat(s) and relocate them to a suitable site.

2.3.3.3 Nesting Birds

Impacts

Another potential effect associated with the removal of Monterey pine trees in the project area is potential destruction or disturbance of nesting birds. Tree removal or nearby construction could adversely affect raptors and other nesting migratory birds. Significant impacts to nesting raptors and other migratory birds can be avoided by conducting preconstruction surveys and implementing appropriate avoidance/mitigation measures if active nests are found.

Avoidance, Minimization, and/or Mitigation Measures

To avoid potential impacts to nesting birds, a qualified wildlife biologist shall conduct preconstruction surveys each year in all potential nest sites including all trees in the impact footprint and within a 150-m (492-foot) radius for raptors and other nests. The preconstruction surveys should include the following:

1. If construction or tree removal shall occur between February 15 and August 31, preconstruction surveys shall be conducted each year in all potential nest sites for nesting birds. Surveys shall be conducted by a qualified wildlife biologist.
2. Surveys shall be conducted no more than 14 days prior to the initiation of construction activities (February 15 through August 31)
3. The surveyor shall inspect all trees in the impact footprint and within a 150-m (492-foot) radius for raptors and other nests.
4. If the surveyor deems that an active bird nest is close enough to the construction area to be disturbed, he or she shall (in consultation with the California Department of Fish and Game) determine the extent of the construction-free buffer zone to be established around the nest.
5. Nest trees shall be removed outside the nesting season or after a qualified wildlife biologist verifies that the nest is empty and the nest tree is no longer used by the adult and young birds.

2.3.4 Invasive Species

2.3.4.1 Regulatory Setting

On February 3, 1999, President Clinton signed Executive Order 13112 requiring federal agencies to combat the introduction or spread of invasive species in the United States. The order defines invasive species as "any species, including its seeds, eggs, spores, or other biological material capable of propagating that species, that is not native to that ecosystem whose introduction does or is likely to cause economic or environmental harm or harm to human health."

The California Department of Food and Agriculture provides a list of noxious weeds which are rated on a letter scale (e.g., "A", "B", "C"). The California Invasive Plant Council (Cal-IPC 2004) further identifies invasive plant species.

2.3.4.2 Survey Results

False garlic (*Nothoscordum indorum*) is found within the project area and is listed by the California Department of Food and Agriculture as a "B" list weed. French broom (*Genista monspessulana*) and Italian thistle (*Carduus pycnocephalus*)

are "C" list weeds. Several plants found in the Route 68 corridor are listed by California Invasive Plant Council, and include poison hemlock (*Conium maculatum*), periwinkle (*Vinca major*), Himalayan berry bramble (*Rubus discolor*), veldt (*Erharta erecta*), English ivy (*Hedera helix*) and cut-leaf erectites (*Erectites glomerata*).

2.3.4.3 Impacts

The project will have a less than significant effect on the environment with the incorporation of mitigation measures.

2.3.4.4 Avoidance, Minimization and/or Mitigation Measures

In compliance with the Executive Order 13112 on Invasive Species and subsequent guidance from the Federal Highway Administration, the landscaping and erosion control included in the project will not use species listed as noxious weeds. In areas of particular sensitivity, extra precautions will be taken if invasive species are found in or adjacent to the construction areas. These include the inspection and cleaning of construction equipment and eradication strategies to be implemented should an invasion occur.

2.4 Construction Environment

The following discussion contains impacts and mitigation measures to reduce the effects of project construction-related activities on the environment.

2.4.1 Impacts

2.4.1.1 Utilities/Emergency Services

During construction there may be disruption of service in order to accomplish relocations and road work. This is a significant impact that can be avoided. A detailed assessment of the location of underground and aboveground utilities must be prepared and coordination with public utilities should be included as part of the design process.

2.4.1.2 Air Quality

Implementation of the proposed project would result in the generation of short-term construction-related air pollutant emissions. Exhaust emissions from construction equipment would contain reactive organic gases (ROG), nitrogen oxides (NO_x), carbon monoxide, and PM₁₀. PM₁₀ emissions would also result from windblown dust (fugitive dust) generated during excavation, grading, and hauling activities. The generation of these emissions would be considered adverse. Mitigation measures are recommended to reduce construction-related emissions.

2.4.1.3 Cultural Resources

The project would not impact known archaeological resources, but if any are encountered during construction, construction would be stopped and abatement measures would be followed.

2.4.1.4 Noise

During the construction phases of the project, noise from construction activities would dominate the noise environment in the immediate area. Activities involved in construction would generate noise levels, ranging from 70 to 90 dB at a distance of 50 feet. Construction activities would be temporary in nature, typically occurring during normal working hours. Construction noise impacts could be significant, as nighttime operations or use of unusually noisy equipment could result in annoyance or sleep disruption for nearby residences. The project anticipates that some nighttime construction could occur. It is expected that the construction noise during the nighttime periods could result in a significant noise impact.

2.4.1.5 Biological Resources

Wetlands and Other Waters

The wetland and other waters identified in Section 2.3.2.2 are not within the project. To protect these sites from inadvertent damage during construction, abatement is needed.

Nesting Birds

Nesting birds, discussed in Section 2.3.3.3, shall be protected from potential destruction or disturbance from nearby construction and tree removal by implementing avoidance, minimization, and/or mitigation measures.

2.4.2 Avoidance, Minimization and/or Mitigation Measures

2.4.2.1 Utilities/Emergency Services

To reduce the disruption to utilities and emergency services, the following measures should be undertaken during project construction:

- During construction, underground utility alert (USA) services shall be used to identify the location of all underground services and to avoid the unplanned disruption of pipes or service lines during roadway excavation and other activities.
- A construction period public outreach and communications plan and program shall be developed for all phases of the project. Weekly assessments of upcoming utility and service disruptions shall be undertaken by the construction project management team. These

assessments and an identification of the service area involved shall be coordinated with the public outreach program. The public outreach program shall ensure that advance notice for any utility or service shutdowns is extended to affected businesses and residents. Through construction management and project scheduling, all available measures shall be taken to minimize the duration of utility or service shutdowns.

- Prior to start of construction, the project management team shall coordinate with the Highway Patrol, the City Police and Fire Department, the County Sheriff's Department, County Fire Districts, and local public and private ambulance and paramedic providers in the area to prepare a Construction Period Emergency Access Plan. The Emergency Access Plan shall identify phases of the project and construction scheduling and shall identify appropriate alternative emergency access routes.
- During construction, the project management team shall review and update the Emergency Access Plan based on work scheduling. The public outreach program shall be responsible for notifying emergency services of any changes in emergency access and providing details regarding alternative routes.

2.4.2.2 Air Quality

The Monterey Bay Unified Air Pollution Control District has developed a list of feasible minimization measures designed to reduce construction dust. (Monterey Bay Unified Air Pollution Control District, 2002). The following minimization measures include all construction measures that are applicable to the project. The following minimization measures will reduce construction-related impacts to an acceptable level.

Daily watering of all exposed soil areas disturbed by construction activities is required. The project resident engineer will be required to use the appropriate measures listed below, when daily watering is insufficient to keep visible dust from blowing off-site.

- Prohibit all grading activities during periods of high wind (over 15 miles per hour).
- Apply chemical soil stabilizers on inactive construction areas (disturbed lands within construction projects that unused for four consecutive days.)
- Apply non-toxic binders (e.g. latex acrylic copolymer) to exposed areas after cut and fill areas and hydroseed area.
- Haul trucks shall maintain at least two feet of freeboard.
- Cover all trucks hauling dirt, sand, or loose materials.

- Plant trees or windbreaks on the windward perimeter of construction projects if adjacent to open land.
- Plant vegetative ground cover in disturbed areas as soon as possible.
- Cover inactive storage piles.
- Sweep streets if visible soil material is carried out from the construction site.
- Post a publicly visible sign which specifies the telephone number and person to contact regarding dust complaints. This person shall respond to complaints and take corrective action within 48 hours. The phone number of the Monterey Bay Unified Air Pollution Control District shall be visible to ensure compliance with Rule 402 (Nuisance).

2.4.2.3 Cultural Resources

If cultural materials are discovered during construction, all earth-moving activity within and around the immediate discovery area will be diverted until a qualified archaeologist can assess the nature and significance of the find.

If human remains are discovered, State Health and Safety Code Section 7050.5 states that further disturbances and activities shall cease in any area or nearby area suspected to overlie remains, and the County Coroner contacted. Pursuant to Public Resources Code Section 5097.98, if the remains are thought to be Native American, the coroner will notify the Native American Heritage Commission who will then notify the Most Likely Descendent. At this time, the person who discovered the remains will contact the California Department of Transportation Environmental Coordinator for the project so that they may work with the Most Likely Descendent on the respectful treatment and disposition of the remains. Further provisions of Public Resources Code (PRC) 5097.98 are to be followed as applicable.

A supplemental Historic Property Survey Report was prepared for the Iris Canton Greenbelt mitigation site (approved May 22, 2008) to document the survey for potential planting sites for Monterey pine. No archaeological or architectural resources were identified. If any cultural resources are encountered during the tree planting, all activity would be stopped and abatement measures would be followed.

2.4.2.4 Noise

Construction noise is regulated by California Department of Transportation standard specifications Section 7.01I "Sound Control Requirements". These requirements state that noise levels generated during construction shall comply with applicable local, state, and federal regulations, and that all equipment shall be fitted with adequate mufflers according to the manufacturer's specifications. It is recommended that pneumatic tools and demolition equipment operations are limited to the daytime hours. It is also recommended that residents are notified in advance of nighttime construction activities. To the extent possible, the nighttime construction work should be limited to the portion of the project site furthest from the residences. If

numerous complaints are received, the construction of plywood temporary barriers would occur to reduce construction noise.

2.4.2.5 Biological Resources

Wetlands

The wetland identified in Section 2.3.2.2 shall be designated as an Environmentally Sensitive Area. The boundaries of the Environmentally Sensitive Area shall be shown on plans and specifications, and shall also be delineated on the ground prior to construction with temporary orange safety fencing. No earth-moving activities, vehicles, heavy equipment, or other construction shall be permitted within this Environmentally Sensitive Area.

Other Waters

The waters of the United States are outside the project impact area, but will be protected by designating them as an Environmentally Sensitive Area. To prevent indirect impacts to water quality in these waters from upslope earthmoving or construction activities, the following measures will be implemented: adherence to State Standard Specifications for avoidance of water pollution (Section 7-1.01G); compliance with National Pollutant Discharge Elimination Systems permit requirements and Model Urban Runoff Program guidelines; implementation of Best Management Practices, and by other water quality protection measures described in the Natural Environment Study (PAR 2004).

Nesting Birds

Section 2.3.3.3 describes impacts and avoidance, minimization, and/or mitigation measures for nesting birds. These measures include raptor and other nest surveys no more than 14 days prior to construction activities during the early breeding season (March through April) and no more than 30 days prior to construction activities during the late part of the breeding season (May through August 15). Any nest trees shall be removed outside of the nesting season after a qualified biologist verifies that the nest is empty.

2.5 Cumulative Environment

The following discussion contains impacts and mitigation measures to reduce the effects of project construction-related activities on the environment.

2.5.1 Regulatory Setting

Cumulative impacts are those that result from past, present, and reasonably foreseeable future actions, combined with the potential impacts of this project.

Cumulative impacts can result from individually minor, but collectively substantial impacts taking place over a period of time. A cumulative effect assessment looks at the collective impacts posed by individual land use plans and projects and whether the proposed project's incremental effects are cumulatively considerable.

Cumulative impacts to resources in the project area may result from residential, commercial, industrial, and highway development, as well as from agricultural development and the conversion to more intensive types of agricultural cultivation. These land use activities can degrade habitat and species diversity through consequences such as displacement and fragmentation of habitats and populations, alteration of hydrology, contamination, erosion, sedimentation, disruption of migration corridors, changes in water quality, and introduction or promotion of predators. They can also contribute to potential community impacts identified for the project, such as changes in community character, traffic patterns, housing availability, and employment.

California Environmental Quality Act Guidelines, Section 15130 describes when a cumulative impact analysis is warranted and what elements are necessary for an adequate discussion of cumulative impacts. The definition of cumulative impacts, under California Environmental Quality Act, can be found in Section 15355 of the California Environmental Quality Act Guidelines. A definition of cumulative impacts, under National Environmental Policy Act, can be found in 40 CFR, Section 1508.7 of the Council of Environmental Quality Regulations.

2.5.2 Affected Environment

The area south of State Route 68 is County land. The County's build out is planned in the currently adopted General Plan (Monterey County 1982). The General Plan is a tool to achieve balance between the County's need for growth and the need to conserve its resources for the future. Development as described in the General Plan can cause irreversible changes to the environment. Resources that would experience these changes are described in the General Plan. Increased traffic noise and decreased air quality were identified as two cumulative impacts associated with implementation of the General Plan. As identified in section 2.1.1, the State Route 68 widening project is consistent with policies outlined in the General Plan.

The Pebble Beach Company received Monterey County approval in January 2007 for the Del Monte Forest Preservation and Development Plan. This plan was denied by the California Coastal Commission on June 13, 2007. As described in section 2.1.1, the project includes several land uses and transportation improvements. The State Route 68 widening project was considered and incorporated into the analysis during the environmental review of the State Route 68 widening project.

The City of Monterey recently adopted a General Plan. As identified in section 2.1.1, the State Route 68 widening project is consistent with policies outlined in the General Plan.

2.5.3 Impacts

2.5.3.1 No Project

This alternative would result in no changes to State Route 68. This roadway would not be able to fully accommodate the anticipated growth in the City and County. Level of Service would continue to decline, which would affect air quality. The No Project alternative would make a substantial contribution to an adverse cumulative effect on traffic circulation, air quality and public services.

2.5.3.2 Proposed Project

Under the proposed project, State Route 68 would be improved. The impacts associated with the project are described in sections 2.1 through 2.4 of this document. Because of the project-specific mitigation for the State Route 68 proposed project, the project's contributions to cumulative impacts are not considered substantial.

Monterey Pine Forest

The extent and quality of the Monterey pine forest remaining on the Monterey Peninsula is much reduced from historical times. Approximately 1,200 ha (3,000 ac) of the remaining undeveloped Monterey pine forest on the Monterey Peninsula is protected through public ownership in parks, preserves, or conservation easements. Approved or pending projects that will impact unprotected Monterey pine forest on the Monterey Peninsula was assessed in the Del Monte Forest Preservation and Development Plan as discussed above in section 2.1.1 of this document. The proposed project would impact 12,682 m² (3 ac) of "suburban" planted Monterey pine forest characterized by a non-native, disturbed understory. ~~Implementation of the Mitigation Plan as identified in the Natural Environment Study (PAR-2004b) will reduce the contributions of this project to cumulative impacts by restoring a portion of nearby large, unfragmented Monterey pine forest.~~ Planting mitigation, as outlined in Section 2.3.1.1 Monterey Pine, will reduce the contribution of the project to cumulative impacts by restoring Monterey pine forest along the Iris Canyon corridor

Monterey Dusky-footed Woodrat

Future projects will eliminate Monterey pine forest and live oak woodlands throughout the Monterey Peninsula. The proposed project, as discussed in section 2.3.4, would impact 2,086 m² (0.5 ac) of native Monterey pine forest with a relatively intact native understory. The loss of the Monterey pine forest in the project area could contribute to the region wide decline in potential habitat for the dusky-footed woodrat; however, the contribution from this project is relatively insubstantial. Implementation

of the Mitigation Plan as identified in the Natural Environment Study (PAR 2004b) will compensate for contributions to cumulative impacts affecting dusky-footed woodrat habitat by restoring a portion of nearby large, unfragmented Monterey pine forest.

2.5.4 Avoidance, Minimization and/or Mitigation Measures

2.5.4.1 No Project

No measures are proposed.

2.5.4.2 Proposed Project

All mitigation measures required for the project will reduce the project's contribution to cumulative impacts to a less than significant level.

CHAPTER 3
CALIFORNIA ENVIRONMENTAL
QUALITY ACT EVALUATION

3.0 CALIFORNIA ENVIRONMENTAL QUALITY ACT EVALUATION

The project is subject to federal and state, as well as City and County of Monterey, environmental review requirements because the City of Monterey and California Department of Transportation propose the use of federal funds and/or the project requires a federal approval action. Project documentation, therefore, has been prepared in compliance with the California Environmental Quality Act (CEQA). California Department of Transportation is the project proponent and the lead agency under California Environmental Quality Act. Because of Federal funding, the project is also subject to the requirements of the National Environmental Policy Act. The Federal Highway Administration and the California Department of Transportation agree that under the National Environmental Policy Act, the project qualifies for a Programmatic Categorical Exclusion; therefore, this document only pertains to the California Environmental Quality Act.

The California Environmental Quality Act requires the California Department of Transportation to identify each "significant effect on the environment" resulting from the project and ways to mitigate each significant effect. If the project may have a significant effect on any environmental resource, then an environmental impact report must be prepared. Each and every significant effect on the environment must be disclosed in the environmental impact report and mitigated if feasible. In addition, the California Environmental Quality Act Guidelines list a number of mandatory findings of significance, which also require the preparation of an environmental impact report. This chapter discusses the effects of this project and California Environmental Quality Act significance.

3.1 Significant Environmental Effects of the Proposed Project

The California Environmental Quality Act Checklist was completed for this project and is included in Appendix E. When considering the questions in the Checklist, Alternative 3A (four-lane roadway with a five-legged intersection with SR 1/17-Mile Drive) was used as the proposed project. Table 3-1 presents a summary of significant environmental effects associated with the project and the level of significance after mitigation or abatement measures. The table also directs the reader to the appropriate section of this Environmental Impact Report for a detailed discussion of those effects.

Table 3-1. Summary of Significant Environmental Effects

Significant Environmental Effect (from CEQA checklist)	Discussion	Significant after mitigation?
<i>Visual</i>		
Significant impact on a scenic vista.	The project would permanently change the visual environment. Page 2-24	No. See page 2-30
Substantially damage scenic resources, including, but not limited to, trees, rock outcropping, and historic buildings within a state scenic highway.		
Substantially degrade the existing visual character or quality of the site and its surroundings.		
<i>Biological Resources</i>		
Have a significant impact, either directly or through habitat modifications, on any species identified as candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service.	The project would eliminate a portion of Monterey pine forest. Page 2-57 and 2-61	No. See page 2-62 and 2-67
Have a significant impact on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service.	Elimination of the Monterey pine forest could affect the Monterey Dusk-footed Woodrat. Page 2-61 and 2-67	
<i>Noise</i>		
Expose persons to or generate noise in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.	Construction equipment could cause excessive noise. This is a temporary construction-related effect. Page 2-70	No. See page 2-70

3.2 Unavoidable Significant Environmental Effects

As shown in Table 3-1, all effects can be mitigated to less-than-significant levels. The proposed project would have no unavoidable significant effects.

3.3 Mitigation Measures for Significant Impacts under the California Environmental Quality Act

Mitigation measures are provided for significant effects to environmental resources. Table 3-1 identifies the location in this Environmental Impact Report where these mitigation measures are discussed.

CHAPTER 4
COMMENTS AND COORDINATION

4.0 COMMENTS AND COORDINATION

Early and continuing coordination with the general public and appropriate public agencies is an essential part of the environmental process to determine the scope of environmental documentation, the level of analysis, potential impacts and mitigation measures and related environmental requirements. Agency consultation and public participation for this project have been accomplished through a variety of formal methods, including: a public hearing, project development team meetings and interagency coordination meetings.

4.1 Scoping Process

The first formal step in public comments and coordination was a public scoping meeting held on February 6, 2003 at the Monterey City Council Chambers. The meeting included a brief overview of the project followed by a public comment period. A Notice of Preparation was signed on February 25, 2003. Public comments were received during both efforts. The comments can be sorted into four main categories: traffic, aesthetics, financing, and coordination and consistency. A number of comments pertained to how traffic operates now and how it will be affected by the project. There were also comments about how the project design would affect aesthetics in the area. Some wanted to know how the project would be funded, and who the sources are. Finally, there was a general concern about designing and constructing this project in a way that coordinates with, and is consistent with, other plans that have been adopted for the area.

4.2 Consultation and Coordination with Public Agencies

A Project Development Team was established at the beginning of the process. The Planning Development Team includes representatives from the City of Monterey (Traffic Engineering and Planning), California Department of Transportation, Mark Thomas and Company (the civil engineering consultants) and PAR Environmental Services, Inc. (the environmental consultants). The Planning Development Team met during critical phases in project development. Meetings were held on the following days:

- September 9, 2002,
- September 16, 2002
- October 8, 2002
- March 13, 2003
- August 25, 2004, and
- February 8, 2005.

Several local, state, and federal agencies were contacted during the preparation of the background technical reports that support this document. They include the following:

- U.S. Fish and Wildlife Service
- California Department of Fish and Game
- Department of Toxic Substances Control
- U.S. Environmental Protection Agency
- California Environmental Protection Agency
- Monterey Fire District
- Monterey County Environmental Health Department
- Central Coast Regional Water Quality Control Board
- County of Monterey Public Works Department
- State Historic Preservation Officer
- Community Hospital of Monterey Peninsula (CHOMP)
- Pacific Grove Heritage Society
- Monterey Historical Society
- Pebble Beach Company
- City of Monterey
- Del Monte Forest Property Owners Association
- Monterey County Assessor's Office
- Native American Heritage Commission
- Amah/Mutsun Tribal Band
- Indian Canyon Mustan Band of Coastanoans
- Costanoan Rumsen Carmel Tribe
- Ohlone/Costanoan-Esselten Nation
- Amah San Juan Band

4.3 Project Website

The City has maintained a website with information on the project (http://www.monterey.org/publicworks/holman_hwy/). This document, as well as other information, is accessible through the website.

4.4 Public Participation

A meeting was held on April 17, 2006 at the Monterey Public Library. This meeting was for the residents living adjacent to the proposed project area, on Sunridge Road. The purpose of the meeting was to inform the neighbors of the proposed project that the noise analysis found the area does not meet the criteria to warrant a noise barrier. Those in attendance asked specific questions and raised concerns regarding acceleration of vehicles, sirens on emergency vehicles from the Community Hospital of the Monterey Peninsula, and bringing the cars closer to their backyards as a result of

the widening. The attendees were provided with the noise analysis and were advised to review this Draft Environmental Impact Report during the public circulation period, attend the public meeting/hearing, and submit formal comments. Meeting minutes are provided in Appendix F.

The City of Monterey initiated additional noise analysis in July 2006, as a direct result of the April 2006 meeting. Additional noise measurements were taken in July 2006 to validate the existing noise levels and the accuracy of the noise level prediction model. The existing noise levels are accurately depicted in the noise level prediction model. These measurements further validated the results of the noise study prepared in 2003, which showed the increase in noise level between the existing conditions and the future conditions, with or without the roadway improvement project, is one decibel. An increase in noise level of one decibel is not considered a significant noise impact. The letter report detailing the July 2006 analysis is provided in Appendix F. The City of Monterey contacted the meeting attendees on September 1, 2006 with a letter summarizing the recent noise measurements and encouraging the review of the Draft Environmental Impact Report (Appendix F).

A public meeting was held on November 30, 2006, during the circulation of the Draft Environmental Impact Report. The meeting was held in the City of Monterey City Council Chambers on the corner of Pacific and Madison.

4.5 Public Comments and Response to Comments

The public review period for the Draft Environmental Impact Report began on November 6, 2006 and ended on December 20, 2006. The public was provided with a opportunity to verbally comment or provide comments in writing at a public meeting on November 30, 2006. Printed copies of the draft EIR were available to the public at the meeting. The comments received by letter, electronic mail (e-mail) and comment card during the review period are listed below. Each letter and e-mail has been assigned a number (1, 2, 3, etc.). Any individual comments within the letters, e-mails or comment cards have been assigned a letter ("A", "B", etc.). Responses to comments are provided with reference to the letter, e-mail or comment card.

4.5.1 Comments Received

Comments received during the public review period consisted of 13 e-mails, nine letters, four comment cards, and 12 verbal comments (either by telephone or during the public meeting). The comments are presented in Table 4-1 on the following pages in the numerical order listed below, followed by the response to each comment.

Table 4-1. Comments Received

Comment No.	Commenter	Comment No.	Commenter
1	R. Merrill Jones Pebble Beach, CA grumpy@fanshell.com	2	Ron Chrislock Pacific Grove, CA RonChrislock@aol.com
3	Connie Perry Seaside, CA connie@beachproperty.com	4	Dr. George I. Matsumoto Monterey Bay Aquarium Research Institute 7700 Sandholt Road Moss Landing, CA mage@mbari.org
5	Warren Anderson Monterey, CA warren@wanderson.com	6	Carl E. Nielsen Carmel, CA c-nielsen@sbcglobal.net
7	David Dilworth Helping Out Peninsula's Environment Carmel, CA David6@1hope.org	8	Robert Reid City of Monterey, City Forester
9	Bill Pinkerton Telephone message	10	Alan Bienenfeld abfjs@redshift.com
11	Matthew Sundt Monterey, CA sundt@goldenstateplanning.com	12	Craig Anthony General Manager – Pebble Beach Community Services District Pebble Beach, CA
13	Tom Rowley Monterey, CA	14	David Dilworth
15	Karla Cristi Crest Road Pebble Beach, CA	16	Two letters from Mark Chaffey Monterey, CA chma@mbari.org
17	Rob and Sally Chopyk Crest Road Pebble Beach, CA	18	Mark Chaffey Hoffman Avenue Monterey, CA
19	Jean Getchell Monterey Bay Unified Air Pollution Control District 24580 Silver Cloud Court Monterey, CA 93940	20	Carl P. Holm Monterey County Resource Management Agency Salinas, CA HolmCP@co.monterey.ca.us
21	Mary Archer Monterey-Salinas Transit	22	Mark Stilwell Pebble Beach Company P.O. Box 1767 Pebble Beach, CA 93953

Table 4-1. Comments Received (Concluded)

Comment No.	Commenter	Comment No.	Commenter
23	Leon Garden City of Monterey – Planning Commission City Hall Monterey, CA 93940	24	Steve Monowitz California Coastal Commission Central Coast District Office 725 Front Street, Suite 300 Santa Cruz, CA 95060
25	David Caneer Sunset Lane Pebble Beach, CA 93953	26	James M. Cullem Skyline Forest Homeowners Association Skyline Traffic & Safety Committee
27	David Dilworth Public Meeting	28	Tom Rowley Public Meeting
29	Jim Cullem Public Meeting	30	Art Sutton Public Meeting
31	Warren Anderson Public Meeting	32	Craig Anthony Public Meeting
33	Carsten Christiansen Public Meeting	34	Dave Canneer Public Meeting
35	Karla Cristi Public Meeting	36	Bill Tibbey Public Meeting
37	Kosta Cruise Public Meeting		

COMMENT 1



R. Merrill Jones
<grumpy@fanshell.com>
11/02/2006 11:02 AM

To Lisa_Johnson@dot.ca.gov.
cc
bcc
Subject SR 68 (Holman Highway) Widening Project

I live in Pebble Beach and use the Highway 1 gate every day. Naturally I am interested in the subject project and how it will affect Pebble Beach residents.

Two questions: are the improvements proposed earlier by Pebble Beach Co. to the access and egress from the Highway 1 Gate to be included in this project, and, second, will your EIR be available on the internet?

} A
} B

Thank you,

R. Merrill Jones
4106 El Bosque Dr.
Pebble Beach, CA 93953

4.5.2 Response to Comment 1: R. Merrill Jones

This e-mail addresses two issues: (1) the Pebble Beach Company project, including the Pebble Beach Main Gate improvements, which are included in this State Route 68 Widening Project, and (2) the availability of the environmental document.

1-A: The Project Study Report for the proposed highway widening project was approved by California Department of Transportation District 05 in December 2000 (Mark Thomas & Co., Inc. 2000). This report identified several alternatives and recommended the alternative that would widen State Route 68 to three lanes. Since the completion of the Project Study Report, there have been two separate “approved” development projects within the project limits. The first, Community Hospital of the Monterey Peninsula expansion, has been approved and constructed. The project’s mitigation indicates that the Community Hospital of the Monterey Peninsula intersection needs to be constructed and highway improvements are planned. The Community Hospital of the Monterey Peninsula continues to be accountable for the intersection improvements.

The second project, Del Monte Forest Preservation and Development Plan, has been approved by the County of Monterey. However, the California Coastal Commission denied a coastal plan amendment that would have allowed the Del Monte Forest Preservation and Development Plan and as a result the future of this development is unknown at this time. The Pebble Beach Company will be responsible for the improvements at the Pebble Beach Main Gate if the Del Monte Forest Preservation and Development Plan is ultimately approved.

The State Route 68 widening project will be designed to relieve the safety and operational inadequacies of the area. These projected volumes will occur with or without the improvements to the Del Monte Forest Preservation and Development Plan. Therefore, the State Route 68 widening project was deemed necessary and independent of the surrounding projects.

The Environmental Impact Report addresses the potential impacts of all proposed improvements along State Route 68 and the southbound ramps, including, the State Route 1 southbound entrance ramp and Pebble Beach’s (Del Montes Forest Presentation and Development Plan) State Route 1 Gate. These improvements can be executed in conjunction of the Pebble Beach Development Project or with construction with the State Route 68 Widening Project. In either case, the State Route 1 southbound exit ramp improvements are considered to be part of the whole widening project.

1-B: The Holman Highway Draft Environmental Impact Report is available online at http://www.monterey.org/publicworks/holman_hwy/draft_eir.html.

COMMENT 2

RonChrislock@aol.com



RonChrislock@aol.com

11/06/2006 07:39 PM

To lisa_johnson@dot.ca.gov

cc

Subject highway 68

I am a Pacific Grove resident and am in favor of widening highway 68 between Pacific Grove and highway 1. In an emergency or at rush hour there are only two ways out of Pacific Grove and one is highway 68. The traffic is terrible there as well as on lighthouse ave. I am in favor of making 68 a freeway type road all the way to Salinas, with on and off ramps and a free flow of traffic. Imagine if we ever need to evacuate the area. Every road out of town has a two lane bottle neck. Spend the money, overcome the resistance, and get the job done. **A**

Ron Chrislock
231 Wood street
Pacific Grove, CA 93950

RESPONSE TO COMMENT 2



Lisa
Johnson/D05/Caltrans/CAGo
v

11/07/2006 10:08 AM

To RonChrislock@aol.com

cc

bcc

Subject Re: highway 68

Dear Mr. Chrislock:

Your comment has been noted. Thank you for your interest in this project.

Lisa Johnson
Environmental Analysis Branch
Caltrans District 5
50 Higuera Street
San Luis Obispo, CA 93401
(805) 542-4759

4.5.3 Response to Comment 2: Ron Chrislock

This e-mail provides support for the proposed project.

2-A: Thank you for your support.

COMMENT 3



connie@beachproperty.com

11/06/2006 09:12 PM

To Lisa Johnson <Lisa_Johnson@dot.ca.gov>

cc

Subject I approve the widening project

Hi, Lisa,

I have been reading the articles in the Herald showing the Nov. 30 meeting of the EIR for Hwy 68 widening. I am definitely for the widening, and I cannot imagine anyone being against it. It does not harm the environment and it is so needed. What a jamup especially for those who go to the CHOMP hospital. I hope to attend, but if I am unable, I want you to know I am all for it. Connie Perry, 1915 Mariposa St. Seaside, CA 93955, 392-1915. Good luck.

A

RESPONSE TO COMMENT 3



Lisa
Johnson/D05/Caltrans/CAGo
v

11/07/2006 10:14 AM

To connie@beachproperty.com

cc

bcc

Subject Re: I approve the widening project

Dear Ms. Perry:

Your comment has been noted. Thank you for your support of this project.

Lisa Johnson
Environmental Analysis Branch
Caltrans District 5
50 Higuera Street
San Luis Obispo, CA 93401
(805) 542-4759
connie@beachproperty.com

4.5.4 Response to Comment 3: Connie Perry

This e-mail provides support for the proposed project.

3-A: Thank you for your support.

COMMENT 4



"George I. Matsumoto"
<mage@mbari.org>

11/08/2006 07:47 AM

To <lisa_johnson@dot.ca.gov>

cc

Subject SR68

Lisa,

I would be interested in getting more information on this project. I don't know if any project documents and/or the EIR are available, but if so, could you forward them to me either electronically or in hard copy?

Thank you

George

A

Dr. George I. Matsumoto
Senior Education and Research Specialist
Monterey Bay Aquarium Research Institute
7700 Sandholdt Road
Moss Landing, CA 95039-0628
mage@mbari.org
831 775 1757; 831 775 1620 (fax)
www.mbari.org/staff/mage
www.mbari.org/education

RESPONSE TO COMMENT 4



Lisa
Johnson/D05/Caltrans/CAGo
v

11/09/2006 10:02 AM

To "George I. Matsumoto" <mage@mbari.org>

cc

bcc

Subject Re: SR68

Dear Mr. Matsumoto:

Below is the web address for the Holman Highway Draft Environmental Impact Report. Please let me know if you need any additional information.

http://www.monterey.org/publicworks/holman_hwy/draft_eir.html

Thank you for your interest in this project.

Lisa Johnson
Environmental Analysis Branch
Caltrans District 5
(805) 542-4759

"George I. Matsumoto" <mage@mbari.org>

4.5.5 Response to Comment 4: George Matsumoto

This e-mail inquires about the availability of the environmental document.

4-A: Thank you for your interest in the project. Ms. Lisa Johnson from the California Department of Transportation provided you with the link to the Holman Highway Draft Environmental Impact Report on November 9, 2006.

COMMENT 5



"Warren Anderson"
<warren@wanderson.com>
11/10/2006 11:01 AM

To "Lisa Johnson" <Lisa_Johnson@dot.ca.gov>
cc
Subject Monterey Hwy 1 / 68 DEIR

Hi Lisa,

1. Can you tell me where I can read an electronic copy of the DEIR for the Hwy 1 / 68 project in Monterey? **A**
2. I drive through the intersection several times each day, and I have some ideas about how to improve it. My comments will be less about the environmental impact, and more about the physical design of the traffic flow. Can you tell me who to send my ideas to? **B**
3. Please add me to any notification list (email or mail) for future notices about this project. **C**

Thanks,
Warren

Warren Anderson
1251 Sylvan Road
Monterey, CA 93940
warren@wanderson.com
(831) 375-5161 phone
(831) 375-5163 fax

RESPONSE TO COMMENT 5



Lisa
Johnson/D05/Caltrans/CAGo
v
11/14/2006 10:33 AM

To "Warren Anderson" <warren@wanderson.com>
cc
bcc
Subject Re: Monterey Hwy 1 / 68 DEIR

Dear Mr. Anderson:

1. You can review the DEIR at the following web address:
http://www.monterey.org/publicworks/holman_hwy/draft_eir.html
2. Please send your comments to me and they will be addressed in the final EIR for this project. You may also attend the public information meeting being held by the City on November 30, 2006.
3. I will add your name to the mailing list for this project.

Please contact me if you need any additional information. Thank you for your interest in this project.

Lisa Johnson
Environmental Analysis Branch
Caltrans District 5
(805) 542-4759
"Warren Anderson" <warren@wanderson.com>

4.5.6 Response to Comment 5: Warren Anderson

This e-mail addresses three issues pertaining to the availability of the environmental document, where to send the comments and notification lists. All comments were addressed by Ms. Lisa Johnson at the California Department of Transportation District 05 on November 14, 2006. Please refer to the e-mail labeled "Response to Comment 5."

COMMENT 6



Carl Nielsen
<c-nielsen@sbcglobal.net>
12/01/2006 02:47 PM

To lisa_johnson@dot.ca.gov
cc
bcc

Subject Draft EIR SR 68

History:

 This message has been replied to.

Dear Ms. Johnson:

I would appreciate it if you would mail me a copy of the DEIR for the improvement of Hwy 68 serving the City of Monterey and Community Hospital of the Monterey Peninsula. I looked on the Cal Trans web site hoping to find the DEIR but was unable to do so. If the document is available on the web let me know and you will not have to mail it to me.

A

Many thanks

My address is:

Carl E. Nielsen
P.O. Box 223358
Carmel, CA 93953

(831) 626-6711

4.5.7 Response to Comment 6: Carl Nielsen

This e-mail addresses the availability of the environmental document.

6-A: The Holman Highway Draft Environmental Impact Report is available online at http://www.monterey.org/publicworks/holman_hwy/draft_eir.html.

COMMENT 7



"David D."
<David6@1hope.org>
12/01/2006 02:55 PM

To lisa_johnson@dot.ca.gov
cc
bcc

Subject SR 68 widening Traffic report

History:

☞ This message has been replied to

Hello Ms. Johnson,

Nice to meet you last eve.

Just wanted to remind you, that you
were going to send HOPE a copy of
the traffic study.

A

Would you also please send us a CD
of the DEIR so we can copy it for our
members.

B

Thank you,
-David Dilworth, Executive Director
Helping Our Peninsula's Environment
Box 1495, Carmel, California,
831 624-6500
www.1hope.org

4.5.8 Response to Comment 7: David Dilworth

This e-mail requests a copy of the traffic study as well as an electronic version of the environmental document.

7-A: Ms. Lisa Johnson from the California Department of Transportation contacted Mr. Rich Deal from the City of Monterey regarding your request. The traffic report and attachments were too extensive to mail; however, the traffic report was available at the Monterey City Hall for review. In addition, Ms. Johnson explained that if further assistance was needed, Mr. Deal could be contacted directly.

7-B: The City of Monterey provided you with a hard copy of the environmental document at the public meeting on November 30, 2006. An electronic copy of the environmental document was provided to you in PDF format by Ms. Lisa Johnson from the California Department of Transportation.

COMMENT 8



"Christa Redd"
<credd@parenvironmental.com>
m>

12/08/2006 11:36 AM

To "Gary Maniery" <jgmaniery@yahoo.com>, "Lisa Johnson"
<lisa_johnson@dot.ca.gov>

cc

bcc

Subject Fw: Holman Hwy Project

FYI....

Lisa, do you have this one?

Christa Redd
Senior Environmental Planner/Project Manager
PAR Environmental Services, Inc.
PO Box 160756
Sacramento, CA 95816
phone: (916) 739-8356
mobile: (916) 799-8748
fax: (916) 739-0626

----- Original Message -----

From: Richard Deal

To: Christa Redd

Sent: Friday, December 08, 2006 11:19 AM

Subject: Fwd: Holman Hwy Project

Info from City Forester. . .

>>> Robert Reid 12/08/06 10:26 AM >>>

The information I wanted to pass along was that most of the Monterey pines along both the Holman Hwy street side and Hwy 1 all non-native Monterey pines as identified in the EIR. These pines are polluting the gene pool of the native pines adjacent them. This issue was brought forward by Dr Bill Libby, a Genetic Scientist from Cal Berkeley years ago who has studied Monterey pines for years. He was very concerned about these non-native pines contaminating the native stands with their pollen and advocated removing all of them for the that purpose alone.

A

I make this point to further bolster support for removing the trees for the Hwy project in case people want to complain or protest their removal. Please call me if you want further info. on this.

B

4.5.9 Response to Comment 8: Robert Reid – City of Monterey Forester

This e-mail provides information regarding the Monterey pines along both State Route 68 (Homan Highway) and State Route 1. Mr. Reid clarifies that the Monterey pines identified within the environmental document as “planted” are non-native to the Monterey area and are polluting the gene pool of the native pines. Therefore, the quality of the Monterey pines to be removed is low, which reduces the level of significance for their removal. Mitigation measures are discussed in Section 2.3.1, page 2-64 of this environmental document. The mitigation replaces these trees and creates a much higher quality stand of Monterey pine trees and higher quality habitat.

8-A: Thank you for the information regarding the non-native Monterey pines along State Route 68 and State Route 1. The gene pool differences have been noted.

8-B: Thank you for your support in the removal of the previously identified Monterey pines.

COMMENT 9

Bill Pinkerton
11/7/06

(831) 622-8090

re: contacted me and left voice message for Holman Highway DEIR

He had two questions:

1. Will this project widen Highway 68 right past CHOMP onto Highway 1 going south towards Carmel?
2. Will the work continue past Skyline Drive or after Skyline Drive?

A

RESPONSE TO COMMENT 9



Lisa
Johnson/D05/Caltrans/CAGo
v

11/09/2006 01:56 PM

To pinkertonb@mlstem.com

cc

bcc

Subject Holman Highway 68 - Draft EIR link

Dear Mr. Pinkerton:

Thank you for your interest in this project. You may view the Draft EIR at the address below:

http://www.monterey.org/publicworks/holman_hwy/draft_eir.html

Please let me know if you need any additional information.

Thank you,

Lisa Johnson
Environmental Analysis Branch
Caltrans District 5
(805) 542-4759

re: telephone conversation 11/9/06

Bill Pinkerton (831) 622-8900

4.5.10 Response to Comment 9: Bill Pinkerton

This telephone message addresses two questions related to one issue, project limits. On November 9, 2006, Ms. Lisa Johnson from the California Department of Transportation District 05 submitted an e-mail to Mr. Pinkerton which provided the website for the environmental document.

9-A: Please refer to Section 1.2 “Project Description” for the limits of the project, as well as the fold-out map, Figure 1-3, provided in Appendix A. The project extends from 0.2 km (0.1 mile) west of the Community Hospital of the Monterey Peninsula to the State Route 68/State Route 1 southbound ramp intersection. There will be ramp improvements on the southbound State Route 1 on- and off-ramps from State Route 68. The project limits do not extend west of Skyline Drive.

COMMENT 10



alan bienefeld
<abfjs@redshift.com>
11/07/2006 04:22 PM

To lisa_johnson@dot.ca.gov.
cc

Subject highway 68 widening project

dear lisa johnson,

i am a concerned person who wishes to offer a very inexpensive option to the project. at least it may put off the project for years. i would guess that half of the traffic on 68 is due to people who cannot use the high street access through the presidio of monterey. it was closed to the public just before sept. 11, 2001! this main artery that connects pacific grove and new monterey with monterey, seaside, and even carmel has forced motorists up the hill. the other option is to sit in gridlock traffic on lighthouse ave. in new monterey.

opening the lower presidio to traffic, as it has been for as long as i can remember would make both 68 and lighthouse ave safer. most locals know that eventually some body of officials must address this issue. i guess noone wants to stand up for the people against the federal gov't. it would be safer and less costly to build an "anti-terrorist" concrete etc. wall on the west side of high street and open up the street to local traffic lessening the component impacts of the existing patterns. as i remember, 68 was widened years ago to allow people to pull off in many newly created safety pull outs; they even put in an emergency phone in one!

traffic has increased slowly over the last 31 years as i remember, but it tripled on highway 68 after sept. 2001 for the reason i've stated.

thank you for reading hopefully forwarding this letter to those who wish to know about the whole story.

truly, a sincere member of the community.

bienefeld

yours

alan

831-624-1422

RESPONSE TO COMMENT 10



Lisa
Johnson/D05/Caltrans/CAGo
v

11/07/2006 04:25 PM

To alan bienefeld <abfjs@redshift.com>

cc

bcc

Subject Re: highway 68 widening project

Dear Mr. Bienenfeld:

Your comments are noted. Thank you for your interest in this project. The DEIR is available on-line at the following web address:

http://www.monterey.org/publicworks/holman_hwy/draft_eir.html

Thank you,

Lisa Johnson
Environmental Analysis Branch
Caltrans District 5
(805) 542-4759
alan bienefeld <abfjs@redshift.com>

4.5.11 Response to Comment 10: Alan Bienenfeld

This e-mail addresses the closure of High Street and the increased traffic levels on State Route 68 as a result of the closure.

10-A: Thank you for your suggestion of opening High Street to local traffic and providing a concrete security wall on the west side for the Presidio of Monterey. This will be taken into consideration for future projects. The current project of widening State Route 68 is designed to relieve existing and future traffic congestion, improve the safety and operations of the area and minimize delays for emergency service vehicles needing access to the Community Hospital of the Monterey Peninsula. The City of Monterey continues to talk with the Army and the City of Pacific Grove to improve access to and through the Presidio of Monterey (R. Deal personal communication 5/1/07).

10-B: We recognize that traffic increases over time and that something must be done to alleviate the current safety and operating conditions. As discussed in Section 1.1, "Purpose and Need," on page 1-1, this project proposes to improve the traffic safety and operations of State Route 68 with the current and projected traffic numbers.

COMMENT 11



"Matthew Sundt"
<sundt@goldenstateplanning.com>

11/09/2006 08:34 PM

To <Lisa_Johnson@dot.ca.gov>

cc

Subject State Route 68 Holman Hwy NOA

Lisa -

I am an avid cyclist (recreational, commuter and racer) and a member of the Velo Club Monterey and its Advocacy Committee. I have the following comments to submit as it pertains to the State Route 68 (Holman Hwy) Widening Project EIR.

The EIR should address not only the work area defined in your NOA, but also the sections of bike routes (Class 1 and 2) that feed into the project area. The following should be integrated into the project

A

1. Construct Class 2 bike lanes on State Route 68.
2. Re-construct the Class 2 lane on the north bound exit from Hwy 1.
3. Construct Class 2 bike lanes on the Scenic Drive bridge proposed to be replaced.
4. The Class 1 bike lane on the south side of Highway 1 between Hwy 68 and Viejo Road is in disrepair and needs repair. Tree roots have broken the asphalt surface making travel conditions unsafe. Furthermore, this Class 1 lane is not kept cleaned of the detritous from the forest canopy thus compounding the unsafe condition.

B

Thank you for your attention to this matter.

Matthew Sundt, Principal

GSPEC
988 Fountain Avenue
Monterey, California 93940
831-372-1314

RESPONSE TO COMMENT 11



Lisa
Johnson/D05/Caltrans/CAGo
v

11/14/2006 10:31 AM

To "Matthew Sundt" <sundt@goldenstateplanning.com>

cc

bcc

Subject Re: State Route 68 Holman Hwy NOA

Dear Mr. Sundt:

Your comments have been noted. Thank you for your interest in this project.

Lisa Johnson
Environmental Analysis Branch
Caltrans District 5
(805) 542-4759

4.5.12 Response to Comment 11: Matthew Sundt

This e-mail addresses two issues concerning bicycles and bicycle routes: (1) sections of bicycle routes that feed into the project area should be addressed and (2) four areas of Class 1 and 2 bicycle routes should be improved as part of this project.

11-A: The 2004 Monterey County Bike Map shows a California Department of Transportation Route along State Route 68. The remaining bicycle routes are outside of the project area. They include the Pacific Coast Route along State Route 1 and a Class 1 Route along Munras, which are outside the proposed project limits. The 2005 Transportation Agency of Monterey County General Bikeways Plan shows the same bicycle routes and adds proposed bicycle routes along Skyline Drive, Pacific Avenue and Aguajito Road. Please refer to the maps on the following pages (Figures 4-1 and 4-2), which depict the bicycle routes in the area and within the proposed project.

11-B: Thank you for the suggestions as to which bicycle lanes and routes should be constructed in conjunction with this proposed project. Currently, the proposed project will widen the shoulders along State Route 68 to 2.4 m (8 ft). The California Department of Transportation does not preclude the possibility of Class 2 bicycle lanes on its highways, in particular in urban areas and at intersections. For this proposed project, the 2.4-m (eight-foot) shoulder, which is wider than the standard 1.5-m (5-ft) bicycle lane, can be used by cyclists. In addition, the project team has revised the project to add the following striped bicycle lanes (see Figures 4-3 a and b for locations):

- 1.5-m (5-ft)-wide striped bicycle lane on westbound State Route 68 at Carmel Hills Professional Center driveway between the right-turn lane stripe and the through lane.
- 1.5-m (5-ft)-wide striped bicycle lane on eastbound State Route 68 at Pebble Beach Main Gate entrance between the right-turn lane stripe and the through lane.
- 1.5-m (5-ft)-wide striped bicycle lane on northbound Pebble Beach Main Gate exit shoulder adjacent to the right-turn lane stripe.
- 1.5-m (5-ft)-wide striped bicycle lane on northbound Pebble Beach Main Gate exit at State Route 68 between the right-turn lane stripe and the through lane.
- 1.5-m (5-ft)-wide striped bicycle refuge area southbound State Route 1 exit ramp at State Route 68 between the right-turn median and the through lane.

No work is being proposed to the mainline of State Route 1, nor will work occur east of the State Route 68/State Route 1 southbound ramp intersection. Bicycles may use the westbound shoulder area as a refuge for traveling westbound on State Route 68. Reconstructing the Class 2 bicycle lane on the northbound exit ramp from State Route 1 to State Route 68 is outside of the project area. The Class 1 bicycle lane is outside the project area. This suggestion will be noted for future projects. In addition, maintenance issues will be noted for future reference and regular upkeep.

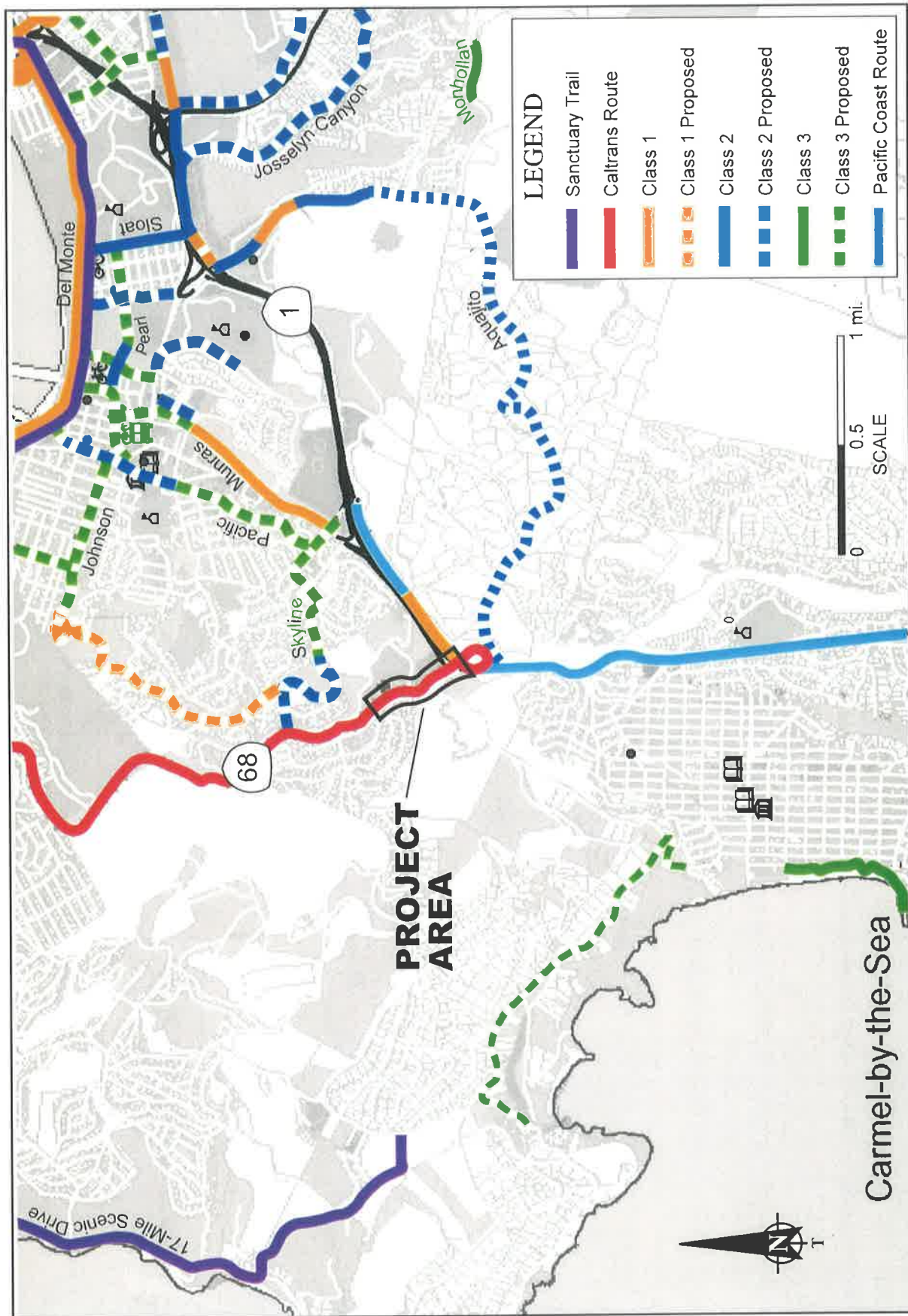


Figure 4-1. Bicycle Routes in the Vicinity of the Project

Sources: *Monterey County Bicycle Map (2004)* and *Transportation Agency for Monterey County General Bikeways Plan (2005)*

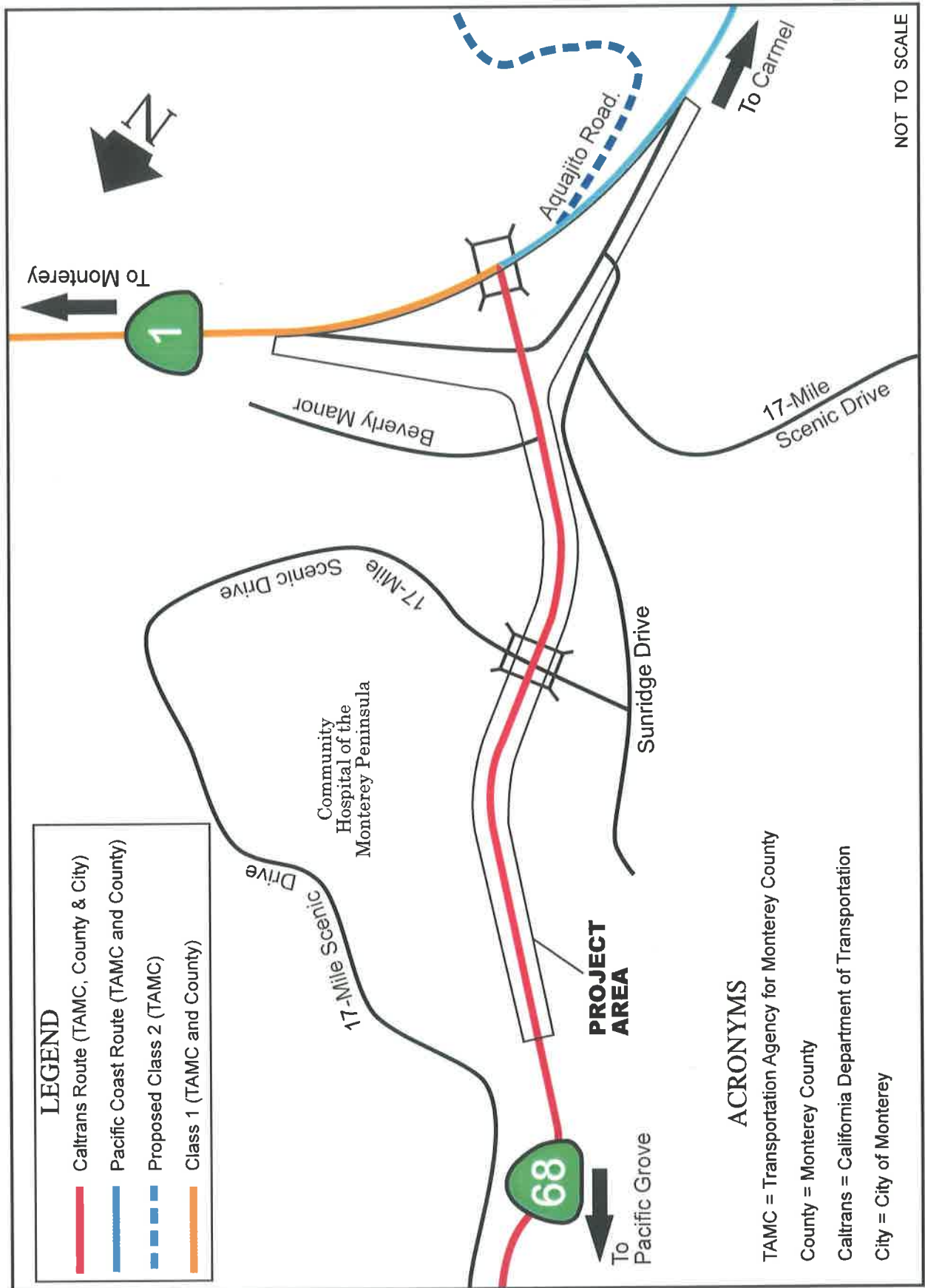


Figure 4-2. Bicycle Routes within the Proposed Project Area

Sources: *Monterey County Bicycle Map (2004)*, *Transportation Agency for Monterey County General Bikeways Plan (2005)*.

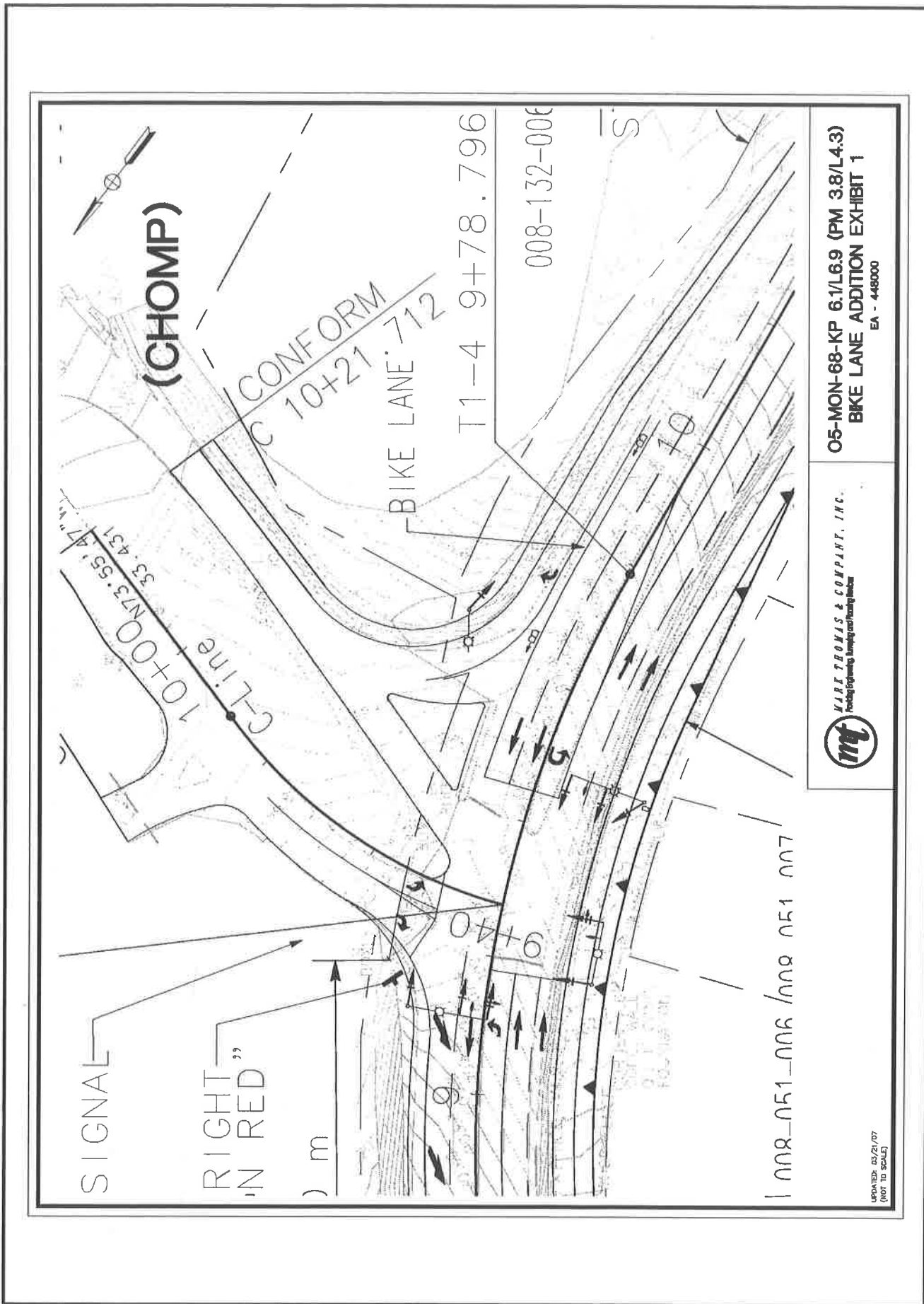


Figure 4-3a. Bicycle Lanes within the Project Area

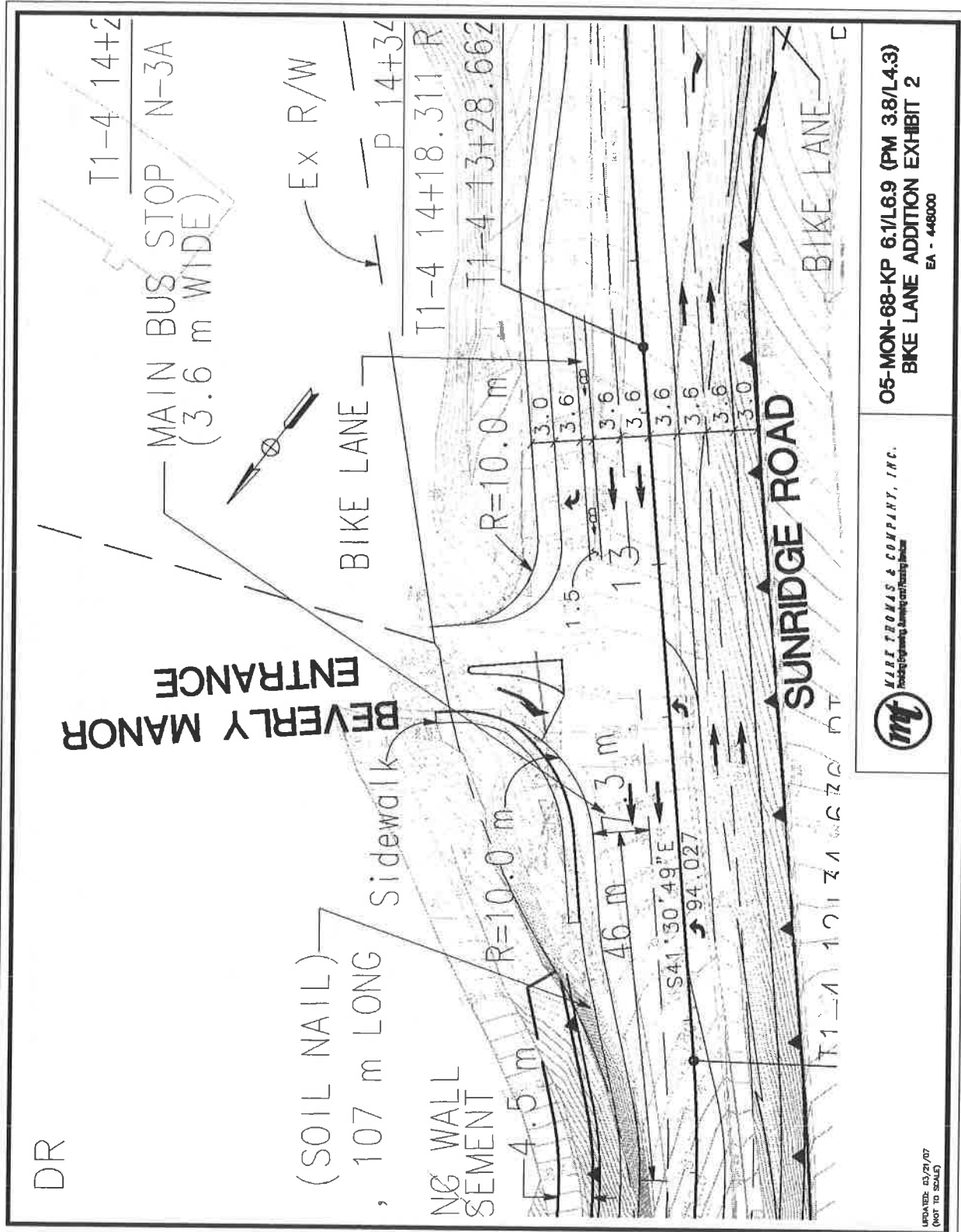


Figure 4-3b. Bicycle Lanes within the Project Area

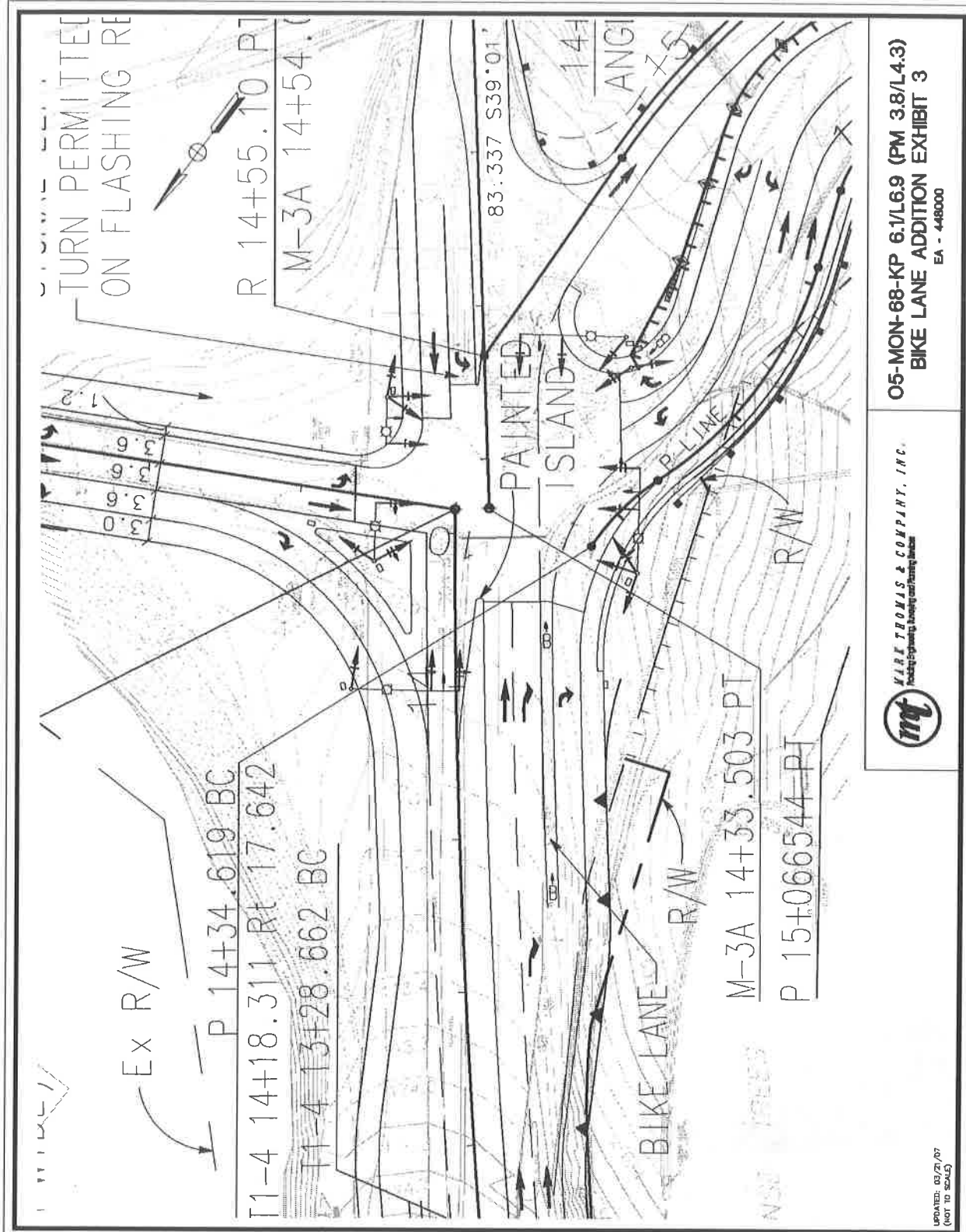


Figure 4-3c. Bicycle Lanes within the Project Area

COMMENT 12

AGENDA

Holman Hwy 68 Widening Project EIR Review Public Input Meeting

November 30, 2006
6:00 p.m. to 9:00 p.m.

Name: CRAIG ANTHONY
GENERAL MANAGER
Address: PEBBLE BEACH COMMUNITY SERVICES DIST
Phone Number: 831-233-8875
Email Address: canthony@pbcsd.org
Comments: Concern with emergency response in Pebble Beach during construction.

A



Craig E. Anthony
General Manager

PEBBLE BEACH COMMUNITY SERVICES DISTRICT
3101 FOREST LAKE RD.
PEBBLE BEACH, CALIFORNIA 93953
Direct: (831) 647-5605
Main: (831) 373-1274
Fax: (831) 373-2357
E-mail: canthony@pbcsd.org

4.5.13 Response to Comment 12: Craig Anthony

This comment card addresses emergency response time during construction.

12-A: Please refer to page 2-72 for mitigation regarding emergency services during construction. A Construction Period Emergency Access Plan will be prepared and will identify effective alternate routes and construction scheduling in order to minimize impacts to emergency response times. In addition, the Construction Period Emergency Access Plan must be prepared with input from emergency service providers, both public and private, from all areas that are adjacent to, or serve, the proposed project area. The Pebble Beach Community Services District will be contacted during the preparation of the emergency access plan and will be kept up to date on any schedule changes during construction.

COMMENT 13

AGENDA

Holman Hwy 68 Widening Project
EIR Review
Public Input Meeting

November 30, 2006
6:00 p.m. to 9:00 p.m.

Name: TOM ROWLEY

Address: 2004 MARSA LA EIR.
Monterey, CA 93940

Phone Number: (4) - (831) 373-5204
(w) - (831) 648-7271 (VOLUME 13 APPENDIX 15)

Email Address: PAX (w)(831) 648-7270

Comments: Over 20 years ago (1985-1986),
our local traffic/transportation
citizens committee (MAPCTICC -
Monterey Peninsula Citizens Traffic Improvement
Coordinating Committee) identified
"THE CARMEL HILL CRUNCH" as one of
the top 3 transportation problems on the
M.P. - The Southbound Exit from Hwy 1
to HOLMAN HWY (SR 68) needs to be widened from
one to two lanes. A SPP (similar to EB
exit from Hwy 1 to Del Monte Blvd. in Marina)
This should be Phase 1 of this overall project!
Tom Rowley, formerly CHAIR
of MAPCTICC...

A
B

4.5.14 Response to Comment 13: Tom Rowley

This comment card addresses the “Carmel Hill Crunch” and the need to widen the State Route 1 southbound off-ramp onto State Route 68 from one lane to two lanes.

13-A: The proposed project will extend the two-lane State Route 1 southbound exit ramp to help improve the traffic operations within the area. The overall project description (Section 1.2, page 1-4) and the alternative discussion (Section 1.3.2, page 1-6) provide information on the proposed improvements. In addition, Figure 1-3, found in Appendix A, provides a visual of the proposed project. As stated in the project description, the southbound off-ramp will be widened and a retaining wall constructed. This widening will provide one right-turn only lane from southbound State Route 1 to westbound State Route 68, one through-lane from southbound State Route 1 to the Pebble Beach Main Gate and one left-turn only lane from southbound State Route 1 to the overcrossing with State Route 1. This widening will occur to the left, beyond the gore point area³. Widening along the off-ramp from the exit point cannot be accomplished, as it would create non-standard designs (i.e., sight distance, stopping sight distance, width of gore area, and angle of exit ramp).

13-B: Thank you for your support and enthusiasm for the project.

³ The gore point area is an engineering term that refers to the area immediately beyond where a highway mainline and a ramp split and is bounded by the edges of the roadbeds. The California Department of Transportation defines the gore point as the location where two roadbeds (highway mainline and ramp) diverge and are seven meters (23 feet) apart.

COMMENT 14

Comments
AGENDA

Holman Hwy 68 Widening Project
EIR Review
Public Input Meeting

November 30, 2006
6:00 p.m. to 9:00 p.m.

Name: David Dilworth

Address: _____

Phone Number: _____

Email Address: _____

Comments: _____

*Quantify the needs each need
separately! (ie: purpose + need)*

A

4.5.15 Response to Comment 14: David Dilworth

This comment card requests specific detail regarding the purpose and need of the project.

14-A: The purpose of the project is discussed in the first paragraph under Section 1.1 “Purpose and Need” on page 1-1. The following paragraphs provide additional detail regarding the need for the project. There are four main issues that result in the need for the project.

The proposed project is a safety and operations project through the California Department of Transportation. The first part of the need for the project is based on current traffic numbers. State Route 68 is heavily congested, with more than 2,000 vehicles per hour during the weekday afternoon from 3:00 PM to 6:00 PM. Currently, the intersections of State Route 68 with Carmel Hill Professional Center and the State Route 1 southbound ramps operate at a level of service F. This illustrates the congestion along State Route 68. The California Department of Transportation has identified this section as needing operational improvements to raise the level of service from the worst rating to a more acceptable level.

The next part of the need for the project involves safety. There are two parts to safety: the accident rate and the design of the roadway. As shown in Table 1-2, page 1-4, the average accident rate for State Route 68 is 2.46 while the statewide average is 1.55. The data, provided by the California Department of Transportation Accident Surveillance and Analysis System, look at accidents during a 36-month period. Because of the high accident rate, the California Department of Transportation has identified the area as needing improvements to reduce the accident rate and provide a safer driving corridor.

The roadway design currently has shoulder widths that do not meet current state standards. This is considered a safety issue, not only for cars that need to pull off to the side of the roadway because of an emergency, but also for any bicycle traffic using this section of highway. The proposed wider shoulders provide acceptable visibility and the minimum stopping sight distance for drivers around horizontal curves at the design speed of the roadway. The proposed project would provide standard 2.4-m (8-ft) shoulders on both sides of State Route 68. This will provide additional safety, not only for bicycles, but also for vehicle emergency stops.

Finally, the proposed project is needed because of emergency vehicle service delays. Currently, there is only one official entrance in to and out of the Community Hospital of the Monterey Peninsula. All emergency vehicles must go through delays of more than 130 seconds when traveling from State Route 1 to the Community Hospital of the Monterey Peninsula during both AM and PM peak hours. The proposed project will reduce this delay by more than half, to approximately 50 seconds during the AM peak hours and 60 seconds during the PM peak hours. This reduction in delays reduces the emergency response time when traveling between State Route 1 and the hospital during peak hours.

COMMENT 15

November 30, 2006

Ms. Lisa Johnson
50 Higuera Street
San Luis Obispo, CA 93401

Re: SR 68 Widening Project

Dear Ms. Johnson,

Thank you for the opportunity to voice my concerns about the Holman Highway widening project.

I am the owner and full time resident of 4113 Crest Road which runs parallel to Holman Highway. I am also the property owner of 4109 Crest Road. Over the past 10 years, the residents of Crest Road have witnessed increased traffic, accidents, traffic noise, emergency vehicle noise and dust emanating from the Holman Highway. While I understand the city's and the Community Hospital of Monterey's need for "relief of traffic congestion, improved safety and operations", I also see that this project will intensify the above observations. The Draft EIR states Highway 68 as being "heavily congested", "rear-end accidents are common". It also informs us that traffic is projected to increase by an additional 24%. I and many of the residents on Crest Road feel that now is the time to construct a Traffic Wall for sound mitigation and fire protection.

Many people of the Crest Road neighborhood attended the April 2006 meeting for this project. The majority concluded that the main point of concern for the project was noise. I understand that another series of tests were conducted in July, again with the result that a model proves that the noise level was not sufficient to warrant a sound barrier wall. The draft EIR also states that Highway 68 will widen to four lanes eventually (Chapter 2, pages 6 & 7, County of Monterey General Plan and the Monterey Greater Monterey Peninsula Area goals).

Given that traffic will increase by an additional 24% and that there are continued widening plans beyond the scope of this project, does it not make sense to construct a wall now? The disruption to the commuters and residents of Crest Road will be significant for this project; must we endure this again in the future because a model does not take into consideration the future costs of money, the increase of traffic and the disruption of construction? At the April meeting the Sound Engineer callously stated that people usually just get used to the noise (or words to that effect). I for one am not getting used to a problem that will only increase and that will continue to effect me and my properties.

It is a common daily occurrence to hear the screeching of brakes quite often followed by crunching of metal during the commute hours, especially along the blind "S" curve behind my homes. Having additional lanes for the commuters to occupy, will only increase their speed along this curve as they approach the double lanes (eastbound). I

A

B

realize that the speed limit on Holman Highway is 40 mph, but it is rarely enforced in my opinion, due to the fact that there is nowhere for a traffic officer to pull over a speeding vehicle. To my knowledge this point has not been addressed by the proposed widening project. Additionally, when these rear-end accidents occur, the still running, still hot vehicles involved pull off the highway creating a fire hazard to the forest, my home and those of my neighbors. In my opinion, a traffic wall is the only way to mitigate the fire hazard.

↑
B
C

Our properties abut to the Holman Highway; this is not something that was not considered when most of us purchased our homes: What has changed is the increased use of this highway due not to population increase but due to circumstances such as the closure of the DLI gates, the restructuring of traffic flow on Lighthouse Avenue and the increase in size of the Community Hospital. I am asking for a consideration of fairness in mitigating the damages to one specific group (Crest Road residents).

Sincerely,

Karla Cristi.

Karla Cristi
Roberto Cristi
4113 & 4109 Crest Road
Pebble Beach, CA 93953

4.5.16 Response to Comment 15: Karla Cristi

This letter addresses three main issues: (1) the need for a sound wall; (2) accident rates and speed enforcement; and (3) fire hazards with respect to cars on the shoulders.

15-A: The scope of this project is described on page 1-4 of this document. The proposed project will widen State Route 68 from two lanes to four lanes from approximately 0.2 km (0.1 miles) west of the Community Hospital of the Monterey Peninsula entrance to the State Route 68/State Route 1 southbound ramp intersection. All impacts related to widening State Route 68 from two lanes to four lanes have been evaluated within the environmental document and the accompanying technical studies.

The noise analysis addressed the increased traffic through the year 2030 based on traffic volumes provided in the traffic report (Fehr & Peers 2005). The analysis calculates the cost of a sound wall based on an existing cost index. In addition, there is a separate section that addresses construction noise impacts. Please refer to Section 2.4.1.4 on page 2-72 for a discussion of construction related impacts and Section 2.4.2.4 on page 2-74 for a discussion of construction-related avoidance, minimization and/or mitigation measures.

A sound wall was studied in the noise analysis. Because the proposed project is located on a State Route, within the California Department of Transportation right-of-way, the California Department of Transportation Protocol must be followed in order to determine the feasibility and reasonableness of a sound wall. The noise analysis found that the future noise levels do not exceed 67 decibels, the threshold for noise abatement criteria. In general, noise levels were found to increase by one decibel or less under future conditions with the project. Therefore, the proposed project was found to have a less than significant impact on the existing noise environment and no mitigation is required. Please refer to Section 2.2.5, page 2-51, for further discussion on noise and vibrations.

The noise consultant, jc brennan & associates, apologizes if any comments during the April 2006 meeting appeared to be callous. Noise is highly individualized. Individual reactions to noise sources are varied. The noise consultant did not intend to imply that an individual "will get used to the noise." The analysis completed for this project shows that there is a change in traffic noise levels of less than one decibel. Generally, a change in noise levels of a similar source, that is less than one decibel, is not perceptible (J. Brennan personal communication).

15-B: As stated in paragraph four of Response to Comment 14-A, the shoulders within the proposed project area will be widened to a width of 2.4 m (8 ft). This will allow adequate space for vehicle emergency stops, including adequate space for speed enforcement.

15-C: As stated in paragraph four of Response to Comment 14-A, the shoulders within the proposed project area will be widened to a width of 2.4 m (8 ft). This will provide adequate room for emergency stops. This will place vehicles making emergency stops on pavement, thus reducing the fire hazard of placing hot vehicles on dry vegetation.

COMMENT 16



"Christa Redd"
<credd@parenvironmental.com>

12/04/2006 09:19 AM

To "Gary Maniery" <jgmaniery@yahoo.com>, "Lisa Johnson"
<lisa_johnson@dot.ca.gov>

cc

bcc

Subject Fw: HWY 68 widening project draft EIR

Another comment from The City

Christa Redd
Senior Environmental Planner/Project Manager
PAR Environmental Services, Inc.
PO Box 160756
Sacramento, CA 95816
phone: (916) 739-8356
mobile: (916) 799-8748
fax: (916) 739-0626

----- Original Message -----

From: Richard Deal

To: Christa Redd

Sent: Thursday, November 30, 2006 2:36 PM

Subject: Fwd: HWY 68 widening project draft EIR

Here's a comment for the Holman Hwy 68 project. . .

- - - Rich

>>> "Chaffey, Mark" <chma@mbari.org> 11/30/06 2:03 PM >>>

Dear Supervisor Potter,
I was extremely discouraged to read in the "draft environmental impact report (EIR) for the SR 68 Holman Highway widening project" that:

"The needs of bicyclists and pedestrians were considered in the project design. There are no existing pedestrian and bicycle facilities. Providing facilities during project construction would not be feasible or appropriate. Although the project does not include constructing pedestrian and bicycle facilities, they were considered, but were found not to be appropriate, so the project is consistent with this policy."

Even though the policy in local planning documents cited clearly states that:

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

"45.1.6 (GMP)- Construction and expansion of all highways and major arterials should

provide for bike paths. It is desirable that bike paths be physically separate from motorized traffic."

...and yet the draft EIR states that:

"Bike paths do not currently exist on State Route 68 and are not proposed as part of the project because of safety concerns and herefore were deemed inappropriate. The project is inconsistent with this policy."

If this project goes through as currently planned it will make it extremely dangerous for bicyclists to ride that section of the Holman Highway. Instead of increasing bicycle access to areas such as CHOMP and improving the Pacific Grove to Carmel bicycle corridor, AS IS THE GOAL of city and county policies, the project will provide a very significant barrier and create an extreme hazard. It makes a mockery of the goals of these local planning efforts.

A

I do not understand how improving - or at least maintaining - bicycle safety along the Holman Highway is "not appropriate". I have ridden my bicycle along this route hundreds of times, it is the major bicycle route between New Monterey/Pacific Grove and Carmel. One can ride through Pebble Beach - with permission, or around through Monterey, but these routes are much longer and take at least a half an hour more. It is also the access to New Monterey/Pacific Grove from upper Aguajito Road, a popular cycle route. The Holman Highway may not currently be a designated "bicycle route" but that does not prevent people from using it as one. Currently there is a shoulder to ride on for the whole length of the Holman Highway. It is not an ideal route by any means but the shoulder allows it to be reasonably safe. One often sees bicyclists on the sections of the highway proposed for modification, official bicycle route or not.

B

Given the logic of the draft EIR, there are not currently "bicycle facilities" in place and therefore it is consistent to not include them, there would never be any improvements in bicycle facilities at all! If the project EIR is using projections out to the year 2020 for automobile trips why don't you include projections to 2020 for the need for bicycle access? How can excluding bicycles be consistent with CHOMPS goal of reducing automobile trips to the facility? Has there been a poll of how many CHOMP employees bicycle to work?

C1

C2

The proposed design is totally directed to speeding up and facilitating more automobile trips, significantly increases the likelihood that bicyclists using the highway will be seriously injured or killed and makes no attempt to mitigate these impacts.

D

Mark Chaffey
1661 Hoffman Ave.
Monterey, CA 93940
(831) 775 1708

COMMENT 16



James Gary Maniery
<jgmaniery@yahoo.com>

12/03/2006 06:33 PM

To: Richard Deal <deal@ci.monterey.ca.us>, Richard Tanaka
<rtanaka@sj.mthomas.com>, Christa Redd
<credd@parenvironmental.com>, Lisa Johnson

cc

bcc

Subject: Fwd: HWY 68 widening project draft EIR

Lisa, Here is a letter that came directly to me. Please add it to the stack so they are all together. I have printed a copy, but thought it appropriate to forward to all for the info. on bikes.

Talk to you soon,

Gary

Note: forwarded message attached.

James Gary Maniery
PAR ENVIRONMENTAL SERVICES, INC.
P.O. BOX 160756 (MAIL)
1906 21ST STREET (DELIVERY) 95814
SACRAMENTO, CA 95816
(916) 739-8356

----- Message from "Chaffey, Mark" <chma@mbari.org> on Thu, 30 Nov 2006 13:18:18 -0800 -----

To: <jgmaniery@yahoo.com>

Subject: HWY 68 widening project draft EIR

Mr. Maniery

I was extremely discouraged to read in the draft EIR you helped prepare ("draft environmental impact report (EIR) for the SR 68 Holman Highway widening project") that:

"The needs of bicyclists and pedestrians were considered in the project design. There are no existing pedestrian and bicycle facilities. Providing facilities during project construction would not be feasible or appropriate. Although the project does not include constructing pedestrian and bicycle facilities, they were considered, but were found not to be appropriate, so the project is consistent with this policy."

Even though the policy in local planning documents cited clearly states that:

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

"45.1.6 (GMP)- Construction and expansion of all highways and major arterials should provide for bike paths. It is desirable that bike paths be physically separate from motorized traffic."

...and yet the draft EIR states that:

"Bike paths do not currently exist on State Route 68 and are not proposed as part of the project because of safety concerns and herefore were deemed inappropriate. The project is inconsistent with this policy."

Don't you ride a bicycle? Wouldn't you like to encourage more people to cycle to work? Isn't that the implied goal of the local planning documents you cite? Do you want Monterey to end up like San Jose?

If this project goes through as currently planned it will make it extremely dangerous for bicyclists to ride that section of the Holman Highway. Instead of increasing bicycle access to areas such as CHOMP and improving the Pacific Grove to Carmel bicycle corridor, AS IS THE GOAL of city and county policies, the project will provide a very significant barrier and create an extreme hazard. It makes a mockery of the goals of the local planning efforts.

A

I have ridden my bicycle along this route hundreds of times, it is the major bicycle route between Pacific Grove and Carmel. One can ride through Pebble Beach - with permission, or around through Monterey, but these routes are much longer and take at least a half an hour more. It is also the access to Pacific Grove from upper Aguajito Road, a popular cycle route. The Holman Highway may not currently be a designated "bicycle route" but that does not prevent people from using it as one. Currently there is a shoulder to ride on for the whole length of the Holman Highway. It is not an ideal route by any means but the shoulder allows it to be reasonably safe. One often sees bicyclists on the sections of the highway proposed for modification, official bicycle route or not.

B

Given the logic of the draft EIR there would never be any improvements in bicycle facilities at all! If the project is using projections out to the year 2020 for automobile trips why don't you include projections to 2020 for the need for bicycle access?

C1

The proposed design is totally directed to speeding up and facilitating more automobile trips, significantly increases the likelihood that bicyclists using the highway will be seriously injured or killed and makes no attempt to mitigate these impacts.

D

Mark Chaffey
1661 Hoffman Ave.
Monterey, CA 93940
(831) 775 1708

4.5.17 Response to Comment 16: Two Letters from Mark Chaffey

These two letters are very similar. They were sent to Supervisor Potter of the City of Monterey and Mr. James Gary Maniery of PAR Environmental Services, Inc. The letters are treated as one comment because of their similarities. The letters address bicycle safety and bicycle routes along State Route 68.

16-A: Please refer to Response to Comment 11-B for a discussion of bicycle use on State Route 68.

16-B: As stated in Response to Comment 11-B, it is a California Department of Transportation's policy not to stripe for bicycle lanes; however, as stated in Response to Comment 11-B, bicycle lane striping will occur next to the right-turn pockets near the Pebble Beach Main Gate.

Also refer to paragraph four of Response to Comment 14-A. The project is not precluding bicycles. With an increased shoulder width within the project area, additional space between vehicles and bicycles will be provided to those choosing to use State Route 68. This change represents an improvement to the existing conditions.

16-C1: Please refer to Response to Comment 11-B for a discussion on bicycle lanes. In addition, the California Department of Transportation does not consider pedestrian and bicycle traffic as part of the roadway design and does not have a method of predicting future bicycle demands.

16-C2: For information on bicycle use along State Route 68, please refer to Response to Comment 11-B. There has not been a poll taken as to how many employees bicycle to work; however, the project will provide striping at specified intersections for bicycles (see Response to Comment 11-B). In addition, the wider shoulder width will help to increase the safety of cyclists choosing to use State Route 68. In addition, the Community Hospital of the Monterey Peninsula operates a highly successful trip-reduction program which also includes employee carpools and a shuttle program.

16-D: The proposed project is directed towards improving the level of service along State Route 68, to improve traffic safety and traffic operations, reduce rear-end accidents, and improve/reduce emergency service vehicle delays. This project is being considered to help alleviate an already congested area and is not expected to increase the number of vehicle trips. The posted speed limit will not change; however, delays will be reduced.

Please refer to paragraph five of Response to Comment 14-A regarding improvements of delays for vehicles. Please refer to Response to Comment 11-B regarding bicycle facilities within the project area.

COMMENT 17

Letter of Concern Regarding Holman Highway 68 Widening Project

December 1, 2006

To: Lisa Johnson, Project Environmental Planner

My wife and I would like to go on the record regarding the proposed Holman Highway Widening Project and the appropriate responsibility to our community for noise abatement. Having attended the Noise Analysis Review and reviewing the Affected Environment Mitigation Measures, my wife and I continue to have serious concerns regarding the impact this project will have on our lot R5, along Crest Road. We have expressed our more general concerns in a previous letter, dated May 5, 2006 to Richard Deal, City of Monterey Traffic Engineer. Many of our questions were answered, but three crucial and specific ones remain.

We are concerned that the project only provides lot R5 with a sound barrier for half the lot width! How was this design chosen? If the project has determined the sound barrier should extend to lot R5, then it should cover all of lot R5. We think the barrier should cover the entire length of lot R5. It will look unfinished and be aggravating to have a wall suddenly end half way across the back of our yard. It will also cause negative aesthetic issues with how our property is viewed and valued. Please correct this oversight and extend the sound barrier wall to the residential property line between lots R5 and R4. A

We are concerned that the widening of Highway 68 towards lot R5 will be in excess of 12 feet from its current location resulting in traffic being under 40 feet from the back of our home instead of the current 52 feet. This will affect the predicted propagation dB levels in the study substantially. Can any efforts be made to protect the easement width on the residential side? We think it would be better if the widening extends towards the CHOMP parking lot (NE side of State Hwy 68). Please extend the intersection from CHOMP to widen the shoulder on the NE side so the new lanes are kept as far away from the residential side as possible. B

We are concerned that Holman Highway is banked at a fairly steep slope upwards away from our property. This creates a situation where an 8-foot sound barrier does not protect us from direct brake and tailpipe noise vectors, especially from our second story. Can efforts be made to grade the new Highway to a more level condition? With an even wider highway, the slope will bring the northbound lanes up to a higher level, causing us undue noise level increases. Please try to level the Highway as much as possible or build up the level of the lanes nearest the residential properties so the barrier wall height is increased. C

The cost of adopting these suggestions will be small and we are convinced they will make a big difference in the impact of the new Highway Project to our senses, our lives and our property values. Please take the time to consider these important measures and help us to maintain the desirability of living in the Del Monte Forest along Crest Road. We will look forward to your input in these matters.

Sincerely,
Rob & Sally Chopyk
4175 Crest Road
Pebble Beach, CA 93953
(831) 620-0672



this letter was also
emailed to Lisa Johnson @
dot.ca.gov

4.5.18 Response to Comment 17: Rob and Sally Chopyk

This letter was received via the United States postal service as well as attached in an e-mail. The letter discusses three key issues: (1) a sound barrier along State Route 68; (2) the distance between homes and the roadway; and (3) roadway grades and sound barrier height.

17-A: A sound barrier is not proposed for this project. A 3.9-m (four-ft) retaining wall will be placed in this area. Please refer to Response to Comment 15-A regarding this issue.

17-B: State Route 68 cannot be widened any further towards the Community Hospital of the Monterey Peninsula because of the existing slopes. Widening beyond what is currently proposed would require additional right-of-way acquisition and the hospital driveway would need to be reconstructed. These design changes would further impact biological resources such as Monterey pine trees, community resources such as available parking at the hospital, and would require reconstructing the parking lot.

Widening State Route 68 as shown in this document would result in noise impacts discussed in Section 2.2.5, page 2-51. Moving the roadway closer to the property lines and back fences would not increase noise levels. The noise analysis indicates that the change in traffic noise levels after the project is completed will be less than one decibel. As stated in Response to Comment 15-A, a change in noise levels of a similar source, less than one decibel, is generally not perceptible.

17-C: The grade of the highway is determined by the radius of the curvature in the roadway and the design speed. In order to meet the California Department of Transportation's standard design requirements, the improved State Route 68 cannot be graded at a more level condition. Grading for more level conditions at this location results in steeper grades farther west on State Route 68.

The noise analysis took the future conditions into account when determining projected noise levels for the year 2030. Please refer to Response to Comment 15-A regarding noise levels and the noise barrier.

COMMENT 18

December 7, 2006

Dear Supervisor Potter,

More news on the poor work of the "draft environmental impact report (EIR) for the SR 68 Holman Highway widening project":

I notice that on TAMC's list of the "HIGHEST PRIORITY REGIONAL BICYCLE PROJECTS" from their "TAMC 2005 General Bikeways Plan" they state that the HWY 68 to Skyline Dr. is a priority for a class II bikeway. **A**

.....and yet the draft EIR of the hwy 68 widening project states that ".....the project does not include constructing pedestrian and bicycle facilities, they were considered, but were found not to be appropriate, so the project is consistent with this policy."

I do not understand how improving - or at least maintaining - bicycle safety along the hwy 68/Holman Highway is "not appropriate". It certainly is not consistent with stated TAMC policy. **B**

The proposed design significantly increases the likelihood that bicyclists using the highway will be seriously injured or killed and makes no attempt to mitigate these impacts.

Mark Chaffey

1661 Hoffman Ave.

Monterey, CA 93940
(831) 775 1708

RESPONSE TO COMMENT 18



"Chaffey, Mark"
<chma@mbarl.org>
12/14/2006 01:24 PM

To "Lisa Johnson" <lisa_johnson@dot.ca.gov>
cc
bcc
Subject RE: Holman Highway 68 comment received

Thanks for your note Lisa. I hope that the fact that TAMC has indentified this section of Hwy 68 as a bicycle route is reflected in the design - not just acknowledged in the EIR!
Mark C.

-----Original Message-----

From: Lisa Johnson [mailto:lisa_johnson@dot.ca.gov]
Sent: Thursday, December 14, 2006 1:18 PM
To: Chaffey, Mark
Cc: Aileen Loe; Tom Houston; district5@co.monterey.ca.us
Subject: Holman Highway 68 comment received

Dear Mr. Chaffey:

Caltrans has received the comment letter that you sent to Supervisor Potter regarding the Holman Highway 68 Widening project. Your comment will be addressed in the final environmental document.

Thank you for your interest in this project.

Sincerely,

Lisa Johnson
Environmental Analysis Branch
Caltrans District 5
(805) 542-4759

4.5.19 Response to Comment 18: Mark Chaffey

This letter addresses bicycle routes along State Route 68 with respect to the Transportation Authority of Monterey County's General Bikeways Plan. Ms. Lisa Johnson from the California Department of Transportation District 05 acknowledged the comment via e-mail.

18-A: Please refer to Response to Comment 11-A for a discussion of current and existing bicycle routes in the area. According to the 2005 Transportation Agency for Monterey County's General Bikeways Plan, adopted in January 2007, there is a Class 2 bicycle lane proposed for Skyline Forest Drive from State Route 68 to Skyline Drive. This bicycle lane is outside the proposed project area (as shown on Figure 4-1).

As stated in paragraph four of Response to Comment 14-A, the proposed project would provide standard 2.4-m (8-ft) shoulders on both sides of State Route 68. This would provide additional safety, not only for bicycles, but also for vehicle emergency stops. In addition, there will be bicycle-lane striping at intersections. Please refer to Response to Comment 11-B regarding bicycle facilities along a State Route, as well as areas that will be striped for bicycle lanes.

18-B: For a discussion of bicycle lanes and state facilities, please refer to Response to Comment 11-B. Refer to page 2-8, the Greater Monterey Peninsula Area Supplemental Policy 45.1.6 (GMP), the language has been changed to reflect that with the addition of the striped bicycle lanes, the proposed project will be partially consistent with the above referenced policy.

Paragraph four of Response to Comment 14-A provides an explanation of the road widening and bicycles. The proposed project will provide 2.4-m (8-ft) shoulders and bicycle lane striping at the Pebble Beach Main Gate (see Response to Comment 11-B).

COMMENT 19



MONTEREY BAY

Unified Air Pollution Control District
serving Monterey, San Benito, and Santa Cruz counties

AIR POLLUTION CONTROL OFFICER
Douglas Quetin

24580 Silver Cloud Court • Monterey, California 93940 • 831/647-9411 • FAX 831/647-8501

December 19, 2006

Ms. Lisa Johnson
50 Higuera Street
San Luis Obispo, CA 93401

Sent Electronically to
Lisa_Johnson@dot.ca.gov
Original Sent by First Class Mail.

SUBJECT: DRAFT EIR FOR STATE ROUTE 68 (HOLMAN HIGHWAY) WIDENING

Dear Ms. Johnson:

The District submits the following comment for your consideration:

Executive Summary. Page iv.

If the replacement of the Scenic Drive overcrossing might involve any demolition, please contact Mike Sheehan of the Air District's Compliance Division. Mr. Sheehan would want to know if any asbestos-containing materials might be released during demolition. **A**

Mitigation Measures for Fugitive Dust. Page vii

Daily watering would mitigate fugitive dust generated onsite. As a result, fugitive dust generated offsite by haul trucks would not depend on onsite conditions; haul trucks should maintain at least two feet of freeboard due to vehicular travel speed and weather conditions. **B**

Ambient Air Quality Standards. Page 2-45.

PM₁₀ is also an ambient air quality standard. Please see the attached list of National and State Ambient Air Quality Standards. **C**

Conformity. Pages 2-45 and 2-46.

With the revocation of the federal 1-hour ozone standard on June 15, 2005, the North Central Coast Air Basin is no longer subject to federal conformity requirements. **D**

Hot Spot Analysis. Page 2-46.

The North Central Coast Air Basin is Unclassified/Attainment for the federal carbon monoxide standard. Under the State carbon monoxide standard, Monterey County is classified as Attainment, while San Benito and Santa Cruz Counties are Unclassified. **E**

DISTRICT
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Santa Cruz
County

Jerry Smith
Monterey County

Air Quality Attainment Status. Page 2-47.

The North Central Coast Air Basin is classified as Non-Attainment Transitional for the State ozone standard.

F

Section 2.2.4.3 Impacts. Pages 2-48 and 2-49.

The first sentence should be corrected to read "...the project would have a less than significant impact on regional air quality."

G

CEQA Air Quality Guidelines

The Air District's CEQA Air Quality Guidelines were most recently revised in 2004.

H

Thank you for the opportunity to review the document.

Yours truly,

Jean Getchell
Supervising Planner
Planning and Air Monitoring Division

cc: Mike Sheehan, Compliance Division

Attainment Status of the North Central Coast Air Basin

Pollutant	Federal	State
Ozone (O ₃) – 1 Hour	Revoked 06-15-05	Non-attainment Transitional
Ozone (O ₃) – 8 Hour	Unclassified/Attainment	Not Yet Applicable
Carbon Monoxide (CO)	Unclassified/Attainment	Monterey- Attainment San Benito – Unclassified Santa Cruz - Unclassified
Nitrogen Dioxide (NO ₂)	Unclassified/Attainment	Attainment
Sulfur Dioxide (SO ₂)	Unclassified	Attainment
Inhalable Particulates (PM ₁₀)	Attainment	Non-Attainment
Inhalable Particulates (PM _{2.5})	Unclassified/Attainment	Attainment

Ambient Air Quality Standards

Pollutant	Averaging Time	California Standards ¹		Federal Standards ²			
		Concentration ³	Method ⁴	Primary ^{3,5}	Secondary ^{3,6}	Method ⁷	
Ozone (O ₃)	1 Hour	0.09 ppm (180 µg/m ³)	Ultraviolet Photometry	0.12 ppm (235 µg/m ³) ^a	Same as Primary Standard	Ultraviolet Photometry	
	8 Hour	0.070 ppm (137 µg/m ³)		0.08 ppm (157 µg/m ³) ^a			
Respirable Particulate Matter (PM ₁₀)	24 Hour	50 µg/m ³	Gravimetric or Beta Attenuation	150 µg/m ³	Same as Primary Standard	Inertial Separation and Gravimetric Analysis	
	Annual Arithmetic Mean	20 µg/m ³		50 µg/m ³			
Fine Particulate Matter (PM _{2.5})	24 Hour	No Separate State Standard		65 µg/m ³	Same as Primary Standard	Inertial Separation and Gravimetric Analysis	
	Annual Arithmetic Mean	12 µg/m ³	Gravimetric or Beta Attenuation	15 µg/m ³			
Carbon Monoxide (CO)	8 Hour	9.0 ppm (10 mg/m ³)	Non-Dispersive Infrared Photometry (NDIR)	9 ppm (10 mg/m ³)	None	Non-Dispersive Infrared Photometry (NDIR)	
	1 Hour	20 ppm (23 mg/m ³)		35 ppm (40 mg/m ³)			
	8 Hour (Lake Tahoe)	5 ppm (6 mg/m ³)		—			
Nitrogen Dioxide (NO ₂)	Annual Arithmetic Mean	—	Gas Phase Chemiluminescence	0.053 ppm (100 µg/m ³)	Same as Primary Standard	Gas Phase Chemiluminescence	
	1 Hour	0.25 ppm (470 µg/m ³)		—			
Sulfur Dioxide (SO ₂)	Annual Arithmetic Mean	—	Ultraviolet Fluorescence	0.030 ppm (80 µg/m ³)	—	Spectrophotometry (Pararosaniline Method)	
	24 Hour	0.04 ppm (105 µg/m ³)		0.14 ppm (365 µg/m ³)			
	3 Hour	—		—			0.5 ppm (1300 µg/m ³)
	1 Hour	0.25 ppm (655 µg/m ³)		—			—
Lead ^a	30 Day Average	1.5 µg/m ³	Atomic Absorption	—	—	—	
	Calendar Quarter	—		1.5 µg/m ³			Same as Primary Standard
Visibility Reducing Particles	8 Hour	Extinction coefficient of 0.23 per kilometer — visibility of ten miles or more (0.07 — 30 miles or more for Lake Tahoe) due to particles when relative humidity is less than 70 percent. Method: Beta Attenuation and Transmittance through Filter Tape		No Federal Standards			
Sulfates	24 Hour	25 µg/m ³	Ion Chromatography				
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m ³)	Ultraviolet Fluorescence				
Vinyl Chloride ^a	24 Hour	0.01 ppm (26 µg/m ³)	Gas Chromatography				

^aThis concentration was approved by the Air Resources Board on April 28, 2005 and is expected to become effective in early 2006.

See footnotes on next page ...

1. California standards for ozone, carbon monoxide (except Lake Tahoe), sulfur dioxide (1 and 24 hour), nitrogen dioxide, suspended particulate matter—PM10, PM2.5, and visibility reducing particles, are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.
2. National standards (other than ozone, particulate matter, and those based on annual averages or annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest eight hour concentration in a year, averaged over three years, is equal to or less than the standard. For PM10, the 24 hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above $150 \mu\text{g}/\text{m}^3$ is equal to or less than one. For PM2.5, the 24 hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard. Contact U.S. EPA for further clarification and current federal policies.
3. Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25°C and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.
4. Any equivalent procedure which can be shown to the satisfaction of the ARB to give equivalent results at or near the level of the air quality standard may be used.
5. National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.
6. National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.
7. Reference method as described by the EPA. An "equivalent method" of measurement may be used but must have a "consistent relationship to the reference method" and must be approved by the EPA.
8. New federal 8-hour ozone and fine particulate matter standards were promulgated by U.S. EPA on July 18, 1997. Contact U.S. EPA for further clarification and current federal policies.
9. The ARB has identified lead and vinyl chloride as 'toxic air contaminants' with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.

4.5.20 Response to Comment 19: Jean Getchell – Monterey Bay Unified Air Pollution Control District

The letter provided by the Monterey Bay Unified Air Pollution Control District addresses asbestos-containing material within the Sunridge Road overcrossing, fugitive dust, Particulate Matter 10 microns or less in diameter, one-hour ozone conformity as well as current ozone standards, carbon monoxide standards and California Environmental Quality Act guidelines.

19-A: The contact information will be made available to the project design team as well as the construction contractor.

19-B: Please refer to Section 2.4.2.2 on page 2-73 for a discussion of the air quality mitigation measures during construction. These include “daily watering of all exposed soil areas disturbed by construction activities.” Bullet item four states: “Haul trucks shall maintain at least two feet of freeboard.” Bullet five states: “cover all trucks hauling dirt, sand or loose materials.”

19-C: Thank you for your comment. The state and federal standards for Particulate Matter 10 microns or less in diameter are listed in Table 2-10, pages 2-49 and 2-50.

19-D: Thank you for the clarification of the federal conformity requirements. The revocation of the one-hour ozone standard has been noted and the federal conformity requirements no longer apply.

19-E: Thank you for the clarification. Page 2-47 discusses the differences between “nonattainment” and “maintenance” areas. Page 2-48, under the heading “Air Quality Attainment Status,” provides carbon monoxide information, stating that “the project area is designated as a state and federal attainment area for carbon monoxide.”

19-F: Thank you for the clarification between the non-attainment status and the non-attainment transitional status for the state ozone standards.

19-G: Please see page 2-50 for the correction. The word “not” has been deleted.

19-H: Thank you for your comments. Appendix E provides the most recent checklist for the California Environmental Quality Act. The questions asked in this checklist provide a guide to complying with the California Environmental Quality Act and reflect the 2006 statutes and guidelines.

COMMENT 20



"Holm, Carl P. x5103"
<HolmCP@co.monterey.ca.u
s>
12/20/2006 08:03 AM

To "Lisa Johnson" <lisa_johnson@dot.ca.gov>
cc "Saavedra, Enrique M. Ext. 8970"
<saavedraem@co.monterey.ca.us>, "Novo, Mike x5192"
<novom@co.monterey.ca.us>, "Rick MARVIN"
bcc
Subject SR 68 (Holman Highway) Widening Project EIR

Ms. Johnson;

I only recently found out about the subject EIR through a question about the project from the public. Fortunately, I was able to track this EIR down prior to the close of the comment period, which ends today December 20, 2006. I had to access your website and obtain a copy since one was not provided to Monterey County (Section 6.0 Distribution List-local). I find that interesting since page 2-4 of the Draft EIR acknowledges that the project is subject to the Monterey County General Plan, including the Greater Monterey Peninsula Area Plan.

A

Your EIR notes that the project is part of the Skyline Local Coastal Program in the City of Monterey, but it does not acknowledge that most of the Del Monte Forest, including the area of access into the Forest from Highway 68, is within the County's Coastal Zone. As such, the project is subject to a Coastal Development Permit from the County, making the County a responsible agency. The EIR does not include analysis relative to consistency with the Del Monte Forest Land Use Plan and Coastal Implementation Plan. Since a Local Coastal Program is the functional equivalent of an EIR, the EIR for this project needs to assess consistency with pertinent policies of the County's LCP. Had we been part of the Draft EIR distribution, we could have assessed what these policies may be.

B

C

The County has a number of projects in this area, but it is difficult to formulate comments without being notified and when the document does not include all of the pertinent policies. As such, we request that the Final EIR include this analysis and that the County of Monterey receive a copy of the Final EIR in a timely manner.

D

Sincerely,

Carl P. Holm, AICP

Planning Manager
Monterey County Resource Management Agency
Department of Planning and Building Inspection
168 W. Alisal, 2nd Floor
Salinas, CA 93901
tel 831.755-5103
fax 831.757-9516

4.5.21 Response to Comment 20: Carl Holm – Monterey County

This e-mail focuses mainly on the consistency of the project with the Del Monte Forest Land Use Plan and the Local Coastal Program.

20-A: The omission of the County of Monterey on the distribution list in Chapter 6.0 was in error. The document was mailed to a list of approximately 120 recipients, not all of which were listed in Chapter 6.0. This extended list included additional state, federal and local agencies, as well as residents and local business owners adjacent to the project area. This mailing list included the Monterey County Planning Department. One copy of the Environmental Impact Report was mailed on November 7, 2006 to the Monterey County Planning Department at P.O. Box 1208 Salinas, CA 93902.

20-B: Pages 2-3 and 2-4 of this document discuss the Coastal Zone Management Act as well as the City and County of Monterey general and area plans. The Del Monte Forest Area Land Use Plan, pertaining to Monterey County's coastal zone, was inadvertently omitted. This plan covers the area to the southwest of the proposed project, thus the proposed project is subject to the policies within the forest plan.

20-C: The Del Monte Forest Area Land Use Plan – Local Coastal Plan policies are discussed in Table 2-8, page 2-25 in Section 2.1.6. Table 4-2 discusses the proposed project's consistency with policies from the Del Monte Forest Area Land Use Plan. In reviewing the Monterey County Coastal Implementation Plan, all applicable policies were the same in both the documents; therefore, Table 4-2 discusses only the Del Monte Forest Area Land Use Plan.

20-D: A copy of the final environmental document will be sent to you directly, at the address listed at the bottom of your e-mail from December 20, 2006. Thank you for your comments.

Table 4-2. Plans and Policies Pertaining to the Proposed Project

Goal (if applicable)	Policy	Consistency
Del Monte Forest Area Land Use Plan	<p>71. Transportation improvements should include consideration of non-automobile facilities, including public transit stops and shelters.</p>	<p>There are two public transit stops within the proposed project area. These stops will remain within the proposed project area. In addition, the proposed shoulder width would be widened to 2.4 m (8 ft), thus providing adequate space for emergency stops and bicycle use. The proposed project is consistent with this policy.</p>
	<p>107. Non-auto transportation modes (e.g., trails) will be considered and, where environmentally feasible, included in new development proposals.</p>	<p>The two public transit stops will remain within the project area. The proposed project does not include designated bicycle paths; however, the 2.4-m (8-ft) shoulder will allow bicycle access and striped bicycle lanes will be provided to the right-turn pockets at the Pebble Beach Main Gate exit to State Route 1 southbound on-ramp and the Pebble Beach Main Gate exit to State Route 68. The proposed project is consistent with this policy.</p>

COMMENT 21

MST MONTEREY-SALINAS TRANSIT

JOINT POWERS AGENCY MEMBERS:

City of Carmel-by-the-Sea • City of Del Rey Oaks • City of Marina • City of Monterey • City of Pacific Grove
City of Salinas • City of Seaside • County of Monterey • City of Gonzales (ex. officio)

December 19, 2006

Ms. Lisa Johnson
Department of Transportation, Environmental Planning
50 Higuera Street
San Luis Obispo, CA 93401

RE: Highway 68 Widening Project

Dear Ms Johnson:

Thank you for providing a copy of the Draft Environmental Impact Report for the SR 68 (Holman Highway) Widening Project to Monterey-Salinas Transit (MST). MST regrets not being able to attend the November 30th 2006 meeting. However, we would like to submit the following comments for the record.

MST currently operates three fixed route lines in the study area. Lines 4 and 5 provide a connection between the Community Hospital, downtown Monterey, and the City of Carmel. Line 11 provides a connection between the City of Marina and the City of Carmel via Highway 1. On January 27, 2007, we will change lines 4 and 5 to be replaced with a demand responsive (DART) service to more appropriately meet the type of service required for hospital visitors.

With this letter, we request of the project team the following: 1) assure continued maintenance at the existing bus stops (two at Camel Hills and the one at the Community Hospital) for safe operations and 2) provide safe pedestrian access via a crosswalk with a flashing yellow light where necessary and 3) provide ADA improvements as specified according to our *Designing for Transit* manual (see attached diagram).

A
B
C

The complete MST Design Manual is available for download on the MST website: www.mst.org. If you have additional question, please do not hesitate to contact me at (831) 393-8128.

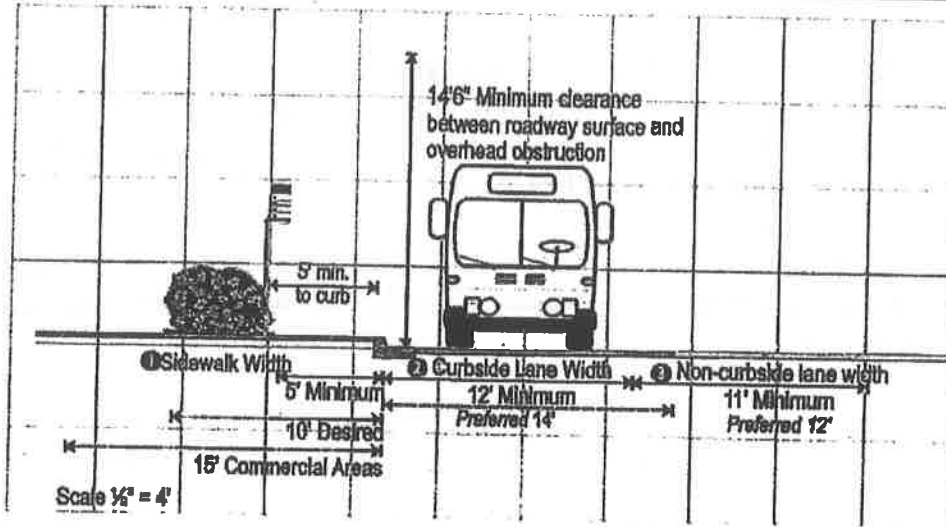
Thank you again for addressing the much needed improvements of this intersection. MST looks forward to working with the project team.

Sincerely,


Mary Archer
Planner

C: Libby Downey, *Monterey-Salinas Transit Board Member – City of Monterey*
Richard Deal, *City of Monterey, Senior Traffic Engineer*

Vertical and Horizontal Clearances for Buses for Neighborhood and Arterial Streets



Sidewalk Width

Total width at bus stops

10' minimum

15' preferred—commercial
areas

ADA required Widths (5' x 8')

5' minimum

8' preferred

Curbside Lane Width

With no parking

12' minimum

14' preferred

With parking

18' minimum

20' preferred

Non-Curbside Lane Width

11' minimum*

12' preferred

* Lane widths narrower than 11' will result
in encroachment in adjacent lanes.

Note:

Americans with Disabilities Act (ADA) requires 5' x 8' wheelchair clearance.

4.5.22 Response to Comment 21: Mary Archer – Monterey-Salinas Transit

This letter addresses three main issues: (1) continued maintenance for existing bus stops; (2) safe pedestrian access; and (3) American's with Disabilities Act compliance for any improvements.

21-A: The proposed project will improve the safety and operations of State Route 68 within the project area. There will be no changes to maintenance agreements of existing facilities. There is one existing bus stop, near Beverly Manor, that will require relocation. Figure 4-3 shows the new bus stop location.

21-B: A pedestrian road crossing across the Beverly Manor driveway will not be provided. The sidewalk will be constructed from the bus stop into Beverly Manor on the west side only. See Figure 4-3 for the new bus stop location.

21-C: A 1.5-m (5-ft) wide sidewalk will be constructed from the relocated bus stop to Beverly Manor. The bus stop and the sidewalk will be constructed to the standards set by the Americans with Disabilities Act of 1990.

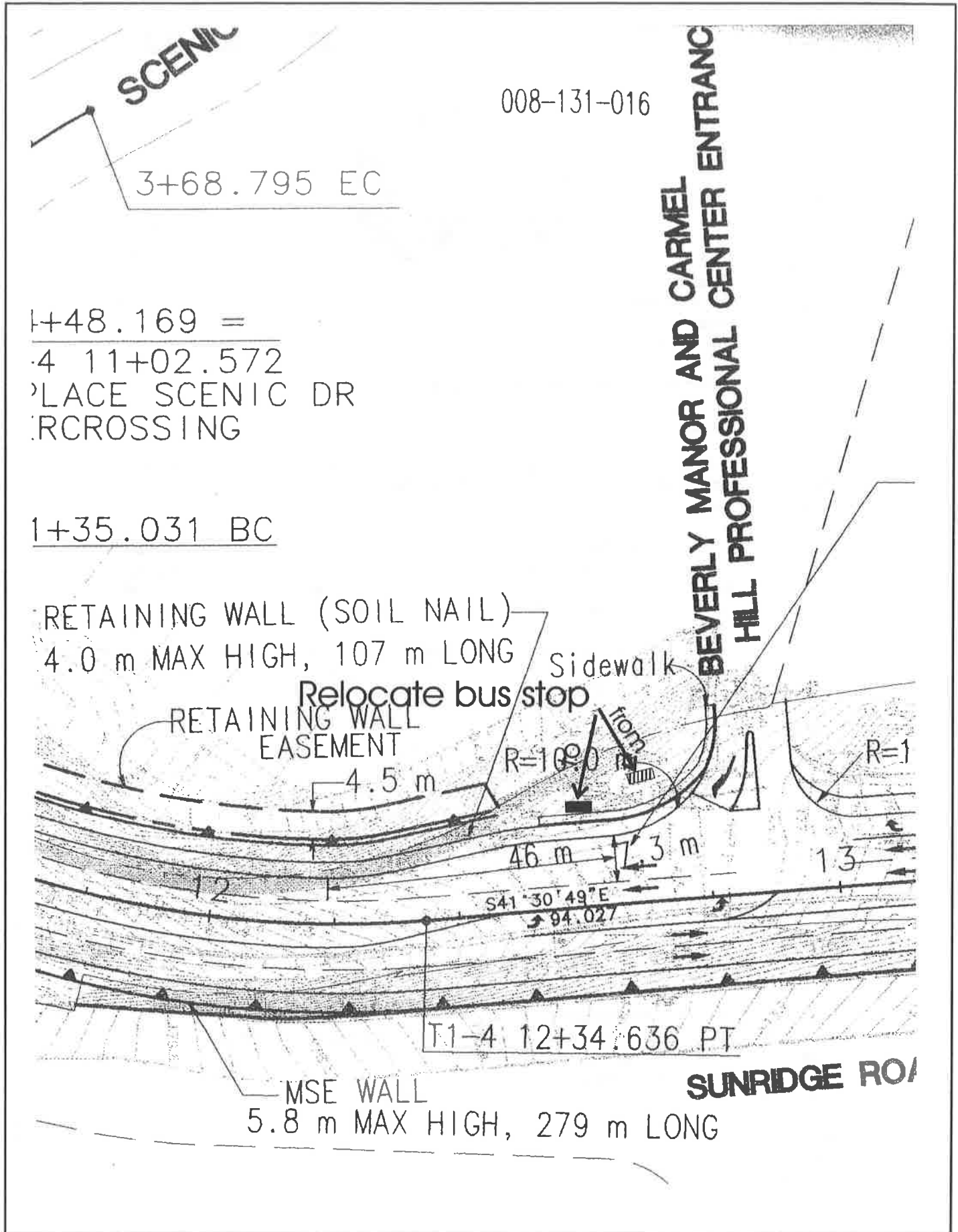


Figure 4-4. Beverly Manor Bus Stop Relocation
(Provided by Mark Thomas & Co., Inc.)

COMMENT 22



December 20, 2006

Ms. Lisa L. Johnson
Environmental Planner
Department of Transportation, Environmental Planning
50 Higuera Street
San Luis Obispo, CA 93401

Via Email Only

RE: SR Holman Highway Widening Project Comments on DEIR

Dear Ms. Johnson,

The City of Monterey supports widening of Highway 68 to four lanes (City of Monterey General Plan - Policy c.13, Program c.13.1, Program c.13.2). The City is requesting that some issues be clarified to answer questions raised by our citizens:

1. The EIR recognizes that the proposed retaining walls will need special aesthetic treatment. The project should maximize opportunities to split the retaining wall along Highway 68 to provide a planting area. Also, the EIR needs improved graphics of the height, scale and length of the entire wall. These graphics should accurately portray the proposed street width and wall height. **A**
2. The center median appears adequate in size to accommodate landscaping. Is it physically possible to create a median landscaping area? If not, is it possible to create larger landscaping areas on the sides of the road? **B**
3. The EIR should quantify the reduction of trips on Skyline Forest Drive due to the proposed project. **C**
4. One project alternative is to construct a separate off-ramp into the Pebble Beach gate (Ramp Variation 3AC- Collector Distributor Road). The traffic analysis demonstrates that this alternative is superior for the AM Peak Hour and equal to other alternatives in the PM Peak Hour. This appears to be the superior alternative for access into Pebble Beach because it ensures acceptable long-term access to the Community Hospital of Monterey and future development in Pebble Beach will not degrade intersection operation at Highway 1 and Highway 68. The EIR should discuss the environmental and economic differences between alternatives 3AC and 3. **D**
5. The proposed project does not include soundwalls. This approach is consistent with the City of Monterey General Plan Policy a.5 that states: "...sound walls should not be allowed. * Increased vegetation is appropriate if necessary. **E**
6. The blotic section should be revised to consider the Skyline Land Use Plan. **F**
7. The EIR should identify an alternate route to the Community Hospital of the Monterey Peninsula (CHOMP) for emergencies. **G**
8. The EIR should identify the project alternatives that Caltrans would require the project to undergo a "design exception" process. **H**
9. Is an overpass or underpass possible to exit the CHOMP driveway? What are the environmental and economic implications of this addition? **I**

Sincerely,


Leon Garden, Planning Commission Chair
LG:mb

4.5.23 Response to Comment 22: Leon Garden – City of Monterey Planning Commission

This letter provides nine comments on the draft environmental document. These comments address the following issues: (1) retaining wall graphics; (2) landscaped medians; (3) traffic counts on Skyline Forest Drive; (4) Alternative 3 with Ramp Variations 1 and 3; (5) sound barriers; (6) biology with respect to Skyline Land Use Plan; (7) Emergency routes to the Community Hospital of the Monterey Peninsula; (8) design exceptions within the proposed project; and (9) an over/under pass to exit the hospital. These issues are addressed below.

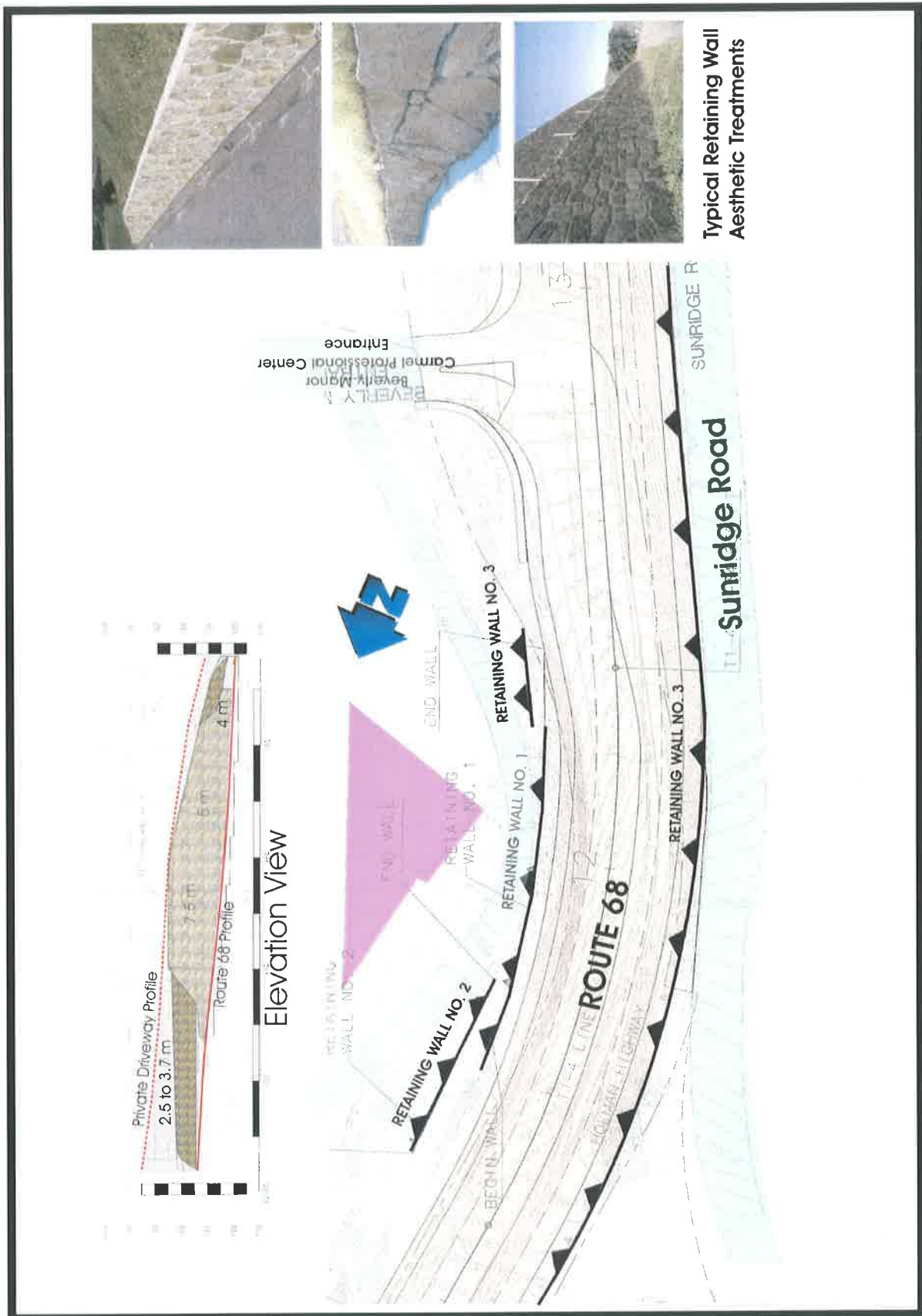
22-A: Figure 4-5 provides a revised graphic of the proposed retaining wall along the westbound State Route 68, near Beverly Manor. These treatments are examples of aesthetic treatments. The City of Monterey is currently in the process of forming the Aesthetic Design Advisory Committee to review aesthetic treatments. The choices made by the advisory committee must ultimately be approved by the Architectural Review Committee. In addition, the wall will be in two rows, splitting the wall as much as possible. Due to the limited width of the area, the split retaining wall will not have enough room for major landscaping (Figure 4-7).

Additional visual simulations within the project area are provided in figures 4-6 and 4-7. Figure 4-7 provides existing and proposed visual conditions on State Route 68 as seen from the 17-mile Scenic Drive Overcrossing, looking east toward State Route 1. Figure 4-8 provides existing and proposed visual conditions on State Route 68 as seen from the State Route 1 intersection, looking west towards the 17-mile Scenic Drive overcrossing. These images are not intended to convey a photo-realistic image. The graphical representation is not meant to be an exact rendition of the future visual environment. Instead, it is meant as an aid in determining future visual impacts.

22-B: The California Department of Transportation will not authorize or provide median landscaping in a location where worker safety is jeopardized. Even though the median may appear wide enough for landscaping, there are width restrictions resulting in no additional room for maintenance crews.

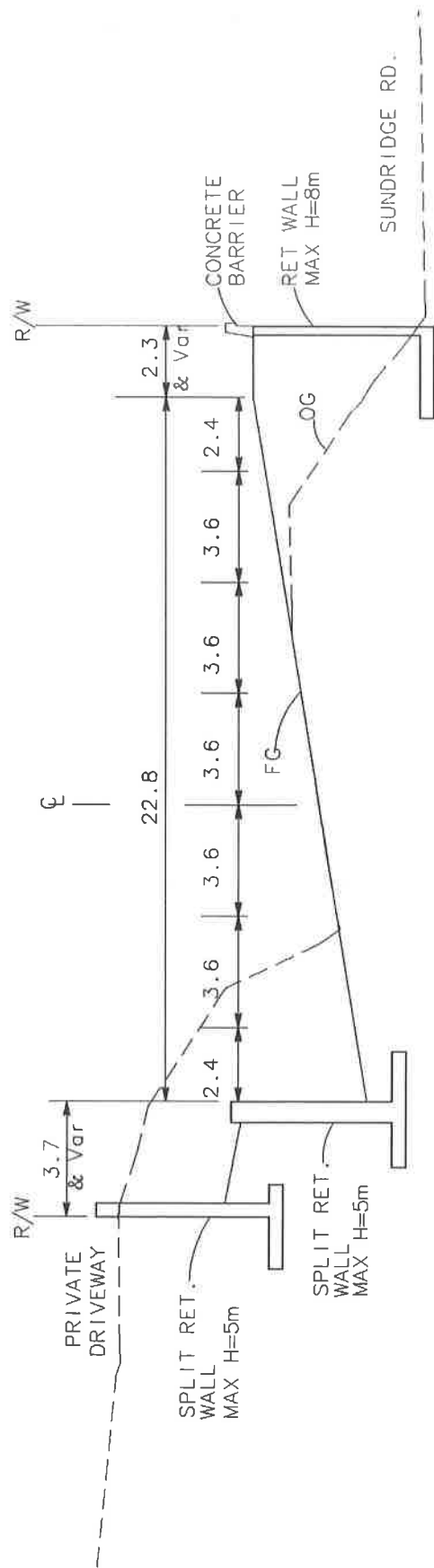
The current median width is determined by the California Department of Transportation's safety and operations guidelines. These guidelines and the restricted width of the proposed project will not allow for additional landscaping along the edges of State Route 68 (the north and south sides of State Route 68).

22-C: The traffic consultant, Fehr and Peers, examined cut-through traffic in the Skyline Neighborhood. Of the total traffic entering the neighborhood, approximately 20 percent of these vehicles appeared to have destinations outside the neighborhood and were therefore considered cut-through traffic (R. Tanaka personal communication).



Typical Retaining Wall Aesthetic Treatments

Figure 4-5. Retaining Wall along North Side of State Route 68 near Beverly Manor (Provided by Mark Thomas & Co., Inc.)



HOLMAN HIGHWAY/RTE 68
SPLIT RETAINING WALL TYPICAL SECTION

APPROX. STA 11+60 THROUGH 12+20
 (NO SCALE)

Figure 4-6. Typical Retaining Wall Section

Holman Highway 68 Widening Project

“Before” and “After” visual simulation

Looking East from Scenic Drive
Bridge toward Highway 1.



Figure 4-7. Existing and Proposed Visual Conditions. State Route 68 View to the East from the Scenic Drive Bridge.

Holman Highway 68 Widening Project

"Before" and "After" visual simulation

Looking West from Highway 1 intersection towards Scenic Drive bridge.

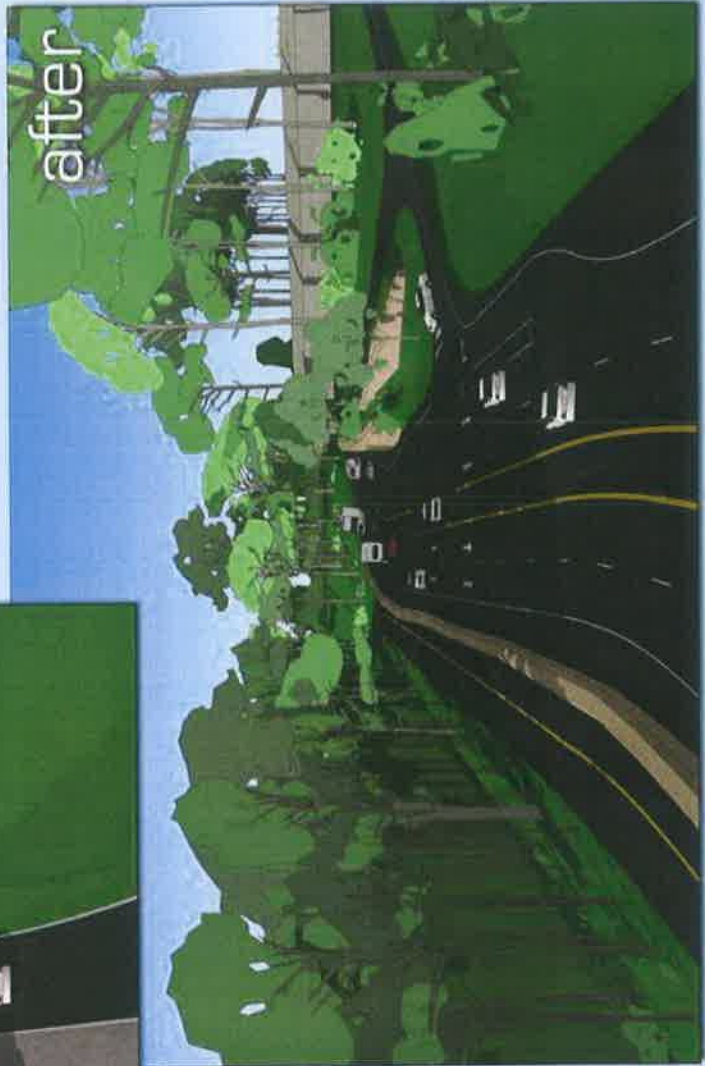


Figure 4-8. Existing and Proposed Visual Conditions. State Route 68 View to the West from the State Route 68/State Route 1 Interchange.

The proposed project will help to alleviate congestion along State Route 68 by improving the operation of the roadway. This will reduce the queue lengths and time delay to get through the proposed project area. Because of the reduction in the time it takes to travel the project length, and because the queue lengths will ultimately be shorter due to an increased level of service, cut-through traffic in the Skyline Neighborhood will be reduced (R. Tanaka, R. Deal personal communications).

22-D: The following discussion analyzes Alternative 3 with Ramp Variations 1 and 3, the distributor/collector road alternative. The analysis provided below only discusses the resources that have different impacts for different alternatives. The following resources have the same impacts under all alternatives and are discussed in Chapter 2 of the environmental document.

- Human Environment
 - Land Use
 - Growth
 - Community Impacts
 - Utilities/Emergency Services
- Physical Environment
 - Geology/Soils/Seismic/Topography
 - Hazardous Waste/Materials
 - Air Quality
 - Noise and Vibration
- Biological Environment
 - Wetlands and Other Waters
 - Monterey Dusky-footed Woodrat
 - Nesting Birds
 - Invasive Species

Alternative 3 with Ramp Variations 1 and 3 – Distributor/Collector Road

Alternative 3 with Ramp Variation 1 is described in sections 1.2 and 1.3, while Ramp Variation 3 is described in Section 1.3.3.3. Figure 4-9 shows the distributor/collector road with the five-legged intersection. This alternative would include the following activities.

- Reconstruct the bridge over State Route 1.
- Raise the State Route 68/State Route 1 southbound ramp intersection by one meter (three feet).
- Reconstruct the Pebble Beach Main Gate by providing the following:
 - new toll gates; and
 - additional toll gates (for which Pebble Beach would be responsible).
- Receive design exceptions from the California Department of Transportation for the following:
 - the distributor/collector road proximity to State Route 1; and
 - the distributor/collector road exit from the State Route 1 southbound off-ramp.

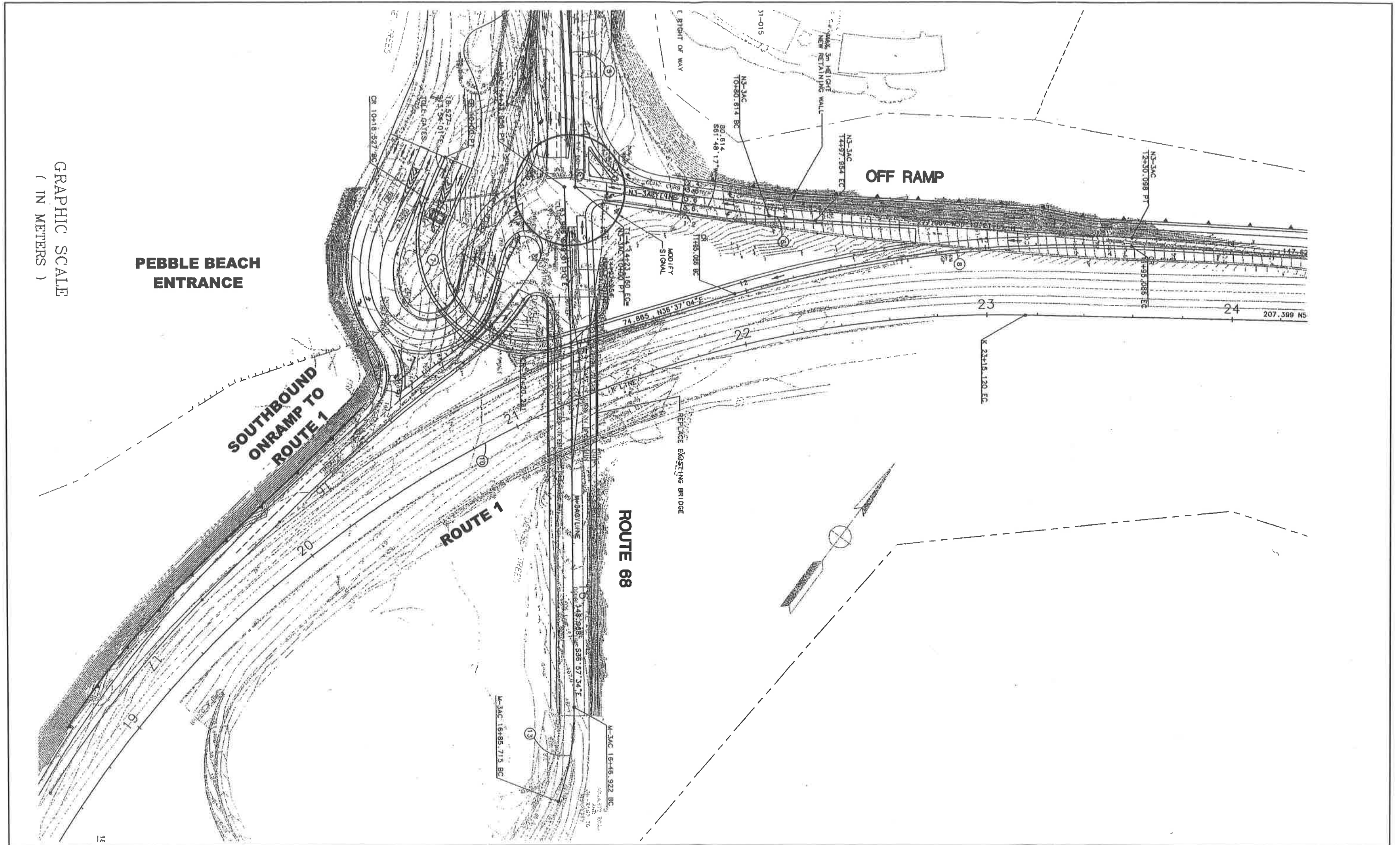


Figure 4-9. Project Map for Alternative 3 with Ramp Variations 1 and 3 (Provided by Mark Thomas & Co., Inc.)

The cost of this alternative would total \$43,400,000. This includes the cost of replacing both the 17-Mile Scenic Drive Bridge and the State Route 68 Bridge over State Route 1. It also includes additional right-of-way acquisition costs, including the relocation of the Pebble Beach Main Gate.

Traffic and Transportation

Impacts from Alternative 3 with Ramp Variations 1 and 3

Traffic and Transportation is discussed in Section 2.1.5, beginning on page 2-18. Table 2-7 shows the traffic delays at each of the intersections for all alternatives, page 2-21.

Traffic projections were completed for the year 2030. Table 4-3 compares the traffic delays at each intersection during the peak hours of travel. The two ramp variations differ in operations only in the AM peak hours at the intersection of State Route 68 and the State Route 1 off-ramp. This difference is 13 seconds in the AM peak hours, resulting in a level of service B for the Ramp Variation 1 and 3.

Table 4-3. Year 2030 Intersection Delay and Level of Service

Ramp Variation		State Route 68/Community Hospital of the Monterey Peninsula		State Route 68/Carmel Hill Professional Center		State Route 68/State Route 1 Off-Ramp	
		Delay ¹	LOS ²	Delay	LOS	Delay	LOS
1	AM	8	A	13	B	27	C
	PM	12	A	20	C	26	C
1 and 3	AM	7	A	13	B	14	B
	PM	12	A	20	C	23	C

¹ Delay is the average control delay for all vehicles in seconds.

² LOS = Level of Service

The queue lengths are not expected to have adverse impacts on adjacent intersections or ramps. Three directions of the State Route 68/State Route 1 southbound intersection are considered here – eastbound, westbound, and northbound. The queue lengths for the AM peak hour range from 200 to 400 cars, while the PM peak hour queue lengths range from 400 to 500 cars. As with Alternative 3 with Ramp Variation 1, Alternative 3 with Ramp Variation 1 and 3 provides improvements to intersection operations.

Avoidance, Minimization and/or Mitigation Measures

None.

Visual Resources

Impacts from Alternative 3 with Ramp Variations 1 and 3

The Visual Resource Assessment (PAR 2004a) contains a full analysis of each viewpoint. See Section 2.1.6.3, page 2-30, for an analysis of Alternative 3, widening State Route 68 to a four-lane facility and of Ramp Variation 1, the five-legged intersection. Ramp Variations 1 and 3 provide a collector ramp coupled with a five-legged intersection. The distributor/collector road would be seen crossing under the southbound State Route 1 on-ramp. This ramp variation would require the replacement of the State Route 68 overcrossing with a larger bridge. Natural vegetation would be removed; however, the roadway would remain lined with pine trees. See Figures 4-9 and 4-10 for a graphical representation of the distributor/collector road. The project features shown in the photographic images are schematic and for illustrative purposes only⁴. The images are not intended to convey a photo-realistic image.

On the State Route 1 southbound off-ramp, the retaining wall would be relocated further north to allow extra space needed for travel lanes on the off-ramp. As stated on page 2-33 of this document, the collector road would require the retaining wall to be up to 560 m (1,837.3 ft) in length. The off-ramp would be widened to accommodate traffic accessing State Route 68, as well as traffic using the separate collector road to Pebble Beach Main Gate entrance.

The State Route 68/State Route 1 southbound ramp intersection with these ramp variations would increase the amount of man-made materials and reduce the natural vegetation in the area. Retaining wall would be built on the on- and off-ramps to State Route 1. The reconfiguring of the intersection would also increase impervious surfacing. The impacts are adverse; however, mitigation measures would reduce the impacts associated with the intersection-ramp variations.

Avoidance, Minimization and/or Mitigation Measures

Please refer to Section 2.1.6.4, page 2-33, for the mitigation measures.

⁴ The graphical representation of this viewpoint is not meant to be an exact rendition of the future visual environment. Instead, it is meant as an aid in determining future visual impacts. The graphic representation is not to the exact scale and can change between the environmental document and the finished interchange.



Existing



Future

Figure 4-10. Existing and Proposed Visual Conditions under Alternative 3 with Ramp Variations 1 and 3. State Route 1 Southbound On-Ramp, View to the South



Existing



Future

Figure 4-11. Existing and Proposed Visual Conditions under Alternative 3 with Ramp Variations 1 and 3. State Route 1 Southbound at State Route 68 Overcrossing, View to the South

Hydrology, Floodplain and Water Quality

Impacts from Alternative 3 with Ramp Variations 1 and 3

It is estimated that this proposed alternative would increase impervious surface by approximately 17 percent, a seven percent increase from Alternative 3 with Ramp Variation 1. This is not anticipated to adversely affect the current drainage system (Mark Thomas and Company 2000).

The project is not anticipated to contribute to the decline of water quality conditions in the area. The project would not have a significant effect on local hydrology, floodplain or water quality.

Avoidance, Minimization and/or Mitigation Measures

See Section 2.2.1.4 on page 2-38 for a discussion of avoidance, minimization and/or mitigation measures.

Monterey Pine Forest

Impacts from Alternative 3 with Ramp Variations 1 and 3

As stated Section 2.3.1.1, sub-section "Impacts," page 2-63, this project alternative has the greatest impact to Monterey pines. It would impact 17,214 m² (4.25 acres) of Monterey pine forest: 2,432 m² (0.6 acres) of native forest and 14,782 m² (3.65 acres) of planted forest. A total of 692 trees would be removed for this alternative, including 387 Monterey pines, 24 live oak, and 281 landscape trees.

Avoidance, Minimization and/or Mitigation Measures

Please refer to the section titled "Avoidance, Minimization and/or Mitigation Measures" on page 2-63.

Construction Environment

Traffic and Transportation Impacts

The staging of construction for the new bridge and the raising of the intersection would be complex. Closures would be needed in this area, resulting in lengthy traffic delays and/or detours.

Traffic and Transportation Avoidance, Minimization and/or Mitigation Measures

Section 2.4.2.1, bullet items two and three, page 2-72, for a discussion of avoidance, minimization and/or mitigation measures that will help raise awareness of the construction staging and delays.

Utilities and Emergency Services Impacts

During construction, there would be extensive traffic delays and detours which would impact emergency service vehicles. This can be mitigated to some extent; however, emergency response time from State Route 1 to the Community Hospital of the Monterey Peninsula would experience extended delays. These delays are considered significant. Avoidance, minimization and/or mitigation measures are provided to reduce the impacts; however, impacts would remain at a significant level.

Utilities and Emergency Services Avoidance, Minimization and/or Mitigation Measures

See Section 2.4.2.1, page 2-72, for a discussion of avoidance, minimization and/or mitigation measures that would reduce the impacts to emergency service response times.

22-E: Thank you for your support.

22-F: Section 2.3, beginning on page 2-58, provides general discussions of the natural communities, animal species, invasive species and avoidance, minimization and/or mitigation measures. While not explicitly cited, the Skyline Land Use Plan was consulted in preparation of these sections. The above referenced sections include a discussion of the Monterey pine forest in the planning area. This is consistent with the component of the Skyline Land Use Plan. The analysis of impacts and avoidance, minimization and/or mitigation measures for Monterey pine and other native trees is consistent with the Specific Forest Management Criteria described in the Skyline Land Use Plan.

22-G: There are two alternative emergency vehicle routes leading to the Community Hospital of the Monterey Peninsula (Figure 4-12). From the west, ambulances and fire trucks travel to Skyline Forest Drive and turn onto an unimproved road that links to 17-mile Scenic Drive. Once on the paved roadway, emergency vehicles travel on 17-mile Scenic Drive, a private road within Pebble Beach, around the hospital complex to the alternate entrance near the emergency room. From the east, emergency vehicles travel through the Pebble Beach Main Gate into Pebble Beach and turn right onto Sunridge Road. Emergency vehicles then turn onto 17-mile Scenic Drive and travel over the 17-mile Scenic Drive Bridge spanning State Route 68 to the alternate entrance near the emergency room. This alternative emergency vehicle access point has been available to emergency services vehicles only for several years and has been used on occasion. It continues to serve the hospital in emergencies and will remain during and after the proposed project is complete.

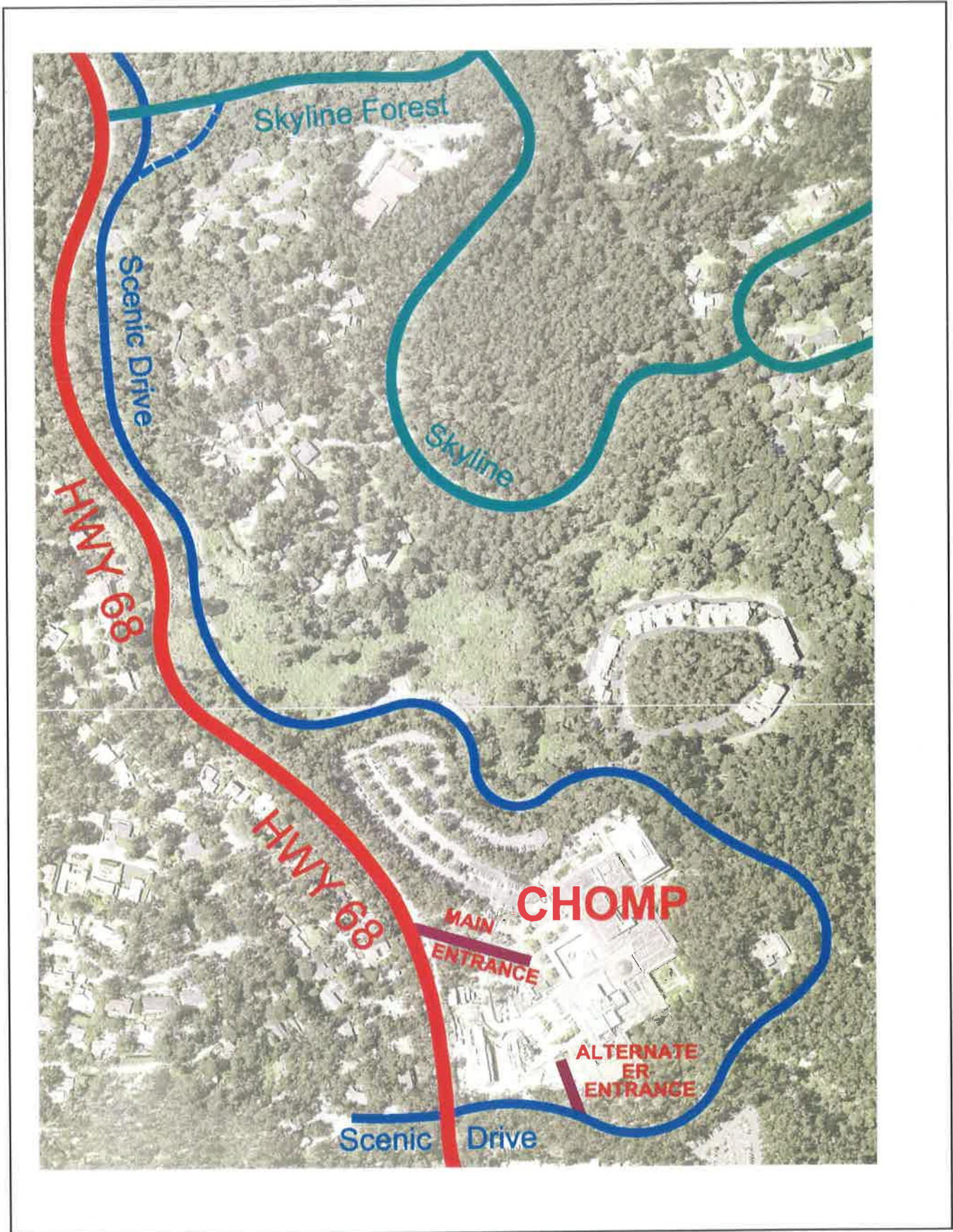


Figure 4-12. Alternative Access to the Community Hospital of the Monterey Peninsula for Emergency Vehicles. (Provided by the City of Monterey)

An alternate public access is not available from State Route 1 or State Route 68 and is not proposed with this project. Physical constraints preclude an alternate access from State Route 1 because the grade is too extreme. An alternate public access from State Route 68 could be created at the west end of the hospital parking lot; however, it would require a substantial loss of hospital parking and would require an additional signalized intersection on State Route 68. Any loss of hospital parking would create a significant impact, as the hospital site has no available property to replace the lost parking. Adding another signalized intersection would increase traffic delay and counter the operational improvements intended by this proposed project.

22-H: Whenever a design cannot meet the requirements of the California Department of Transportation Highway Design Manual, there is a process to document these non-standard design features. These non-standard design features are categorized as either advisory or mandatory design exceptions.

The project engineer is responsible for identifying these non-standard design features. The process includes preparation of a design fact sheet to be approved by the California Department of Transportation. For the preferred alternative, the following exceptions have been documented and approved by the California Department of Transportation to date.

Four non-standard mandatory design features and one advisory design feature have been approved as part of the Project Study Report Process for this project. Mike Janzen, California Department of Transportation Headquarters Design Reviewer, reviewed two design exception fact sheets on January 12, 2006, which were approved November 8, 2000 and November 22, 2000. Mr. Janzen concurred that these exceptions continue to be appropriate for current use. There are no additional outstanding design compliance issues.

These mandatory exceptions include:

- 1) Horizontal Curve Radii: Curve 2 is an existing curve with radius of 167.64 m (550 ft). This radius will be maintained. Curve 3 is a new curve with radius of 167.64 m (550 ft), which replaces an existing curve with radius of 144 m (472.44 ft).
- 2) Superelevation: Curve 1 will maintain the existing superelevation rate of 0.04 and 496 m (1,627.3 ft) radius curvature to conform to the existing roadway at the western project limits. Curve 2 will maintain existing curvature with a radius of 168 m (551.2 ft) and will have a superelevation rate of 0.09.

- 3) Ramp/Local Road Intersection Spacing: The intersection of State Route 68/State Route 1 southbound ramps will become a five-leg intersection with non-standard distance between the southbound on-ramp and Pebble Beach Main Gate. Additionally, Pebble Beach Main Gate intersects the southbound on-ramp with a right-turn only lane. The new configuration improves the two-way traffic condition that exists between State Route 68 and the State Route 1 southbound on-ramp.

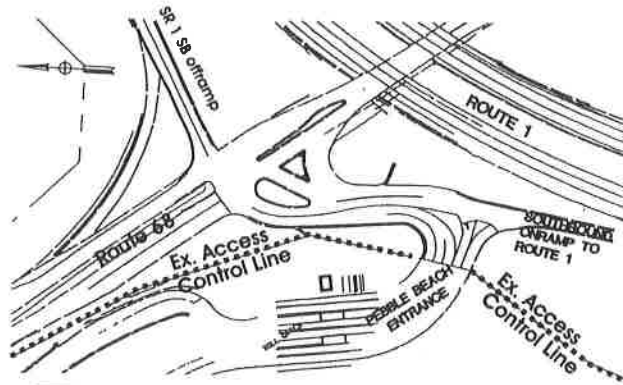


Exhibit A - Existing Access Control

- 4) Access Control: Existing access control is shown in Exhibit A. Exiting the two-way roadway between State Route 68 and the southbound on-ramp is currently inside the state access control area, with an opening allowed for the Pebble Beach Main Gate.

Exhibit B shows the proposed changes to access control. This will require a portion of state right-of-way to be relinquished to the City of Monterey and will require a modification to the freeway agreement. The proposed change in access control will allow a modified Pebble Beach Main Gate to be outside the access control line, with openings to allow entrance and exit connections to the state facility.

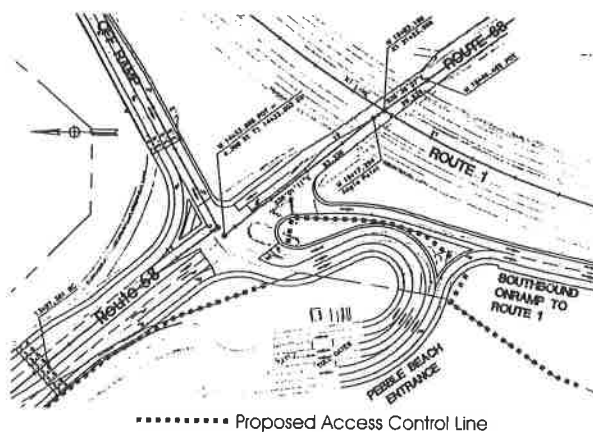


Exhibit B - Proposed Changes to Access Control

- 5) One non-standard advisory design feature was approved in November 2000 which included the inability for trucks to make the left turn movement from westbound State Route 68 to the southbound State Route 1 on-ramp. Trucks and buses will have to continue toward Pacific Grove to seek a return route to State Route 1

Appropriate mitigation and signing will be included.

22-I: In order to eliminate the at-grade intersection and signal system at the State Route 68/Community Hospital of the Monterey Peninsula intersection, a grade separation would be required. A grade separation design is governed by the California Department of Transportation Highway Design Manual, Chapter 500. A tight diamond configuration, a Type L-1, or a modified version, Type L-11 or L-12, would be the appropriate designs at this location. A modified Type L-11 or L-12 would have a greater right-of-way impact than a Type L-1 configuration. Exhibit C graphically illustrates the footprint of the tight diamond configuration that would be required at the State Route 68/Community Hospital of the Monterey Peninsula intersection.

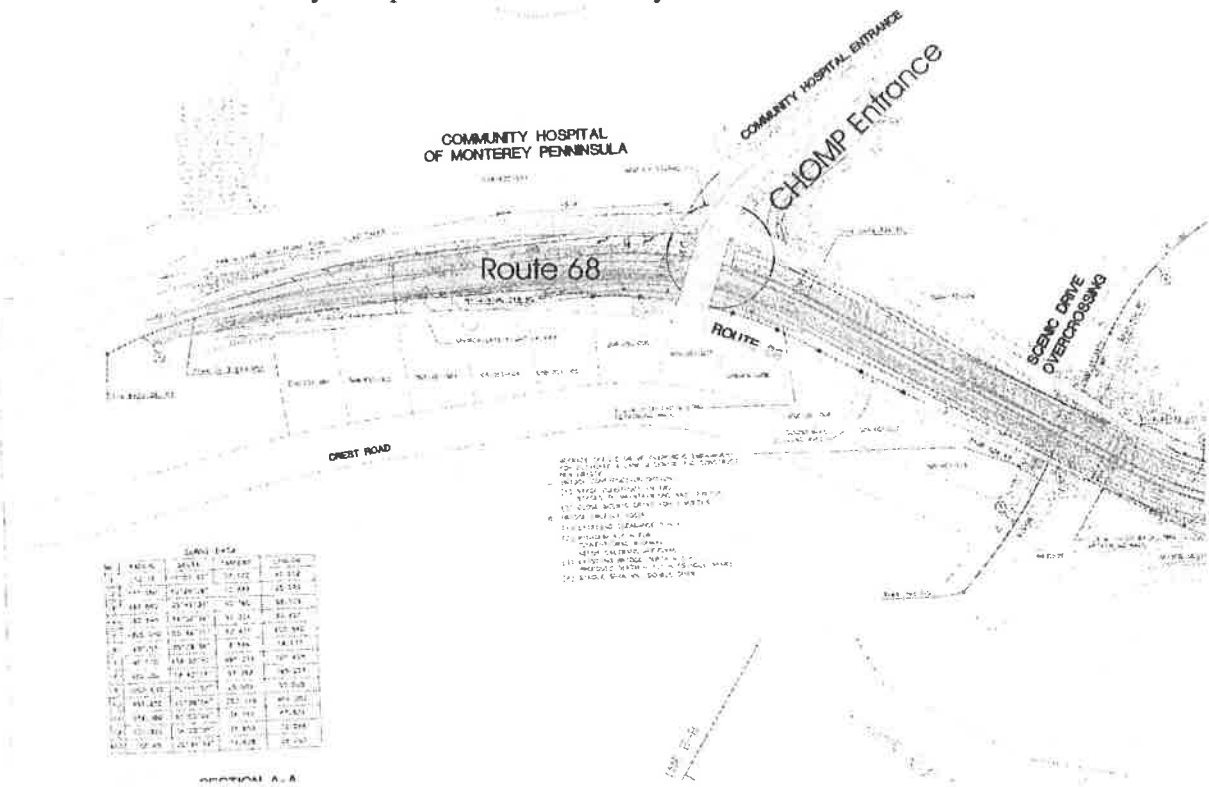


Exhibit C - Grade Separation at the Community Hospital of the Monterey Peninsula

Based on this conceptual plan of a tight diamond configuration, it would be necessary to remove 11 homes on the south side of State Route 68. An additional 12,141 m² (3 acres) of right-of-way would be acquired from the Community Hospital of the Monterey Peninsula. Construction cost estimates for this grade separation would be between \$12 and 14 million dollars.

COMMENT 23



PEBBLE BEACH
COMPANY

via facsimile (hard copy to follow)

December 20, 2006

Ms. Lisa Johnson, Environmental Planner
California Department of Transportation, Environmental Planning
50 Higuera Street
San Luis Obispo, CA 93401

Re: State Route 68 (Holman Highway) Widening Project
District 05-MON-68, KP 6.1/7.1 (PM 3.8/4.4)

Dear Ms. Johnson:

Thank you for the opportunity to comment on the Draft Environmental Impact Report dated June 2006. As you may know, Pebble Beach Company plans to improve the intersection of Highway 68/Highway 1/17 Mile Drive with a Final Environmental Impact Report adopted by Monterey County Board of Supervisors on March 15, 2005 (Del Monte Forest Preservation and Development Plan, State Clearinghouse No. 2002021130). Construction of the project will occur following Coastal Commission review which we anticipate to occur sometime during the first quarter of 2007.

In addition to minor corrections (see attached), our main concern is with the assessment of biological impacts (Section 2.3.1.1 Monterey Pine Forest). While we recognize that the proposed project will predominately affect planted pines (3.0 acres) and has a minor affect on native trees/habitat (0.5 acres), those affected native trees consist of a small strip of isolated and fragmented forest on the west side of Highway 68. We also object to the described protection status of this species. Specifically:

- Page 2-57

The DEIR should clarify that the CNPS listing of Monterey pine as rare and endangered in California (CNPS List 1B) does not afford any legal status to the species. Rather, it places Monterey pine in a category of species that merit evaluation through the CEQA process according to the California Department of Fish and Game (F&G). CNPS is a private, member-supported organization without the legal ability to determine what species should be protected through the California Endangered Species Act. Only F&G can make such a determination, typically in response to petitioners supported by solid scientific

A

LEGAL AFFAIRS

Post Office Box 1767, Pebble Beach, California 93953 831-647-7500 telephone 831-625-8411 facsimile

Ms. Lisa Johnson/Caltrans
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basis for listing a species as threatened or endangered. In fact, CNPS filed a petition in 1999 with F&G for listing Monterey pine as a threatened species but withdrew the petition in the face of substantial scientific information that the pine was not seriously under threat. Change in the status of Monterey pine on the CNPS rare plant list (from a List 4 "watch list" where it had been for over 14 years to 1B) coincided with CNPS submittal of the petition, but the status did not revert when the petition was withdrawn. The species remains unlisted as rare, threatened or endangered at both the state and federal levels.

- Page. 2-61

Loss of Monterey pine trees and pine forest habitat are potentially significant impacts that can be mitigated through replanting and habitat restoration as the DEIR recommends. However, the DEIR should not link the significance of the loss to "the rare and threatened nature of this special status plant community." As noted above, Monterey pine is not listed as rare, threatened or endangered by the F&G or the U.S. Fish and Wildlife Service. The California Natural Diversity Data Base (CNDDB) includes Monterey pine forest as a "rare community type" because it has only five "element occurrences" for this habitat. However, these five element occurrences represent well over two million individuals covering over 13,800 acres in natural stands. We do not believe that the CNDDB records justify the classification of Monterey pine forest as a rare and threatened special status plant community. **B**

An alternative in the DEIR involving a connector-distributor road with direct access into the Del Monte Forest is listed as "Considered but Eliminated from Further Consideration" (Page 1-8 *Ramp Variation 3 – Collector-Distributor Road*, also known as Alternative 3AC, copy of Fehr & Peers map of April 2005 is attached). We support the DEIR conclusion that this alternative should be eliminated from further study and oppose any attempt to pursue this alternative due to the environmental consequences and infeasibility of this roadway approach. In particular: **C**

- Visual inspection of the area indicates that the existing off-ramp would need to be shifted west - encroaching into the hillside along southbound Route 1 further than that shown for Alternative 3A, with resultant visual impacts.

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- There is very little land area between mainline Route 1 and the existing Route 1 off-ramp to accommodate a connector road. Visual inspection of the area indicates that the connector road will require retaining walls along the west side of the connector road (between the connector road and the existing Route 1 off-ramp) as well as a barrier between the connector road and the Route 1 southbound mainline. There doesn't appear that the connector road would have adequate shoulder area and lane width to meet Caltrans design standards for safety.
- Construction impacts (including schedule) of replacing the Route 68 bridge over Route 1. The existing vertical clearance of the bridge is deficient which means that the Route 68 approaches will need to be elevated to accommodate the new bridge. We feel this would adversely affect the ability of traffic to travel to/from Pacific Grove, Community Hospital of the Monterey Peninsula (CHOMP), and Del Monte Forest.
- If the bridge is to be replaced, it appears from visual inspection that the new bridge construction would impact the hillside on the east side of Route 1 with resultant visual impacts affecting hillside.
- Historical analysis of the Route 68 bridge over Route 1.
- To accommodate the additional lanes under the Route 68 bridge (i.e., the connector road) the bridge span would need to be increased. Retaining walls would be required along both sides of Route 1 approaching the new Route 68 bridge to allow for the longer span.
- The connector road would need to be grade separated from the Route 1 southbound on-ramp. This will require additional structures which could limit sight distance for drivers using the connector road. Drivers must stop at the Del Monte Forest entry gates and adequate sight distance must be provided to ensure vehicles approaching the gates can stop.
- Construction impacts required for the connector road grade separation – especially given the grade changes in the area. The bridge structures must be designed to meet Caltrans standards for vertical clearance and sight distance. This would suggest that the existing Route 1 southbound on-ramp must be raised to allow for the connector road to pass underneath. This would in turn increase

the grade between Route 68 and the Del Monte Forest entry gates. Design considerations will be required for access by large vehicles, i.e., trucks, trailers, recreational vehicles, etc.

- The connector road will not integrate with the existing Del Monte Forest entry gate. Visual inspection suggest that the connector road can not be constructed without relocating the Del Monte Forest gates. The gates are located immediately adjacent to a substantial hillside and Sunridge Road and 17 Mile Drive both have substantial grades approaching the gate area. If the gates are relocated further west, the grades on Sunridge Road and 17 Mile Drive would increase to unacceptable levels.
- Impacts by relocating the entry gates and/or lowering them to accommodate the connector road. The gates would need to be closed for an unspecified period of time to relocate/reconstruct them. This impacts public access to the Del Monte Forest. The additional traffic (over 10,000 cars per day) would be redirected to Route 68 with a resultant adverse access impact not only to CHOMP, but also to the Skyline Forest neighborhood, to and from Pacific Grove, and internal to Pebble Beach via the S.F.B Morse Gate.
- Cost/Funding. An analysis of the cost of this alternative compared with the anticipated cost of the proposed project needs to be determined to include all potential components that affect public property and private property. The funding of this regional improvement will likely affect other local roadway priority projects identified by TAMC.
- Del Monte Forest Land Use Plan/Local Coastal Program. Components of this alternative is on land that is within the Del Monte Forest planning area and, as such, would require review and approval by Monterey County.

Caltrans and the City of Monterey, through the DEIR process has concluded that this collector-distributor road alternative should be eliminated from further study for "...operational and geometric deficiencies that would result in short transitions, vehicle queues above the accepted limits, and traffic movements that were considered dangerous." We support this conclusion.

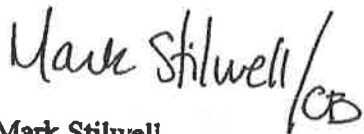
If further study is pursued of this alternative, all environmental implications including visual, constructability, historic status, grading and drainage, and biological impacts must

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be addressed. In this event, please provide information responding to our concerns so that we can determine the consequences of this alternative and how it impacts processing of our project (Pebble Beach – Phase 1B Interim Improvement, Route 68/1 Ramp and Entrance Modification).

Again, thank you for the opportunity to comment on the improvement to this important regional roadway segment. If you have any questions, you may reach me at 625-8449.

Sincerely,

Handwritten signature of Mark Stilwell with initials CB.

Mark Stilwell
Executive Vice President
and General Counsel

enclosures:

- DEIR Pages 2-9 (grammar); 2-18 (fire protection); 2-19 (speed limit correction); 2-37 (typo); 2-72 (clarification on process); 6-2 (missing jurisdiction from distribution list)
- Alternative 3AC Map by Fehr & Peers dated April 2005

cc: Cheryl Burrell
Anthony L. Lombardo/Lombardo & Gilles
Brian Foucht/Carmel Development Company
Rob Rees/Fehr & Peers
Michael Zander/Zander Associates
Rich Deal/City of Monterey
Carl Holm/Monterey County

2.1.1.3 Parks and Recreation

Affected Environment

The one recreational facility in the area is 17-Mile Scenic Drive (see Figure 1-2 on page 1-4). It is a privately-owned and privately-maintained road which provides direct access along the shoreline of the Del Monte Forest area, immediately west of the Skyline planning area. 17-Mile Scenic Drive serves local residents and visitors. Motorists, pedestrians, bicyclist and equestrians share use of the facility.

2.1.1.4 Impacts

The project is consistent with most policies in City and County planning documents. The project is not consistent with policies pertaining to bicyclists and pedestrians because the project does not incorporate facilities for alternative travel modes. They were considered but not incorporated into the project due to safety reasons. Therefore, the project is considered to be consistent with planning efforts at the local and regional level and would have a less than significant effect.

Under all project build alternatives, the 17-Mile Scenic Drive Overcrossing of State Route 68 (a private recreational facility) would be replaced. The aesthetics section of this report describes the visual impacts associated with replacing the overcrossing. Measure 6 in Section 2.1.6.4 identify mitigation for the visual effects of the project. The project would not change the function of the overcrossing. 17-Mile Scenic Drive would continue to be used for recreational purposes. Therefore, the project does not have a less than significant effect on recreational facilities.

There are no parks in the immediate vicinity of the project. The project would not require use of any publicly owned parks or recreational areas under Section 4(f) of the U.S. Department of Transportation Act of 1996. No significant impacts are identified.

2.1.1.5 Avoidance, Minimization and/or Mitigation Measures

None.

2.1.2 Growth

2.1.2.1 Regulatory Setting

The Council of Environmental Quality regulations, 40 CFR 1508.8, requires examination of indirect consequences, which may occur in areas beyond the immediate influence of a proposed action and at some time in the future. The indirect consequences are referred to as secondary impacts by the Council of Environmental Quality regulations.

Fire Protection

Fails to acknowledge there are two fire stations in Pebble Beach - the Carmel Hill station is 1/4 mile from project.

The City of Monterey operates three fire stations with a staff of 50 people. The Monterey Fire Department provides fire protection to the Army Defense Language Institute & Foreign Language Center & Presidio at Monterey, and Sand City. **F**

2.1.4.2 Impacts

There would be a beneficial effect for emergency service to Community Hospital of Monterey Peninsula as the traffic congestion on State Route 68 would improve, making it more easily accessible. The project would not increase the demand for utilities or emergency services, so it would have a less than significant effect.

There is potential for service disruption during the construction period. That is discussed in section 2.4.1.1.

2.1.4.3 Avoidance, Minimization and/or Mitigation Measures

None.

2.1.5 Traffic and Transportation/Pedestrian and Bicycle Facilities

2.1.5.1 Affected Environment

The major roadways in the area include State Route 68, State Route 1 and 17-Mile Scenic Drive. Within the area studied in the traffic operations analysis (Fehr & Peers 2004), four intersections were analyzed.

1. State Route 68/Community Hospital of Monterey Peninsula driveway (signalized intersection)
2. State Route 68/Carmel Hill Professional Center (side-street stop-controlled)
3. State Route 68/State Route 1 Southbound Off-ramp (signalized)
4. State Route 1 Southbound On-ramp/17-Mile Scenic Drive (side-street stop-controlled)

State Route 68

State Route 68 is a two-lane highway with a posted speed limit of 40 miles per hour. The roadway extends through Pacific Grove and connects to State Route 1 with a full-access interchange. The road intersects with driveways at the Community Hospital of Monterey Peninsula and the Carmel Hill Professional Center. The Transportation Concept Report is currently in the process of being updated and the threshold for all state highways is level of service D. This threshold applies to State Route 68 until the Transportation Concept Report is finalized in 2006 (Mark Thomas & Company 2000).

State Route 1

State Route 1 is a four-lane conventional highway in Monterey County with a posted speed limit of 55 miles per hour. The highway passes under State Route 68 and becomes an access-control route south of the interchange. G

17-Mile-Scenic Drive

17-Mile Scenic Drive is a two-lane collector roadway that provides access to Pebble Beach through a gated access. The posted speed limit is 25 miles per hour.

Level of Service

As discussed in Chapter 1, Section 1.1, the intersection of State Route 68/State Route 1 is operating at the worst level of service during both the AM and PM peak periods. The traffic study noted vehicles backing up on the Southbound State Route 1 offramp to turn onto State Route 68. Other intersections are operating poorly, as well. The intersections of State Route 1 Southbound On-Ramp and 17-Mile Scenic Drive and State Route 68 and Carmel Hill Professional Center have one or movements that experience 44 or more seconds of delay. These are typically the left-turn movements that cross a major street. Vehicle queues were also noted along 17-Mile Scenic Drive and on westbound State Route 68 approaching the Community Hospital of Monterey Peninsula.

2.1.5.2 Impacts

Traffic Analysis

Future traffic forecasts are developed to give an estimate of what traffic levels are expected. The Association of Monterey Bay Area Governments maintains a regional traffic model that incorporates planned future land development, population estimates, employment, roadway and transit improvements. With these inputs, the traffic model can predict what traffic levels will be at a given time. In the City of Monterey, the Year 2030 is estimated to be the build out year. In other words, the current General Plan forecasts out to Year 2030. The Association of Monterey Bay Area Governments traffic model was the main source in estimating future traffic conditions and provides versions that forecast to 2010, 2020, and 2025. The Community Hospital of Monterey Peninsula Master Plan (2001) and the Transportation Analysis for the Del Monte Forest Preservation and Development Plan (County of Monterey 2004a) were also used (Fehr & Peers 2004).

In preparing the traffic analysis prepared for this project, Fehr & Peers updated the Association of Monterey Bay Area Governments traffic model to reflect increases in traffic and additional traffic was manually added to forecast the Community Hospital

hectare), that are part of a Common Plan of Development exceeding 5 acres (2.02 hectare) or that have the potential to significantly impair water quality. Some construction activities may require an individual construction permit. All Department projects that are subject to the construction general permit require a Storm Water Pollution Prevention Plan, while all other projects require a Water Pollution Control Program. Subject to the Department's review and approval, the contractor prepares both the Storm Water Pollution Prevention Plan and the Water Pollution Control Program. The Water Pollution Control Program and Storm Water Pollution Prevention Plan identify construction activities that may cause pollutants in storm water and measures to control these pollutants. Since neither the Water Pollution Control Program nor the Storm Water Pollution Prevention Plan are prepared at this time, the following discussion focuses on anticipated pollution controls.

2.2.1.2 Affected Environment

The project is located within the Carmel-Seaside Groundwater Basin. The groundwater basin covers the Carmel River, a portion of the older and younger alluvium at the southern edge of the Salinas Valley, south of Fort Ord, and the nonwater bearing highland area between the two (Mark Thomas & Company 2000).

Two regulatory agencies oversee water resources in the area. The Monterey County Water Resources Agency is responsible for managing, protecting and enhancing the quantity and quality of water and provides flood control services (Monterey County Water Resources Agency 2005). The Monterey Peninsula Water Management District is responsible for allocating water and issuing water connection permits. The Monterey Peninsula Water Management District is also responsible for monitoring mitigation programs on the Carmel River.

The closest major body of water is the Carmel River, approximately 2 ½ miles south of State Route 68. The river drainage basin ^{begins} ~~is~~ 3,500 feet above sea level on the western slopes of the Sierra de Salinas mountain range and drains in to the Carmel River which extends through the Carmel Valley and into the Monterey Bay National Sanctuary at Carmel Bay (Monterey County Water Resources Agency 2005). State Route 68 is not located within the 100-year floodplain.

The majority of the hydrologic pattern within the project area does not flow across State Route 68 (Mark Thomas & Company 2000). State Route 68 is near the crest and the watershed on both sides flows mostly away from the road. Beverly Manor and Carmel Hill Professional Center is higher in elevation than State Route 68 and State Route 1, and has been graded to drain away from State Route 68. There is one area fronting the roadway that does drain to the road and crosses just east of Scenic Drive. This drainage culvert then releases to a natural swale which eventually flows into Pescadero Canyon Creek.

alteration of hydrology, contamination, erosion, sedimentation, disruption of migration corridors, changes in water quality, and introduction or promotion of predators. They can also contribute to potential community impacts identified for the project, such as changes in community character, traffic patterns, housing availability, and employment.

California Environmental Quality Act Guidelines, Section 15130 describes when a cumulative impact analysis is warranted and what elements are necessary for an adequate discussion of cumulative impacts. The definition of cumulative impacts, under California Environmental Quality Act, can be found in Section 15355 of the California Environmental Quality Act Guidelines. A definition of cumulative impacts, under National Environmental Policy Act, can be found in 40 CFR, Section 1508.7 of the Council of Environmental Quality Regulations.

2.5.2 Affected Environment

The area south of State Route 68 is County land. The County's build out is planned in the currently adopted General Plan (Monterey County 1982). The General Plan is a tool to achieve balance between the County's need for growth and the need to conserve its resources for the future. Development as described in the General Plan can cause irreversible changes to the environment. Resources that would experience these changes are described in the General Plan. Increased traffic noise and decreased air quality were identified as two cumulative impacts associated with implementation of the General Plan. As identified in section 2.1.1, the State Route 68 widening project is consistent with policies outlined in the General Plan.

The Pebble Beach Company ~~recently~~ received ^{Monterey County} approval on the Del Monte Forest and Preservation and Development Plan. As described in section 2.1.1, the project includes several land uses and transportation improvements. The State Route 68 widening project was considered and incorporated into the analysis during the environmental review of the State Route 68 widening project.

The City of Monterey recently adopted a General Plan. As identified in section 2.1.1, the State Route 68 widening project is consistent with policies outlined in the General Plan.

2.5.3 Impacts

2.5.3.1 No Project

This alternative would result in no changes to State Route 68. This roadway would not be able to fully accommodate the anticipated growth in the City and County. Level of Service would continue to decline, which would affect air quality. The No Project alternative would make a substantial contribution to an adverse cumulative effect on traffic circulation, air quality and public services.

on 3.15.2005 -
Coastal Commission
approval still needed

Native American Heritage Commission
915 Capitol Mall, Room 364
Sacramento, CA 95814

Public Utilities Commission
505 Van Ness Avenue
San Francisco, CA 94102

California State Lands Commission
100 Howe Avenue, Suite 100 South
Sacramento, CA 95825

Regional

Executive Officer, Roger W. Briggs
Central Coast Regional Water Quality
Control Board
895 Aerovista Place, Suite 101
San Luis Obispo, CA 93401

Executive Director, Nicolas Papadakis
Association of Monterey Bay Area
Governments (AMBAG)
445 Reservation Road
Marina, CA, 93933

Monterey Bay Unified Air Pollution
Control District
24580 Silver Cloud Court
Monterey, CA 93940

Sierra Club- Ventana Chapter
P.O. Box 5667
Carmel, CA 93921

Executive Director, William Reichmuth
Transportation Agency for Monterey
County
55-B Plaza Circle
Salinas, CA 93901

Monterey County Water Resources
Agency
893 Blanco Circle
Salinas, CA 93901

Monterey Peninsula Water Management
District
5 Harris Court, Building G
P.O. Box 85
Monterey, CA 93942

Executive Director
Monterey-Salinas Transit
One Ryan Ranch Road
Monterey, CA 93940

Local

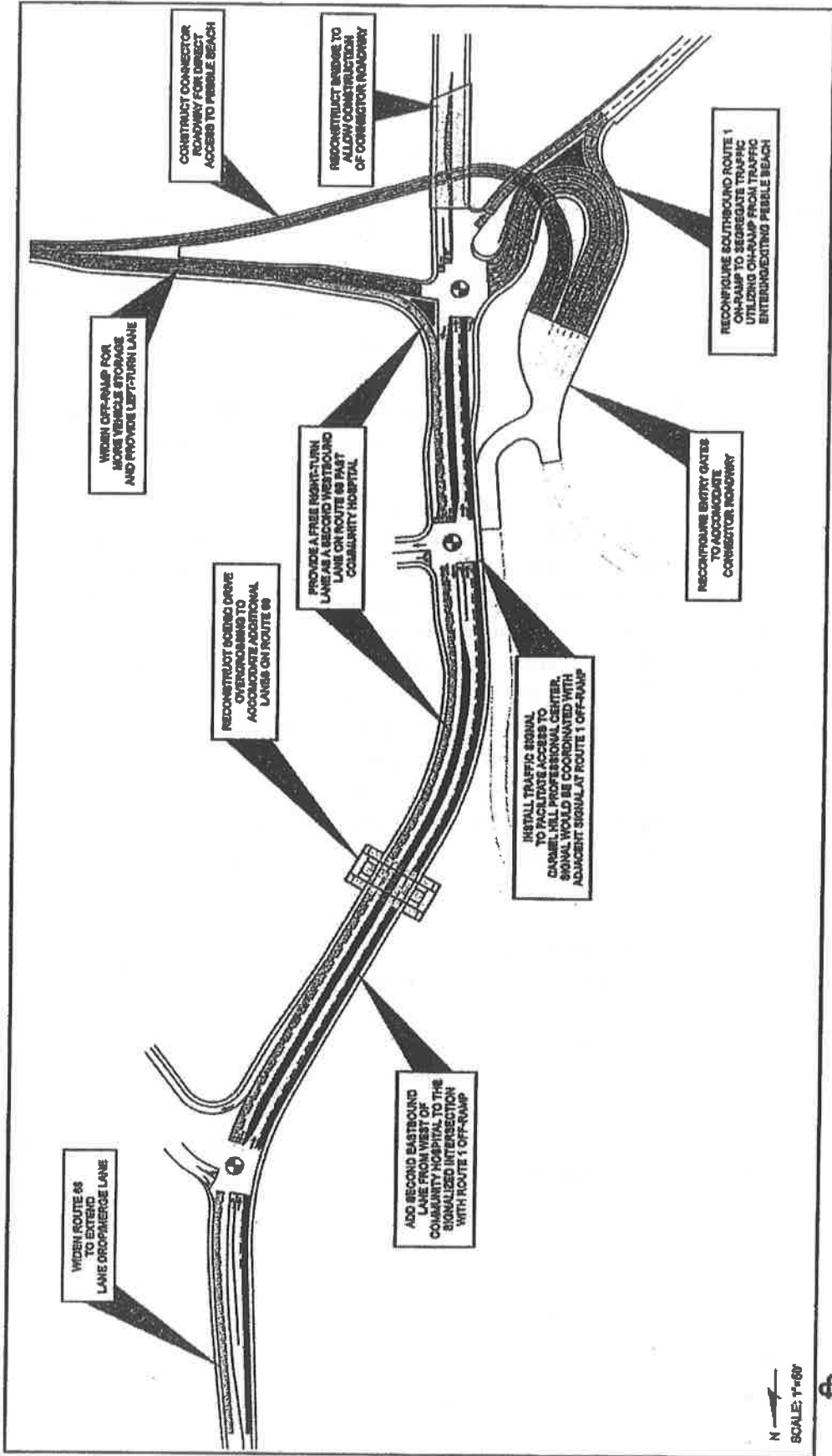
Public Works Department
City of Monterey
526 Pierce Street
Monterey, CA 93940

Community Development
City of Monterey
City Hall
Monterey, CA 93940

Dr. William Barr, County
Superintendent of Schools
Monterey County Office of Education
901 Blanco Circle
P.O. Box 80851
Salinas, CA 93912-0851

Administration Office
Community Hospital of the Monterey
Peninsula
23625 Holman Highway
P.O. Box HH
Monterey, CA 93942

What about Monterey County Planning? J



Hebraan Highway

BUILD ALTERNATIVE SAC
FIGURE 15

N
SCALE: 1"=60'



FERRIS & PEERS
TRANSPORTATION CONSULTANTS

April 2006
1005-15

4.5.24 Response to Comment 23: Mark Stilwell – Pebble Beach Company

This letter provides minor editorial corrections (see Comments 23-E through 23-J). The letter also addresses the key issues of the Monterey pine forest and the distributor/collector road alternative (Alternative 3 with Ramp Variations 1 and 3).

23-A: The California Environmental Quality Act expressly defines “endangered, rare or threatened” plants to include not only formally listed species under the state and federal Endangered Species Acts but also any species that qualify for such listing, whether it is actually listed or not (California Environmental Quality Act Guidelines, Section 15380). The California Native Plant Society Inventory of Rare and Endangered Plants of California classification could by itself be considered substantive evidence of the rare status of Monterey pine forest, despite the fact that the species itself has not been listed as rare, threatened or endangered at the state and federal levels.

23-B: The California Department of Fish and Game Natural Diversity Database classifies Monterey Pine as a G1 global ranking and a S1.1 state ranking, indicating that both globally and within California there are fewer than six viable “element occurrences” (G1 and S1) and that the species is considered “very threatened” (2.1.1). The California Department of Fish and Game made these classifications with the full knowledge that these six occurrences are comprised of many individual Monterey pine trees. There is no higher degree of rarity, or threat, in the database global or state rankings. In addition, the California Natural Diversity Database designates Monterey pine forest as a rare community type. The species is also listed on the International Union of Conservation of Nature and Natural Resources (IUCN) Red List of Threatened Species. Lead agencies play an important role in determining whether substantial evidence in the record indicates that a project’s impacts on a given species or plant community are significant.

23-C: Thank you for the support of this project. The technical reports prepared for this project analyzed all the alternatives, including Alternative 3 with Ramp Variations 1 and 3 (distributor/collector road). Please refer to Response to Comment 22-D for the environmental analysis of the distributor/collector road alternative. Alternative 3 with Ramp Variations 1 and 3 continues to be considered but rejected.

23-D: Please refer to Response to Comment 22-D for environmental analysis of Alternative 3 with Ramp Variations 1 and 3. This alternative continues to be considered but rejected.

23-E: The sentence has been changed to read: “Therefore, the project does not have a significant effect on recreational facilities.”

23-F: The Pebble Beach Community Services District operates one fire station (located at Lake Forest and Lopez) and has 25 percent equity in a second fire station (the

Carmel Hill Fire Station at the Pebble Beach Main Gate). This Pebble Beach Community Services District operates the Carmel Hill Fire Station in conjunction with the Cypress Fire Protection District (25%) and the California Department of Forestry and Fire Protection (50%). The Pebble Beach Community Services District has a staff of 20 people, while an additional staff of 13 persons is shared with the Cypress Fire Protection District.

Section 2.1.4.1 has been updated according to the above discussion. Please refer to page 2-18 for the revised paragraph.

23-G: Thank you for your comment. Speed limit signs have been verified in the field and your statement is correct. North of State Route 1, the posted speed limit is 65 miles per hour. Page 2-19 in the environmental document has been changed to reflect to correct speed limit posting.

23-H: The word “beings” has been changed to “begins” on page 2-37, third paragraph under Section 2.2.1.2 “Affect Environment.”

23-I: The Pebble Beach Company’s Del Monte Forest Preservation and Development Plan was approved by the County of Monterey Board of Supervisors in March 2005 and was referred to the Coastal Commission; however, in July of 2006, the measure “A” was withdrawn from the Coastal Commission. The County Board of Supervisors rescinded the approval and adopted a Resolution of Intent to approve the project in December 2006 and in January 2007 they adopted the resolution to resubmit measure “A” to the Coastal Commission (County of Monterey 2007). The California Coastal Commission denied measure “A” on June 13, 2007 (County of Monterey 2007, California Coastal Commission 2007).

Paragraph two, page 2-76, Section 2.5.2, has been updated to reflect to current status of the Del Monte Forest and Preservation and Development Plan.

23-J: Please refer to Response to Comment 20-A. The Monterey County Planning Department was provided with a copy of the environmental document.

COMMENT 24

CALIFORNIA COASTAL COMMISSION

CENTRAL COAST DISTRICT OFFICE
725 FRONT STREET, SUITE 300
SANTA CRUZ, CA 95060
PHONE: (831) 427-4883
FAX: (831) 427-4877



December 20, 2006

Lisa K. Johnson, Environmental Planner
California Department of Transportation
50 Higuera Street
San Luis Obispo, CA 93401

Subject: Highway 68 Widening Draft Environmental Impact Report

Dear Ms. Johnson:

We have long been aware of the ongoing traffic issues associated with Highway 68 and connecting roadways (including Highway 1) in and around the Cities of Pacific Grove and Monterey, and the unincorporated Del Monte Forest area of Monterey County. It is clear to most Highway 68 users that traffic problems persist there, and that such problems are only likely to get worse in the future absent measures to address them. The above-referenced Draft Environmental Impact Report (DEIR) articulates this traffic problem, and identifies the proposed widening project (applying roughly to the segment of the Highway between Community Hospital and Highway 1) as the appropriate response.

This response raises, for us, a series of analytic issues and questions that mostly revolve around two broader themes: first, whether widening is really the least environmentally damaging alternative to address the articulated problem, and, if so, the manner in which such a project is designed to avoid coastal resource impacts and mitigate for those that are unavoidable. The DEIR presents information that helps to frame some of those issues and questions, but it has some information gaps that will hinder our review of the required coastal development permits (CDPs) for any such project, and it has some potential errors and other issues that should be addressed to ensure clear and complete information disclosure.

Accordingly, please consider the following comments on the DEIR:

Jurisdiction and Standard of Review for CDP

1. The DEIR provides confusing – and sometimes conflicting – information regarding the applicable standard of review for the proposed project. From what we can tell at this point, it appears that the eastern portion of the project would be located within the City of Monterey and the western portion within the unincorporated Del Monte Forest area of Monterey County. If that is the case, then the applicable standard of review for any CDP review would be the Monterey County Local Coastal Program (LCP) and the policies applicable to the LCP's Del Monte Forest segment for the western portion of the project, and, because the City of Monterey's LCP is not yet certified, the Coastal Act for the eastern portion of the project. In other words, the project would appear to require two separate, if related, CDP processes: one a CDP process through Monterey County for the western portion (where any County action could be appealed to the Coastal Commission) and a second CDP process directly

A

through the Coastal Commission for the City of Monterey eastern portion. Unless, of course, this project might be found to qualify for processing under the recently enacted provisions of SB 1843 (Chapter 294, Statutes of 2006).

Unfortunately, the DEIR mapping is inconclusive with respect to City and County boundaries, and planning area boundaries within each. Please provide clear mapping of the project boundaries in relation to City and County jurisdictional boundaries, including designated planning area boundaries (i.e., Skyline segment¹, Del Monte Forest segment, etc.) and please correct all references to applicable planning documents and the standard of review for CDPs to reflect this information. In all cases, the Coastal Act's access and recreation policies are also the standard of review for CDPs and also apply, and this information must be noted as well.

B

C

TDM and Related Alternatives/Project Permutations

2. The DEIR is silent regarding the effect of existing and potential future projects, programmatic efforts, or other measures that have been or could be taken to relieve congestion on Highway 68 short of widening (e.g., regional/local TDM programs, etc.). Please fully describe such existing and potential alternative measures and the manner in which they would affect traffic congestion in the no project alternative, as well as the manner in which they could affect traffic congestion in a build alternative, including widening, that might allow for a smaller build project with lesser coastal resource impacts.

D

3. The DEIR indicates that the project would not include pedestrian and bicycle features, and dismisses these due to safety concerns. However, the context underlying such a project omission is missing. Please explain the way in which Highway 68 (and connections to it within the project area) and the 17-Mile Drive bridge over it are part of any designated or de facto pedestrian and/or bicycle trail systems, and the manner in which this project affects said systems. We note, for example, that the Del Monte Forest trail system includes connecting links to Highway 68 (e.g., at the former Haul Road) and that bicycle facilities through the Forest (including along 17-Mile Drive) are in need of enhancement in this respect, and the DEIR omits discussion of this context.

E

Furthermore, the ways in which Highway 68 (and the Del Monte forest gate area) could or should be configured in order to provide usable connections to public pedestrian and bicycle trails east of Highway One (both existing trails and future trails – including the Hatton Canyon recreational trail dropping into Carmel and linking to the Big Sur Coast Trail at Carmel River) need to be evaluated as part of the project context².

In addition, and related to the previous comment, please also explain the way Highway 68 could or should be configured in these ways with respect to pedestrian and bicycle access to

F

¹ See City of Monterey Local Coastal Program—Skyline Land Use Plan for potentially useful map.
² See map, text and illustrations on pp.93 & 125 of the Carmel River Parkway Plan (A Vision Plan for the Carmel River Parkway, CalPoly Pomona/Big Sur Land Trust, June 2005).

promote regional/local TDM programs and alternatives to automobile travel. Our rebuttable presumption at this point is that the Coastal Act's access and recreation policies and the LCP require that major public road improvement projects such as this – particularly those like this that are located at known connection points and/or gaps in coastal trail systems – need to include bicycle and pedestrian facilities as part of them, and the DEIR needs to be augmented to provide adequate background and other information to evaluate such options.

F

Other Project Permutations

4. The DEIR briefly describes the Pebble Beach Company's Preservation and Development project, and indicates that portions of it overlap with the proposed project at the intersection of Highway 1, Highway 68, and the gate entrance into the Del Monte Forest. There are two related comments on this point.

First, the DEIR does not clearly identify the relationship of the Pebble Beach Company's roadway project in this area to the DEIR's proposed project, including the fact that the DEIR lacks any type of site plan map that shows the overlap and/or connection between the two projects. Please supplement the DEIR with information explaining the Pebble Beach Company's project in this respect, including explaining the ways in which it is connected to and/or independent of the proposed project, and including providing clear figures that depict the two projects in this respect.

G

Second, it is our understanding that the Monterey County Board of Supervisors recently rescinded their approval of the Pebble Beach Company's series of proposed projects, including any roadway improvements in the project area. It is not clear at this point what the effect of such an action on the proposed project may be. Please further investigate and update the DEIR with this information.

H

5. The DEIR describes Monterey pine forest impacts as being mitigated through restoration of some four acres of Monterey pine forest habitat within the Old Capitol site (see also related Monterey pine forest comments below). Similar to the above comment, please explain the relationship of this proposed project mitigation restoration component to proposed restoration associated with the Pebble Beach Company's projects (that also countenance the Old Capitol site), including any arrangements that have been made that would allow Caltrans to proceed with such restoration of land they do not own.
6. The DEIR describes a ramp variation intended to segregate Highway 1 traffic headed into the Pebble Beach gate from Highway 68 traffic, and indicates that this option was eliminated from further consideration. Conceptually, such an option is intriguing in terms of its potential to reduce Highway 68 congestion, but the DEIR does not present any information that justifies dismissing it. Please explain the parameters of this option, including providing a site plan that helps illustrate it, and explain the manner in which it could be implemented either independently or as a project permutation.

I

J

7. It is not clear from the DEIR to what extent traffic congestion could be reduced by making changes within the existing roadbed prism (and thus without removing any Monterey pine forest and/or other habitats – see also comments below). Please update the document to provide site plans that clearly show the edge of the existing roadbed fill and identify its width throughout the project area, and evaluate ways in which additional traffic lanes could be provided without expansion of the existing prism to the degree feasible.

Possible configurations that avoid roadbed prism widening that should also be evaluated would include reducing and/or limiting lane widths, allowing peak period use of shoulder areas (where such areas are reconfigured to be able to be used in this manner, but not necessarily developed to full traffic lane widths), and limiting peak period turn movements onto and off of Highway 68 (e.g., at Beverly Manor). The effect of such permutations on traffic congestion should be clearly explained (including through updated forecasting) and the above-referenced TDM and related measures should also be noted in this context.

Native Monterey Pine Forest

8. The DEIR generally refers to native Monterey pine forest as a sensitive biological community and habitat. Unfortunately, it also includes some contradictory and somewhat internally inconsistent statements about the Monterey pine resource (e.g., stating that no special status species exist in the project area (DEIR p. 2-2) and then referring to Monterey pine as rare and endangered (DEIR p.2-57). In addition, while certain other resources are classified by the DEIR as environmentally sensitive (such as wetlands, see also below), Monterey pine forest is not. We do not understand this discrepancy.

Please note that native Monterey pine forest is extremely rare. The world's remaining native Monterey pine forests are found in just five locations on the face of the globe: three in coastal California (Año Nuevo, Cambria, Monterey Peninsula) and two on Mexican islands off the coast of Baja California (Guadalupe and Cedros Islands). The Monterey Peninsula occurrence has always been and remains the largest of the native Monterey pine forests – it is also the native forest that has suffered the largest reduction over time, primarily due to residential and golf course development. Nearly 90% of the overall reduction in native Monterey pine forest acreage worldwide has been in the Monterey peninsula stand, and roughly half of the original Monterey forest remains today.

The California Department of Fish and Game Natural Diversity Database (CNDDDB) classifies Monterey pine as a G1 global rank and an S1.1 state rank, indicating that both globally and within California there are fewer than 6 viable “element occurrences” (G1 and S1) and that the species is considered “very threatened” (S1.1).³ There is no higher degree of rarity (or threat) in the CNDDDB global or state rankings. In addition, the CNDDDB designates

³ CNDDDB Special Vascular Plants, Bryophytes, and Lichens List (January 2006).

Monterey Pine Forest as a rare community type.⁴ The California Native Plant Society (CNPS) classifies Monterey pine as 1B.1,⁵ where "1B" indicates that the species is considered "rare, threatened, or endangered in California and elsewhere," and the "0.1" modifier indicates that it is considered "seriously endangered in California (over 80% of occurrences threatened/high degree and immediacy of threat)." CNPS has no higher threat classification than 1B.1.⁶ Until 2006, CNPS also used a system called the R-E-D code for sensitive species that indicates the overall level of conservation concern for any particular species, based on its rarity, endangerment, and distribution (i.e., R-E-D). In the case of Monterey pine, the CNPS R-E-D code is 3-3-2 (with 3 indicating the highest level of concern).⁷ Finally the species is also listed on the International Union for Conservation of Nature and Natural Resources (IUCN) Red List of Threatened Species.

In addition to being significant in its own right as a species, Monterey pine is also important as the defining member of Monterey pine forests, which provide habitat to approximately 200 species of plants and dozens of animal species. Some of the species making up these ecosystems are quite rare. With respect to Monterey pine forests, twenty special-status plant species and eighteen special-status wildlife species currently are known to occur within these forested areas in the Monterey region. Furthermore, Native Monterey pine forest is also especially valuable for its role as the genetic repository of the species, both in relation to maintaining native Monterey pine forest ecosystems and to maintaining worldwide commercial viability.⁸

In conclusion, the BIR should recognize that Monterey pine is a rare, threatened, and especially valuable species; and as such a special status species. Native Monterey pine forest exists in only a handful of disjunct locations. It has declined significantly from its historic extent, with the brunt of the decline focused in the Monterey peninsula stand which is presently roughly half its historic extent. We consider the native Monterey pine forest and its habitat to be environmentally sensitive habitat area (ESHA) as defined by the Coastal Act and the Monterey County LCP. For further information please refer to our recent staff report on a proposed LCP amendment applicable to the Del Monte Forest where we have summarized much of this native Monterey pine forest and related habitat information (<http://documents.coastal.ca.gov/reports/2006/6/W9a-6-2006.pdf>). In any case, please modify the DEIR text to conform with the descriptions above.

M

⁴ CNDDB List of California Terrestrial Natural Communities Recognized by the California Natural Diversity Database (September 2003).

⁵ CNPS Inventory of Rare and Endangered Plants (2006).

⁶ With the exception of CNPS List 1A "Plants Presumed Extinct in California."

⁷ Because of its limited number of restricted occurrences (only 5 locations, 3 in California), serious endangerment in California, and its rarity outside of California (but for the small pine forest populations on Guadalupe and Cedros Islands off of Baja, the R-E-D code presumably would be 3-3-3, the highest possible R-E-D threat level).

⁸ Monterey pine is the most widely planted pine tree in the world and is of great economic importance as a plantation species, forming the basis for a lumber and paper industry of world importance (e.g., in New Zealand, Chile, Australia, Spain, South Africa, Argentina, Uruguay, and Kenya).

9. The DEIR draws a distinction between planted and native Monterey pine forest, but it does not explain the rationale for this distinction. Although it is our understanding that when the Highway 1/Highway 68 intersection was developed in the late 1950s-early 1960s, native forest areas that were denuded by intersection construction were replanted with native Monterey pine from local Monterey peninsula stock, we do not see how these restoration areas would or should be treated differently now as "planted" forest in that sense.

Regardless of this distinction, ultimately the DEIR lumps the two together in terms of a CEQA review and mitigation framework. In that sense, the DEIR distinction is both unclear in its own right and unclear as to its effect on project review. Please note that the entire project area has been mapped as part of either the present and/or historic extent of the Monterey Peninsula stand of native Monterey pine forest,⁹ and the DEIR presents no compelling reason that the entire Monterey pine forest area associated with the project shouldn't be considered native Monterey pine forest and habitat. Please modify the document accordingly.

10. The DEIR does not adequately describe the understory present in the Monterey pine forest area. While there was a reference to the understory as 'non-native and disturbed', there was no information presented to explain or support this claim. Is it based on the history of past disturbance and replanting when the Hwy. 68/Hwy. 1 intersection was originally constructed? If so, can the edge of the undisturbed vs. disturbed forest habitat be distinguished today, based on understory composition? Please clearly describe the composition and nature of the forest understory, and please provide species lists and maps for any special status species identified there.

The understory can be a critical evaluation factor in terms of understanding the relative importance of a native forest area, and thus a critical piece of information relative to the proposed project. On this point and related, we note that the DEIR indicates that it has not focused on individual plant or animal species, but rather on biological communities (like native Monterey pine forest). Although we support and understand the biological community approach more generally, individual species must be understood in that context as well, particularly sensitive species. Please provide additional information to update the document accordingly.

11. The DEIR lacks adequate biological information describing the areas surrounding the project area and right-of-way. Specifically, the manner in which the project area forest is part of larger forest segments, or conversely the manner it is segmented from larger forest areas, bears on the way the project area forest is to be understood, including in an ESHA context (see also comments above). We note, for example, that it appears that the project area forest may be part of a much larger forested area extending through Pescadero Canyon. Please provide a description of the larger biological context in this respect, including clear figures and maps. Please note that the presence of a road may or may not be indicative of a break in

⁹ Including Jones and Stokes, 1994 and 1996.

a larger forest area depending on the circumstances (e.g., degree of continuous canopy, wildlife connectivity, etc.).

12. Under the Coastal Act and the Del Monte Forest segment of the Monterey County LCP, only resource-dependent development, such as habitat restoration, is allowed within an ESHA, and all development within or adjacent to an ESHA must be sited and designed to prevent significant impacts to the ESHA. In contrast to other environmental laws that may allow development in an environmentally sensitive area if the impacts can perhaps be mitigated to a less than significant level through restoration or conservation of other habitat areas, the Coastal Act and LCP require that new development avoid identified ESHAs and that ESHAs be appropriately buffered from potential development impacts. Providing mitigation for ESHA impacts to allow development in an ESHA is not allowed for avoidable impacts to ESHA.¹⁰

It is not clear that the proposed project can be rectified to these ESHA requirements. The DEIR mapping in this respect is inconclusive, but it appears from the DEIR text that some 3.5 acres of native Monterey pine forest would be removed to allow for the project. Several things are noted here. First, ESHA areas must be clearly identified (including mapping them in relation to the project site plan) and the rationale for identifying as ESHA or identifying as non-ESHA clearly presented (see also above comments in this respect). The DEIR is thus far missing this type of careful elaboration and mapping and it needs to be supplemented with this information in any subsequent iterations.

Second, ESHA must be avoided to the absolute extent feasible in any design option. In that respect, project permutations and/or other programmatic responses (such as TDM measures etc. – see also comments above), that can be used to avoid ESHA impacts must be applied as part of any proposed project, and appropriate ESHA buffering measures included.

And third, to the extent that there are unavoidable impacts that may be ultimately allowed, such impacts need to be appropriately mitigated. Given the rarity of and continued threat to native Monterey pine forest, any allowed impacts would need to be truly unavoidable and offsetting mitigation (e.g., purchasing a developed site within the historic extent of native Monterey pine forest habitat that is connected to other existing native Monterey pine forest area and restoring that site to functioning forest). Enhancing existing Monterey pine forest area, as is proposed by the DEIR, does not meet this test. The document needs to be supplemented with additional potential mitigations in this respect to allow evaluation of such options in the event of unavoidable impacts.

¹⁰ This was confirmed in the Bolsa Chica case, wherein the Court found: "Importantly, while the obvious goal of section 30240 is to protect habitat values, the express terms of the statute do not provide that protection by treating those values as intangibles which can be moved from place to place to suit the needs of development. Rather, the terms of the statute protect habitat values by placing strict limits on the uses which may occur in an ESHA..." *Bolsa Chica Land Trust v. Superior Court* 71 Cal.App.4th 493, 507.

Wetlands

13. The DEIR's wetland discussion omits a description of the methodology for delineating wetlands in the coastal zone. Please note that the Commission relies on what some have referred to as a one-parameter model for delineating wetlands. In other words, as opposed to the DEIR-referenced Army Corps' three-parameter model (i.e., wetland hydrology, hydrophytic plant species, and hydric soils) where all three parameters must be present for an area to delineate as wetland, under the Coastal Act, the Commission relies on the presence of one parameter. Please update the DEIR to describe the one-parameter definition for coastal zone wetlands. R

14. Please re-evaluate the project area in terms of the coastal zone one-parameter delineation model for wetlands, and please update the text and mapping accordingly. For example, the DEIR dismisses one area as non-wetland because it only met the hydrology parameter. Under the coastal zone wetland standard, such area would appear to need to be delineated as wetland. In addition, please provide additional information specifying which project area wetlands should also be considered ESHA and why. S

15. Similar to ESHA, allowed development and uses within wetlands are extremely limited, and do not include fill for roadway expansion¹¹ purposes. It is unclear whether there exist one-parameter delineation wetlands in the project area that would be impacted by the proposed project, but to the extent there are, please ensure that they are avoided and adequately buffered to ensure their continued biologic function. And, in event such wetland disturbance is unavoidable, please include sufficient information to demonstrate that there is no feasible less environmentally damaging alternative, that the proposed improvement is in fact for an incidental public service purpose, and that feasible mitigation measures will be included that will effectively minimize the adverse impacts of such loss or disturbance. T

Water Quality

16. The importance of ensuring good water quality at this location is emphasized by the fact that the receiving water bodies in this case are Pescadero Creek and ultimately Carmel Bay and the Pacific Ocean, including the designated Carmel Bay Area of Special Biological Significance and the Monterey Bay National Marine Sanctuary. U

The DEIR indicates that the project will include a stormwater pollution prevention plan (or SWPPP) to address water quality issues during construction, but it dismisses any potential project contribution to water quality impairment in the area over the long term. Although it seems likely that the SWPPP would be able to adequately address water quality concerns during construction, there is little information presented to back this DEIR assertion in the

¹¹ Coastal Act Section 30233 limits wetland fill to only a very few specific circumstances, which include "(i) incidental public service purposes" where "there is no feasible less environmentally damaging alternative, and feasible mitigation measures have been provided to minimize adverse environmental effects..."

post-construction framework. In fact, as far as can be understood by the DEIR, the proposed project does not include any post-construction measures designed to filter and treat project area runoff.

By increasing the total area covered by impervious surfaces, while accommodating increased volumes of vehicular use, the project site will be subject to greater quantities of motor-vehicle generated pollutants but with less capacity to absorb and filter the runoff. The DEIR does not identify any measures to address these impacts. Therefore, it seems likely that water quality impairment can only get worse due to the project.

As a major public improvement project, and particularly in light of the significance of the ultimate receiving waterbodies, the DEIR should evaluate potential measures that could be added to the proposed drainage system to filter and treat project area runoff prior to its ultimate discharge from the project area. There appears to be ample space within which to site both natural systems (such as vegetated filter strips and swales) and engineered structures (such as subsurface filtration and treatment units) that can be used to both filter and treat typical runoff pollutants. In addition, programmatic BMPs should also be evaluated (e.g., vacuum sweeping).

Please update the document with information on measures that could be applied to filter and treat at a minimum the volume of runoff produced from irrigation and from each and every storm and/or precipitation event up to and including the 85th percentile 24-hour runoff event for volume-based BMPs and/or the 85th percentile, 1-hour runoff event (with an appropriate safety factor) for flow-based BMPs.

Public Viewshed

17. It is clear that the proposed project would have a significant negative impact on an important public viewshed. The DEIR clearly recognizes this impact and identifies landscaping and architectural detailing mitigation measures (e.g., for the proposed 17-Mile Drive bridge and project retaining walls), including establishing an aesthetics advisory and oversight committee. We concur that at a minimum, such measures would be warranted. We do believe, however, that the DEIR and the proposed project must include sufficient detail to explain the architectural theme to be applied.

In this respect, although we support the concept of extensive landscaping to help soften, screen, and otherwise camouflage structural components of the project (see also landscaping comments below), we are wary of the DEIR-identified "themed mosaics" within bridge and retaining wall components. Mosaic and similar detailing may have its place in other projects; but with out more information and better visual simulations and sample products, we question their compatibility with a project at this site.

Instead, the design aesthetic that would seem most compatible with this stretch of Highway 68 is something more akin to the more traditional walls and facades that have long been

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found in this area. Typically such walls are made of and/or faced with natural stone, typically golden granite or "Carmel" stone, and include architectural embellishment through cornices and similar articulation. Such a design theme would seem more appropriate in this circumstance and we recommend that the proposed project and the document embrace this more traditional appearance for wall and bridge designs.

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18. The Del Monte Forest LCP segment includes significant policy direction with respect to viewsheds, including the manner in which forests contribute to viewsheds. Given this context it is not clear why the DEIR presents just two such policies applicable to the Del Monte Forest, and only one applicable to the subject site (i.e., the other references the indigenous range of the Monterey cypress, an area found near the shoreline at Pescadero Point). There are many other applicable policies in this respect. For example:

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LUP Forest Resource Policy Guidance Statement: The natural beauty of the Del Monte Forest is one of its chief assets. The forest resource, in addition to its role in the areas natural environment, is a principal constituent of the scenic attractiveness of the area which should be preserved for the benefit of both residents and visitors. The Forest is more than an aggregate of trees. It is home to the areas wildlife and serves to moderate climatic extremes. Therefore, long-term preservation of the forest resource is a paramount concern.

LUP Policy 31: The natural forested character of Del Monte Forest shall, to the maximum feasible degree, be retained, consistent with the uses allowed by this plan. Accordingly, all tree removal, land clearing for development and forest management activities within native forest areas covered by this plan shall conform to LUP policies regarding water and marine resources, environmentally sensitive habitat areas, and scenic visual resources.

LUP Policy 32: Where LUP objectives conflict, preference should be given to long-term protection of the forest resource. When reviewing requests for tree removal environmental considerations shall include review of forest plant associations, native soil cover, and aesthetic values, as well as maintenance of the overall health of the stand....

LUP Policy 33: In reviewing requests for tree removal, land clearing, and other development, preservation of scenic resources shall be a primary objective....

LUP Policy 34: In considering potential development projects, project designs shall be required to minimize to the extent feasible the removal of vegetative cover or damage to soil resources. Land use concepts which minimize removal will be preferred....

As can be seen, the LCP is clearly premised on protecting forest resources – including the manner in which they contribute to the natural scenic beauty of the area. Please update the

document to reflect these LCP requirements as well as other similar and related LCP scenic resource requirements, and please indicate how the project meets said requirements.

Landscaping

19. The DEIR indicates that native and "native-compatible" species would be used for landscaping and re-planting. We do not support the use of non-native species in this respect, and would recommend that additional specificity be brought to bear on the native species used. Specifically, we recommend that any landscaping species be limited to non-invasive species native to the Del Monte Forest area where plant material is all from local stock. We see little reason why the native Monterey pine forest (including constituent understory plants) should not be replicated in the project area landscaping. All vertical wall elements should also include cascading vegetation (both in the DEIR-identified within-wall planting pockets and at the tops of the walls themselves) to help soften and screen vertical faces. Please update the document accordingly.

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Thank you for the opportunity to comment. We hope that these comments help to frame the LCP and coastal permit context for this project. We are available for consultation in this regard as Caltrans moves forward with CEQA compliance and any revised project designs.

Sincerely,


for Steve Monowitz
Central Coast District Manager

cc: Scott Morgan, Office of Planning and Research Senior Planner (State Clearinghouse # 2006111029 and #2003021151)
Rick Marvin, City of Monterey, Senior Planner
Mike Novo, Monterey County Planning Director

4.5.25 Response to Comment 24: Steve Monowitz – Central Coastal Commission

This letter provides 25 comments on the environmental document. These comments address the key issues regarding jurisdictions of the local coastal programs, future projects, pedestrian and bicycle issues, biological mitigation, the native Monterey pine forest, wetlands, water quality, public viewsheds and landscaping.

24-A: Monterey County is located on the south side of State Route 68, while the City of Monterey is located on the north side of State Route 68. As stated on page 1-8, the proposed project will require a Coastal Development Permit. As shown in Figure 4-10, the proposed project is within both the County of Monterey's coastal zone and the City of Monterey's coastal zone, as defined by the Del Monte Forest Land Use Plan Local Coastal Program (Adopted 1984, Amended 1987), Skyline Local Coastal Program (1992), and the Public Resources Code Division 20 California Coastal Act (Effective January 1, 2007). This results in the need for two Coastal Development Permits, one under the County of Monterey/Del Monte Forest and the second under the City of Monterey/California Coastal Act. See Figure 4-13 for the coastal zone boundaries.

24-B: State Route 68 extends along the border between the City of Monterey and the County of Monterey. It also occurs along the border between the Skyline Forest and the Del Monte Forest planning areas. Figure 4-13 depicts planning area boundaries.

24-C: According to Public Resources Code Division 20 California Coastal Act (Effective January 1, 2007), the proposed project is within the coastal zone. The proposed project is consistent with all policies pertaining to access and recreation. No access or recreation areas are affected by the proposed project. In addition, the proposed project will improve the safety and operations of State Route 68 from State Route 1 to west of the Community Hospital of the Monterey Peninsula entrance. This results in safer travel and an improved level of service for travelers destined for access points and recreational activities.

24-D: Regional planning for traffic is covered under the circulation and/or transportation elements of general plans for both the City and the County of Monterey. In addition, as stated in Responses to Comments 11-A, 11-B and 24-E, the roadway will be widened to include standard shoulders. This does not preclude bicycles from using this route, which may also reduce trip reductions. Currently, the Community Hospital of the Monterey Peninsula has a successful trip-reduction program. Please refer to Response to Comment 16-C2 regarding this program. No other planning documents or proposed projects are currently being considered for the greater Monterey Peninsula.

24-E: Several responses address the issues of bicycles and bicycle routes in and around the proposed project. Please refer to Responses to Comments 11-A, 11-B, 16-A, 16-B, 16-D and 18-A. Figures 4-1 and 4-2, provided in Response to Comment 11-A, depict the area's bicycle routes.

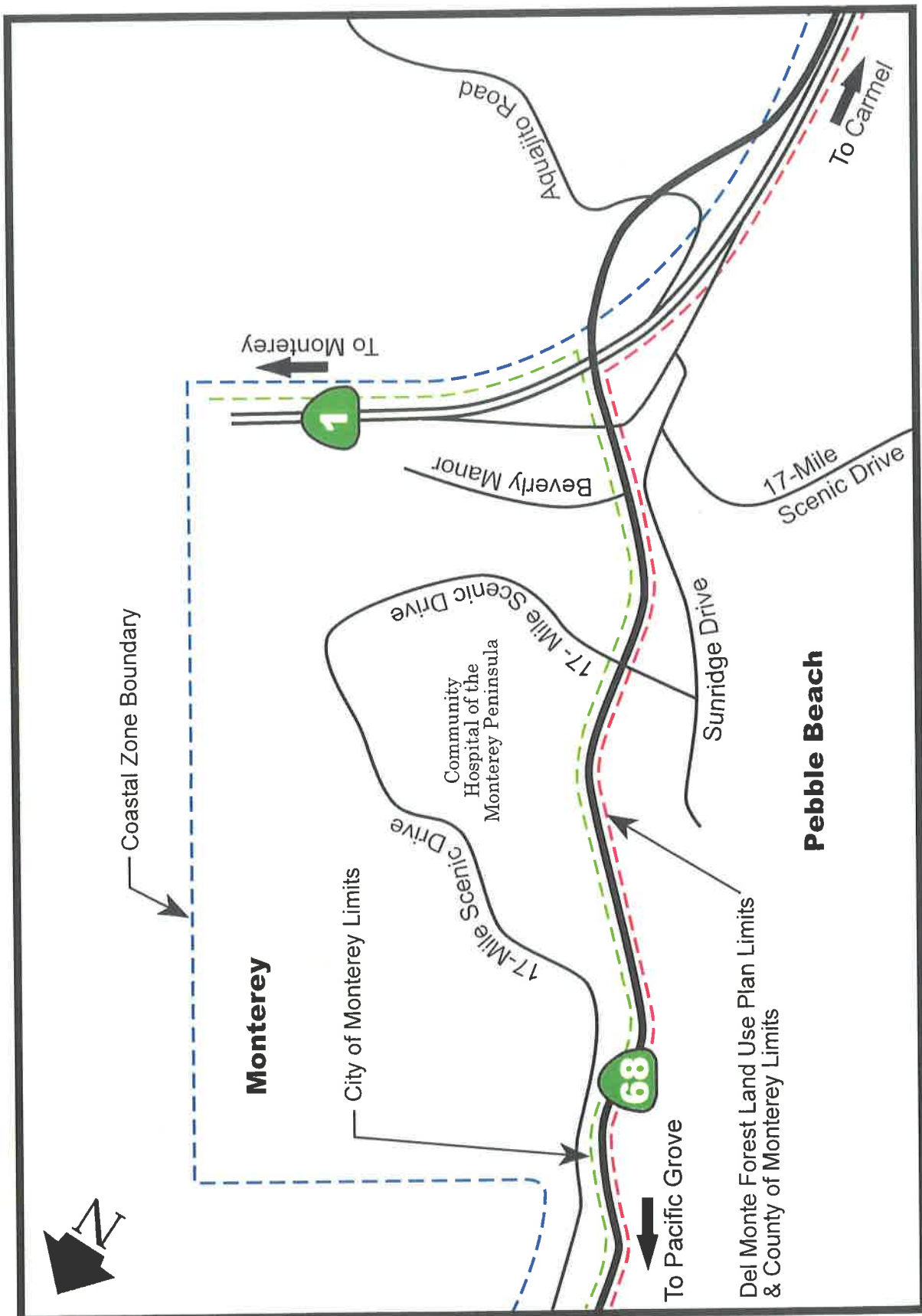


Figure 4-13. Planning Boundaries for the Proposed Project

Sources: *Del Monte Forest Land Use Plan (2005)*, *Monterey County General Plan Update (2005)*, *Skyline Local Coastal Program (1992)*

Please also refer to Response to Comment 14-A, paragraph four, for an explanation of the road widening and bicycles. The environmental document acknowledges that the lack of official bicycle lanes is not consistent with the policy; however, the proposed project will provide 2.4-m (8-ft) shoulders. This would allow for additional room for a cyclist desiring to use State Route 68. Bicycle lane striping next to the right-turn pockets will be provided on the Pebble Beach Main Gate exit to the State Route 1 southbound on-ramp and the Pebble Beach Main Gate exit onto State Route 68.

24-F: As stated in the above response, Response to Comment 24-E, there are several responses that address bicycle use and bicycle routes. Please refer to Responses to Comments 11-A, 11-B, 16-A, 16-D, 18-A and 24-E. As stated in most of these responses, bicycle lane striping will be provided next to the right-turn pockets on the Pebble Beach Main Gate exit to the State Route 1 southbound on-ramp and the Pebble Beach Main Gate exit onto State Route 68.

24-G: A detailed explanation of the relationship between this project and the Pebble Beach Company's Del Monte Forest Preservation and Development Plan can be found in Response to Comment 1-A. To further separate this project with the Pebble Beach Company's project, the purpose of this proposed project is discussed in the first paragraph under Section 1.1 "Purpose and Need" on page 1-1. Response to Comment 14-A provides a detailed discussion regarding the need for this proposed project.

24-H: A history of the Pebble Beach Company's proposed project is discussed in Response to Comment 23-I. The proposed project discussed in this environmental document would not be affected by the outcome of the Pebble Beach Company's Del Monte Forest Preservation and Development Plan, as the two projects are independent of each other. Please refer to Response to Comment 1-A for information on the separation of these projects.

24-I: The City of Monterey will no longer be using the Old Capitol Site for Monterey pine mitigation. The City of Monterey will now use the Iris Canyon Green Belt for Monterey pine mitigation. For further information, please refer to Comment 24-Q

24-J: An evaluation of the Alternative 3 with Ramp Variations 1 and 3, the distributor/collector road is discussed in Response to Comment 22-D. This alternative was analyzed in all technical studies. This alternative was considered but rejected.

24-K: Figures 4-14a and 4-14b depict typical cross sections which show existing pavement width and additional widening required for a four lane facility. There is no other way to expand State Route 68 to a four lane facility without widening the existing pavement as shown on the figures.

The peak period use of State Route 68 in the westbound direction is over 1,000 vehicles per hour beginning at 12:00 PM (noon) and continuing until 7:00 PM, a seven hour peak period. In the eastbound direction, the peak period begins at approximately 1:00 PM and continues to 5:00 PM, a period of four hours. The usage of shoulders for this length of time is not a short period, i.e. one or two hours. Therefore, it is not practical to use shoulders for this long duration. The use of shoulders for this time frame would require bicyclists to share the travel-way, which contradicts the goal to provide safe bicycle access within the County and City of Monterey. This requires bicyclists to share the roadway with automobiles, further increasing accident rates and reducing the capacity of the roadway.

To allow shoulders to be used as a temporary travel-way during peak hours, the shoulders would need to be 3.6 m (12 ft) in width instead of the proposed 2.4 m (8 ft). In addition to widening the shoulder, there are two horizontal curvatures between the Community Hospital of the Monterey Peninsula and State Route 1 which would need to be increased in radius to provide adequate stopping sight distance. At these two critical locations, the difference between a four-lane widening and the use of shoulders as travel-ways is 4.9 m (16 ft). The total width of the four-lane roadway is 23 m (76 ft). If shoulders were used as travel-ways, the reduction in the widening width is only 20 percent and not the 50 percent that is often envisioned.

A roadway with standard shoulders (2.4-m [8-ft]) allows disabled vehicles to pull out of the travel-way, thus providing minimal interruption in roadway operation. When a vehicle is disabled without the ability to pull away from the traveled way, the vehicle blocks the through lane, thereby, reducing the capacity of the roadway by 50 percent.

In addition, rear end accidents would likely more than double. Based on National Research Council, "Practices for Removal, Reduction and Retardation (RRR)" (see the following chart), the use of a shoulder for a traveled way doubles the accident rate. Doubling the accident rates does not meet the purpose and need of the project.

DIST	COUNTY	ROUTE	SLOPE POST TOTAL	PROJECT NO.	TOTAL SHEETS
05	MON	68	6.1/18.9		

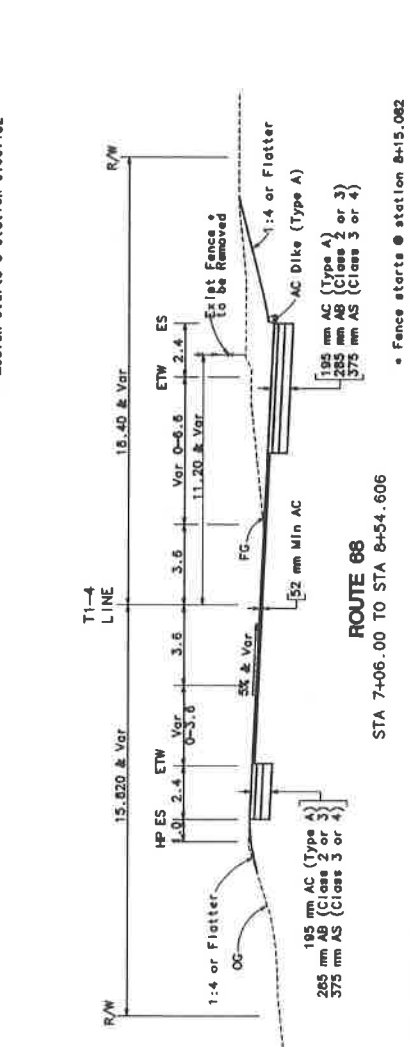
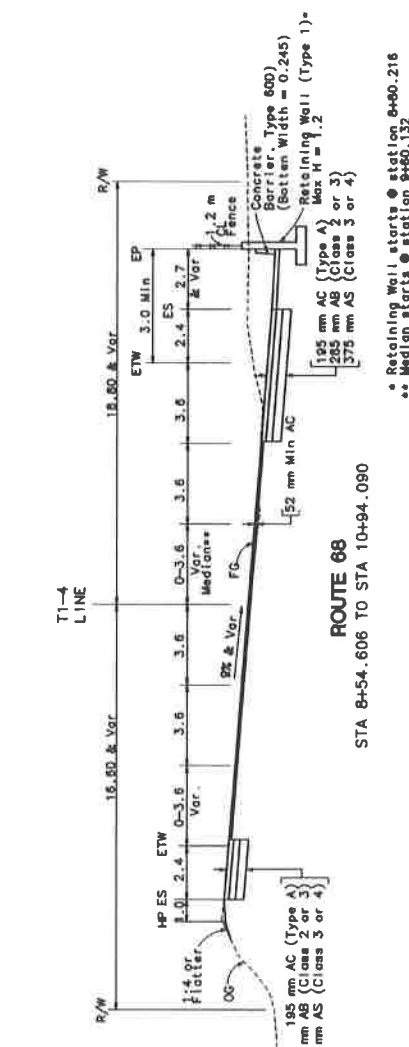
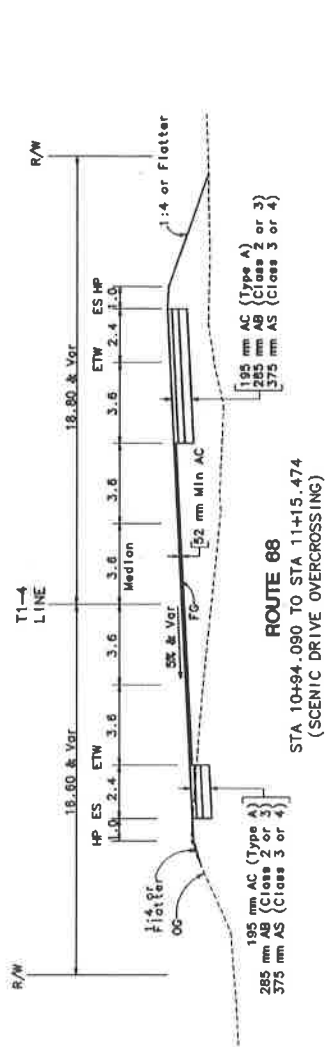
REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE: 12/21/09

U.S. TAMMARA 33333

CITY OF MONTEREY PUBLIC WORK DEPARTMENT MONTEREY, CA 93940

MARK THOMAS & CO. INC. 1960 ZANER ROAD SAN JOSE, CA 95112



ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN.

TYPICAL CROSS SECTIONS

NO SCALE


X-1

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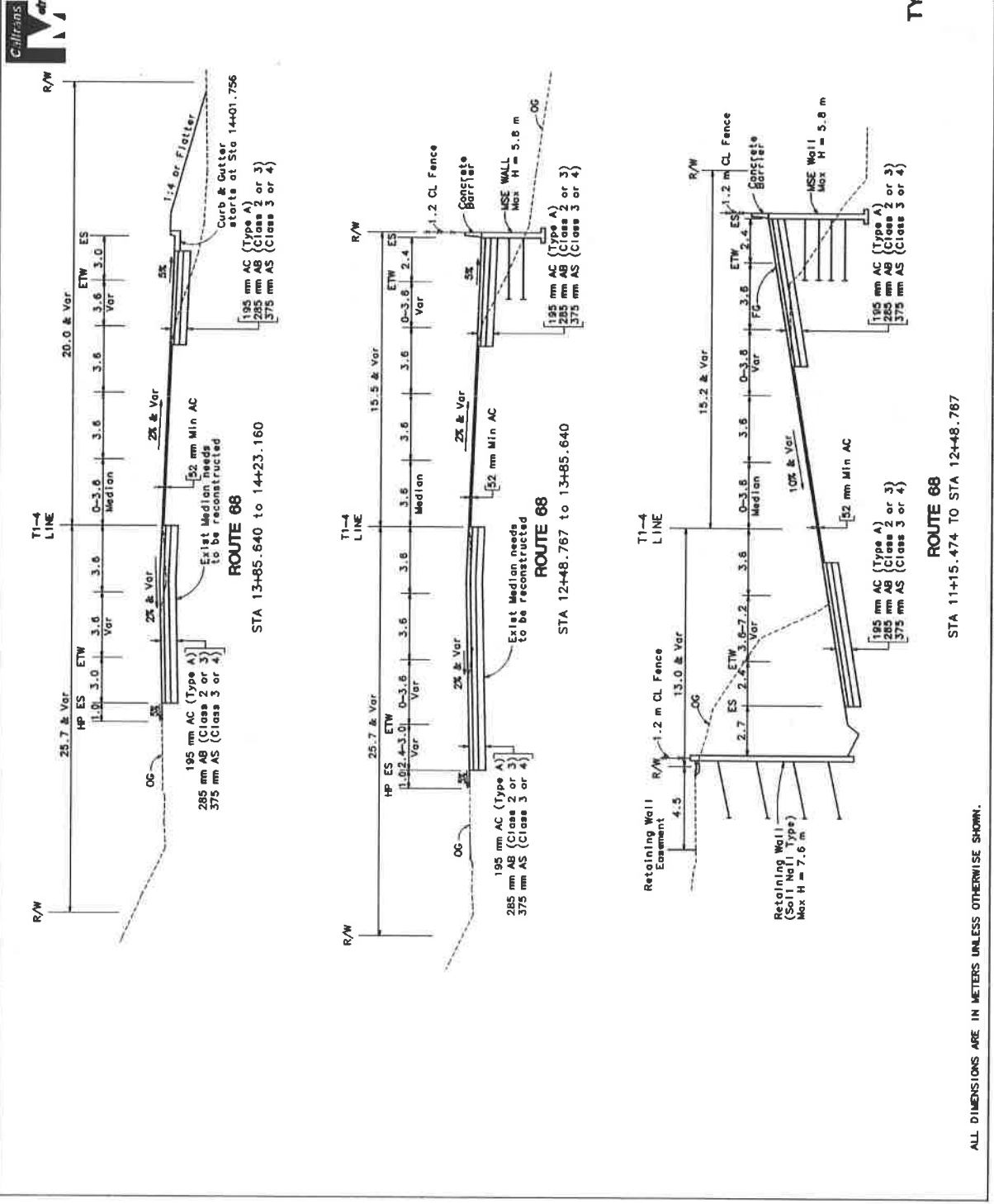


ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN.

Figure 4-14a. Typical Cross Section

05	08	68	6.1/L.6.9
REGISTERED CIVIL ENGINEER			
CITY OF MONTEREY PUBLIC WORKS DEPARTMENT MONTEREY, CA 93940			
MARK THOMAS & CO. INC. 1600 ZIMMER ROAD SAN JOSE, CA 95112			

The State of California, at its officers or agents shall not be responsible for the accuracy or completeness of electronic copies of this plan sheet.



TYPICAL CROSS SECTIONS
NO SCALE

X-2

Figure 4-14b. Typical Cross Section

Lane & Shoulder Width

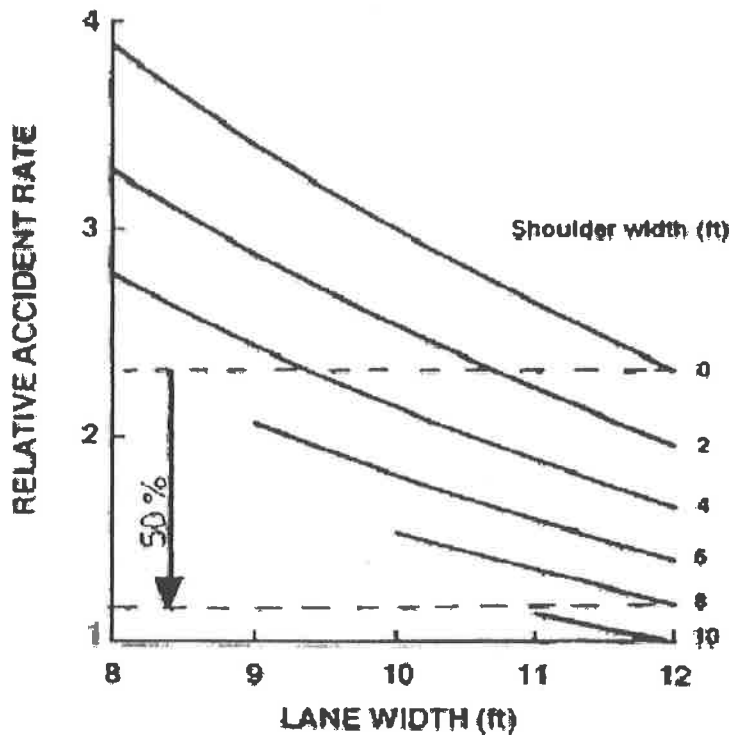
- VS -

Accident Rate

for

2-lane Highways

Ref: National Research Council, "Practices for RRR"



24-L: The environmental document describes Monterey pine forest as a sensitive and rare plant community, and the analysis of impact and avoidance, minimization and/or mitigation measures reflect this assessment. A single Monterey pine is not a special status species, but a Monterey pine forest is considered a sensitive, special status plant community. Page 2-2, bullet item two discusses this by stating:

No special status plant species occur within or near the project area; however, the Monterey pine forest is considered a special status plant community and is discussed in Section 2.3.

This Environmental Impact Report recognizes Monterey pine forest as a rare and threatened plant community. As stated Section 2.3.1.1, page 2-61, the loss of Monterey pine forest is considered a significant impact of the project because of the rare and threatened nature of this special status plant community and appropriate avoidance, minimization and/or mitigation measures are recommended. The biological technical studies prepared for this environmental document, *The Natural Environment Study Report* (PAR 2004b) and *The Forest Management Plan for the Holman Highway Development Plan* (Webster 2004), provide a detailed discussion of Monterey pine forest, its history, rarity, and conservation status and relied on many of the references discussed in your comment.

24-M: The Del Monte Forest Land Use Plan designates portions of the Del Monte Forest as Environmentally Sensitive Habitat Areas. Environmentally Sensitive Habitat Areas are defined as:

Environmentally sensitive habitat areas in which plant or animal life or their habitats are rare or especially valuable to their special role in an ecosystem (Del Monte Forest Land Use Plan 1984).

Environmentally Sensitive Habitat Area determinations are made based on site-specific evaluations of resources existing at the time of a development application. According to *The Forest Management Plan for the Holman Highway Development Plan* (Webster 2004, page 9) prepared for this project, the planted and native forest within the project area does not meet this standard. *The Forest Management Plan for the Holman Highway Development Plan* states:

In summary, this is a stand that is urbanized, fragmented, and largely planted using an unknown seed source. It is bisected by major roads and surrounded by residential and commercial development. It does not in any meaningful way provide the values of a natural forest: watershed, wildlife, recreation, timber, or erosion control. It is thus considered a low quality stand of trees.

Furthermore, the proposed project is located outside any designated Environmentally Sensitive Habitat Areas. The Del Monte Forest Land Use Plan shows these Environmentally Sensitive Areas to the north and south of the project area (Figure 4-15). The nearest Environmentally Sensitive Habitat Area is located northeast of the proposed project behind the Community Hospital of the Monterey Peninsula and is designated as Riparian and Wetland Habitat (County of Monterey 1984, Figure 2).

The sensitivity of the Monterey pine forest is discussed in more detail in Responses to Comments 23-A, 23-B and 24-L.

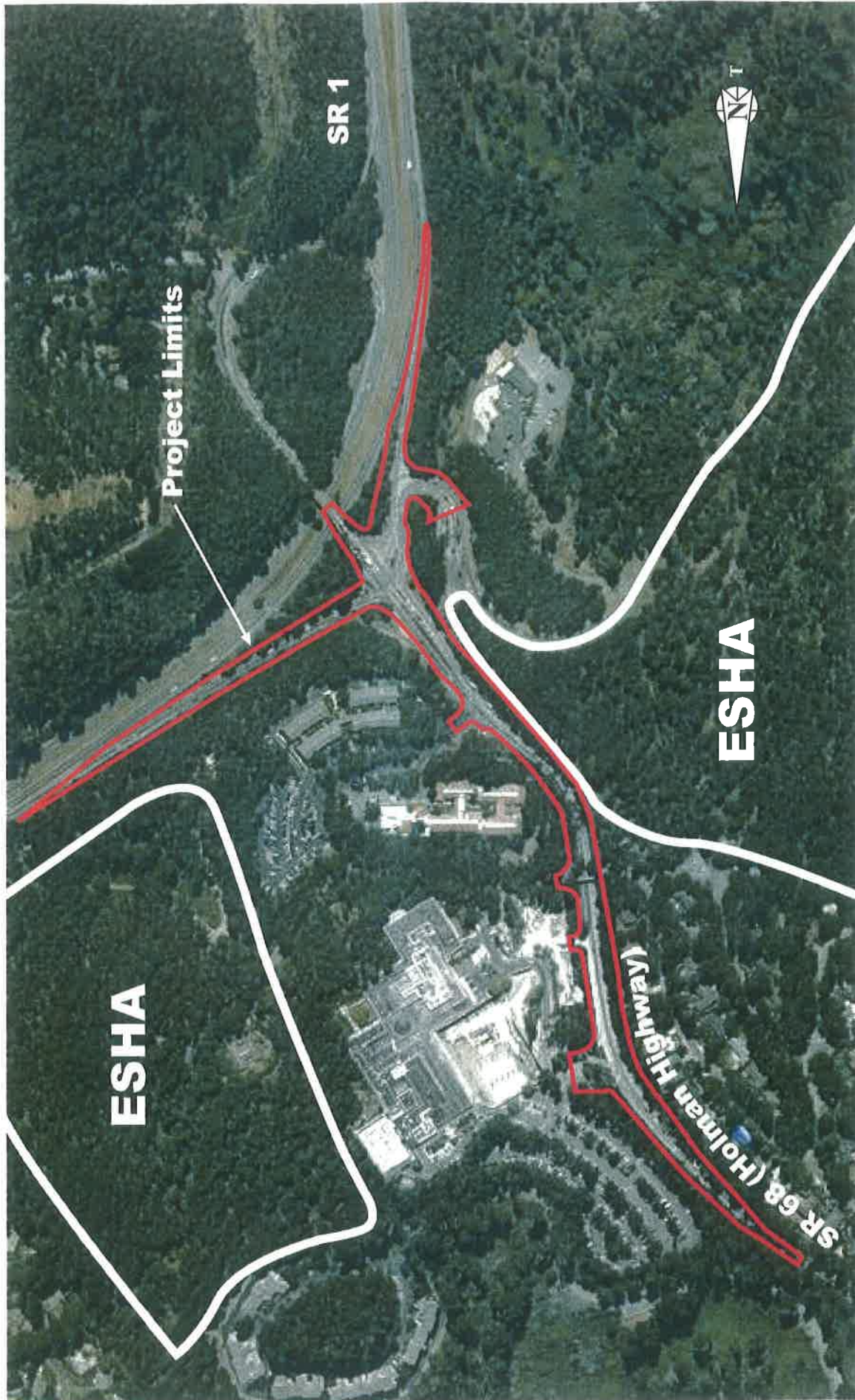


Figure 4-15 Environmentally Sensitive Habitat Areas (ESHA) as defined by the Del Monte Forest Land Use Plan (Source: County of Monterey 1984, Figure 2)

24-N: The species composition, age structure and understory vegetation of the planted and native Monterey pine forest is described in further detail in *The Natural Environment Study Report* (PAR 2004b) and *The Forest Management Plan for the Holman Highway Development Plan* (Webster 2004) prepared for this project. These technical studies were also available to the public during the Environmental Impact Report public circulation period. As described in these documents, the native Monterey pine forest in the project area is characterized by pine trees of all ages, with older trees 80 to 100 years old. Occasional individuals of coast live oak (*Quercus agrifolia*), madrone (*Arbutus menziesii*) and native shrubs such as coast silk tassel (*Garrya elliptica*), toyon (*Heteromeles arbutifolia*) and blueblossum (*Ceanothus thyrsiflorus*) occur in the native forest.

The planted Monterey pine forest, on the other hand, is a young, even-aged stand approximately 35 to 40 years old. These pines occur at unnaturally high densities, and understory trees are dwarfed by lack of light. The seed sources for these plantings are unknown, but according to Robert Reid, City Forester for Monterey, the plantings are not from native, locally collected seed, and are a source of genetic contamination for the nearby native forest (R. Reid personal communication). The understory vegetation in these dense plantings of Monterey pine is dominated by herbaceous species.

24-O: In both planted and native Monterey pine forest, landscaping plants colonize the forest understory where they are adjacent to residences. These landscaping plants include periwinkle (*Vinca major*), helleborine (*Epipactus helleborine*) and false garlic (*Nothoscordum inodorum*). Native herbaceous species are also present along the route. Plants such as pretty face (*Triteleia ixiodes*), yarrow (*Achillea millefolium*) and yerba buena (*Satureja douglasii*) are forest natives that persist in the right-of-way between the pavement and backyard fences. In both the native and planted forest, some areas adjacent to the roadway are cleared of understory vegetation for road visibility and fire protection. Other common understory species in both forest types, within the project area, include poison oak (*Toxicodendron diversilobum*), French broom (*Genista monspessulana*), poison hemlock (*Conium maculatum*) and Himalayan berry bramble (*Rubus discolor*).

This environmental document distinguished the planted and native Monterey pine forest in Section 2.3.1, beginning on page 2-58. The document does not give planted forest lesser consideration in assessment of impacts or mitigation. It treats them both as native forest in terms of the quality and quantity of avoidance, minimization and/or mitigation measures (see page 2-64).

24-P: The project area is at the northern boundary of the Del Monte Forest and near the headwaters of Pescadero Canyon. This is discussed on pages 2-37 and 2-66 as well as in the technical studies prepared for this proposed project. This context was considered when analyzing the impacts of the proposed project on the Monterey pine forest.

24-Q: The locations of the nearest Environmentally Sensitive Habitat Areas are discussed in Response to Comment 24-M and shown in Figure 4-15. The proposed project is outside of these areas. The native and planted forest areas are discussed in Responses to Comments 24-N and 24-O.

As stated on page 2-63, under "Impacts," the proposed project would impact 2023.5 m² (0.5 acres) of native forest and 1.2 hectares (3 acres) of planted forest. The impacts and avoidance, minimization and/or mitigation measures were not distinguished between native and planted forest. These mitigation measures will reduce the impacts to a less-than-significant level because the proposed project is not within an Environmentally Sensitive Habitat Area.

The Forest Management Plan for the Holman Highway Development Plan for the Holman Highway Widening Project (Webster 2004) must also be complied with during the construction of this proposed project. This management plan was incorporated into *The Natural Environment Study Report* that was prepared as back up to the environmental document. The mitigation measures presented in these documents, which support the environmental document, along with mitigation listed in Section 2.3, are listed in bullet form below for a clearer understanding of proposed avoidance, minimization and/or mitigation measures.

- Prior to construction, the City Forester or another Registered Professional Forester or Certified Arborist shall verify that trees approved for removal are clearly marked, and that adjacent trees are protected from incidental damage. For example, Monterey pine trees outside of the tree removal area but within five meters (16 feet) of access roads or staging areas shall be shielded with boards or other material to protect the trunk from injury.
- Monterey pine trees that are outside of the construction zone shall be designated as an Environmentally Sensitive Area. The boundaries of the Environmentally Sensitive Area shall be shown on plans and specifications, and shall also be delineated on the ground prior to construction with temporary orange safety fencing. The fencing shall remain in place until construction is complete. No earth-moving activities, vehicles, heavy

equipment, stockpiling or dumping of materials or other construction shall be permitted within this Environmentally Sensitive Area.

- Before excavating stumps to be removed within seven meters of the perimeter of the work area, all roots within the top 0.5 m (1.6 ft) of the surface shall be located by visual inspection and probing with a pick or shovel. Roots shall be cut clean to avoid damaging roots of residual trees that may be intertwined with the stump being removed.
- During construction, the City Forester or another Registered Professional Forester or Certified Arborist shall regularly monitor the Monterey pine forest in the area to ensure compliance with these standards as well as to determine if residual trees close to the perimeter are sufficiently healthy and free of damage to be retained. The retained forest shall be monitored twice a year for three years after completion of construction to document and make recommendations for treatment of retained trees. Every monitoring inspection after job completion shall be documented by a report submitted to the City of Monterey and the California Department of Transportation.
- Prepare and implement the Monterey Pine Revegetation Plan. The preferred project alternative will result in a maximum of 14,768 m² (3.65 acres) of Monterey pine forest, and most of these impacts will occur to planted stands of Monterey pine. A total of 481 trees will be removed for this option, including 332 Monterey pines, 15 live oaks and 134 landscaping trees. The City of Monterey tree protection ordinance calls for a tree replacement ratio of 1 to 1, with trees less than 51 cm (20 inches) diameter-at-breast-height replaced with five-gallon size trees. Fifteen-gallon trees are to be used to replace trees 51 cm (20 inches) diameter-at-breast-height or larger.

Compensatory mitigation for the loss of Monterey pine forest on this project cannot involve replanting trees on site because the pines within the project area are already overcrowded. Mitigation should focus on creating and protecting large, unfragmented stands of Monterey pine rather than increasing the number of trees in a disturbed and urbanized setting. While experts disagree on the minimum desirable stand size for a viable, sustainable Monterey pine forest, there is consensus that a stand less than 8.1 hectares (20 acres) is too small to allow natural ecological processes to occur, and will not maintain long-term genetic diversity and habitat sustainably.

Planting of Monterey pine along the Iris Canyon Green Belt will serve as comensatory mitigation for the loss of Monterey pine within the project area. The Iris Canyon Green Belt include 3.86 acres of suitable planting area. The site was evaluated for potential Monterey pine planting sites by City

Forester, Robert Reid, and botanist, Virginia Dains. The survey concluded that this corridor could support up to 3,000 trees at 40 planting localities.

Within this area approximately 626 trees (481 trees plus 30 percent overplanting) will need to be planted to comply with the City of Monterey tree protection ordinance. Most of these plantings will be five-gallon trees, but the revegetation will need to include at least 130 15-gallon trees to compensate for the loss of trees larger than 508 mm (20 inches) diameter-at-breast-height. The goal of the revegetation is to recreate a sustainable Monterey pine forest that will eventually resemble the nearby native Del Monte forest in terms of species composition of forest and understory, age structure and wildlife value.

A qualified plant ecologist/revegetation specialist with expertise in Monterey pine revegetation shall prepare a Monterey pine restoration plan that includes the following elements, and that is consistent with the Forest Management Plan for the Holman Highway Development Plan prepared for this project (Webster 2004):

- a. Project Description
 - Location of Project
 - Brief Summary of Overall Project
 - Responsible Parties
- b. Goal of Mitigation
 - Types of Habitat to be Created
 - Functions and Values of Habitat to be Created
- c. Final Success Criteria
 - Target Functions and Values
- d. Proposed Mitigation Site
 - Location and Size of Mitigation Area
 - Ownership Status of Mitigation Area
 - Existing Functions and Values of Mitigation Area
 - Present and Proposed Use of Mitigation Area
 - Present and Proposed Uses of all Adjacent Area
 - Analysis of Site Conditions
- e. Implementation Plan
 - Responsible Parties
 - Site Preparation
 - Planting Plan Schedule
 - Irrigation Plan
 - As-Built Conditions
- f. Maintenance During Establishment Period
 - Maintenance Activities
 - Responsible Parties
 - Schedule

g. Monitoring Plan

- Performance Criteria
- Monitoring Methods
- Annual Reports
- Schedule

24-R: The environmental document provides the basics of the environment and the impacts, while the technical studies go into greater detail regarding the resources. These technical studies were available during the public circulation for review, if more detailed information was desired. For the biological resources, the *Natural Environment Study Report* (PAR 2004b) provides this detailed information. Appendix E of the *Natural Environment Study Report* (PAR 2004b) includes the wetland delineation form for this ditch and provides more detail on the basis for ruling out this ditch as a wetland under either California Coastal Commission or United States Army Corps of Engineer's criteria. The wetland delineation form indicates that no hydric vegetation was present in the ditch, the soils did not reflect long-term saturation and wetland hydrology was not present. The basis for this last statement was that there was "no evidence for a natural long-term hydrology of saturation or ponding." (Wetland Delineation Form, Data Point 2, Appendix E, *Natural Environment Study Report* [PAR 2004b]).

24-S: Wetland delineation is discussed in Response to Comment 24-R, while the Environmentally Sensitive Habitat Areas are discussed in Responses to Comments 24-M and 24-Q. The statement on page 2-67, which notes that the drainage ditch "failed to meet the criteria of a wetland because only the criterion for hydrology was positive" is misleading. This statement should have clarified that the wet area present at the ditch was the result of placing a drain within an upland and was not the result of natural, long-term hydrology.

24-T: Page 2-66 describe a 37.2-m² (400-ft²) wetland seep that occurs within the project area as meeting wetland criteria under the standards for both the California Coastal Commission and the United States Army Corps of Engineers. This wetland is outside of the impact area and avoidance measures are recommended to prevent direct or indirect impacts to this wetland. For additional information, please refer to Responses to Comments 24-R and 24-S, as well as the *Natural Environment Study Report* (PAR 2004b), which describes in detail this wetland seep and also a drainage that was constructed in an upland to prevent surface water from ponding on the road.

24-U: A Storm Water Data Report was prepared by Mark Thomas and Company, Inc. in 2005. The majority of runoff from the proposed project area flows from east to west to a 360-mm (14-inch) pipe near the Pebble Beach Main Gate. This discharges into the City of Monterey's storm drainage system and eventually flows into the Pacific Ocean.

The proposed project will disturb approximately 1.9 hectares (4.77 acres) and will increase runoff slightly. The majority of the water will be conveyed by concrete

curb and gutter and a culvert system through the project site. New lined ditches will be constructed within the project area to intercept storm water runoff and be designed to reduce scour and erosion damages.

As stated in the Storm Water Data Report, it is intended that 100 percent of the runoff from this project will be treated with new Best Management Practices. The following Best Management Practices are currently being assessed for this project:

- Biofiltration and biostrips;
- Infiltration basins; and
- Media filters.

Checklist SW-3, within the Storm Water Data Report, discusses measures for avoiding or reducing potential storm water impacts. The design of the proposed project will do the following:

- Designed to avoid/reduce impacts to receiving waters;
- Minimized cut and fill areas;
- Incorporated retaining walls to reduce the steepness of slopes;
- Provided cut and fill slopes flat enough for revegetation;
- Phased the project to minimize soil-disturbing work during the rainy season;
- Protected disturbed slopes with erosion control Type B or Type C in accordance with state standard specifications. During construction, permanent erosion control measures will be implemented as soon as possible.
- Conveyed runoff through closed conduits and concrete curbs before discharging into the City's drainage system. Erosion control measures will minimize depositing additional sediment.

As stated on page 1-9 and again in Section 2.2.1, page 2-36, of this document, a Storm Water Pollution Prevention Plan emphasizing Best Management Practices will be prepared. The proposed project will also require a National Pollutant Discharge Elimination System General Construction Permit from the Storm Water Permit Unit, Division of Water Quality at the State Water Resources Control Board. A Section 401

Water Quality Certification from the State Water Resources Control Board will also be required.

24-V: The graphical representations of the future views within the project area are not meant to be an exact rendition of the future visual environment. Instead, they are meant as an aid in determining future visual impacts. The graphic representations on page 2-31 are not to the exact scale. Any treatments to wall and overcrossings are examples of what can be completed and will change between this environmental document and the finished project. In addition, the project will adhere to the Caltrans Storm Water Quality Handbook-Project Planning and Design Guide (Caltrans 2007).

A graphical representation of a retaining wall, showing three typical aesthetic treatments, is discussed in Response to Comment 22-A. These treatments are examples of aesthetic treatments. Mitigation Measures 5 and 6, page 2-35, state that the City will form an Aesthetic Design Advisory Committee and that the design will go through the Architectural Review Committee. The City of Monterey is currently in the process of forming the Aesthetic Design Advisory Committee. Please refer to Mitigation 6, page 2-35, for a discussion of goals set for this committee.

24-W: The *Visual Resources Assessment* (PAR 2004a) discusses many policies pertaining to the visual environment (see chapter 4). The policies listed in your comment were not discussed because they are considered biological in nature and are addressed under Section 2.3, "Biological Environment" (page 2-57). The biological resources section does not list specific policies, unlike the land use and visual resources sections.

24-X: Please refer to Section 2.3.4, page 2-70, of this document for a discussion on invasive species and the mitigation proposed. In addition, the plants listed under Section 2.1.6.4, Mitigation 3, are considered native species.

A landscape plan is required as part of the final design of this proposed project. This landscape plan must be approved by the Architectural Review Committee. Section 2.1.6.4, Mitigation 4, also states that:

Title 23 of the United States Code (USC) includes policies on the planting of wild flowers. Section 319 of Title 23 United States Codestates that '[t]he secretary shall require the planting of native wildflower seed and seedlings, or both, as part of any landscape project' (Federal Highway Administration 2001). This policy shall be implemented in appropriate locations in the landscape plan.

24-Y: For discussions regarding the architecture, the Aesthetic Design Advisory Committee and the landscape plan, please refer to Responses to Comments 22-A, 24-V and 24-X.

COMMENT 25

AGENDA

Holman Hwy 68 Widening Project EIR Review Public Input Meeting

November 30, 2006
6:00 p.m. to 9:00 p.m.

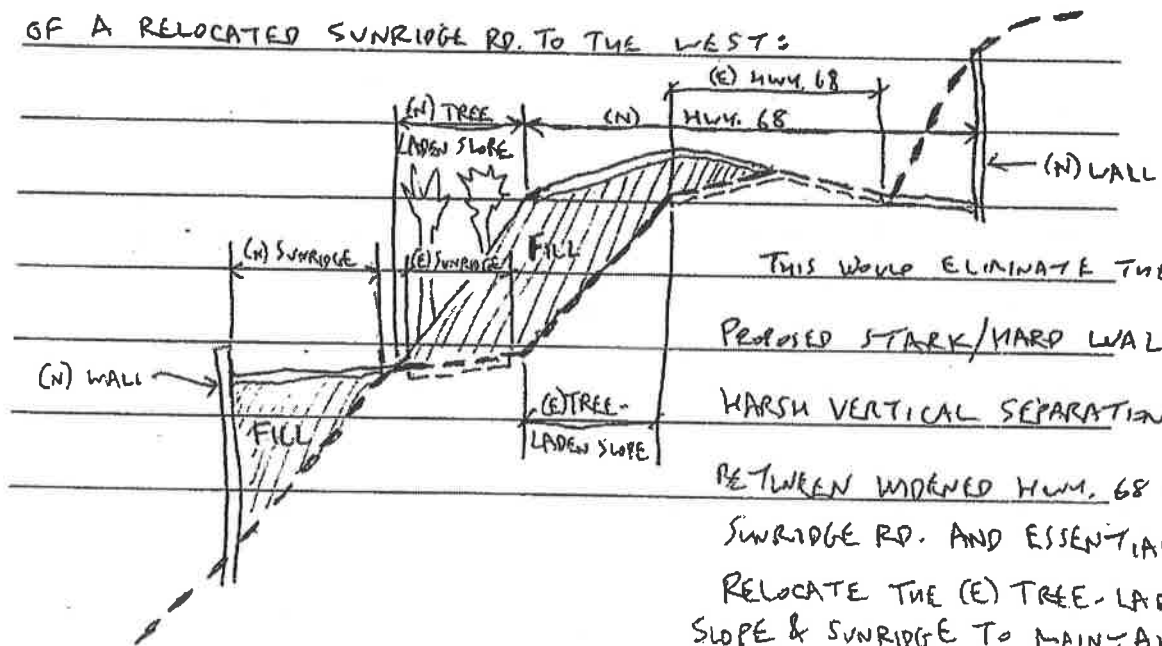
Name: DAVID CANEER

Address: 4170 SUNSET LN., PEBBLE BEACH 93953

Phone Number: 915-5517

Email Address: caneer@bestor.com

Comments: 1) CONSIDER MOVING THE ^{12'-14' TALL} RETAINING WALL PROPOSED BETWEEN WIDENED HWY. 68 & SUNRIDGE RD. TO THE DOWNHILL SIDE OF A RELOCATED SUNRIDGE RD. TO THE WEST:



THIS WOULD ELIMINATE THE PROPOSED STARK/YARD WALL & HARSH VERTICAL SEPARATION BETWEEN WIDENED HWY. 68 & SUNRIDGE RD. AND ESSENTIALLY RELOCATE THE (E) TREE-LADEN SLOPE & SUNRIDGE TO MAINTAIN THE SOFTER LANDSCAPED BUFFER

(AUFK)

2) CALTRANS NEEDS TO REDUCE ITS ACOUSTIC LEVEL CRITERIA TO PERMIT A SOUND WALL TO BE CONSTRUCTED BEHIND THE HOMES ALONG CREST RD. BACKING UP TO HWY. 68. A LIVING WALL PLANTED WITH LOW-MAINTENANCE, WATER-TOLERANT MATERIALS WOULD BE LESS OBTRUSIVE THAN A CONCRETE OR ROCK-TEXTURED WALL. **B**

3) CALTRANS/MONTEREY CITY NEEDS TO WORK W/ PEBBLE BEACH CO. ON THE IMPROVEMENTS TO THE PEBBLE BEACH ENTRANCE AS PART OF THEIR DEL MONTE FOREST MASTER PLAN PROJECT. COMING UP W/ A COOPERATIVE DESIGN W/ THE COST SHARED PROPORTIONATELY BETWEEN CALTRANS & THE PB CO. **C**

4.5.26 Response to Comment 25: David Caneer

The comment card from Mr. Caneer addresses three key issues: (1) the retaining wall at Sunridge Road and its possible relocation; (2) the need for a sound barrier; and (3) the need to improve the Pebble Beach Main Gate.

25-A: The California Department of Transportation has a requirement to have a “Safe Recovery Zone” adjacent to their facility. This is typically nine meters (30 ft) from the edge of pavement. Within this recovery zone, the California Department of Transportation prohibits tree planting. Therefore, the separation between State Route 68 and Sunridge Road would need to be 15 to 18 m (50 to 60 ft) to allow additional tree planting between the two roads. This would require a retaining wall at twice the height of the one currently being proposed.

In addition, this alternative would require right-of-way acquisition for the relocation of Sunridge Road, as well as additional impacts to biological resources (i.e., Monterey pine trees) within the Del Monte Forest and would ultimately remove the majority of trees between Sunridge Road and 17-Mile 17-mile Scenic Drive (R. Tanaka personal communication).

25-B: Please refer to Response to Comment 15-A for a discussion regarding the sound barrier and the results of the noise analysis. Currently, the California Department of Transportation sets state standards for noise along highway routes. These standards are not subject to change.

25-C: Response to Comment 1-A provides information regarding the relationship between the proposed project and the Pebble Beach Company’s Del Monte Forest Preservation and Development Plan, including the Pebble Beach Main Gate.

COMMENT 26



SKYLINE FOREST HOMEOWNERS ASSOCIATION

December 6, 2006

Lisa K. Johnson
Environmental Planning
Caltrans, Dist 5
50 Higuera St
San Luis Obispo, CA. 93401

Re: EIR-State Route 68 (Holman Highway) Widening Project Comments

Dear Lisa:

We appreciate the efforts of Caltrans, working cooperatively with the City of Monterey, to address the congestion problems on Holman Highway associated with the expansion of the Community Hospital of Monterey (CHOMP) as well as development completed and planned in Pebble Beach. These projects have contributed immensely to increased traffic in the Skyline Forest neighborhoods due to drivers bypassing congestion on Highway 68. Unfortunately, the EIR fails to adequately address feasible alternatives that our committee has identified previously.

Accordingly, the Traffic & Safety Committee of the Skyline Forest Homeowners Association has the following comments on the Draft Environmental Impact Report for the Holman Highway Widening Project:

1. Ramp Variations 2 & 3 (Sec.1.3.3 of the EIR), which include a round-about at the HWY 68/HWY 1 intersection or a Collector-Distributor lane into Pebble Beach, were eliminated from further study with no details provided as to why. In addition, the alternative of carrying traffic in-bound to Pebble Beach from the southbound Hwy 1 off-ramp in a dedicated tunnel passing below the existing intersection was not even addressed. These alternatives would greatly reduce the red light time for traffic on Hwy 68 especially in the eastbound direction. An added benefit of a tunnel is that a single lane round-about might then become technically feasible to handle the remaining traffic at the intersection. The Final EIR should include a complete evaluation of variations 2 & 3 as well as the tunnel alternative. Presumptive dismissal of these options due to alleged high cost is not in compliance with CEQA and is not acceptable. A
2. Traffic exiting CHOMP eastbound should pass through a new tunnel or underpass which would become the new 2nd eastbound lane of Holman Highway east of the CHOMP entrance. This would greatly reduce the red light time for westbound traffic and would mitigate the slow movements, high pollution, and increased noise impacts associated with the uphill starts from that signal. As a happy offset to the additional costs, the 2nd eastbound lane addition west of the CHOMP B

entrance would not be needed. Further, it might be possible for a portion of the proposed 2nd westbound lane to be eliminated.

3. CHOMP & Pebble Beach need encouragement (or requirement, if necessary) to provide an at-grade crossing of Scenic Rd between CHOMP and its Professional Park. This would eliminate the costs of the left turn lane into the Professional Park from Highway 68 as well as the U-turn lane at the CHOMP entrance. Neither would be required since eastbound access from Highway 68 to the Professional Park, as well as eastbound egress, would be via the Scenic Rd. cross connector and the CHOMP tunnel/intersection. A more costly, but not desirable, option is to provide a grade separated connector. Should staff need help in identifying crossover locations, our committee will be happy to show staff where they are.
4. The Main Bus Stop at the Professional Park entrance should be removed and co-located with the existing bus stop within the CHOMP campus. The latter is far safer for passengers & is about the same distance (via Scenic Road) from the Professional Park buildings as is the Highway 68 bus stop. In addition, westbound traffic will benefit by eliminating conflicts with buses pulling in & out of the stop.

The Traffic & Safety Committee see these suggestions as an opportunity for Caltrans to put into practice its policy of "Context Sensitive Design". In any case, these options deserve fair consideration per the requirements of CEQA. We regretfully must conclude that the current EIR is inadequate without a thorough and documented analysis of the alternatives discussed above.

If you have any questions concerning our EIR comments or if we can be of any assistance, please do not to hesitate to contact the undersigned, or the Skyline Forest Homeowners Association Board, c/o Art Pasquinelli, at www.pasquin@redshift.com.

Sincerely,


James M. Cullem

Chairman

Skyline Traffic & Safety Committee

831-625-6437

cc: Rich Deal
Kim Cole
Dave Potter

4.5.27 Response to Comment 26: James Cullem – Skyline Traffic & Safety Committee

Four main issues are addressed in this letter. These issues include: (1) the distributor/collector road; (2) a new interchange or grade separation area at the Community Hospital of the Monterey Peninsula entrance; (3) an at-grade crossing between the hospital and Carmel Hill Professional Park; and (4) removing the bus stop near Beverly Manor.

26-A: All alternatives and ramp variations were analyzed at the technical study level. Alternative 3 with Ramp Variations 1 and 3, would essentially result in the proposed project with a distributor/collector road from State Route 1 going directly to the Pebble Beach Main Gate. Please refer to Response to Comment 22-D for a detailed analysis of this alternative. This alternative continues to be considered but rejected.

Ramp Variation 2 is characterized as a roundabout and is described in section 1.3.3.3, page 1-8. A one-lane roundabout would not provide an acceptable level of service at the State Route 68/State Route 1 southbound ramp intersection. A one-lane roundabout was considered but rejected (Mark Thomas and Company 2000).

A second option for Ramp Variation 2 would result in a two-lane roundabout. The following would be required for a two-lane roundabout:

- Replace the State Route 1 bridge;
- Modify the Pebble Beach Main Gate and bring the entrance road to a higher elevation in order to meet sight distance requirements;
- Construct retaining walls to provide for a larger radius of the roundabout;
- Construct a two-lane roundabout with a radius larger than standard in order to provide safe merge and weave movements between the entrance and exit points in the traffic circle; and
- Receive exception approval from the California Department of Transportation.

Given the above geometric constraints, it was determined that a two-lane roundabout could not be constructed. In addition, at the time of the revised Project Study Report, the California Department of Transportation indicated that design exceptions would not be approved (Mark Thomas and Company 2000). This alternative continues to be considered but rejected.

26-B: This concept was also suggested by the City of Monterey Planning Commission. Please refer to Response to Comment 22-I and Exhibit C for a detailed discussion and a graphical representation of a grade separation at the Community Hospital of the Monterey Peninsula entrance.

26-C: Please refer to Response to Comment 22-G, paragraph two, for information regarding public access to the hospital that would cross 17-Mile Scenic Drive. A grade separation at this location would be similar to that of a grade separation at the entrance to the hospital. Additional right-of-way acquisition would be necessary for a grade separation between the Carmel Hill Professional Park, the Community Hospital of the Monterey Peninsula and Pebble Beach's 17-Mile Scenic Drive. Please refer to Response to Comment 22-I For a discussion of grade separations in the area.

26-D: The bus stop at the Carmel Hill Professional Park, near Beverly Manor, will be relocated. Please refer to Response to Comment 21-A and Figure 4-3. The bus stop will remain in the same general vicinity because it serves the Carmel Hill Professional Center and Beverly Manor, while the second bus stop at the hospital serves only the Community Hospital of the Monterey Peninsula.

COMMENTS 27-37



**PUBLIC HEARING
HOLMAN HIGHWAY WIDENING PROJECT DRAFT EIR
PRESENTATION BY CALTRANS
NOVEMBER 30, 2006
6:00 – 8:00 p.m.
City Council Chambers**

INTRODUCTIONS

Rich Deal, Traffic Engineer from the City of Monterey introduced Senior Planner Kim Cole, Caltrans Environmental Planners and the Environmental Impact Report Consultants. He said that the Project changes the segment of Holman Highway 68 between Highway 1 and 500' west of the CHOMP entrance from a two-lane highway to a four-lane highway and that it would improve safety and relieve congestion in front of the hospital. Caltrans is the lead agency and is responsible for EIR certification and project approval.

Presentation by Caltrans Team:

Richard Tanaka, from Mark Thomas & Co, said that the project considered four alternatives and that out of the four, the proposed alternative at the intersection of CHOMP proposed a four lane facility with a left turn pocket which widens the road and upgrades the signal light facilities.

J. Gary Maniery from PAR Environmental Services, Inc., said he prepared the draft environmental impact report and that it follows Caltrans guidelines and that the technical studies (air quality, biological resources, traffic, visual resources and noise) are available. He said that there are some significant impacts to the biological and visual resources with the additional lanes, tree removal and retaining wall. He understands the concerns to the impact of removal of trees in the Monterey Pine Forest in order to widen the road and that Susan Sanders would elaborate on this later.

Susan Sanders, Principal Biologist from PAR Environmental Services, Inc., said there are two types of Monterey Pine Forest trees along the south side and that some of these were planted 35-40 years ago and some areas are crowded and shady. She said the oldest tree is about 100 years old and that out of the total 481 trees to be removed, 392 are Monterey Pines, 15 oaks; and a total of 3.6 acres will be impacted and .5 are native. The mitigation is to not plant on site because of the crowding. She said the City would be restoring up to 20 acres on the old Capitol site with the goal to have a diverse forest. She pointed to the graphic showing the type of trees to be removed.

Jim Brennan from J.C. Brennan and Associates said he has worked on this project since 2002. He said that to conduct a study on a federally funded project, like this one, strict guidelines need

to be followed. He said he had to look at existing and future conditions with and without the project. The analysis under existing conditions show two sets of criteria, one for Caltrans and one for the City of Monterey. Currently, the Project exceeds the City's noise standards, but not Caltrans' standards. The noise measure compared to model noise level shows good correlation and that recently they conducted another measure to make sure they still matched. Under future conditions, the noise levels will increase somewhat but not a whole lot. The alternatives considered continue to exceed the City's noise level by a decimal; if they were to follow Caltrans' guidelines, it would not meet the test.

Senior Planner Kim Cole said that on December 12, the Planning Commission will be reviewing the City's comment letter on the EIR. She also said that the comment period ends on December 20th.

PUBLIC COMMENT:

COMMENT 27

David Dilworth, a member of Helping Our Peninsula's Environment, said the Project raises questions and that it addresses only paving alternatives but that it would not solve the congestion problems. He asked if any non-pavement alternatives were addressed because the Monterey Pine forest appears to be under the coastal zone and the County for review because it is an environmentally sensitive species. He asked the following questions: 1) Is the bridge over Highway 1 earthquake reinforced? If not, when will it be? 2) The 3 lanes going into Pebble Beach he said traffic capacity is at a serious limit and that there is no need for 3 lanes to go into PB and asked if there is a LOS map for those areas? 3) As to the noise issue, he said most people complain about impulse/intermittent noise and asked that the noise impact analysis include the future noise from the construction. 4) Why is the City of Monterey Planning Commission making their final decision before the comment period closes? He said it seemed that it is not taking public comment into account.

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D

RESPONSE TO COMMENT 27

Rich Deal responded that the comment period is due on December 20 and Caltrans is the lead agency making the final decision. The City is the recommending agency and that all comments gathered will be considered for review at the Planning Commission meeting of December 12. He also said the Pebble Beach project is not dependent on this project and that the Levels Of Service (LOS) can be made available.

COMMENT 28

Tom Rowley a citizen of Monterey said he moved into the area a year after the existing Highway 1 was completed and at a time when the Monterey Pine trees were being replanted. He said that temporary removal of trees and eventual reforestation does work. He said that in the mid-80's chaired the Monterey Peninsula Citizen's Traffic Improvement Coordinating Committee and it identified several congestion areas a) the "crunch alley"; b) the "thread needle" (Highway 68 to two lanes to York Road); and c) Carmel Hill crunch (traffic backs up all the way to Del Monte Center). He said that in relation to lanes southbound on Highway 1, as you approach the overpass to get off, merging down to 1 lane and then opens up to 2-lanes, he suggested making an interim exit to widen the road on the left-hand side. It would be feasible, more cost effective, and would not require any additional road cuts into the hillside. He said the Carmel crunch area was recognized over 20 years ago as a problem area and that it has not been addressed to this date.

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COMMENT 29

Jim Cullem, Chairman of Skyline Safety Committee, said the committee was formed 10 years ago to address the by-pass traffic and development by Pebble Beach and that both issues have not been properly mitigated. He said the major reasons for the congestion are the two traffic signals and that the lane widening would help but the problem has been that an off ramp is

needed directly into Pebble Beach. He questions why Caltrans concluded without analysis that it is too costly and wants a technical analysis as to why this is not feasible. He asked if there is a possibility for tunneling though and under Highway 68 into Pebble Beach. He also asked that Pebble Beach, Caltrans and CHOMP work together to solve this problem, not the City. He said he will submit his comments with more detail later. In summary he said the EIR fails to address variations on the project (off ramp directly into Pebble Beach to reduce the traffic) and requests this be done to the EIR.

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COMMENT 30

Art Sutton said he lives on Crest Road and that his house has a direct view of the stop light. He said that since the closure of DLI he has noticed an increase in traffic and wants to know when will construction begin following approval and is funding available and, if not, how are the monies being secured. He also said that a sound wall is needed on Holman Highway.

A
B

RESPONSE TO COMMENT 30

Rich Deal responded that construction will begin at least 7 years after approval; that there is no current funding for this project and any future funding options would have to be from state measures or developer impact fees. Jim Brennan also said that a sound wall would not be feasible at this time since the noise levels are not high enough to warrant it.

COMMENT 31

Warren Anderson a 3 year resident of the area asked what time of the day will this work be done? He hopes that adequate construction hours will be taken into account so that no additional problems are introduced. He also said that according to the plan, the ramp (Carmel Hill crunch) does not show any significant change to the backups created during the morning hours. He also added that he would like to see any additional lanes be devoted to moving traffic into Pebble Beach gate or the ramp onto Highway 68. He said Caltrans should consider as a low cost alternative to the fishhook having a manually controlled traffic signal (person) during peak hours. He added that if safety is important, Caltrans should implement a maximum driving speed of 35 mph as currently the incoming traffic enters at a 65 mph speed and it has become one of the most dangerous intersections in this area.

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COMMENT 32

Craig Anthony the General Manager of Pebble Beach said that he is glad that on Page 269 of the EIR Caltrans makes reference to their project. He wants to make sure that the Community Services District is on Caltrans' list of contacts. He said that Pebble Beach has many issues with this project. First, one of the 2 fire stations is at the intersection of 17 Mile Drive and Sunridge Road. Sunridge is one of the two routes that fire engines use and provides access to emergencies and medical needs. He wants to ensure that they get can continue to access the residential areas. The second issue is the replacement of the scenic bridge which during construction would not provide access into Shephard Knolls which is a higher density residential/forest area in need of emergency services. An alternate emergency access plan will be needed during construction. He said he wants to help in relieving congestion and being a good partner to survive the construction.

] A
] B

COMMENT 33

Carsten Christiansen said he has lived here for two years and that there is a need to deal with traffic problems and noise on Highway 68 and that a noise barrier was not identified as part of this project. He added that he found another document referring to values from sites A and B taken two months later and that they are above the noise limits. Mr. Christiansen said that as a homeowner the noise levels are so high that he cannot conduct a normal conversation and that in Europe they do not use heavy concrete walls, but glass walls which, are easy to put up, nicer looking and require less maintenance.

A

RESPONSE TO COMMENT 33

Mr. Brennan responded that the City's noise standard is 60 decibels and that the State's is 67 decibels during peak hours and that the measured noise levels support their conclusion that

they exceed City's standards, but not Caltrans' levels.

COMMENT 34

Dave Canneer a resident of Pebble Beach asked what alternatives were considered in straightening the entrance to Pebble Beach. He asked if fixing the "curly que" is a part of the project. He also asked if Pebble Beach is considering doing some improvements in that area it needs to be communicated so that coordination of this project can be done in the Sunridge area. He asked if any consideration was given to pushing the slope down to Sunridge Road and maintain the tree line buffer between the two highways. He said as to the issue of pine trees, he believes the trees can be replanted or replaced because they grow like weeds and that to add a concrete wall does not provide any benefit at all.

] A
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RESPONSE TO COMMENT 34

Rich Deal responded that this project does not address moving and/or straightening the gates and it is out of the scope of the project.

COMMENT 35

Karla Cristi a resident of Pebble asked if any studies have been conducted regarding speeds in the project area. Currently, she said she is able to set her clock to the noise generated by the commuting traffic. She is concerned that accelerating speeds on the "S curve" will not reduce the accidents or the noise generated from those accidents. She said that when accidents occur cars are pulled off the road and abut her property which creates a fire hazard. She would like to have walls in order to protect her home and the forest. She also reminded Caltrans that Holman Highway is not a scenic route and that the 45 mph speed limit is not closely enforced and asked if this would be part of the project. She asked why the project does not consider a sound wall since the cost would be cheaper and added that the residents of Crest Road area are burdened by this noise which increased even more after the Presidio closed.

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COMMENT 36

Bill Tibbey of Skyline Forest said that what concerns him are the assumptions behind this project. He said that we address complex problems in very simple ways. He asked why other alternatives are not being considered to access areas such as the Presidio or Fisherman's Wharf. He said that adding multiple lanes create a major problem and that alternatives to improving the overall traffic flow in areas like Lighthouse Avenue or adding another road in Pebble Beach need to be considered in order to alleviate the entire problem.

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B

RESPONSE TO COMMENT 36

Rich Deal responded that this project will solve the local congestion to allow traffic onto the hospital but that it would not solve all of Holman Highway's problems.

COMMENT 37

Kosta Cruise a resident of Crest Road asked what if the goal of the project is to make the traffic flow. He said that the biggest noise is from trucks especially when they shift into gears. He said he would like a "nice" solution and less noise. He said that traffic noise is not a "nice" noise compared to "natural" noises from seals, waves, etc.

A

COMMENT 27 (CONTINUED)

David Dilworth asked if Caltrans measured the time delays related to those cues and that Pacific Grove opposes four lane highways. He also said that Pacific Grove is connected to Monterey and Carmel via three thoroughfares and that this project gives the City another opportunity to look at all congestion problems. He said the project provides only one way to cure the problem and that adding more paving would not solve the problem.

] E
] F

ADJOURNMENT

The public hearing ended at 8:15 p.m.

4.5.28 Responses to Comments 27 through 37: Public Comment during the Public Meeting November 30, 2006

These comments were received during the public meeting on November 30, 2006. All comments were oral comments received during the time given for the public to address the presentation panel and voice their opinions, concerns and questions. The following sections respond to Comments 27 through 37.

4.5.28.1 Response to Comment 27: David Dilworth

Mr. Dilworth addressed the panel at the beginning and end of the public meeting. His comments can be found in the first and last paragraphs of the "Public Comment" section of the meeting minutes. Mr. Dilworth had six main concerns, which include the overcrossing over State Route 1, the proposal of three-lanes into Pebble Beach, construction noise, the City of Monterey Planning Commission Meeting prior to the close of the public circulation period, time delays related to the traffic queues and general city traffic planning.

Rich Deal from the City of Monterey addressed a few of Mr. Dilworth's concerns during the meeting, see second paragraph under "Response to Comment 27" of the meeting minutes. Mr. Deal clarified that the City is a recommending and responsible agency and therefore the purpose of the planning commission meeting is to solidify the City of Monterey's formal comment letter for this document. Mr. Deal also clarified that the Pebble Beach project is not dependent on this project and that the levels of service for the intersections are available in the traffic report, which was available at the City offices and the City library.

27-A: The existing bridge is a cast-in-place concrete-box structure. The California Department of Transportation annually reviews bridges for seismic and other deficiencies. This bridge has been reviewed by the California Department of Transportation and no retrofitting is required at this time.

27-B: Please refer to the paragraph labeled "Response to Comment 27" on the second page of the meeting minutes. The Pebble Beach project is not dependent on this project. In addition, the level of service in the area was provided in the traffic report. Copies of the traffic report were available at the City of Monterey offices and the main library.

27-C: Section 2.4, page 2-71, discusses impacts that would occur during construction. Page 2-72 provides a description of the noise environment, while page 2-73, Section 2.4.2.4, provides avoidance, minimization and/or mitigation measures for noise impacts during construction. Construction noise levels are generally due to heavy trucks, backhoes and other heavy equipment. There may be some noise associated with vibratory equipment or the occasional moving or dropping of materials. The proposed

project construction does not include pile driving which is the primary noise source, producing impulsive noise levels.

27-D: The paragraph on page two of the meeting minutes labeled “Response to Comment 27” addresses this issue. The City of Monterey is a responsible and commenting agency. The California Department of Transportation is the lead agency under the California Environmental Quality Act. Therefore, the City of Monterey prepared a comment letter and submitted it to the California Department of Transportation (see Comment 22).

27-E: Please refer to Response to Comment 14-A, paragraph five, for a discussion on the current and projected delays in the area when traveling westbound on State Route 68 from State Route 1.

27-F: Regional planning is not currently part of this proposed project. Please refer to Response to Comment 14-A for a detailed discussion of the need for the proposed project.

4.5.28.2 Response to Comment 28: Tom Rowley

Mr. Rowley discussed the congestion areas in the vicinity of State Route 1 and State Route 68. His comments addressed two key issues: (1) widening of the off-ramp from southbound State Route 1 to westbound State Route 68 and (2) the “Carmel Crunch” congestions.

28-A: Please refer to Response to Comment 13-A for a discussion of the widening of the off-ramp from southbound State Route 1 to westbound State Route 68.

28-B: The proposed project anticipates alleviating the congestion and traffic delays along State Route 68 to improve the safety of the area. No work will be done to the mainline of State Route 1. The Carmel Crunch area is outside the scope of this proposed project.

4.5.28.3 Response to Comment 29: Jim Cullem

Mr. Cullem discussed traffic and safety. He covered two key issues: (1) a direct link from State Route 1 and State Route 68 into Pebble Beach and (2) the cooperation of the Pebble Beach Company, the California Department of Transportation and the Community Hospital of the Monterey Peninsula to solve the emergency access issues.

29-A: Tunneling is an engineering solution. However, it is the most costly method to grade separate. A similar solution would be the Alternative 3 with Ramp Variations 1 and 3, a distributor/collector road (refer to Response to Comment 22-D for a detailed analysis). A tunneling option would easily be double the cost as compared to the distributor/collector road cost.

29-B: Please refer to Response to Comment 22-G regarding access to the Community Hospital of the Monterey Peninsula. An alternate private access could be created between the Carmel Hill Professional Center and the hospital; however, this solution is outside the control of the City of Monterey and the California Department of Transportation. Essentially, a Carmel Hill Professional Center access would start on the privately owned parcel of Carmel Hill Professional Center within the jurisdiction of the City of Monterey. The access would then cross the private, access controlled road of 17-Mile Scenic Drive within the jurisdiction of the Pebble Beach Company and the County of Monterey. This access would end on the separate parcel of the Community Hospital of the Monterey Peninsula through the alternate emergency vehicle access point within the jurisdiction of the City of Monterey. Because the Pebble Beach Company collects tolls for entry, an uncontrolled crossing from the City of Monterey into Pebble Beach would be politically and operationally infeasible to accomplish under the scope of this project. Constructing an alternate private access into the hospital would require a separate project and process to execute agreements between willing private owners and separate willing agencies, which do not exist at this time.

4.5.28.4 Response to Comment 30: Art Sutton

Mr. Sutton discussed two main issues: (1) schedule and funding for the project and (2) the need for a sound barrier for the residents on Crest Road. Mr. Rich Deal from the City of Monterey responded to Mr. Sutton's first question regarding schedule and funding of the project. See the paragraph labeled "Response to Comment 30." Mr. Jim Brennan responded to the comment regarding the sound barriers. See the last sentence in the paragraph labeled "Response to Comment 30."

30-A: Please refer to the paragraph labeled "Response to Comment 30" on page three of the meeting minutes. Construction would begin no earlier than seven years after approval and currently there is no funding. Funding opportunities include state measures and developer fees.

30-B: The last sentence in the paragraph labeled "Response to Comment 30" on page three of the meeting minutes discusses this issue. Also refer to Response to Comment 15-A

4.5.28.5 Response to Comment 31: Warren Anderson

Mr. Anderson presented four issues to the panel. His issues included construction hours, changes in traffic queues, presence of a traffic controller during peak hours and speed limits within the area.

31-A: Normal construction hours for highway projects near residences and medical facilities are 8:00 AM to 5:00 PM.

31-B: The changes in operation at the State Route 68/State Route 1 southbound ramp intersection can be seen in the length of time traffic is delayed at this intersection.

31-C: Thank you for your suggestion of having a traffic controller in the area during peak hours.

31-D: As stated in paragraph four of the Response to Comment 14-A, the shoulders within the proposed project area would be widened to a width of 2.4 m (8 ft). This will allow adequate space for speed enforcement.

4.5.28.6 Response to Comment 32: Craig Anthony

Mr. Anthony had two main issues regarding emergency services. These issues included the location of the Pebble Beach Fire Stations and the emergency services response times during project construction.

32-A: All emergency service times will ultimately be improved by the proposed project. Please refer to Response to Comment 12-A. Also refer to page 2-18 for an updated discussion of the fire protection stations in the area.

32-B: Please refer to Response to Comment 12-A.

4.5.28.7 Response to Comment 33: Carsten Christiansen

Mr. Christiansen addressed the panel regarding the noise along State Route 68 and the need for a sound barrier. Mr. Jim Brennan, jc brennan & associates, responded to Mr. Christiansen's comment. He explained the City of Monterey's noise standard with respect to the State of California's noise standard for a highway. Refer to the paragraph labeled "Response to Comment 33" beginning on page three of the meeting minutes.

33-A: Please refer to the paragraph labeled "Response to Comment 33" beginning on page three of the meeting minutes. Response to Comment 15-A provides information regarding sound barriers in this area.

There was one site where subsequent noise measurements were conducted in July 2006, which indicated higher noise levels than were previously described in the original noise analysis (see Appendix F of this document). The higher noise levels were attributed to the persistent use of jake brakes; however, even with this noise level change, the project will not result in a significant increase in noise levels.

4.5.28.8 Response to Comment 34: Dave Caneer

Mr. Caneer commented on the entrance to Pebble Beach at the State Route 1 Gate. Mr. Rich Deal from the City of Monterey addressed this comment as seen on page four of the meeting minutes, under the paragraph labeled "Response to Comment 34." Mr. Caneer also discussed changing the grade and moving Sunridge Road in order to incorporate a vegetated buffer between State Route 68 and Sunridge Road, instead of the currently proposed retaining wall.

34-A: Information about the Pebble Beach Main Gate improvements is provided in Response to Comment 1-A. The proposed project does not address the straightening of the roadway at the Pebble Beach Main Gate.

34-B: Please refer to Response to Comment 25-A regarding this issue.

4.5.28.9 Response to Comment 35: Karla Cristi

Ms. Cristi voiced several concerns at the public meeting. These concerns included noise increases due to the increased speed of commute traffic, fire hazards when cars pull onto the shoulder, speed enforcement and the need for a sound barrier.

35-A: The proposed project is anticipated to increase the safety and operations of the area and thus reduce the accident rate within this corridor. Accelerating vehicles can raise overall noise levels associated with roadway traffic. The effects of this roadway grade, topography and speeds were accounted for in the noise analysis. The noise generated from accidents will not decrease; however, the number of accidents is expected to decrease because of the roadway improvements.

35-B: Please refer to Response to Comment 15-C for a discussion of the fire hazard concern.

35-C: Response to Comment 15-B discusses shoulder improvements and providing adequate space for speed enforcement.

35-D: Sound barrier information is discussed in Response to Comment 15-A.

4.5.28.10 Response to Comment 36: Bill Tibbey

Mr. Tibbey commented on the assumptions and alternatives analyzed within the environmental document. He also addressed regional planning and overall traffic issues, including Lighthouse Avenue.

Mr. Rich Deal from the City of Monterey addressed Mr. Tibbey (see Response to Comment 36 on page four of the meeting minutes). Mr. Deal discussed that this current project will solve the local congestion in the immediate area to help with traffic flow and to reduce the time it takes to get to the Community Hospital of the Monterey Peninsula. Mr. Deal acknowledged that the proposed project will not solve all of Homan Highway's traffic congestion issues.

36-A: There were several alternatives reviewed for the proposed project at the technical study phase. A discussion regarding Alternative 3 with ramp variations 1 and 3, the distributor/collector road alternative, can be found in Response to Comment 22-D.

36-B: Thank you for your comments and suggestions on other areas that may help to alleviate traffic congestion in the greater Monterey area. They will be taken into consideration for future projects. The current project of widening State Route 68 will help to relieve existing and future traffic congestion, improve the safety and operations of the area and minimize delays for emergency service vehicles needing access to the Community Hospital of the Monterey Peninsula.

4.5.28.11 Response to Comment 37: Kosta Cruise

Mr. Cruise voiced the need for a sound barrier and requested a good solution with less noise.

37-A: Please refer to Responses to Comments 15-A, 17-B and 35-A, all of which address the noise issues along State Route 68.

CHAPTER 5
LIST OF PREPARERS

5.0 LIST OF PREPARERS

This Environmental Impact Report/Environmental Assessment was prepared by PAR Environmental Services, Inc., for the City of Monterey, and Mark Thomas & Co., Inc. Persons directly involved in data gathering, technical analysis, document-preparation and project management include:

5.1 Environmental Impact Report

James Gary Maniery is the Director of Environmental Planning with PAR Environmental Services, Inc. He received a Master of Arts degree in Anthropology and a Certificate in Environmental Management and Auditing from the University of California, Davis. Mr. Maniery has worked as a professional, specializing in transportation planning for over 19 years.

Michelle Muller, AICP, is a Senior Environmental Planner with PAR Environmental Services, Inc. She earned a Bachelor of Arts degree in Environmental Studies and Planning from Sonoma State University. Ms. Muller has over five years of experience in environmental planning, with specialty experience in transportation/transit projects throughout Northern California.

Melinda Rivasplata, AICP, is a Principal Planner with PAR Environmental Services, Inc. She received a Bachelor of Science degree in Environmental Biology from the University of California, Santa Barbara. Ms. Rivasplata has been working as a professional planner in California for over 20 years and has prepared transportation documents throughout Northern California for the last 10 years.

Christa Fay Redd is a Senior Environmental Planner with PAR Environmental Services, Inc. She earned a Master of Science in Environmental and Natural Resources from the University of Nevada, Reno and a Certificate in Land Use and Environmental Planning from the University of California, Davis. Ms. Redd has over six years of experience in environmental planning, mainly involving transportation projects throughout Northern California and the San Francisco Bay Area.

5.2 Air Quality

Wayne Shijo is a Project Manager with kdAnderson Transportation Engineers. He received a Bachelor of Science degree in Environmental Management and Planning from the University of California, Davis. Mr. Shijo has over 20 years experience preparing air quality analysis and modeling.

5.3 Cultural Resources

Cindy Baker is a Historian with PAR Environmental Services, Inc. She earned her Master of Arts degree in History from California State University, Sacramento. Ms. Baker has over 15 years of experience, specializing in Gold Rush History in California.

Tracy Bakic is an Associate Cultural Resource Specialist with PAR Environmental Services, Inc. She earned her Bachelor of Arts in Social Science with a minor in Architecture from Roger Williams University, Rhode Island. Ms. Bakic has over five years of experience.

John Dougherty is a Senior Archaeologist with PAR Environmental Services, Inc. He holds a Master of Arts in Anthropology from California State University, Sacramento. Mr. Dougherty has over 20 years of professional experience.

Mary L. Maniery is the President of PAR Environmental Services, Inc. She earned her Master of Arts in Anthropology from California State University, Chico. Ms. Maniery is a Registered Professional Archaeologist, specializing in historical archaeology in the west, with over 24 years of experience.

5.4 Biological Resources

Virginia Dains is a Senior Biologist with PAR Environmental Services, Inc. She earned a Master of Science in Biology from California State University, Sacramento. Ms. Dains has over 21 years of professional experience.

Susan Sanders is a Principal Biologist with PAR Environmental Services, Inc. She earned her Ph.D. in Zoology from the University of California, Davis. Ms. Sanders has over 23 years of professional experience; 14 years preparing environmental documents for transportation projects throughout several Caltrans districts.

5.5 Noise

Jim Brennan is Vice-President for Bollard & Brennan, Inc. He earned his Bachelor of Science in Community Science from the University of Wisconsin, Green Bay. Mr. Brennan has over 16 years of experience preparing acoustical analyses.

5.6 Initial Site Assessment

James Gary Maniery, PAR Environmental Services, Inc.

Michelle Muller, PAR Environmental Services, Inc.

5.7 Visual Resources

Christa Fay Redd, PAR Environmental Services, Inc.

Michelle Muller, PAR Environmental Services, Inc.

CHAPTER 6
DISTRIBUTION LIST

6.0 DISTRIBUTION LIST

Federal Agencies

U.S. Department of Agriculture
Natural Resources Conservation Service
744 LaGuardia Street, Bldg A
Salinas, CA 93905

Division Chief at Santa Cruz/San
Benito/Monterey County
US Fish and Wildlife Service
2493 Portola Road, Suite B
Ventura, CA 93003

State Agencies

Executive Director
Office of Planning and Research
State Clearinghouse
1400 Tenth Street
Sacramento, CA 95814

California Department of Conservation
801 K Street, MS 24-01
Sacramento, CA 95814

California Department of Fish and
Game
Fisheries, Wildlife, and Environmental
Programs
P.O. Box 47
Yountville, CA 94599

Office of Historic Preservation
P.O. Box 942896
Sacramento, CA 94296

California Department of Parks and
Recreation
Resources Management Division
P.O. Box 942896

Sacramento, CA 94296

California Highway Patrol
Office of Special Projects
2555 1st Avenue
Sacramento, CA 95818

California Department of General
Services
Environmental Services Section
1325 J Street, Suite 1910
Sacramento, CA 95814

California Air Resources Board
Transportation Projects
1102 Q Street
Sacramento, CA 95812

Integrated Waste Management Board
P.O. Box 4025
Sacramento, CA 95812

California State Water Resources
Control Board
Division of Water Quality
P.O. Box 100
Sacramento, CA 95812

California Department of Toxic
Substances Control
700 Heinz Avenue, Suite 200
Berkeley, CA 94710

California Energy Commission
1516 Ninth Street, MS-29
Sacramento, CA 95814

California Coastal Commission
Central Coast District Office
725 Front Street, Suite 300
Santa Cruz, CA 95060

Native American Heritage Commission
915 Capitol Mall, Room 364
Sacramento, CA 95814

Public Utilities Commission
505 Van Ness Avenue
San Francisco, CA 94102

California State Lands Commission
100 Howe Avenue, Suite 100 South
Sacramento, CA 95825

Regional

Executive Officer, Roger W. Briggs
Central Coast Regional Water Quality
Control Board
895 Aerovista Place, Suite 101
San Luis Obispo, CA 93401

Executive Director, Nicolas Papadakis
Association of Monterey Bay Area
Governments (AMBAG)
445 Reservation Road
Marina, CA, 93933

Monterey Bay Unified Air Pollution
Control District
24580 Silver Cloud Court
Monterey, CA 93940

Sierra Club- Ventana Chapter
P.O. Box 5667
Carmel, CA 93921

Executive Director, William Reichmuth
Transportation Agency for Monterey
County
55-B Plaza Circle
Salinas, CA 93901

Monterey County Water Resources
Agency
893 Blanco Circle
Salinas, CA 93901

Monterey Peninsula Water Management
District
5 Harris Court, Building G
P.O. Box 85
Monterey, CA 93942

Executive Director
Monterey-Salinas Transit
One Ryan Ranch Road
Monterey, CA 93940

Local

Public Works Department
City of Monterey
526 Pierce Street
Monterey, CA 93940

Community Development
City of Monterey
City Hall
Monterey, CA 93940

Dr. William Barr, County
Superintendent of Schools
Monterey County Office of Education
901 Blanco Circle
P.O. Box 80851
Salinas, CA 93912-0851

Administration Office
Community Hospital of the Monterey
Peninsula
23625 Holman Highway
P.O. Box HH
Monterey, CA 93942

Federal Elected Officials

Honorable Barbara Boxer
United States Senator
1700 Montgomery Street, #240
San Francisco, CA 94111

Honorable Diane Feinstein
United States Senator
1700 Montgomery Street, #305
San Francisco, CA 94111

Honorable Sam Farr
Representative in Congress, 17th District
100 West Alisal Street
Salinas, CA 93901

State Elected Officials

Honorable Abel Maldonado
California Senator, 15th District
1356 Marsh Street
San Luis Obispo, CA 93401

Honorable John Laird
California Assembly, 27th District
701 Ocean Street Room 318-B
Santa Cruz, CA 95060

Local Elected Officials

Mayor, Dan Albert
City of Monterey
City Hall
Monterey, CA 93940

City Council
City of Monterey
City Hall
Monterey, CA 93940

Dave Potter, County Supervisor
5th District
Monterey Courthouse
1200 Aguajito Rd., Ste. 1
Monterey, CA 93940

CHAPTER 7

BIBLIOGRAPHY

APPENDIX B
Technical Studies

Several technical studies were prepared for the proposed project. These studies provide the detailed analysis from which the environmental evaluation is made. The reports listed below are on file at the following offices:

Department of Transportation, District 5
Central Coast Environmental Analysis Branch
50 Higuera Street
San Luis Obispo, CA 93401-5415

City of Monterey
Department of Public Works
City Hall
Monterey, CA 93940

List of Studies

- | | |
|-----------------------------|--|
| Air Quality | <i>Environmental Air Quality Analysis for the Proposed Route 68 (Holman Highway) Widening Project, City of Monterey, California, Final Report. July 2004 (TY Lin International/CCS).</i> |
| Biological Resources | <i>Route 68 Widening Project, Natural Environment Study, Including Avoidance, Minimization, Mitigation and Monitoring Plan, Final Report. October 2004 (PAR Environmental Services, Inc.).</i> |
| Cultural Resources | <i>Historic Property Survey Report, State Route 68 (Holman Highway) Proposed Widening Project, City of Monterey, Monterey County, California. March 2004 (PAR Environmental Services, Inc.).</i> |
| Hazardous Materials | <i>Initial Site Assessment for the Proposed State Route 68 (Holman Highway) Widening Project, City of Monterey, Monterey County, California, Final Report. February 19, 2004 (PAR Environmental Services, Inc.).</i> |
| Noise | <i>Environmental Noise Analysis/ Caltrans Protocol Technical Analysis for the Proposed Route 68 (Holman Highway) Widening Project in the City of Monterey, California, Final Report. May 24, 2004 (Bollard & Brennan, Inc.).</i> |
| Visual Resources | <i>Visual Resource Assessment for the Proposed Route 68 (Holman Highway) Widening Project in the City of Monterey, Monterey County, California, Final Report. May 2004. (PAR Environmental Services, Inc.).</i> |
| Water Quality | <i>Storm Water Data Report for the Proposed Route 68 Widening Project. 2005 (Mark Thomas & Co., Inc.).</i> |

APPENDIX C
Title VI Policy Statement

DEPARTMENT OF TRANSPORTATION

OFFICE OF THE DIRECTOR
1120 N STREET
P. O. BOX 942873
SACRAMENTO, CA 94273-0001
PHONE (916) 654-5266
FAX (916) 654-6608
TTY (916) 653-4086



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Be energy efficient!*

January 14, 2005

**TITLE VI
POLICY STATEMENT**

The California Department of Transportation under Title VI of the Civil Rights Act of 1964 and related statutes, ensures that no person in the State of California shall, on the grounds of race, color, national origin, sex, disability, and age, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity it administers.

A handwritten signature in black ink that reads "Will Kempton". The signature is fluid and cursive, with a long horizontal line extending to the right.

WILL KEMPTON
Director

APPENDIX D
Special Status Species

Table 1. Regional Sensitive Plant Species in the Vicinity of Route 68 Widening Project, Monterey County, California

Common Name Scientific name	Status Fed/State/CNPS	General Habitat Description
<i>Allium hickmanii</i> Hickman's onion	--/--/1B	Openings in Monterey pine forest, or bordering coastal prairie on sandy, sandy clay, or shallow rocky soils. Several populations in the vicinity. Flowers April.
<i>Arctostaphylos hookeri</i> Hooker's manzanita	--/--/1B	Central maritime chaparral and Monterey pine forest on sandy shales or sandstone outcrops. Locally planted as an ornamental. Nearest native populations on Presidio Knoll.
<i>Arctostaphylos pumila</i> Sandmat manzanita	--/--/1B	Coastal sand dunes, Monterey pine forest. Hybridization is possible.
<i>Astragalus tener</i> var. <i>titi</i> Coastal dunes milkvetch	E/E/1B	Coastal bluff scrub, coastal dunes. In open low grassy and herbaceous vegetation.
<i>Chorizanthe pungens</i> var. <i>pungens</i> Monterey spineflower	T/--/1B	Cismontane woodland, coastal dunes, coastal scrub, chaparral, sandy soils in dunes or in chaparral and other habitats more inland. Flowers in June
<i>Chorizanthe robusta</i> var. <i>robusta</i> Robust spineflower	E/--/1B	Cismontane woodland, coastal dunes, coastal scrub, sandy terraces and bluffs or in loose sand. Flowers in June
<i>Chloragalum purpureum</i> var. <i>purpureum</i> Purple amole	T/--/1B	Chaparral, cismontane woodland, valley and foothill grassland/gravelly, clay; known from five occurrences near Johon on Ft. Hunter Liggett
<i>Cupressus goveniana</i> Gowen cypress	T/--/1B	Coastal zone, on sandstone and granitic soils
<i>Delphinium hutchinsoniae</i> Hutchinson's larkspur	--/--/1B	Broadleaved upland forest, chaparral, coastal prairie, coast scrub. Semi-shaded, moist slopes, typically west-facing. Flowers May
<i>Cupressus macrocarpa</i> Monterey cypress	--/--/1B	Coastal zone, often on sandy or granitic soils; often planted as an ornamental.
<i>Delphinium hutchinsoniae</i> Hutchinson's larkspur	--/--/1B	Broadleaved upland forest, chaparral, coastal prairie, coast scrub. Semi-shaded, moist slopes, typically west-facing. Flowers May
<i>Ericameria fasciculata</i> Eastwood's goldenbush	-/--/1B	Maritime chaparral, coastal scrub, coastal dunes, Monterey pine forest, sandy openings. Flowers July-Sept.
<i>Erysimum menziesii</i> Menzies wallflower	E/E/1B	Coastal dunes and coastal strand
<i>Fritillaria liliaceae</i> Fragrant fritillary	--/--/1B	Coastal scrub, valley and foothill grassland, Coastal prairie. Often on serpentine, usually on clay in grassland habitats. Flowers March-April
<i>Gilia tenuiflora</i> ssp. <i>arenaria</i> Sand gilia	E/E/1B	Coastal dunes, coastal scrub, maritime chaparral, cismontane woodland, bare, wind-sheltered areas often near dune summit or in the hind dune, also inland in relictual dune habitat.
<i>Horkelia cuneata</i> ssp. <i>sericea</i> Hickman's cinquefoil	--/--/1B	Monterey pine forest, coastal scrub, chaparral, stabilized dunes, sandhills, forest openings. Flowers June-August.
<i>Holocarpha macradenia</i> Santa Cruz tarplant	T/E/1B	Coastal prairie, coastal scrub, valley and foothill grassland, often on clay, sandy soil
<i>Lasthenia conjugens</i> Contra Costa goldfields	E/--/1B	Vernal pools and playas

Table 1. Regional Sensitive Plant Species in the Vicinity of Route 68 Widening Project, Monterey County, California (Concluded)

Common Name <i>Scientific name</i>	Status Fed/State/C NPS	General Habitat Description
<i>Layia carnosa</i> Beach layia	E/E/1B	Coastal dunes, sparsely vegetated semi-stabilized dunes, usually behind the fore-dunes. Flowers April – May
<i>Layia jonesii</i> Jones' layia	--/--/1B	Chaparral, valley and foothill grassland. Clay soils and serpentine outcrops. Flowers May.
<i>Lembertia congdonii</i> <i>San Joaquin woollythreads</i>	E/--/1B	Chenopod scrub, valley and foothill grassland (sandy); annual herb, blooms Feb – May.
<i>Lupinus tidestromii</i> Tidestrom's lupine	E/E/1B	Coastal dunes
<i>Malacothammus palmeri</i> var. <i>involutus</i> Carmel Valley bush mallow	--/--/1B	Cismontane woodland, chaparral. Talus hilltops and slopes, sometimes on serpentine. Dependant on fire to maintain habitat.
<i>Pinus radiata</i> Monterey pine	--/--/1B	Monterey peninsula forests.
<i>Piperia yadonii</i> Yadon's rein orchid	E/--/1B	Monterey pine forest, chaparral, coastal bluff scrub. Sandstone or sandy soils, often dry sites. Flowers June-July.
<i>Potentilla hickmanii</i> Hickman's cinquefoil	E/E/1B	Coastal bluff scrub, Monterey pine forest, meadows, seeps, marshes or swamp margins, small streams in open or forested areas along the coast. Flowers April – May
<i>Rosa pinetorum</i> Pine rose	--/--/1B	Monterey pine forest. Openings in forest. Hybrids may occur. Flowers May-July.
<i>Sidalcea malachroides</i> Maple-leaved checkerbloom	--/--/1B	Coastal prairie, Coastal scrub, North coast coniferous forest, broadleaved upland forest. Woodlands and clearings near the coast, often in disturbed areas. Many new site reportings. Flowers April – August.
<i>Trifolium polyodon</i> Pacific Grove clover	--/--/1B	Monterey pine forest, coastal prairie, meadows and seeps, grassy openings. Flowers April-June
<i>Trifolium trichocalyx</i> Monterey clover	E/E/1B	Monterey pine forest, sandy openings, burned areas. Flowers April – June

Status codes:

- CNPS 1B = California Native Plant Society list of plants rare and endangered in California and elsewhere
 CA: E = State of California listed as Endangered
 CA: T = State of California listed as Threatened
 Fed: E = U. S. Fish and Wildlife Service listed as Endangered
 T = U.S. Fish and Wildlife Service listed a threatened

- A = Habitat is absent, no further survey work needed
 P = General habitat is present and species may be present

Table 2. Regional Sensitive Wildlife Species Potentially Occurring in Vicinity of Route 68 Widening Project, Monterey County, CA.

Species	Status* Fed/State	General Habitat Description
Amphibians/Reptiles		
Santa Cruz long-toed salamander <i>Ambystoma macrodactylum croceum</i>	E/E	Frequents coastal woodlands and chaparral near the ponds and freshwater marshes in which it breeds
California tiger salamander <i>Ambystoma californiense</i>	T/CSC	Grasslands and woodlands with vernal pools, small reservoirs, ponds, and slowly flowing streams
California red-legged frog <i>Rana aurora draytoni</i>	T/CSC	Relatively deep pools (0.7 m) bordered by very dense emergent vegetation with large populations of aquatic invertebrates and small terrestrial vertebrates; floating masses of vegetation usually present
Arroyo toad <i>Bufo microscaphus californicus</i>	E,CH/CS C,P	Sandy arroyos and river bottoms with open riparian vegetation; occurs along coast and foothills from San Luis Obispo County to San Diego County
California black legless lizard <i>Anniella pulchra nigra</i>	PE/SSC	Loose soil for burrowing and prostrate plant cover; occurs on beaches, in chaparral, pine oak woodland, or riparian areas
Blunt-nosed leopard lizard <i>Gambelia silus</i>	E/E	Open habitats with scattered low bushes on alkali flats, and low foothills, canyon floors, plains, washes, an arroyos; occurs along eastern edges of San Luis Obispo and San Benito counties
Southwestern pond turtle <i>Clemmys marmorata pallida</i>	SC/CSC	Aquatic habitats such as ponds, marshes, or streams, with rocky or muddy bottoms
Mammals		
Southern sea otter <i>Enhydra lutris nereis</i>	T/PROT	Near shore marine environment; occurs from the Central Coast from San Mateo County to Santa Barbara County
San Joaquin kit fox <i>Vulpes macrotis mutica</i>	E/T	Saltbush scrub, grassland, savanna, oak with scattered shrubby vegetation; principally occurs in the San Joaquin Valley and adjacent foothills to the west
Monterey dusky-footed woodrat <i>Neotoma fuscipes luciana</i>	SC/--	Moderate to dense cover and abundant dead wood for nest construction; maritime chaparral and coastal live oak woodland

Table 2. Regional Sensitive Wildlife Species Potentially Occurring in Vicinity of Route 68 Widening Project, Monterey County, CA. (Continued)

Species	Status* Fed/State	General Habitat Description
Birds		
Bald eagle <i>Haliaeetus leucocephalus</i>	T/E	Nests and roosts in coniferous forests within 1 mile of lake, reservoir, or ocean
Brown pelican <i>Pelecanus occidentalis</i>	E/E	Occurs in the ocean littoral zone, rarely straying either inland or far offshore; nests on coastal islands
California condor <i>Gymnogyps californianus</i>		Large expanses of open savanna, grassland, and foothill chaparral with large trees, cliffs, and snags for roosting and nesting
California least tern <i>Sterna antillarum browni</i>	E/E	Nests on sandy, upper ocean beaches, and sometimes uses mudflats; forages on adjacent surf and estuaries
Least Bell's vireo <i>Vireo bellii pusillus</i>	E	Riparian thickets either near water or in dry portions of river bottoms
Yellow-billed cuckoo <i>Coccyzus americanus</i>	C/T	Wide, dense riparian forests with a thick understory of willows for nesting
Western snowy plover <i>Charadrius alexandinus nivosus</i>	T, CH/CSC	Coastal beaches above the normal high tide line with driftwood or other debris for cover
Tricolored blackbird <i>Agelaius tricolor</i>	SC/CSC	Nests in wetland habitats; forages in wetlands, agricultural fields, pastures
Invertebrates		
Smith's blue butterfly <i>Euphilotes enoptes smithi</i>	E/--	Coastal dunes and hillsides with seacliff buckwheat (<i>Eriogonum parvifolium</i>) or coast buckwheat (<i>E. latifolium</i>)
Conservancy fairy shrimp <i>Branchinecta conservatio</i>	E/	Vernal pools and other seasonal freshwater wetlands
Vernal pool fairy shrimp <i>Branchinecta lynchi</i>	T/-	Vernal pools and other seasonal freshwater wetlands
Longhorn fairy shrimp <i>Branchinecta longiantenna</i>	E/-	Vernal pools, shallow pools
Tidewater goby <i>Eucyclogobius newberryi</i>	E/T	Found in the Delta and estuary regions of the Central Valley and in coastal streams

Status*

- = No classification by corresponding agency.
- Federal: E = Listed as Endangered under the Federal Endangered Species Act.
- T = Noted as Threatened under the Federal Endangered Species Act.
- SC = Species of Special Concern to USFWS. Species for which the USFWS has some biological information indicating that listing may be appropriate but for which further biological research and field study are usually needed to clarify the most appropriate status.
- CH = Critical Habitat
- C = Noted as a candidate for listing under the Federal Endangered Species Act.
- State: E = Listed as Endangered under the California Endangered Species Act.
- T = Listed as Threatened under the California Endangered Species Act.
- CSC = Species of Special Concern.
- PROT = Fully Protected Species.

APPENDIX E
CEQA Checklist

ENVIRONMENTAL SIGNIFICANCE CHECKLIST

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
I. AESTHETICS -- Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

II. AGRICULTURE RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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III. AIR QUALITY -- Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Conflict with or obstruct implementation of the applicable air quality plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Expose sensitive receptors to substantial pollutant concentrations? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e) Create objectionable odors affecting a substantial number of people? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

IV. BIOLOGICAL RESOURCES -- Would the project:

- | | | | | |
|--|--------------------------|-------------------------------------|-------------------------------------|--------------------------|
| a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
direct removal, filling, hydrological interruption, or other means?				
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

V. CULTURAL RESOURCES -- Would the project:

a) Cause a substantial adverse change in the significance of a historical resource as defined in ' 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to ' 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

VI. GEOLOGY AND SOILS -- Would the project:

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

VII. HAZARDS AND HAZARDOUS MATERIALS- Would the project:

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

VIII. HYDROLOGY AND WATER QUALITY -- Would the project:

a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

IX. LAND USE AND PLANNING - Would the project:

a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

X. MINERAL RESOURCES -- Would the project:

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

delineated on a local general plan, specific plan or other land use plan?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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XI. NOISE - Would the project result in:

- | | | | | |
|---|--------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

**XII. POPULATION AND HOUSING --
Would the project:**

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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XIII. PUBLIC SERVICES

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

XIV. RECREATION --

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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**XV. TRANSPORTATION/TRAFFIC --
Would the project:**

a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
designated roads or highways?				
c) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Result in inadequate parking capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**XVI. UTILITIES AND SERVICE SYSTEMS-
Would the project:**

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project=s projected demand in addition to the provider=s existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
permitted capacity to accommodate the project=s solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

XVII. MANDATORY FINDINGS OF SIGNIFICANCE --

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

APPENDIX F
*Notice of Preparation and
Public Comments*

NOTICE OF PREPARATION

TO: **FROM:** City of Monterey
City Hall
Monterey, CA 93940

SUBJECT: Notice of Preparation of a Draft Environmental Impact Report/
Environmental Assessment [References: Division 13, Public
Resources Code, Section 21080.4 (State); 40 C.F.R. 1501.7 and
1508.22 (Federal)].

This is to inform you that the City of Monterey in cooperation with the California Department of Transportation (Department) and the Federal Highway Administration (FHWA) will be the Lead Agency and will prepare an Environmental Impact Report (EIR)/Environmental Assessment (EA) for the project described below. Your participation as a responsible/cooperating agency (or interested agency, group, or individual) is requested in the preparation and review of this document.

We need to understand the applicable permit and environmental review requirements and the scope and content of the environmental information that is relevant to your agency's statutory responsibilities in connection with the proposed project. Your agency will need to use the EIR/EA prepared by our agency when considering your permit or approval for the project. We also request comments from those groups and individuals who are interested in the project, but are not responsible/cooperating agencies, so that we can design the project to best meet the needs of everyone concerned.

Project Title: Route 68 (Holman Highway) Widening Project.

Project Description: The City of Monterey proposes to widen and upgrade Route 68 (Holman Highway) from two lanes to three/four lanes in Monterey County from approximately 0.2 kilometers (0.1 miles) west of the Community Hospital of Monterey Peninsula (CHOMP) entrance to the State Route (SR) 1 and Route 68 junction. Improvements to SR 1 south bound off-ramp and on-ramp are also included in the project. If implemented, the project would relieve existing and future traffic congestion, improve traffic safety, improve traffic operations, minimize delay of emergency vehicle access to the hospital, and reduce the incentive for bypass traffic through the Skyline

Forest neighborhood. It would also result in improved access to the Pebble Beach entrance, the CHOMP and Beverly Manor Complex. The project consists of a no-build alternative; three build alternatives, and three variations of the build alternatives.

Alternatives Considered:

A. No Build Alternative: This alternative would maintain the facility as is. There would continue to be deficient operations on Route 68, at the Route 68/SR 1 Intersection, and on the southbound off-ramp where traffic is known to back up onto the mainline.

B. Build Alternatives: Common design features of all build alternatives are summarized below.

- Construction impact from widening Route 68 to either 3 or 4 lanes would be identical because the proposed retaining walls would be constructed at the ultimate 4-lane-widened location.
- Scenic Drive Overcrossing would be replaced with a new bridge.
- Access to Beverly Manor entrance would be maintained with potential for a new signal system.
- SR 1 southbound off- and on-ramps would require a retaining wall.
- The Pebble Beach entrance would be modified.
- Two retaining walls located along the north and south sides of Route 68 between Scenic Drive and Beverly Manor Entrance would receive aesthetic treatment.
- Traffic signals at Route 68/SR 1 and at Route 68/CHOMP intersections would be modified.

Build Alternative 1 – (Three Lane Facility) is characterized by the addition of one lane in the eastbound direction from 0.1 mile west of the CHOMP entrance to the Route 68/SR 1 ramp intersection. This added eastbound lane would terminate as a mandatory right-turn lane to the Pebble Beach entrance/SR 1 southbound on-ramp. The construction limit for this alternative would be identical to the ultimate 4-lane widened alternative. This alternative would not result in a 12-foot-wide pavement for the fourth (westbound) lane, but the retaining walls would be constructed at their ultimate locations to accommodate the four-lane future condition.

Build Alternative 2 – (Three Lane Facility) is characterized by the addition of one lane in the westbound direction from the Route 68/SR 1 ramp intersection to the CHOMP entrance. This added westbound lane would terminate as a mandatory right-turn lane to CHOMP. The construction limit for this alternative would be identical to the ultimate 4-lane widened alternative. This alternative would not result in a 12-foot-wide pavement for the fourth (eastbound) lane, but the retaining walls would be constructed at their ultimate locations to accommodate the four-lane future condition.

Build Alternative 3 – (Four Lane Facility) is characterized by the addition of two lanes (one additional lane in each direction) that would result in a full four-lane facility. Route 68 would be widened to a full four-lane facility from the intersection of Route 68/SR 1 ramp to just west of the CHOMP entrance. In the westbound direction, two lanes would be carried past the CHOMP entrance and then merged to the existing one-lane highway approximately 600 feet west of the CHOMP entrance. In the eastbound direction, the right lane would terminate as a mandatory right turn lane to the Pebble Beach entrance.

Build Alternative Variations – There are three design variations, or combination thereof, that could be incorporated as part of the project. These design options address the treatment of the Route 68/SR 1 intersection. Variation 1 and 2 would work with all build alternatives. Variation 3 would work with all build alternatives and Variation 1 and 2.

- 1) **Five Legged Intersection:** This variation is characterized as a five legged intersection option that would result in all traffic movements to be brought together at one intersection. This intersection would be signalized.
- 2) **Roundabout:** This variation is characterized as a traffic circle that would result in constructing a one-way circular traffic flow at the intersection of Route 68/SR 1 ramps. Traffic would enter this circle in a free flowing movement with yield at the point of entry into the circle. The southbound right turn exit ramp movement would bypass the roundabout.
- 3) **Collector-Distributor Road:** This variation is characterized as an SR 1 Distributor/Collector option that would result in a new SR 1 exit lane dedicated solely to access the Pebble Beach Main Gate. The Distributor/Collector lane would originate at the SR 1 southbound auxiliary lane near the beginning of the exit ramp, and continue under the SR 1 Bridge at Route 68, and conform at the Pebble Beach Main Gate entrance. This design variation allows direct, unrestricted access to the Pebble Beach Main Gate entrance from the southbound SR 1 direction and reduces the volume of traffic traveling through the Route 68/SR 1 intersection.

Probable Environmental Effects:

- Change in visual character of the area
- Potential increase in noise levels
- Tree and vegetation removal
- Impacts to fringe wetlands
- Impacts to hydrology (construction of new drainage facilities)
- Temporary construction impacts to residents

Background and Scoping

Route 68 is a two-lane undivided roadway constructed in the early 1940s. It serves as the primary transportation facility between SR 1 and the City of Pacific Grove, Pebble Beach and the CHOMP. In the mid 1950s, this portion of the roadway was upgraded with improved radii and superelevation. It was subsequently designated as part of Route 68 with a posted speed of 55 kilometers per hour (kph). Currently there are two 3.6 meter (m) (11.8 feet) lanes with shoulders ranging from 0.6 m (2.0 feet) to 1.2 m (3.9 feet).

In the 1980s, Monterey Peninsula cities formed the Holman Highway Task Force to address access problems to CHOMP and levels of service along Route 68. This Task Force oversaw the transportation improvements along Route 68 from its terminus at Pacific Grove and SR 1. Its goal, in part, was to enhance the quality of transportation services on Route 68. Many objectives were established, a few of which included installation of a new Spanish Bay Gate, construction of a westbound lane through the CHOMP intersection, and addition of an eastbound lane from the CHOMP entrance to the Route 1 interchange. While some work has been completed such as the Spanish Bay Gate and a westbound lane through the CHOMP intersection, other phases of work are incomplete and remain dormant.

The 1993 Regional Transportation Plan, adopted in 1994, recommended the widening of Route 68 to four lanes from 0.2 km (0.1 miles) west of the CHOMP intersection to south of the Route 68 overpass at SR 1. This project is now listed in the State Transportation Improvement Program (STIP).

The CHOMP and Beverly Manor are situated within the project limits. On the south side of Route 68 there are single family homes that overlook the highway and whose backyards set adjacent to the roadway. There are two driveway entrances (CHOMP and Beverly Manor) with left-turn channelization. CHOMP entrance is signalized. The Beverly Manor entrance is unsignalized.

The Route 68/SR 1 interchange is characterized as a diamond off- and on-ramp with a signal system. Traffic congestion on Route 68 is high (over 2,300 vehicles per hour [vph] peak) during the weekday afternoon period beginning at about 3:00 p.m. and continuing to about 6:00 p.m. Rear-end accidents are common, suggesting excessive vehicle queuing at all approaches of Route 68 signalized intersection/SR 1 southbound ramps. Traffic forecasts representing the year 2020 show the PM peak hour traffic demand on Route 68 reaching 2,860 vehicles. Traffic is projected to increase by 24 percent.

Existing intersections at the Route 68/SR 1 southbound off-ramp, CHOMP, and Beverly Manor are currently at Level of Service (LOS) "D" throughout much of the afternoon period. With the increased traffic, these intersections will become LOS "F" in about five to seven years. With the Army closure of the gates into the Presidio of Monterey, residents of the Skyline Forest Neighborhood in Monterey have experienced an increase in traffic cutting through the neighborhood from Route 68 in order to bypass congestion in the project area. For this reason, a new traffic signal at Beverly Manor has been included as a variation to the alternatives that will require further analysis to evaluate if the new signal will induce bypass traffic through the neighborhood.

A multi-agency team has been formed to address scoping issues. The team includes members from City of Monterey, Department of Public Works and Planning, and the California Department of Transportation. The team will meet as necessary to address issues throughout the project development process. This team facilitated a Scoping Meeting/Public Information Open House on February 6, 2003. The purpose of the meeting was to provide background on the transportation improvement being proposed and to seek input from agencies, businesses and interested residences. Written and oral comments were solicited at the meeting and will be incorporated into the EIR/EA being prepared for the project.

Due to the time limits mandated by state law, your response must be sent at the earliest possible date, but not later than 30 days after receipt of this notice. Please send your response and direct any comments or questions regarding this project to Richard Deal at the address shown above (phone: 831-646-3470). With your response, please include the name of a contact person in your agency.

Date : _____

Signature: _____
Richard Deal

Title: **City Traffic Engineer**

More Information

Where will the meeting be held?



Route 68 (Holman Highway) Widening Project
Public Scoping Meeting

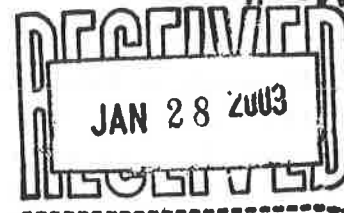
Thursday, February 6, 2003

City of Monterey City Council Chambers
(corner of Pacific and Madison Streets)
Monterey, CA

Doors will open at 7:00 p.m.
Presentation at 7:30 p.m.

35816+0756 10

February 6, 2003
Public Meeting:



PAR ENVIRONMENTAL
ATTN JAMES GARY MANIERY, M.A.
PO BOX 160756
SACRAMENTO CA 95816-0756



City of Monterey
City Hall
Monterey, CA 93940
Attn: Richard Deal, Project Manager



PUBLIC SCOPING MEETING

**To Discuss the Route 68 (Holman Highway) Widening Project
The City of Monterey invites you**
to attend a Public Scoping Meeting for the Route 68 (Holman Highway) Widening Project. This workshop is the first in a series of public information meetings to be conducted for this project. This meeting will provide an update on the project and seek your comments before we prepare a Notice of Preparation (PRE-NOP) and begin the environmental process.

We encourage you to join us on February 6, 2003 from 7:00 PM to 8:00 PM (presentation at 7:30 PM) at The City of Monterey City Council Chambers (corner of Pacific and Madison Street)

(831)646-3473 ■ deal@ci-monterey.ca.us ■ www.monterey.org

Mark Your
Calendar For
February 6, 2003

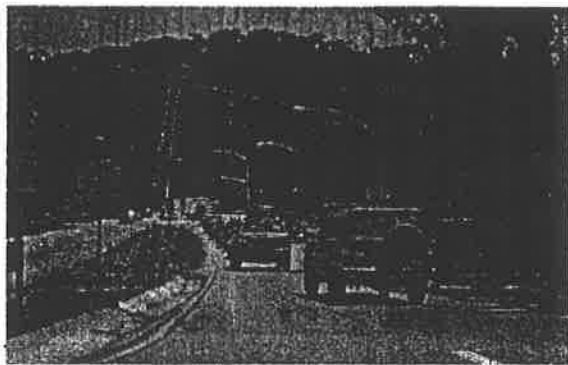
Project Background

Route 68 is the primary roadway between Route 1 and the City of Pacific Grove, the Community Hospital of the Monterey Peninsula and the Del Monte Forest. The existing roadway is a two-lane undivided roadway constructed in the early 1940's. This portion of the roadway was upgraded in the 1950's when it was designated part of State Route 68. While other roadways provide alternative access to Pacific Grove and the Del Monte Forest, Route 68 is the only access between the Hospital and the rest of the Monterey Peninsula. In the 1980's, Monterey Peninsula cities recognized the access

deficiency to the hospital and the need to maintain acceptable levels of service along Route 68.



Project Purpose and Need



The purpose of this project is to relieve existing and future traffic congestion on Route 68 between the Community Hospital of the Monterey Peninsula and Route 1. The project will also improve traffic safety and vehicular access to the hospital, the Pebble Beach Company and Beverly Manor from Route 68 by widening a portion of Route 68 to 4-lanes and improving the Route 1/68 intersection.

Project Update

A Project Study Report for this project was completed in November 2000. The next step is to move through the Project Approval and Environmental Documentation (PA/ED) phase of work. To begin the PA/ED phase, the first public scoping meeting is scheduled for Thursday, February 6, 2003 starting at 7:00 p.m. at the City of Monterey Council Chambers (corner of Pacific & Madison Streets). The meeting format will be an informal drop-in workshop with a presentation scheduled for 7:30 p.m. Before and after the presentation you can meet with project staff and review the project scope and alternatives.





Route 68 Widening

Public Comments

Please Print Name _____

Organization Represented, If Any _____

Address _____

City _____ State _____ Zip _____ Telephone _____

COMMENTS: _____

Route 68 Public Meeting
Thursday, February 6, 2003

- Has there been any percentage dollar amount assigned to each of the entities (CHOMP, Pebble Beach, City, Caltrans?)
- Who are the participants that will be potential funders & what is their share of the project?
- Is there a benefit cost analysis with costs broken down by who benefits?
- I have seen a plan for inside the Pebble Beach gates, how will those improvements be coordinated?
- When you look at alternatives 2 and 3, what is the motivation to choose one over the other? What criteria will decide which alternative you choose? Which problem will you choose to solve?
- If 68 goes from 4 lanes back to 2 just past CHOMP, won't that merge cause a back-up? Why isn't the entire route being studied? It should be studied all the way into Pacific Grove.
- I will not turn left out of Beverly Manor, I will drive way around to avoid this left turn
- I am a resident of Skyline Forrest and do not want the light at Beverly. It will cause cut through traffic because people will want to avoid it. It will impact the problem of existing cut through traffic due to the light at CHOMP.
- What is the difference between an EIS and an EA?
- I would like to see alternatives to the Beverly traffic signal and the potential impacts to the neighborhoods for each alternative.
- The initial lot EIR for Pebble Beach showed unavoidable impacts at Skyline. I want to see a project that results in insignificant impacts at Skyline.
- Will there be traffic numbers generated at Skyline?
- Was the PSR done before the closure of the Presidio?
- Traffic that goes from Pacific Grove through the intersection now that the Presidio is closed, will those numbers be included. How far back on 68 will the traffic numbers be taken?
- Where does the project start? Beyond Skyline? Traffic is more regional than just the project area.
- There is a change of existing conditions from the PSR due to the closure of the base. How is that included in the project? Will the counts be up-dated?
- Origin and Destination analysis needs to be done of the cut through traffic on Skyline now from Munras to Soledad.
- Do you have traffic volumes assigned to each of the alternatives? Isn't traffic the prime motivator in deciding alternatives?
- Is there a level of service that you will look at to make the alternative work?
- What is the current level of service?
- How can you consider a no build option if the LOS is F?
- How far beyond CHOMP do we go from 4 to 2 lanes? Concerned about bottleneck and possibility of creating accidents.

- Does this recreate the old problem where people passed on the right and cut people off and created accidents? Caltrans turned the right lane into a right turn only lane into the hospital to solve that problem Will we be bringing the old problem back?
- Would a roundabout work better for the entrance for CHOMP? Or an underpass? We should look at that.
- How big is the roundabout? One or 2 lanes?
- Retaining walls – how will you mitigate the tree removal that will be required to build the walls?
- Walls between Sunridge & 68 – will there be room for planting? What will you plant?
- Do you need a wall between Sunridge & 68 to avoid people from driving of the road and into Pebble Beach?
- Is there a relationship between the cuts that are made and the speed?
- If you reduced design speed to 35 do you get more space at Beverley Manor?
- If this were designated a scenic highway would we be subject to other design criteria?
- Context sensitive design issues – we need to play that card.
- Getting to the reality that you need the single lane feeder into Pebble Beach – this might allow a single lane on 68 instead of a double lane.
- Roundabout – don't think it will fit in that spot – can't handle a lot of traffic.
- Roundabout at Highway 1 is significantly different than a roundabout at CHOMP – different mindset of people entering and exiting the hospital that needs to be paid attention to.
- Is there a better rendering of the geometric drawing on the wall? Can you put that on the website?
- Can there be a clear delineation of the amount of cut on each side of the highway?
- I am concerned about the harsh treatment with the large retaining wall right next to Sunridge Road. Can you get a design exception to reduce the shoulder and get a planting strip on the Sunridge side?
- Aesthetics need to be number one for all alternatives.
- Need better aesthetics on the bridge.
- The General Plan Committee has been working on a plan for Rt. 68. The Committee will only support this project if it follows the plans for the rest of the county. No median. No wide shoulders.
- If there is a median, we want aesthetics.
- An underpass feed to Pebble Beach is good. A free right to Pacific Grove through CHOMP is great. These two would put very little traffic onto the traffic circle. This combinations works better than a traffic signal without the other features.
- If we do a 3 lane alternative – the eastbound direction is more important.
- Can you send a copy of the comments to the meeting attendees and also place them on your website?
- The hospital is interested in the environmental impacts. The potential for a gold rock wall – If you cannot build that level of aesthetics, please do not show them in your plans – I don't think it would meet Caltrans standards.

- Does the Monterey Architectural Review Committee get to look at the aesthetics? We cannot support a grey concrete wall. We would want to look at the gold rock to be consistent with the signature look for Monterey.
- We want vegetation, trees and shrubs.
- At what point in the process do you have a feasibility analysis for the design variations to show what works and what doesn't work?
- Any possibility of another jurisdiction to take over the roadway – relinquishment from Caltrans?
- There is a seasonal variation of traffic. You need to look at the difference in traffic and how it relates to the different alternatives. You should be able to look at this since the process will take longer than a year.
- Outreach to the community groups needs to take place.
- There is another environmental process for the build out of Pebble Beach – these projects need to be coordinated.
- CHPC – many of the doctors are relocating. Those patients are no longer traveling along the corridor. Employees such as the HR Department have relocated to this building. These are not new trips, just moved from the hospital to the office building. This needs to be acknowledged and understood.
- Coordinate signals – problem is a matter of perception as much as a matter of fact. Worst case I have timed is 6 minutes. Analysis can show the technical side, but it doesn't show the personal perception.
- Emergency access to the hospital other than Highway 68 – A group is looking at potential alternative route from 17 Mile Drive for emergency access – how would that impact this project?

Route 68 Widening
Community Workshop
February 6, 2003
Meeting Attendees

Mike Bellinger	299 Cannery Row, Monterey	646-1383	
Frank R. Vitale	CHOMPS	625-4669	
Bryce Graybill	CHOMPS	625-4688	
Andrea Renny	City of Monterey – City Hall	646-3471	renny@ci.monterey.ca.us
Jim Cullen	Monterey Resident/Skyline Forrest	625-6437	
Eleanor Cullen	5 Greenwood Rise, Monterey, 93940	625-6437	
Bob Petty	426 Bowen Street, Monterey, 93940	647-1812	
Thom McCue	County Planning & Building Inspection 2620 First Ave, Marina, CA	883-7528	
Sharon Dwight	862 Lobos, Monterey	375-0841	
Ted R. Hunter	PO Box 1189 Pebble Beach, 93953	624-3734	hunter@is.netcom.com
Enrique Stuedra	312 E. Alisal Street, Salinas	755-8970	
Doug Chandler	244 Mar Vista, Monterey	372-8612	
Colleen Sullwan	PO Box 1127 Monterey, 93942-1127	649-0141	
George Divine	Monterey County Public Works		
Logan List	4772 Sunset Lane	624-9113	
David Caneen	4170 Sunset Lane	624-6250	reerg@mindspring.com
Brian Foucht	PO Box 318, Salinas, CA 93901	754-2444	bfoucht@carmeldevelopment.com

**Holman Highway 68 Widening
Noise Analysis Review and Public Input
Meeting Minutes
April 17, 2006 at 4PM
Monterey Library – Community Room**

Attendees

Phyllis Davies	P.O. Box 279, Pebble Beach Resident, Carmel, CA
Suha Kilic	4119 Crest Road, Pebble Beach
Bamboo Yu	4064 Crest Road, Pebble Beach
Gordon Mortensen	4153 Crest Road, Pebble Beach
Richard	4157 Crest Road, Pebble Beach
Bob & Sally Chopyk	4175 Crest Road, Pebble Beach
Gay & Ann Baldwin	4103 Crest Road, Pebble Beach
Randy Domra	4088 Crest Road, Pebble Beach
Jane & Robert Hayner	4179 Crest Road, Pebble Beach
Art & Lal Sutton	4181 Crest Road, Pebble Beach
Michael & Kathy Koviak	4165 Crest Road, Pebble Beach
Karla Hull	4109 Crest Road, Pebble Beach
Robert Cristi	4113 Crest Road, Pebble Beach
Karla Cristi	4113 Crest Road, Pebble Beach
Rich Deal	City Traffic Engineer, City of Monterey
Kim Cole	Senior Planner, City of Monterey
Christa Redd	Senior Planner, PAR Environmental Services
Luke Saxelby	Senior Consultant, j.c. brennan & associates

Noise Issues

- Did the noise analysis include the County noise standards?

Luke Saxelby discussed the noise analysis, how jc brennan & associates prepared the noise model, what is involved in the noise analysis, the standards that the analysis uses (Caltrans, City and County), and how they get the sound levels for free flowing traffic. The noise analysis included state (67 dB L_{eq}), City (70 dB L_{dn} exterior), and County (55 dB - 70 dB L_{dn}) noise standards.

- Sirens
 - Sirens have increased because of crowding
 - Sirens have become more frequent because of CHOMP expansion
 - How can the sirens not be included in the noise study
 - Why are the noise standards/impacts averaged?
- Acceleration caused by the merging from two-lane facility to one-lane
 - Was the acceleration of cars trying to get around trucks before the merge modeled?

The noise analysis did not account for the "instantaneous" noise from the sirens or from individual vehicle acceleration. This "instantaneous" peak is averaged over an hour (L_{eq}) or a 24-hour (L_{dn}) period, depending on the analysis being completed. The peak noise is considered in the overall noise level, but not as a spike in noise at any one instance. The noise analysis looked at the average hourly noise level (L_{eq}) for the eleven single family residences. The existing noise levels increased from 62 dB to 65 dB from the end of project going east. The noise analysis found that in the future year, with the project, the noise levels increased when traveling from the end of the project in the eastbound direction, from 63 dB to 66 dB. This is a 1 dB increase between the existing noise levels and the noise levels anticipated with the project.

- A suggestion was made for a taller noise barrier
- A suggestion was made for a longer noise barrier

A noise barrier is not part of the project because the future noise levels do not exceed the state (67 dB), City (70 dB), or County (70 dB) noise level standards. A noise barrier was analyzed in the noise analysis, even though the area does not meet the Caltrans/FHWA Protocol for analyzing a sound barrier. The barrier would reduce the noise levels; however, the cost would exceed the Caltrans/FHWA allowable cost.

- Mr. & Mrs. Koviak requested that an additional sound meter be put in/near their backyard as an extra calibration point.

The City, PAR, and jc brennan, are currently looking into placing an additional sound meter in the vicinity of Mr. and Mrs. Koviak's backyard as an additional calibration point.

General Issues

- Will there be a pedestrian overpass or pedestrian access with the replacement of the bridge?
 - Bus routes and bike trails stop at SR 68
 - SR 68 is dangerous for bikes
 - Need a pedestrian crossing over SR 68
 - Pedestrian/Bike access from Pebble Beach to Monterey/Carmel should be looked at in depth

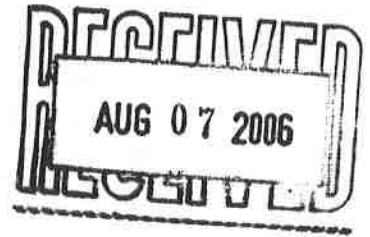
Kim Cole and Christa Redd discussed that these types of issues should be articulated in a letter during the public comment period. These types of concerns will help to make the project better. The replacement bridge may need to be looked at in further detail to determine if there is a feasible option for bike and pedestrian access across SR 68.

- Concerned about noise and light pollution

Christa Redd explained that aesthetics have been taken into account and that there is a technical study for aesthetics and a section in the EIR explaining this. If there are still questions, after reviewing the documents during public circulation, then we encouraged the residents to write comment letters.

- Alternate ingress/egress to the hospital
 - Have alternate entrances been explored?

A discussion was held on the ingress/egress for the hospital. Rich Deal explained that with the current hilly terrain, there are limited access points that are feasible. An access point in the rear would not work because of the slopes.



July 31, 2006

Mr. Gary Maniery & Ms. Christa Redd
PAR Environmental Services, Inc.
P.O. Box 160756
Sacramento, CA 95816

Subject: S.R. 68 Follow-up Noise Measurement Results

Dear Mr. Maniery & Ms. Redd:

At the request of the City of Monterey, j.c. brennan & associates, Inc. has conducted follow-up noise level measurements of S.R. 68 traffic. The traffic noise level measurements were conducted at the affected residences within the APE of the S.R. 68/S.R. 1 Widening and Interchange Project.

Previously, Bollard & Brennan, Inc. conducted an Environmental Noise Analysis for the project site, which was consistent with the Federal Highway Administration (FHWA) and Caltrans Protocol for determining the traffic noise impacts and the feasibility of mitigation (Environmental Noise Analysis/Caltrans Protocol Technical Analysis, SR 68/SR1 Widening and Interchange Project, City of Monterey, prepared for: PAR Environmental Services, Inc., prepared by: Bollard & Brennan, Inc., May 11, 2004).

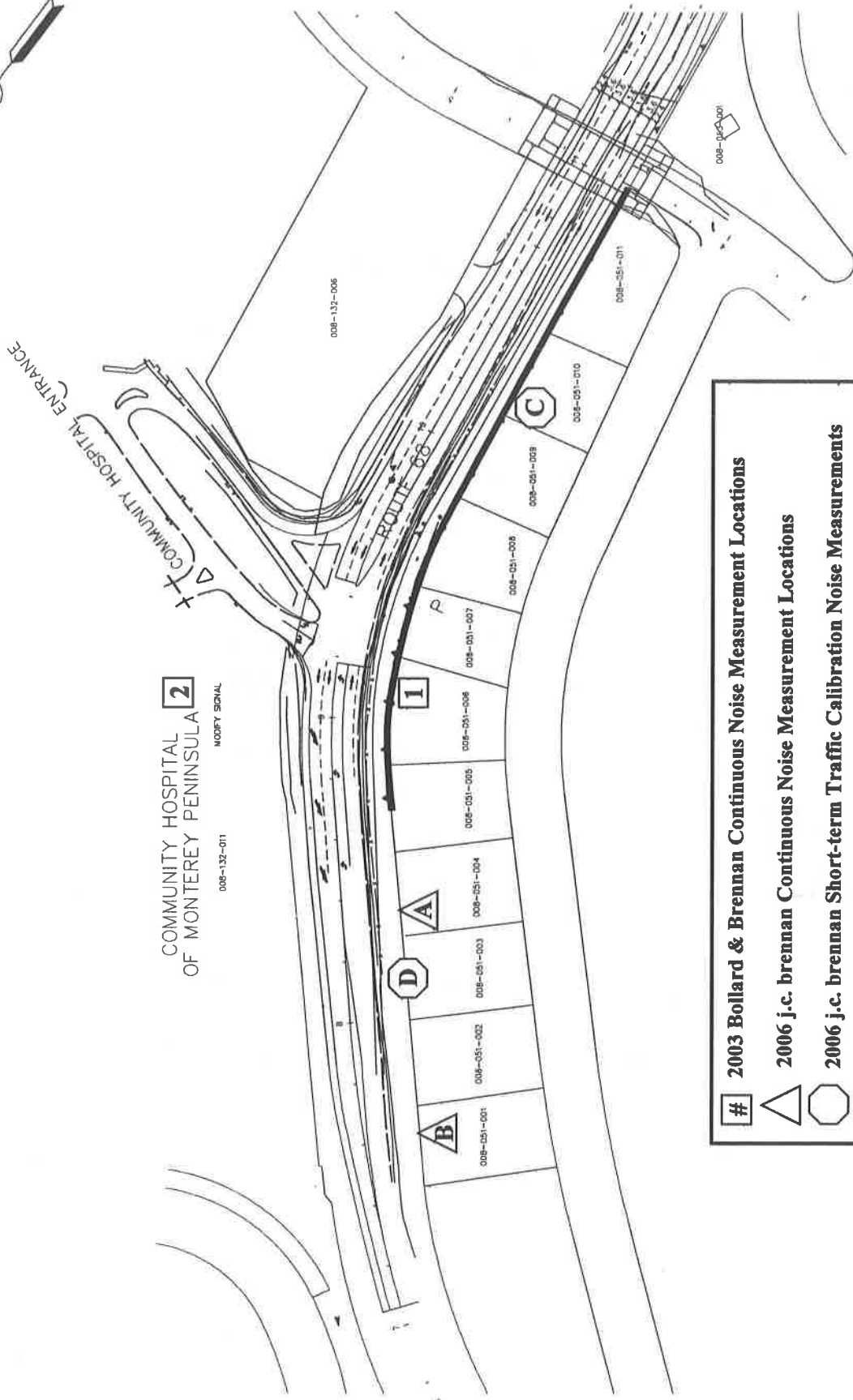
The intent of the additional traffic noise measurements is to supplement the previous Bollard & Brennan noise measurement data, and to determine if the original noise measurement data accurately reflected the potential noise impacts.

Results of the Previous Bollard & Brennan Noise Measurements

A detailed site review was conducted on November 18-19, 2003 by Bollard & Brennan, Inc. staff. Noise measurements consisted of continuous hourly noise measurements at two locations for a period of 24-hours.

The continuous 24-hour noise level measurements were conducted at two locations to represent noise-sensitive land uses. The measurements were conducted to determine the relationship between the measured 24-hour Ldn traffic noise level and the peak hour Leq noise levels, and for comparison to the Sound 32 model. Figure 1 shows the locations of the noise measurement sites.

Figure 1
Route 68 Widening Improvement Project
Noise Measurement Locations



- # 2003 Bollard & Brennan Continuous Noise Measurement Locations
- △ 2006 j.c. brennan Continuous Noise Measurement Locations
- 2006 j.c. brennan Short-term Traffic Calibration Noise Measurements

The results of the noise measurements indicated at Site #1 that the measured Ldn was 62.1 dB and the peak hour Leq was 63 dB. At Site #2, the measured Ldn was 58.2 dB and the peak hour Leq was 58 dB.

Follow-up Noise Measurement Results

On July 5-6, 2006, j.c. brennan & associates, Inc. conducted 2 sets of continuous 24-hour traffic noise measurements of S.R. 68. The noise level measurements were conducted in the back yards of 4169 Crest Road and 4157 Crest Road. The noise level measurements were conducted to determine the overall and peak hour traffic noise levels in the back yards of the residences. Table 1 shows the results of the noise level measurements. Based upon the noise measurement data shown in Table 1, the overall noise levels are similar to those which were measured in 2003.

It is noted that the measured noise levels at Site B were somewhat higher. This noise measurement site was closer to the highway, and it was noted that jake brakes were observed at this site. This also explains the higher measured maximum noise levels at this site.

Table 1				
Summary of Continuous Measured Hourly S.R. 68 Noise Levels				
Ldn	Peak Hour Daytime (7:00am - 10:00pm)		Average Hourly Daytime (10:00pm - 7:00am)	
	Leq	Lmax	Leq	Lmax
Site A - 4169 Crest Road				
64.0 dB	64.2 dB	90.2 dB	60.8 dB	76.6 dB
Site B - 4157 Crest Road				
69.6 dB	70.9 dB	95.1 dB	68.4 dB	82.8 dB
Source: j.c. brennan & associates, Inc. - 2006				

In addition, to the continuous 24-hour noise measurements conducted along the project site, j.c. brennan & associates conducted two sets of noise level measurements and concurrent counts of S.R. 68 traffic at the rear yards of residences along the APE. The purpose of the short-term traffic noise level measurements and traffic counts is to determine the accuracy of the FHWA model in describing the existing noise environment on the project site, while accounting for shielding from local topography, actual travel speeds, and roadway grade. Noise measurement results were compared to the FHWA model results by entering the observed traffic volume, speed and distance as inputs to the FHWA model. Table 2 shows the calibration results.

Instrumentation used for the measurements were Larson Davis Laboratories (LDL) Model 820 precision integrating sound level meters which were calibrated in the field before use with an LDL CA-200 acoustical calibrator to ensure accuracy of the measurements.

Based upon the calibration results, the FHWA Model was found to accurately predict traffic noise levels along the project site, as shown in Table 2. Therefore, the roadway grade, and travel speeds are accurately reflected in the modeling procedures. It should be noted that jake brakes were not observed during these samples.

**Table 2
Comparison of FHWA Model to Measured Traffic Noise Levels of S.R. 68**

Site	Vehicles			Speed (mph)	Dist. (Feet)	Measured L _{eq} , dB	Modeled L _{eq} , dB*
	Autos	Med. Trk.	Hvy.Trk.				
4193 Crest Road							
C	521	51	156	65	1380	51.6	60.3
4165 Crest Road							
D	554	46	166	65	1425	52.7	60.3

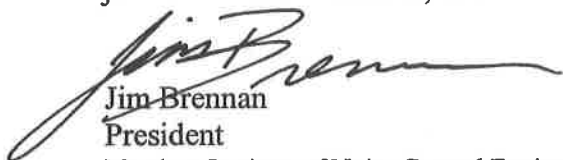
* Acoustically "soft" site assumed

Conclusions

The traffic noise prediction models are found to accurately predict traffic noise levels along the roadway adjacent to the project site. Measured background noise levels were similar to those which were measured in 2003. However, the use of jake brakes (engine brakes) on trucks can be a source of elevated noise within the APE. However, the Caltrans Protocol does not provide for the factoring of the use of jake brakes when predicting traffic noise levels or determining the feasibility of mitigation.

Respectfully submitted,

j.c. brennan & associates, Inc.



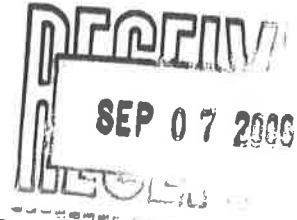
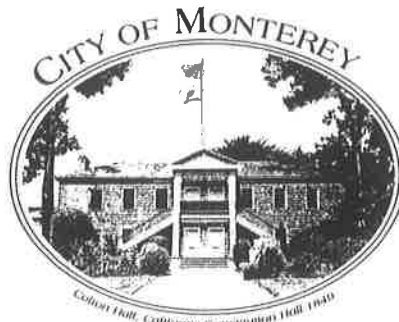
Jim Brennan
President

Member: Institute of Noise Control Engineering

Appendix A

Acoustical Terminology

Acoustics	The science of sound.
Ambient Noise	The distinctive acoustical characteristics of a given space consisting of all noise sources audible at that location. In many cases, the term ambient is used to describe an existing or pre-project condition such as the setting in an environmental noise study.
Attenuation	The reduction of an acoustic signal.
A-Weighting	A frequency-response adjustment of a sound level meter that conditions the output signal to approximate human response.
Decibel or dB	Fundamental unit of sound, A Bell is defined as the logarithm of the ratio of the sound pressure squared over the reference pressure squared. A Decibel is one-tenth of a Bell.
CNEL	Community Noise Equivalent Level. Defined as the 24-hour average noise level with noise occurring during evening hours (7 - 10 p.m.) weighted by a factor of three and nighttime hours weighted by a factor of 10 prior to averaging.
Frequency	The measure of the rapidity of alterations of a periodic signal, expressed in cycles per second or hertz.
Ldn	Day/Night Average Sound Level. Similar to CNEL but with no evening weighting.
Leq	Equivalent or energy-averaged sound level.
Lmax	The highest root-mean-square (RMS) sound level measured over a given period of time.
L(n)	The sound level exceeded a described percentile over a measurement period. For instance, an hourly L50 is the sound level exceeded 50% of the time during the one hour period.
Loudness	A subjective term for the sensation of the magnitude of sound.
Noise	Unwanted sound.
Peak Noise	The level corresponding to the highest (not RMS) sound pressure measured over a given period of time. This term is often confused with the "Maximum" level, which is the highest RMS level.
RT₆₀	The time it takes reverberant sound to decay by 60 dB once the source has been removed.
Sabin	The unit of sound absorption. One square foot of material absorbing 100% of incident sound has an absorption of 1 sabin.
Threshold of Hearing	The lowest sound that can be perceived by the human auditory system, generally considered to be 0 dB for persons with perfect hearing.
Threshold of Pain	Approximately 120 dB above the threshold of hearing.
Impulsive	Sound of short duration, usually less than one second, with an abrupt onset and rapid decay.
Simple Tone	Any sound which can be judged as audible as a single pitch or set of single pitches.



DEPARTMENT OF PUBLIC WORKS

September 1, 2006

RE: Holman Highway 68 Widening – Additional Noise Analysis

Dear Meeting Attendee,

This letter responds to the noise questions raised at the public information meeting held for the Holman Highway 68 Widening Project at the City of Monterey Library on April 17, 2006. During that meeting, Pebble Beach residents on Crest Road, whose homes have back yards that are adjacent to Holman Highway 68, requested additional noise measurements to be taken in their back yards. The City of Monterey initiated additional noise analysis in July 2006 to validate the existing noise levels and the accuracy of the noise level prediction model. The results of these additional noise measurements showed that the existing noise levels are accurately depicted in the noise level prediction model. These noise measurements further affirm the results of the noise study, which showed that the increase in noise levels between the existing conditions and the future conditions with or without the roadway improvement project is one decibel. An increase in noise level of one decibel is not considered a significant noise impact.

On July 5-6, 2006, the acoustical specialists, J.C. Brennan & Associates, gathered two sets of 24-hour traffic noise level measurements at the backyards of 4169 and 4157 Crest Road. The 24-hour noise level measurements determine the overall and peak-hour traffic noise levels at these locations. The 24-hour noise level measurements were nearly identical to the noise levels observed at the original measurement location in 2003.

Two sets of short-term noise level measurements and concurrent traffic counts at the backyards of 4193 and 4165 Crest Road were also collected. These short-term traffic noise level measurements and traffic counts verify the accuracy of the model used to predict future noise levels. The noise prediction model accurately predicts the traffic noise levels along Highway 68 and shows that the increase in noise levels between the existing conditions and the future conditions (with or without the roadway improvement project) is one decibel¹.

¹ A decibel is the fundamental unit of sound.

It is our understanding that the attending residents back-up to Highway 68 and are subject to noise from the nearby hospital, the associated sirens, and the roadway. The concerns regarding noise levels, truck braking sounds, and sirens were conveyed at the April 17, 2006 public information meeting. During the recent noise sampling times, no Jake brakes² were observed. Even though these are nuisances, they are considered "instantaneous" noise and are not included in a noise prediction model. This project will not increase the amount of these instantaneous noise elements; however, it will help to alleviate the traffic back-ups that occur in the area, thus reducing the amount of time it takes for an individual vehicle to travel along Highway 68. We anticipate it will reduce the amount of time it takes an emergency vehicle with sirens to pass the area. We are hopeful this improvement on traffic flow will help to decrease the acceleration and deceleration noises that occur, especially during peak-hours.

You may recall from our meeting that an Environmental Impact Report (EIR) is being prepared for the Highway 68 Road Widening Project. This report will discuss impacts associated with several environmental issues, including, but not limited to, noise, light and glare, air quality, traffic, biology, cultural resources, and aesthetics. This report will be available for your review this fall and will include the letter report verifying the future noise level prediction model. When the EIR is available, we welcome your comments.

Please do not hesitate to contact me if you have any further questions.

Sincerely,



Richard Deal, CE, TE, PTOE
City Traffic Engineer

Attachment: Figure 1 - Noise Measurement Locations

cc: Director of Plans, Engineering & Environmental Compliance
Senior Planner Cole
Richard Tanaka, Mark Thomas & Company, San Jose
James Gary Maniery, PAR

² A Jake brake refers to an engine brake, a braking system used on large vehicles which modifies engine operations by using engine compression to slow the vehicle.



**PUBLIC HEARING
HOLMAN HIGHWAY WIDENING PROJECT DRAFT EIR
PRESENTATION BY CALTRANS
NOVEMBER 30, 2006
6:00 – 8:00 p.m.
City Council Chambers**

INTRODUCTIONS

Rich Deal, Traffic Engineer from the City of Monterey introduced Senior Planner Kim Cole, Caltrans Environmental Planners and the Environmental Impact Report Consultants. He said that the Project changes the segment of Holman Highway 68 between Highway 1 and 500' west of the CHOMP entrance from a two-lane highway to a four-lane highway and that it would improve safety and relieve congestion in front of the hospital. Caltrans is the lead agency and is responsible for EIR certification and project approval.

Presentation by Caltrans Team:

Richard Tanaka, from Mark Thomas & Co, said that the project considered four alternatives and that out of the four, the proposed alternative at the intersection of CHOMP proposed a four lane facility with a left turn pocket which widens the road and upgrades the signal light facilities.

J. Gary Maniery from PAR Environmental Services, Inc., said he prepared the draft environmental impact report and that it follows Caltrans guidelines and that the technical studies (air quality, biological resources, traffic, visual resources and noise) are available. He said that there are some significant impacts to the biological and visual resources with the additional lanes, tree removal and retaining wall. He understands the concerns to the impact of removal of trees in the Monterey Pine Forest in order to widen the road and that Susan Sanders would elaborate on this later.

Susan Sanders, Principal Biologist from PAR Environmental Services, Inc., said there are two types of Monterey Pine Forest trees along the south side and that some of these were planted 35-40 years ago and some areas are crowded and shady. She said the oldest tree is about 100 years old and that out of the total 481 trees to be removed, 392 are Monterey Pines, 15 oaks; and a total of 3.6 acres will be impacted and .5 are native. The mitigation is to not plant on site because of the crowding. She said the City would be restoring up to 20 acres on the old Capitol site with the goal to have a diverse forest. She pointed to the graphic showing the type of trees to be removed.

Jim Brennan from J.C. Brennan and Associates said he has worked on this project since 2002. He said that to conduct a study on a federally funded project, like this one, strict guidelines

need to be followed. He said he had to look at existing and future conditions with and without the project. The analysis under existing conditions show two sets of criteria, one for Caltrans and one for the City of Monterey. Currently, the Project exceeds the City's noise standards, but not Caltrans' standards. The noise measure compared to model noise level shows good correlation and that recently they conducted another measure to make sure they still matched. Under future conditions, the noise levels will increase somewhat but not a whole lot. The alternatives considered continue to exceed the City's noise level by a decimal; if they were to follow Caltrans' guidelines, it would not meet the test.

Senior Planner Kim Cole said that on December 12, the Planning Commission will be reviewing the City's comment letter on the EIR. She also said that the comment period ends on December 20th.

PUBLIC COMMENT:

David Dilworth, a member of Helping Our Peninsula's Environment, said the Project raises questions and that it addresses only paving alternatives but that it would not solve the congestion problems. He asked if any non-pavement alternatives were addressed because the Monterey Pine forest appears to be under the coastal zone and the County for review because it is an environmentally sensitive species. He asked the following questions: 1) Is the bridge over Highway 1 earthquake reinforced? If not, when will it be? 2) The 3 lanes going into Pebble Beach he said traffic capacity is at a serious limit and that there is no need for 3 lanes to go into PB and asked if there is a LOS map for those areas? 3) As to the noise issue, he said most people complain about impulse/intermittent noise and asked that the noise impact analysis include the future noise from the construction. 4) Why is the City of Monterey Planning Commission making their final decision before the comment period closes? He said it seemed that it is not to taking public comment into account.

Rich Deal responded that the comment period is due on December 20 and Caltrans is the lead agency making the final decision. The City is the recommending agency and that all comments gathered will be considered for review at the Planning Commission meeting of December 12. He also said the Pebble Beach project is not dependent on this project and that the Levels Of Service (LOS) can be made available.

Tom Rowley a citizen of Monterey said he moved into the area a year after the existing Highway 1 was completed and at a time when the Monterey Pine trees were being replanted. He said that temporary removal of trees and eventual reforestation does work. He said that in the mid-80's chaired the Monterey Peninsula Citizen's Traffic Improvement Coordinating Committee and it identified several congestion areas a) the "crunch alley"; b) the "thread needle" (Highway 68 to two lanes to York Road); and c) Carmel Hill crunch (traffic backs up all the way to Del Monte Center). He said that in relation to lanes southbound on Highway 1, as you approach the overpass to get off, merging down to 1 lane and then opens up to 2-lanes, he suggested making an interim exit to widen the road on the left-hand side. It would be feasible, more cost effective, and would not require any additional road cuts into the hillside. He said the Carmel crunch area was recognized over 20 years ago as a problem area and that it has not been addressed to this date.

Jim Cullem, Chairman of Skyline Safety Committee, said the committee was formed 10 years ago to address the by-pass traffic and development by Pebble Beach and that both issues have not been properly mitigated. He said the major reasons for the congestion are the two traffic signals and that the lane widening would help but the problem has been that an off ramp is

needed directly into Pebble Beach. He questions why Caltrans concluded without analysis that it is too costly and wants a technical analysis as to why this is not feasible. He asked if there is a possibility for tunneling through and under Highway 68 into Pebble Beach. He also asked that Pebble Beach, Caltrans and CHOMP work together to solve this problem, not the City. He said he will submit his comments with more detail later. In summary he said the EIR fails to address variations on the project (off ramp directly into Pebble Beach to reduce the traffic) and requests this be done to the EIR.

Art Sutton said he lives on Crest Road and that his house has a direct view of the stop light. He said that since the closure of DLI he has noticed an increase in traffic and wants to know when will construction begin following approval and is funding available and, if not, how are the monies being secured. He also said that a sound wall is needed on Holman Highway.

Rich Deal responded that construction will begin at least 7 years after approval; that there is no current funding for this project and any future funding options would have to be from state measures or developer impact fees. Jim Brennan also said that a sound wall would not be feasible at this time since the noise levels are not high enough to warrant it.

Warren Anderson a 3 year resident of the area asked what time of the day will this work be done? He hopes that adequate construction hours will be taken into account so that no additional problems are introduced. He also said that according to the plan, the ramp (Carmel Hill crunch) does not show any significant change to the backups created during the morning hours. He also added that he would like to see any additional lanes be devoted to moving traffic into Pebble Beach gate or the ramp onto Highway 68. He said Caltrans should consider as a low cost alternative to the fishhook having a manually controlled traffic signal (person) during peak hours. He added that if safety is important, Caltrans should implement a maximum driving speed of 35 mph as currently the incoming traffic enters at a 65 mph speed and it has become one of the most dangerous intersections in this area.

Craig Anthony the General Manager of Pebble Beach said that he is glad that on Page 269 of the EIR Caltrans makes reference to their project. He wants to make sure that the Community Services District is on Caltrans' list of contacts. He said that Pebble Beach has many issues with this project. First, one of the 2 fire stations is at the intersection of 17 Mile Drive and Sunridge Road. Sunridge is one of the two routes that fire engines use and provides access to emergencies and medical needs. He wants to ensure that they get can continue to access the residential areas. The second issue is the replacement of the scenic bridge which during construction would not provide access into Shephard Knolls which is a higher density residential/forest area in need of emergency services. An alternate emergency access plan will be needed during construction. He said he wants to help in relieving congestion and being a good partner to survive the construction.

Carsten Christiansen said he has lived here for two years and that there is a need to deal with traffic problems and noise on Highway 68 and that a noise barrier was not identified as part of this project. He added that he found another document referring to values from sites A and B taken two months later and that they are above the noise limits. Mr. Christiansen said that as a homeowner the noise levels are so high that he cannot conduct a normal conversation and that in Europe they do not use heavy concrete walls, but glass walls which, are easy to put up, nicer looking and require less maintenance.

Mr. Brennan responded that the City's noise standard is 60 decibels and that the State's is 67 decibels during peak hours and that the measured noise levels support their conclusion that

they exceed City's standards, but not Caltrans' levels.

Dave Canneer a resident of Pebble Beach asked what alternatives were considered in straightening the entrance to Pebble Beach. He asked if fixing the "curly que" is a part of the project. He also asked if Pebble Beach is considering doing some improvements in that area it needs to be communicated so that coordination of this project can be done in the Sunridge area. He asked if any consideration was given to pushing the slope down to Sunridge Road and maintain the tree line buffer between the two highways. He said as to the issue of pine trees, he believes the trees can be replanted or replaced because they grow like weeds and that to add a concrete wall does not provide any benefit at all.

Rich Deal responded that this project does not address moving and/or straightening the gates and it is out of the scope of the project.

Karla Cristi a resident of Pebble asked if any studies have been conducted regarding speeds in the project area. Currently, she said she is able to set her clock to the noise generated by the commuting traffic. She is concerned that accelerating speeds on the "S curve" will not reduce the accidents or the noise generated from those accidents. She said that when accidents occur cars are pulled off the road and abut her property which creates a fire hazard. She would like to have walls in order to protect her home and the forest. She also reminded Caltrans that Holman Highway is not a scenic route and that the 45 mph speed limit is not closely enforced and asked if this would be part of the project. She asked why the project does not consider a sound wall since the cost would be cheaper and added that the residents of Crest Road area are burdened by this noise which increased even more after the Presidio closed.

Bill Tibbey of Skyline Forest said that what concerns him are the assumptions behind this project. He said that we address complex problems in very simple ways. He asked why other alternatives are not being considered to access areas such as the Presidio or Fisherman's Wharf. He said that adding multiple lanes create a major problem and that alternatives to improving the overall traffic flow in areas like Lighthouse Avenue or adding another road in Pebble Beach need to be considered in order to alleviate the entire problem.

Rich Deal responded that this project will solve the local congestion to allow traffic onto the hospital but that it would not solve all of Holman Highway's problems.

Kosta Cruise a resident of Crest Road asked what if the goal of the project is to make the traffic flow. He said that the biggest noise is from trucks especially when they shift into gears. He said he would like a "nice" solution and less noise. He said that traffic noise is not a "nice" noise compared to "natural" noises from seals, waves, etc.

David Dilworth asked if Caltrans measured the time delays related to those cues and that Pacific Grove opposes four lane highways. He also said that Pacific Grove is connected to Monterey and Carmel via three thoroughfares and that this project gives the City another opportunity to look at all congestion problems. He said the project provides only one way to cure the problem and that adding more paving would not solve the problem.

ADJOURNMENT

The public hearing ended at 8:15 p.m.



Council Chamber
Few Memorial Hall of Records
Monterey, California

Agenda Planning Commission

Regular Meeting
December 12, 2006

4:00 p.m. – 5:30 p.m.
7:00 p.m. – 11:00 p.m.

Planning Commission

Leon Garden, Chair
Willard McCrone, Vice-Chair
Paul W. Davis
Toynette Bryant
Luis Osorio
David Stocker
Ralph Widmar

The Planning Commission meeting packet may be reviewed by the public beginning late Friday afternoon prior to the date of the meeting in the Library at Pacific & Madison Streets or in the Planning Division at Colton Hall.

NOTICE OF FIELD TRIP

The Planning Commission will conduct a field trip on Monday, December 11, at 4:00 P.M. to review the Tuesday, December 12, 2006 Planning Commission Agenda. The Planning Commission departs for the field from behind Monterey City Hall – Colton Hall Museum. For information call (831) 646-3886. Date Posted: December 7, 2006

CALL TO ORDER

ROLL CALL

APPROVAL OF MINUTES

November 14, 2006 and November 28, 2006

PUBLIC COMMENTS

PUBLIC COMMENTS allows the public to speak for a maximum of three minutes on any subject, which is not on the agenda. Any person or group desiring to bring an item to the attention of the Planning Commission may do so by addressing the Commission during Public Comments or by addressing a letter of explanation to: Community Development Director, City Hall, Monterey CA 93940. The appropriate staff person will contact the sender concerning the details. Note: Public Comments are taken during the afternoon session and continued at the evening session. Individuals may choose to speak once for up to three minutes at either session, but not both.

REVIEW OF AFTERNOON AGENDA AND CONSENT ITEMS

REVIEW OF AGENDA AND CONSENT ITEMS are to review those items recommended for approval on consent, or recommended to be continued, tabled or withdrawn, etc. CONSENT ITEMS consists of those items which are routine and for which a staff recommendation has been prepared. A member of the public or a Commissioner may request that an item recommended for approval on consent be heard on the regular agenda for further discussion.

PUBLIC HEARINGS

PUBLIC HEARINGS are held to receive public comment on certain items pending Planning Commission action. You are welcome to offer your comments after being recognized by the Chair. The Chair may limit the time allocated to each speaker.

1. 212 Belden Street; Permit Extension 06-385; Applicant/Owner 212 Belden Street L.P. (Anthony Davi, General Partner); R-3-5 Zoning District; Exempt from CEQA Requirements.

Extension of Use Permit 02-188 to allow additional time to Record the Final Map and complete the requirements for a condominium conversion.

This application to be withdrawn.

6. **620 Devisadero; Application 06-391 to Reopen Use Permit 91-029; Applicant Aman Gonzalez for California American Water; Owner City of Monterey; R-1-5 Zoning District; Exempt from CEQA Requirements.**

Requests approval to upgrade pumping facilities and install emergency backup power generator at existing tank site.

7. **State Route 68 (Holman Highway) Widening Project.**

Planning Commission comments on the Draft Environmental Impact Report (EIR).

8. **101 Wilson Road (31 Upper Ragsdale, Ryan Ranch Lot 11, Phase II); Application 06-364 to Reopen Master Use Permit 04-548; Applicant Wald, Ruhnke & Dost Architects, LLP (Shawn Capps); Owner Jerome Rubin; I-R-150-D-2 Zoning District; Negative Declaration Previously Filed and Certified.**

Request approval to construct a 26,453 square foot two-story medical office building and associated parking. This building is the final phase of a two-phase development project.

COMMISSION COMMENTS

Commissioners may ask a question for clarification, make a brief announcement or make a brief report on his or her activities. In addition, the Commission may provide a referral to staff or other resources for factual information, request staff to report back to the body at a subsequent meeting concerning any City matter, or direct staff to place a request to agendaize a matter of business on a future agenda (G.C. 54954.2).

9. **Response to Commissioners' Comments at November 28, 2006 meeting.**

DIRECTOR'S REPORT

The Community Development Director's report supplies information on activities or announcements. He may also ask for clarification or direction regarding scheduling of Commission meetings and study sessions.

10. **Director's Report**

ADJOURNMENT

The policy of the Planning Commission is that the meeting will end by 11:00 p.m. Any public agenda items that have not been completed by 11:00 p.m. will be continued either to a special meeting or the next regularly scheduled Planning Commission meeting unless the Commission formally extends the adjournment time.

Members of the public have the right to address the Planning Commission on any item on the Agenda. The Chair will formally open the floor for public comment on items such as "Public Appearance" and "Public Hearings." If you wish to speak to items in any other categories, for example "Consent Agenda" or "Staff Informational Report," please advise the staff or the Chair prior to the Commission's action on that item, and you will be recognized. Notification as much in advance as possible is appreciated.

Planning Commission decisions may be appealed to City Council within ten (10) days from the date of the decision on forms available in the Planning Division during business hours. When the tenth day falls on a weekend or a holiday, the appeal deadline date is the next working day following the holiday or weekend. The appeal filing fee is \$140.

Information distributed to the Planning Commission at the meeting becomes part of the public record. A copy of written material, pictures, etc. should be provided to the Secretary for this purpose. For more agenda information, call 646-3885.

CITY OF MONTEREY'S 24-HOUR SUGGESTION HOTLINES:

Voicemail: 646-3799 FAX: 646-3793 Email: suggest@ci.monterey.ca.us WebPage: <http://www.monterey.org>

The City of Monterey is committed to include the disabled in all of its services, programs and activities.

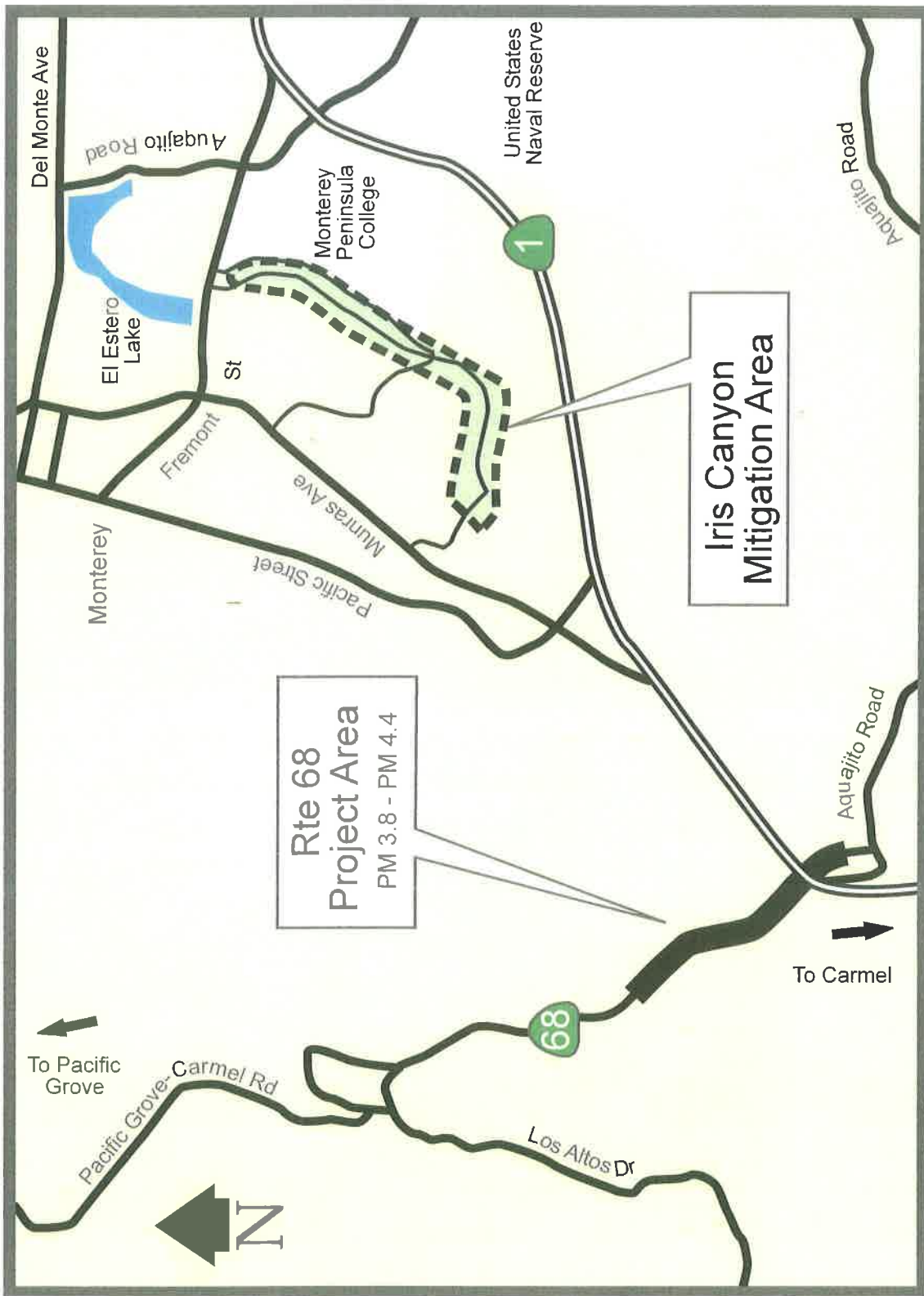
Telecommunications Device for the Deaf (831) 646-3721. Please speak to the City Clerk prior to the meeting if you require a hearing amplification device.

APPENDIX G
List of Acronyms

Acronyms

CFR	Code of Federal Regulations
dB	Decibels (also expressed as dBA)
ft	Feet
GLO	Governmental Land Office
L _{dn}	Day-Night Average Level
L _{eq}	Average Level
m	Meters
mph	Miles per hour
NO ₂	Nitrogen dioxide
NOAA Fisheries	National Marine Fisheries Service
NO _x	Nitrogen oxides
O ₃	Ozone
PG&E	Pacific Gas & Electric
PIC	Pacific Improvement Company
PM ₁₀	Particulate matter smaller than 10 microns in diameter
PM _{2.5}	Particulate matter 2.5 microns in diameter or smaller
PRC	California Public Resources Code
STLC	Soluble Threshold Limit Concentration
TTLC	Threshold Limit Concentration
USC	United States Code
USGS	United States Geological Survey

APPENDIX H
Iris Canyon Map



Appendix H. Iris Canyon Green Belt Mitigation Area



MATCHLINE SEE SHEET 2

LEGEND

- XX AREA IDENTIFICATION NUMBER
- PLANTING SITES FOR MONTEREY PINE

20 40 60 80

SCALE IN METERS

	ROUTE 68 HOLMAN HIGHWAY MITIGATION SITE IRIS CANYON GREENBELT
DATE: 3/18/2008	
SCALE: 1:2000	
BY: BN	SHEET 1

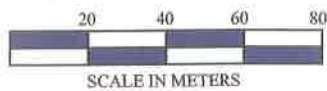


MATCHLINE SEE SHEET 1

MATCHLINE SEE SHEET 3

LEGEND

- xx AREA IDENTIFICATION NUMBER
- PLANTING SITES FOR MONTEREY PINE



DATE: 3/18/2008	ROUTE 68 HOLMAN HIGHWAY MITIGATION SITE IRIS CANYON GREENBELT
SCALE: 1:2000	
BY: BN	
SHEET 2	



MATCHLINE SEE SHEET 2

DON DAHVEE LN.

LEGEND

- ⓧ AREA IDENTIFICATION NUMBER
- PLANTING SITES FOR MONTEREY PINE

SCALE IN METERS

Approximate Area			Approximate Area		
Area	Sq Meters	Sq Feet	Area	Sq Meters	Sq Feet
1	4835.4	52048.2	23	254.5	2739.4
2	743.2	7999.8	24	180.8	1946.1
3	45.4	488.7	25	386.1	4156.0
4	131.8	1418.7	26	118.8	1278.8
5	136.1	1465.0	27	NOT USED	
6	365.9	3938.5	28	254.5	2739.4
7	426.5	4590.8	29	28.3	304.6
8	331.9	3572.6	30	176.7	1902.0
9	272.2	2930.0	31	28.3	304.6
10	135.1	1454.2	32	122.1	1314.3
11	121.0	1302.4	33	72.7	782.5
12	117.1	1260.5	34	147.2	1584.5
13	159.3	1714.7	35	112.0	1205.6
14	461.9	4971.9	36	1502.0	16167.5
15	540.4	5816.9	37	68.4	736.3
16	615.0	6619.9	38	24.3	261.6
17	176.7	1902.0	39	NOT USED	
18	124.8	1343.3	40	673.8	7252.8
19	280.6	3020.4	41	663.7	7144.1
20	181.8	1956.9	42	187.2	2015.0
21	63.6	684.6	43	63.5	683.5
22	NOT USED				
				15330.6	165018.6
				Total in m ²	Total in ft ²

DATE: 3/18/2008	ROUTE 68 HOLMAN HIGHWAY MITIGATION SITE IRIS CANYON GREENBELT
SCALE: 1:2000	
BY: BN	
SHEET 3	