Errata to Draft EIR

Volume III of the

Final Revised Environmental Impact

Report for the Pebble Beach Company Project

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Introduction

The Final Environmental Impact Report (EIR) for the Pebble Beach Company Project includes the following three volumes.

Volume I: Draft Environmental Impact Report
Volume II: Draft EIR Appendices
Volume III: Comments, Responses to Comments, and Revisions to the Draft EIR

Volume III, Chapter 4 includes revisions to Volume I Draft EIR and Volume II Draft EIR Appendices by errata as allowed by CEQA. The additional errata identified in this document are hereby incorporated by reference.

The revisions are presented in the order they appear in the Draft EIR, with the relevant page number(s) and text line(s) indicated with italicized print. New or revised text is shown with underline for additions and ~~strike-out~~ for deletions.

All the revisions are minor modifications and clarifications that do not change the significance of any of the environmental impact conclusions within the EIR.

Errata

Revisions to Volume I: Draft EIR

Chapter 5, Alternatives

Page 5-17, lines 11-16 are revised as follows:

All three Alternative 2 options would meet most of the project objectives, ~~including increasing the number of residential lots,~~ but they would not provide for as many lots as the proposed project would provide. All three Alternative 2 options would eliminate lots instead of changing their configuration and thus would meet the specific large lot objective where lots are retained, except at the Corporate Yard. All three Alternative 2 options would not meet the specific project objective for large lots at the Corporation Yard.

Revisions to Volume II: Draft EIR Appendices

Appendix D – Proposed Monterey County Local Coastal Program Amendment

In Appendix D.2: Draft Del Monte Forest Land Use Plan Figures, Figures 5 and 6e have been revised to show the correct boundary for the Huckleberry Hills Natural Habitat Area (HHNHA).

The boundary of the HHNHA was corrected to remove the 1.45-acre area that is actually in the Corporation Yard area. There was a drafting error in the County's proposed land use map that showed the 1.45-acre area as within the HHNHA (as shown in Figures 5 and 6e included in Appendix D.2 of the Draft EIR). This has been corrected (as shown in Figures 5 and 6e included in this Errata). This correction was identified by the California Coastal Commission staff, and was considered by the Commission prior to its decision on May 9, 2012, to certify the Local Coastal Program Amendment.

Revisions to Volume III: Comments, Responses to Comments, and Revisions to the Draft EIR

There was a minor spreadsheet error in the greenhouse gas (GHG) calculations for the roundabout (Alternative 5). The change is minor and does not affect the conclusions, but the spreadsheet and related text in the response to comments and text revisions are shown below.

Chapter 3, Responses to Comments

Page 3-56, lines 24-37 are revised as follows:

The commenter is correct that a roundabout would have lower GHG emissions than the Phase 1B improvement included in the proposed project. This was described in the DEIR on Page 5-29 (in Chapter 5 of Volume I). The proposed project would result in significant GHG emissions before mitigation. The differences in GHG emissions between a roundabout and the Phase 1B interchange were estimated based on the changes in vehicle delay and idling emission factors. Alternative 5 was found to result in up to 231 ~~249~~ MT less GHG emissions per year than the proposed project. As described in the revisions to Section 3.4, Climate Change (see Chapter 4 of this document), the proposed project (Option 1) overall would result in 4,971 ~~5,187~~ MT of GHG emissions per year (exclusive of one time stock loss). With the Alternative 5 (roundabout) reductions noted above, emissions would be lowered to 4,740 4,938 MT of GHG emissions per year, a reduction of 5 ~~4.5~~%. Using the revised impact analysis in the EIR, the project (Option 1) would need to reduce emissions by 24% to 3,942 MT CO2e per year. Thus, the roundabout alone would not reduce this impact to a less than significant level without the need for additional mitigation as identified in Mitigation Measures CC-A1 and CC-A2 (in Section 3.4 of Volume I).

Page 3-72, lines 10-17 are revised as follows:

The DEIR described that the roundabout would have lower GHG emissions due to the reduction of queuing. To provide additional information, the congestion benefits for reducing GHG emissions at the SR 68/SR 1/17-Mile drive intersection have been quantified (see response to Comment 15-3 above) as approximately 231 ~~249~~ MT CO2e /year compared to the proposed project. Compared to the overall project GHG annual emissions of 4,971 ~~5,187~~ MT CO2e /year (excluding one-time emissions associated with tree removal), this would be a reduction of 5%, which would not reduce the impacts of the proposed project to a less than significant level. The DEIR properly noted that mitigation required for project GHG emissions would also be required with the roundabout alternative as well.

Chapter 4, Revisions to the Draft EIR

Page 4-109, lines 10-17 are revised as follows:

The differences in GHG emissions between a roundabout and the proposed project were estimated based on the changes in vehicle delay and idling emission factors and Alternative 5 was found to result in up to ~~249~~ 231 metric tons less CO2 emissions per year than the Proposed Project (see analysis in Appendix E). The Proposed Project (Option 1) overall would result in up to 4,971 ~~5,187~~ metric tons of GHG emissions per year (excluding one-time emissions associated with tree removal). With the roundabout alternative, the project would result in 4,740 ~~4,938~~ metric tons of GHG emissions per year, a reduction of approximately 5 percent.

Page 4-127, Appendix E.3: Greenhouse Gas Emissions due to Idling, Proposed Project has been revised as follows.

E.3: Greenhouse Gas Emissions due to Idling, Proposed Project and Alternative 5 (Prepared by ICF)

Calculation of Idling GHG Emissions for Alternative 5 vs. the Proposed Project due to vehicle delay at SR 1/SR 68 intersection

Project Traffic Volumes at SR1 (Southbound off ramp)/SR68 Intersection (Option 1)

	#13 Existing AM	#13 Existing PM	#13 2015 WP AM	#13 2015 WP PM	#13 2030WP AM	#13 2030WP PM
Total	**2673**	**2725**	**2901**	**2952**	**3911**	**3992**

Source: Fehr & Peers 2011 (Traffic volumes in DEIR Appendix G)

Project Traffic Delay at SR1 (Southbound off ramp)/SR68 Intersection (Option 1)

Scenario	Year	Delay (s) AM	Delay (s) PM	Total Delay (s) AM	Total Delay (s) PM
Phase 1B	2015	34.3	40.2	99,504	118,670
SR 68 Widening Project	2015	26.3	16.4	76,296	48,413
Roundabout	2015	10.8	6.5	31,331	19,188
SR68 Widening Project	2030	44.0	37.7	172,084	150,498
SR68 Widening Project + mitigation	2030	20.4	18.3	79,784	73,054
roundabout	2030	8.2	8.2	32,070	32,734
Difference (Roundabout - Project)	2015	-16~~24~~	-10	-44,966 ~~68,174~~	-29,225
Difference (Roundabout - Project)	2030	-12	-10	-47,714	-40,319

Source: Table 5-4 in DEIR, Chapter 5, Alternatives

Reduction in GHG Emissions at SR1/SR 68 intersection with Roundabout vs. Proposed Project

	Units	2015 Daily	2015 Annual	2030 Daily	2030 Annual	Project Annual GHG emissions
	MTCO	-0.5963	-217.67	-0.6328	-230.97	4,971
Reduction in CO2 with Alt. 5		~~0.6817~~	~~248.84~~			~~5,199~~
CO2 emissions factor	G CO2/s	1.33	1.33	1.33	1.33	
Reduction in Project CO2 emission with Alt. 5	Percent		-4~~5~~%		-5~~4~~%	
Grams CO2/gal gasoline	9,231	*Calculated from 20.35 lbs/gal factor from fueleconomy.gov (USDOE, 2011)*				
Gallons gasoline/hour	0.52	*Calculated from $0.03/min @3.48/gallon from fueleconomy.gov (USDOE, 2011)*				
Grams CO2/second	1.33	Calculated from data on CO2 content in gasoline and gallons-gas/hour.				

DEL MONTE FOREST

Land Use Plan

Spanish Bay
Point Joe
PACIFIC GROVE
Pacific Grove Gate
SPANISH BAY
A
B
C
Country Club Gate
COUNTRY CLUB
Refer to the Greater Monterey Peninsula Area Plan for land use within this area.
D
Sawmill Gulch
S.F.B. Morse Gate
Presidio of Monterey
Forest Lake
GOWEN CYPRESS
MONTEREY
Bird Rock
Seal Rock
Fanshell Beach
Cypress Point
SPYGLASS CYPRESS
HUCKLEBERRY HILL
Seal Rock Creek
MIDDLEFORK
Highway 1 Gate
PEBBLE BEACH
PESCADERO
Sunset Point
Midway Point
Pebble Beach
Pier
Stillwater Cove
Arrowhead Point
Pescadero Point
Carmel Bay
Carmel Gate
CARMEL BY-THE-SEA
Area of Scientific and Biological Significance and Carmel Bay Ecological Reserve boundary

Entrance Gate
Highway
Del Monte Forest Boundary
Coastal Zone Boundary
Stream
PLANNING AREA
CITY LIMITS
Planning Unit
Parcel

Residential
Residential - Low Density
Residential - Medium Density
Residential - High Density

Commercial
General Commercial
Institutional
Visitor Serving

Open Space
Forest
Recreational
Shoreline

S.F.B. Morse Preserve
Huckleberry Hill Natural Habitat Area

See LUP text for map sources.

0 1,000 2,000 4,000
Feet

N W E S

Figure 5

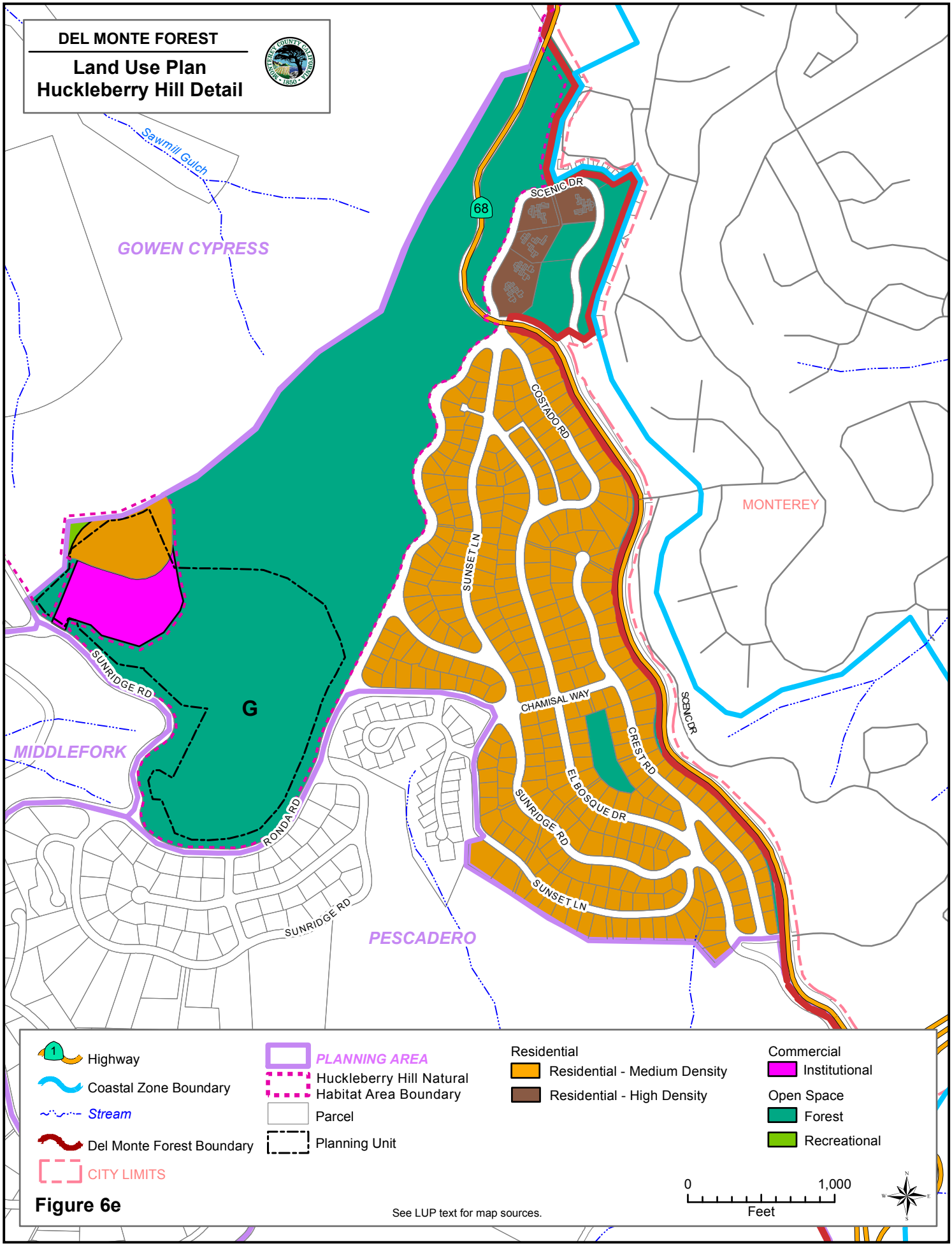
DEL MONTE FOREST
Land Use Plan
Huckleberry Hill Detail
Sawmill Gulch
GOWEN CYPRESS
68
SCENIC DR
COSTADO RD
SUNSET LN
MONTEREY
SUNRIDGE RD
G
MIDDLEFORK
CHAMISAL WAY
CREST RD
EL BOSQUE DR
SUNRIDGE RD
SUNSET LN
SCENIC DR
RONDA RD
SUNRIDGE RD
PESCADERO
Highway
Coastal Zone Boundary
Stream
Del Monte Forest Boundary
CITY LIMITS
PLANNING AREA
Huckleberry Hill Natural Habitat Area Boundary
Parcel
Planning Unit
Residential
Residential - Medium Density
Residential - High Density
Commercial
Institutional
Open Space
Forest
Recreational
0
1,000
Feet
See LUP text for map sources.

Figure 6e