



November 7, 2007

MEMORANDUM

P07004

TO: Joel Panzer,

FROM: Michael Carroll, Dowling Associates, Inc

SUBJECT: Traffic Assessment of the 10-unit Taylor Property Subdivision

I have assessed the effects of the most recent proposal for a ten unit subdivision on the Taylor Property in the Santa Lucia Preserve in Monterey County, CA. This memo quantifies the changes in trip generation anticipated by the modified proposal, it reviews the findings of previous studies and reviews the implications of the expanded development in terms of impacts and previously defined mitigation measures.

The Project

The project as currently proposed would consist of ten single family homes built on roughly 100 acres of land including upland areas. The project amounts to the increase of seven lots above three lots of record.

Access from the site to Carmel Valley Road would utilize Rancho San Carlos Road which would be fed by a new local road improved from an existing agricultural road. The Santa Lucia Preserve Comprehensive Development Plan has currently identified the subject property for development.

Previous Analysis

Two EIRs were prepared to evaluate development in the Santa Lucia Preserve by Jones and Stokes, Associates, an FEIR (September, 1995) and an EIR addendum (August, 1997). The cumulative analysis contained therein consolidated a number of development proposals and identified numerous long term improvements. Over the next six years changes were made to the proposal and the analysis was updated in a Supplemental EIR in 2003 focusing on the Potrero Area Subdivision and to address changes to other assumed development and changes to expected roadway improvements between the 1997 EIR addendum and the supplemental 2003 EIR.

The findings of the 2003 Supplemental EIR indicated that changes from assumed development including background development would add roughly 5,250 daily and 830 peak hour trips in the Carmel Valley above what was anticipated in the 1997 EIR addendum. On the other hand a proposed 150-unit Lodge parcel and a 5,000 square foot neighborhood commercial development were suspended from consideration for future development.

The SEIR evaluated each of these changes and updated the impact findings from the 1997 EIR addendum. According to the EIR addendum no impacts were identified as a result of the combined changes from 1997 to 2003 (Dowling Associates, 2003). The mitigation measures identified in the 1997 EIR addendum were deemed adequate and no further measures were recommended.

Proposed Project

The proposed project constitutes the development of 10 lots on roughly 100 acres of a site that is located adjacent to Rancho Canada Golf Course and is accessible off of Rancho San Carlos Road. Figure 1 shows the site and surrounding road network.

The project amounts to an increase of seven lots above the three lots of record considered in all previous analysis of the Santa Lucia Preserve.

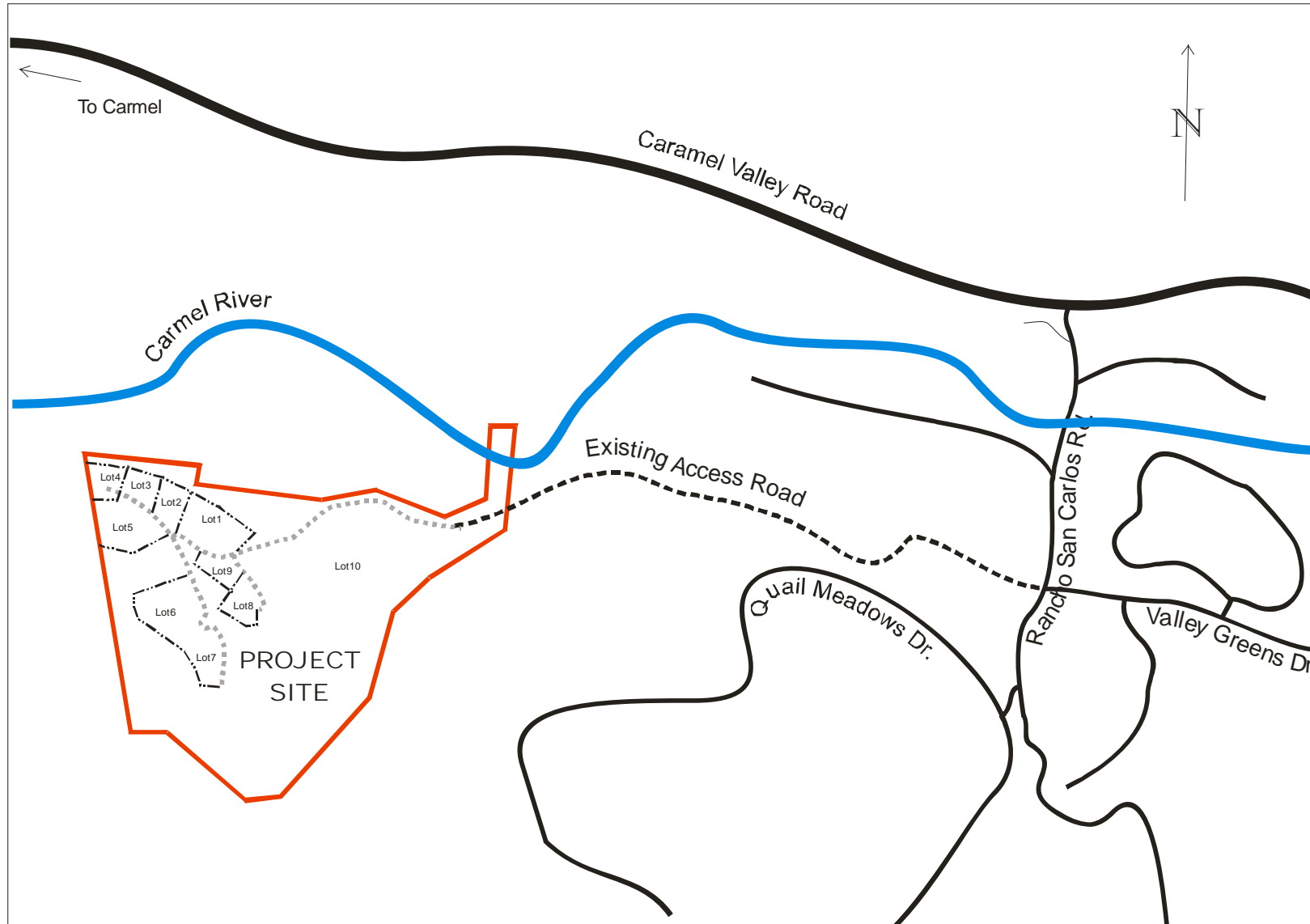
Trip generation has been estimated using the methodology from the 2003 SEIR. A daily trip generation rate is applied and factored to estimate proportions of trips to be made during the peak hour as well as off-ranch, i.e. onto the public street network. The proportion of traffic falling on public streets is assumed to be 90 percent as has been applied in previous studies. The proportion of AM peak hour trips is assumed to be 7 percent and PM peak hour trips is assumed to be 10 percent of daily trip generation.

The trip generation of the 10-unit proposal can be compared against the trip generation from the three units of record previously analyzed. Table I summarizes the comparison.

Table I – Comparison of New Proposal Trip Generation with Lots of Record

Land use	Number Dwellings	Daily Trip Rate	% Off-Ranch	Daily Trips Off-Ranch	% AM Peak Hour	% PM Peak Hour	AM Peak Hour Trips			PM Peak Hour Trips		
							In	Out	Tot.	In	Out	Tot.
Lots of Record	3	6.7	90%	18	7%	10%	0	1	1	1	1	2
New Proposal	10	6.7	90%	60	7%	10%	1	3	4	4	2	6
Net Increase	7			42			1	2	3	3	1	4

Application of these rates to the ten unit subdivision proposal leads to an increase in project traffic of 42 trips off-ranch per day including 3 AM and 4 PM trips above the traffic expected from the original three lots.



Significance Criteria

At the time of the EIR addendum, the traffic impacts from build-out of the Preserve were quantified against cumulative conditions, and a series of mitigation measures were required as conditions of project approval. Many of these measures have since been implemented including signalization of the Rancho San Carlos/Carmel Valley Road intersection, widening of Carmel between Rancho San Carlos and Highway 1 and the Highway 1 climbing lane.

Given this setting and for the purposes of this assessment, the 10-unit Taylor Subdivision project would have a significant effect on the environment only if it would cause impacts that were not identified and mitigated in the Santa Lucia Preserve EIR addendum.

Findings

A review of previous analysis and estimation of the trip generation due to the seven additional lots results in conclusive findings regarding the impact of the proposed 10-unit subdivision. These are listed below with explanation.

- 1) The 2003 SEIR demonstrated that area wide development did not lead to impacts that were not foreseen as the 2003. This finding can be extended to 2007.

The trend in traffic growth along Highway 1 from 2003 to 2006 (the last date for available data) has been roughly 0.3 percent per year which is actually less than the 0.74 percent annual growth rate seen between 1997 and 2001 (the latest available data at the time of the SEIR). In the 2003 SEIR this trend was found to be consistent with the cumulative assumptions of the 1997 Santa Lucia Preserve EIR addendum and the same can be said now.

- 2) Within the Santa Lucia Preserve several projects have been eliminated reducing the traffic generation below what was anticipated by the EIR addendum.

Santa Lucia Preserve Final EIR assumed full development of the Lodge parcel, a neighborhood commercial development. These first two have been eliminated by resolutions of the County Board of Supervisors. The magnitude of this reduction is over 662 trips per day and 25 PM peak hour trips (AM trips were not considered explicitly in the EIR addendum but the reduction would be proportional).

- 3) The trip generation of the proposed increase in development is negligible.

The increase in trip generation resulting from the increase to 10 lots from 3 lots on the Taylor property is 42 daily trips including 3 AM and 4PM trips. This represents a negligible increase in traffic in the area, less than one half a percent

of the traffic on Carmel Valley Road (recorded in 2002) and is abundantly offset by the reductions in traffic cited under item #2 above.

- 4) The additional traffic will not create or exacerbate any access or circulation impacts on project streets or minor local roads.

The project traffic will access Rancho San Carlos along an existing access road that will form a fourth leg to the existing all-way STOP controlled Rancho San Carlos Road/Valley Green Drive intersection. The new fourth leg shall be STOP controlled as a standard design consideration of adding the new approach.

No impacts were found at this location in any previous analysis and the additional 3 AM and 4 PM trips associated with the seven additional lots will not create any significant increase in delay. The access road and on-site project street improvements are adequate to the low volume of traffic associated with the subdivision.

- 5) The proposed project has no significant traffic impact.

The conclusion based on items #1, #2, and #3 above mean that conditions have not exceeded what was anticipated and mitigated previously, the development is less than what was prepared for and that the new the traffic from the project is of a negligible magnitude in any case. Taken with item #4, the result is that there would be no additional impact.

- 6) Appropriate mitigation associated with the additional development is limited to provision for construction traffic and the assessment of fees.

The physical mitigation improvements associated with the 1997 Santa Lucia Preserve EIR addendum are completed, so the remaining measures for the Rancho San Carlos Subdivision are limited to the payment of mitigation fees toward funds for Carmel Valley Road. Fees will continue to be assessed, as a condition of project approval, consistent with existing procedures established by the County.

The approvals for the Preserve incorporated the following measures (listed according to the EIR addendum's numbering system):

38. Contribute to the traffic mitigation fund for Carmel Valley Road.
39. Add a left-turn acceleration lane on Carmel Valley Road for the northbound to eastbound left-turning vehicles and extend the eastbound right-turn lane. **(Completed)**
40. Contribute to a fund for signaling the intersection of Carmel Valley Road and Rancho San Carlos Road. **(The signal has been installed)**
41. Contribute to the traffic mitigation fund for Highway One. **(Completed)**
43. Develop and implement a traffic control plan for the construction site.
44. Improve Rancho San Carlos Road and existing bridge across Carmel River, to conform with the County and CDF standards. **(Complete)**
45. Provide adequate sight distance, and install appropriate traffic control devices.