VISUAL RESOURCE ASSESSMENT FOR THE PROPOSED ROUTE 68 (HOLMAN HIGHWAY) WIDENING PROJECT IN THE CITY OF MONTEREY, MONTEREY COUNTY, CALIFORNIA EA 05-448000 FINAL REPORT

Prepared for:

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and

City of Monterey
Public Works Department
City Hall
Monterey, CA 93940

and

California Department of Transportation, District 5
50 Higuera Street
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December 2003
Revised March 2004
Revised May 2004

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December 10, 2003
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SUMMARY AND CONCLUSIONS

The City of Monterey proposes to widen and upgrade State Route (SR) 68 (Holman Highway) in Monterey County from approximately 177 meters (582 feet) west of the Community Hospital of the Monterey Peninsula (CHOMP) entrance, east to the SR 68/SR 1 interchange. There are three build alternatives, with three SR 68/SR 1 southbound ramp intersection design variations, and the no build alternative being considered. Within the build alternatives, ramp variations 1 and 2 can be built with any alternative. Ramp Variation 3 would work with all alternatives and ramp variations 1 and 2.

The *State Highway 68 Widening/Improvement Project: Visual Impact Assessment* was originally completed for this project by LSA Associates, Inc. (LSA) in 2000. The assessment was prepared for California Environmental Quality Act (CEQA) only. LSA's visual assessment was used to the maximum extent feasible to complete this environmental assessment. The conclusions from these two assessments are the same; however, this visual assessment includes a quantitative analysis and additional mitigation measures have been provided.

This Visual Resource Assessment was prepared as one of several technical studies for the project. Visual elements of the proposed project were evaluated in relationship to the existing visual character in the vicinity. State, regional and local plans were reviewed, fieldwork was completed and a quantitative assessment was made. Nine key viewpoints were chosen as representative views for the travelers and the neighbors of SR 68 and the SR 68/SR 1 southbound ramp intersection. Viewpoints 1, 2, 8 and 9 would be affected by the three ramp variations, Viewpoint 3 is affected by both the alternatives and the ramp variations, and Viewpoint 4, 5, 6 and 7 would be affected by the three alternatives.

SR 68 and SR 1 are within a picturesque portion of the Monterey Peninsula. The majority of the project area viewers are traveling on SR 68 and SR 1. The remaining observers form a comparatively small group, who view the project from Sunridge Road, 17-Mile Scenic Drive overcrossing, residences on the south side of SR 68, Community Hospital of Monterey Peninusla (CHOMP) and Beverly Manor. The visual quality evaluation revealed a decrease in visual quality under all alternatives and ramp variations. For viewpoints 3 through 7, the average overall visual change was calculated under each alternative (see Chapter 9.0, Visual Resource Changes, page 9-1). Alternative 1 with Ramp Variation 1 had the lowest average visual change, with an average of -1.82. The largest average visual quality change, -2.08, occurred under Alternative 3 with any ramp variation. All alternatives would have an adverse affect on the visual environment.

The average overall visual change was also calculated for Viewpoints 1, 2, 8, and 9 under ramp variations 1, 2 and 3. The lowest average visual quality change is -1. 0 and occurs for Ramp Variation 1. The highest average overall visual quality change is -1.7 and occurs under the combination of ramp variations 1 and 3. All ramp variations and ramp variation combinations would have adverse affects on the visual environment.

Mitigation measures are required to reduce the impacts under all alternatives and ramp variations. In addition, the measures are required to adhere to the City of Monterey and the County of Monterey General Plans, along with the Forest Plans for Del Monte and Skyline Forests, which both border the project.

Retaining walls will be built in several locations and a living wall will be constructed on the south side of SR 68, west of the 17-Mile Scenic Drive Overcrossing, as well as on the north side of SR 68, east of the Overcrossing. These impacts, under all alternatives are considered significant. Mitigation measures are required to reduce the impacts associated with all alignment alternatives; however, the impacts are unavoidable in area where room for landscaping is not available.

An Aesthetic Design Advisory Committee will be established as a mitigation measure. The purpose of the committee would be to advise project designers, with the goal of 1) minimizing impacts on existing visual quality, 2) maintaining visual compatibility and integration of project features into the surrounding environment, and 3) creating an aesthetically pleasing facility.

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1.0 INTRODUCTION

1.1 Project Location

State Route (SR) 68 is located in Monterey County between the cities of Salinas and Pacific Grove. The proposed project is located on a portion of SR 68 that extends from SR 1 west to Pacific Grove (Figures 1-1 and 1-2). SR 68 is a principal arterial and primary transportation route that connects Pebble Beach, Pacific Grove and New Monterey/Cannery Row with SR 1. SR 68 is bordered by the City of Monterey and Skyline Forest on the north and the County of Monterey and Del Monte Forest on the south.

1.2 Purpose of the Technical Report

This technical report is one of a series of reports prepared to assess the impacts of the proposed widening of 0.74 kilometers (km) (0.46 mile) of SR 68 (Holman Highway) in the County of Monterey. Technical reports contain information in support of the Environmental Impact Report (EIR), as required by CEQA and the Environmental Assessment (EA), as required by the National Environmental Policy Act (NEPA). The City of Monterey is the lead agency for CEQA and California Department of Transportation (Caltrans)/Federal Highway Administration (FHWA) is the lead agency for NEPA.

The purpose of this Visual Resource Assessment is to provide FHWA, Caltrans, the City of Monterey and the public with information about the visual impacts of the SR 68 widening project. This assessment analyzes the potential effect of the project on the existing viewpoints along SR 68 from 177 meters (m) (582 feet) west of the Community Hospital of the Monterey Peninsula (CHOMP) signalized intersection to the SR 68 intersection with the SR 1 southbound on- and offramps.

1.3 Project Purpose and Need

1.3.1 Background Information

SR 68 is currently a two-lane undivided roadway which serves as the primary transportation facility between SR 1 and the City of Pacific Grove, Pebble Beach and the CHOMP. This section of highway was constructed in the early 1940s and in the mid 1950s, and was upgraded with improved radii[1] and superelevation[2]. It was subsequently designated as part of SR 68 with a posted speed of 55 kilometers per hour (kph) (35 miles per hour [mph]). Currently there are two 3.6-m (12-foot) lanes with shoulders ranging from 0.6 to 1.2 m (2 to 4 feet).

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[1] Radii = Line segments that join the center of a circle with any point on its circumference. In this case, the measurements used to determine the sharpness of a curve in the roadway.

[2] Superelevation = The rise of the outside curve above the level of the inside curve of a finished road surface to accommodate the centrifugal force present in vehicles traveling around the curve. In other words, the tilt of the roadway in a curve, where the outside lanes are higher than the inside lanes.

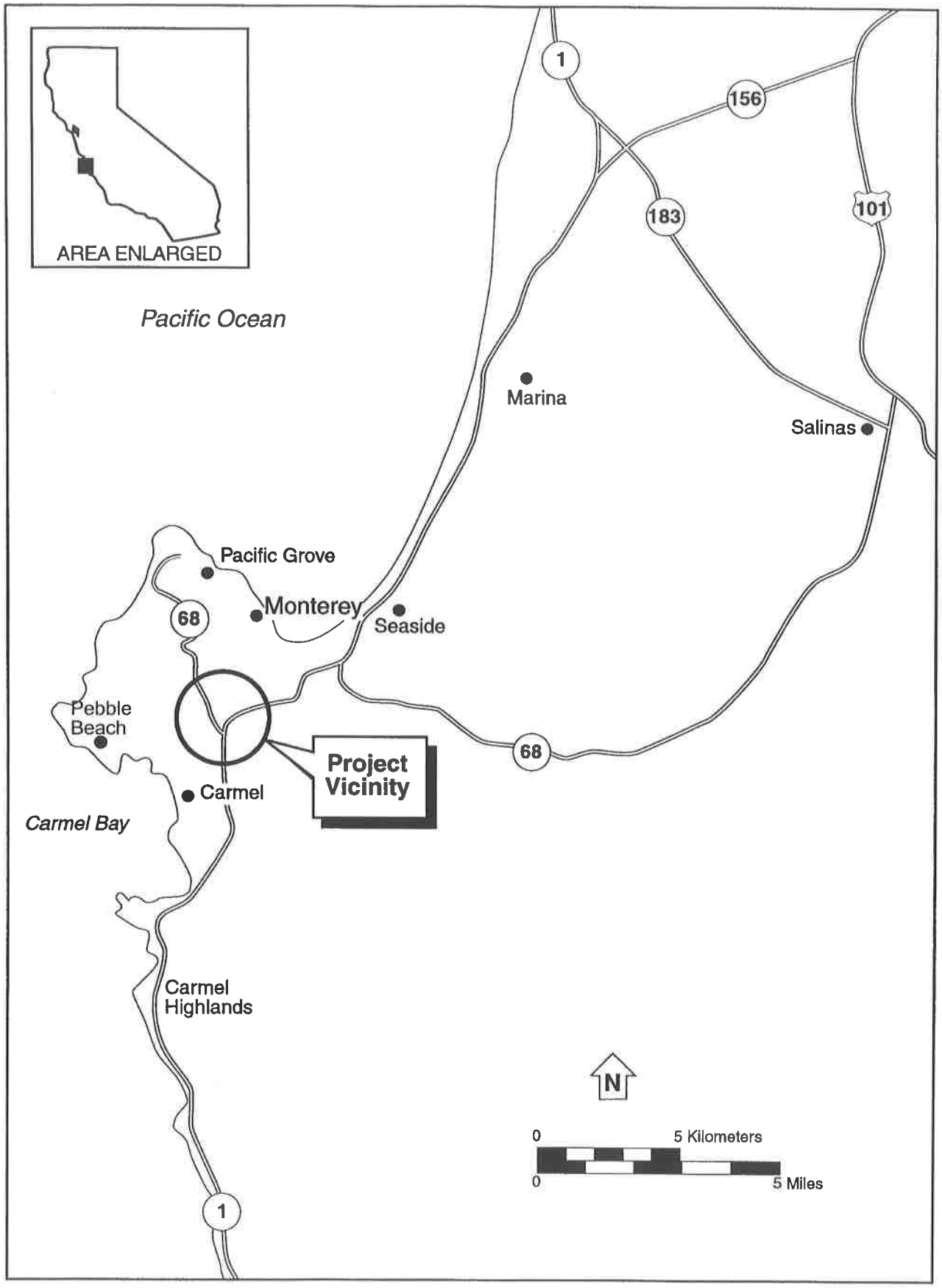


Figure 1-1. Project Vicinity
(Source: Southern California Atlas & Gazetteer, DeLorme Publishing company)

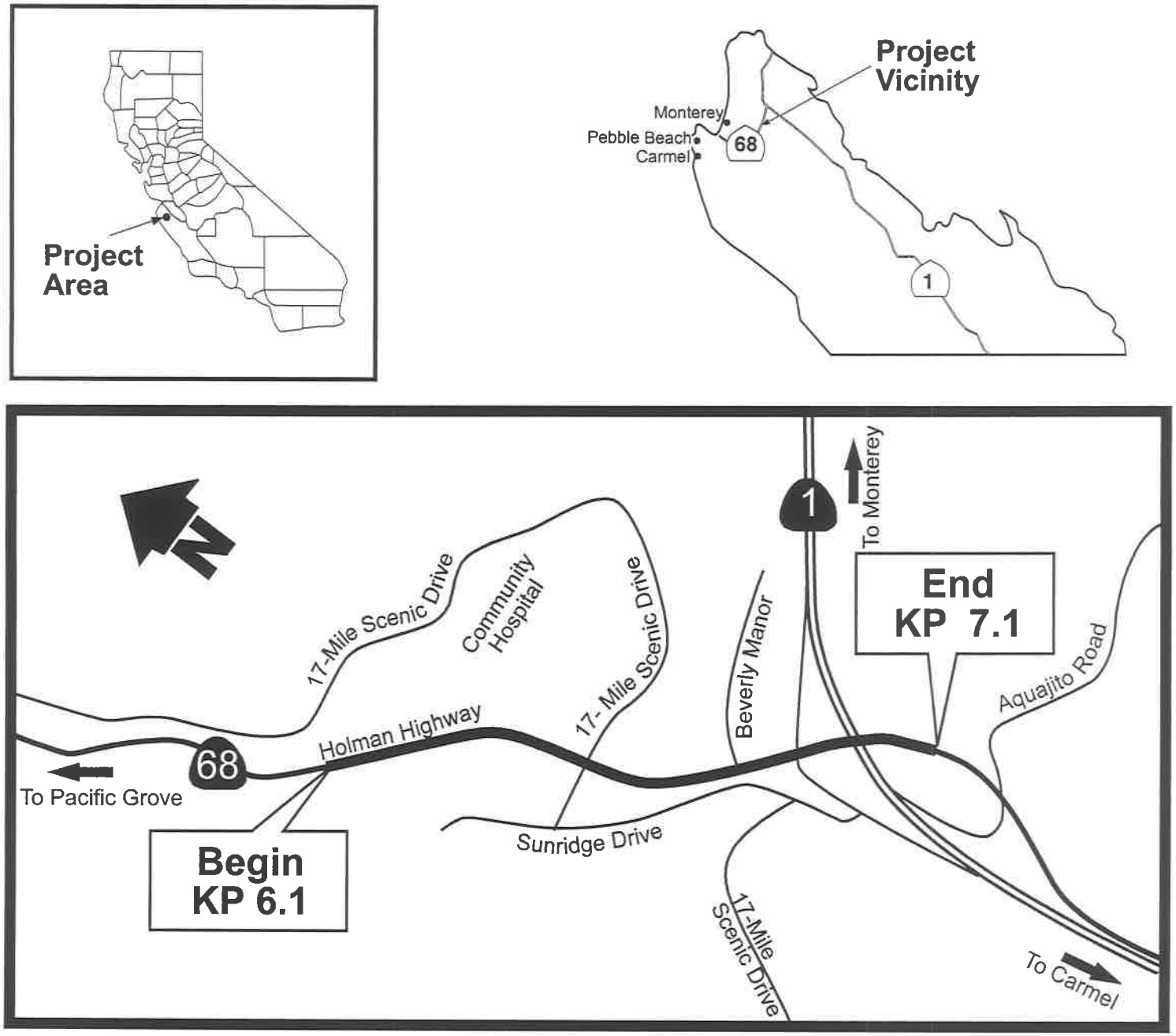


Figure 1-2. Project Location
(Source: Project Study Report on Route 68, November 2000 Mark Thomas & Co.)

In the 1980s, the Monterey Peninsula cities formed the Holman Highway Task Force to address access problems to the CHOMP and level of service (LOS)[3] along SR 68. This Task Force oversaw the transportation improvements along SR 68 from its terminus at Pacific Grove and SR 1 in order to enhance the quality of transportation services on SR 68. Many objectives were established, which include, but are not limited to, the 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 SR 1 interchange. While some of these enhancements are 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 (RTP), adopted in 1994, recommended the widening of SR 68 to four lanes from 177 m (582 feet) west of the CHOMP intersection to south of the SR 68 overpass at SR 1. This project is now listed in the State Transportation Improvement Program (STIP).

1.3.2 Purpose and Need

Traffic congestion on SR 68 is high (over 2,700 vehicles near SR 1) during the weekday afternoon period from approximately 3 pm to 6 pm. Rear-end accidents are common, suggesting excessive vehicle queuing at all approaches for the SR 68 signalized intersection with the SR 1 southbound ramps. Traffic forecasts representing the year 2030 show the pm peak hour traffic demand on SR 68 reaching 3,000 vehicles near SR 1. Traffic is projected to increase by 11 percent.

Existing intersections at the SR 68/SR 1 southbound offramp, CHOMP, and Beverly Manor are currently at LOS D throughout much of the afternoon period. With the anticipated increase in traffic in the project area, these intersections will become LOS F in five to seven years. In addition, the Army closure of the gates into the Presidio of Monterey resulted in an increase in traffic cutting through the Skyline Forest neighborhood from SR 68 in order to bypass congestion in the project area. 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 Main Gate entrance, the CHOMP and the Beverly Manor Complex.

[3] The level of service (LOS) is a letter grade associated with a range of average stopped delay and is the standard qualitative measure of intersection operations. LOS A is the best service representing little delay and free-flow conditions. LOS F is the worst service level representing long delay, stop and go operation, and long vehicle queues. LOS D is generally considered the lowest acceptable service level.

2.0 PROJECT DESCRIPTION

The City of Monterey proposes to widen and upgrade SR 68 (Holman Highway) in Monterey County from approximately 177 m (582 feet) west of the CHOMP entrance, post mile (PM) 3.8, east to the SR 68/SR 1 interchange. Improvements to SR 1 southbound off- and onramps are also included in the proposed project. The project consists of four alternatives: No-Build; Build Alternative 1; Build Alternative 2; and Build Alternative 3. There are three design variations for the southbound ramp intersection within the build alternatives (see Figure 2-1).

2.1 No-Build Alternative

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

2.2 Build Alternatives

There are common design features for all three build alternatives. These common features are as follows:

- SR 68 would be widened from approximately 0.2 km (0.1 mile) west of the CHOMP entrance to the SR 68/SR 1 southbound ramp intersection;
- The proposed retaining walls would be constructed at the edge of right-of-way;
- The 17-Mile Scenic Drive overcrossing would be replaced with a new bridge;
- The Beverly Manor entrance would be maintained with potential for a new signal system;
- SR 1 southbound off- and onramps would require a retaining wall;
- The Pebble Beach Main Gate entrance would be modified;
- Two retaining walls located along the north and south sides of SR 68 between 17-Mile Scenic Drive and Beverly Manor entrance would receive aesthetic treatment; and
- Traffic signals at the SR 68/SR 1 southbound ramp and at the SR 68/CHOMP intersections would be modified.

2.2.1 Build Alternative 1 - Three Lane Facility

Build Alternative 1 is characterized by widening SR 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 CHOMP entrance, east to the SR 68/SR 1 southbound ramp intersection (Appendix A, Figure 2-1).

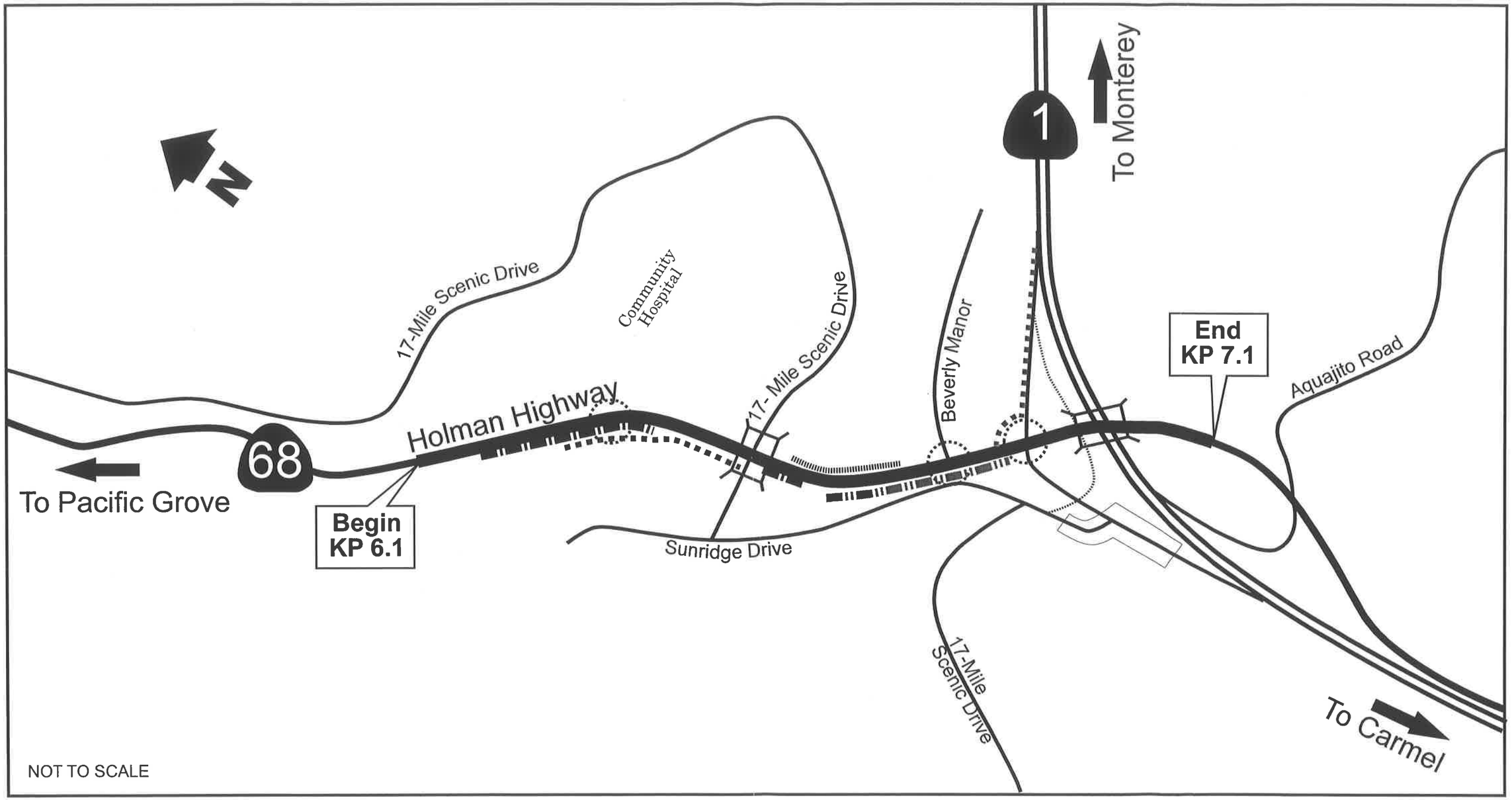


Figure 2-1. General Project Features
(Source: Project Study Report on Route 68, November 2000 Mark Thomas & Co.)

This added eastbound lane would terminate as a mandatory right-turn lane to the Pebble Beach Main Gate/SR 1 southbound onramp.

2.2.2 Build Alternative 2 – Three Lane Facility

Build Alternative 2 would widen SR 68 from two lanes to three lanes and is characterized by the addition of one lane in the westbound direction from the CHOMP entrance east to the SR 68/SR 1 southbound ramp intersection (Appendix A, Figure 2-2). This added westbound lane would terminate as a mandatory right-turn lane to CHOMP.

2.2.3 Build Alternative 3 – Four Lane Facility

Build Alternative 3 would widen SR 68 from two lanes to four lanes and is characterized by the addition of one additional lane in each direction (Appendix A, Figure 2-3). In the westbound direction, two lanes would be carried past the CHOMP entrance and then merge to the existing one-lane approximately 183 m (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 Main Gate entrance.

2.2.4 Ramp Variations

There are three design variations, or combinations thereof, that could be incorporated as part of this proposed project. These design options address the treatment of the SR 68/SR 1 southbound ramp intersection. Ramp variations 1 and 2 would work with all build alternatives. Ramp Variation 3 would work with all build alternatives and ramp variations 1 and 2.

2.2.4.1 Ramp Variation 1 – Five Legged Intersection. This ramp variation is characterized as a five-legged intersection option. It would result in all traffic movements to be brought together at the SR 68/SR 1 southbound ramp intersection (see Appendix A, Figures 2-1 through 2-3). This intersection would be signalized.

2.2.4.2 Ramp Variation 2 – Roundabout. This ramp variation is characterized as a traffic circle. It would result in one-way circular traffic flow at the intersection of SR 68 and the SR 1 on- and offramps (see Appendix A, Figures 2-4 through 2-6). 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.

2.2.4.3 Ramp Variation 3 – Collector-Distributor Road. This ramp variation is characterized as a SR 1 Distributor/Collector option that would result in a new SR 1 exit lane dedicated solely to access the Pebble Beach Main Gate (Appendix A, Figures 2-7 and 2-12). 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 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 SR 1 southbound offramp and reduces the volume of traffic traveling through the SR 68/SR 1 southbound ramp intersection.

3.0 METHODS

Visual elements of the proposed project were evaluated in relationship to the existing visual character in the vicinity. Fieldwork was conducted by LSA Associates, Inc. (LSA) in the fall/winter of 1999 and again by PAR Environmental Services, Inc. (PAR) on October 8, 2002 and April 1, 2003. Fieldwork consisted of photographing important viewpoints, evaluating the existing visual resources and identifying areas of potential impacts within the project area. A quantitative assessment of the existing visual environment was made for the project based on the presence of unique visual features (such as natural or man-made objects), and the presence or absence of intrusive elements (e.g., billboards, signs, glare, or paved expanses) in the viewshed. State, regional and local plans were reviewed for goals and policies that address visual or scenic resources.

The visual environment was divided into nine viewpoints. Each viewpoint is representative of the different views within the project area. Viewpoints are located in areas that contain potentially valuable visual resources, or are in areas that will have significant changes made upon the completion of the project. The viewpoints were chosen to represent a mixture of viewers. These viewers include travelers on, and neighbors of, SR 68, and the SR 68/SR 1 southbound ramp intersection.

Each viewpoint was evaluated using the *Visual Impact Assessment for Highway Projects* (FHWA 1983) guidelines for assessing visual resources and impacts. The viewpoints were evaluated on three criteria: vividness, intactness and unity for both the existing and future visual environments. These three criteria are discussed in further detail in Chapter 8.0, Visual Quality Evaluation.

4.0 STATE, COUNTY AND CITY PLANS AND POLICIES

4.1 State Plans and Policies

SR 68 is an officially designated state scenic highway[4] from SR 1 in Monterey to the Salinas River. The portion of SR 68 within the proposed project is not within this officially designated scenic highway. SR 1 is an officially designated state scenic highway from the San Luis Obispo city limits to SR 68. The portion of SR 1 within the project area, the SR 68/SR 1 interchange, is within this officially designated section (Caltrans 2003).

4.2 County Plans and Policies

The proposed project site 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 pertain to the project area are discussed below.

4.2.1 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.

4.2.1.1 Natural Resources.

Vegetation and Wildlife Habitats.

Policy 7.1.1 – Development shall be carefully planned in, or adjacent to, areas containing limited or threatened plant communities, and shall provide for the conservation and maintenance of the plant communities.

Policy 7.1.2 – The County shall encourage the protection of limited or threatened plant communities through dedications of permanent conservation easements and other appropriate means.

[4] Officially designated status occurs when the local jurisdiction adopts a scenic corridor protection program, applies to Caltrans for scenic highway approval, and receives notification from Caltrans that the highway has been designated as a scenic highway (Caltrans 2003).

Policy 7.2.1 – 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.

Policy 7.2.2 – 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.

Environmentally Sensitive Areas.

Policy 11.1.1 – The California Native Plant Society shall be consulted and appropriate measures shall be taken to protect rare and endangered plant species and their habitats.

Policy 11.1.4 – The outstanding features and natural areas identified by the California Natural Areas Coordinating Council and the Department of the Interior's Heritage Conservation and Recreation Service shall be carefully managed.

Policy 11.1.5 – The County shall support efforts to obtain and preserve natural areas of particular biologic, scientific, or educational interest and restrict incompatible uses from encroaching upon them.

4.2.1.2 Transportation.

Scenic Highways.

Policy 40.2.1 – Additional sensitive treatment provisions shall be employed within the scenic corridor, including placement of utilities underground, where feasible; architectural and landscape controls; outdoor advertising restrictions; encouragement of area native plants, especially on public lands and dedicated open spaces; and cooperative landscape programs with adjoining public and private open space lands.

Policy 40.3.1 – The agencies involved in establishing the scenic highway or route, whether they have jurisdiction over the corridor or the right-of-way, shall coordinate their efforts for the integrated design and implementation of the project; this same "team" approach shall also be required for new or relocated roads and highways within all scenic corridors.

Policy 40.3.2 – 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.

4.2.2 North County Land Use Plan – Local Coastal Program

4.2.2.1 Resource Management.

Visual Resources.

Specific Policy 1 – The scenic areas of North County including the coastal beaches and dunes, estuaries, wetlands, slopes adjacent to scenic corridors and viewpoints, and ridges shall be zones for scenic conservation treatment.

Specific Policy 6 – 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 Sections 2.3.2 (General Policies – Environmentally Sensitive Habitats), 2.3.3 (Specific Policies – Environmentally Sensitive Habitats), 2.6.2 (General Policies – Agriculture), and 2.6.3 (Specific Policies – Agriculture) of this plan and other policies that may apply. In addition, a Tree Ordinance shall be developed and rigorously enforced that will regulate removal of trees and other significant vegetation throughout the North County Coastal Zone.

Specific Policy 7 – Outdoor advertising signs shall be restricted and, where present, removed as soon as possible in conformance to existing County regulations. Highway direction and other public signs should be minimized and designed to complement the visual character of the area.

Environmentally Sensitive Habitats.

General Policy 2 – Land uses adjacent to locations of environmentally sensitive habitats shall be compatible with the long-term maintenance of the resource. New land uses shall be considered compatible only where they incorporate all site planning and design features needed to prevent habitat impacts, upon habitat values and where they do not establish a precedent for continued land development, which on a cumulative basis, could degrade the resource.

General Policy 9 – 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.

4.2.3 Del Monte Forest Area Land Use Plan – Local Coastal Plan

4.2.3.1 Environmentally Sensitive Habitat Areas.

Policy 9 – Improvements to facilitate recreational or visitor uses, including vegetation removal, excavation, grading, or filling in designated environmentally sensitive habitat areas shall be sited, designed, and managed to avoid any significant disruption of the protected resources. Areas which are especially sensitive to recreational use include riparian, habitats, wetlands,

and sites of known rare and endangered species of plants and animals. Bird rookeries, major roosting and haul-out sites, and other wildlife breeding or nursery areas identified in Figure 2 of the Land Use Plan are generally appropriate only for off-site observation. Any uses of these areas shall be mitigated consistent with the Del Monte Forest Open Space Management (OSAC) Plan maintenance standards for the affected area and shall be required to demonstrate enhancement of the affected habitat as part of the use proposal.

Policy 14 – Near environmentally sensitive habitat areas, the removal of indigenous vegetation and land disturbance (grading, excavation, paving, etc.) shall be restricted to the minimum amount necessary to accommodate development. This policy shall not restrict the activities of the Del Monte Forest Foundation in implementing OSAC Plan maintenance standards.

Policy 15 – The use of non-invasive plant species and appropriate native species shall be required in landscape materials used in projects, especially in developments adjoining environmentally sensitive habitat.

4.2.3.2 Scenic and Visual Resources.

Policy 50 – Scenic shoreline areas, corridors along Highway 68 and 17-Mile Scenic Drive, and ridges identified on the Land Use Plan Visual Resources Map shall be designated for outdoor recreation, low-density residential, or open space land use that are compatible with protection of scenic resources and shall be required as scenic or conservation easements.

Policy 54 – Live tree removal shall not be permitted in presently undeveloped areas unless consistent with Land Use Plan policies or until OSAC 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.

4.2.3.3 Land Use.

Policy 69 – Environmentally sensitive habitat areas shall be protected from both direct and indirect adverse impact of development. Conformance with OSAC maintenance standards shall be the test of consistency with this policy, where appropriate.

Policy 75 – 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.

4.2.3.4 Circulation and Transportation.

Policy 101 – In order to preserve both visual and physical access to the coast, the impacts on the road system of the Forest and on Highways 68 and One from incremental development of the Forest shall be mitigated in conjunction with or as a function of new development.

4.3 City Plans and Policies

The proposed project site is located within the boundaries of two planning areas for the City. These planning areas are the City of Monterey General Plan and the Skyline Local Coastal Program. Policies from these plans that pertain to the project area are discussed in further detail below.

4.3.1 City of Monterey General Plan

4.3.1.1 Resource Conservation.

Flora and Fauna.

Policy 10 – Protect important native flora and fauna that are significant due to their status as rare and endangered, or their valuable cultural, historic, or scenic qualities.

Open Space.

Policy 11 – Protect open space lands and important natural areas within the city.

Policy 11c – Consider development of an urban forestry program to maintain and improve tree vigor and to replace dying trees.

4.3.1.2 Scenic Highways.

Design of Roadways within Scenic Corridors.

Policy 1 – Significant natural features within scenic corridors should be preserved and enhanced to the maximum extent possible in the design and construction of scenic highways.

Policy 2 – Highway construction grading should not take place outside the roadway right-of-way.

Policy 4 – Roadway lighting and signing should be minimized, of low-profile, and designed to enhance the scenic character of the corridor.

Policy 5 – Bridge abutments and drainage structures should be blended into the natural terrain as much as possible.

Development with the Scenic Corridor Outside the Road Right-of Way.

Policy 8 – Grading and removal of vegetation should not take place in areas over 25 percent slope, major driveways, highly erodable soils, or areas of high visibility.

Policy 9 – Frontage roads should not parallel scenic freeway lanes unless screened by terrain or vegetation.

Policy 10 – Landscaped greenbelt areas should be established along the borders of scenic highways.

4.3.2 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.

A certified Local Coastal Program enables the City to assume responsibility for issuing coastal development permits. The proposed project requires a Coastal Development permit. Therefore, the policies identified below apply to the study area.

4.3.2.1 Natural Coastal Resources.

Natural Habitat Area.

Policy 1 – The continuity of the wooded Skyline area shall remain intact. 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, except where life, property, or existing road access is threatened, or where a tree is determined by a qualified professional forester to be diseased or damaged to such a degree that it becomes a hazard to life, property, road access, or the rest of the forest, as determined by the City. If a coastal permit is needed, tree removal would be subject to the Specific Forest Management Criteria.

Policy 2 – 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 Highway One to Presidio Boulevard, with the exception of existing facilities at Community Hospital.

The existing open space greenbelt along 17-Mile Scenic Drive, dedicated to the Del Monte Forest Foundation, shall be maintained in its present state as a dedicated greenbelt. As development has occurred in the planning area, perpetuation of this greenbelt has been achieved throughout the length of 17-Mile Scenic Drive, and shall be encouraged in the site design on the two remaining undeveloped parcels fronting this drive (i.e., the 18-acre and six-acre parcel behind Community Hospital). Along Holman Highway 68, land use controls consistent with the proposed Land Use Plan set forth by this document should be in effect over the entire length of the 2 ½–mile stretch of highway, preserving adjacent areas as a forested corridor not less than 100 feet in width from the ultimate planned right-of-way of the highway.

Policy 4 – As required by the Urban Design Element of the City of Monterey General Plan, the use of appropriate native species shall be required in landscape materials used in projects, especially in developments adjoining environmentally sensitive habitat areas.

Policy 8 – Near environmentally sensitive habitat areas, the removal of indigenous vegetation and land disturbance (grading, excavation, paving, etc.) shall be restricted to the minimum amount necessary to accommodate development, preserving sensitive habitat areas in their natural state. Even where no coastal permit is required for maintenance work within the right-of-way, Caltrans will be encouraged to observe this policy along Holman Highway. Caltrans should not grant additional private driveway encroachments within the Huckleberry Hill habitat area.

Coastal Visual Resources.

Policy 1 – As part of the development review process, the regional significance of the forest resources in the Skyline planning area shall be protected. Special consideration shall be given to the preservation of the existing wooded and undeveloped ridgeline silhouette, the corridors along Highway 68, 17-Mile Scenic Drive, and Highway One adjacent to the segment, and the view from distant publicly accessible shoreline areas around the Peninsula, including State Highway One.

4.3.2.2 Land Use and Development in the Coastal Zone.

Land Use.

Policy 1 – Open Space designations in the Land Use Plan shall encompass environmentally sensitive habitat areas. Future development shall be consistent with protection of these environmentally sensitive areas in order to preserve and maintain the scenic beauty of the forested habitat.

Development.

Policy 3 – 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.

Circulation.

Policy 1 – Holman Highway 68 shall be designated a State Scenic Highway. As stated in the Scenic Highways Element of the City of Monterey General Plan, the scenic highway designation for this route has been scheduled at the time of the Local Coastal Plan implementation.

4.4 Project Applicability

SR 68 (Holman Highway) and SR 1 are within a picturesque setting of the Monterey Peninsula and are considered to be visual gateways into the Pebble Beach, Pacific Grove, and Monterey areas. Policies provided in the County and City plans are pertinent because they apply to the visual character of the area.

The portion of SR 68 that is within the project area is not within an eligible or officially designated state scenic highway. The portion of SR 1 within the project area, at the SR 68 interchange is within an officially designated state scenic highway. Caltrans guidance for construction on scenic highways[5] is therefore applicable to this project.

[5] The *Guidelines for the Official Designation of Scenic Highways* (Caltrans 1996) states the follow regarding construction on officially designated scenic highways:

> There are no special restrictions for construction or maintenance activities on scenic highways. However, Caltrans works with appropriate agencies to coordinate transportation proposals and maintenance activities and to ensure the protection of scenic corridors to the maximum extent feasible.

5.0 EXISTING VISUAL ENVIRONMENT

5.1 Regional Landscape

The Monterey Peninsula is located in a visually distinct area because of its dramatic landscape and views of Monterey Bay. The Skyline Forest and Del Monte Forest can be seen from SR 1, SR 68 and several beaches along the Monterey Peninsula. SR 68 winds through both the Skyline and Del Monte forests. In general, Skyline Forest is located to the north of SR 68 and Del Monte Forest is to the south of SR 68. The coastal foothills are also visible throughout SR 68. Characteristics of the foothills include varying topographic features, such as rolling hills and steep hillsides. The dominant vegetation visible throughout this area is Monterey Pine. Glimpses of Monterey Bay can be seen by travelers on SR 68 west of the proposed widening. Development is located within the Skyline and Del Monte forests, adjacent to SR 68. This development includes residential development, CHOMP, golf courses and overcrossings.

5.2 Local Landscape

The study area is primarily developed on the north side of SR 68 with Beverly Manor and the CHOMP facility. These are large facilities with a wide visual buffer between SR 68 and the existing structures. This visual buffer is primarily composed of mature pine trees and various forms of ruderal vegetation[6] in the understory of the pine trees.

Sunridge Road is located adjacent and to the south of SR 68 from approximately the Beverly Manor entrance to the 17-Mile Scenic Drive overcrossing. Some forested areas are present along the south side of SR 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 SR 68 alignment.

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

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

[6] Ruderal vegetation is weedy or waste vegetation along the side of the roadway.

The overall visual character of the project area is defined by the Monterey pines that dominate the visual experience for both travelers and neighbors. 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.

5.3 Key Viewpoints

Key viewpoints were selected to assist in the objective evaluation of the existing visual character, or landscape and 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 SR 68, SR 1, Sunridge Road and 17-Mile Scenic Drive and of neighbors of SR 68. A description of key viewpoints is provided below. Locations of these viewpoints and their viewing directions are shown in Figure 5-1.

5.3.1 Viewpoint 1 – SR 68/SR 1 Interchange

This view represents the visual environment that the eastbound traveler encounters on SR 68 when approaching the SR 68/SR 1 interchange (Figure 5-2). The north and south sides of the roadway are lined with shrubs, groundcover and pine trees. Street signs are located in the foreground and middleground of this view. Traffic signals, street lights and paved surfaces are present in the middleground at the intersection of SR 68/SR 1 southbound off- and onramps. A median is present on SR 68 and contains groundcover and ruderal vegetation. Wooded hills form a back drop in this view.

5.3.2 Viewpoint 2 – SR 1 Southbound Onramp

This view depicts the visual environment encountered by travelers on the southbound SR 1 onramp, north of the Pebble Beach Main Gate (Figure 5-3). The onramp in the foreground merges with SR 1 in the background, giving the illusion of a continuous, meandering roadway. Pine trees line both the east and west sides of the onramp. The entrance into Pebble Beach is visible to the west, in the middleground. A northbound lane is present in the foreground, south of the Pebble Beach Main Gate intersection.

5.3.3 Viewpoint 3 – SR 68 Eastbound

This view represents the visual environment that the eastbound traveler encounters on SR 68, east of the 17-Mile Scenic Drive overcrossing (Figure 5-4). The north side of SR 68 (left side of the photograph), contains Monterey pine trees on steep upslopes, a driveway entrance into Beverly Manor complex and a bus stop turnout. The south side of SR 68 also contains Monterey pines trees on steep downslopes. Within the direct line of sight, the traveler views the paved surfaces of SR 68 and a raised median.

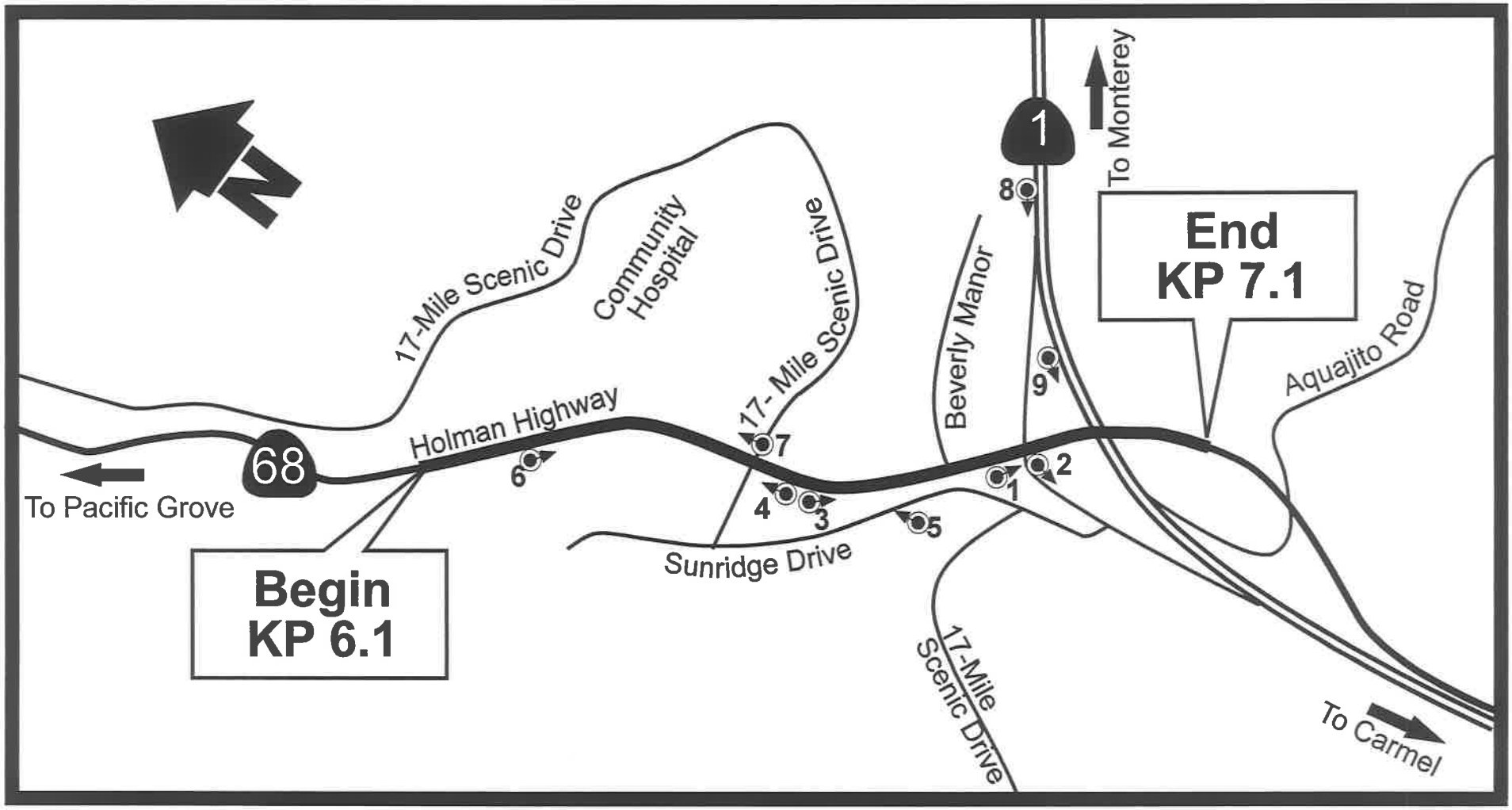


Figure 5-1. Viewpoint Locations
(Source: Project Study Report on Route 68, November 2000 Mark Thomas & Co.)

Figure 5-2. Viewpoint 1 – SR 68/SR 1 Southbound Ramp Intersection, View to the East

Figure 5-3. Viewpoint 2 – SR 1 Southbound Onramp, View to the South

Figure 5-4. Viewpoint 3 – SR 68 Eastbound, View to the East

5.3.4 Viewpoint 4 – SR 68 Westbound

This view represents the visual environment that the westbound traveler encounters on SR 68, east of the 17-Mile Scenic Drive overcrossing (Figure 5-5). Monterey pine trees line SR 68 on the north and south sides and form a thin canopy over SR 68, in the middleground and background. The north side of SR 68 (right side of Figure 5.4) also contains a drainage ditch and a guardrail near the 17-Mile Scenic Drive overcrossing. The south side of the roadway contains a guardrail and an unpaved shoulder. Pine trees are located on this side of the roadway, with dense growth west of the guardrail. The 17-Mile Scenic Drive overcrossing in the middleground crosses SR 68.

5.3.5 Viewpoint 5 – Sunridge Road

This viewpoint represents westbound travelers on Sunridge Road (Figure 5-6), a frontage road on the south side of SR 68. Monterey pine trees line this roadway. The trees on the north side of the roadway are located on a steep upslope, partially blocking views of SR 68.

5.3.6 Viewpoint 6 – SR 68 Residential Views

This viewpoint represents the backyard views for residents on the south side of SR 68, west of the SR 68/CHOMP entrance intersection (Figure 5-7). The north side of SR 68 is lined with pine trees and lower growing shrubs. The eastern portion of this view (right side of the photograph) contains the traffic signals, a street light and CHOMP entrance sign.

5.3.7 Viewpoint 7 – SR 68 Eastbound from 17-Mile Scenic Drive Overcrossing

This viewpoint represents the viewing environment for pedestrians, bicyclists and motorists on the 17-Mile Scenic Drive overcrossing, from the southbound travel lanes and shoulder (Figure 5-8). Pine trees line the south side of the SR 68. Fencing and buildings can be seen through the trees. The north side (right side of the photograph) contains trees, ruderal vegetation, and a rail fence in the foreground. A driveway into the maintenance area of the CHOMP is located west of the rail fence. In the background, SR 68 is lined with pine trees on either side; the SR 68/CHOMP entrance can be identified by the traffic signals, street signs and the CHOMP entrance sign.

5.3.8 Viewpoint 8 – SR 1 Southbound at Offramp

This viewpoint represents the view for southbound travelers on SR 1, just north of the Southbound offramp to SR 68. The highway pavement takes up most of the foreground in the view, and pine trees and other vegetation fill in the middleground and background (Figure 5-9). The offramp to SR 68 is located in the foreground of the right side of the view. A rock retaining wall also extends along the right side of the view.

Figure 5-5. Viewpoint 4 – SR 68 Westbound, View to the West

Figure 5-6. Viewpoint 5 – Sunridge Road, View to the Northwest

Figure 5-7. Viewpoint 6 – SR 68 – Residential Views, View to the Northeast

Figure 5-8. Viewpoint 7 – SR 68 Westbound from the 17-Mile Scenic Drive Overcrossing, View to the West

Figure 5-9. Viewpoint 8 – SR 1 Southbound Offramp, View to the Southwest

5.3.9 Viewpoint 9 – SR 1 Southbound at SR 68 Overcrossing

This viewpoint represents the view for southbound travelers on SR 1, just north of the SR 68 overcrossing. The highway and the SR 68 bridge are the focal points in this view (Figure 5-10). SR 1 begins to curve under the SR 68 bridge. Pine trees line the edges of the highway and fill in the middleground and background of the view. The Southbound SR 1 on ramp from SR 68 is located in the background, but hidden by trees and shrubs.

Figure 5-10. Viewpoint 9 – SR 1 Southbound at SR 68 Overcrossing View to the South

6.0 VIEWER SENSITIVITY AND RESPONSE

Visual sensitivity and response is based on the viewer's perception. Viewer perception is the basic art of seeing or recognizing an object. Physical conditions that affect perception and ability to discern details are observer distance and speed. When observer speed increases, as a result of improved LOS, the sharpness of lateral vision decreases and the observer tends to focus along the line of travel. As viewer distance increases, details of specific visual resources tend to fade into the background. Viewer groups are differentiated by the physical factors that modify perception. For the proposed project, there is a distinction between SR 68 users and neighbors. These two groups are differentiated by their location, number of viewers and duration of view (FHWA 1983).

The sensitivity and awareness of different viewer groups to the visual environment and its elements are not equal. Viewer sensitivity is dependent upon viewer opinion and individual visual preference. It modifies visual experience directly by means of viewer activity and viewer awareness; indirectly, sensitivity modifies experience by means of values, opinions and preconceptions. Higher sensitivity heightens viewer response and increases the importance of visual issues. Viewer awareness is the extent to which the receptivity of viewers is heightened by the immediate experience of visual resource characteristics. SR 68 is within a picturesque area and viewers tend to have a heightened awareness.

Viewer activity is also important in identifying characteristics of viewer groups. Activities such as commuting in heavy traffic or driving behind large vehicles can distract an observer from many aspects of the visual environment. The majority of project area viewers are traveling on SR 68 and SR 1. The remaining observers form a comparatively small group, who view the project area from the adjacent land uses of Sunridge Road, 17-Mile Scenic Drive overcrossing, residences, CHOMP and Beverly Manor.

6.1 Proposed Project Neighbors

6.1.1 Views from Residences

Residential viewers are located along the south side of SR 68 from 17-Mile Scenic Drive overcrossing west to the end of the project. The viewing duration from backyards to SR 68 is lengthy and the viewer encounters the same view everyday (see Figure 5-7). Monterey pine trees are scattered along the south side of SR 68, obstructing direct views, but not blocking the views completely. Solid fences are along the back property lines, helping to screen SR 68 from residents. Viewer sensitivity and response is considered moderately high.

The two residential units at the western terminus are set back from SR 68. These two residences are also located on a hill, above SR 68, and contain solid fencing. The residential viewers do not look directly at SR 68 from this vantage point. Viewer sensitivity and response is considered low for these two residential viewers.

6.1.2 On-Road Motorists – 17-Mile Scenic Drive and Sunridge Road

Travelers on 17-Mile Scenic Drive have views of SR 68 from the overcrossing. These views are obstructed by the guardrail; however, viewers can see the overall visual characteristics of SR 68 to the east or west (Figure 6-1 and Figure 5-8). Speeds on this roadway are generally between 40 and 55 kph (25 and 35 mph), resulting in a moderate viewing duration. Viewer sensitivity and response is considered moderate.

A portion of Sunridge Road is parallel and below SR 68. Views of the project area from this angle are partially blocked by the steep upslope and roadside vegetation (see Figure 5-5). Viewing time is moderate as travelers are moving at approximately 40 to 55 kph (25 to 35 mph). Viewer sensitivity and response is considered moderately low.

6.1.3 Views from CHOMP and Beverly Manor

CHOMP and Beverly Manor patients, visitors and employees do not have a direct view of SR 68. The buildings for CHOMP are set back from SR 68 and dense vegetation is located along the SR 68 right-of-way, which blocks direct views of the project area. The Beverly Manor buildings closest to SR 68 are above the roadway and dense pine trees block views of the roadway. View duration is long; however, the project area is not viewed because of obstructions. Viewer sensitivity and response at this location is considered low.

6.2 Proposed Project Users

Proposed project users include local and regional commuters, recreational travelers, and commercial truckers. The Skyline and Del Monte forests line the north and south sides of SR 68. The built environment is visible along the residential area west of the 17-Mile Scenic Drive, at the intersections of SR 68/SR 1 on- and offramps and SR 68/CHOMP entrance. The viewing duration varies depending on the time of day and the time of year. Travel speeds are higher, approximately 55 kph (35 mph), during off-peak hours (10 am through 3 pm and 7 pm through 6 am) and the winter months. Travel speeds are slower, below 55 kph (35 mph), during Pebble Beach golf tournaments, peak hours (6 am through 10 am and 3 pm through 7 pm), and the summer tourist season. Viewer sensitivity and response is considered high as the traveler has a heightened awareness of the project surroundings.

Figure 6-1. Overall Visual Characteristics – SR 68 Eastbound from 17-Mile Scenic Drive Overcrossing, View East

7.0 SIGNIFICANCE CRITERIA

7.1 CEQA Guidelines

Appendix G of the CEQA Guidelines is used as guidance in determining significance. The proposed project would have a significant impact if it were to result in:

- A substantial adverse effect on a scenic vista;
- Substantial damage of scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway;
- Substantial degradation of the existing visual character or quality of the site and its surroundings; or
- Creation of a new source of substantial light or glare, which would adversely affect day or nighttime views in the area.

7.2 NEPA Guidelines

NEPA does not have specific guidelines for visual resources; however, it is common practice to use the *Visual Impact Assessment for Highway Projects* prepared by the American Society of Landscape Architects, FHWA, and Caltrans as guidelines for determining visual effects (FHWA 1983). This manual discusses the analysis to be used in determining a projects impact on vividness, intactness and unity. In addition, the *Visual Values for the Highway User* (FHWA n.d.) was also used as a point of reference for assessing significance.

8.0 VISUAL QUALITY EVALUATION

The visual quality evaluation is a quantitative analysis of existing and future visual resources. This visual quality evaluation was performed to assess the existing visual environment and compare it to the possible future conditions. It provides a quantitative assessment of the existing visual quality from specific viewpoints and facilitates a numerical delineation of the difference in visual quality, either positive or negative, resulting from the proposed project (FHWA 1983). Changes to the visual environment are typically evaluated in a subjective manner. To understand and predict viewer response to the changes resulting from project construction, it is necessary to make assumptions about the viewers who may see the project and the aspects of the visual environment to which they are likely to respond.

The visual quality evaluation is based on three criteria: vividness, intactness and unity. Vividness is the extent to which the landscape is memorable. This is associated with the distinctiveness, diversity and contrast of visual elements. A vivid landscape makes an immediate and lasting impression on the viewer. Intactness is the integrity of visual order in the landscape and the extent to which the natural landscape is free from visual intrusions (i.e., buildings, structures, equipment and grading). Unity is the extent to which development is sensitive to, and in visual harmony with, the natural landscape.

8.1 Existing Visual Conditions

The visual quality evaluation analyzes the existing visual conditions, thus establishing the baseline for assessing possible project-related impacts. The evaluation of vividness, intactness and unity was quantified using a seven-point numeric scale: 1=very low; 2=low; 3=moderately low; 4=moderate; 5=moderately high; 6=high; and 7=very high. The visual quality is based on the average of the three evaluation criteria (vividness + intactness + unity, divided by 3). High visual quality is based on the combination of high values in each of the three areas.

Each criterion was assessed for the nine key viewpoints. The values are summarized in Table 8-1. The highest visual quality rating occurs at Viewpoint 2 with a rating of 5.6. The lowest value is represented by Viewpoints 6, which has a rating of 3.3.

Table 8-1. Visual Quality Evaluation: Existing Conditions

Viewpoint	Vividness	Intactness	Unity	Visual Quality Rating
1	5	4	3	4
2	6	5	6	5.6
3	5	5	5	5
4	5	5	5	5
5	5	4	5	4.6
6	4	3	3	3.3
7	6	5	5	5.3
8	5	4	5	4.6
9	6	4	5	5

8.1.1 Viewpoint 1

The visual environment for this viewpoint (see Figure 5-2) contains extensive natural vegetation in the middle and backgrounds. This natural vegetation provides a favorable impression on the viewer, resulting in a moderately high vividness value. Man-made features within this viewpoint include the roadway, traffic signals, traffic signs and street lights. These elements intrude into natural environment, lending to a moderate intactness value. These same man-made features distract from the cohesiveness of the natural landscaping by dominating the foreground and middleground. The unity value is considered moderately low.

8.1.2 Viewpoint 2

The visual environment in Viewpoint 2 (see Figure 5-3) contains natural vegetation that lines the roadway. There are no unique architectural features; however, the roadway appears to wind through the pine trees in this view, leaving a memorable impression on the viewer. Vividness for this viewpoint is high. Man-made features in this view include the roadway and one road sign. These features give the appearance that the SR 68 southbound onramp and the SR 1 mainline are one continuous roadway winding through the picturesque natural environment. This results in a moderately high intactness value. A cohesive pattern is formed by the trees and the roadway, which is only slightly disrupted by the Pebble Beach Main Gate entrance. This viewpoint has a high unity value.

8.1.3 Viewpoint 3

This viewpoint consists of natural vegetation lining the roadway, leaving a favorable impression on the viewer. This results in a moderately high vividness value (see Figure 5-4). Impervious surfaces, a raised median, a drive way on the north side of SR 68, and the bus turn out intrude upon the natural environment; however, they are located in middleground and background. Intactness is considered moderately high. The cohesiveness of the view is disrupted by the man-made features, although the pine trees lining the roadway help to bring an overall theme to this view. Unity is considered moderately high.

8.1.4 Viewpoint 4

The Monterey pine trees lining SR 68 form an arch in the middleground of this viewpoint (see Figure 5-5). The 17-Mile Scenic Drive overcrossing along with the pine tree arch in the middleground, acts as a frame for the entrance into the Pacific Grove, Pebble Beach and Monterey area. This results in a favorable impression on the viewer and a moderately high vividness value. Impervious surface, the guardrail and the 17-Mile Scenic Drive overcrossing intrude minimally on the natural environment and do not disrupt the overall cohesiveness of the view. Intactness and unity are considered moderately high.

8.1.5 Viewpoint 5

Pine trees line the north side of the roadway, forming a visual screen between Sunridge Road and SR 68 (see Figure 5-6). Pine trees are visible on both sides of the roadway in the background. This natural vegetation leaves a favorable impression on the viewer. Vividness for this viewpoint is considered moderately high. The impervious surface of Sunridge Road and SR 68 are the man-made features within this view. The steep upslope on the north side of Sunridge Road is a terrace formed when the two roadways were cut into the hillside. Intactness is considered moderate. The parallel roadways with the natural vegetation screen form parallel lines; however, these parallel lines are at two separate elevations. The cohesive pattern is disrupted by the terraced roadways. Unity is considered moderately high.

8.1.6 Viewpoint 6

Vividness for Viewpoint 6 is considered moderate. The pine trees lining SR 68 give the viewer a favorable impression; however, overall there is a lack of unique architectural or natural features. The impervious surface of SR 68, the traffic lights, street lights, CHOMP entrance and the CHOMP entrance sign all intrude upon this viewpoint, resulting in a moderately low intactness value. The cohesive pattern formed between SR 68 and the pine trees is altered by the dominating man-made features of the traffic lights, street lights, and CHOMP entrance sign. This results in a moderately low unity value.

8.1.7 Viewpoint 7

The visual environment in Viewpoint 7 possesses a high vividness value. The pine trees lining SR 68 give the viewer a favorable impression. The dominant feature is the pine forest. The man-made features of the existing roadway, the driveway west of the fence, the no U-turn street sign and the traffic signal in the background and fencing. Intactness for this viewpoint is considered moderately high. Parallel lines are formed between the pine trees, the SR 68 and the fencing. These lines are broken up by the CHOMP maintenance driveway, the street sign and the traffic signal. Unity is considered moderately high.

8.1.8 Viewpoint 8

The visual environment in Viewpoint 8 possesses a moderately high vividness value. The dominant feature is SR 1, but the pine trees and natural-looking rock retaining wall give a favorable impression. Man-made features in this view include the roadway and supporting structures, street lights, signs, and utility wires. The view has a moderate value for intactness. Unity is considered moderately high.

8.1.9 Viewpoint 9

The visual environment in Viewpoint 9 possesses a high vividness value. The curve of SR 1 through the SR 68 overcrossing makes the view interesting. Pine trees dominate the

middleground and foreground, lending to a moderate intactness value. Unity is considered moderately high.

8.2 Future Visual Conditions

Viewpoint simulations are a representation of the changes in the visual environment. Simulations have been completed for all viewpoints under all alternatives and ramp variations. The simulations assume implementation of mitigation measures identified in Section 10.0 of this report. 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.

Viewpoints 3, 4, 5, 6 and 7 differ between alternatives; however, the ramp variations at the SR 68/SR 1 on- and offramp intersection do not impact these views. In contrast, Viewpoints 1, 2, 8 and 9 differ with respect to the ramp variations at the SR 68/SR 1 on- and offramp intersection; however, the three alternatives would not affect these views. Future visual conditions for Viewpoints 1, 2, 8 and 9 are discussed under the ramp variations analysis following discussion of the 3 alternatives.

8.2.1 Alternatives

The study area would experience some changes in the visual environment with development of any of the 3 alternatives (see Figure 2-1, page 2-2). The following are some of the proposed changes to SR 68:

- Retaining walls along most of the southern side of SR 68 and sections of the north side of SR 68;
- Bridge replacement at 17-Mile Scenic Drive overcrossing, and possibly at SR 1;
- Sound wall/ living wall along the south side of SR 68 between CHOMP and 17-Mile Scenic overcrossing; and
- Intersection modifications at CHOMP and Beverly Manor entrances, and the SR 68/ SR 1 intersection.

The alternatives are described in more detail below.

8.2.1.1 Alternatives 1 and 2. Alternatives 1 and 2 are very similar in their descriptions. Each alternative varies slightly in the geometrics (see Appendix A). In general, the main difference between the alternatives is in the number and location of trees that would be removed. Alternative 1 would widen SR 68 to a three-lane facility with two eastbound lanes and one westbound lane. Alternative 2 would widen SR 68 to a three-lane facility with one eastbound lane and two westbound lanes. The SR 68 alignment near the SR 68/SR 1 southbound ramp intersection would vary within each alternative, depending on the ramp variation chosen. Alignments would differ in how the roadway is widened in order to accommodate the five-legged intersection versus the roundabout intersection.

Under both alternatives, retaining walls would be constructed on either side of the roadway and the 17-Mile Scenic Drive overcrossing would be replaced. The retaining walls would be located at the edge of the ultimate right-of-way. Under Alternative 1, the westbound direction would only have 1 travel lane, so the space between the edge of pavement and wall would be soil. For Alternative 2, soil would be located between the single eastbound travel lane and the retaining wall. The retaining wall on the north side of SR 68 between Beverly Manor and the 17-Mile Scenic Drive overcrossing would be a split retaining wall, with a space for vegetation between the two tiers. The same split wall design would be implemented on the retaining wall and sound wall/living wall located on the south side of SR 68, west of 17-Mile Scenic overcrossing. In this location, the retaining wall would be located below, and approximately 1.5 m (5 ft) in front of, the sound wall. Vegetation would be planted along the 5-foot wide space, parallel to the walls. The sound wall would be constructed so that vegetation, such as ivy or other vines, can easily grow on the structure. Ultimately, the sound wall would be disguised with full growth of the vegetation.

The roadway improvements will impact Viewpoints 3, 4, 5, 6 and 7 for vividness, intactness and unity. Of those viewpoints, Viewpoint 3 is the only viewpoint that would be impacted by the ramp variations. Viewpoints 4, 5, 6 and 7 would not be impacted by the ramp variations; they would only be impacted by Alternative 1 or 2. Therefore, impacts for both alternatives are discussed under each viewpoint separately. Table 8-2 summarizes these impacts by alternative and ramp variation.

Table 8-2. Visual Quality Evaluation: Future Conditions – Alternatives 1 and 2

Viewpoint	Ramp Variation	Vividness	Intactness	Unity	Visual Quality Rating
Alternative 1					
3	1	4	3	3	3.3
	2	3	2	3	2.6
4	1	3	2	2	2.5
	2				
5	1	1	2	2	1.6
	2				
6	1	4	3	3	3.3
	2				
7	1	3	3	4	3.3
	2				
Alternative 2					
3	1	4	3	3	3.3
	2				
4	1	3	2	2	2.3
	2				
5	1	1	2	2	1.6
	2				
6	1	4	3	3	3.3
	2				
7	1	3	3	4	3.3
	2				

Viewpoint 3. Viewpoint 3 would differ between Alternatives 1 and 2. In addition, ramp variations 1 and 2 would also affect the visual environment within this viewpoint. The SR 68 alignment would vary between the alternatives, depending on the ramp variation chosen for the intersection. Therefore, Viewpoint 3 is analyzed for both ramp variations 1 and 2 under both alternatives.

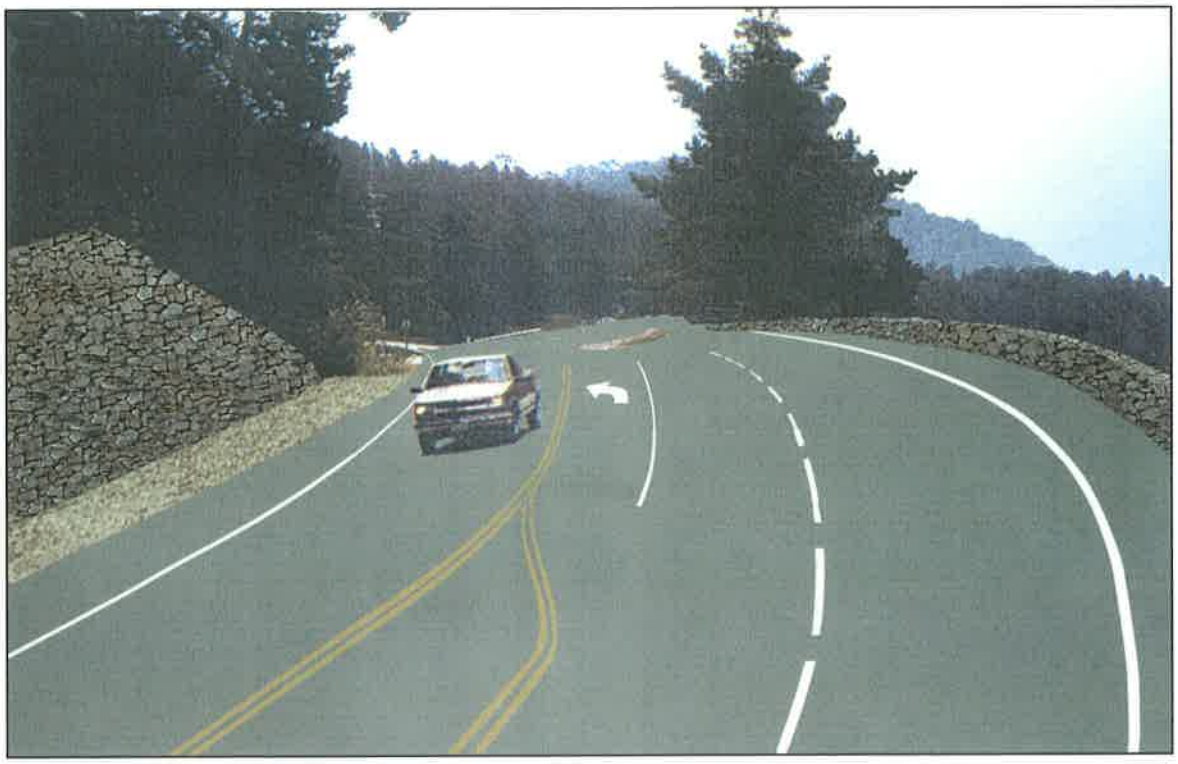
Alternative 1, Ramp Variation 1. This combination would add one lane in the eastbound direction and would provide for a five-legged intersection at the SR 68/SR 1 southbound ramp. Widening would be primarily to the south to provide for the third lane. Natural vegetation would be removed primarily from the south side of SR 68; however, vegetation on the north side would be removed in order to accommodate the retaining wall (Figure 8-1). The 7.6 m (24.9 ft) split level retaining wall can be seen on the left side of the view. Soil extends from the base of the retaining wall to the edge of pavement. A retaining wall on the south side of SR 68 (right side of photograph) extends from Sunridge Drive, below, up to SR 68. The top of this retaining wall is visible along the right side of the view.

Vividness is considered moderate. The widening of the road and the construction of the split retaining wall would add to the built environment. The built environment intrudes into the natural landscaping. Intactness is considered moderately low. The unity value would not change between the existing environment and this alternative and ramp variation combination. Unity remains moderately low.

Alternative 1, Ramp Variation 2. Alternative 1/Ramp Variation 2 would differ from the Alternative 1/Ramp Variation 1 by the alignment of the roadway. Alignment changes in order to accommodate the SR 68/SR 1 southbound ramp intersection configuration. The visual environment in Viewpoint 3 would be impacted by the construction of the split retaining wall on the north side of SR 68 and the widening of SR 68 (Figure 8-2). The vegetation removal resulting in the construction of the 5.8 m (19 foot) retaining wall would be noticeable, as would the top portion of the retaining wall. The wooded hills in the background would remain intact. Pavement would cover soil that would otherwise be exposed on the north side of the roadway. Vividness would be reduced from moderately high to moderately low. The introduction of the retaining wall on the north side and the widened roadway would result in a view dominated by the man-made features. These man-made features intrude upon the natural environment, resulting in a low intactness level. The moderately low unity value would remain.

Alternative 2. Ramp variations 1 and 2 would not affect the visual environment under Alternative 2. The impacts to the visual resources under Alternative 2 would be the same as those resulting from Alternative 1/Ramp Variation 1 (see the above discussion). The above discussion under Alternative 1, Ramp Variation 1 details the impacts to the visual environment. The visual quality ratings are as follows: Vividness is moderate and intactness is moderately low. Unity would remain the same, with a value of moderately low. Figure 8-3 illustrates the visual changes between the existing conditions and Alternative 2.

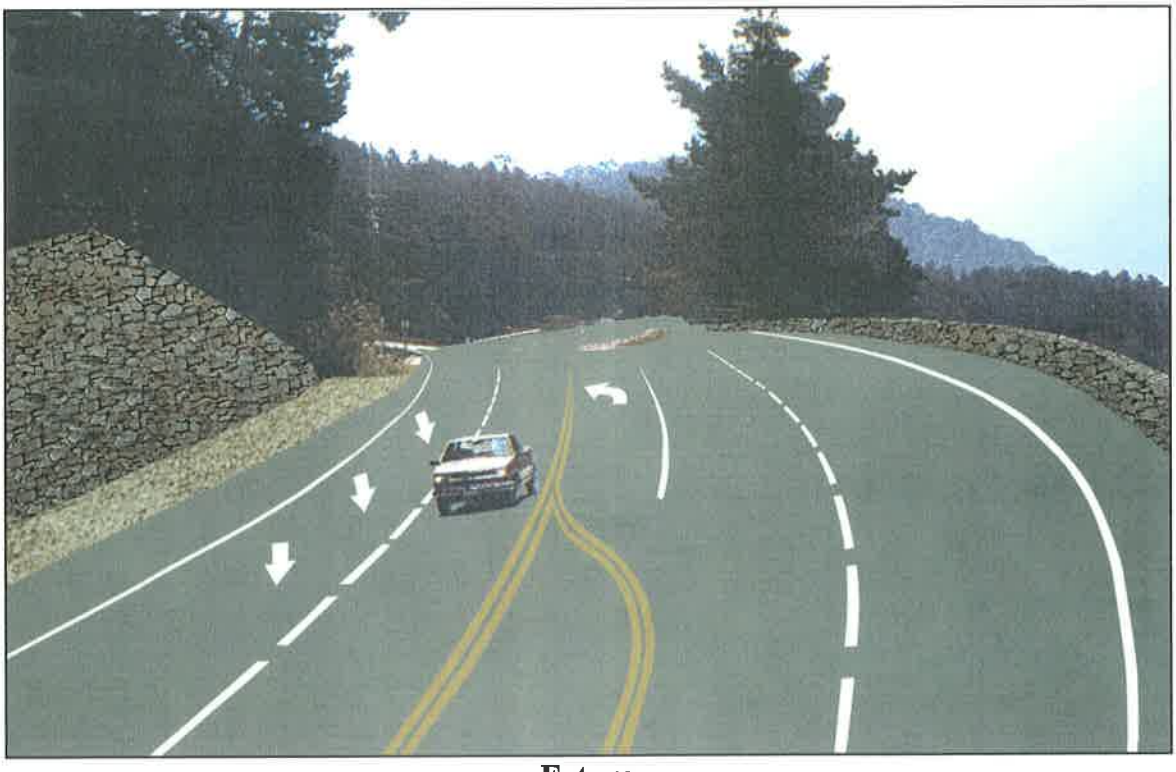
Existing



Future

Figure 8-1. Future Viewpoint 3 – Alternative 1, Ramp Variation 1 SR 68 Eastbound, View to the East

Existing



Future

Figure 8-2. Future Viewpoint 3 – Alternative 1, Ramp Variation 2 SR 68 Eastbound, View to the East

Existing

Future

Figure 8-3. Future Viewpoint 3 – Alternative 2
SR 68 Eastbound, View to the East

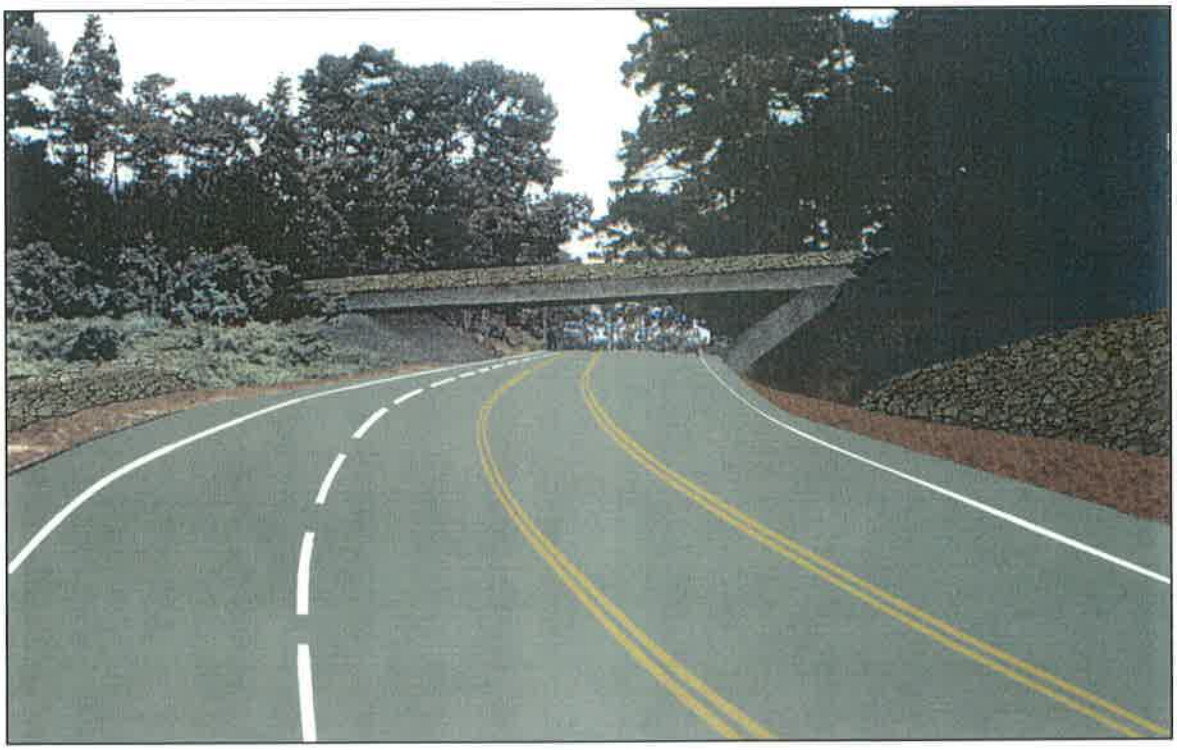
Viewpoint 4. The impacts to the visual environment are identical between Alternatives 1 and 2. The ramp variations for the SR 68/SR 1 southbound ramp intersection would not be seen in this view. In both alternatives, the double-span 17-Mile Scenic overcrossing would be replaced by a single-span overcrossing. The safety shape on the structure would receive aesthetic treatment, as would the retaining wall along the south side of the roadway. Both alternatives would impact all aspects of the visual environment: vividness, intactness and unity (Figures 8-4a and 8-4b). The removal of natural vegetation results in a decrease in the vividness value. Vividness would be reduced from moderately high to moderately low. The retaining walls, increased impervious surface and the replacement of the 17-Mile Scenic Drive overcrossing would intrude upon the natural environment. Although the new 17-Mile Scenic Drive overcrossing would continue to frame the entrance into the Pacific Grove, Pebble Beach and Monterey areas, the structure would be more noticeable. The man-made features dominate this view and disrupt the cohesiveness of the visual environment. Intactness and unity are reduced from moderately high to low values.

Viewpoint 5. Impacts to the visual environment in Viewpoint 5 would not differ between Alternatives 1, 2 and 3, or Ramp Variations 1, 2 or 3. The construction of the retaining wall would remove pine trees, although tree tops from the north side of SR 68 would still be visible in the background of this view (Figure 8-5). This future visual environment lacks unique natural or architectural features. Vividness is considered very low. The retaining wall and roadway would intrude upon the natural environment, dominating the view. A few trees soften the man-made environment in the left background of this view. Intactness and unity are considered low.

Viewpoint 6. The difference in the visual environment between Alternatives 1 and 2 would be minimal for Viewpoint 6 (Figure 8-6). SR 68 would be widened to the south under Alternative 1. Vegetation on the south side would be removed from this view to accommodate the two eastbound lanes. Changes to the SR 68/CHOMP entrance intersection would not be visible in this view. Under Alternative 2, the roadway would not change for the viewer. Therefore, the existing conditions would remain. For both alternatives, vividness, intactness and unity values would be the same as the values under existing conditions. Vividness would remain moderate, intactness and unity would remain moderately low.

Viewpoint 7. The difference between Alternative 1 and Alternative 2 pertains to the direction of the lanes (Figures 8-7a and 8-7b). In Alternative 1, there are two eastbound lanes, where in Alternative 2, there are two westbound lanes. The widening of the roadway and the construction of the retaining wall will require the removal of natural vegetation. This removal of vegetation would limit the natural features visible within Viewpoint 7. The entrance to Beverly Manor, located in the view's middleground, would be removed with development of the project. The driveway would be closed, and the fence would be removed. Right-of-way on the north side of the road would be filled in with shrubs.

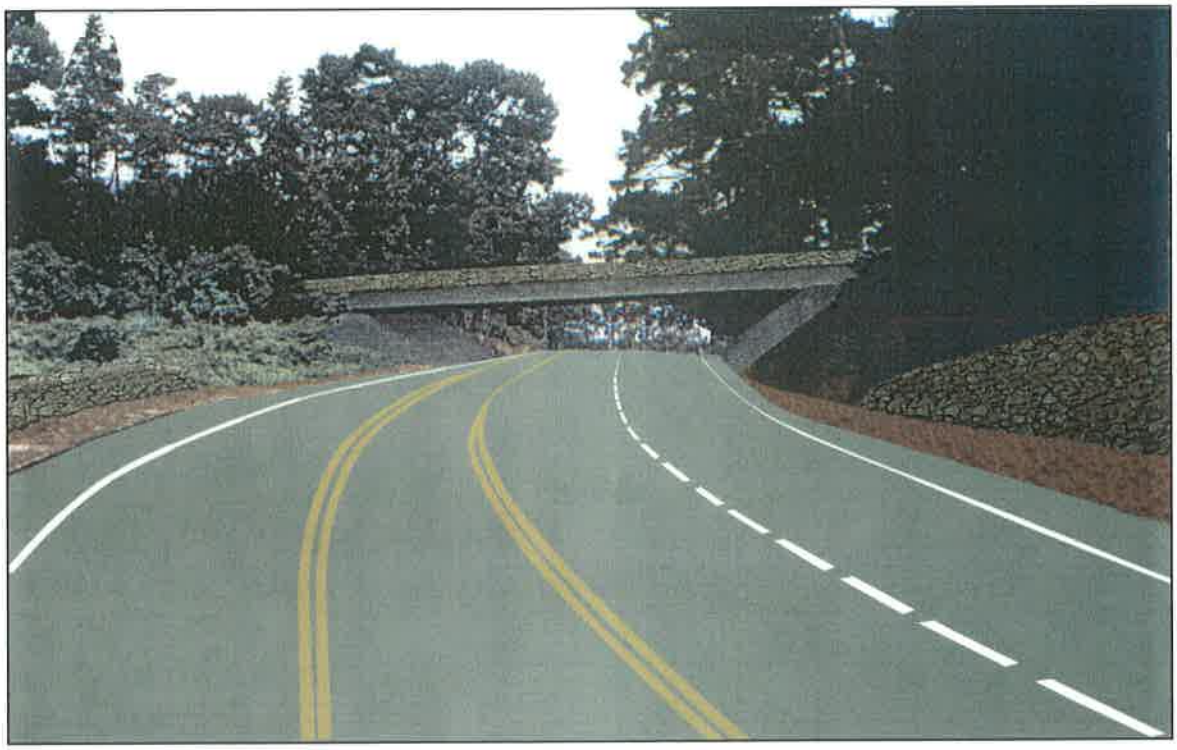
Existing



Future

Figure 8-4a. Future Viewpoint 4 – Alternative 1
SR 68 Westbound, View to the West

Existing



Future

Figure 8.4b. Future Viewpoint 4 – Alternative 2
SR 68 Westbound, View to the West

Existing

Future

Figure 8-5. Future Viewpoint 5 – All Alternatives
Sunridge Road, View to the Northeast

Existing and Future - Alternative 2

Future – Alternative 1

Figure 8-6. Future Viewpoint 6 – Alternatives 1 and 2 Residential View, View to the Northeast

Existing

Future

Figure 8-7a. Viewpoint 7 – Alternative 1
SR 68 Westbound from the 17-Mile Scenic Drive Overcrossing, View to the West

Existing

Future

Figure 8-7b. Viewpoint 7 – Alternative 2
SR 68 Westbound from the 17-Mile Scenic Drive Overcrossing, View to the West

The visual quality of this vie would change. Vividness is considered moderately low. The widening of the roadway and the construction of the 1.2 m (4 feet) retaining wall would increase the number of man-made features and intrude upon the natural environment. Intactness would be reduced from moderately high to moderately low. The parallel lines formed by the roadway, vegetation, and the retaining wall form a cohesive pattern that draws the viewer's attention to the roadway in the background. Unity is considered moderate.

8.2.1.2 Alternative 3. Each criterion was assessed for the five key viewpoints as impacted by Alternative 3. In general, all aspects of the visual environment would be impacted as a result of this alternative. The highest visual quality rating occurs at Viewpoint 7, which have ratings of 3.3. The lowest occurs at Viewpoint 5 with a rating of 1.6. Table 8-3 summarizes these impacts.

Table 8-3. Visual Quality Evaluation: Future Conditions – Alternative 3

Viewpoints	Vividness	Intactness	Unity	Visual Quality Rating
3	3	2	3	2.6
4	3	2	2	2.3
5	1	2	2	1.6
6	4	2	3	3
7	3	3	4	3.3

Viewpoint 3. The impacts to the visual environment would be the same as under Alternative 1, Ramp Variation 2. Refer to Section 8.2.1.1, for a detailed discussion. Under Alternative 3, Vividness is moderately low, intactness is low and unity would remain moderately low (Figure 8-8).

Viewpoint 4. Figure 8-9 depicts the estimated future visual environment for Viewpoint 4. Visual resources would be impacted by the construction of a 7.6-m (25-foot) split retaining wall on the north side and a new 17-Mile Scenic Drive overcrossing structure. The existing double-span 17-Mile Scenic overcrossing would be replaced by a single-span overcrossing. The safety shape on the structure would receive aesthetic treatment, as would the retaining wall along the south side of the roadway. The pine trees would continue to from an arch in the middleground of the view. The removal of natural vegetation and the replacement of the overcrossing would reduce the vividness value. Vividness is considered moderately low. The introduction of the retaining wall, the increased amount of impervious surface and the new 17-Mile Scenic Drive overcrossing would intrude upon the natural environment. Intactness is considered low. The cohesive pattern formed by the roadway, guardrail and retaining wall draws the viewer's eye along the roadway. This is interrupted by the new 17-Mile Scenic Drive overcrossing. The unity value is considered low for this alternative.

Viewpoint 5. Alternative 3 would impact the visual environment in the exact same way as Alternatives 1 and 2 (see Figure 8-5). The impacts would result in a very low vividness value, low intactness value and low unity value. See Section 8.2.1.1, page 8-4, for a detailed description.

Existing

Future

Figure 8-8. Future Viewpoint 3 – Alternative 3
SR 68 Eastbound, View to the East

Existing

Future

Figure 8-9. Future Viewpoint 4 – Alternative 3
SR 68 Westbound, View to the West

Viewpoint 6. Figure 8-10 depicts the future visual conditions for Viewpoint 6. The road widening would result in the removal of natural vegetation. The intersection for the SR 68/CHOMP entrance would be modified in order to accommodate the new four-lane facility. The decrease in the natural vegetation results in a moderately low vividness value. Increased impervious surfacing and new traffic signals and street lights at the intersection would intrude upon the natural environment. In addition, the roadway dominates the view. Intactness is considered low. The natural vegetation and the roadway form a cohesive pattern that is obstructed by the traffic signals, street lights and roadway signs. Unity is considered moderately low.

Viewpoint 7. The visual environment under Alternative 3 is very similar to that of Alternatives 1 and 2 (Figure 8-11). The main difference is that in Alternatives 1 and 2, an unpaved shoulder is present. The impacts to the visual environment are identical between all alternatives. The vividness values is reduced from moderately high to moderately low, intactness is reduced from moderate to moderately low and unity is reduced from moderately high to moderate. For a detailed discussion of the impacts to the visual environment, refer to Section 8.2.1.1.

8.2.2 Ramp Variations

As discussed in the project description, there are three ramp variations for the SR 68/SR 1 southbound ramp intersection. Ramp Variation 1 would provide a five-legged intersection, Ramp Variation 2 would provide a roundabout intersection and Ramp Variation 3 would provide a collector ramp which bypasses the intersection, providing direct access to the Pebble Beach Main Gate entrance. Ramp Variation 3 would work with either Ramp Variation 1 or 2. Under no circumstance would Ramp Variation 3 be constructed with no improvements to the intersection.

Each variation would affect the visual environment in a different way. Ramp Variation 1 includes installing a median on the east leg of the SR 68/ SR 1 intersection to allow vehicles to make an uncontrolled right turn from the southbound SR 1 off ramp to SR 68. Ramp Variation 2 includes removing the signal at the intersection of SR 68/ SR 1 and replacing it with a two-lane roundabout. Ramp Variation 3 would result in the greatest amount of change to the SR 1 southbound offramp. This variation causes the project to start farther northeast on SR 1. The existing retaining wall along the north side of the offramp would be moved away from the roadway, and it would be extended in height. Ramp Variation 3 would also require that the SR 68 bridge over SR 1 be replaced.

Viewpoints 1, 2, 8, and 9 would be affected by the different ramp variations. The alternatives would have minimal or no effect on the viewpoints. Therefore, a visual quality evaluation was completed for ramp variations 1 and 2 and the combinations of ramp variations 1 and 2 with Ramp Variation 3. Viewpoints 8 and 9 are from SR 1, and little difference would be noticed between ramp variation 1 and 2 or between ramp variations 1 and 3 and 2 and 3. For this reason, there would be no difference in visual quality ratings for ramp variations 1 and

Existing

Future

Figure 8-10 Future Viewpoint 6 – Alternatives 3 Residential Views, View to the Northeast

Existing

Future

Figure 8-11. Future Viewpoint 7 – Alternative 3 SR 68 Westbound from the 17-Mile Scenic Drive Overcrossing, View to the West

2 under Viewpoints 8 and 9. The visual quality ratings for ramp variations 1 and 3 and 2 and 3 are also considered to be the same under Viewpoints 8 and 9.

In general, Viewpoint 9, ramp variations 1 or 2 would have the highest visual quality ratings. Viewpoint 2, under ramp variations 2 and 3 would have a visual quality rating 1.3, the lowest of the ramp variation impacts. Table 8-4 summarizes the visual resource impacts of Viewpoints 1, 2, 8, and 9 under each ramp variation.

Table 8-4. Visual Quality Evaluation: Future Conditions – Ramp Variations 1, 2 and 3

Viewpoint	Ramp Variation	Vividness	Intactness	Unity	Visual Quality Rating
1	1	3	3	2	2.6
	2	4	4	4	4
	1 and 3	3	3	2	2.6
	2 and 3	4	4	4	4
2	1	4	4	4	4
	2	3	2	2	2.3
	1 and 3	3	3	2	2.6
	2 and 3	2	1	1	1.3
8	1 or 2	4	4	4	4
	1 and 3 or 2 and 3	4	3	4	3.6
9	1 or 2	6	4	5	5
	1 and 3 or 2 and 3	5	3	3	3.6

[1] Ramp Variation 3 must be constructed with either Ramp Variation 1 or Ramp Variation 2. It cannot stand alone.

8.2.2.1 Ramp Variation 1.

Viewpoint 1. With Ramp Variation 1, the intersection of SR 68/ SR 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 SR 1 off ramp to SR 68. The west leg of the intersection (lower right side of the photograph) would be widened to accommodate one through lane, one right turn lane to southbound SR 1 on ramp, and one right turn lane into the Pebble Beach main entrance. The raised median along the center of SR 68 would be replaced with pavement and yellow striping. The removal of natural vegetation in the foreground and middleground results in a decrease in the vividness value; however, the vegetation remaining in the background would continue to leave a favorable impression on the viewer (Figure 8-12). Vividness is considered moderately low under Ramp Variation 1. The increase in pavement, the raised medians, street lights, traffic signals and street signs would all intrude upon the view. Intactness is considered moderately low. The pavement, roadway markings, street signs, street lights and raised median do not form a cohesive pattern that draws the viewer's eye to a point in the distance. Unity is considered low.

Existing

Future

Figure 8-12. Future Viewpoint 1 – Ramp Variation 1 SR 68/SR 1 Southbound Ramp Intersection, View to the East

Viewpoint 2. In this view, southbound SR 1 on ramp (left side of photograph) is separated from the Pebble Beach main entrance by a median with some vegetation. In the background, the viewer can see a break in the median where Pebble Beach users can directly access the southbound SR 1 on ramp. A retaining wall would extend along the south side of SR 68, but would be outside of this view. Natural vegetation would be removed; however, the roadway would remain lined with pine trees (Figure 8-13). The roadway appears to wind through the pine trees in this view; however, the foreground would contain additional paved surfacing. Vividness would be reduced from high to moderate. Man-made features in this view include the roadway, road signs and a raised median. These features dominate the foreground and intrude upon the visual resources. Intactness would be reduced from moderately high to moderate, while unity would be reduced from high to moderate.

Viewpoint 8. Under this scenario, most changes would occur in the background of the view, and would not be noticeable in the foreground (refer to the existing viewpoint, Figure 5-9). The vividness and unity values would be slightly lowered to moderate. The rock retaining wall would be moved to the right. The intactness value would remain moderate.

Viewpoint 9. This ramp variation would have a negligible effect on this viewpoint because all changes would be made outside the view (refer to the existing viewpoint, Figure 5-10). Vividness is considered high, intactness is moderate, and the unity rating is moderately high.

8.2.2.2 Ramp Variation 2.

Viewpoint 1. Ramp Variation 2 includes constructing a two-lane roundabout at the SR 68/ SR 1 intersection. Each leg of the intersection would meet the roundabout at an angle, forcing vehicles into a one-way, counter-clockwise, direction. The removal of natural vegetation in the foreground and the middleground will affect the vividness of the intersection; however, the introduction of a roundabout with landscaping will leave a favorable impression on the viewers (Figure 8-14)[7]. Vividness is considered moderate. The size of the intersection will increase; however, the roundabout will provide natural vegetation. Street lights, traffic signals and traffic signs will be removed. Intactness will remain moderate. The roundabout with native vegetative landscaping, the removal of street lights, traffic signals and traffic signs will help unify the visual environment. Unity will increase from moderately low to moderate.

[7] A landscape plan is being prepared for this project and is a mitigation measure for this project. The final roundabout look has not been determined at this time. Figure 8-14 is one rendition of the roundabout. Appendix C contains additional roundabout renditions for the completed project.

Existing

Future

Figure 8-13. Future Viewpoint 2 – Ramp Variation 1
SR 1 Southbound Onramp, View to the South

Existing

Future

Figure 8-14. Future Viewpoint 1 – Ramp Variation 2 SR 68/SR 1 Southbound Ramp Intersection, View to the East

Viewpoint 2. As discussed above, Ramp Variation 2 includes constructing a roundabout at the intersection of SR 68/ SR 1. This viewpoint will be the same as that shown in Figure 8-13, with one exception. The northbound lane from Pebble Beach Main gate would start to angle to the east as the lane transitions into the roundabout. The Pebble Beach Main gate would be widened to accommodate the angles required for inbound and outbound travel at the roundabout. In the background of the view, the viewer can see a break in the median where Pebble Beach users can directly access the southbound SR 1 on ramp. Natural vegetation would be removed. The pine trees lining the roadway in the background would remain; however, the vegetation in the foreground would be removed. Viewpoint 2, under Ramp Variation 2 would lack unique natural and architectural features. Vividness would be reduced from high to moderately low. Man-made features in this view include the roadway, road signs and medians. These features dominate the foreground and intrude upon the visual resources. Intactness would be reduced from moderately high to low. The entrance to the Pebble Beach Main gate (right side of photograph) and the southbound SR 1 onramp (left side of Figure 8-13) curve through the foreground and middleground of this viewpoint. The viewer's eye is not drawn to a focal point in the distance. Unity would be reduced from high to low.

Viewpoint 8. As previously discussed above, this viewpoint does not experience measurable changes under Ramp Variation 2 (refer to existing conditions in Figure 5-9, page 5-12). The visual quality rating for vividness and unity would slightly decrease to moderate as a result of the rock retaining wall moving to accommodate off ramp improvements. The intactness value would remain moderate.

Viewpoint 9. This view would be the same as that described under Ramp Variation 1 (refer to section 8.2.2.1).

8.2.2.3 Ramp Variation 3. Ramp Variation 3 would not stand alone; it would be built with either Ramp Variation 1 or Ramp Variation 2. Analysis of the visual impacts for the combination of ramp variations 1 and 3 and ramp variations 2 and 3 are discussed in the following sections.

8.2.2.4 Ramp Variations 1 and 3.

Viewpoint 1. Ramp Variation 3 adds a collector ramp, which would not be visible within this view. The visual environment would not differ between Ramp Variation 1 and the combination of ramp variations 1 and 3. Refer to Section 8.2.2.1, Ramp Variation 1, for a detailed description of the future visual environment (see Figure 8-12).

Viewpoint 2. Visual changes resulting from Ramp Variation 3 would be noticeable in this viewpoint. The collector road can be seen crossing under southbound SR 1 on ramp and the existing Pebble Beach Main Gate entrance in the foreground and then merging with the Pebble Beach entrance in the middleground. Natural vegetation would be removed; however, the roadway would remain lined with pine trees (Figure 8-15). The roadway appears to wind

Existing

Future

Figure 8-15. Future Viewpoint 2, Ramp Variations 1 and 3 SR 1 Southbound Onramp, View to the South

through the pine trees in the background; however, the foreground would contain additional paved surfacing.

The visual quality of this viewpoint would change. Vividness would be reduced from high to moderately low. Man-made features in this view include the roadway, the collector road, road signs and a median. These features dominate the foreground, intruding upon the visual resources. Intactness would be reduced from moderately high to moderately low. The cohesive pattern that is provided by the roadway entrance to the Pebble Beach Main Gate, the southbound SR 1 onramp and the SR 1 mainline would be disrupted the collector road that cuts across the foreground. Unity would be reduced from high to low.

Viewpoint 8. The view from southbound SR 1 at the off ramp would change with Ramp Variation 3 (Figure 8-16). The rock retaining wall would be relocated further north to allow extra space needed for travel lanes on the off ramp. The off ramp would be widened to accommodate traffic going to SR 68, as well as traffic using the separate collector road to Pebble Beach Main Gate entrance. Vividness of this view would be moderate. The intactness value would decrease to moderately low as a result of the disturbed area where the wall would be relocated. Trees would be removed when the wall is relocated, so the overall unity would also have a moderate rating.

Viewpoint 9. Construction of the collector road would require that the SR 68 overcrossing be replaced with a larger bridge. Viewpoint 9 would include more built features. The collector road to Pebble Beach Main Gate entrance can be seen on the right side of the photograph (Figure 8-17) as it extends below the SR 68 bridge and the SR 1 southbound on ramp in the foreground. The vividness of the view would be lowered from high to moderately high. The additional man-made features would also lower the intactness and unity values to moderately low.

8.2.2.5 Ramp Variations 2 and 3.

Viewpoint 1. Ramp Variation 3 adds a collector ramp, which would not be visible within this view. The visual environment would not differ between Ramp Variation 2 and the combination of ramp variations 2 and 3. Refer to Section 8.2.2.2, Ramp Variation 2, for a detailed description of the future visual environment (see Figure 8-14).

Viewpoint 2. The Pebble Beach Main Gate entrance would be widened to accommodate the angles required for inbound and outbound travel lanes at the roundabout. Other than that, this viewpoint will look the same as in Figure 8-15. In the background of the view, the viewer can see a break in the median where Pebble Beach users can directly access the southbound SR 1 on ramp. Natural vegetation would be removed. The pine trees lining SR 1 in the background would remain; however, the vegetation in the foreground would be removed. Viewpoint 2 would lack unique natural and architectural features.

Existing

Future

Figure 8-16. Future Viewpoint 8– Ramp Variations 1 and 3 or 2 and 3

Existing

Future

Figure 8-17. Future Viewpoint 9– Ramp Variations 1 and 3 or 2 and 3

Visual quality for this viewpoint would change with Ramp Variations 2 and 3. Vividness would be reduced from high to low. Man-made features in this view include the roadway, road signs and medians. The collector road would be placed below the southbound SR 1 onramp and the roadway to the Pebble Beach Main Gate. These features dominate the foreground and middleground, intruding upon the visual resources. Intactness would be reduced from moderately high to very low. The entrance to the Pebble Beach Main Gate (right side of photograph) and the southbound SR 1 onramp (left side of Figure 8-15) curve through the foreground and middleground of this viewpoint. The viewer's eye is not drawn to a focal point in the distance. In addition, the collector road cuts across the foreground. Unity would be reduced from high to very low.

Viewpoint 8. The changes resulting from Ramp Variations 2 and 3 would be the same as those experienced for Ramp Variations 1 and 3 (refer to Figure 8-16). The visual quality rating would be the same as described in section 8.2.2.4.

Viewpoint 9. The changes resulting from Ramp Variations 2 and 3 would be the same as those experienced for Ramp Variations 1 and 3 (refer to Figure 8-17). The visual quality rating would be the same as described in section 8.2.2.4.

9.0 VISUAL RESOURCE CHANGES

The assessment of the visual impacts resulting from a proposed project is based on the relationship between the visual resource change and the viewer response to the change. It is possible for a relatively drastic change in the visual environment to be virtually unnoticed by the viewing public. On the other hand, a minor alteration may result in objection if it invokes a negative response. The views from the CHOMP and Beverly Manor have obstructed views of the project area and are considered to have low sensitivity and response. The residential neighbors have a moderately high sensitivity, while the motorists on Sunridge Drive and 17-Mile Scenic Drive have moderate to moderately low sensitivity. Project users, travelers on SR 68 and SR 1, have a heightened awareness of the area and are considered to have a high viewing sensitivity (see Chapter 6.0, page 6-1 for further detail).

9.1 Average Overall Visual Change

The visual quality evaluation for the project revealed a decrease in visual quality under all alternatives and all ramp variations. Table 9-1 summarizes the visual resource changes for each alternative. Alternative 1 with Ramp Variation 1 has the lowest average visual quality change, with a visual change of -1.82, while Alternative 1, Ramp Variation 2 has an overall average change of -1.96. Alternative 2, with Ramp Variation 1 or Ramp Variation 2 has the same average visual change of -1.88. Alternative 3, with either Ramp Variation 1 or 2, has the largest average visual quality change for alternatives occurred under Alternative 3, with a visual change of -2.08.

Table 9-1. Visual Resources Change: All Alternatives

View	Condition	Vividness	Intactness	Unity	Visual Quality Rating
Alternative 1					
3	Existing	5	5	5	5
	Ramp Variation 1	4	3	3	3.3
	Change				-1.7
	Ramp Variation 2	3	2	3	2.6
	Change				-2.4
4	Existing	5	5	5	5
	Future[1]	3	2	3	2.6
	Change				-2.4
5	Existing	5	4	5	4.6
	Future	1	2	2	1.6
	Change				-3.0
6	Existing	4	3	3	3.3
	Future	4	3	3	3.3
	Change				0

Table 9-1. Visual Resources Change: All Alternatives *(Concluded)*

View	Condition	Vividness	Intactness	Unity	Visual Quality Rating
Alternative 1					
7	Existing	6	5	5	5.3
	Future	3	3	4	3.3
	Change				-2.0
Average Change for Alternative 1, Ramp Variation 1					-1.82
Average Change for Alternative 1, Ramp Variation 2					-1.96
Alternative 2					
3	Existing	5	5	5	5
	Future[1]	4	3	3	3.3
	Change				-1.7
4	Existing	5	5	5	5
	Future	3	2	2	2.3
	Change				-2.7
5	Existing	5	4	5	4.6
	Future	1	2	2	1.6
	Change				-3.0
6	Existing	4	3	3	3.3
	Future	4	3	3	3.3
	Change				0
7	Existing	6	5	5	5.3
	Future	3	3	4	3.3
	Change				-2.0
Average Change					-1.88
Alternative 3					
3	Existing	5	5	5	5
	Future[1]	3	2	3	2.6
	Change				-2.4
4	Existing	5	5	5	5
	Future	3	2	2	2.3
	Change				-2.7
5	Existing	5	4	5	4.6
	Future	1	2	2	1.6
	Change				-3.0
6	Existing	4	3	3	3.3
	Future	4	2	3	3
	Change				-0.3
7	Existing	6	5	5	5.3
	Future	3	3	4	3.3
	Change				-2.0
Average Change					-2.08

[1] All future conditions are the same under all alternative and ramp variation combinations.

The impacts for all alternatives are similar. Natural vegetation would be replaced by the built environment. Retaining walls will be built in several locations and a living retaining wall will be constructed on the south side of SR 68, west of the 17-Mile Scenic Drive overcrossing, as well as on the north side of SR 68, east of the overcrossing. These impacts, under all alternatives are considered significant. Mitigation measures have been provided in Chapter 10 of this document. These mitigation measures will reduce the impacts associated

with all alignment alternatives; however, the impacts are unavoidable in areas where room for landscaping is not available.

Table 9-2 summarizes the change in visual resources for each ramp variation. Under all ramp variations, there is a decrease in the visual quality. Ramp Variation 1 has the lowest average visual quality change, with a visual change of -1.0, while Ramp Variation 2 has an overall average change of -1.07. The combination of ramp variations 1 and 3 has the highest average overall visual change, -1.7. The combination of ramp variations 2 and 3 has an overall average visual change of -1.67.

The SR 68/SR 1 southbound ramp intersection ramp variations would increase the amount of man-made materials and reduce the natural vegetation in the area. Retaining walls would be built on the on- and offramps to southbound SR 1. The reconfiguring of the intersection would also increase impervious surfacing. The impacts are adverse. Mitigation measures have been provided in Chapter 10 of this document. These mitigation measures will reduce the impacts associated with the intersection ramp variations.

Table 9-2. Visual Resources Change: All Ramp Variations

View	Condition	Vividness	Intactness	Unity	Visual Quality Rating
Ramp Variation 1					
1	Existing	5	4	3	4
	Future	3	3	2	2.6
	Change				-1.4
2	Existing	6	5	6	5.6
	Future	4	4	4	4
	Change				-1.6
8	Existing	5	4	5	4.6
	Future	4	4	4	4
	Change				-0.6
9	Existing	6	4	5	5
	Future	6	4	5	4.6
	Change				--0.4
Average Change					-1
Ramp Variation 2					
1	Existing	5	4	3	4
	Future	4	4	4	4
	Change				0
2	Existing	6	5	6	5.6
	Future	3	2	2	2.3
	Change				-3.3
8	Existing	5	4	5	4.6
	Future	4	4	4	4
	Change				-0.6
9	Existing	6	4	5	5
	Future	6	4	5	4.6
	Change				-0.4
Average Change					-1.07

Table 9-2. Visual Resources Change: All Ramp Variations (*concluded*)

Ramp Variation 1 and 3					
1	Existing	5	4	3	4
	Future	3	3	2	2.6
	Change				-1.4
2	Existing	6	5	6	5.6
	Future	3	3	2	2.6
	Change				-3.0
8	Existing	5	4	5	4.6
	Future	4	3	4	3.6
	Change				-1.0
9	Existing	6	4	5	5
	Future	5	3	3	3.6
	Change				-1.4
Average Change					-1.7
Ramp Variation 2 and 3					
1	Existing	5	4	3	4
	Future	4	4	4	4
	Change				0
2	Existing	6	5	6	5.6
	Future	2	1	1	1.3
	Change				-4.3
8	Existing	5	4	5	4.6
	Future	4	3	4	3.6
	Change				-1.0
9	Existing	6	4	5	5
	Future	5	3	3	3.6
	Change				-1.4
Average Change					-1.67

9.2 Proposed Project Walls

As described in Chapter 2.0 (and presented in Figure 2-1) the proposed project includes several walls, including retaining walls and a noise barrier (sound wall). Retaining walls are proposed along the south side of SR 68 from west of CHOMP to the SR 68/ SR1 intersection. Another retaining wall is proposed along the north side of SR 68 between 17-Mile Scenic Drive and Beverly Manor. Retaining walls are also proposed along the SR 1 southbound on- and offramps. The proposed walls are described in more detail below.

9.2.1 Locations

The study area would experience some changes in the visual environment with development of any of the 3 alternatives (see Figure 2-1, page 2-2). The following are some of the proposed changes to SR 68:

- Retaining walls along most of the southern side of SR 68 and sections of the north side of SR 68;

- Bridge replacement at 17-Mile Scenic Drive overcrossing, and possibly at SR 1;
- Sound wall/ living wall along the south side of SR 68 between CHOMP and 17-Mile Scenic overcrossing; and
- Intersection modifications at CHOMP and Beverly Manor entrances, and the SR 68/ SR 1 intersection.

The alternatives are described in more detail below.

9.2.1.1 Retaining Wall- South/West of SR 68 at CHOMP Entrance. A retaining wall is proposed along the south side of SR 68 at the CHOMP entrance. Under Alternative 1, the wall would be approximately 1.2 m (3.9 ft) tall and 140 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 CHOMP entrance to the Scenic Drive Overcrossing. Alternative 3 proposes a 1.2 m (3.9 ft) tall and 100 m (328.0 ft) long retaining wall that extends from the north side of the intersection to the south side of the intersection. The retaining wall will be located at the ultimate right-of-way location and be visible to travelers on SR 68, Scenic Drive Overcrossing, and travelers to and from the CHOMP entrance.

9.2.1.2 Retaining Wall- South/West of SR 68 South of Scenic Drive Overcrossing. A retaining wall is proposed along the south/west side of SR 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 SR 68 and Scenic Drive Overcrossing would have views of the wall.

9.2.1.3 Retaining Wall- South/West of SR 68 Parallel to Sunridge Road. A retaining wall extends from the SR 68/ SR 1 intersection to the retaining wall described in Section 9.2.1.2. 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 SR 68, at Sunridge Road. The wall would extend up towards SR 68. Travelers along SR 68 would only see approximately 1/3 of the wall, whereas travelers below, on Sunridge Road, would experience the entire wall.

9.2.1.4 Retaining Wall- SR 1 Southbound Onramp South of Pebble Beach Entrance. A retaining wall is proposed along the SR 1 Southbound onramp just south of the Pebble Beach Main Gate Entrance. The wall would be visible to southbound travelers on SR 1. The height and length of the retaining wall have not yet been determined.

9.2.1.5 Retaining Wall- North/East Side of SR 68, south of Scenic Drive Overcrossing. A retaining wall is proposed along the north/east side of SR 68 between the Scenic Drive Overcrossing and the Beverly Manor Entrance. Under Alternatives 1 and 3, the

wall would be 7.6 m (24.9 ft) tall and 107 m (351.0 ft) long. The wall would be 8.1 m (26.6 ft) tall and 108 m (354.3 ft) long under Alternative 2. This structure would be visible to travelers along SR 68.

9.2.1.6 Sound wall (Living Wall)- South/West Side of SR 68 at the CHOMP Entrance. A sound wall/ living wall is proposed along SR 68. The structure would be 2.4 m (8 ft) tall and 220 m (721 ft) long extending along the right-of-way adjacent to residential properties. The sound wall would be screened with vegetation (living wall). The structure would be visible to travelers along SR 68 and Scenic Drive Overcrossing, as well as to the adjacent residences.

9.2.1.7 Retaining Wall With Ramp Variations. The existing retaining wall at the SR 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 A and B would require the shorter walls, whereas the collector road (Ramp Variations AC and BC) would require the retaining wall to be up to 560 m (1,837.3 ft) long.

9.2.2 Impacts

The retaining walls and soundwall would be visible to travelers on SR 1, SR 68, Scenic Drive Overcrossing, Sunridge Road, and to neighbors of SR 68. Aesthetic treatments to screen the walls can be implemented to reduce the impacts to viewers. Mitigation measures are described in Chapter 10.0 of this study.

10.0 MITIGATION MEASURES

The proposed project alternatives and ramp variations would reduce the visual quality in the project area through the increased pavement, the construction of retaining walls and sound walls and the removal of vegetation. Mitigation measures are required for all alternatives and ramp variations to reduce the impacts. These measures will also 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. Replacement of native oak trees greater than 6 inches in diameter, measured two feet above ground level, shall be at a ratio of 3:1 (ratio of replacement trees to number of trees removed) on site. Other native tree species with diameter greater than 6 inches are to be replaced at a ratio of 3:1 on site. The replacement program shall include maintenance and monitoring by the project sponsor (City of Monterey) for a minimum of three years, to be verified through the submittal of annual mitigation monitoring reports to the County (County of Monterey 1982a, 2001) and Caltrans (Robert Carr, May 10, 2004).

2. A 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, 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. Trees or shrubs should be planted along the 5-foot space parallel to the retaining and sound walls on the south side of SR 68 between CHOMP and the 17-Mile Scenic Drive overcrossing. Such planting should also occur in the split retaining wall on the north side of SR 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 Caltrans 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)
    - Toyon (Heteromeles arbutifolia)
    - Black sage (Salvia mellifera)
    - Purple sage (Salvia leucophyla)
    - Sticky monkey flower (Mimulus auranteus)

These would serve as aesthetic mitigation measures, and do not constitute a replacement or substitution for biological mitigation measures, which are addressed under separate cover (*Natural Environment Study* and *Draft Mitigation Plan*, PAR Environmental Services, 2004). 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 SR 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 Caltrans 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 exiting natural landscape. The landscape plan shall be subject to review and approval of the Architectural Review Committee (ARC).

   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..." (FHWA 2001). This policy shall be implemented in appropriate locations in the landscape plan.

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

6. Special architectural detail and aesthetic treatments shall be incorporated into the design of the proposed 17-Mile Scenic Drive overcrossing, potential SR 1 bridge replacement, sound wall, and the retaining walls along SR 68 (including the proposed retaining wall/living wall), Sunridge Road and the SR 1 southbound offramp. The architectural detail and aesthetic treatments could include the use of natural appearing stone, especially themed mosaics inlayed 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 ARC.

7. 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 Caltrans 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.

11.0 REFERENCES

California Department of Transportation (Caltrans)

1996 *Guidelines for the Official Designation of Scenic Highways.* State of California, Business, Transportation and Housing Agency, Department of Transportation. March.

2003 http://www.dot.ca.gov/hq/LandArch/scenic/cahisys.htm. Accessed March 19.

City of Monterey

1992 *City of Monterey - General Plan.* December.

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1982a *Monterey County General Plan.* Certified September 1982. Amended December 1987.

1982b *North County Land Use Plan - Local Coastal Program.* Certified June 1982. Amended December 1987.

1987 *Del Monte Forest Land Use Plan, Local Coastal Plan.* Adopted September 24, 1984. Amended May 19, 1987. Available at http://www.co.monterey.ca.us/pbi/Ordinances/Plans. Accessed March 24, 2003.

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Federal Highway Administration (FHWA)

n.d. *Visual Values for Highway Users.*

1983 *Visual Impact Assessment for Highway Projects.* American Society of Landscape Architects, Caltrans, and FHWA.

2001 www.fhwa.dot.gov/legsregs. Accessed April 24.

LSA Associates, Inc. (LSA)

2000 *State Highway 68 Widening/Improvement Project: Visual Impact Assessment.* February 2.

Carr, Robert. Landscape Architect, Caltrans Central Region. Electronic mail message to Larry Bonner dated May 10, 2004 regarding SR 68 Visual Impact Assessment comments.

APPENDIX A
Project Geometrics

ROUTE 68 WIDENING PROJECT
OPTION 1A - ADD ONE LANE EASTBOUND WITH 5-LEGGED INTERSECTION

Figure 2-1. Alternative 1 and Ramp Variation 1

Legend

- Right-of-Way
- Proposed Project
- Existing Roadway

COMMUNITY HOSPITAL OF MONTEREY PENNINSULA

COMMUNITY HOSPITAL ENTRANCE

SCENIC DRIVE OVERCROSSING

BEVERLY MANOR ENTRANCE

CREST ROAD

ROUTE 68

SUNRIDGE ROAD

OFF-RAMP

ROUTE 1

SOUTHBOUND CONNECTOR

PEBBLE BEACH ENTRANCE

MATCH LINE A-A

MATCH LINE A-A

SECTION A-A

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

MARK THOMAS & COMPANY, INC.
Providing Engineering, Surveying and Planning Services

GRAPHIC SCALE
(IN METERS)
20 0 10 20 40 60 80 100

ROUTE 68 WIDENING
OPTION 2A: ADD ONE LANE WESTBOUND WITH 5-LEGGED INTERSECTION

Figure 2-2. Alternative 2 and Ramp Variation 1

Page A-2

Legend

- Right-of-Way
- Proposed Project
- Existing Roadway

CURVE DATA

	RADIUS	DELTA	TANGENT	LENGTH
1	137.160	10°20'20"	12.373	25.070
2	107.640	20°09'15"	68.204	192.419
3	103.20	20°20'01"	66.826	116.491
4	1300.00	03°01'10"	45.775	89.888
5	800.000	04°04'45"	28.803	56.931
6	607.320	03°20'05"	397.408	404.807
7	200.000	15°03'04"	34.111	97.324
8	121.000	34°30'00"	37.882	72.885

COMMUNITY HOSPITAL OF MONTEREY PENINSULA

ROUTE 68

ROUTE 1

PEBBLE BEACH ENTRANCE

SECTION A-A

MATCH LINE A-A

GRAPHIC SCALE
(IN METERS)

20 0 10 20 40 60 80 100

MARK THOMAS & COMPANY, INC.
Providing Engineering, Surveying and Planning Services

ALL DIMENSIONS ARE IN METERS

ROUTE 68 WIDENING
OPTION 3A: ADD ONE LANE EASTBOUND, ADD ONE LANE WESTBOUND, AND 5-LEGGED INTERSECTION.

COMMUNITY HOSPITAL OF MONTEREY PENINSULA

COMMUNITY HOSPITAL ENTRANCE

ROUTE 68

CARMEL VALLEY ROAD OVERCROSSING

CARMEL VALLEY ENTRANCE

OFF RAMP

ROUTE 68

ROUTE 1

CARMEL ROAD

PEBBLE BEACH ENTRANCE

SOUTHBOUND ON RAMP TO ROUTE 1

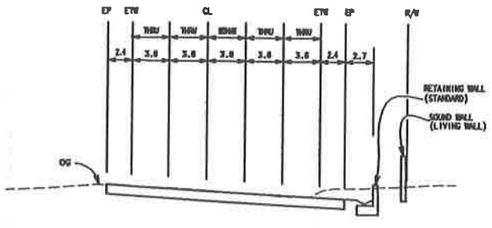
MATCH LINE

MATCH LINE

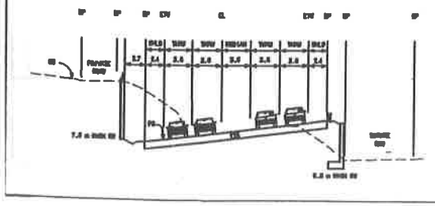
Legend

- Right-of-Way
- Proposed Project
- Existing Roadway

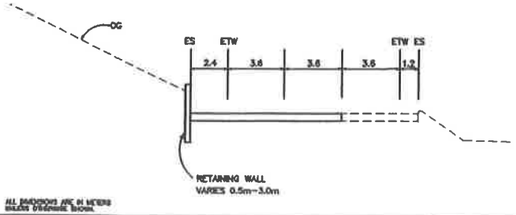
SECTION A-A



SECTION B-B



SECTION C-C



ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

Figure 2-3. Alternative 3 and Ramp Variation 1

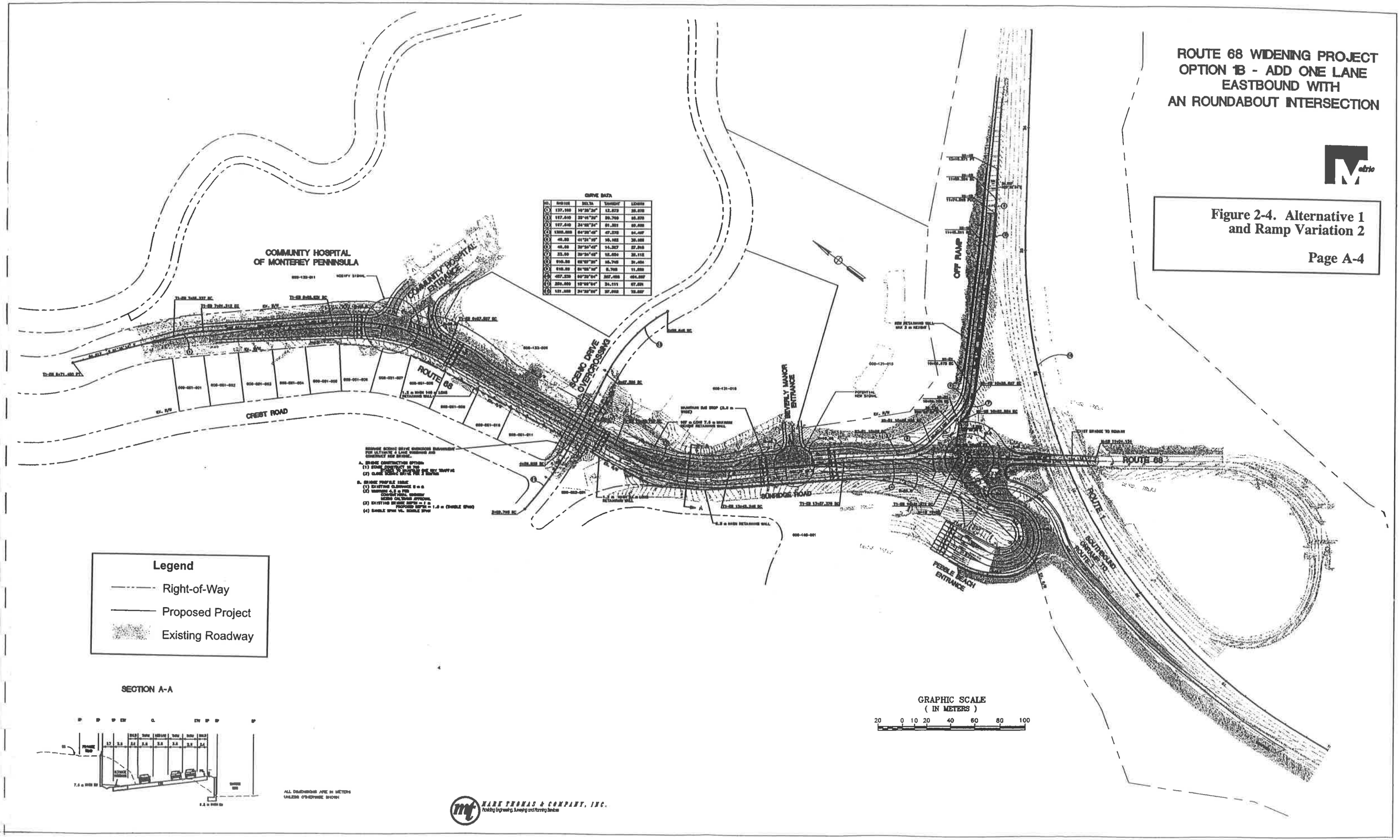
GRAPHIC SCALE
(IN METERS)

20 0 10 20 40 60 80 100

MARK THOMAS & COMPANY, INC.
Roadway Engineering, Surveying and Planning Services

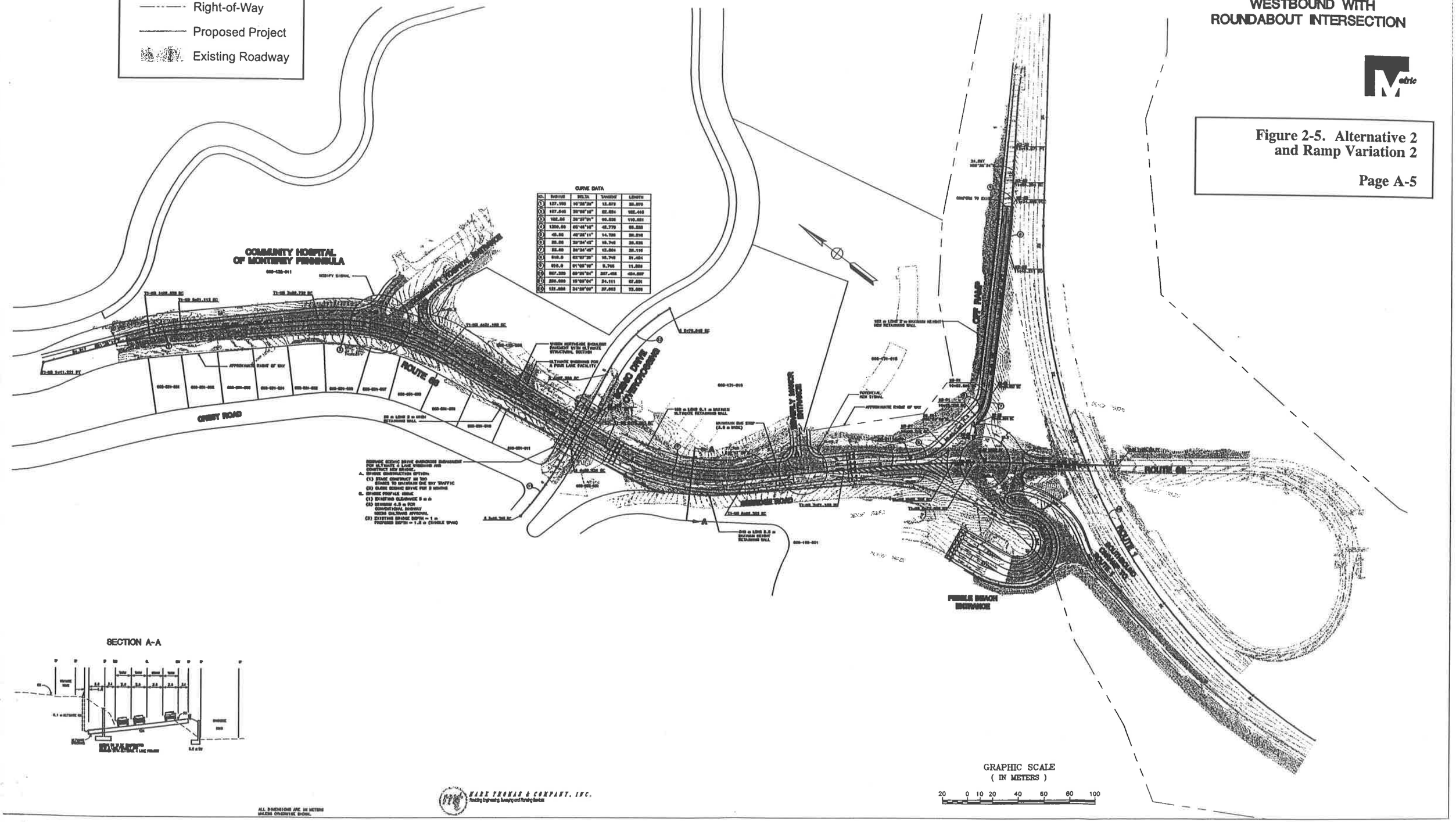
ROUTE 68 WIDENING PROJECT
OPTION 1B - ADD ONE LANE EASTBOUND WITH AN ROUNDABOUT INTERSECTION

Figure 2-4. Alternative 1 and Ramp Variation 2



ROUTE 68 WIDENING
OPTION 2B: ADD ONE LANE WESTBOUND WITH ROUNDABOUT INTERSECTION

Figure 2-5. Alternative 2 and Ramp Variation 2



MARK THOMAS & COMPANY, INC.
Providing Engineering, Surveying and Planning Services

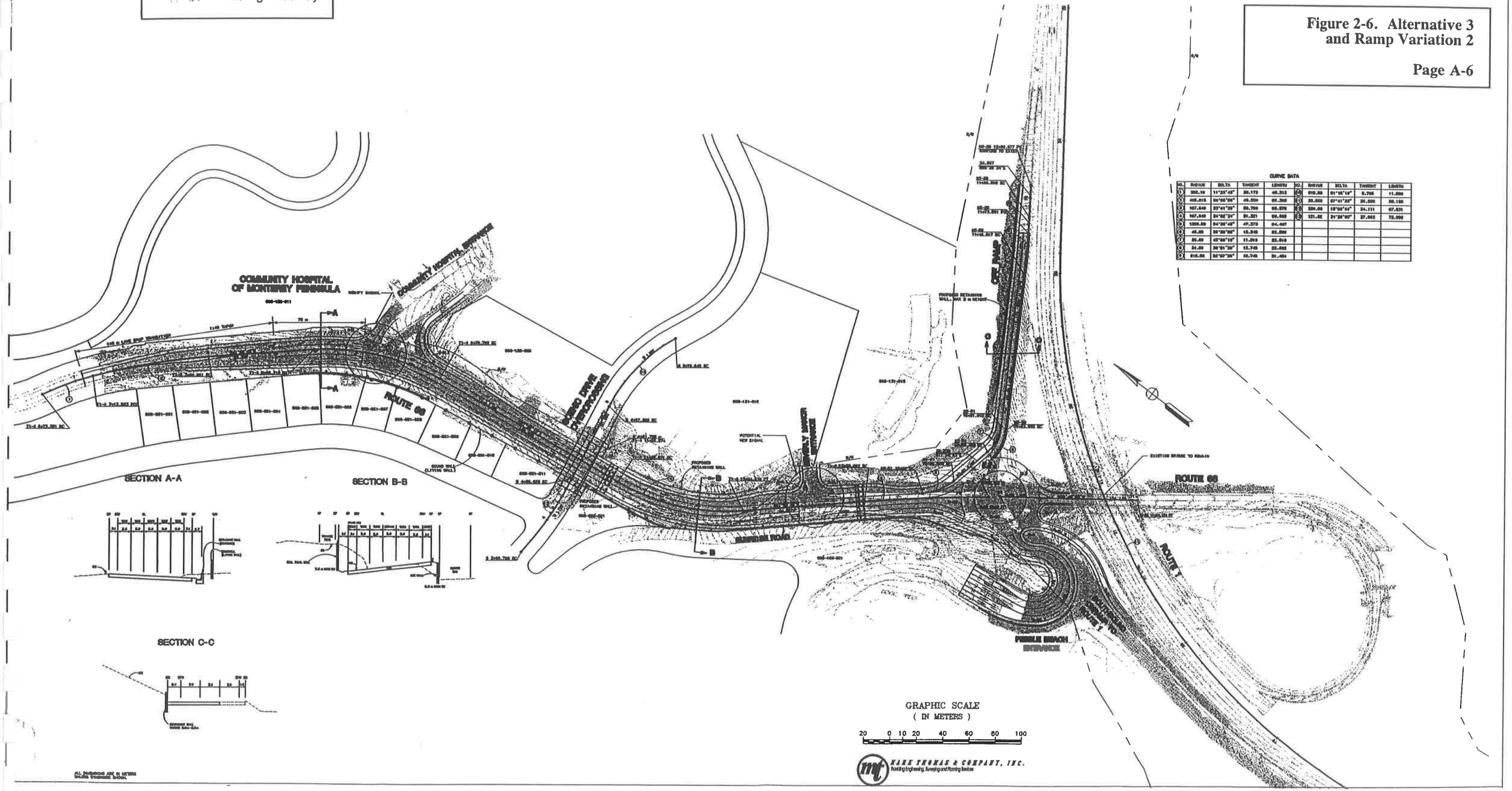
ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN.

ROUTE 68 WIDENING
OPTION 3B-ADD ONE LANE WESTBOUND, ADD ONE LANE EASTBOUND, WITH ROUNDABOUT

Figure 2-6. Alternative 3 and Ramp Variation 2

Legend

- Right-of-Way
- Proposed Project
- Existing Roadway



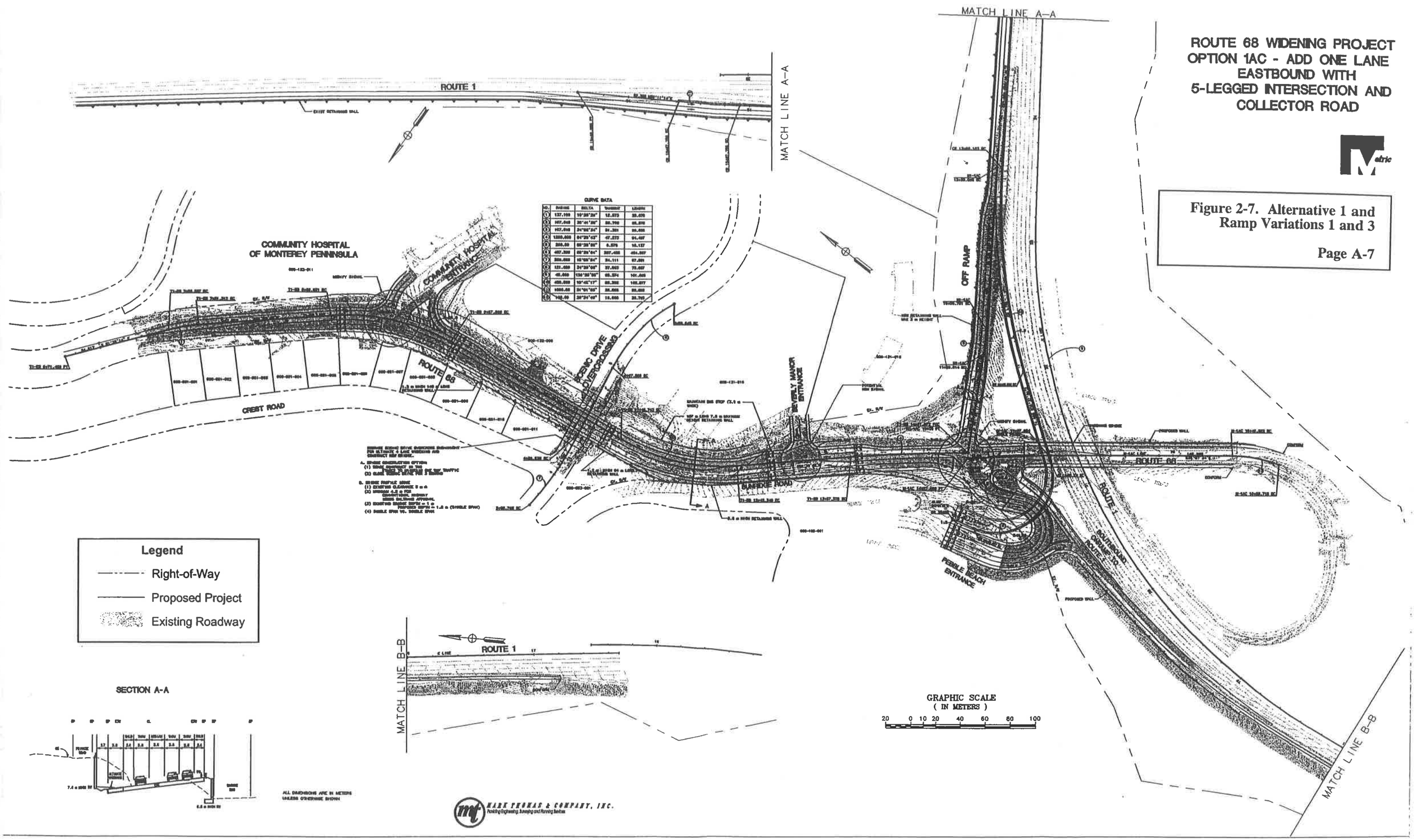
CURVE DATA

NO.	RADIUS	DELTA	TANGENT	LENGTH	NO.	RADIUS	DELTA	TANGENT	LENGTH
1	302.19	11°25'45"	30.172	60.312	9	910.30	01°15'15"	5.705	11.004
2	405.015	09°05'05"	40.004	80.308	10	30.000	07°41'22"	20.000	38.155
3	107.040	23°41'29"	20.700	60.570	11	300.00	10°00'44"	24.111	57.021
4	107.040	24°02'24"	21.321	60.000	12	121.62	24°20'00"	37.003	72.000
5	1200.00	04°20'45"	47.372	94.427					
6	45.00	25°20'00"	10.040	22.000					
7	22.00	43°00'10"	11.010	22.010					
8	24.00	30°01'20"	12.740	25.002					
9	610.00	04°02'20"	10.740	21.404					

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

ROUTE 68 WIDENING PROJECT
OPTION 1AC - ADD ONE LANE EASTBOUND WITH 5-LEGGED INTERSECTION AND COLLECTOR ROAD

Figure 2-7. Alternative 1 and Ramp Variations 1 and 3



ROUTE 68 WIDENING PROJECT
OPTION 1BC - ADD ONE LANE EASTBOUND WITH ROUNDABOUT INTERSECTION AND COLLECTOR ROAD

Figure 2-8. Alternative 1 and Ramp Variations 2 and 3

MATCH LINE A-A

ROUTE 1

MATCH LINE A-A

COMMUNITY HOSPITAL OF MONTEREY PENNINSULA

COMMUNITY HOSPITAL ENTRANCE

SCENIC DRIVE OVERCROSSING

ROUTE 68

CREST ROAD

BEVERLY MANOR ENTRANCE

POTENTIAL NEW SIGNAL

OFF RAMP

CONSTRUCT NEW BRIDGE

PROPOSED WALL

ROUTE 68

ROUTE 1

SOUTHBOUND OFF RAMP TO ROUTE 1

SPYGLASS ROAD

PEBBLE BEACH ENTRANCE

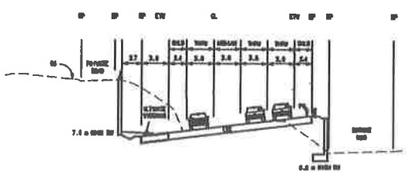
Legend

- Right-of-Way
- Proposed Project
- Existing Roadway

CURVE DATA

NO.	RADIUS	DELTA	TANGENT	LENGTH	NO.	RADIUS	DELTA	TANGENT	LENGTH
(1)	137.160	15°30'26"	18.573	36.976	(9)	45.000	139°20'22"	85.574	101.545
(2)	107.540	23°41'30"	22.709	44.476	(10)	450.000	10°43'17"	42.352	105.577
(3)	107.540	24°52'34"	21.351	46.659	(11)	1000.00	05°01'03"	35.000	80.000
(4)	1350.000	04°39'42"	47.373	94.007	(12)	3000.00	02°01'40"	110.002	236.407
(5)	45.00	46°39'37"	14.027	36.966	(13)	407.330	09°39'04"	207.405	404.027
(6)	45.00	46°27'35"	19.247	31.506	(14)	300.000	12°09'04"	34.111	67.021
(7)	45.00	43°39'04"	17.615	33.491	(15)	121.000	34°35'00"	37.503	73.037

SECTION A-A



ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

GRAPHIC SCALE
(IN METERS)

20 0 10 20 40 60 80 100

MARK THOMAS & COMPANY, INC.
Planning Engineering, Surveying and Planning Services

ROUTE 68 WIDENING
OPTION 2AC: ADD ONE LANE
WESTBOUND WITH
5-LEGGED INTERSECTION
AND COLLECTOR ROAD

Figure 2-9. Alternative 2 and Ramp Variations 1 and 3

Page A-9

ROUTE 1

MATCH LINE A–A

COMMUNITY HOSPITAL OF MONTEREY PENINSULA

ROUTE 68

HILBY AVENUE

GARDEN ROAD

POLICE BRIDGE ENTRANCE

ROUTE 1

MATCH LINE B–B

CURVE DATA

NO.	RADIUS	DELTA	TANGENT	LENGTH
C1	457.160	10°26'39"	13.572	26.606
C2	907.640	25°05'10"	82.564	162.440
C3	100.00	36°27'31"	66.330	190.481
C4	1300.00	65°45'10"	42.770	89.202
C5	500.00	09°38'50"	5.070	10.107
C6	100.00	39°24'49"	10.000	20.703
C7	45.000	129°39'35"	66.374	101.843
C8	400.000	10°45'17"	62.362	100.577
C9	1000.00	21°51'03"	38.685	68.000
C10	807.330	25°25'04"	207.468	454.997
C11	300.000	15°05'04"	34.111	67.031
C12	131.000	34°20'09"	37.003	73.000

Legend

- Right-of-Way
- Proposed Project
- Existing Roadway

SECTION A-A

GRAPHIC SCALE
(IN METERS)

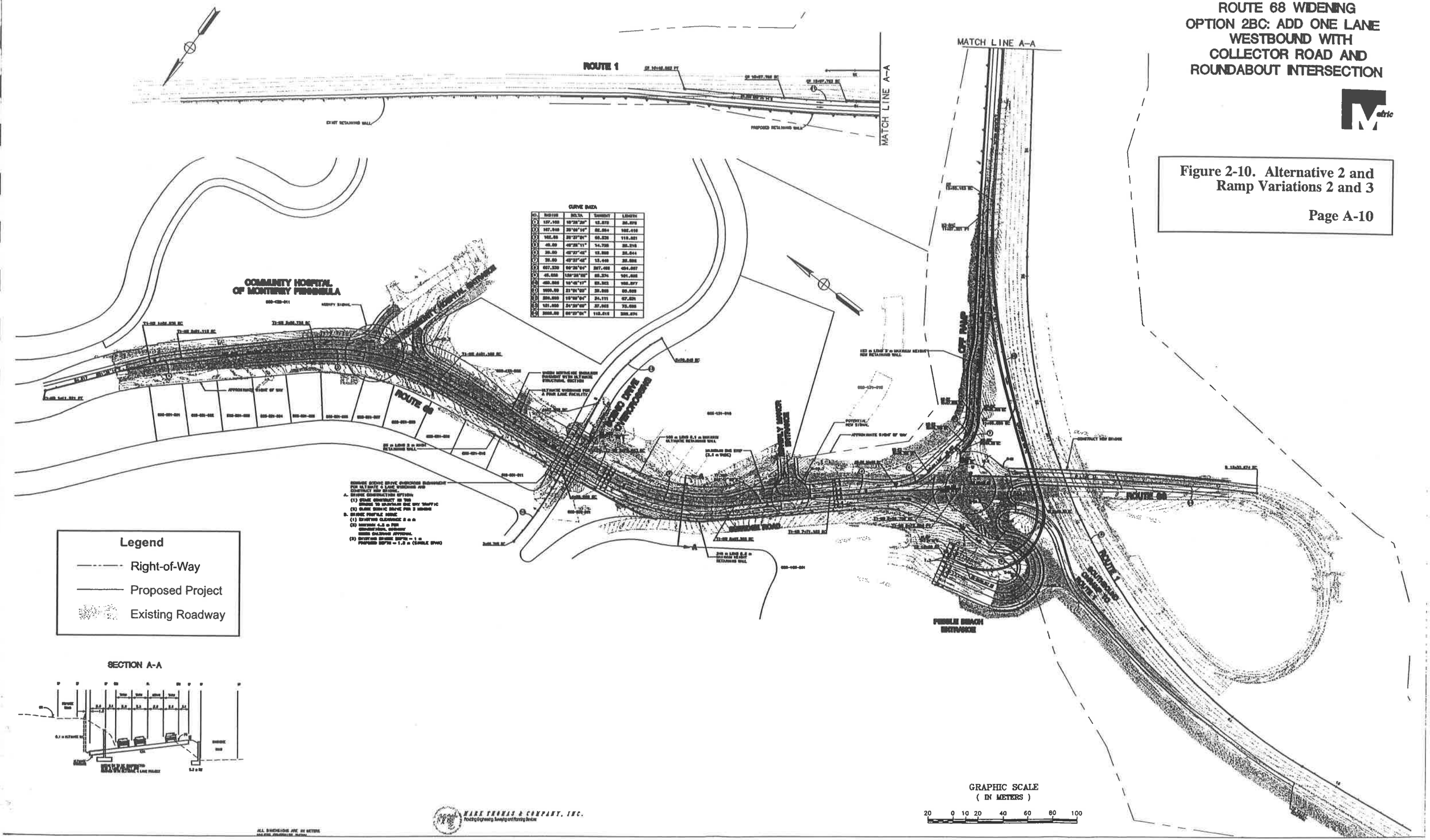
20 0 10 20 40 60 80 100

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN.

MARK THOMAS & COMPANY, INC.
Planning Engineering Surveying and Planning Services

ROUTE 68 WIDENING
OPTION 2BC: ADD ONE LANE
WESTBOUND WITH
COLLECTOR ROAD AND
ROUNDABOUT INTERSECTION

Figure 2-10. Alternative 2 and Ramp Variations 2 and 3



ROUTE 68 WIDENING
OPTION 3AC: ADD ONE LANE EASTBOUND,
ADD ONE LANE WESTBOUND, WITH
5-LEGGED INTERSECTION AND COLLECTOR ROAD.

Figure 2-11. Alternative 3 and Ramp Variations 1 and 3

ROUTE 1

MATCH LINE A–A

COMMUNITY HOSPITAL OF MONTEREY PENINSULA

COMMUNITY HOSPITAL ENTRANCE

ROUTE 68

HERO DRIVE OVERCROSSING

LAUREL GRADE ENTRANCE

OFF RAMP

CANYON DEL REY BLVD.

ROUTE 1

PEBBLE BEACH ENTRANCE

CORAL DRIVE

MATCH LINE B–B

CURVE DATA

NO.	RADIUS	DELTA	TANGENT	LENGTH
1	886.19	11°55'45"	80.172	41.312
2	187.160	10°39'39"	12.072	39.076
3	107.640	25°01'39"	00.760	00.576
4	107.640	24°02'04"	01.331	00.000
5	1200.000	06°46'11"	00.471	139.940
6	300.00	05°39'06"	0.076	10.127
7	40.000	139°39'09"	000.374	101.066
8	400.000	19°45'17"	02.362	168.077
9	1000.000	02°31'02"	20.000	00.000
10	407.330	00°39'04"	267.466	464.667
11	300.000	15°03'06"	24.111	07.631
12	121.000	24°20'00"	27.003	72.000
13	100.00	20°24'49"	19.000	39.762

SECTION A-A

Legend

- Right-of-Way
- Proposed Project
- Existing Roadway

GRAPHIC SCALE
(IN METERS)

20 0 10 20 40 60 80 100

MARK THOMAS & COMPANY, INC.
Providing Engineering, Surveying and Planning Services

ROUTE 68 WIDENING
OPTION 3BC-ADD ONE LANE WESTBOUND,
ADD ONE LANE EASTBOUND,
WITH ROUNDABOUT AND COLLECTOR ROAD

Figure 2-12. Alternative 3 and Ramp Variations 2 and 3

ROUTE 1

MATCH LINE

MATCH LINE

COMMUNITY HOSPITAL OF MONTEREY PENINSULA

COMMUNITY HOSPITAL ENTRANCE

ROUTE 68

CURVE DATA

NO.	RADIUS	DELTA	TANGENT	LENGTH	NO.	RADIUS	DELTA	TANGENT	LENGTH
①	200.10	11°23'-03"	20.172	40.121	⑪	45.00	42°25'20"	17.000	26.745
②	157.100	16°26'20"	12.372	25.575	⑫	14.000	100°26'00"		47.702
③	107.540	23°41'20"	20.700	40.575	⑬	35.00	130°28'04"	70.570	80.004
④	107.540	24°22'24"	01.321	00.000	⑭	35.00	70°25'20"	21.572	32.000
⑤	1000.000	05°45'11"	00.471	100.540	⑮	45.00	25°25'00"	10.340	20.000
⑥	2000.00	03°01'-00"	110.000	220.-007	⑯	45.00	47°15'10"	17.400	35.007
⑦	457.200	14°10'23"	57.107	112.705	⑰	35.00	42°25'23"	14.707	27.702
⑧	200.000	10°00'04"	34.111	67.001	⑱	45.000	130°25'20"	000.274	101.000
⑨	121.000	24°20'00"	37.000	70.000	⑲	000.000	14°47'17"	02.000	102.077
⑩	45.02	22°40'20"	7.070	10.001	⑳	1000.000	02°04'02"	20.000	00.000

SECTION A-A

SECTION B-B

SECTION C-C

Legend

- Right-of-Way
- Proposed Project
- Existing Roadway

GRAPHIC SCALE
(IN METERS)

20 0 10 20 40 60 80 100

MARK THOMAS & COMPANY, INC.
Providing Engineering, Surveying and Planning Services

APPENDIX B
Acronyms

ACRONYMS

ARC	Architectural Review Committee
Caltrans	California Department of Transportation
CEQA	California Environmental Quality Act
CHOMP	Community Hospital of the Monterey Peninsula
EA	Environmental Assessment
EIR	Environmental impact Report
FHWA	Federal highway Administration
km	Kilometer
kph	Kilometers per hour
LOS	Level of Service
LSA	LSA Associates, Inc.
m	Meters
mph	Miles per hour
NEPA	National Environmental Policy Act
OSAC	Del Monte Open Space Management Plan
PAR	PAR Environmental Services, Inc.
PM	Post mile
RTP	Regional Transportation Plan
SR	State Route
STIP	State Transportation Improvement Program

APPENDIX C

Visual Simulations for Roundabout Renditions

Roundabout Rendition #1

Roundabout Rendition #2