

DEPARTMENT OF TRANSPORTATION

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March 22, 2004

MON-68-various
 Holman Highway
 SCH# 2002021130

Thomas A. McCue
 Monterey County Planning
 2620 First Ave
 Marina, CA 93933

SUBJECT: DEIR for the Pebble Beach Company's Del Monte Forest Preservation and Development Plan (DMF/PDP)

Dear Mr. McCue:

The California Department of Transportation (Department) District 5 has reviewed the Draft Environmental Impact Report (EIR) for the proposed Pebble Beach Company's Del Monte Forest Preservation and Development Plan (DMF/PDP). The project sets forth an extensive development plan for various facilities and includes certain transportation related improvements. District 5 staff offers the following comments for your consideration:

- 1) Impact TC-B1 and associated mitigation measures: The Pebble Beach Company (applicant) offers a substantial amount of mitigation. However there are three points which should be addressed, one of which, item (c) below, the DEIR is notably silent:
 - a) Mitigation measure TC-B1-1: signalization of Rte 68/Skyline Forest Drive: District 5 staff does not support signalization of this intersection due to current geometric alignment and sight distance issues. When these issues are completely resolved, signalization analysis would be accepted for review. Perhaps impacts and mitigation opportunities at this location would be better served to consider capacity improvements.
 - b) Mitigation measure TC-B1-2: signalization of Rte 68/Beverly Manor: District 5 staff does not support signalization of this intersection in the absence of the Rte 68 widening project discussed in the Project Study Report (PSR) of December 2000. Moreover, analytical work is currently occurring on this widening project that is considering the construction of a roundabout. If that were to occur, a signal would be obviated at the Beverly Manor intersection. Therefore, impacts and mitigation should be quantified in terms of supporting the widening project.
 - c) The discussion of project mitigation, whether for project specific or cumulative impacts, should include measures toward a fair share contribution or performance of work on the Rte 68 mainline widening project discussed in the PSR. Perhaps work on the Scenic Dr bridge replacement should be considered. The project trip distribution table 3.7-8 indicates that up to 45% trip generated trips will use the three gates off of Rte 68. This increases to 59% if the Rte 1 gate is included. This will increase further based upon special event traffic that will use Rte 68 to arrive at Morse Gate.
- 2) Impact TC-A2 and Mitigation Measure TC-C2 – Special Events: according to the DEIR, 19% of project trips are added at the Morse Gate intersection. In conjunction with this intersection being the focal point for special events, the applicant should perform a complete operational analysis at this location to determine the adequacy of the geometrics for existing, project and cumulative traffic. Particular attention should be given to the Rte 68 westbound left turn pocket length and queuing, and

- heavy vehicle (truck & trailer) or special combination vehicle (vehicles with livestock trailers or exhibitor vehicles) turning templates. This should also occur with these templates for traffic exiting Morse Gate as well as an additional acceleration analysis for right turns out of the Morse Gate road. 2
- 3) Mitigation Measures TC-G1-1, 2, and 3: the responsible parties should also contact Caltrans Traffic Management Coordinator, Shayne Sandeman, (805) 594-6196, to determine if traffic management plans will be required. 3
- 4) Impact HWQ-C3: Please describe in more detail how liquid wastes will be captured and stockpiled and how process will avoid groundwater contamination. 4
- 5) Impact AIR-A1: has the Air Quality Management Plan been amended to accommodate the proposed project? 5
- 6) Impact AES-A2, page 3.6-14,-15: Rte 68 is a designated scenic highway. Other than the discussion at the Rte 1/Rte 68/17-Mile Drive location, it appears visual impacts are not addressed. The development plan should provide an overview of potential visual impacts along the length of Holman Highway. If there are none, please document that fact. 6
- 7) Department encroachment permit application: the applicant should not expect that either the DEIR or potential FEIR will satisfy all environmental review requirements for the issuance of the encroachment permit. Biological, cultural, hydrological and other environmental or engineering surveys and calculations must address impacts specifically in the state right of way. The actual reports, surveys or analyses should accompany the permit application. Questions for this aspect of the work can be addressed to Steve Senet, the district permit engineer at (805) 549-3206. 7
- 8) Because the Draft EIR is a public informational and disclosure document, the specific amount and method used to calculate the “fair share” funding contributions should be disclosed in the Draft EIR and/or conditions of approval. Since the “fair share” funding contributions involve funding for State highway improvements, the calculation method should be made in consultation with District 5 and City and County of Monterey staffs. Furthermore, proof of payment of these “fair share” funding contributions should be provided by the applicant or approving authority to the District 5 Development Review Branch as part of the project’s mitigation monitoring program. 8
- 9) Rte 68 Widening Project: The DEIR references this project and the associated Project Study Report (EA 44800) on pages 3.7-50,51, and indicates that the proposed Pebble Beach project includes certain improvements identified in the PSR that are focused at the Rte 1/68 interchange. The DEIR appears to suggest that the proposed project has no further connection with the balance of the highway widening improvements. The PSR, however, states “implementation of the proposed SR-68 project is required to mitigate traffic and circulation impacts associated with the Pebble Beach Lot Program, CHOMP and build out of the Del Monte Forest. Identification of the need to widen Route 68 is detailed in the Pebble Beach Lot Project...FEIR...”(pg 12). Pages 10 and 14 of the PSR discuss funding relationships between the Pebble Beach Company and Rte 68 widening project. The proposed Pebble Beach project at hand is silent on these points. Please discuss. 9

The District 5 Development Review Branch would like to receive a copy of the responses to our comments and/or the Final EIR document. In addition, we would like to request a copy of any

subsequent hearing notices and reports on this project. If you have any questions, you may call me at (805) 542-4751.

Sincerely,

Chris Shaeffer
District 5 Development Review Branch

cc: Christina Watson, TAMC; Rich Deal, City of Monterey; Tom Houston, District 5 PM;
D. Murray, District 5 Planning; R. Barnes, District 5 Traffic Operations