

OAK HILLS HOMEOWNERS ASSOCIATION

P.O. Box 689
Castroville, CA 95012

P-17

November 5, 2004

Thomas McCue, Senior Planner
County of Monterey
Planning & Building Inspection Department, Coastal Office
10 First Avenue Marina, CA 93933

Subject: Pebble Beach Company's "El Monte Forest Preservation and Development Plan"
(Applications PLN010254, PLN1010341, & PLN040160)

Dear Mr. McCue:

As a member of the Oak Hills Homeowners Association, I am concerned that the ever-increasing development of residential housing, hotels, golf courses, and other tourist industries is overloading our existing infrastructure.

The above proposed plan and development will exacerbate an already overloaded situation.

Tourism has grown by 58% since 1990, but all four highways onto the Monterey Peninsula area remain the same two-lane roads we have had for decades. When you add a flourishing construction industry and expanding business base, these two-lane roads are supporting traffic well beyond their capacity without the added traffic this development will entail.

Our particular concern is for the safety and welfare of the more than 600 Oak Hills families who must enter and exit Route 156, where traffic typically moves 20-30 percent faster than the posted 55 MPH. For residents who wish to go anywhere beyond the bounds of Oak Hills, our only option is to use Route 156.

During the peak hours of summer and weekends, it usually takes 45 minutes to an hour to travel the five miles on Route 156 West between Routes 1 and 101. Add in a couple of special events, as happened one weekend this May, and the traffic trying to reach the coast using Route 156 West can be backed up all the way up Route 101 to Crazy Horse Road. The reverse was true on Sunday afternoon. Meanwhile, we in Oak Hills are virtually trapped in our community and emergency vehicles would have a difficult time responding to our community in a timely manner.

Besides the local traffic, thousands of tourists use this highway every day. They, too, are exposed to a significantly dangerous drive as they journey to the many venues attracting them to the Monterey Bay area. As tourism is a substantial part of the economy of Monterey County, nearly 8 million visit our coast yearly, these travelers must not perceive the trip through our area as being either life-threatening or inordinately time consuming. If the Pebble Beach Company's Plan is approved, even more tourists will flock to the Peninsula, jamming our roads even further.

ly the eventual construction of a freeway between Routes 1 and 101 will alleviate this predicament.

With the building and improving of roads at a standstill because of the current budget crisis, to continue developing land in a way that would increase the burden on our already heavily traveled roads is unconscionable.

Already thousands of new homes are being constructed in our area each year. Besides the proposed residential developments at Anderson Ranch, Rancho San Juan, Pebble Beach and Carmel Valley are the construction golf courses and other tourist draws planned for Fort Ord and the Pebble Beach Company. These sites are just the ones touted in the newspapers; hundred more sites are planned in smaller communities.

1 (cont.)

It would be folly to believe that the people living in these new homes and visiting these attractions would not use either Route 156 or 68 on either a daily or weekly basis.

Using the standard trip rate of 10 trips per day per new housing unit, the 8,000-plus home per year being added in Monterey County add 80,000 extra trips a year. Compound that over the next several years and you will see that traffic will soon grind to a complete halt on 156.

Our first choice is that you deny Pebble Beach Company's request to add housing, a golf course and other tourist-drawing businesses to the Peninsula.

If you approve their request over our objections, we would like to see the Building Department impose a developers' fee on the Pebble Beach Company for adding housing and golf courses which will increase tourism and bring more people to the area. These fees should substantially contribute to the improvement of infrastructure, particularly Route 156 West, to alleviate the impact their development will have on our already inadequate road system.

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Also, since special events bring huge volumes of cars to our area, we would like to see a per-car parking fee instituted for any area events sponsored by Pebble Beach Company.

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We would like these fees to be set aside in a special road fund for a permanent solution to the traffic problem, the construction of a four-lane freeway between Routes 1 and 101. These funds need to be exclusively used for these road projects and protected from seizure from other projects or by other agencies or governments.

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We solicit your support in instituting these fees and in seeking other ways and means of funding road expansions for the safety of all who travel to the Monterey Bay area.

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Respectfully,

Michael J. Trujillo

Michael Trujillo

President, Board of Directors

Clarks Hills Homeowners Association