

CALIFORNIA COASTAL COMMISSION

CENTRAL COAST DISTRICT OFFICE
725 FRONT STREET, SUITE 300
SANTA CRUZ, CA 95060
(408) 427-4863
HEARING IMPAIRED: (415) 904-5200

**Th9c**

Permit approved: 10/10/97
Staff report: 7/23/98
Staff: DC
Hearing date: 8/13/98

**STAFF REPORT
CONDITION COMPLIANCE**

Permit number..... **A-3-MCO-97-037, Casa Palmero Inn, Spa, and Parking Facility**

Permittee **Pebble Beach Company**

Project location..... 1518 Cypress Drive near the intersection of Cypress Drive with Palmero Way adjacent to the Pebble Beach Lodge and Golf Course in Pebble Beach; Del Monte Forest area of Monterey County.

Project description Partial demolition, reconstruction, and addition to an existing single family dwelling to create a 24-unit inn and 24-room spa ("Casa Palmero"). Project includes a lot recombination and the replacement of an existing parking area with a 315-space parking garage with one level at grade and two levels below grade requiring 31,000 cubic yards of excavation.

Condition to review..... Del Monte Forest Area LCP report pursuant to special condition 9.

Attachments Exhibit A: Project Location (A1 - A4)
Exhibit B: Pebble Beach Company's Del Monte Forest Area LCP report dated received May 26, 1998 (B1 - B100)
Exhibit C: Correspondence received on this topic (C1 - C4)

1. BACKGROUND

The Casa Palmero project is located in Pebble Beach within the southern portion of the Del Monte Forest area of Monterey County. The Del Monte Forest contains all Monterey County coastal zone lands between the cities of Pacific Grove and Monterey to the north and the City of Carmel to the south. The project site is within the general Pebble Beach Lodge area and is located immediately adjacent to the Lodge itself and the Pebble Beach Golf Course — Stillwater Cove is located directly to the south (see Exhibit A for project location).

Casa Palmero was approved by the Commission on October 10, 1997. This approval authorized the development of a 24-unit inn, 24-room spa, and 315-space parking facility (one level at grade and two levels below). Construction of the project is now well under way. Pursuant to the conditions of approval, the project also includes the development of a signed pedestrian public access system in

the general Lodge area and through to Stillwater Cove, as well as the development of signed public parking areas for coastal visitors (see Exhibit A-4). By condition, these improvements must be ready to use prior to occupancy of the Casa Palmero project (not expected until March of 1999).

The Casa Palmero project is subject to the provisions of the Del Monte Forest LCP segment. The Del Monte Forest LCP segment is one of four segments making up the certified Monterey County LCP. The Del Monte Forest LUP was effectively certified by the Commission on September 24, 1984 while the overall implementation plan (zoning) for all Monterey County segments was effectively certified on January 12, 1988; Monterey County assumed coastal permitting authority on February 4, 1988. Commission records indicate that there have been a total of ten LUP and/or LCP amendments involving the Del Monte Forest segment since the LUP was certified in 1984.

During the public hearing on Casa Palmero, the Commission discussed the adequacy of this overall LCP planning framework and added the following special condition:

- 9. Del Monte Forest Area LCP Report:** *WITHIN 120 DAYS OF ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT, the permittee shall prepare a report for submittal to the California Coastal Commission. The document shall cover:*
- a. Del Monte Forest Area LCP history, including LUP planning maps, and amendments;*
 - b. Del Monte Forest Area current as-built condition (including development under permit review);*
 - c. Pebble Beach Company's planned developments;*
 - d. Identification of any discrepancies between the plans and what has happened and is planned, particularly with respect to traffic impacts; and*
 - e. Pebble Beach Company's assessment of whether or not it would be appropriate for Monterey County to undertake an update of the Del Monte Forest Area LCP segment.*

All other conditions for the project were for Executive Director review and approval. These covered public access improvements (pedestrian walkways, parking, signs), transportation demand management, landscaping requirements (tree replacement), non-point source pollution controls, RWQCB approval, and included Monterey County's previous conditions. The permittee, the Pebble Beach Company (PBC), has submitted materials for each of these conditions. Other than the prior to issuance conditions which have been signed-off (RWQCB and Monterey County approvals), staff is continuing to review these submittals for condition compliance.

The coastal permit for the Casa Palmero project was issued by the Central Coast District Office on January 26, 1998. As a result, the Del Monte Forest Area LCP Report (per special condition 9) was due by May 26, 1998 (120 days following January 26, 1998); the report was submitted by PBC on that day.

2. CONDITION COMPLIANCE SUBMITTAL

PBC's LCP report submittal is attached, in its entirety, as Exhibit B, and includes a 7-page summary document accompanied by 6 attachments (see Exhibit B-1 through B-100). In general, this report includes discussion of each of the items listed in special condition 9. This report gives a short planning history of the Del Monte Forest area, a thumbnail sketch of its current "as-built" condition, and a brief outline of PBC's pending/planned developments. The report does not identify any discrepancies between LCP plans and what has happened, or may happen in the future, including traffic impacts.

PBC concludes that an update of the Del Monte Forest Area LCP segment is not necessary primarily because the LUP's major objectives have been realized; the LCP's zoning was updated in 1995; and because PBC's pending Lot Program will effectively complete build-out within the Del Monte Forest.

In general, staff is not able to evaluate the PBC conclusion that there are no discrepancies in LCP implementation or that prior revisions to the LCP are adequate to address any underlying issues and concerns. This would apply likewise with respect to the ramifications of the Company's Lot Program. This is because the comprehensive analyses necessary for such conclusions have not been done by staff. As a result, and by extension, staff is of the opinion that an update of the Del Monte Forest LCP segment is probably warranted.

First, although the Lot Program will undoubtedly play a significant role in defining the build-out of the Del Monte Forest, Commission staff has not yet formally reviewed this project. Currently under review by Monterey County, the Lot Program consists of 19 separate applications (involving the remainder of PBC's holdings in the forest) for residential subdivisions (316 lots are currently proposed), a new golf course, and equestrian center relocation. Depending upon its ultimate disposition at the County level, the Commission may see some or all of the Lot Program through potential LCP amendments and/or appeals sometime early in 1999. Commission staff would evaluate these potential submittals for consistency with the Coastal Act and/or the Del Monte Forest LCP at such time.

Second, with respect to PBC's LUP and zoning analysis, absent a periodic review or other comprehensive analysis of the LCP, Commission staff is not able to conclude one way or the other if the LUP's objectives have been realized, or if the 1995 zoning changes already provide an adequate update. An evaluation of LCP implementation in the Del Monte Forest, including whether or not Coastal Act policies have been effectively realized, would require a comprehensive staff analysis of a variety of trends, conditions, projections, and alternatives. These include: resource trends and conditions (forest, water, access, dunes, ESHA, beaches, bluffs, uplands, watersheds, sensitive species); forest infrastructure (roads, pipelines, trails, paths); existing and planned facilities (hotels, conference centers, golf courses, public access sites, visitor destinations); LCP implementation since certification (amendments, permits, appeals, condition compliance, enforcement); resource trends as compared to policy implementation (are the LCP policies working?); future projections of LCP implementation in relation to identified resource trends; and policy alternatives for addressing identified policy/resource problems in order to ensure effective LCP implementation in the future.

Finally, staff should observe that even without a comprehensive evaluation, an update of the Del Monte Forest LCP segment is probably warranted. Since the LUP was certified by the Commission 14 years ago, the Spanish Bay project has been permitted and built, the wastewater reclamation project has re-defined water allocation provisions, a fifth Del Monte Forest access road has altered circulation patterns, the pitch canker epidemic has cut a swath through the forest resource, LUP-proposed accessways have been developed, temporary events have increased in number and popularity, traffic concerns have not abated, et cetera. These changes make many LCP policies meaningless (i.e., those directly tied to the development of Spanish Bay) and/or in need of review (e.g., those covering tree protection) or extensive expansion (e.g., temporary events guidance). In many cases, the LUP's underlying baseline information (on circulation, water, sewer, infrastructure, etc.) is no longer accurate. Therefore, like many other LCP segments statewide, an LCP update to guide future Del Monte Forest development is warranted simply as a matter of good planning.

Monterey

MONTEREY

PROJECT LOCATION

SAND CITY

Fort Ord Village

SEASIDE

MILITARY

RESERVATION

PACIFIC GROVE

MONTEREY COASTAL

DEL REY OAKS

Del Monte Park

CASA PAMELO

CARMEL BY THE SEA

Carmel

Carmel

EL POBENO DE

AN CARLOS

FOURTH

EXHIBIT NO. A-1

APPLICATION NO.
A-3-MCO-97-037

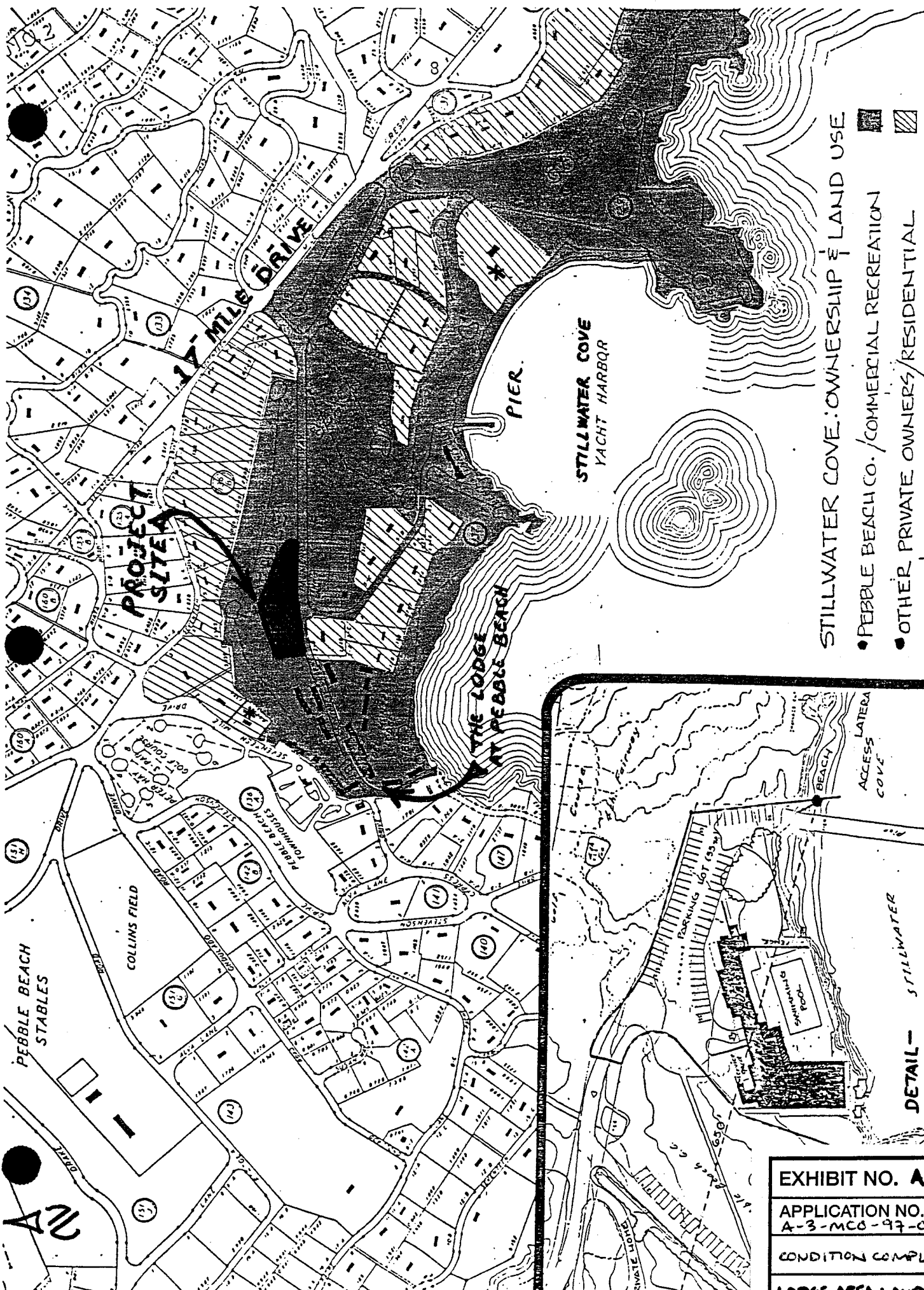
CONDITION COMPLIANCE

GENERAL LOCATION

LOCATION MAP

0 1 2
miles

N



- STILLWATER COVE: OWNERSHIP & LAND USE
- PEBBLE BEACH CO. / COMMERCIAL RECREATION
 - OTHER PRIVATE OWNERS / RESIDENTIAL
 - * NOW PEBBLE BEACH CO.

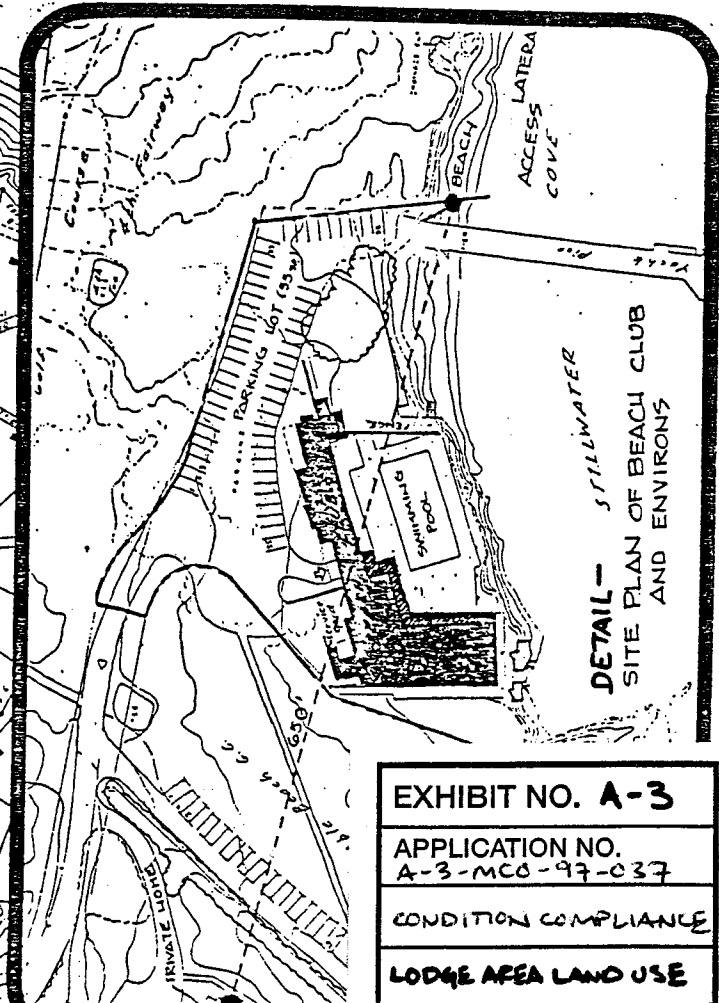


EXHIBIT NO. A-3
APPLICATION NO. A-3-MCO-97-037
CONDITION COMPLIANCE
LODGE AREA LAND USE

PRELIMINARY
PEDESTRIAN ACCESS PLAN

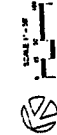
The Lodge at Pebble Beach

SEPTEMBER 1997

THE LODGE AT PEBBLE BEACH

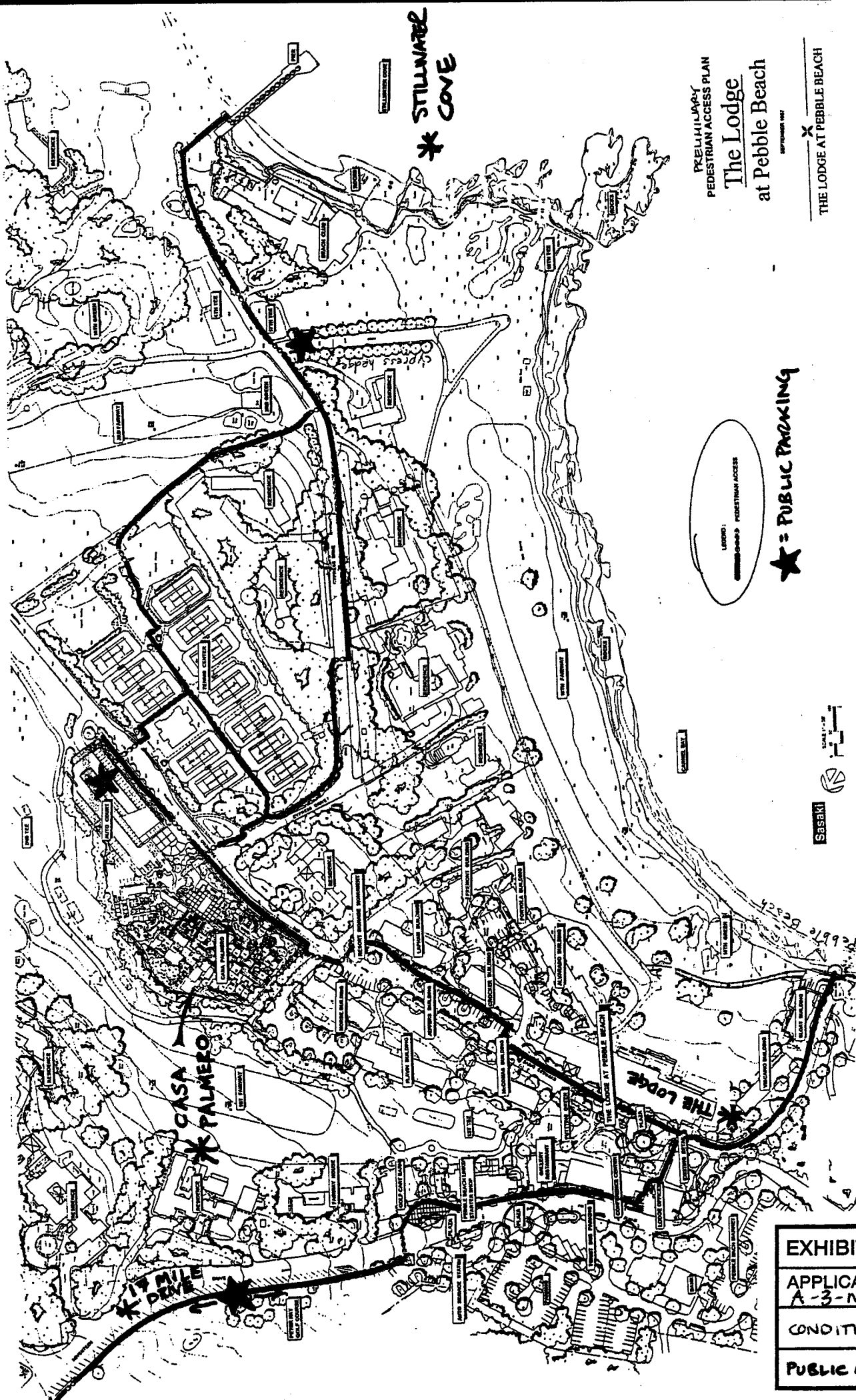
★ = PUBLIC PARKING

LEGEND:
—— PEDESTRIAN ACCESS



Sasaki

EXHIBIT NO. A
APPLICATION NO. A-3-MCO-97-037
CONDITION COMPLIANCE
PUBLIC ACCESS REQ'S



RECEIVED

Condition #9: California Coastal Commission

Permit #A-3-MCO-97-037 (Casa Palmero) MAY 26 1998

CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

Condition #9 of the above referenced permit provides that Pebble Beach Company shall prepare a report for submittal to the California Coastal Commission within 120 days of issuance of the Coastal Development Permit. The report is to cover the following:

- A. Del Monte Forest Area LCP history, including LUP planning maps and amendments;
- B. Del Monte Forest Area current as-built condition (including development under permit review);
- C. Pebble Beach Company's planned developments;
- D. Identification of any discrepancies between the plans and what has happened and is planned, particularly with respect to traffic impacts, and;
- E. Pebble Beach Company's assessment of whether or not it would be appropriate for Monterey County to undertake an update of the Del Monte Forest Area LCP segment.

A. Del Monte Forest Area LCP History.

The Del Monte Forest Local Coastal Program (LCP) planning history is set against the backdrop of previous master plans applicable to the area, including the 1964 Monterey Peninsula Area Plan and the 1966 Del Monte Forest Plan (referred to as the Morse Plan). These early plans provided for greatly increased residential development and substantially reduced forest open space when contrasted with the current certified Del Monte Forest LCP. For example, much of the now protected Huckleberry Hill area, which includes botanically significant plant associations and is some 400 acres in size, was, under the 1966 plan, designated for medium-density residential development. Overall buildout for the Del Monte Forest under the 1966 plan would have allowed 8,515 residential units and 2,700 hotel rooms. This level of development was projected for completion by the year 2000. The buildout allowed under the 1985 certified LCP is 3,456 residential units in addition to The Lodge at Pebble Beach and The Inn at Spanish Bay. The following is a comparison of the plans that have been developed for the Del Monte Forest and the resultant open space remaining.

EXHIBIT NO. B-1
APPLICATION NO. A-3-MCO-97-037
CONDITION COMPLIANCE
PBC SUBMITTAL

**COMPARISON OF 1985 DEL MONTE FOREST COASTAL PLAN
WITH PREVIOUS LAND USE PLANS**

FACTOR	1966 PLAN/1	1973 PLAN/2	1977 "PBC/DMFPO" PLAN/3	1985 COASTAL PLAN/4
Total Acres	5,400	5,315	5,315	5,315
Planned "New" Residential Units	6,515	3,292	1,730	1,107
Planned "Buildout" Total Residential Units (Gross Density)	8,515 (1.58 du/ac)	5,994 (1.13 du/ac)	4,508 (.85/du/ac)	4,176 (.79 du/ac)
Planned "New" Hotel Rooms	2,700	500	298	270
Planned "Buildout" Total Hotel Rooms	2,833	633	431	431
"Buildout" Open Space Acres (Percent Open Space)	1,578 (29%)	1,900 (35%)	2,019 (38%)	2,476 (47%)

NOTES:

/1 The 1966 Plan (sometimes called the "Morse" Plan) was adopted by the County and was the official plan of record from 1966 to 1985 when it was superseded by the 1985 Coastal Plan.

/2 The 1973 Plan (sometimes called the "2030" Plan) was proposed by Pebble Beach Company but was abandoned in favor of a joint planning process in which Pebble Beach Company and Del Monte Forest Property Owners worked together to develop a mutually acceptable Land Use Plan (the 1977 Plan).

/3 The 1977 Plan was a Land Use Plan prepared jointly by Pebble Beach Company and Del Monte Forest Property Owners and represented a contract between PBC/DMFPO (signed October 7, 1976). It was not adopted by the County but was officially designated by the County as the basis upon which the 1985 Coastal Plan was to be developed.

/4 The 1985 Coastal Plan is the current County adopted official Land Use Plan for the Forest. It is implemented by the 1988 County Zoning Ordinance and by the 1984 contract between Pebble Beach Company and the County (co-signed by DMFPO).

The 1966 Del Monte Forest Plan was implemented by a zoning ordinance adopted by the County some three years later in 1969.

During this same year, 1969, the S.F.B. Morse Botanical Reserve was created to protect rare and endemic forest plant species. As the environmental team established to determine the extent of the Morse Reserve discovered, the originally identified boundary of the Reserve did not coincide with the open space designation of the adopted 1966 General Plan. This discovery precipitated the commissioning of a natural resources inventory for the entire Del Monte Forest community. This in-depth report, prepared by James A. Roberts Associates, (JARA), was entitled "Del Monte Forest Comprehensive Plan - Natural Environmental Resources Report" and was completed in April, 1973. This report served as the resource assessment foundation for subsequent Del Monte Forest plans.

Since certification of the Del Monte Forest LCP in December, 1987, two amendments to the plan has been processed at the initiation of Pebble Beach Company. In 1994, the property known as Casa Palmero, an estate adjoining The Lodge at Pebble Beach, was acquired by Pebble Beach Company. In January, 1995, amendments to the LCP were approved by the California Coastal Commission allowing for visitor serving commercial use of Casa Palmero consistent with the surrounding Lodge and golf course operations. At this same hearing, the Coastal Commission also approved an LCP amendment for a parcel of land adjacent to the Highway 1 gate. This change in zoning from Open Space Forest to Commercial Institutional was to allow construction of a fire station by California Department of Forestry and Pebble Beach Community Services District (PBCSD) on land donated by Pebble Beach Company.

Further information pertinent to this condition regarding plan and map amendments may be satisfied by materials in the files of the California Coastal Commission and County of Monterey and is not in the possession of the applicant.

B. Del Monte Forest Area Current As-Built Condition.

The total of existing lots of record for residential development is 2,958. Of that, 2, 783 are currently developed, leaving 175 vacant lots (see attachment 1).

These figures represent the "as built" condition for residential development. Additionally, the Casa Palmero project itself is underway, which includes the 24 inn units, spa, and 315 space parking facility, with one level at grade and two levels below grade. This condition compliance process is associated with the approval of the Casa Palmero project.

Over the years, The Lodge has been updated to meet changing demands. Rooms, retail outlets, and restaurants have been remodeled, the Chevron Service Station has been relocated, and parking and circulation has been improved. The Inn at Spanish Bay, identified in the LUP has been completed and in operation for ten years. The public concerns over traffic impacts, expressed during the hearing process, have never materialized. The third and final phase of The Residences at Spanish bay is nearing completion. All units have been sold. The Poppy Hills Golf Course, owned and operated by the Northern California Golf Association (NCGA) was also noted in the LUP as a planned project. The golf course, the most recent course constructed in Del Monte Forest has been in operation since 1986.

Two other projects are currently pending Monterey County action. The first project is located at The Lodge at Pebble Beach. It consists of a remodeling and minor expansion of retail area and office space adjacent to The Gallery Restaurant and beneath the restaurant itself. The project will result in a net increase in retail space of 755 square feet, a net increase of 813 square feet in office space, and 580 square feet in deck area associated with The Gallery Restaurant. The second project is an upgrade and expansion of the Pebble Beach driving range. The existing driving range is severely deficient in space available for golf practice, has inadequate parking, and lacks basic amenities expected of a driving range such as onsite check-in, restrooms, and provision for dispensing practice balls.

C. Planned Developments.

Pebble Beach Company's planned developments are generally summarized in item B above. The Company's lot development program, also currently pending before Monterey County, will, in essence, complete the residential buildout of Del Monte Forest at a significantly reduced level from that allowed by the LUP. This development plan, referred to in the Pebble Beach Lot Program Final Environmental Impact Report (FEIR) as RA-2, is further discussed below in Item D. Reference is also made to portions of the Pebble Beach Lot Program FEIR, Volume III. The enclosed FEIR Master Responses regarding commercial and residential buildout, pages 12-85 through 12-88 and 12-91, Table 12-3, provide further detail on Pebble Beach Company's planned developments (see attachment 2).

D. Identification of Any Discrepancies Between the Plans and What Has Happened and What is Planned, Particularly with Respect to Traffic Impacts.

Pebble Beach Company is not aware of any discrepancies, at least in the negative sense, between the Land Use Plan and what has actually transpired in Del Monte Forest or what is planned for Del Monte Forest. From an overall buildout and associated impacts perspective, the Land Use Plan designations on Pebble Beach Company property would provide for up to 889 new residential units. The lot development application that has been submitted by Pebble Beach Company and which is currently pending before the County of Monterey provides for a proposed 316 new residential units, an 18 hole golf course, and relocation of the existing equestrian center. As a result of this proposal, the

residential development in Del Monte Forest will be reduced by approximately nearly 65% from that allowed by the LUP. There will be a corresponding enhancement to recreation opportunities by virtue of the added golf course. The new equestrian center will provide greatly enhanced equestrian/recreation activities. Protected forest open space, based on current Company plans, will increase by 225 acres over that already provided in the certified LCP, and recreational open space will increase by 163 acres. Both the forest and recreational open space, in large measure, replace lands otherwise designated in the LUP for residential development.

With regard to traffic impacts, the lowered residential density in the Forest and the relocation of the equestrian center will provide significant benefits by considerably reducing anticipated LUP traffic levels and by eliminating the need for equestrian related trucks, trailers, and equipment to travel to the center of Del Monte Forest. The alternative equestrian center site is easily accessible and close to Highway 68.

By way of further explanation of the satisfaction of LUP policies regarding traffic and circulation, enclosed is a letter to Robert Slimmon, Jr., dated July 20, 1992 regarding "Implementation of Traffic Circulation Provisions of the Del Monte Forest Land Use Plan." This letter (see attachment 3) and the referenced Del Monte Forest Transportation Policy agreement (see attachment 4) provide a detailed explanation of the satisfaction of LUP Policy 99, the primary traffic and circulation policy in the LUP which called for a number of actions relative to traffic circulation and road improvements based on land uses set by the LUP. To further implement the intent of LUP Policy 99 and the recommendations of the County commissioned Crowell Traffic Report, in May, 1993, the County adopted the Del Monte Forest Traffic Ordinance (#3673) (see attachment 5), which specifically identified those roads that make up the Del Monte Forest arterial system consistent with the Land Use Plan and the Transportation Policy (i.e. 17 Mile Drive and collector roads/through highways).

Finally, in Pebble Beach Company's lot development plans, beyond the reduced traffic impacts resulting from lowered densities, there are substantial internal circulation and intersection improvements in addition to external road improvements (Highway 68 between Community Hospital of Monterey Peninsula and Highway 1) that will further benefit both residents of the Forest as well as the entire Monterey Peninsula.

E. Pebble Beach Company's Assessment of Whether or Not It Would Be Appropriate for Monterey County to Undertake an Update of the Del Monte Forest Area LCP Segment.

For a number of reasons, it would not appear timely for Monterey County to undertake an update of the Del Monte Forest LCP. In 1995, Monterey County processed and the California Coastal Commission approved an extensive set of CIP amendments (amendments 1-95, part 2) that served to both correct oversights in the original implementation plan and to update it relative to new County ordinances, programs, and procedures.

The Del Monte Forest Land Use Plan area presents a rather unique situation. The great majority of land remaining to be developed under the LCP is in the ownership of Pebble Beach Company. Two other parcels of some significance, the Griffin Estate, 18 acres and the Macomber Estate 80 acres, have development plans approved consistent with the LCP. Both of those properties are under development as of this writing. At the same time, Pebble Beach Company's lot development plans are pending before Monterey County. Those plans, involving some 750 acres, will for the most part complete development of Del Monte Forest and complete implementation of the Del Monte Forest Land Use Plan. If these plans are approved as currently pending, the resultant density will be some 65% less than that provided by the Land Use Plan. Additionally, significantly more open space than was anticipated by the Land Use Plan will be provided. This open space is both of a recreational, i.e. golf course, and forest nature.

In April, 1992, Pebble Beach Company prepared an in depth analysis entitled "Status Report on Del Monte Forest Area Land Use Plan Implementation" (see attachment 6). This report scrutinizes the implementation status of the eleven (11) principal objectives of the Land Use Plan. The conclusions from that assessment can be summarized as follows:

1. Open Space: The open space objectives of the LUP, both forest and shoreline, have largely been achieved through the dedications and maintenance programs called for by the LUP.
2. Recreation: The two major recreational developments contemplated by the LUP (Poppy Hills and Spanish Bay golf courses) have been completed. Shoreline recreational facilities and public access trails have also been completed. Work is ongoing on certain other components of the overall recreation programs for Del Monte Forest (such as bicycle trails).
3. Commercial: The two major visitor serving commercial developments contemplated by the LUP (Spanish Bay Resort and Poppy Hills Golf Course) have been completed. Improvements and refinements to existing commercial facilities (such as The Lodge complex) have occurred on an ongoing basis. Commercial development potential (not of a visitor-serving nature) still exists in the quarry area.
4. Residential: The remaining objectives of the LUP that have not yet been accomplished relate primarily to the residential component of the LUP. Actual implementation of the residential objectives of the LUP will revolve primarily around design related issues to ensure that the objective of forest protection within the context of residential development is achieved. The design criteria and development standard policies of the LUP are intended to accomplish this.
5. Circulation: The major traffic circulation improvements specified by the LUP have been completed, and programs have been adopted and implemented related to the maintenance of the Del Monte Forest road system. Along with final decisions regarding the implementation of residential development, the actual need for further traffic improvements within the Forest and on Highway 68 outside of the Forest will need to be

determined in the context of the degree and nature of residential development actually proposed. To the extent improvements are necessary the funding mechanism outlined in the LUP has already been established.

6. Water and Sewer: The CAWD-PBCSD Wastewater Reclamation Project will remove all previously existing constraints on water and sewage treatment capacity for future development in Del Monte Forest. It will also produce a reliable supply of irrigation water for the golf courses in Del Monte Forest.

7. Public Access: The shoreline public access provisions of the LUP have been completely fulfilled through shoreline improvements, offers of dedication and binding agreements.

In conclusion, the Del Monte Forest Land Use Plan applies to a unique area with a single majority land owner of the property remaining to be developed. Approved and pending development applications will virtually complete implementation of the Land Use Plan at a greatly reduced density and with increased protected open space and recreational opportunities. This, combined with the substantial Coastal Implementation Plan revisions, lead to the conclusion that it is not necessary at this time for Monterey County to undertake an update of the Del Monte Forest LCP.

OVERALL LOT DEVELOPMENT PROGRAM

FACTOR	UNIT (lots)	%TOTAL	POPULATION*
Total Subdivided Units**	2958	(100%)	(5620)
Improved Units	2783	94%	5288
Vacant Units	175	6%	(333)
New Units under construction***	21	0.007%****	(40)

- * Calculated @ 1.9 persons per lot based on information supplied by 1990 U.S. Census
 ** Includes Spanish Bay Townhouses
 *** Includes construction at Spanish Bay
 **** Represents % of total subdivided units

SPANISH BAY	
Total Units	80
Total Units Completed	64
Total Under Construction	16
Total Remaining	0

NEW RESIDENCE STARTS

	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000
JAN	0	**1	0	0	0	1	1	0	1		
FEB	4	1	0	0	0	1	0	1	0		
MAR	1	32	0	1	0	1	0	0	0		
APR	13	2	0	0	0	1	0	0	0		
MAY	5	0	0	0	1	1	2	0	1		
JUN	4	2	1	1	1	0	0	0			
JUL	4	0	0	0	1	0	0	0			
AUG	5	0	0	0	**0	0	1	1			
SEP	0	0	1	*0	0	0	0	1			
OCT	0	0	0	0	0	0	1	0			
NOV	2	1	1	0	1	0	0	0			
DEC	0	1	0	0	1	0	0	0			
TOTAL	38	39	3	2	5	5	5	3			

** Start of Building Moratorium
 * End of Building Moratorium

MASTER RESPONSE, COMMERCIAL BUILDOUT

Introduction

More than one comment asked for a description of the commercial buildout potential under the DMF LUP and whether such was contemplated in the RDEIR. This Master Response amplifies on the nature of future potential commercial buildout under the DMF LUP and how this buildout was addressed in the RDEIR.

Cumulative Development

Cumulative development in Del Monte Forest includes a modest amount of future potential commercial development under the current Land Use Plan. This development would include the Casa Palmero project (24 hotel rooms, a spa with 24 treatment rooms, and an expanded parking facility across from the Tennis Club), a new conference facility at The Lodge (10,000-15,000 square feet), and, if the inclusionary housing units in Subdivision No. 18 are constructed offsite or replaced by in lieu fees, office space (18,000-25,000 square feet) at the Huckleberry Hill quarry area. Amendments to the LUP to allow greater or more intense commercial development in the Del Monte Forest have not been proposed. Most impacts that might be associated with the future potential commercial development or intensification would be localized or site specific and would not be significant from a cumulative impact perspective. Such site specific impacts would be addressed in subsequent, project specific, environmental reviews. Possible cumulative impacts related to traffic generated by future potential commercial development have been specifically addressed. As noted in the discussion of Cumulative Traffic Analysis on page 4.7-89 of the RDEIR, the cumulative traffic impact calculations have taken into account completion of the conference facility pursuant to the Lodge Area General Development Plan and development of the Casa Palmero Plan. The cumulative traffic impact calculations have also accounted for the possibility of 53 residential units in the Pebble Beach Company quarry area (Subdivision No. 18) which would represent a worst case traffic impact scenario for that commercial area (i.e., commercial development in lieu of the residential plan for Subdivision No. 18 would likely have fewer traffic impacts). Refer to Impacts 4.7-15 through 4.7-21 on pages 4.7-94 through 4.7-98 of the RDEIR.

B-9

MASTER RESPONSE, RESIDENTIAL BUILDOUT

Introduction

Several commentors requested additional information and clarification regarding the full residential buildout potential in Del Monte Forest. The need to recognize existing lots of record, residential development potential of areas not a part of Pebble Beach Company's application, and the maximum possible number of lots or units were the comments most often made. All of these issues were discussed in the RDEIR, and are further amplified as discussed below.

Within Del Monte Forest, according to Pebble Beach Company Architectural Review Board records, September 1996, there currently exist 2,958 lots of record. Of this number, 2,776 lots are developed and 182 lots are undeveloped. The 182 vacant lots are held in individual ownership and are not under control of the Pebble Beach Company. The Pebble Beach Company proposal for 350 lots plus the 53 inclusionary (moderate income) units, a total of 403 lots/units, represents the Company's current maximum development plans for their residential land holdings within the Del Monte Forest coastal zone. An additional potential of 95 new lots may be developed in three areas of Del Monte Forest which are not a part of the Pebble Beach Company Lot Development application. Maximum development of each of these areas has been assumed for purposes of this analysis. Area X (the Hill property") could be developed to a maximum of 23 lots and Area Y (the Meriwether property) could be developed to a maximum of 20 lots under the DMF LUP. Neither of these properties is owned by Pebble Beach Company. Area D, a parcel owned by Pebble Beach Company but which is not in the coastal zone, could be developed to a maximum of 52 lots.

Combining the Company's Project total of 403 lots with the additional 95 potential new lots in the Forest yields a total of 498 new lots. When the 498 potential new lots are added to the 182 existing undeveloped lots of record, the total new units that can be developed within Del Monte Forest is 680. Maximum residential buildout in Del Monte Forest would then be 3,456 lots (2,776 existing homes plus 182 existing undeveloped lots plus 498 potential lots). See Table 12-2. For purposes of this discussion, condominium units such as at Ocean Pines and Spanish Bay are considered lots. Differences between Table 12-2 and "Table 2, Total Forest Buildout," produced by the DMFPO and attached to several comment letters can be explained as follows: 1) Two and a half years have elapsed since DMFPO Table 2 was provided to the County, and in that time, 30 proposed lots (Macomber and Griffin) have now become lots of record (and, in some cases, houses); 2) the 53 potential inclusionary units located in the quarry are shown in maximum buildout; and 3) the DMFPO underestimated the potential lots that could be developed in Area Y (Meriwether) (20 lots rather than eight) and Area X (Hill) (23 lots rather than 22). If these 13 potential lots are added to the 53 inclusionary lots, the total, 66 potential lots, is the difference between the DMFPO Table 2 total of 3,390 lots and the FEIR Table 12-2 total of 3,456 lots, for the Maximum Buildout within the Del Monte Forest.

TABLE 12-2

**DEL MONTE FOREST
BUILDOUT POTENTIAL UP DEVELOPMENT AREA¹**

Planning Area/Planning Unit	Developable Acreage	Maximum Allowable Lots	Lot Program Proposed Lots	Additional Potential Lots	Maximum Potential Lots	Existing Lots of Record	Maximum Buildout (Potential & Existing Lots of Record)
Spanish Bay							
B (Proposed Open Space)	28.9	63	0	0	0		
C (Subdivision No. 8)	28.0	56	24	0	24		
Area Total	56.9	119	24	0	24	80	104
Spyglass Cypress							
J (Subdivision No. 12)	11.57	22	6	0	6		
K (Subdivision No. 13)	11.08	22	10	0	10		
L (Subdivision No. 14)	23.05	46	24	0	24		
M (Subdivision No. 15)	17.00	68	34	0	34		
N,O,U (Subdivision No. 11)	93.54	111	51	0	51		
Area Total	156.24	269	125	0	125	104	229
Middle Fork							
H (Subdivision No. 7)	23.96	48	43	0	43		
I (Subdivision No. 9 & 10)	51.5	83	51	0	51		
Area Total	75.46	131	94	0	94	0	94
Pescadero							
P,Q,R (Subdivision No. 16)	121.07	154	0	0	0		
Y	20.41	20	0	20	20		
Area Total	141.48	174	0	20	20	131	151
Huckleberry Hill							
G (Subdivision No. 6)	39.0	78	53	0	53		
Area Total	39.0	78	53	0	53	411	464
Gowen Cypress							
D	13.1	52	0	52	52		
F (Subdivisions No. 3,4,5)	43.3	86	48	0	48		
Total Area	56.4	138	48	52	100	40	140

B-11

TABLE 12-2

**DEL MONTE FOREST
BUILDOUT POTENTIAL UP DEVELOPMENT AREA¹**

Planning Area/Planning Unit	Developable Acreage	Maximum Allowable Lots	Lot Program Proposed Lots	Additional Potential Lots	Maximum Potential Lots	Existing Lots of Record	Maximum Buildout (Potential & Existing Lots of Record)
Pebble Beach							
U (See N,O,U above)	26.0	52	6	0	6		
V (Subdivision No. 17)	23.0	23	0	23	23		
X	49.0	75	6	23	29	624	653
Area Total							
Country Club	—	—	—	—	0	1513	1513
Shepherds Knoll	—	—	—	—	0	55	55
Quarry							
NA	13.29	53	53	0	53	—	—
Area Total	13.29	53	53	0	53	0	53
GRAND TOTAL	587.77	1,037	403	95	498	2,958	3,456

NOTES:

¹ In addition to the 498 Maximum Potential Lots (the sum of the 403 Lot Program Proposed Lots and the 95 Additional Potential Lots), the Del Monte Forest includes 182 undeveloped lots of record. These 182 lots are included under the 2,958 existing lots of record. The Macomber and Griffin subdivisions are incorporated in this number. Therefore, when the 182 undeveloped lots of record are added to the 498 Maximum Potential Lots, the total potential new homes that could be developed in the Del Monte Forest is 680.

SOURCES:

- Del Monte Forest Architectural Review Board, Monthly Status Report, September 1996.
- Monterey County, Del Monte Forest Area Land Use Plan, July 17, 1984
- Pebble Beach Company, letter to Monterey County Planning & Building Inspection Department, June 24, 1994.

Prepared by EIP Associates

**TABLE 12-3
SUBDIVISION DATA
REFINED ALTERNATIVE 2 ANALYSIS**

Subdivision No.	Development Area	Residential Lots/Units ¹		Minimum Lot Size	Average Lot Size	Residential Lot Area		New Open Space	LUP Open Space	Recreation Open Space	Roads ²	Other Lots ³	Total Area	Density DU/AC Gross
3	F-1	14		0.29	0.40	5.55		2.20	1.32	--	0.70	--	9.77	1.66
4	F-2	30		0.45	0.55	16.40		2.10	--	--	1	--	19.50	1.54
5	F-3	19		0.41	0.58	11.04		4.91	--	--	0.86	--	16.81	1.13
6	G	15T	49	0.15	0.15	2.28	16.91	13.24	14.59	--	3.18	--	47.92	1.47
		34		0.38	0.43	14.63								
7	H	44		0.29	0.46	20.20		1.30	29.78	--	2.04	0.51 ⁴	53.83	1.83
8	B	8T		0.15	0.15	1.22		16.64	6.20	--	0.45	--	24.51	0.44
	C	24		0.43	0.68	16.12		7.15	4.83	--	0.96	--	29.06	0.99
9	I-1	19T	40	0.15	0.15	2.92	14.61	12.03	11.24	--	2.60	--	40.48	1.37
		21		0.43	0.56	11.69								
10	I-2	23		0.44	0.76	17.60		0.60	--	--	0.54	--	18.74	1.23
11	U	2		1	1	2.00		--	--	--	--	--	2 ⁵	1
12	J	4T	7	0.15	0.20	0.80	3.00	6.10	--	--	0.28	--	9.38	0.75
		3		0.69	0.73	2.20								
13	K	7		0.38	0.67	4.72		5.59	--	--	0.31	--	10.62	0.66
14	L	12		0.55	0.73	8.77		8.09	--	--	1.29	--	18.15	0.66
15	M	1 ⁶		--	--	2.78 ⁶		3.40	2.94	--	--	--	9.12	3.88
16	P/Q/R	13		0.60	1.09	14.20		142.43	88	--	0.37	--	245	0.08
18	CORP	48		0.03	0.07	3.30		6.81	--	--	1.89	--	12	4
Refined Alternative 2 Golf Course		--		--	--	--		--	7.86	163.01	9.69	2.78 ⁷	183.34 ⁸	--
Area Totals		364 ⁹		--	--	158.71		235.24	163.82	163.01	26.16	3.29	750.23	--

NOTES:

- ¹ "T" indicates townhouse lots.
² Includes only paved portions (and walks and cart paths where applicable).
³ Utility lots and other lots are not included in residential acreage.
⁴ Utility lots to accommodate water system improvements.
⁵ Total area consists of a portion of area "U".
⁶ One residential lot of 2.78 acres (comprised of a 24 unit PUD) includes 0.81 acres of buildings and 0.68 acres of walks, parking and access roads.
⁷ Golf course clubhouse lot of 2.78 acres includes 0.41 acres of clubhouse buildings and 1.43 acres of walks, cart paths, parking and access roads.
⁸ Total area consists of a portion of development area "M," development area "N," development area "O," a portion of development area "U," development area "V," the existing Pebble Beach Equestrian Center, Collins Field, Collins residence, a portion of Spyglass Hill Road ROW, a portion of Stevenson Drive ROW, Drake Court ROW and a portion of Portola Road ROW.
⁹ Total residential lots/units of 341 results in 364 lots/units when including 24 unit PUD of Subdivision No. 15.

SOURCE: Bestor Engineering, Inc., November 5, 1997.

Pebble Beach Company

Real Estate Division
Post Office Box 1208
Pebble Beach, CA 93955
(408) 624-6900
FAX (408) 624-6026

July 20, 1992

Mr. Robert Slimmon, Jr.
Director
Monterey County Planning and Building
Inspection Department
Post Office Box 1208
Salinas, California 93902

Reference: IMPLEMENTATION OF TRAFFIC CIRCULATION PROVISIONS OF
THE DEL MONTE FOREST LAND USE PLAN

Dear Bob:

In response to our meeting on July 15, 1992 with County Counsel and your question regarding the status of implementation of the traffic circulation provisions of the Del Monte Forest Land Use Plan (DMF LUP), we have prepared the following information for you.

The County has adopted a Program for road improvements based on the land uses of the Land Use Plan as required by Policy 99. The sequence of events leading to adoption are detailed below.

Policy 99 states:

99. With the exception of existing lots of record, approval of new residential or hotel development in the Forest shall be conditioned upon completion, and acceptance by the County, of an applicant-funded, independent engineering study that will establish an arterial system for the Forest according to this plan, establish the necessary changes to Highway 68 between Haul Road and Highway One, establish the necessary changes to access gates in order to provide for the increased traffic, and establish those needed traffic controls within the Forest to make effective the preceding determination. The County will adopt a program for the implementation of road improvements based on the land uses approved in this plan and the applicant funded, independent engineering study. The road improvements will be paid by the County

B-14

ATTACHMENT 3

administered, developer financed, road
improvement fund.

Following the Coastal Commission certification of the LUP in September of 1983 (with suggested modification regarding the issues of gate fees and public access at Stillwater Cove which were later resolved and certified), it was the desire of both the County and the Pebble Beach Company to proceed with implementation of Policy 99 by initiating "the applicant funded, independent engineering study" required by Policy 99. The County (under the supervision of the Public Works Department) selected Burton Crowell and the Goodrich Traffic Group to conduct this study. Pebble Beach Company deposited with the County the necessary funds for the study. The study, entitled "Transportation Engineering Study for the Del Monte Forest" (commonly referred to as the "Crowell Report"), was completed in March of 1984. The study was submitted to the Board of Supervisors and accepted by the Board of Supervisors on May 8, 1984.

The sole and express purpose of the Crowell Report was to carry out LUP Policy 99. The first sentence of the Introduction of the Crowell Report states: "This report is intended to fulfill the requirements of the Del Monte Forest Land Use Plan (LUP) Policy 99." (Crowell Report, p. 1.)

Policy 99 required the independent engineering study to:

- a. Establish an arterial system for the Forest;
- b. Establish the necessary changes to Highway 68 between Haul Road and Highway 1;
- c. Establish the necessary changes to access gates in order to provide for the increased traffic; and
- d. Establish those needed traffic controls within the Forest dictated by the foregoing.

The Crowell Report specifically analyzed and set forth the projected "build out" traffic conditions and patterns, and established the four requirements noted above.

Policy 99 also required the County to "adopt a program for the implementation of road improvements based on the land uses approved in this plan and the applicant funded, independent engineering study." This "program" called for by Policy 99 was included in and a major component of the Crowell Report. The Crowell Report specifically states this in the last paragraph of the Introduction to the report: "A complete program for the construction, improvement and continuing maintenance of Forest roadways,

entrances and impacted external roads, including financing and proposals for transportation system management, is set forth in Appendix 3, Transportation Policy." (Crowell Report, p. 3.)

Thus, Appendix 3 of the Crowell Report constitutes the program required by LUP Policy 99. In Appendix 3, the Transportation Policy, all of the findings and the recommendations of the Crowell Report were consolidated to define the program for road improvements and the financial responsibilities of Pebble Beach Company. The Introduction to the Appendix 3, Transportation Policy makes clear that it is in fact the program for carrying out Policy 99, as it states in pertinent parts:

The transportation policy for the Del Monte Forest is the basis for:

1. Managing and developing transportation facilities within the Forest.
2. Revising the existing entry gates to the Forest and developing a new entrance to provide adequate capacity and a better separation of visitor and residential traffic.
3. Financial support by the Pebble Beach Company for adding or improving off-site road way facilities on Highways 1 and 68 as made necessary by additional traffic generated in the Forest.

The intent of this policy is to provide an operating understanding between Monterey County and the Pebble Beach Company for implementation of the policy statements contained in the Del Monte Forest Area Land Use Plan (DFLUP) and mitigation measures for transportation as outlined in the Spanish Bay Project EIR.

The Transportation Policy then proceeds to define both the actions and financial responsibilities for circulation improvements to the internal road system of Del Monte Forest, the entrance gates, and the external road network (Highways 68 and Highway 1 gate) as required to accommodate projected build-out traffic.

With the program having been defined, the report recommended the implementation measure of the Pebble Beach Company entering into an agreement with the County to carry out its obligations as set forth

in the program. As stated in the Crowell Report, in describing Appendix 3:

This draft of the proposed policy is intended to serve as the basis for an agreement between the County and the Pebble Beach Company for the financing off-site improvements; for the construction, maintenance and operation of the internal road system, and for the development of a new access to the Forest.

(Crowell Report, p. 24.)

To carry out this recommendation, Condition No. 36 of the Combined Development Permit for the Spanish Bay Project required that Pebble Beach Company enter into such an agreement with the County prior to occupancy of the project.

That agreement, entitled "Del Monte Forest Transportation Policy Agreement" dated October 20, 1987, was entered into between Pebble Beach Company and the County and was signed by Supervisor Strasser Kauffman as Chair of the Board of Supervisors. The Transportation Policy Agreement contains, as Exhibit A, the "Del Monte Forest Transportation Policy," which follows closely the proposed draft contained in Appendix 3 of the Crowell Report. The body of the Agreement sets forth Pebble Beach Company's obligations to carry out the provisions Transportation Policy, including the Company's financial responsibilities.

Briefly, the Transportation Policy Agreement:

- a. Requires the Company to carry out the improvement and maintenance programs for the internal road system recommended in the Crowell Report, at the Company's expense;
- b. Requires construction of the new entrance gate and access road and modifications to other gates as recommended in the Crowell Report, at the Company's expense;
- c. Defines the Company's financial obligations to contribute to the improvement of Highway 68, particularly the widening of Highway 68 between the Highway 1 interchange and the Community Hospital intersection.

The Company, in fact, has already met a portion of its financial contribution under this latter requirement by posting a letter of credit for the Spanish Bay Project's defined share of the expense

of the recommended improvement, which remains on deposit with the County today pending initiation of that project.

Thus, it can be clearly seen that the County has both adopted the program required by Policy 99, and taken all action required by the LUP to implement that program.

I hope this satisfactorily answers your question. If you need anything further, let me know.

Sincerely,

PEBBLE BEACH COMPANY

A handwritten signature in dark ink, appearing to read 'EY Brown', with a long horizontal line extending to the right.

Edward Y. Brown
Vice President, Planning

JH\COUNTY\RS-POL99.LUP

cc: Thomas Jamison, Esquire

DEL MONTE FOREST TRANSPORTATION POLICY AGREEMENT

This Del Monte Forest Transportation Policy Agreement ("Agreement") is made this 20th day of October, 1987, by and between PEBBLE BEACH COMPANY, a California general partnership ("PBC") and the COUNTY OF MONTEREY, a political subdivision of the State of California ("County").

This Agreement is made with reference to the following facts and circumstances:

A. In May 1984, a Transportation Engineering Study for the Del Monte Forest was prepared for the County by Burton N. Crowell and The Goodrich Traffic Group ("Crowell Report"). The Crowell Report was prepared in conjunction with the Monterey County Local Coastal Program Del Monte Forest Area Land Use Plan ("Del Monte Forest LUP"). The Crowell Report was accepted and approved by the County on May 8, 1984. The Crowell Report addressed existing and projected future traffic conditions in and about Del Monte Forest and recommended certain traffic improvements and a transportation policy to accommodate all of the transportation needs arising from full development of Del Monte Forest under the Del Monte Forest LUP.

B. PBC, as the current owner of the Del Monte Forest road system, and the County each believe that it is desirable to have an agreement between them on a transportation policy for Del Monte Forest as recommended in the Crowell Report. The Del Monte Forest Transportation Policy attached hereto as Exhibit "A" (the "Transportation Policy") is consistent with the Crowell Report reflecting the circumstances existing as of the date hereof.

NOW, THEREFORE, PBC and the County agree as follows:

B-19

I

DEFINITIONS

The capitalized terms used in this Agreement shall have the meanings defined for such terms in the Transportation Policy, except as may otherwise be provided in this Agreement.

II

THE DEL MONTE FOREST ROAD SYSTEM

The roads within the boundaries of Del Monte Forest comprising the Internal Road System are privately owned and maintained by PBC and constitute "private roads" as defined in California Vehicle Code section 490. The Internal Road System is not now and never has been established or maintained for public use and is not intended or used to provide through access between public highways, streets or roads. Access to the Internal Road System is restricted at entrance gates installed and maintained by PBC. The use of the Internal Road System by members of the public, when such use is permitted, is solely by the permission of PBC and is subject to payment of an entrance fee, and use by property owners in Del Monte Forest and their tenants, guests and employees is subject to payment of road use fees to PBC. All use of the Internal Road System is subject to rules and regulations established by PBC. Neither this Agreement nor the Transportation Policy is intended, and neither shall be construed, to alter or impair in any manner the foregoing described status of the Internal Road System or PBC's rights of private ownership and control of the Internal Road System and all rights inherent in or incidental thereto. Specifically, but without limitation, neither this Agreement nor the Transportation Policy is intended to or does constitute a dedication of the Internal Road System or any portion thereof to the County or to the public, or grant or convey any property rights or interest in, or rights to use, the Internal Road System or any portion thereof to the County or to the public, or make the Internal Road System or any portion thereof "public roads" for any purpose whatsoever. Rather, it is

specifically an essential purpose of this Agreement to expressly confirm the foregoing described status of the Internal Road System as restricted access private roads that are not established, maintained or held open for public use, and PBC's rights to charge and collect fees and regulate and control the use of the Internal Road System.

III

DESCRIPTION AND EFFECT OF THE TRANSPORTATION POLICY

The Transportation Policy sets forth the mutual general understanding of PBC and the County with respect to the improvement and maintenance of the Del Monte Forest Internal Road System (which includes the entrance gates), and the financial contribution to road improvements outside Del Monte Forest from new development in Del Monte Forest. This Agreement also serves to further define and carry out the policies of the Del Monte Forest LUP and the provisions of the Agreement between PBC and the Monterey County Board of Supervisors dated July 24, 1984, with respect to the private Internal Road System. It is understood and agreed that the improvement and maintenance criteria, standards and objectives of the Transportation Policy represent long range goals that will not be achieved immediately but rather are intended to be implemented through reasonable, good faith efforts over time. Thus, the Transportation Policy is not intended, and shall not be construed for any purpose, to define a standard of care. The Transportation Policy is a dynamic policy statement that is intended to act as a guide and is subject to modification over time as circumstances warrant. The Transportation Policy may be modified from time to time upon the mutual written concurrence of PBC and the County. In addition, PBC may make improvements and modifications to the Internal Road System not specifically called for in the Transportation Policy subject to obtaining all necessary County and other governmental approvals.

IV

PBC OBLIGATION UNDER TRANSPORTATION POLICY

PBC agrees that PBC will:

A. Use reasonable and good faith efforts to carry out the programs of the Transportation Policy for that portion of the Internal Road System owned by PBC. It is acknowledged and agreed that, in the future, the Internal Road System or some portions thereof may be owned by persons or entities other than PBC and that, as to that portion of the Internal Road System not owned by PBC, the Owner (and not PBC) shall be responsible for carrying out the programs of the Transportation Policy.

B. Comply with the requirements of the Transportation Policy with respect to the Gate Improvements required of (1) the Permittee, during such time as PBC remains the Permittee; and (2) the Owner, during such time as PBC remains the Owner of the Country Club Gate.

C. Contribute its share of financial contribution required of the Permittee under the Transportation Policy for the External Improvements, during such time and to the extent that PBC remains the Permittee, and contribute as a condition of new residential subdivision and development its pro rata share of the applicable percentage of financial contribution required of the Developers under the Transportation Policy for the External Improvements, during such time and to the extent that PBC remains one of the Developers.

The rights and obligations of PBC hereunder may be assigned, delegated and discharged as provided in paragraph V below.

V

ASSIGNMENT AND DELEGATION AND DISCHARGE

PBC shall have the right to assign any or all of its rights and/or to delegate any and all of its obligations under this Agreement and the Transportation Policy, and, upon any such assignment and/or delegation, the assignee or delegate shall assume and shall have all of the rights and be obligated to

perform all of the obligations so assigned and/or delegated, and PBC shall be fully relieved and discharged from the obligations so delegated. PBC also has the absolute right to transfer its right, title and interest in and to all or any portion of the Internal Road System, the Spanish Bay Resort Project, or land scheduled for future subdivision and development in Del Monte Forest, and, upon such a transfer of title, the transferee shall assume and shall have all of the rights and be obligated to perform all of the obligations of PBC, and PBC shall be fully relieved and discharged from all of its obligations under this Agreement and the Transportation Policy, that relate to the Owner, the Permittee, or the Developers, as the case may be, as to the real property transferred.

VI

NO RECOURSE

No recourse shall be had against any partner of PBC or any partner or subpartner of a partner of PBC, or any legal representative, heir, successor or assign of any thereof, on account of any obligation or for any claim arising out of or in respect to this Agreement or the Transportation Policy, or any act or omission with respect to the performance of this Agreement or the Transportation Policy or in the course thereof. Recourse for any such obligation or claim shall be limited solely to PBC and the assets of PBC (a deficit capital account of any partner of PBC or other funding obligation of a partner under the partnership agreement of PBC shall not be deemed an asset or property of PBC), and no judgment, order or execution entered in any suit, action or proceeding, whether legal or equitable, on any such obligation or claim shall be sought, obtained or enforced against any partner or heir, successor or assign, or against their respective individual assets.

VII

SUCCESSORS AND ASSIGNS

This Agreement shall be binding upon and inure to the benefit of PBC and the County and their respective successors and assigns.

VIII

ENTIRE AGREEMENT

This Agreement constitutes and embodies the entire agreement between PBC and the County with respect to the matters covered by this Agreement and supersedes all prior agreements and understandings of the parties, whether written or oral, on the matters covered by this Agreement.


IN WITNESS WHEREOF, this Agreement executed October 27, 1987.

PBC:

PEBBLE BEACH COMPANY,
a California general partnership


By: MKDG II,
a Colorado general partnership,
a general partner,

By: 3M Investment Co., a general
partnership, a general partner,

By: 
MYRON M. MILLER

By: MKDG IV,
a Colorado general partnership,
a general partner,

By: 3M Investment Co., a general
partnership, a general partner,

By: 
MYRON M. MILLER

COUNTY:

COUNTY OF MONTEREY

By: 
KARIN STRASSER KAUFFMAN
Chair Board of Supervisors

MONTEREY COUNTY APPROVAL

The undersigned certifies that this Del Monte Forest Transportation Policy Agreement dated October 20, 1987, has been reviewed, fully satisfies all applicable requirements of the Monterey County Combined Development Permit PC-5202 for the Spanish Bay Resort Project and is hereby approved.

COUNTY OF MONTEREY

Dated: October 20, 1987

J' R Ramos
By: JOSE RAFAEL RAMOS,
Deputy County Counsel

Dated: OCT. 20, 1987

Robert Slimmon
By: ROBERT SLIMMON,
Its Director of Planning

EXHIBIT "A"

DEL MONTE FOREST TRANSPORTATION POLICY September 1987

I

PURPOSE AND INTENT OF THIS POLICY

A. Introduction: This Policy is intended to constitute the framework for the improvement, maintenance and operation of transportation facilities within Del Monte Forest and for contribution to the improvement of transportation facilities outside Del Monte Forest recommended in the Transportation Engineering Study for Del Monte Forest prepared for Monterey County by Burton N. Crowell and The Goodrich Traffic Group dated May 1984 (the "Crowell Report") as necessary to accommodate traffic that will result from full development of Del Monte Forest under Monterey County Local Coastal Program Del Monte Forest Area Land Use Plan (the "Del Monte Forest LUP"). The transportation facilities and improvements included in this framework consist of the following three components:

1. Internal Road System: Improvement, maintenance and operation of the Del Monte Forest Internal Road System which is shown on Figure 1 attached hereto ("Internal Road System").

2. Gate Improvements: Development of a new Del Monte Forest entrance gate and road intersecting with California State Highway 68 ("Highway 68") and eventual improvement of the Del Monte Forest Country Club Gate entrance ("Gate Improvements").

3. External Improvements: Improvement of Highway 68 outside Del Monte Forest between the Community Hospital of the Monterey Peninsula ("Community Hospital") intersection and the California State Highway 1 ("Highway 1") interchange ("External Improvements").

B. Definitions: This policy describes various programs in which the individual responsibility, depending on the program, will rest either with the owner of the Internal Road System; the

owner of the Spanish Bay Resort Project, which is subject to permit conditions requiring certain of the Gate Improvements; or the owners and subdividers of the land in Del Monte Forest that is scheduled for future subdivision and development under the Del Monte Forest LUP which, in combination with other development outside Del Monte Forest, is expected to cause the need for the External Improvements. In order to distinguish between the applicable responsible party for any given program or task described in this Policy, the following definitions apply:

1. "Owner" refers to the owners of the Internal Road System.

2. "Permittee" refers to the owners of the Spanish Bay Resort Project.

3. "Developers" refers to the owners and subdividers of land proposed for future residential subdivision and development under the Del Monte Forest LUP.

C. Phasing: The development that will generate the need for the transportation improvements recommended in this Policy will occur over a number of years. Thus, the programs and improvements recommended in this Policy need not be carried out at once. This Policy sets forth a long-term program for transportation facility improvements, and it is the intent of this Policy that programs and the improvements recommended in this Policy shall be carried out and accomplished in a phased manner over time based upon the needs generated by development. Specifically, the timing and scheduling of Internal Road System improvements and maintenance shall be a function of the traffic needs generated by development in Del Monte Forest. The timing and scheduling of the External Improvements shall be a function of the traffic needs generated by the combined impact of development within and outside Del Monte Forest. The timing and scheduling of all improvements and maintenance will be phased over time to provide timely and adequate transportation facilities in Del Monte Forest and the surrounding area.

II

INTERNAL ROAD SYSTEM

A. Description of the Internal Road System: The Internal Road System is a system of privately owned, variable standard roads. Horizontal and vertical sight distances and curvature, geometric and structural cross-sections, roadside drainage and right-of-way widths do not conform to any consistent standard. However, the Internal Road System is generally adequate and in keeping with the character of Del Monte Forest. Because of the nature of Del Monte Forest, it is not possible to initiate extensive internal widening or realignment programs. Any policy or program requiring the Internal Road System to strictly conform to uniform conventional road standards is not necessary from the standpoint of traffic safety and would be inappropriate and undesirable because it would degrade the unique aesthetic and ecological values of the area. The programs outlined in this Policy accommodate an Internal Road System that can safely, aesthetically and economically meet future needs for both residential and visitor traffic and conform to the requirements of the Del Monte Forest LUP and the California Vehicle Code.

B. Road Classifications and the Arterial System: The roads comprising the Internal Road System shall be classified for purposes of development and improvement criteria and maintenance priority into three classifications:

1. 17 Mile Drive, which is the main visitor route in Del Monte Forest.

2. Collector Roads, which (together with 17 Mile Drive) provide the general circulation network for residents in Del Monte Forest.

3. Local Roads, which are intended for use only by those residents living along or adjacent thereto and are not intended for general circulation by residents or visitors.

17 Mile Drive and the Collector Roads together comprise the "Arterial System" of Del Monte Forest. All other roads are classified as Local Roads. The Arterial System recommended in the Crowell Report upon full buildout of Del Monte Forest is

shown on Figure 2 attached hereto. The Arterial System, both existing and future, is subject to continuing review and evaluation and shall be as defined from time to time by the County with the concurrence of the Owner.

C. Internal Road System General Criteria: The Internal Road System shall, over time, be improved and maintained to conform to the general criteria set forth hereinafter (the "General Criteria"). Roads required to be newly constructed, reconstructed or improved as a condition of new development in Del Monte Forest shall conform to these General Criteria when such development is opened, and the cost of the construction and improvements shall be the responsibility of the Developer. Roads which do not presently conform to these General Criteria shall be improved over time in conjunction with the Owner's Improvement and Maintenance Program described in paragraph IID below. In achieving conformity with these General Criteria priority shall be given to 17 Mile Drive, the Collector Roads and warning and regulatory signing. Advisory comments from the Del Monte Forest Property Owners shall be periodically considered.

1. Stopping Sight Distance - Stopping sight distance (that distance enabling a motorist to see far enough ahead of his vehicle to stop safely or take other action appropriate to conditions encountered while driving) for the 17 Mile Drive and Collector Roads shall be based upon a speed of 35 miles per hour (250 feet required). Stopping sight distance for Local Roads shall be based upon a speed of 25 miles per hour (200 feet required). Where it is not practical to conform to these stopping sight distances, roads shall be marked or signed in accordance with General Criteria 9 below.

2. Right-of-Way Width - New roads shall have a minimum right-of-way width of 60 feet for 17 Mile Drive and Collector Roads and 50 feet for Local Roads. Right-of-way widths for existing roads are adequate and need not be expanded.

3. Pavement Width - 17 Mile Drive and Collector Roads should have a minimum pavement width of 24 feet exclusive of shoulders, except where ecological conditions, aesthetic condi-

tions, or existing improvements dictate otherwise. In addition, consideration shall be given to selective widening of the southbound lane along 17 Mile Drive between the Pacific Grove and the Highway 1 gates to accommodate buses. Local Roads shall have a maximum paved width of 20 feet exclusive of shoulders.

4. Off-Road Parking - Newly developed properties shall provide off-road parking for residents and visitors in accordance with the provisions of the Del Monte Forest LUP and County subdivision and zoning ordinances. Existing developed properties shall be encouraged to do the same but are not obligated to do so.

5. Road Structure - The structural section of all new roads shall meet minimum County standards. The structural section of 17 Mile Drive along the coast between the Pacific Grove and Highway 1 entrance gates shall be sufficient to accommodate substantial tourist and tour bus traffic. When any existing road receives a resurfacing of 0.25 foot or more in thickness, the portion resurfaced should be brought into conformity with this criteria.

6. Road Shoulders - All roads shall have shoulders of appropriate width and surface to protect the road, to facilitate drainage, and to prevent unsafe, unsightly drop-offs at the edge of pavement.

7. Bikeways - Where a designated bikeway is a part of a road, a six-foot wide paved shoulder should be constructed, marked and made a part of the road cross-section, consistent with Appendix B in the Del Monte Forest LUP.

8. Road Drainage - All new roads shall be provided with positive roadway drainage sufficient to protect the road as well as the adjacent landscape. Drainage deficiencies on existing roads should be corrected as a part of the Owner's ongoing Improvement and Maintenance Program.

9. Warning and Regulatory Signs - All warning and regulatory signs and their uses shall conform to the California Vehicle Code, the CalTrans Traffic Manual and local ordinances. Nonconforming signs shall be removed by the Owner. Use of these

signs shall be determined through the application of generally accepted traffic engineering practices. Regulatory signs shall be placed and maintained by the Owner as directed by the County.

10. Advisory Signs - Directional, road name, and other advisory signs should be of a uniform, aesthetic design acceptable to the Owner. The CalTrans Traffic Manual should be used as a guide for posting. 17 Mile Drive shall be marked with distinctive signing and pavement markings visible in both directions.

D. Internal Road System Improvement and Maintenance Program: In order to accommodate future increased traffic demands and respond to future maintenance needs, the Owner shall reinforce its improvement and maintenance activities with an Internal Road System Improvement and Maintenance Program. This program shall be under the jurisdiction of the Owner, except for improvements to the existing road system necessary to accommodate new development in Del Monte Forest and to bring warning and regulatory signing into compliance with the California Vehicle Code, each of which shall be subject to review and approval by the County as a condition of approval of future development in Del Monte Forest. The specific implementation of the Improvement and Maintenance Program and all scheduling of improvement or maintenance activities shall be subject to the discretion of the Owner with the understanding that priority shall be given to those criteria which will make the Arterial System safer and more attractive for use by residents and visitors and which will discourage the use of Local Roads by through-resident or visitor traffic. The elements included in the Improvement and Maintenance Program consist of the following:

1. Sight Distance Improvement - Brush cutting, minor grading, debris clearing and setback enforcement shall be done to improve sight distance around curves and at intersections. The objective will be to achieve the sight distance criteria set forth in the General Criteria or to properly sign or mark the roadway.

2. Intersection Improvement - Measures shall be taken to reduce conflict areas, improve crossing angles, reduce the use of "short-cuts", reduce approach grades and reduce pavement areas at intersections. The overall objective will be to make intersections more functional, more attractive, and more understandable for both residents and visitors.

3. Road Upgrading - All of the elements of a pavement maintenance program, surface maintenance, shoulder construction and reconstruction, drainage improvements, and selective widening shall be undertaken over time to accommodate anticipated increases in traffic.

4. Signing Program - Signing and pavement marking practices shall be brought into conformance with the General Criteria 9 and 10 set forth above. All non-conforming warning or regulatory signs shall be removed by the Owner.

E. Internal Road System Management: To facilitate the management of the Internal Road System and implementation of the Internal Road System programs outlined in this Policy, the Owner shall collect in a systematic manner the following data:

1. Internal Road System traffic accident information.
2. A record of operationally significant Internal Road System locations (such as high accident locations, restricted sight distance locations, roadside obstructions, restricted roadway or pavement widths, unusual intersections, blind driveway entrances, pavement drop-offs, and eroded roadside ditches).
3. A simple record of Internal Road System road surface conditions.
4. An annual schedule of Internal Road System improvements proposed to accommodate anticipated new land uses or growth in Del Monte Forest visitor usage in the next year.

The data collected shall be linked to the Improvement and Maintenance Program such that it can be utilized as a basis for managing and carrying out the Internal Road System improvement and maintenance goals of this Policy.

IV

GATE IMPROVEMENTS

A. New Gate: Condition 14 of Monterey County Combined Development Permit No. PC-5202 for the Spanish Bay Resort Project (the "Permit") requires the Permittee at its expense to construct, within three years following the occupancy or use of any phase of the Spanish Bay Resort Project, a new intersection, entrance gate and road into Del Monte Forest from Highway 68 at the location recommended in the Crowell Report. This new entrance gate and road contain the following four elements:

1. A new access gate in the general location shown on Figure 2 attached hereto.
2. A new road from the new gate to connect with existing Congress Road (Alternative "C" in the Transportation Engineering Study) as shown on Figure 2.
3. A new intersection on Highway 68 in conjunction with the new access gate.
4. Improvements to Congress and Bird Rock Roads to accommodate the increased traffic the new access road will generate initially.

In accordance with Condition 14 of the Permit, the Permittee shall construct the new gate and entrance road within the time prescribed by Condition 14 of the Permit. As required by Condition 14 of the Permit, in order to secure the cost of construction, the Permittee shall, prior to occupancy or use of any phase of the Spanish Bay Resort Project, post security in a form and amount approved by the County.

If, prior to the commencement of construction of this new entrance gate and road the Permittee and County agree in writing that the new entrance gate and road should be constructed at a location different from that recommended in the Crowell Report, then the rights and obligations of the Permittee with respect to construction of a new entrance gate and road shall be governed by the agreement reached by the County and the Permittee with respect to the alternate location. It is understood, however, that the Permittee has no obligation to consider or

agree to an alternate location for the new entrance gate and road and that the Permittee has the absolute right to proceed with construction of the new entrance gate and road at the location under Condition 14 of the Permit at any time.

B. Country Club Gate: The Owner shall, when deemed necessary by the County to accommodate traffic resulting from development in Del Monte Forest, construct a second entry lane at the Country Club Gate.

V

EXTERNAL IMPROVEMENTS

A. Background: The Crowell Report found that the only area where future traffic generated by the full buildout of Del Monte Forest will materially impact roads outside Del Monte Forest is along Highway 68 between the Community Hospital intersection and the Highway 1 interchange. The remainder of the roads and intersections affected by full development of Del Monte Forest appear to have capacity to accommodate Del Monte buildout traffic. The Crowell Report recommended three actions, to be accomplished in phases, to improve the area along Highway 68 between the Community Hospital intersection and the Highway 1 interchange. First, it was recommended that the traffic signal at the Community Hospital intersection be retimed to equalize total delay of all legs of the intersection. This has been accomplished. Second, it was recommended that Highway 68 be widened for a short distance on each side of the Community Hospital intersection. This improvement has been completed by Pebble Beach Company at its expense. Third, it was recommended that as additional development occurs eventually the westbound lanes of Highway 68 from the Highway 1 interchange to the Community Hospital intersection be revised and improved to develop road capacity equal to that of the remainder of Highway 68. The following paragraph addresses this third recommended improvement.

B. Highway 68 Improvement Between Highway 1 and Community Hospital: The Permittee shall, prior to occupancy or use of any phase of the Spanish Bay Resort Project, post security in a form

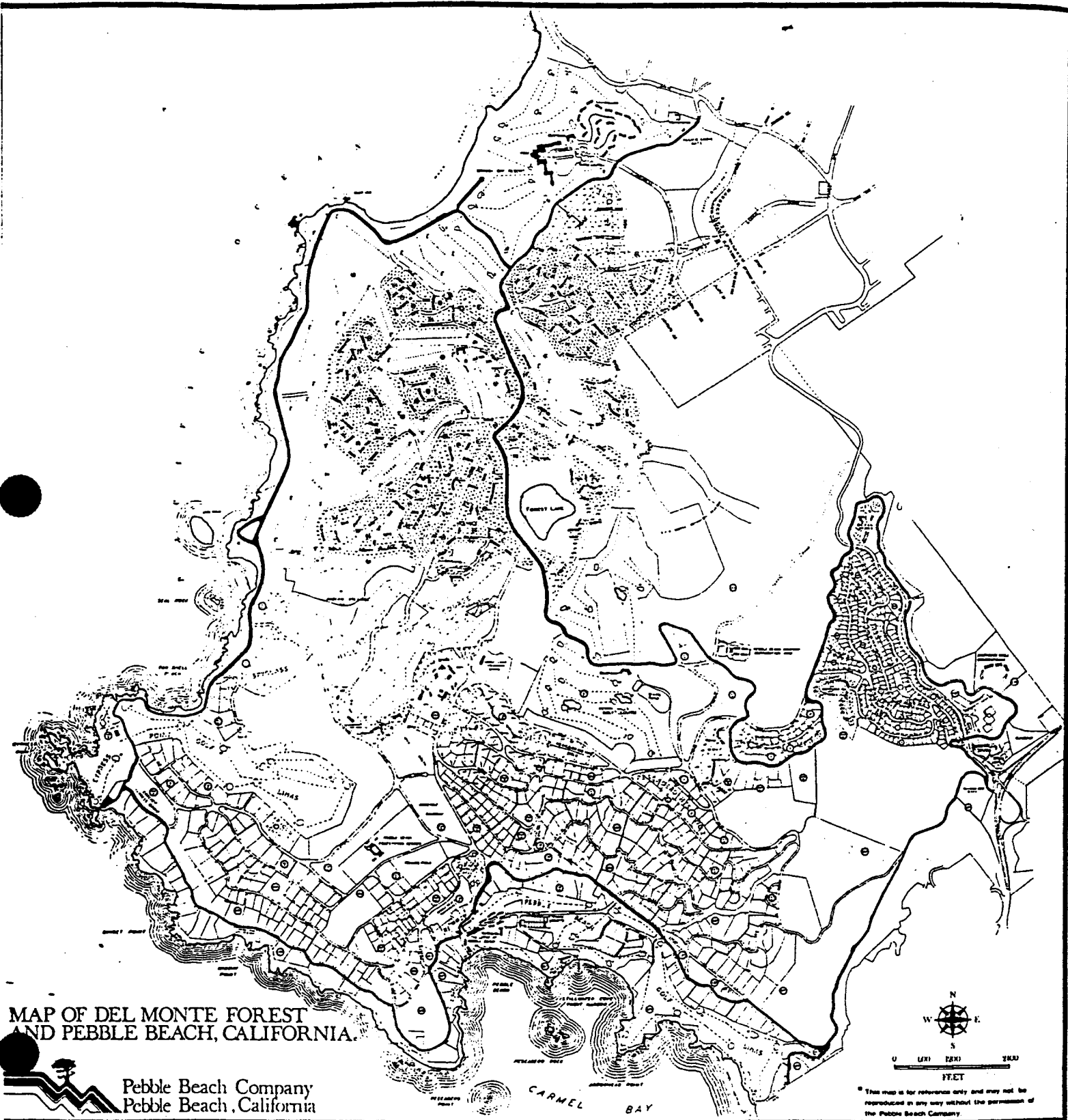
and amount approved by the County, for the cost of its proportionate share of the improvement of expansion of Highway 68 between the Community Hospital intersection and the Highway 1 interchange as provided hereinafter. The improvement shall consist as identified in the Crowell Report of the continuation of a second westbound lane along Highway 68 from the Highway 1 interchange to the Community Hospital Intersection. Spanish Bay's proportionate share shall be seven and one-half percent (7.5%) of the cost of the improvements which percentage is based upon the percentage of new conflicting traffic which will be generated by the Spanish Bay Development. The cost of the improvements shall be as estimated by the Crowell Report and may be revised from time to time subject to the approval of the Public Works Department.

As a condition of new residential subdivision and development within Del Monte Forest, the Developers shall participate in the improvement of expansion of Highway 68 between the Community Hospital intersection and the Highway 1 interchange as provided hereinafter. The improvement shall consist as identified in the Crowell Report of the continuation of a second westbound lane along Highway 68 from the Highway 1 interchange to the Community Hospital Intersection. The Developers' participation in this improvement shall be in the form of payment of thirty-one and one-half percent (31.5%) of the cost of the improvement which percentage is based upon the percentage of new conflicting traffic which will be generated by the full development of Del Monte Forest under the Del Monte Forest LUP. The Developers' obligation to participate in this improvement shall not include responsibility to actually construct or obtain any permits required to construct the improvement.

This improvement is not needed immediately. The timing of this improvement shall be a function of the need generated by new traffic resulting from new development in Del Monte Forest, the Skyline Planning Area, the Presidio, and the cities of Pacific Grove and Monterey. The Developers shall contribute their share of the cost of this improvement at such time as the County deems

the improvement necessary and construction actually begins. As a condition to new residential subdivision and development in Del Monte Forest, the County may require that the Developers' share of the cost of this improvement be secured by the Developers by (at the Developers' option) posting a bond; drawing a certificate of deposit in favor of the County; obtaining an instrument or letter of credit; creating a lien on property owned by the Developers; or obtaining some other form of security acceptable to the County.

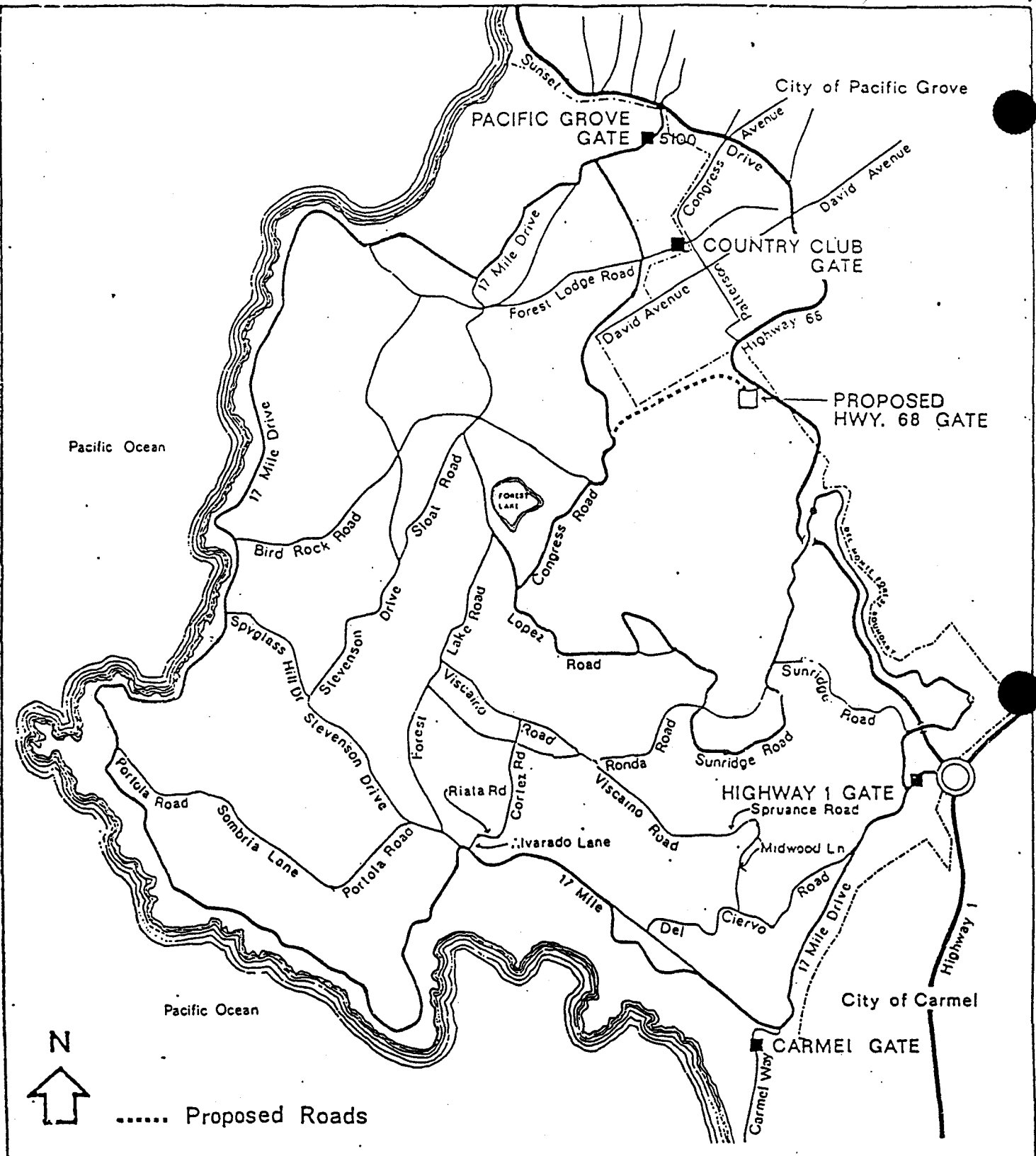
FIGURE 1



B-37

FIGURE 1

FIGURE 2



BUILDOUT TRAFFIC—Alternative C
Recommended Arterial Roadway System

Transportation Engineering Study
DEL MONTE FOREST

BURTON N. CROWELL
 Civil Engineer
 and
 THE GOODRICH TRAFFIC GROUP

February 1984

B-38

Department of Public Works
County of Monterey
Engineering Division

RECEIVED
PLANNING DEPT.

MAY 18 1993

PEBBLE BEACH CO.
REAL ESTATE DIV.

MEMORANDUM

TO: Sheriff's Department
Sheriff Norm Hicks

FROM: Traffic, Neal Thompson *N.T.*

DATE: May 14, 1993.

SUBJECT: TRAFFIC ORDINANCE

Here is an ordinance adopted by the Board of Supervisors on May 4, 1993. This ordinance becomes effective June 3, 1993.

Ordinance 3673 allows Vehicle Code Enforcement in Pebble Beach. There are three exempt areas as shown on the attachments.

If you have any questions or comments, please contact Neal Thompson at 755-4935.

GEK
GEK:ae

Attachments: Ordinance
Exempt Areas

cc: The Pebble Beach Company
Del Monte Forest Property Owners

*Before the Board of Supervisors in and for the
County of Monterey, State of California*

Ordinance No. 3673 Adopted--)
Ordinance Adopting Provisions of)
the California Vehicle Code in)
the Del Monte Forest.)

Upon motion of Supervisor Karas, seconded by Supervisor Strasser Kauffman, and unanimously carried, the Board hereby adopts an ordinance adopting the provisions of the California Vehicle Code in the Del Monte Forest.

PASSED AND ADOPTED this 4th day of May, 1993 and carried by the following vote, to wit:

AYES: Supervisors Pennycook, Shipnuck, Perkins, Karas and Strasser Kauffman

NOES: None

ABSENT: None

I, ERNEST K. MORISHITA, Clerk of the Board of Supervisors of the County of Monterey, State of California, hereby certify that the foregoing is a true copy of an original order of said Board of Supervisors duly made and entered in the minutes thereof at page -- of Minute Book 67 on May 4, 1993
Dated: May 4, 1993

ERNEST K. MORISHITA, Clerk of the Board
of Supervisors, County of Monterey
State of California.

B-40

MONTEREY COUNTY ORDINANCE NO. 3673

AN ORDINANCE MAKING THE VEHICLE CODE OF THE STATE OF CALIFORNIA APPLICABLE TO THE ROADS AND TRAFFIC IN THE UNINCORPORATED AREA OF THE DEL MONTE FOREST PURSUANT TO SECTION 21107.7 OF THE VEHICLE CODE AND REPEALING ORDINANCE NO. 1655 AND ORDINANCE NO. 2281.

COUNTY COUNSEL SUMMARY

This ordinance makes the California Vehicle Code applicable to the private roads in Del Monte Forest.

FINDINGS

1. This is an ordinance making the Vehicle Code of the State of California applicable to the roads and traffic in the Del Monte Forest pursuant to Vehicle Code section 21107.7.
2. The roads in Del Monte Forest are privately owned and maintained by the Pebble Beach Company and constitute "private roads" as defined in California Vehicle Code section 490. The Del Monte Forest roads are not now and never have been established for or maintained for public use and are not intended or used to provide through access between public highways, streets or roads. Access to the Del Monte Forest roads is restricted at entrance gates installed and maintained by the Pebble Beach Company. All use of the Del Monte Forest roads by members of the public, when such use is permitted, is solely by permission of Pebble Beach Company and subject to payment of an entrance fee, and use by property owners in Del Monte Forest and their tenants, guests and employees is subject to payment of road use fees to the Pebble Beach Company. All use of the Del Monte Forest roads is subject to rules and regulations established by the Pebble Beach Company. This ordinance is not intended to and does not alter or impair in any manner the foregoing described status of the Del Monte Forest roads or Pebble Beach Company's rights of private ownership and control of the Del Monte Forest roads and all rights inherent in or incidental thereto.
3. This ordinance is not intended to, and does not, constitute a dedication of the Del Monte Forest roads or any portion thereof to the County or to the public, or grant or convey an easement or any other property rights or interest in or to the Del Monte Forest roads or any portion thereof to the County or to the public, or make the Del Monte Forest roads, or any portion thereof, "public roads" for any purpose whatsoever.
4. This ordinance is consistent with the provisions of the Del Monte Forest Transportation Policy Agreement, the 17 Mile Drive Public Use Agreement, the Del Monte Forest Area Land Use Plan and the Local Coastal Program.

5. This ordinance is founded on the Sign Justification Report of the Del Monte Forest prepared by Barton-Aschman Associates, Inc., transportation engineers and planners, October 1992, and Supplement dated February 23, 1993 (collectively "Sign Justification Report"), and forms part of the record on which this ordinance is based. The Sign Justification Report has been reviewed by qualified engineering personnel of Monterey County Public Works Department. A copy of the Sign Justification Report is on file in the Monterey County Public Works Department.

NOW, THEREFORE, The Board of Supervisors of the County of Monterey does ordain as follows:

Article III of Chapter 12.44 of the Monterey County Code relating to the applicability of the Vehicle Code of the State of California to the roads and traffic in the unincorporated area of the Del Monte Forest is superseded as follows:

ARTICLE III. DEL MONTE FOREST AREA

Section 12.44.160 PURPOSE OF ORDINANCE.

This ordinance is enacted for the purpose of adopting the provisions of the Vehicle Code of the State of California (the "Vehicle Code") in the manner provided in Section 21107.7 of the Vehicle Code for the control of vehicular traffic in the Del Monte Forest and for the purpose of repealing Ordinance No. 1655 of the County of Monterey, passed March 11, 1969, and Ordinance No. 2281 of the County of Monterey, passed March 29, 1977.

Section 12.44.165 PROVISIONS ENACTED AFTER RECEIPT OF PETITION.

This ordinance is enacted after receipt of a petition filed with the County Clerk of the County of Monterey by the Pebble Beach Company, the owner of the roads which are set forth and more particularly described in Section 12.44.175.

Section 12.44.170 APPLICATION OF VEHICLE CODE.

There are privately owned and maintained roads within the unincorporated geographic area set forth in Exhibit "A," attached hereto (the "Del Monte Forest") that are not generally held open for use of the public for purposes of vehicular travel but, by reason of their proximity to or connection with highways, the interests of residents residing along the roads and the motoring public will best be served by application of the provisions of the Vehicle Code to certain of those roads (the "Private Roads"). The phrase "owner of the Private Roads" as used in this Article shall mean Pebble Beach Company; provided that should any of the Private

Roads, or portions thereof, be transferred by the Pebble Beach Company hereafter, the phrase "owner of the Private Roads" shall mean Pebble Beach Company's successors or assigns, as the case may be, as to the Private Roads, or portions thereof, so transferred.

Section 12.44.175 ROADS AFFECTED.

A. Except as otherwise exempted by subsection B of this Section 12.44.175, the Private Roads within the Del Monte Forest affected by this ordinance are those Private Roads listed in Exhibit "B," attached hereto.

B. The following Private Roads within the Del Monte Forest are not affected by this ordinance and the provisions of the Vehicle Code shall not apply to such roads. The limits of these Private Road exempt areas are also indicated in Figure 5.1 of the Sign Justification Report.

1. The Private Roads in the vicinity of the Lodge at Pebble Beach and Pebble Beach Golf Links including the 17 Mile Drive from Cypress Drive to Alvarado Way, Cypress Drive from Alva Lane to the Stillwater Cove Pier and Palmero Way between Cypress Drive and Whitman Lane.

2. The Private Roads within the Spanish Bay Resort area including Spanish Bay Drive, Spanish Bay Circle and Spanish Bay Court.

3. That portion of Scenic Drive situated within the City limit of the City of Monterey and not within the unincorporated area of the Del Monte Forest.

Section 12.44.180 THROUGH HIGHWAYS. The following roads, or portions thereof, are highways at the entrance to which vehicular traffic from intersecting highways is regulated by stop signs ("through highways"). The sole purpose of naming the following streets as "through highways" is to expedite movement of traffic on those streets and to protect drivers from traffic from cross streets. The owner of the Private Roads shall erect and maintain appropriate stop signs at all entrances to the through highways and on such roads at the locations specified herein and all vehicles shall stop before entering or crossing a through highway.

A. Alva Lane from Portola Road where it is stopped to Cypress Drive where it is stopped.

B. Alvarado Lane through its intersection with Stevenson Drive and Forest Lake Road through its intersection with Riata Road except at its intersection with 17 Mile Drive, making that intersection a four-way stop.

C. Bird Rock Road from Congress Road where it is stopped to 17 Mile Drive where it is stopped except at its intersections with Sloat Road and Stevenson Drive where it is stopped in both directions.

D. Carmel Way from the Carmel entrance gate to both of its intersections with 17 Mile Drive where it is stopped.

E. Congress Road from 17 Mile Drive where it is stopped to Lopez Road where it is stopped except at its intersections with Forest Lodge Road and S.F.B. Morse Drive where it is stopped in both directions.

F. Cortez Road from its intersection with Viscaino Road where it is stopped through its intersection with Riata Road.

G. Costanilla Way through its intersection with Los Altos Drive through its intersection with Sunridge Road.

H. Cypress Drive from its intersection with Stevenson Drive and 17 Mile Drive to its intersection with Alva Lane.

I. Del Ciervo Road from its eastern most intersection with 17 Mile Drive where it is stopped through its intersection with Midwood Lane.

J. Drake Road from its intersection with Sombria Lane where it is stopped to its intersection with Stevenson Drive where it is stopped in both directions.

K. Forest Lake Road from its intersection with Alvarado Lane and Stevenson Drive where it is stopped to its intersection with Lopez Road where it is stopped.

L. Forest Lodge Road from the Country Club Gate through its intersection with Sloat Road.

M. Lopez Road from Sloat Road where it is stopped, making that intersection a four-way stop, through its intersection with Sunridge Road and Pebble Drive.

N. Los Altos Drive from its intersection with Costanilla Way through its intersection with Scenic Drive, El Bosque Drive and Costado Road.

O. Midwood Lane through its intersection with Sonado Road and Spruance Road to its intersection with Del Ciervo Road where it is stopped.

P. Portola Road from 17 Mile Drive where it is stopped through its intersection with Sombria Lane and Porque Lane and from its intersection with Sombria Lane through its intersection with Alva Lane.

Q. Riata Road through its intersection with Alvarado Lane through its intersection with Cortez Road.

R. Ronda Road from Cortez Road where it is stopped to its second (easterly) intersection with Sunridge Road where it is stopped, except at its first (westerly) intersection with Sunridge Road making that intersection a four-way stop.

S. S.F.B. Morse Drive from the SFB Morse gate to its intersection with Congress Road where it is stopped making that intersection a three-way stop.

T. Scenic Drive from its intersection with Sunridge Road where it is stopped to the Monterey City limit and from its intersection with Los Altos Drive to the Monterey City limit at the east boundary of the Ocean Pines subdivision.

U. 17 Mile Drive from the Pacific Grove entrance gate to the Highway One entrance gate, except at its intersection with Sloat Road making that intersection a four-way stop, at its western most intersection with Spanish Bay Road where 17 Mile Drive is stopped in its westbound direction, at its intersection with Alvarado Lane making that intersection a four-way stop, and at its westerly intersection with Crespi Lane where 17 Mile Drive is stopped in its westbound direction.

V. Sloat Road from its intersection with Lopez Road where it is stopped, making that intersection a four-way stop, to its intersection with Forest Lodge Road, except for its intersection with 17 Mile Drive, making that intersection a four-way stop.

W. Sombria Lane through its intersection with Portola Road and Porque Lane through its intersection with Portola Road.

X. Spanish Bay Road from its most easterly intersection with 17 Mile Drive where it is stopped, through its most westerly intersection with 17 Mile Drive.

Y. Spruance Road from its intersection with Ronda Road where it is stopped through its intersection with Sonado Road and Midwood Lane.

Z. Spyglass Hill Road from its intersection with Stevenson Drive where it is stopped to its intersection with 17 Mile Drive where it is stopped.

AA. Stevenson Drive from 17 Mile Drive near Sloat Road where it is stopped to its intersection with Forest Lake Road and Alvarado Lane where it is stopped.

AB. Sunridge Road from its intersection with Lopez Road where it is stopped to its intersection with 17 Mile Drive near the Highway One Gate except for its intersection with Pebble Drive and Lopez Road where it is stopped in the easterly direction, at its first intersection with Ronda Road making that intersection a four-way stop, its intersection with Costanilla Way at which only westbound traffic on Sunridge is stopped, and at its intersection with Chamisal Way and Sunset Lane making that intersection a four-way stop intersection.

AC. Viscaino Road from Forest Lake Road where it is stopped to its intersection with Ronda Road where it is stopped.

Section 12.44.185 STOP INTERSECTIONS.

The following intersections are stop intersections. The owner of the Private Roads shall erect and maintain appropriate stop signs at the entrances to the stop intersections and all vehicles shall stop at the entrances to the stop intersections as designated in this Section prior to entering the same.

A. Intersection of Alva Lane and Cypress Drive; stop required on Alva Lane at the entrance to Cypress Drive.

B. Intersection of Alva Lane and Portola Road; stop required on Alva Lane at the entrance to Portola Road.

C. Intersection of the Alvarado Lane southbound connector and 17 Mile Drive; stop required on the Alvarado Lane southbound connector at the entrance to 17 Mile Drive.

D. Intersection of Bird Rock Road and 17 Mile Drive; stop required on Bird Rock Road at the entrance to 17 Mile Drive.

E. Intersection of Bird Rock Road and Congress Road; stop required on Bird Rock Road at the entrance to Congress Road.

F. Intersection of Bird Rock Road and Sloat Road; stop required on Bird Rock Road at both entrances to Sloat Road.

G. Intersection of Bird Rock Road and Stevenson Drive; stops required on Bird Rock Road at both entrances to Stevenson Drive.

H. West most intersection of Carmel Way and 17 Mile Drive; stop required on Carmel Way at the entrance to 17 Mile Drive.

I. East most intersection of Carmel Way and 17 Mile Drive; stop required on Carmel Way at the entrance to 17 Mile Drive.

J. Intersection of Chamisal Way and El Bosque Drive at which all approaches are stopped (4-way).

K. Intersection of Congress Road and 17 Mile Drive; stop required on Congress Road at the entrance to 17 Mile Drive.

L. Intersection of Congress Road and Forest Lodge Road; stop required on Congress Road at both entrances to Forest Lodge Road.

M. Intersection of Congress Road and Lopez Road; stop required on Congress Road at the entrance to Lopez Road.

N. Intersection of Cormorant Road and Ocean Road; stop required on Cormorant Road at the entrance to Ocean Road.

O. Intersection of Cypress Drive (NB) and Palmero Way; stop required on Cypress Drive (NB) at the entrance to Palmero Way.

P. North most intersection of Del Ciervo Road and 17 Mile Drive; stop required on Del Ciervo Road at the entrance to 17 Mile Drive.

Q. South most intersection of Del Ciervo Road and 17 Mile Drive; stop required on Del Ciervo Road at the entrance to 17 Mile Drive.

R. Intersection of Del Ciervo and Crespi Lane; stop required on Del Ciervo at both entrances to Crespi Lane.

S. Intersection of Drake Road and Sombria Lane; stop required on Drake Road at the entrance to Sombria Lane.

T. Intersection of Drake Road and Stevenson Drive; stop required on Drake Road at the entrance to Stevenson Drive.

U. Intersection of Forest Lake Road (SB) and Alvarado Lane; stop required on Forest Lake Road (SB) at the entrance to Alvarado Lane.

V. Intersection of Forest Lake Road and Lopez Road; stop required on Forest Lake Road at the entrance of Lopez Road.

W. Intersection of the Forest Lake Road northbound connector and Lopez Road; stop required on the Forest Lake Road northbound connector at the entrance to Lopez Road.

X. Intersection of Forest Way and Lookout Road; stop required on Forest Way at the entrance to Lookout Road.

Y. Intersection of Lopez Road and Bird Rock Road; stop required on Lopez Road at the entrance to Bird Rock Road.

Z. Intersection of the Lopez Road westbound connector to Forest Lake Road; stop required on the Lopez Road westbound connector at the entrance to Forest Lake Road.

AA. Intersection of Midwood Lane and Del Ciervo Road; stop required on Midwood Lane at the entrance to Del Ciervo Road.

AB. Intersection of Ondulado Road (EB) and Stevenson Drive; stop required on Ondulado Road (EB) at the entrance to Stevenson Drive.

AC. Intersection of Portola Road and 17 Mile Drive; stop required on Portola Road at the entrance to 17 Mile Drive.

AD. Intersection of Rodeo Drive and Ocean Road; stop required on Rodeo Drive at both entrances to Ocean Road.

AE. East most intersection of Ronda Road and Sunridge Road; stop required on Ronda Road (EB) at the entrance to Sunridge Road.

AF. West most Intersection of Ronda Road and Sunridge Road at which all approaches are stopped (4-way).

AG. Intersection of SFB Morse Drive and Congress Road at which three approaches are stopped (3-way).

AH. Intersection of 17 Mile Drive and Alvarado Lane at which all approaches are stopped (4-way).

AI. Intersection of 17 Mile Drive westbound connector and Alvarado Lane; stop required on the 17 Mile Drive westbound connector at the entrance to Alvarado Lane.

AJ. West most intersection of 17 Mile Drive and Crespi Lane; stop required on 17 Mile Drive (WB) at the entrance to Crespi Lane.

AK. Intersection of 17 Mile Drive and Cypress Drive/Stevenson Drive; stop required on 17 Mile Drive at the entrance to Cypress Drive/Stevenson Drive.

AL. Intersection of 17 Mile Drive and Sloat Road at which all approaches are stopped (4-way).

AM. Intersection of 17 Mile Drive and Spanish Bay Road; stop required on 17 Mile Drive (WB) at the entrance to Spanish Bay Road.

AN. Intersection of Scenic Road and Sunridge Road; stop required on Scenic Drive (WB) at the entrance to Sunridge Road.

AO. Intersection of Sloat Road and Lopez Road at which all approaches are stopped (4-way).

AP. Intersection of Sloat Road and Majella Road; stop required on Sloat Road at the entrance to Majella Road.

AQ. Intersection of Spanish Bay Road and 17 Mile Drive; stop required on Spanish Bay Road at the entrance to 17 Mile Drive.

AR. Intersection of Spruance Road and Ronda Road; stop required on Spruance Road at the entrance to Ronda Road.

AS. Intersection of Spyglass Hill Road and 17 Mile Drive; stop required on Spyglass Hill Road at the entrance to 17 Mile Drive.

AT. Intersection of Spyglass Hill Road and Stevenson Drive; stop required on Spyglass Hill Road at the entrance to Stevenson Drive.

AU. Intersection of Stevenson Drive and 17 Mile Drive; stop required on Stevenson Drive (NB) at the entrance to 17 Mile Drive.

AV. Intersection of the Stevenson Drive southbound connector and Portola Road; stop required on the Stevenson Drive southbound connector at the entrance to Portola Road.

AW. Intersection of Sunridge Road and 17 Mile Drive; stop required on Sunridge Road (SB) at the entrance to 17 Mile Drive.

AX. Intersection of Sunridge Road and Costanilla Way; stop required on Sunridge Road (WB) at the entrance to Costanilla Way.

AY. East most intersection of Sunridge Road and Lopez Road; stop required on Sunridge Road (EB) at the entrance to Lopez Road.

AZ. West most intersection of Sunridge Road and Lopez Road; stop required on Sunridge Road (SB) at the entrance to Lopez Road.

BA. Intersection of Sunridge Road and Chamisal Way at which all approaches are stopped (4-way).

BB. Intersection of Valdez Road and Ocean Road; stop required on Valdez Road at both entrances to Ocean Road.

BC. Intersection of Viscaino Road and Forest Lake Road; stop required on Viscaino Road at the entrance to Forest Lake Road.

Section 12.44.190 YIELD INTERSECTIONS DESIGNATED

The following intersections are yield intersections. The owner of the Private Roads shall erect and maintain appropriate yield right-of-way signs located at or near the entrance or entrances to the yield intersections where motorists are required to yield the right-of-way.

A. West most intersection of Ronda Road and Sunridge Road. The sign to be erected on the northeast corner of the intersection and yield required of right turning westbound Ronda Road traffic as it merges with northbound through traffic on Sunridge Road.

Section 12.44.195 SPEED LIMITS

A. Residence Districts. Pursuant to Sections 515 and 22352 of the Vehicle Code, the speed limit on the Private Roads in all residence districts in the Del Monte Forest shall be 25 miles per hour.

1. The owner of the Private Roads shall erect and maintain 25-mile-per-hour signs at the locations identified in the Sign Justification Report, and as approved by the County of Monterey in accordance with Section 12.44.225.

B. Decrease of Local Limits. In accordance with Sections 627 and 22358 of the Vehicle Code, the Board of Supervisors of the County of Monterey has determined upon the basis of an engineering and traffic survey that the limit of fifty-five miles per hour is more than is reasonable or safe upon those highways, or portions of highways, described in this subsection. Therefore, the Board of Supervisors of the County of Monterey determines and declares the following prima facie speed limits for each of the described highways, or portions of highways, which speed limits are most appropriate to facilitate the orderly movement of traffic and are reasonable and safe. The owner of the Private Roads is directed to erect and maintain appropriate signs giving notice of such prima facie speed limits upon the highways described in this subsection.

(NONE DESCRIBED)

Section 12.44.200 CROSSWALKS.

The following locations are marked crosswalks between intersections and are designated as mid-block crosswalks.

A. Stevenson Drive south of Wranglers Trail.

- B. Stevenson Drive south of Rodeo Drive.
- C. Stevenson Drive mid-way between Sloat Road and Spyglass Hill Road.
- D. Stevenson Drive north of Spyglass Hill Road.
- E. Stevenson Drive south of Portola Road.
- F. Stevenson Drive east of Ondulado Road.
- G. Forest Lodge Road north of Sloat Road.
- H. Sloat Road north of Bird Rock Road.
- I. San Carlos Road east of Stevenson Drive.
- J. San Carlos Road west of Bird Rock Road.
- K. 17 Mile Drive east of Spanish Bay Road
- L. 17 Mile Drive south of Point Joe (2 crosswalks).
- M. 17 Mile Drive south of Bird Rock Road.
- N. 17 Mile Drive at Cypress Point (2 crosswalks).
- O. 17 Mile Drive at Cypress Point.
- P. Colton Road north of Arroyo Drive.
- Q. Colton Road south of Arroyo Drive.
- R. Ocean Road east of 17 Mile Drive (2 crosswalks).
- S. Spyglass Hill Road east of 17 Mile Drive (2 crosswalks).
- T. Palmero Way east of Cypress Drive.
- U. El Bosque Drive mid-way between Chamisal Way and Sunridge Road.
- V. Forest Lake Road at Viscaino Road.
- W. Forest Lake Road north of the Robert Louis Stevenson School entrance.

Section 12.44.205 PARKING.

A. Prohibited At All Times. No person shall stop, park, or leave standing any vehicle, whether attended or unattended, except when necessary to avoid conflict with other traffic or in compliance with the directions of a peace officer or official traffic-control device, in any of the following places at any time, and the owner of the Private Roads shall erect and maintain appropriate signs or curb markings giving notice thereof.

1. Sunset Lane; on both sides of Sunset Lane beginning at approximately 200 feet south of the El Bosque Drive/Sunridge Road/Sunset Lane intersection and ending approximately 100 feet south, through the sharp curve on Sunset Lane.

2. Benbow Place; on the south side of Benbow Place from the end of the cul-de-sac to approximately 300 feet east of Forest Lake Road.

3. Viscaino Road; on both sides of Viscaino Road from approximately 500 feet east of Forest Lake Road to Forest Lake Road.

4. Ondulado Road; on both sides of Ondulado Road between Stevenson Drive and Alva Lane.

5. 17 Mile Drive; on the northeasterly side beginning 100 feet northwest of Del Ciervo Road and continuing northwest for 400 feet.

6. 17 Mile Drive; on the northwesterly side beginning 100 feet northwest of Palmero Way and continuing northwest for 50 feet.

7. 17 Mile Drive; on the ocean side from 2800 feet north of Ocean Road to 4120 feet north of Ocean Road, generally in the vicinity of Point Joe.

B. Angle Only Permitted. Angle parking is permitted on the following roads or streets, or portions thereof, only where the owner of the Private Roads has placed signs or painted parking stalls giving notice that such parking is permitted. Where such signs or painted parking stalls are in place, no person shall park in any manner other than at the angle indicated by such signs or painted parking stalls and no person shall park in such a manner as to occupy more than one stall, or in such a manner as to place his vehicle over any painted parking stall line.

1. On 17 Mile Drive northwest of the Lone Cypress.

C. Handicapped. No person shall stop, park, or leave standing any vehicle, whether attended or unattended, in a stall or space designated for physically handicapped persons if, immediately adjacent to and visible from such stall or space, there is posted a sign consisting of a profile view of a wheelchair with occupant in white on a blue background, unless the vehicle displays a valid distinguishing license plate or a placard.

Section 12.44.210 NO TURNING MOVEMENT.

A. No person shall make a left turn with a vehicle at any of the following intersections. The owner of the Private Roads shall erect and maintain appropriate signs giving notice thereof.

1. From Carmel Way at its easterly intersection with 17 Mile Drive;
2. From 17 Mile Drive at its westerly intersection with Carmel Way; and
3. From SFB Morse Drive at its intersection with Highway 68.

B. No person shall make a right turn with a vehicle at any of the following intersections. The owner of the Private Roads shall erect and maintain appropriate signs giving notice thereof.

1. From 17 Mile Drive at its intersection with the eastern portion of Carmel Way; and
2. From the western portion of Carmel Way at its intersection with 17 Mile Drive.

Section 12.44.215 GOLF CARTS.

The Private Roads provide access to several golf courses and are hereby designated for combined use by golf carts (as defined in Section 345 of the Vehicle Code) and regular vehicular traffic. Pursuant to Section 21115 of the Vehicle Code, it shall be lawful to drive golf carts that are not registered with the California Department of Motor Vehicles upon the Private Roads, or portions thereof, with speed limits of 25 miles per hour or less. Golf cart operation under this Section shall be limited to daylight hours unless the carts meet the equipment requirements of Section 24001.5 of the Vehicle Code.

Section 12.44.220 SIGNS AND MARKINGS.

A. The owner of the Private Roads shall erect appropriate signs at the five gated vehicular entrances to the Del Monte Forest and at the exits from the exempt areas set forth in Section 12.44.175, Subsection B, of such size, shape and color as to be legible during daylight hours from a distance of 100 feet, to the effect that the Private Roads are subject to the provisions of the Vehicle Code. Signs shall also be placed at the entrances to the exempt areas set forth in Section 12.44.175, Subsection B, to the effect that the Private Roads within these areas are not subject to the provisions of the Vehicle Code.

B. Pursuant to Vehicle Code Section 21107.7(a), the owner of the Private Roads shall erect and maintain traffic regulatory and warning signs and markings as set forth in the Sign Justification Report and subsequent approvals by the County of Monterey pursuant to Section 12.44.225. The owner of the Private Roads shall remove all regulatory and warning signs not approved by the Sign Justification Report or subsequent approvals by the County of Monterey pursuant to Section 12.44.225.

C. Except as to variances approved by the Sign Justification Report or pursuant to Section 12.44.225, all traffic regulatory and warning signs and markings shall conform to the design and siting standards depicted in the most current editions of the FHWA "Manual on Uniform Traffic Control Devices" or the California Department of Transportation "Traffic Manual."

D. The owner of the Private Roads shall keep on file the type and location of all traffic control devices approved by the Sign Justification Report and all subsequent changes approved pursuant to Section 12.44.225.

Section 12.44.225 CHANGES.

A. Changes to traffic regulatory and warning signs, signals, markings, and devices located on the Private Roads within Del Monte Forest affected by this ordinance, or variances from the design and siting standards for signs described in section 12.44.220 or changes adding to or deleting from the Private Roads within the Del Monte Forest affected by this ordinance are hereby defined as ("Changes"). Requests for Changes shall be made by the owner of the Private Roads by letter request to the Director of the Department of Public Works. The letter request shall state the reason for the request and shall be supported by appropriate data (e.g., engineering study) as determined necessary by the Director of the Department of Public Works or his designee.

B. The owner of the Private Roads shall ensure that the Del Monte Forest Property Owners Association be given notice and the opportunity to comment on proposed Changes prior to the submission of all requests for Changes to the Director of the Department of Public Works. Requests for Changes should include a summary of the comments received from the Del Monte Forest Property Owners Association, if any.

C. Except as provided in subsection D of this Section 12.44.225, all Changes shall be approved administratively by the Director of the Department of Public Works or his designee. The decision of the Director of the Department of Public Works or his designee may be appealed to the Monterey County Board of Supervisors.

D. The following changes require an amendment to this ordinance:

- (1) changes to parking restrictions;
- (2) mid-block crosswalk locations;
- (3) stop and yield sign locations;
- (4) signed turning movement restrictions at intersections;
- (5) speed limit designations; and
- (6) the addition or deletion of Private Roads affected by this ordinance.

Section 12.44.230 TRAFFIC ENFORCEMENT.

The Vehicle Code shall be enforced within the Del Monte Forest by the Monterey County Sheriff's Department and the California Highway Patrol. Enforcement shall be carried out according to current Vehicle Code statutes as they may be amended from time to time.

Section 12.44.235 PENALTY FOR VIOLATION.

Every person who violates any of the provisions of the Vehicle Code shall be guilty of an infraction or a misdemeanor, as the case may be based on applicable Vehicle Code provisions, and upon conviction thereof shall be punished in the manner specified in Section 42000 et. seq. of the Vehicle Code.

Section 12.44.240 AUTHORITY.

This Ordinance is made pursuant to Section 21107.7 of the California Vehicle Code.

PASSED AND ADOPTED this 4th day of May, 1993 by the following vote:

Ayes: Supervisors Pennycook, Shipnuck, Perkins, Karas & Strasser
Noes: None
Absent: None

Judy L. E. Pennycook
Judy L. E. Pennycook, Chair
Monterey County Board of Supervisors

Attest:
Clerk of the Board

By Camela Oliver
Deputy

EXHIBIT A
LEGAL DESCRIPTION

EXHIBIT A TO MONTEREY COUNTY ORDINANCE NO. _

DESCRIPTION OF DEL MONTE FOREST AREA
BOUNDARY AS DELINEATED IN FIGURE 5,
LAND USE PLAN LOCAL COASTAL PROGRAM
5 July 1983

CERTAIN real property situated in Rancho El Pescadero and Point Pinos Rancho, County of Monterey, State of California, particularly described as follows:

BEGINNING at the southwesterly corner of that certain 8.022 acre parcel described in deed from Del Monte Properties Company to the State of California, recorded November 28, 1951 in Volume 1344 at Page 26, Official Records of Monterey County, California; thence along the southerly boundary of said parcel

(1) S 70° 45' E, 700.22 feet (described as course numbered (3) in said deed); thence

(2) Northeasterly, 241.66 feet along the arc of a tangent curve to the left having a radius of 300 feet, through a central angle of 46° 09' 12" to a point of reverse curvature (described as course numbered (2) in said deed); thence tangentially

(3) Southeasterly, 71.37 feet along the arc of a reverse curve to the right having a radius of 50 feet, through a central angle of 81° 47' 12" (described as course numbered (1) in said deed) to a point on the southwesterly line of Sunset Drive, as said point being distant 79.84 feet, S 17° 52' 36" E, from that certain Monument numbered 8301, as said monument entitled, "Licensed Surveyor's Map of El Pescadero and Point Pinos Ranchos", etc. filed January 12, 1922, in Volume 3 of Surveys at Page 3, Records of Monterey County, California; thence leaving said southerly boundary of said 8.022 acre parcel and running tangentially along said southwesterly line

(4) S 35° 07' E, 231.50 feet; thence

(5) Southeasterly, 388.73 feet along the arc of a tangent curve to the left having a radius of 540 feet, through a central angle of 41° 14' 43"; thence leaving said southwesterly line of said Sunset Drive and running along the limit line of the City of Pacific Grove as shown on that certain map entitled "Sunset Annexation of Parcels I and II" filed 11 August 1975 in Volume 13 of Cities and Towns at Page 4, Records of Monterey County, California

(6) S 17° 35' 10" E, 89.65 feet; thence

(7) S 25° 30' W, 23.40 feet; thence

(8) S 64° 30' E, 132.26 feet; thence

(9) Northeasterly, 106.40 feet along the arc of a curve to the right (center bears S 46° 51' 10" E, 575 feet distant), through a central angle of 10° 36' 10"; thence radially

(10) S 36° 15' E, 50.00 feet; thence

(11) Southwesterly, 31.42 feet along the arc of a curve to the left (center bears S 36° 15' E, 525 feet distant), through a central angle of 3° 25' 46"; thence

(12) S 44° 50' E, 349.59 feet; thence

(13) S 49° 28' 19" E, 68.02 feet; thence

(14) S 31° 57' 30" E, 320.08 feet to a point on the westerly line of the Southern Pacific Railroad right-of-way, as shown on said Annexation Map; thence

(15) S 70° 12' 15" E, 176.48 feet (at 50.00 feet to the most southwesterly corner of that certain 4.055 acre parcel shown and so designated on that certain Record of Survey map filed 17 September 1958 in Volume X-1 of Surveys, at Page 206, Records of Monterey County, California); thence along the southerly line of said Record of Survey.

(16) N 87° 15' E, 164.77 feet to the southeasterly corner of said 4.055 acre parcel; thence along the easterly line of said parcel

(17) N 6° 17' 45" E, 174.67 feet to the southwesterly corner of that certain 7.28 acre parcel as shown and designated as Parcel II on said Annexation map; thence along the southerly line of said Parcel II

(18) East, 141.85 feet; thence

(19) S 67° 30' E, 182.54 feet; thence

(20) S 69° 51' 55" E, 282.43 feet to a point on the westerly line of Seventeen Mile Drive; thence leaving said southerly line and said westerly line

(21) S 79° 00' 47" W, 89.32 feet to a point on the easterly line of said Seventeen Mile Drive, as said point also lying on the southerly boundary of that certain 8.321 acre parcel described as the Methodist Church Property in that certain annexation of said property to the City of Pacific Grove recorded April 25, 1957 in Volume 1786 at page 454, Official Records of Monterey County, California; thence leaving said easterly line and running along said southerly boundary

(22) Southeasterly, 265.72 feet along the arc of a curve to the left (center bears S 78° 02' 32" E, 177.84 feet distant), through a central angle of 85° 36' 30" to a point of reverse curvature; thence tangentially

(32) Southwesterly, 2.81 feet along the arc of a curve to the left (center bears S 19° 00' E, 3.45 feet distant), through a central angle of 46° 35' 45" to a point of compound curvature; thence tangentially

(33) Southwesterly, 406.14 feet along the arc of a compound curve to the left having a radius of 3500 feet, through a central angle of 6° 38' 55"; thence tangentially

(34) S 17° 45' 20" W, 67.80 feet; thence

(35) S 29° 51' E, 381.66 feet to the most easterly corner of Tract No. 852, Monterey Peninsula Country Club No. 6 as said tract map is filed January 10, 1979 in Volume 13 of Cities and Towns at page 105, Records of Monterey County, California; thence leaving said westerly boundary of said school and running along the southeasterly boundary of said tract

(36) S 60° 09' W, 1456.31 feet to the most westerly corner of said tract, said corner also lying on Congress Road and being distant 22.36 feet, along said southeasterly boundary, to that certain Monument numbered 6401, as said monument is shown and so designated on said Licensed Surveyor's Map; thence said southeasterly boundary and running along southeasterly line of said Congress Road

(37) S 26° 22' W, 25.12 feet to the intersection of said line with the southwesterly boundary of Del Monte Park, as said boundary is shown on that certain map filed June 5, 1907 in Volume 2 of Cities and Towns at Page 1, Records of Monterey County, California; thence along said southwesterly boundary

(38) S 34° 04' E, 1804.06 feet to that certain Monument numbered 5401, as said monument is shown and so designated on said Licensed Surveyor's Map; thence along said southeasterly boundary of said Del Monte Park

(39) N 59° 55' E, 2173.44 feet to the most westerly corner of that certain 0.101 acre parcel described in deed from Del Monte Properties Company to Norman C. Winslow, et. wx. recorded March 6, 1968 in Reel 547 at Page 1130, Official Records of Monterey County, California; thence leaving said southeasterly boundary and running along the southwesterly line of said 0.101 acre parcel

(40) S 29° 53' E, 66.16 feet; thence

(41) S 78° 14' 55" E, 20.00 feet to a point on the westerly line of Holman Highway (formerly know as Pacific Grove-Carmel County Road); thence along last said line

(42) Southeasterly, 534.85 feet along the arc of a curve to the left (center bears S $78^{\circ} 14' 55''$ E, 480 feet distant), through a central angle of $63^{\circ} 50' 35''$; thence tangentially

(43) S $52^{\circ} 05' 30''$ E, 1241.83 feet the intersection of said westerly line with northeasterly boundary of Rancho El Pescadero; thence leaving said line and running along said Rancho boundary

(44) S $33^{\circ} 41'$ E, 1087.55 feet; thence

(45) S $33^{\circ} 50' 30''$ E, 478.97 feet (at 42.10 feet, a point on said westerly line of said Holman Highway; at 115.54 feet, a point on the easterly line of said highway) to the northwesterly corner of that certain tract shown on that certain map entitled "Tract No. 562, Skyline Crest No. 1" filed December 13, 1967 in Volume 9 of Cities and Towns at page 41, Records of Monterey County, California; leaving said Rancho boundary and running along the westerly boundary of said trail

(46) S $28^{\circ} 17' 13''$ W, 267.00 feet (shown as S $28^{\circ} 12' 43''$ W, 267.19 feet on last said map); thence continuing along said westerly boundary and the southerly prolongation thereof

(47) S $10^{\circ} 20'$ W, 345.00 feet (at 118.56 feet, the most westerly corner common to said Tract No. 562 and that certain tract entitled "Tract No. 669, Skyline Crest No. 2" filed August 2, 1972 in Volume II of Cities and Towns at Page 47, Records of Monterey County, California); thence continuing along the westerly boundary of last said tract

(48) S $21^{\circ} 55'$ E, 82.00 feet to the most southerly corner of said Tract No. 669; thence along the southerly boundary of said tract

(49) N $60^{\circ} 05'$ E, 207.00 feet; thence

(50) S $83^{\circ} 15'$ E, 138.00 feet; thence

(51) S $51^{\circ} 00'$ E, 102.00 feet to angle point of said boundary; thence along the southeasterly boundary of last said tract and the northeasterly prolongation thereof

(52) N $56^{\circ} 20'$ E, 150.00 feet (at 140.31 feet, the most easterly corner of last said tract) to a point on said Rancho El Pescadero boundary; thence along said Rancho boundary as said boundary also being the Monterey City Limits line

(53) S $33^{\circ} 40'$ E, 109.94 feet; thence leaving said Rancho line and continuing along said City Limits line

- (54) S 18° 48' 51" W, 834.94 feet; thence
- (55) S 11° 19' W, 140.00 feet; thence
- (56) S 17° 41' E, 161.24 feet; thence
- (57) S 62° 16' 10" W, 246.52 feet to a point on the northeasterly line of said Holman Highway; thence along said highway line and said City Limits Line
- (58) Southeasterly, 99.04 feet along the arc of a curve to the right (center bears S 62° 16' 10" W, 430 feet distant), through a central angle of 13° 11' 50" to a point of reverse curvature; thence tangentially
- (59) Southeasterly, 262.12 feet along the arc of a reverse curve to the left having a radius of 649.22 feet, through a central angle of 23° 08'; thence tangentially
- (60) S 37° 40' E, 546.74 feet; thence
- (61) Southwesterly, 476.31 feet along the arc of a tangent curve to the right having a radius of 430 feet, through a central angle of 63° 28'; thence tangentially
- (62) S 25° 48' W, 18.34 feet; thence
- (63) Southeasterly, 906.69 feet along the arc of a tangent curve to the left having a radius of 770 feet, through a central angle of 67° 28'; thence tangentially
- (64) S 41° 40' E, 61.22 feet; thence
- (65) Southerly, 346.42 feet along the arc of a tangent curve to the right having a radius of 380 feet, through a central angle of 52° 14' to a point of reverse curvature; thence tangentially
- (66) Southeasterly, 382.23 feet along the arc of a reverse curve to the left having a radius of 285.28 feet, through a central angle of 76° 46' to a point of reverse curvature; thence tangentially
- (67) Southeasterly, 272.67 feet along the arc of a reverse curve to the right having a radius of 693.32 feet, through a central angle of 22° 32'; thence tangentially
- (68) S 43° 40' E, 381.49 feet; thence
- (69) Southeasterly, 368.72 feet along the arc of a tangent curve to the right having a radius of 630 feet, through a central angle of 33° 32'; thence tangentially

B-62

(70) S 10° 08' E, 590.69 feet; thence

(71) Southeasterly, 282.74 feet along the arc of a tangent curve to the left having a radius of 270 feet, through a central angle of 60° 00' to a point of reverse curvature; thence tangentially

(72) Southeasterly, 134.60 feet along the arc of a reverse curve to the right having a radius of 349.10 feet, through a central angle of 22° 05' 29"; thence

(73) S 74° 43' 25" E, 7.25 feet; thence

(74) S 47° 29' 14" E, 308.47 feet; thence

(75) S 89° 02' 42" E, 123.32 feet; thence leaving said Monterey City Limit line

(76) S 51° 20' 22" E, 150.00 feet; thence

(77) S 39° 20' 19" W, 538.91 feet to a point on the westerly line of State Highway No. 1 said point also being the northeasterly terminus of that Certain Course numbered (11), as said highway line and course are described in deed from Del Monte Properties Company to State of California recorded February 18, 1959 in Volume 1934 at page 151, Official Records of Monterey County, California; thence along said State Highway line

(78) S 33° 34' 20" W, 192.10 feet (described as S 35° 32' 30" W in last said deed); thence

(79) S 19° 47' 09" W, 249.81 feet (described as S 21° 45' 19" W, 249.79 feet in last said deed); thence

(80) S 29° 51' 21" W, 207.02 feet (described as S 31° 49' 41" W, 207.01 feet in last said deed); thence

(81) S 30° 23' 11" E, 337.26 feet (described as S 28° 39' 21" E, 337.24 feet in last said deed); thence

(82) S 16° 26' 38" E, 606.78 feet (described as S 14° 42' 38" E, 606.74 feet in last said deed); thence

(83) S 18° 37' 47" W, 231.36 feet (described as S 20° 21' 37" W, 231.35 feet in last said deed); thence

(84) S 18° 06' 41" E, 390.46 feet (described as S 16° 22' 51" E, 390.44 feet in last said deed) to a point of cusp on the northerly line of San Luis Avenue (80 foot-wide county road); thence leaving said highway line and running along said northerly line

(85) Westerly, 194.27 feet along the arc of a non-tangent curve to the left (center bears S 47° 17' 24" W, 230 feet distant), through a central angle of 48° 23' 44" to the southeasterly corner of that certain Parcel "B" as shown on that certain Record of Survey Map filed September 20, 1966 in Volume X-4 of Surveys at Page 50, Records of Monterey County, California; thence leaving said northerly line and running along the easterly boundary of said parcel

(86) N 1° 06' 19" W, 76.40 feet to the most easterly corner of Lot 28 in Block 300, as said lot and block are shown on that certain map entitled "Third Addition to Carmel Woods," etc., filed October 3, 1927 in Volume 3 of Cities and Towns at page 47, Records of Monterey County, California; thence along the northeasterly boundary of said Block 300 and the northwesterly prolongation thereof

(87) N 34° 00' W, 834.15 feet; thence leaving said prolongation and running along the northwesterly line of Lot 8 in said Block 300, and the northeasterly prolongation thereof

(88) S 58° 15' W, 552.81 feet to the northwesterly corner of said Lot 8; thence leaving said northwesterly line

(89) N 85° 43' W, 120.66 feet; thence

(90) S 76° 40' W, 180.00 feet; thence

(91) Southwesterly, 80.50 feet along the arc of a tangent curve to the left having a radius of 75 feet, through a central angle of 61° 30' to a point of compound curvature; thence tangentially

(92) Southeasterly, 186.60 feet along the arc of a compound curve to the left having a radius of 300 feet, through a central angle of 35° 38' 20"; thence radially

(93) S 69° 31' 40" W, 50.00 feet to the southeasterly corner of that certain Parcel 2 as described in deed recorded October 24, 1980 in Reel 1442 at page 511, Official Records of Monterey County, California; thence along the easterly boundary of said Parcel 2

(94) Northwesterly, 50.38 feet along the arc of a non-tangent curve to the right (center bears N 69° 31' 40" E, 350 feet distant), through a central angle of 8° 14' 50" to the northeasterly corner of said Parcel 2; thence along the northerly boundary of said parcel

(95) S 80° 20' W, 53.41 feet to the northwesterly corner of said Parcel 2; thence along the westerly boundary of said parcel

B-64

(96) Southwesterly, 52.02 feet along the arc of a non-tangent curve to the right (center bears S $87^{\circ} 29' 30''$ W, 180 feet distant), through a central angle of $16^{\circ} 34' 10''$ to the southwesterly corner of said Parcel 2; thence radially

(97) N $75^{\circ} 56' 20''$ W, 60.00 feet; thence

(98) Southwesterly, 43.86 feet along the arc of a non-tangent curve to the right (center bears N $75^{\circ} 56' 20''$ W, 120 feet distant), through a central angle of $20^{\circ} 56' 20''$; thence tangentially

(99) S $35^{\circ} 00'$ W, 20.00 feet; thence

(100) N $56^{\circ} 30'$ W, 161.43 feet to the most northerly corner of said Block 306; thence along the westerly boundary of said block

(101) S $52^{\circ} 10'$ W, 154.09 feet; thence

(102) S $46^{\circ} 30'$ W, 125.73 feet; thence

(103) S $37^{\circ} 40'$ W, 131.42 feet; thence

(104) S $33^{\circ} 50'$ W, 103.09 feet; thence

(105) S $4^{\circ} 10'$ W, 160.00 feet; thence

(106) N $82^{\circ} 30'$ E, 150.00 feet; thence

(107) S $25^{\circ} 19'$ E, 40.60 feet; thence

(108) S $8^{\circ} 15'$ E, 91.71 feet; thence

(109) S $49^{\circ} 30'$ W, 156.30 feet; thence

(110) S $68^{\circ} 30'$ W, 193.96 feet; thence

(111) S $14^{\circ} 20'$ E, 99.74 feet to a point on that certain course number (14) of that 2.293 acre parcel-described in deed from Pebble Beach Corporation to the County of Monterey recorded April 7, 1978 in reel 1231 at page 1033, Official Records of Monterey County, California; thence along said course and the northwesterly line of said 2.293 acre parcel

(112) Southwesterly, 32.58 feet along the arc of a non-tangent curve to the left (center bears S $50^{\circ} 02' 10''$ e, 85 feet distant), through a central angle of $21^{\circ} 57' 50''$ to a point of compound curvature; thence leaving last said course and continuing along said northwesterly line

(113) Southeasterly, 161.94 feet along the arc of a compound curve to the left having a radius of 95 feet, through a central angle of $97^{\circ} 40'$ to a point of reverse curvature; thence tangentially

(114) Southwesterly, 110.80 feet along the arc of a reverse curve to the right having a radius of 56.70 feet, through a central angle of $111^{\circ} 58' 15''$; thence tangentially.

(115) S $32^{\circ} 18' 15''$ W, 148.43 feet; thence

(116) Southeasterly, 95.79 feet along the arc of a tangent curve to the left having a radius of 160 feet, through a central angle of $34^{\circ} 18' 15''$ to a point of reverse curvature; thence tangentially

(117) Northwesterly, 152.38 feet along the arc of a reverse curve to the right having a radius of 68.21 feet, through a central angle of $128^{\circ} 00'$; thence tangentially

(118) N $54^{\circ} 00'$ W, 74.62 feet; thence

(119) Southwesterly, 223.05 feet along the arc of a tangent curve to the left having a radius of 180 feet, through a central angle of $71^{\circ} 00'$; thence tangentially

(120) S $55^{\circ} 00'$ W, 180.40 feet; thence

(121) S $30^{\circ} 20'$ W, 100.99 feet; thence leaving said northwesterly line of said 2.293 acre parcel

(122) N $59^{\circ} 40'$ W, 158.12 feet to a point on the southeasterly line of that certain 28.971 acre parcel described in deed from Del Monte Properties Company to Del Monte Foundation recorded June 28, 1976 in Reel 1064 at page 829, Official Records of Monterey County, California; thence along said southeasterly line

(123) S $38^{\circ} 30'$ W, 187.10 feet; thence

(124) S $67^{\circ} 30'$ W, 152.34 feet; thence

(125) S $32^{\circ} 00'$ W, 162.53 feet; thence

(126) S $21^{\circ} 00'$ W, 163.85 feet; thence

(127) S $7^{\circ} 30'$ W, 386.70 feet; thence

(128) South, 299.26 feet; thence

(129) S $22^{\circ} 40'$ E, 214.23 feet; thence

(130) S $67^{\circ} 20'$ W, 79.15 feet; thence

(131) S $0^{\circ} 50'$ E, 87.53 feet; thence

(132) West, 57.00 feet; thence

(133) South, 47.00 feet; thence

(134) S $25^{\circ} 00'$ W, 83.00 feet; thence

B-66

(135) S 40° 30' W, 44.50 feet; thence

(136) South, 245.78 feet to a point on the southeasterly boundary of Rancho El Pescadero; thence leaving said southeasterly line and running along said Rancho boundary

(137) S 60° 36' 30" W, 1919.25 feet to the most westerly corner of that certain 3.058 acre parcel shown on that certain map filed December 20, 1974 in Volume 7 of Parcel Maps at page 134, Records of Monterey County, California; thence leaving said records boundary

(138) Southwesterly, 21.53 feet along the arc of a non-tangent curve to the right (center bears N 33° 33' 14" W, 300 feet distant), through a central angle of 4° 06' 44" to a point of compound curvature; thence tangentially

(139) Westerly, 86.39 feet along the arc of a compound curve to the right having a radius of 110 feet, through a central angle of 45° 00' to a point of reverse curvature; thence tangentially

(140) Southwesterly, 47.12 feet along the arc of a reverse curve to the left having a radius of 90 feet, through a central angle of 30° 00' to a point of reverse curvature; thence tangentially

(141) Northwesterly, 51.70 feet along the arc of a reverse curve to the right having a radius of 93 feet, through a central angle of 31° 51'; thence non-tangentially

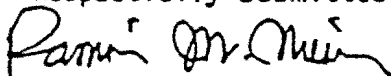
(142) S 47° 24' 30" W, 50.00 feet to Monument #1444 as said monument is shown and so designated on aforesaid Licensed Land Surveyor's Map; thence

(143) S 52° 00' W, 300 feet, more or less, to a point on the shoreline of Carmel Bay; thence

(144) Westerly and Northerly, along said Carmel Bay shoreline and the Pacific Ocean shoreline, 47,000 feet, more or less; to the intersection of last said shoreline with northwesterly prolongation of said southerly boundary of said 8.022 acre parcel; thence along said prolongation

(145) S 70° 45' E, 200 feet, more less, to the POINT OF BEGINNING.

Respectfully submitted,



RAMON M. NIERVA

Registered Civil Engineer #21618
State of California

14 August 1984
W.O. 3985

RMN:bgr
0119A

B-67

FIGURE 5

DEL MONTE FOREST AREA LAND USE PLAN - 1983

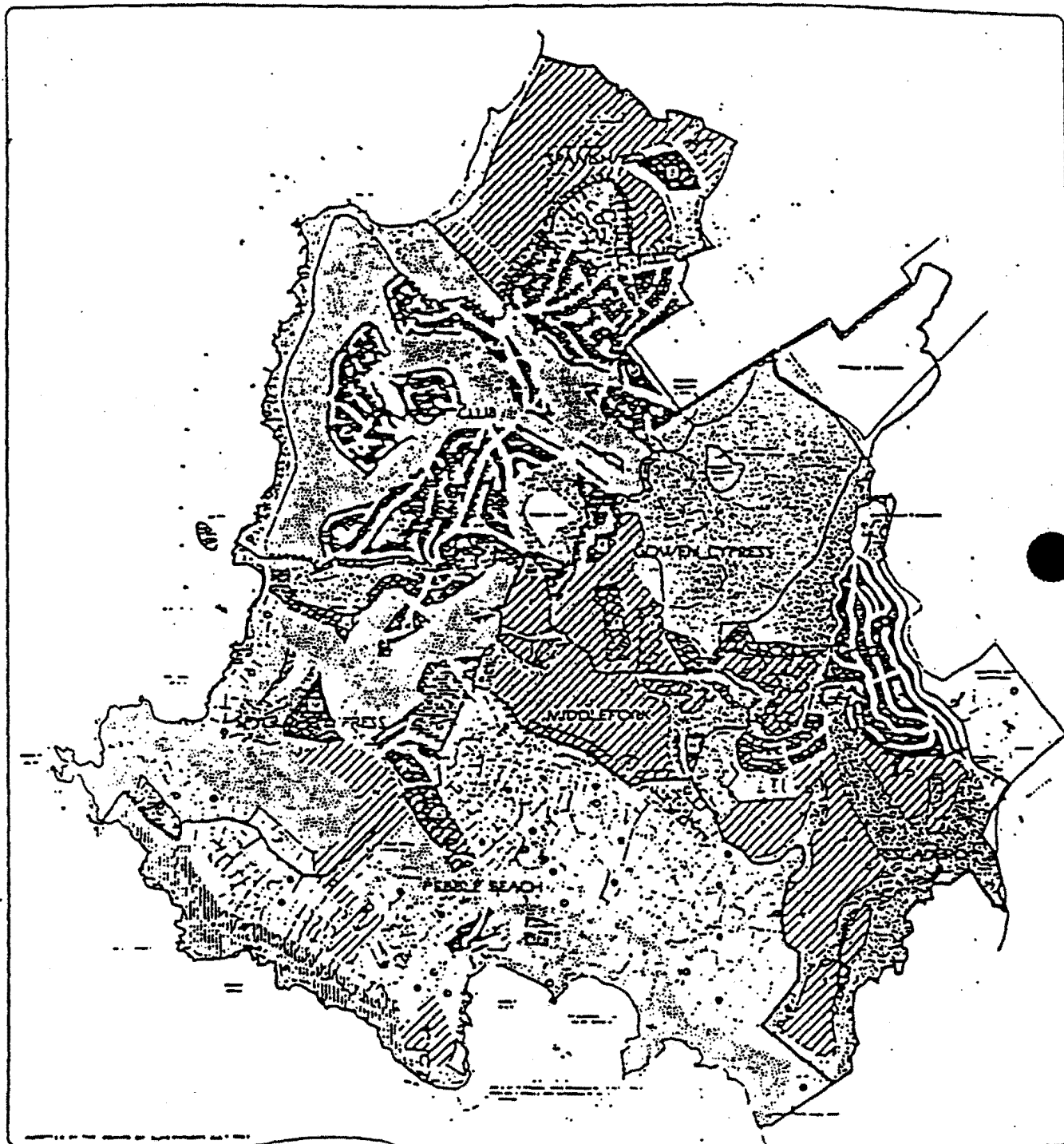
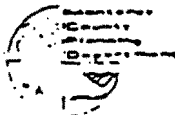


FIGURE 1
LAND USE PLAN (1983)

DO NOT POST AND CANCEL PLAN
OPERATIONAL PROGRAM























	1. Number of Convicted Persons		1. Number of Convicted Persons
	2. Area of Special Concern		2. Area of Special Concern
	3. Number of Convicted Persons		3. Number of Convicted Persons
	4. Area of Special Concern		4. Area of Special Concern
	5. Number of Convicted Persons		5. Number of Convicted Persons
	6. Area of Special Concern		6. Area of Special Concern
	7. Number of Convicted Persons		7. Number of Convicted Persons
	8. Area of Special Concern		8. Area of Special Concern
	9. Number of Convicted Persons		9. Number of Convicted Persons
	10. Area of Special Concern		10. Area of Special Concern

EXHIBIT B

LIST OF NAMED STREETS IN DEL MONTE FOREST SUBJECT TO ORDINANCE

EXHIBIT B TO MONTEREY COUNTY ORDINANCE NO. _

LIST OF ROADS IN DEL MONTE FOREST SUBJECT TO ORDINANCE

A

Adobe Lane
Alva Lane
Alvarado Lane
Alviso Way
Arbor Lane
Arrowhead Road
Arroyo Drive
Atajo Way
Aztec Road

B

Ballantrae Lane
Benbow Place
Bird Rock Road
Bonifacio Road
Bristol Curve
Bristol Lane
Broncio Road

C

Cabrillo Road
Cantera Court
Carmel Way
Cayuse Road
Chamisal Way
Chaparral Road
Circle Road
Club Road
Colton Road
Congress Road
Coral Drive
Cormorant Road
Corte Lane
Cortez Road
Costado Place
Costado Road
Costanilla Way
Coyote Road
Crescent Road
Crespi Lane
Crest Road
Customs Road
Cypress Drive

D

Dana Road
Deer Path
Del Ciervo Road

LIST OF STREETS IN DEL MONTE FOREST
SUBJECT TO ORDINANCE

Exhibit B
Page 2

Don Lane
Drake Court
Drake Road

E

El Bosque Drive
Elk Run Road
El Toro Road

F

Fergusson Lane
Flavin Lane
Forest Lake Road
Forest Lodge Road
Forest Way
Founders Lane

G

Galleon Road
Griffin Road

H

Hacienda Drive
Haul Road
Hawkins Way
Herders Road
Hermitage Road
Hopi Road

I

Indian Village Road

L

Lake Court
Lake Road
Lariat Lane
Larkin Road
Lasauen Road
Laurel Lane
Lisbon Lane
Live Oak Road
Live Oak Meadow
Lookout Road
Lopez Road
Los Altos Drive
Lost Barranca
Lupin Lane

LIST OF STREETS IN DEL MONTE FOREST
SUBJECT TO ORDINANCE

Exhibit B
Page 3

M

Madre Lane
Madrone Lane
Majella road
Marcheta Lane
Mariners Way
Matador Road
Mesa Lane
Mestres Drive
Middle Ranch Road
Midwood Lane
Mission Road
Mora Lane

N

Navajo Road

O

Oak Knoll Road
Oasis Road
Ocean Road
Old Congress Road
Oleada Road
Ondulado Road
Ortega Road
Oxen Trail

P

Padre Lane
Palmero Way
Paradise Park Road
Parkway Drive
patio Drive
Pebble Drive
Peisano Road
Pelican Road
Pine Meadows Place
Pine Meadows Way
Pinto Lane
Pioneer Road
Porque Lane
Portola Road
Presidio Road

Q

Quarry Road

LIST OF STREETS IN DEL MONTE FOREST
SUBJECT TO ORDINANCE

Exhibit B
Page 4

R

Raccoon Trail
Rampart Road
Rancho Road
Riata Road
Rodeo Road
Ronda Road

S

Samuel F.B. Morse Drive
San Carlos Road
Sand Dunes Road
Sawmill Gulch Road
Scenic Drive
Seagull Road
Seventeen Mile Drive
Sheridan Lane
Sherman Road
Signal Hill Road
Silver Court
Sloat Road
Sombbrero Road
Sombria Court
Sombria Lane
Sonado Road
Spanish Bay Road
Spruance Road
Spyglass Hill Road
Spyglass Woods Drive
Stevenson Drive
Stillwater Lane
Strawberry Hill Road
Sunridge Road
Sunset Lane
Susan Way

T

The Dunes
The Old Drive
Trappers Trail
Treasure Road

V

Valdez Road
Vaquero Road
Venadero Road
Viscaino Road

LIST OF STREETS IN DEL MONTE FOREST
SUBJECT TO ORDINANCE

Exhibit B
Page 5

W

Whalers Way
Whitman Lane
Whitman Place
Wildcat Canyon Road
Wranglers Trail

EXEMPT
Spanish Bay Resort

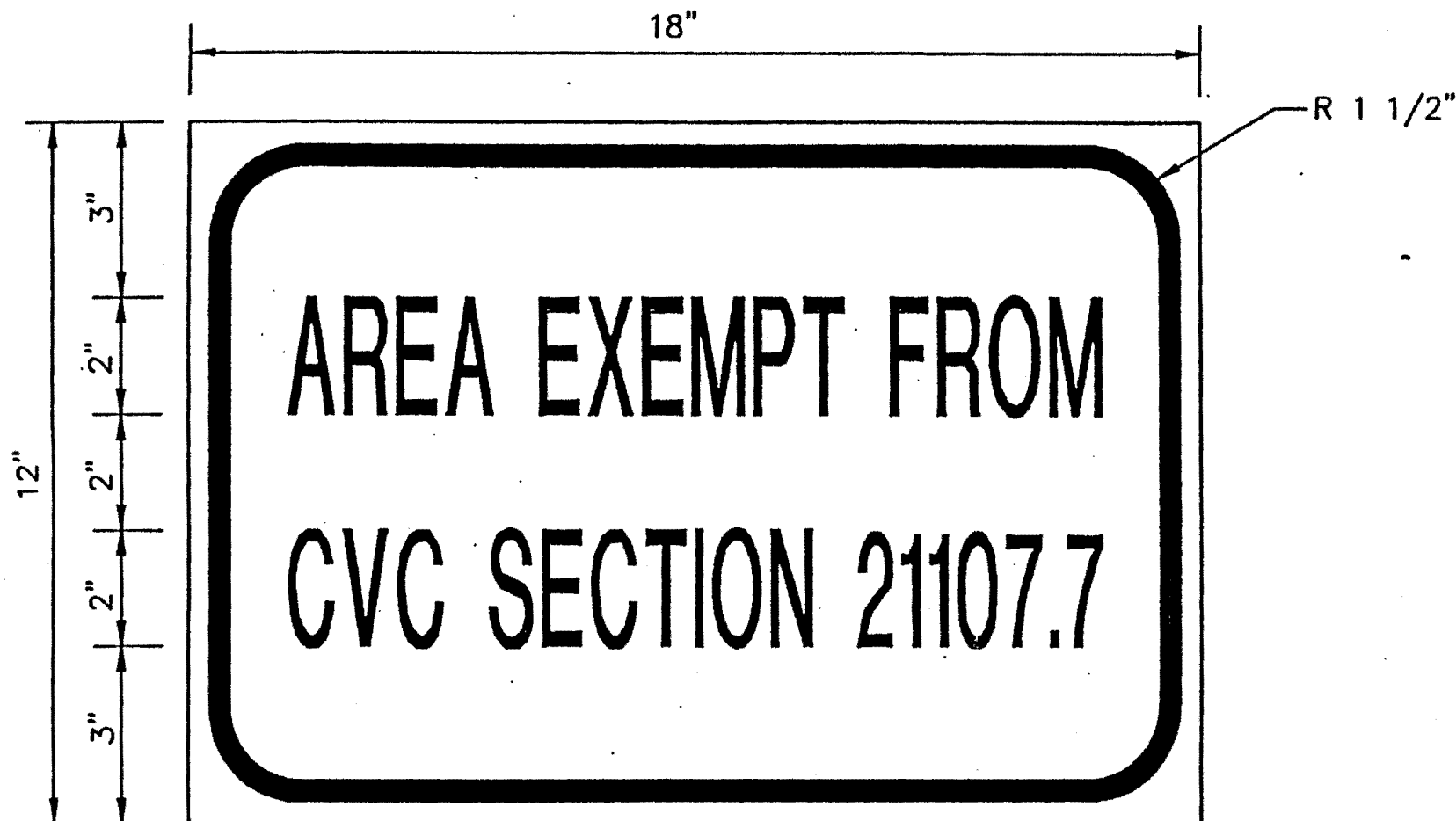


EXEMPT
Scenic Dr.
City of
Monterey

EXEMPT
The Lodge

DEL MONTE FOREST
VEHICLE CODE ENFORCEMENT

B-75



Note:

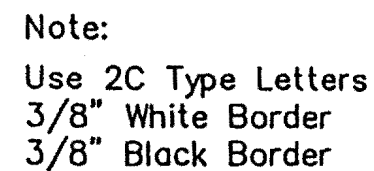
Use 2C Type Letters

3/8" White Border

3/8" Black Border

Figure 1

PROPOSED SIGN



ALTERNATIVE PROPOSED SIGN

**STATUS REPORT ON DEL MONTE FOREST AREA
LAND USE PLAN IMPLEMENTATION
AS OF APRIL 1992**

Prepared by Pebble Beach Company

TABLE OF CONTENTS

	<u>Page</u>
A. Introduction.	1
1. Reason for this Report.	1
2. Structure of the LUP and this Report.	1
B. Discussion of LUP Objectives and Implementation Status	2
1. Water and Marine Resources.	2
a. The Objective.	2
b. Implementation Status.	2
2. Environmentally Sensitive Habitat Areas.	3
a. The Objective.	3
b. Implementation Status.	3
3. Forestry and Soil Resources.	5
a. The Objective.	5
b. Implementation Status.	5
4. Hazardous Areas.	6
a. The Objective.	6
b. Implementation Status.	6
5. Scenic and Visual Resources.	7
a. The Objective.	7
b. Implementation Status.	7
6. Archeological Resources.	8
a. The Objective.	8
b. Implementation Status.	8
7. Land Use and Development.	8
a. The Objective.	8
b. Implementation Status.	8
(1) Open Space.	8
(2) Commercial.	10
(3) Residential.	11

8.	Circulation.	11
	a. The Objective.	11
	b. Implementation Status.	12
9.	Water and Wastewater Services.	13
	a. The Objective.	13
	b. Implementation Status.	13
10.	Housing.	15
	a. The Objective.	15
	b. Implementation Status.	15
11.	Public Access.	15
	a. The Objective.	15
	b. Implementation Status.	16
C.	Implementation and Administration.	17
	1. OSAC Plan.	18
	2. Coastal Implementation Plan.	18
	3. Timing of Development.	18
	4. Water and Sewer Allocations.	18
D.	Conclusions.	19

* * * * *

**STATUS REPORT ON DEL MONTE FOREST AREA
LAND USE PLAN IMPLEMENTATION
AS OF APRIL 1992**

A. Introduction.

1. Reason for this Report.

In light of the recent decision by the Monterey County Board of Supervisors to undertake a review of the Del Monte Forest Area Land Use Plan (LUP), Pebble Beach Company thought it would be timely and informative to conduct an evaluation of the extent to which the LUP has been carried out to date. Pebble Beach Company, as the major property owner in Del Monte Forest and one most responsible for implementing the objectives of the LUP, has an interest in knowing to what degree and how effectively the LUP has been implemented. To that end, Pebble Beach Company has prepared this report in an effort to identify those activities that have been achieved toward fulfillment of the objectives of the LUP, and those that remain to be implemented in the future. While we cannot claim complete objectivity, we have tried hard to be as objective as possible.

2. Structure of the LUP and this Report.

The LUP is an integral component of the Del Monte Forest Area Local Coastal Program (LCP) adopted by Monterey County and certified by the California Coastal Commission in 1988. The LCP is the comprehensive framework for land use and development in the coastal zone areas of the Del Monte Forest (Forest).

The LUP is structured around eleven principal objectives. The LUP specifies numerous policies, programs and specific activities to be implemented in order to achieve these objectives. Many of the LUP objectives pertain to the management and protection of natural resources including water and marine resources, environmentally sensitive habitat, forestry and soil resources, hazardous areas, scenic and visual resources, and archeological resources. The LUP also contains objectives relating to the nature of land use and development within the Del Monte Forest and certain land use support elements pertinent to development including circulation, water resources, sewer resources, and housing resources. One final objective, which in many respects is related to all of the others and which is accorded special importance in the Del Monte Forest under the Coastal Act, is public access.

This report addresses each of these LUP objectives and summarizes those activities and programs that have been

implemented toward the fulfillment of these objectives, and those where additional action is needed.

B. Discussion of LUP Objectives and Implementation Status

The following is a brief discussion of each principal LUP objective and its current implementation status.

1. Water and Marine Resources.

a. The Objective.

The quality of Del Monte Forest coastal streams, open coastal waters, the Carmel Bay State Ecological Reserve, and the Carmel Bay Area of Special Biological Significance are identified in the LUP for protection and maintenance. This objective is to be accomplished through adherence to comprehensive management practices including stream setbacks, stream flow maintenance, riparian vegetation protection, and control of grading to minimize erosion and sedimentation.

b. Implementation Status.

All development in the Forest is subject to development standards and criteria established in the LUP which are designed to protect water and marine resources. Conformance with these standards and criteria is judged through the development approval process by Monterey County.

Restoration of the sand mining activity and associated impacts on water and marine resources that took place at Spanish Bay in the early part of the century was a goal of development of the Spanish Bay Resort. Major components of that development project included the preservation of the remaining natural dunes, the re-creation and restoration of previously existing native dune habitat, and the preservation and enhancement of the two large riparian areas on the site. The re-created dune habitat has also resulted in a number of emergent wetlands and riparian channels throughout the project site.

All of these resources (preserved and re-created) are managed in accordance with a comprehensive Resource Management Plan (RMP) developed specifically for the site and approved by the Coastal Commission and the County. This RMP is implemented by the Pebble Beach Company pursuant to a legal agreement with the Coastal Commission. Annual monitoring of implementation of the RMP is done by the Coastal Commission and the County. As the environment continues to evolve, the management of the resources evolves with it in accordance with direction received from these monitoring agencies and consulting biologists.

Efforts have been directed at reclaiming and restoring other former sand mining areas and associated erosion within the Forest, particularly within the Huckleberry Hill Natural Habitat Area (Huckleberry Hill). Erosion control measures in these areas have been implemented with moderate success. A program for addressing the remaining erosion concerns in these areas, as well as natural erosion which occurs throughout the Forest on fire trails and roads, has been approved by the Coastal Commission and County and is being implemented on an on-going basis.

Water and marine resources along the coastline have been addressed through the completion of the site specific coastal access improvement recommendations of the LUP. Coastal access parking has been defined and is now managed in accordance with the terms of public access dedications offered to the State of California or Monterey County by the Pebble Beach Company. Drainage infrastructure at these access areas has also been put in place to protect water and marine resources.

An open space area of 63 acres along Pescadero Creek has been dedicated and conveyed to the Del Monte Forest Foundation (DMFF), a nonprofit organization recognized by the LUP as the entity intended to oversee the management of open space in the Forest.

2. Environmentally Sensitive Habitat Areas.

a. The Objective.

Environmentally Sensitive Habitat (ESH) Areas are unique resources in the Forest to be preserved for the enrichment of residents and visitors. The protection, enhancement and restoration of these resources is a significant goal of the LUP. ESH is dispersed throughout the Forest and includes several different types of habitat, each with its own special characteristics. These habitat types include remnant dunes, riparian corridors, wetlands, marine habitats, and unique forest environments.

b. Implementation Status.

Approximately 660 acres within the Forest, including the majority of identified ESH areas, have been set aside for permanent protection through offers of dedication, scenic easements, and/or direct conveyance to DMFF, the County or the Coastal Commission.

Development of the Spanish Bay Resort included an ESH dune rehabilitation project. The Spanish Bay site was, for decades, the location of an active sand mining operation and all but a few of the remnant dunes that once covered the site were mined away. In accordance with the LUP objectives for

restoration and rehabilitation of ESH, the Spanish Bay Golf Course was developed within a setting of reconstructed and rehabilitated dunes. These dunes were planted with native species and are managed and maintained in accordance with the Resource Management Plan approved by the Coastal Commission and the County for the site. Annual monitoring of the management and maintenance of the dune rehabilitation project is done by both the Coastal Commission and the County. Pebble Beach Company employs an environmentalist and a dune biologist who, in consultation with County experts, oversee the progress of this unique experimental dune restoration program.

In addition to the re-created dune habitat, the remnant native sand dunes at Spanish Bay have been protected through formal offers of dedication. These include the shoreline remnant dunes as well as the inland remnant dunes on the Spanish Bay site. As prescribed in the LUP twenty-five percent (25%) of the Spanish Bay golf course area has been devoted to the dune preservation and rehabilitation project.

The remnant dunes adjacent to the Indian Village area near Bird Rock have also been preserved through scenic easement. Detailed maintenance prescriptions have been defined and are incorporated as a part of the recorded easement. These maintenance prescriptions serve to preserve this ESH area in its natural state. An educational interpretive program/nature trail has also been established in this area by Pebble Beach Company.

Native species landscaping and endangered species outplanting programs have also been implemented in conjunction with the Spanish Bay project. This has been accomplished on the Spanish Bay site and along the shoreline from Spanish Bay to Fan Shell Beach. Public access along this shoreline area has been redirected and is now managed in accordance with the specific LUP access plans (LUP Appendix B) for each area. In addition, Pebble Beach Company has implemented a special program (managed by Pebble Beach Company in coordination with state, local and federal authorities) regarding the annual harbor seal pupping at Cypress Point and Fan Shell Beach.

As discussed above, the riparian and wetland areas at Spanish Bay have been preserved and enhanced and are managed pursuant to the Spanish Bay Resort RMP. The Pescadero Canyon riparian corridor has also been preserved as open space and conveyed to DMFF.

The unique forest environments identified in the LUP have been set aside through dedication. These areas include the SFB Morse Botanical Reserve, the Crocker Cypress Grove, Pescadero Canyon, Shepards Knoll, Indian Village, Navajo Tract and the three hundred and fifty (350) acre Huckleberry Hill Area. Management and maintenance standards for these areas have been

defined and adopted in accordance with the prescriptions defined by the Del Monte Forest Open Space Advisory Committee (OSAC). A comprehensive maintenance standard for the Huckleberry Hill Area was approved by the County in 1991. The Indian Village, Navajo Tract, Crocker Grove and Pescadero Canyon areas have been conveyed by Pebble Beach Company to DMFF. Habitat protection measures have been implemented at the Crocker Cypress Grove.

The boundaries of the SFB Morse Botanical Reserve as well as the Huckleberry Hill Area have been expanded and defined in accordance with the policies of the LUP with the approval of the Coastal Commission.

The major land use adjacent to the Gowen Cypress/Bishop Pine habitat association, the Poppy Hills Golf Course, has been developed and implemented. It is owned and managed by the Northern California Golf Association (NCGA).

Pebble Beach Company has established a nursery program for the propagation and outplanting of native understory and overstory plants associated with the Monterey Pine forest, and environmentally sensitive species including Tidestrom's Lupine, Menzies Wallflower and Hickman's Onion. The outplanting of these plants takes place in the context of development mitigation as well as on-going management and maintenance of the forest resources and ESH areas.

3. Forestry and Soil Resources.

a. The Objective.

The forest resource is one of the chief assets of the Del Monte Forest because of its dual role as a natural environment and its contribution to the scenic attractiveness of the area. Preservation of the forest resource is encouraged for its wildlife habitat value as well as its value to residents and visitors.

b. Implementation Status.

In accordance with the Coastal Commission's certification findings for the LUP, the 1987 dedication by Pebble Beach Company of the 350 acre Huckleberry Hill Area for forest open space and wildlife habitat preservation accomplished this objective in large measure. The LUP was structured around the dedication of the Huckleberry Hill open space preserve area as the major mitigation for environmental impacts to forest resources that would result from all future development allowed under the LUP. This dedication was of such importance that the LUP dictated that it be triggered by the first major development under the LUP. The Huckleberry Hill dedication was therefore made a condition of the Spanish Bay Resort project. A

comprehensive maintenance standard for Huckleberry Hill was approved by Monterey County in 1991.

In addition to Huckleberry Hill, other significant areas of forest that have been preserved include, the SFB Morse Botanical Reserve, Crocker Cypress Grove, Pescadero Canyon, Shepards Knoll, Indian Village, and the Navajo Tract.

Pebble Beach Company through its forestry department and Architectural Review Board (ARB) monitors significant alteration and/or removal of trees and vegetation within the Forest. The specific procedures and standards for forest management administered by Pebble Beach Company have been defined by Monterey County and implementation is coordinated and has been confirmed with Monterey County.

Preservation of the forest resources at Spanish Bay has been accomplished as directed in the LUP and management is done in accordance with forest management plans for the Spanish Bay project approved by the County and the Coastal Commission.

The management and protection of forest resources within the context of development in the residentially designated portions of the Forest remains to be implemented. This is intended to be accomplished under the LUP through project-specific forest management plans. Provision for wildlife corridors and maintenance of the forest tree canopy will be incorporated through application of existing LUP development standards and criteria.

4. Hazardous Areas.

a. The Objective.

Land uses and development in areas of geologic, flood, and fire hazard are to be carefully regulated through planning practices to minimize risk to life, property, and the environment.

b. Implementation Status.

Geologic and flood hazards are addressed principally through location and design of development.

Specific actions have been taken to implement programs relating to minimizing fire risk in the Forest. Pebble Beach Company, in cooperation with the Pebble Beach Community Services District (PBCSD) and the California Department of Forestry (CDF) have agreed upon a fire maintenance standard for the Forest open space areas entitled the Fire Defense Improvement Plan and Emergency Access Route for Open Space Areas, June 1988. OSAC members were involved in the establishment of this fire

maintenance program and are involved with its on-going implementation to ensure that an appropriate balance is maintained between human safety considerations and forest preservation considerations.

Pebble Beach Company employs a full time forester and an environmentalist. They have the responsibility for overseeing the implementation of this Plan in addition to other open space management programs within the Del Monte Forest on Pebble Beach Company lands.

5. Scenic and Visual Resources.

a. The Objective.

The Del Monte Forest and Seventeen Mile Drive are important visitor destinations. The LUP seeks to protect scenic resources by avoiding incompatible development and encouraging improvements and facilities which complement the natural scenic beauty and enhance the public enjoyment of these areas.

b. Implementation Status.

The shoreline access areas along Seventeen Mile Drive have been improved in accordance with site specific plans for each area outlined in the LUP. These improvements complete the LUP objective related to the natural scenic attributes of Seventeen Mile Drive. To the extent future residential development is done adjacent to the Drive, the setback policies of the LUP are intended to further protect the scenic attributes of the Drive by preserving forested open space buffers around it.

The Spanish Bay Resort project re-created a natural dune habitat visual resource environment and resulted in improvements to public facilities in the area.

A significant aspect of the scenic and visual resources of the Del Monte Forest as a whole has been preserved through the dedication of Huckleberry Hill, which is a prominent natural feature of the Del Monte Forest. Scenic and open space easements have also been offered at other areas of visual prominence including the shoreline from Spanish Bay to Fan Shell Beach, Cypress Point, Midway Point/Lone Cypress, Pescadero Point/Witch Tree, the Crocker Cypress Grove area, the Navajo Tract, Indian Village and Indian Village dunes areas, SFB Morse Botanical Reserve, Shepards Knoll, and Pescadero Canyon.

Recreational open space areas such as Spyglass Hill Golf Course, the Spanish Bay Golf Links and the Pebble Beach Golf Links also contribute to the scenic resources of the Forest.

All development within the Forest is required to undergo public design review by Monterey County and review by the Del Monte Forest Advisory Committee. It is also subject to Pebble Beach Company Architectural Review Board (ARB) scrutiny. The ARB requires conformance with applicable deed restrictions and serves as an additional, independent source of review.

6. Archeological Resources.

a. The Objective.

The archeological resources of the Del Monte Forest are to be maintained, preserved, and protected for their scientific and cultural heritage values.

b. Implementation Status.

Pebble Beach Company has offered archeological easements over identified sites of archeological value at Spanish Bay.

Archeological reconnaissance by qualified experts has been performed for all Pebble Beach Company properties designated for future development in the LUP to determine the potential archaeological sensitivity of the areas and to preclude unintentional damage or destruction of such resources.

7. Land Use and Development.

a. The Objective.

Development within the Forest must be in accordance with the policies of the LUP and consistent with the protection of ESH and the land use priorities and goals of the California Coastal Act. These goals include the protection of the environment, the balanced use of resources taking into account social and economic needs of the public and private property owners, maximizing public access along the coast consistent with resource conservation principles and the rights of private property owners, and assuring priority for coastal dependent and coastal related developments.

b. Implementation Status.

The LUP contemplates and allows a mix of land uses within the Del Monte Forest. The principal categories of land use are open space, commercial, and residential.

(1) Open Space.

Approximately 660 acres within the Forest, including the majority of identified ESH areas, have been set

aside for permanent protection as open space through offers of dedication, scenic easements, and/or direct conveyance to the DMFF, County, or Coastal Commission.

The remnant native sand dunes at Spanish Bay have been protected through formal offers of dedication. These include the shoreline remnant dunes as well as the inland remnant dunes on the Spanish Bay site. As prescribed in the LUP twenty-five percent (25%) of the Spanish Bay golf course area has been devoted to the open space purpose of dune preservation and rehabilitation. This open space is managed and maintained in accordance with the Spanish Bay Resort RMP.

The shoreline from Spanish Bay to Fan Shell beach is dedicated as open space through negative easements. Use and management of this shoreline open space is done in accordance with the LUP plans (LUP Appendix B) for each access area, which are intended to balance the interests of protecting and enhancing the ESH and natural open space qualities with the provision of public access.

The remnant dunes adjacent to the Indian Village area near Bird Rock have also been preserved as open space through scenic easement. Maintenance prescriptions have been defined and are incorporated as a part of the easement.

The Pescadero Canyon riparian corridor has been preserved as open space and conveyed to DMFF.

The unique forest environments identified in the LUP have also been set aside as open space through dedication. These areas include the SFB Morse Botanical Reserve, the Crocker Cypress Grove, Pescadero Canyon, Shepards Knoll, Indian Village, Navajo Tract and the 350 acre Huckleberry Hill. Management and maintenance standards for these areas have been defined and adopted in accordance with the OSAC standards prescribed in the LUP. The Indian Village, Navajo Tract, Crocker Grove and Pescadero Canyon areas have been conveyed by Pebble Beach Company to DMFF as permanent open space.

The boundaries of the SFB Morse Botanical Reserve as well as the Huckleberry Hill open space areas have been expanded and defined in accordance with the policies of the LUP with the approval of the Coastal Commission.

The open space recreational opportunities identified in the LUP have been accomplished. The Poppy Hills (NCGA) golf course and the Spanish Bay Golf Links have been developed as contemplated in the LUP. Both of these golf courses include programs specifying levels of opportunity for public use consistent with the LUP. Public access at these open space

recreational opportunities is also provided through the associated restaurants and golf/specialty shops at each course.

The Spanish Bay Resort project includes features for insuring provision of low/no and moderate cost recreational opportunities and facilities through trails, picnic areas, and restaurants as required by the Coastal Commission.

(2) Commercial.

The commercial and visitor serving land uses contemplated in the LUP have been established in large measure. As noted above, the Poppy Hills golf course and associated public restaurants and visitor serving facilities have been developed. The Spanish Bay Resort, consisting of the Inn at Spanish Bay, the Spanish Bay Golf Links and club house, and public recreational facilities including trails, boardwalks, picnic facilities and public parking areas has been completed. In addition, the coastal access areas and associated recreational opportunities such as hiking and biking trails along Seventeen Mile Drive have been improved and public access to the shoreline has been permanently dedicated. A continuous trail has been created and dedicated from Asilomar State Beach along the shoreline to Fan Shell beach (a length of approximately 3.1 miles) with appropriate access to pocket coves and beaches. The public rest room facilities at Bird Rock have been remodeled.

A number of improvements to the visitor serving commercial facilities at the Lodge at Pebble Beach have also been undertaken in accordance with the approved General Development Plan for the Lodge area. These improvements include addition of the moderate cost Gallery Restaurant, construction of public rest room facilities at the Lodge Shops area, reconstruction of the Fremont House, renovation/expansion of the Lodge area Drug Store, and a substantial remodel of the Morse building.

Implementation of LUP goals for rehabilitation of former mining areas has been accomplished at Spanish Bay with the development of the Spanish Bay resort and the reconstruction of the dune habitat in conjunction with the golf course development. Portions of the Pebble Beach Company quarry area have also been rehabilitated in accordance with the approved General Development Plan for that area which calls for various commercial uses including the Pebble Beach Company corporate offices and corporate yard. A new greenhouse facility was approved for the area in 1991. Active quarry operations are however, on-going and therefore future rehabilitation remains to be completed. Future uses in this quarry area contemplated in the LUP include possible neighborhood commercial uses. Rehabilitation of the Signal Hill sand mining pit also remains to be completed. This is intended to be accomplished in conjunction with development of that area in accordance with the LUP.

(3) Residential.

A certain amount of additional residential development within the Forest is contemplated in the LUP. Varying residential densities have been assigned to specific areas (called "development areas") based upon the existing residential character and development pattern, as well as open space, terrain, vegetation, and the other environmental considerations which exist in the Forest. The LUP allows a total of 1,067 new homes to be developed throughout the Forest.

The LUP describes in detail the planning considerations for each of 22 separately defined development areas identified and zoned for future residential development (each distinguished by a separate letter designation). Eighteen of these development areas are owned by Pebble Beach Company.

To date, the residences at Spanish Bay (80 units - Spanish Bay Area A) is the only new residential development to have been carried out under the LUP. Two of the areas not owned by Pebble Beach Company (Macomber - Area S and Griffin-Area W) are currently in the County development review process. Pebble Beach Company has filed applications for subdivision in several development areas (Areas F, G, H, I, N, O, P and U) but formal environmental review by the County for these applications has not yet commenced.

The completion of residential development in the Del Monte Forest is the principal area of LUP implementation that remains to be addressed. All future residential development is subject to Monterey County review and approval through subdivision, coastal development permit and design review regulation.

Future residential development at the LUP densities must be consistent with the environmental resource preservation objectives of the LUP. The LUP also contemplates the possibility of substituting recreational open space use such as a golf course in residentially designated areas provided the overall residential density in the Forest is reduced accordingly.

8. Circulation.

a. The Objective.

Continued development of the circulation system within the Forest is encouraged in order to provide adequate levels of service with minimal intrusion into the forest environment, to encourage separation of visitor and residential traffic, and to provide for proportional cost sharing for improvements which may be necessary to relieve those portions of Highway 68 (the

external access route for the Del Monte Forest) impacted by implementation of the LUP.

b. Implementation Status.

The LUP required a comprehensive independent traffic study for the Del Monte Forest, which was prepared in 1984. This report is known as the Crowell Report. In accordance with the recommendations of the Crowell Report, a number of circulation improvements have been implemented within the Forest. The principal improvement to date has been the construction of the new entrance gate and access road from Highway 68. This new gate (the SFB Morse Gate) and access road were constructed as a condition of the Spanish Bay Resort project. The final segment of the new access road remains to be completed.

An agreement between the Pebble Beach Company and Monterey County entitled the Seventeen Mile Drive Public Use Agreement was adopted in October, 1987. This Agreement fulfilled the LUP policies pertaining to the preservation of public access to and use of the Seventeen Mile Drive. This Agreement guarantees that the Seventeen Mile Drive, subject to certain limitations and rules and regulations, will remain open to the general public during daylight hours for recreational use. The Agreement confirms the Company's right to charge an entrance fee and places certain limitations on future increases to it.

Forest road maintenance and improvement standards and the mechanism establishing the fair share contribution formula regarding incremental costs of necessary improvements to Highway 68 which may result from traffic generated by development within the Forest, have been established through the adoption of the Del Monte Forest Transportation Policy. This policy was approved by the County of Monterey in 1987 and implementation of the Policy is ensured by an enforceable legal agreement between Pebble Beach Company and Monterey County. The calculated fair share contribution for traffic improvements attributed to the Spanish Bay Resort project has been provided by Pebble Beach Company through a letter of credit.

Parking and circulation improvements along the coastal access areas have been implemented in accordance with the site specific recommendations contained in the LUP (LUP Appendix B). These include defined and managed turnouts and parking areas, walking trails, and a bike route.

The base data for traffic in the Del Monte Forest established in the LUP and the Crowell Report was recently updated in the applications for residential development submitted by Pebble Beach Company. Additional applications for residential development will, by County regulation, further update traffic data. Additional necessary circulation improvements, if any,

will be identified through this process. The funding mechanism already established under the LUP and the Del Monte Forest Transportation Policy can be modified to include any further circulation improvements determined to be necessary.

9. Water and Wastewater Services.

a. The Objective.

Adequate water supply should be allotted to the coastal priority land uses identified in the LUP. Wastewater disposal systems should minimize or eliminate ocean pollution. Wastewater reclamation is encouraged.

b. Implementation Status.

All coastal priority land uses proposed in the LUP have been implemented. These include the Spanish Bay Resort project and the Poppy Hills Golf Course. County water allocation priority is established for lots of record by the LUP.

In order to assure an adequate water supply for future residential subdivision without jeopardizing the water allocation priority for existing lots of record, Pebble Beach Company has arranged an adequate water supply for new lots through agreement to participate as fiscal sponsor of the CAWD-PBCSD Wastewater Reclamation Project. Under various agreements with the Monterey Peninsula Water Management District (MPWMD), the Carmel Area Wastewater District (CAWD), the Pebble Beach Community Services District (PBCSD) and the California-American Water Company (Cal-Am), Pebble Beach Company will guarantee the bond financing of a wastewater reclamation project designed to produce at least 800 acre feet of reclaimed wastewater per year. This reclaimed water will be sold to specified golf courses and other open spaces in the Forest to be used for irrigation in lieu of the potable water currently used for such purposes.

This use of reclaimed water for irrigation will result in a savings of at least 800 acre feet of potable water per year. Of this 800 acre feet of potable water saved, Pebble Beach Company has the right, as a function of its fiscal sponsor role, to receive 365 acre feet of potable water per year for development of commercial and residential projects within the Forest. Two other residential developers have a similar right to receive 10 and 5 acre feet for the Macomber and Griffin properties, respectively. The balance of the saved potable water (a minimum of 420 acre feet) will be managed by the MPWMD in accordance with its water management goals and objectives.

Based on the MPWMD's current projected water use for a single family residence in the unincorporated areas of Monterey County (.379 acre feet per year), Pebble Beach Company's right to

potable water will serve up to 963 new residential units -- an amount that is more than sufficient to serve the residential densities allowed on Pebble Beach Company lands by the LUP.

The Wastewater Reclamation Project will be constructed and operated by CAWD/PBCSD with financing provided by MPWMD and guaranteed by Pebble Beach Company. The Reclamation Project has received all material governmental approvals from local and state agencies and is currently in the construction drawing stage. With the implementation of the Wastewater Reclamation Project, the issue of water availability for future residential development in the Del Monte Forest will be permanently resolved.

PBCSD is the agency responsible for sewage disposal in the Forest. Sewage in the Del Monte Forest is collected by PBCSD and then transported to CAWD for treatment and disposal pursuant to a contractual arrangement between CAWD and PBCSD. Under that arrangement, PBCSD has a right to one-third of the capacity of CAWD's treatment plant.

CAWD's existing treatment plant has a design capacity to treat an average dry weather hydraulic load of 4 million gallons per day (mgd). Under CAWD's existing National Pollutant Discharge Elimination System (NPDES) discharge permit, CAWD is limited to 3 mgd. Due to past violations of certain NPDES permit requirements, however, CAWD is presently restricted to 2.5 mgd under a Cease and Desist Order issued by the Regional Water Quality Control Board (RWQCB).

The average dry weather flows at the plant have been approximately 1.7-1.8 mgd for the past three years--substantially less than the historic pre-drought average dry weather flow of 2.4 mgd. Because of permanent changes in the efficiency of newer water fixtures, as well as changed water use habits among the population, neither CAWD nor PBCSD expect average dry weather flows to return to their historic pre-drought levels. The expectation is that the future average dry weather flow will approximate 2.2 mgd for the existing population.

Until the existing Cease and Desist Order is satisfied, CAWD's disposal capacity is limited to an additional 300,000 gpd. Once the Cease and Desist Order is lifted, however, capacity will be available for an additional 800,000 gpd (3 mgd permitted capacity less 2.2 mgd expected average dry weather flow equals .8 mgd additional capacity available). Of this additional capacity, PBCSD will be entitled to approximately 336,000 gpd.¹

¹ At existing flow rates, PBCSD is using less than 30% of the plant's capacity. For statistical purposes, using 30% as a conservative number for PBCSD's existing usage, when flow rates return to 2.2 mgd, PBCSD will only be using .66 mgd (.3 X 2.2 mgd)

This volume of capacity is adequate to serve an additional 1,140 homes in the Del Monte Forest (2.35 persons per home X 125 gallons per capita per day = 294 gallons per home per day. $336,000 \text{ gpd} + 294 = 1,142$).

Compliance with the RWQCB Cease and Desist Order will occur with completion of the Wastewater Reclamation Project because the Project includes all improvements to CAWD's treatment plant that are necessary under the Cease and Desist Order. Upon completion of the Wastewater Reclamation Project, therefore, sewage treatment availability for all future residential development in the Forest will be permanently resolved.

10. Housing.

a. The Objective.

Residential development in the Del Monte Forest in accordance with the LUP must be consistent with the County Housing Element including the goal of providing a fair share of affordable housing opportunities.

b. Implementation Status.

All residential development within the Del Monte Forest must, by County ordinance, comply with the inclusionary housing requirements of the County. The Monterey County Inclusionary Housing Ordinance requires that fifteen percent of new lots or developed units be designated for moderate income households or, alternatively, that a proportionate in-lieu fee be paid to the County for the development of moderate income housing elsewhere in the region. The only significant residential development implemented under the LUP to date has been the Residences at Spanish Bay project, for which in-lieu fees were paid.

11. Public Access.

a. The Objective.

The provision of visual and physical public access to the shoreline and enjoyment of the recreational values of the Del Monte Forest consistent with the purposes of the California Coastal Act is encouraged. Provision of public access must be

although its entitlement will be to .73 mgd ($.33 \times 2.2 \text{ mgd}$). The difference will be approximately 70,000 gpd of capacity to which PBCSD is entitled. When this amount is added to PBCSD's one-third share of the additional 800,000 gpd in capacity that will be available when the Cease and Desist Order is lifted, (266,000 gpd) the total capacity available to PBCSD will be approximately 336,000 gpd.

balanced with the goal of ensuring preservation of the Del Monte Forest resources, public safety, and private property rights.

b. Implementation Status.

The public access objectives of the LUP have been implemented.

The LUP identifies ten specific public access areas along the Del Monte Forest shoreline to be dedicated for public use and improved in accordance with site specific access improvement plans (LUP Appendix B). These ten access areas are identified in the LUP as follows:

- Spanish Bay
- Point Joe
- Bluffs between Point Joe and Bird Rock
- Bird Rock
- Bird Rock to Fan Shell Beach (Seal Beach)
- Fan Shell Beach
- Cypress Point
- Midway Point (Lone Cypress)
- Pescadero Point (Ghost Tree)
- Stillwater Cove

Each of these shoreline access areas has been improved in accordance with the LUP and offered for dedication to the public in accordance with the California Coastal Act. Each offer was expressly approved by Monterey County and the California Coastal Commission and recorded in 1987. These dedications provide that the public access areas will remain open to the general public for noncommercial recreational purposes subject to the rules and regulations established in the Offer. The dedications provide for both vertical and lateral access to the Del Monte Forest shoreline in fulfillment of the objectives of the LUP. The Crocker Grove area has been conveyed by Pebble Beach Company to DMFF.

The improvements at Spanish Bay include a boardwalk/trail over the shoreline dunes, an 80 space public parking area, and picnic facilities. The Spanish Bay improvements also include on-site trail systems connecting the shoreline trail through the golf course to the resort area as well as trails paralleling Seventeen Mile Drive on the inland portion of the site. A continuous trail follows the shoreline from Asilomar State Beach to Fan Shell Beach. The improvements at Point Joe include the shoreline trail, reconfigured parking areas and turnouts, and a bluff viewing area. The improvements at the Bluffs include the shoreline trail, reconfigured and defined parking areas, ESH preservation areas and pocket cove access. The improvements at Bird Rock include the shoreline trail, reconfigured parking area, remodeled rest rooms, and

public viewing areas. The improvements at the Seal Beach area include the shoreline trail, improved turnout and parking area, and pocket cove access. The improvements at Fan Shell Beach include a reconfigured and improved parking area and beach access. The improvements at Cypress Point include improved parking facilities and viewing areas. The improvements at Midway Point include parking improvements and viewing deck platforms. Improvements at the Pescadero Point include parking turnout improvements. The improvements at Stillwater Cove include the pier, parking areas, public rest room facilities and diver equipment loading ramps.

Native plant revegetation has been undertaken in the public access areas from Spanish Bay to Fan Shell Beach. Fencing, signage and other safety and public access enhancements have been included with the improvement of these areas. All costs of the public access improvements have been borne by Pebble Beach Company. Management of the access areas is performed in accordance with the terms of the LUP and the individual Offers to dedicate.

Special public educational and interpretive programs have been established at Spanish Bay explaining the dune ecosystem. A nature trail and interpretive program has also been established from Bird Rock to the Indian Village forest area explaining the ecosystem and interrelationship between the dunes and the forest.

Retention of visual access to the shoreline has been ensured through the Offers to dedicate as well as negative and scenic easements that have been dedicated by Pebble Beach Company along the Del Monte Forest shoreline.

Another component of the fulfillment of the public access objectives of the LUP is the Seventeen Mile Drive Public Use Agreement which (as discussed above) ensures the public's right to access the Seventeen Mile Drive and the public access areas subject to the rights of Pebble Beach Company as the owner of the private road system including the right to charge the entrance fee.

Access for the disabled has been incorporated into the public access improvements in accordance with the LUP objectives.

C. Implementation and Administration.

In addition to the objectives discussed above, the LUP also describes the process for implementation and administration. The components of LUP implementation have been accomplished are as follows.

1. OSAC Plan.

The OSAC Plan was adopted as an integral part of the LUP and is included as an appendix thereto. The standards of the OSAC Plan provide guidance to the Del Monte Forest Open Space Advisory Committee, DMFF, PBCSD and Pebble Beach Company in managing the resources of the Forest. These standards apply to all open space areas in the Del Monte Forest. A site specific maintenance standard for Huckleberry Hill was completed and approved by Monterey County and the Coastal Commission in 1991.

2. Coastal Implementation Plan.

The Coastal Implementation Plan (which, coupled with the LUP constitutes the Local Coastal Program for Monterey County) was adopted and certified in 1988. The Coastal Implementation Plan directly references and incorporates the policies of the LUP. The Coastal Implementation Plan also establishes and defines the administrative process to carry out the implementation of the LUP policies in the context of new development by requiring coastal development review, permit review, environmental review and design review procedures. With the certification of the Local Coastal Program, Monterey County assumed jurisdiction over these review processes. The Coastal Commission's continuing role as an appellate body is defined and described in the Coastal Implementation Plan.

3. Timing of Development.

The LUP states that the historic rate of residential development within the Forest has been approximately 60 dwelling units per year. Recently, this growth rate has not been reached due to inadequate sewer capacity, water availability and other factors. As discussed above, both of the resource constraints have been resolved.

4. Water and Sewer Allocations.

At the time the LUP was adopted, it was necessary, due to a lack of water availability and sewer capacity, to establish priorities for the use of those limited services. The priorities established in the LUP ensured that lots of record and coastal dependent/visitor serving uses would have precedence. As discussed above, all the coastal dependent/visitor serving objectives of the LUP have been fulfilled. Water and sewer availability for new lots resulting from future subdivisions have been assured through the improvements to the CAWD/PBCSD sewer treatment facility and the Wastewater Reclamation Project both discussed above. Existing lots of record remain the only "priority" to which conventional County water and sewer allocations need be addressed.

D. Conclusions.

In summary, it appears that the following conclusions may be drawn from the foregoing review.

1. Open Space: The open space objectives of the LUP, both forest and shoreline, have largely been achieved through the dedications and maintenance programs called for by the LUP.

2. Recreation: The two major recreational developments contemplated by the LUP (Poppy Hills and Spanish Bay golf courses) have been completed. Shoreline recreational facilities and public access trails have also been completed. Work is ongoing on certain other components of the overall recreation program for Del Monte Forest (such as bicycle trails).

3. Commercial: The two major visitor serving commercial developments contemplated by the LUP (Spanish Bay Resort and Poppy Hills Golf Course) have been completed. Improvements and refinements to existing commercial facilities (such as the Lodge complex) have occurred on an ongoing basis. Commercial development potential (not of a visitor-serving nature) still exists in the quarry area.

4. Residential: The remaining objectives of the LUP that have not yet been accomplished relate primarily to the residential component of the LUP. Actual implementation of the residential objectives of the LUP will revolve primarily around design related issues to ensure that the objective of forest protection within the context of residential development is achieved. The design criteria and development standard policies of the LUP are intended to accomplish this.

5. Circulation: The major traffic circulation improvements specified by the LUP have been completed, and programs have been adopted and implemented related to the maintenance of the Del Monte Forest road system. Along with final decisions regarding the implementation of residential development, the actual need for further traffic improvements within the Forest and on Highway 68 outside of the Forest will need to be determined in the context of the degree and nature of residential development actually proposed. To the extent improvements are necessary the funding mechanism outlined in the LUP has already been established.

6. Water and Sewer. The CAWD-PBCSD Wastewater Reclamation Project will remove all previously existing constraints on water and sewage treatment capacity for future development in Del Monte Forest. It will also produce a reliable supply of irrigation water for the golf courses in Del Monte Forest.

7. Public Access. The shoreline public access provisions of the LUP have been completely fulfilled through shoreline improvements, offers of dedication and binding agreements.

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CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

June 13, 1998

CONCERNED RESIDENTS
OF PEBBLE BEACH*A Non-Profit California Corporation*
P.O. Box 1229, Pebble Beach, CA 93953
(408) 626-4969Dave Potter, Supervisor, 5th Dist.
Monterey County
1200 Aguajito, Suite 001
Monterey, CA 93940Subject: Pebble Beach Company's response to Condition #9, Coastal
Commission's approval of Casa Palmero Inn-Spa-Garage.
-PB Co's future plans and opinion on LUP Update

Dear Dave,

Enclosed is a copy of Pebble Beach Company's report on their future plans for the Del Monte Forest and their opinion that the 1984 DMF LUP does not need to be updated. We received this document from the Santa Cruz office of the Coastal Commission.

The Concerned Residents of Pebble Beach find this report to be incomplete and in conflict with the Monterey County's requirement to have the DMF LUP updated. The County's Citizen's Committee to Update the DMF LUP was appointed by County Supervisors early in 1992. A final Committee recommendation was submitted to the County on May 17, 1994.

PB Co. has failed to provide complete information on The Lodge General Development Plan and their final Commercial build-out plans for the Forest. It appears that this May 26, 1998 report does not provide any new development plans. It covers the same data available in the Final EIR for the new lots/golf course plans.

We would appreciate knowing what action you feel should be taken on this incomplete report and what procedure the Concerned Residents of Pebble Beach should follow to make certain a more complete report is issued by the Company. Further what action should we take to expedite the completion of an updated DMF LUP?

Thanks for your cooperation and assistance.

Sincerely,

Carl Nielsen

Ted R. Hunter

enclosure

cc: Concerned Residents Steering Committee

EXHIBIT NO. C-1

APPLICATION NO.
A-3-MCO-97-037

CONDITION COMPLIANCE

CORRESPONDENCE

Alex Anderson
 Patricia M. Anderson
 Frank Barsocchini
 J. Barton
 Robert Barion
 Marilyn Beck
 John F. Brown
 Courtney Brunn
 Cecily Butts
 Jody Burn
 Nancy M. Burkett
 Dr. Diana Case
 Mrs. George Cole
 Marian Cullen
 Mark Dall
 P. K. Dall
 Mrs. C. deBrenneville
 Jean Draper
 Ray Frezchi
 River Gurtin
 Pat Herman
 Ted Hunter
 Margery Hunter
 Barbara Hoffman
 Elizabeth Ingles
 Edward Jordan
 Jim Jordan
 Mrs. S. H. Kalmbach
 Gisela Kapuscinski
 Deborah L. Kimes
 Dominique Llet
 Eleanor Lustigman
 Peter Marble
 Peggy Mauz
 Dr. H. Medwin
 Dr. Stuart Miller
 Lt. Col. Eddie Mitchell
 Mrs. Jan Mitchell
 Carl Nielsen
 Janice O'Brien
 Jane Sazman Ord
 Mary Kay Orsoco
 Donald Orsoco
 Dr. Bruce Palmer
 Barry Piper
 Ronald Read
 John M. Robinson
 John J. Rome
 Marlene Roter
 Daniel A. Sarratet
 Diane Sazman
 Alan F. Shugart
 Raymond Singer
 Wilma Skinner
 Ben Tagg
 Jack Tagg
 Dr. Joe Terry
 Frances Terry
 Deen Wendt
 Harrison Williams
 Fred Wilderadt
 Phillipa Wyllie
 Richard Zahn
 Partial list of Monterey
 County Concerned Residents



CONCERNED RESIDENTS OF PEBBLE BEACH

A Non-Profit California Corporation
P.O. Box 1229, Pebble Beach, CA 93953
(408) 626-4969

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June 30, 1998

Alex Anderson
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Nancy M. Burkett
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Mark Dall

P. K. Dall
Mrs. C. deBretteville

Jean Draper

Ray Franchi

River Gurtin

Pat Heruman

Ted Hunter

Margery Hunter

Barbara Hoffman

Elizabeth Ingles

Richard Jordan

Julia Jordan

Ms. S. H. Kalmbach

Gisela Kapuscinski

Deborah L. Kimes

Dominique List

Eleanor Lusignan

Peter Marble

Peggy Mauz

Dr. H. Medwin

Dr. Stuart Miller

Lt. Col. Eddie Mitchell

Mrs. Jan Mitchell

Carl Nieleen

Janice O'Brien

Jane Sammis Ord

Mary Kay Orsoco

Donald Orsoco

Dr. Bruce Palmer

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John J. Rotar

Marlene Rotar

Daniel A. Sammet

Diane Sammet

Alan F. Shugart

Raymond Singer

Wilma Skinner

Bea Tagg

Jack Tagg

Dr. Joe Terry

Frances Terry

Dean Wendt

Harrison Williams

Ed Wildermark

Phillips Wyly

Richard Zahn

Partial list of Monterey

County Concerned Residents

Andrea Tuttle
California Coastal Commissioner
1215 Union Street
Arcata, CA 95521

Subject: Pebble Beach Company's response to Condition #9, Coastal
Commission's approval of Casa Palmero Inn-Spa-Garage -
PB Co's future plans and opinion on LUP Update

Dear Commissioner Tuttle,

As indicated in our phone conversation this morning, I plan to attend the
Commission meeting on July 8th and speak on the incomplete response to the
subject condition. I understand this will be permitted during the "Public
Statements" period before lunch recess.

The Pebble Beach Company has provided the Commission with a report on the
future commercial and residential development of the Del Monte Forest, in
response to your request, (Condition #9 on Casa Palmero project approval).
It was received in the Santa Cruz office on May 26, 1998. A copy is enclosed.

The Concerned Residents of Pebble Beach find this report to be incomplete and
in conflict with the Monterey County's requirement to have the Del Monte
Forest Land Use Plan updated. The enclosed copy of our letter to Supervisor
Dave Potter covers this matter and the Citizens Advisory Committee
recommendations for updating the LUP, dated May 17, 1994. A copy of this
recommendation is also enclosed for your information.

The PB Co. has failed to provide complete specific information on their final
commercial build-out plans for the Forest. Their May 26th report covers the
same information available in the Final Environmental Impact Report for their
pending new lots/golf course development plan. We believe the FEIR is also
incomplete as it contains obsolete traffic data and projections along with other
misleading information.

EXHIBIT NO. C-

APPLICATION NO.

A-3-MCO-97-037

CONDITION COMPLIANCE

CORRESPONDENCE

page 2. June 30, 1998

Your assistance in requiring the PB Company to provide details on the Lodge Area General Development Plan and any other future commercial development plans will be appreciated.

As you can see in the recommendations for an update of the DMF LUP the 1984 LUP is obsolete and requires changes and additions in many areas. A section on the DMF Residential Community needs to be added along with several other additions.

The PB Company's conclusion that it is not necessary at this time for Monterey County to undertake an update of the Del Monte Forest LCP is incorrect.

Thank you for your cooperation.

Sincerely,


Ted R. Hunter

enclosures

cc: Concerned Residents Steering Committee
Supervisor Dave Potter
Commission Chair, Rusty Arcias

EXHIBIT NO. C-3
APPLICATION NO. A-3-MCO-97-037
CONDITION COMPLIANCE
CORRESPONDENCE

S. Cruz

July 1, 1998

Mr. Peter Douglas, Exec. Dir.
California Coastal Commission
45 Fremont Street, Suite 2000
San Francisco, Ca. 94105

RECEIVED
JUL 03 1998

CALIFORNIA
COASTAL COMMISSION

Dear Mr. Douglas :

I am writing in support of the Concerned Residents of Pebble Beach protest of the Pebble Beach Company's failure to comply with a condition of the approval of the Casa Palmero project (File No. A-3 -NCO-97-037).

As a twenty-five year resident of the Del Monte Forest, I have opposed the Company in its relentless push for overdevelopment within the Forest. The Company is still in non-compliance with conditions attendant to its Spanish Bay Resort which was completed in the eighties. As I understand it, the Company was asked to submit an updated land use plan for future development around and in the vicinity of the Lodge area. Apparently, this has not been forthcoming.

Until and unless the Company respects Commission requests in conditions for approval of projects, it should be denied any further consideration for future development plans.

Respectfully,

Janice M. O'Brien

Janice M. O'Brien
Box 1037
Pebble Beach, Ca. 93953
625-1386

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JUL 21 1998

CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

EXHIBIT NO. C-1
APPLICATION NO. A-3-MCO-97-037
CONDITION COMPLIANCE
CORRESPONDENCE