

MONTEREY COUNTY



THE BOARD OF SUPERVISORS

LOUIS R. CALCAGNO, SUPERVISOR - SECOND DISTRICT

PATRICIA BARTLETT HUTCHINS, AIDE TO THE SUPERVISOR

99

4/16/2004

April 16, 2004

Mr. Thomas A. McCue
Senior Planner
Monterey County Planning and Building Inspection Department
2620 First Avenue
Marina, CA 93933-6205

SUBJECT: Pebble Beach Company's Del Monte Forest Preservation and Development Plan Draft EIR

Dear Mr. McCue,

As the elected representative to the Monterey County Board of Supervisors from District 2, which covers Northern Monterey County, and in my role as a member of the Transportation Agency for Monterey County (TAMC) Board of Directors, I am concerned about the potential impact that additional development identified in the Pebble Beach Company's Del Monte Forest Preservation and Development Plan will have on State Route (SR) 156 in North Monterey County.

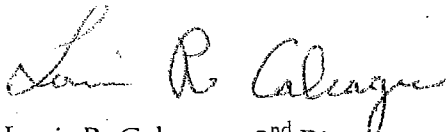
With respect to traffic impacts of large-scale development in Pebble Beach, it's important to note that approximately 3 million visitors come to the Monterey Peninsula every year, generating \$1.75 billion dollars annually, conservatively speaking. The most important source of the area's visitor traffic, amounting to some 28% according to the Monterey Bay Aquarium, is the San Francisco Bay Area. SR 156 currently serves as the primary access point for visitors to the Monterey Peninsula's attractions, including the Del Monte Forest. CalTrans has projected Level of Service (LOS) on this two-lane facility to deteriorate from the current LOS E, an unacceptable level of congestion according to CalTrans and TAMC standards, to LOS F during peak travel times by 2010. Weekend visitor traffic through this corridor can exceed average traffic levels by as much as 35% during the summer months. Further, TAMC, in its Draft Nexus Study for the proposed Regional Development Impact Fee program for Monterey County, is projecting that 27.5% of new trips on SR 156 are attributable to new development in the Monterey Peninsula General Plan area, which includes the Del Monte Forest. All of this traffic creates significant safety concerns for North County residents who must rely on this roadway to access their residences; according to CalTrans, this facility has an accident rate that is 36% higher than that for similar facilities around the state.

Given these numbers, it is surprising that the impact of development, particularly visitor-serving development, identified in the Pebble Beach Company's Del Monte Forest Preservation and Development Plan is not discussed or analyzed in the Draft Environmental Impact Report (DEIR) prepared for this project. In the absence of an adopted development impact fee program being in place in the county to fairly and comprehensively account for the regional traffic impacts of development, I sincerely urge you to include an analysis of this project's impacts to SR 156 in the Final EIR, and further request that this project be assessed an ad-hoc traffic impact mitigation fee to account for its fair share of the cost of constructing the SR 156 widening project. The widening of SR 156 is intended to relieve traffic congestion through this corridor, in addition to reducing the number of intersection and congestion-specific automobile accidents on this roadway. The construction of this project will improve access to the Monterey Peninsula, and as such will provide a great benefit to the area's tourism-oriented economy and to this project in particular.

2

I appreciate the opportunity to comment on this document. Please don't hesitate to contact me at (831) 755-5022 if you would like to discuss these concerns in more detail.

Sincerely,



Louis R. Calcagno, 2nd District
County of Monterey, Board of Supervisors

LRC: hg

cc: Dave Murray, California Department of Transportation (CalTrans) District 5
Lew Bauman, Monterey County Department of Public Works
Bill Reichmuth, Transportation Agency for Monterey County