

MONTEREY COUNTY PLANNING COMMISSION

Meeting: May 14, 2008 Time: 10:00 P.M.	Agenda Item No.: 5
Project Description: Amendment to an existing General Development Plan (PLN050638) for the Palo Corona Regional Park to include realignment (0.4 miles) and retirement (2.0 miles) of existing roads, and development of new trails (3.9 miles). Portions of the road realignment (0.4 miles) and retirement (2.0 miles) will occur on slopes in excess of 30% and portions of the (3.9 miles) of new trails would be within 100 feet of an environmentally sensitive habitat.	
Project Location: 680-acre Palo Corona Regional Park, "Front Ranch" area, State Highway 1 and Ribera Road, Carmel Area, Coastal Zone.	APN: 243-081-005-000, 243-081-008-000 and 157-121-001-000
Planning File Number: PLN080093	Property Owner: Monterey Peninsula Regional Park District Agent: Scott Hennessey
Plan Area: WSC/40-D-SpTr (CZ)	Flagged and staked: No
Zoning Designation: "WSC/40-D" (CZ) [Water Shed and Scenic Conservation 40 acres per unit, Design Control District, Special Treatment Area in the (Coastal Zone)]	
CEQA Action: Negative Declaration adopted by Monterey Regional Park District Board	
Department: RMA - Planning Department	

RECOMMENDATION:

Staff recommends that the Planning Commission:

- 1) CONSIDER the information contained in the Monterey Regional Park District's Negative Declaration adopted on April 7, 2008 by the Board of the Monterey Regional Park District.
- 2) APPROVE an amendment to the General Development Plan or herein after described as the (Interim Public Access Plan) for the Palo Corona Regional Park, "Front Ranch" as described above (PLN080093) based on the Findings and Evidence (**Exhibit C**) and subject to the recommended Conditions (**Exhibit D**).

PROJECT SUMMARY:

This application was continued from the April 30, 2008 to May 14, 2008 meeting at the request of the applicant to allow additional time to make revisions to the proposed road retirements, and secure new agreements to easements held by the adjacent property owner. On April 26, 2006 the Planning Commission approved a General Development Plan (GDP) or Interim Public Access Plan (IPAP) for the Monterey Peninsula Regional Park District (MPRPD) allowing interim public access to the 680-Palo Corona Regional Park "Front Ranch" area (PLN050638). The Plan will be used to govern public use of the park during an interim period until the MPRPD has completed a long-term management plan for the entire 4,300-acre regional park (Park).

On March 22, 2008 the MPRPD submitted an application to the RMA-Planning Department to amend the approved IPAP to include development of new trails, realigning roads, and retiring existing roads at various locations where previously approved project components were planned to occur in the 680-acre Park "Front Ranch" area (**Exhibit G**). The proposed plan revisions include 3.9 miles of new trails, 0.4 miles of re-aligned roads, 2.0 miles of roads to be retired resulting in grading of approximately 1,406 cubic yards of cut and 1,403 cubic yards of fill. Some portions of the realigned roads (2,195 linear feet), and retired roads (10,475 linear feet) will traverse 30% slope. In addition, portions of the new trails (22,285 linear feet) will be located within 100 feet of environmentally sensitive habitat. However, the result of this project

would be to achieve the resource protection objectives and policies of the Carmel Area Land Use Plan.

The MPRPD, acting as "Lead Agency", prepared, circulated, and adopted a Negative Declaration for the proposed IPAP amendment. Monterey County is a "Responsible Agency" because of our permitting authority. As the decision-making body of a Responsible Agency, the Planning Commission must certify that it reviewed and considered the information contained in the Lead Agency's (MPRPD) Negative Declaration and affirm the conclusions therein prior to acting or approving the project. A copy of this document is attached for the Commission's consideration **(Exhibit F)**

See attached discussion **(Exhibit B)**

OTHER AGENCY INVOLVEMENT: The following checked agencies and departments have reviewed this project:

- ✓ California Department of Forestry Coastal District (Fire)
- ✓ Public Works Department
- ✓ Environmental Health Division
- ✓ Water Resources Agency
- ✓ California Coastal Commission

Conditions recommended by Planning, Fire, Public Works, and Water Resources Agency have been incorporated into the conditions of approval **(Exhibit D)**.

The project was referred to the Carmel Highlands Land Use Advisory Committee (LUAC) for review on April 7, 2008. The LUAC voted 5-0 recommending approval. There was no public comment presented. The LUAC noted concerns regarding having signs that would direct the public to refrain from leaving the trails and littering and that future picnic tables and benches should be located outside of the viewshed **(Exhibit E)**.



Ramon A. Montano, Assistant Planner
(831) 755-5169; montanor@co.monterey.ca.us
April 10, 2008

Note: The decision on this project is appealable to the Board of Supervisors (20.86.030) and the California Coastal Commission (20.86.080).

cc: Front Counter Copy, Planning Commission Members (10); County Counsel; CDF-Coastal District; Public Works Department; Environmental Health Division; Water Resources Agency; Coastal Commission; Laura Lawrence, Planning Services Manager; Ramon A. Montano, Project Planner; Carol Allen; Property Owner, Roberto Flores; Representative, Claudio Ortiz, Planning File PLN070645

Attachments:	Exhibit A	Project Data Sheet
	Exhibit B	Project Discussion
	Exhibit C	Recommended Findings and Evidence
	Exhibit D	Recommended Conditions of Approval
	Exhibit E	LUAC Minutes (2 pages)
	Exhibit F	Negative Declaration (42 pages)
	Exhibit G	Site plan, Grading Plans (14 pages)
	Exhibit H	Vicinity Map

This report was reviewed by Carl Holm, Assistant Director.



EXHIBIT A

Project Information for PLN070593

Project Title: PALO CORONA REGIONAL PARK

Location: "FRONT RANCH" AREA, STATE HIGHWA

Primary APN: 131-041-019-000

Applicable Plan: Carmel Land Use Plan

Coastal Zone: Yes

Permit Type: Combined Development Permit

Zoning: WSC/40 ac/unit

Environmental Status: Negative Declaration Prepared

Plan Designation: RESOURCE CONSE

Advisory Committee: Carmel/Carmel Highlands

Final Action Deadline (884): 9/10/2008

Project Site Data:

Lot Size: 680 ACRE

Coverage Allowed: 10%

Coverage Proposed: N/A

Existing Structures (sf): N/A

Height Allowed: 24'

Height Proposed: N/A

Proposed Structures (sf): NONE

Total Sq. Ft.: N/A

FAR Allowed: 10%

FAR Proposed: N/A

Resource Zones and Reports:

Environmentally Sensitive Habitat: Yes

Erosion Hazard Zone: MOD/HIGH

Biological Report #: 080228

Soils Report #: N/A

Forest Management Rpt. #: N/A

Archaeological Sensitivity Zone: HIGH

Geologic Hazard Zone: MOD/HIGH

Archaeological Report #: 080227

Geologic Report #: 080229

Fire Hazard Zone: HIGH

Traffic Report #: N/A

Other Information:

Water Source: WELL

Sewage Disposal (method): N/A

Water Dist/Co: N/A

Sewer District Name: N/A

Fire District: CDF COASTAL DISTRICT

Grading (cubic yds.): 2,809.0

Tree Removal: N/A

EXHIBIT B
DETAILED DISCUSSION
PLN080093

A. BACKGROUND

On April 26, 2006 the Planning Commission approved a General Development Plan (PLN050638) for the Monterey Peninsula Regional Park District (MPRPD) allowing Interim Public Access to the 680-acre Palo Corona Regional Park "Front Ranch" area (Park). The General Development Plan (GDP) was designed to govern public use of the Park during an interim period until the MPRPD completed a long-term management plan for the entire 4,300-acre regional park. The Park links 13 ecologically important properties, including Point Lobos State Reserve, Carmel River State Beach and the Ventana Wilderness. It is important that the use of the Park establishes a framework for public access and resource protection necessary for the Park District's long-term stewardship of the land.

A maintenance plan has been developed for trails and roads within the Front Ranch area. The GDP amendment represents an initial effort to open a unique coastal natural resource near an urban area in order to enable public access and use of the property as soon as possible. This amendment continues to be limited and controlled so as to avoid damaging the Park from unrestricted uses or overuse. The GDP will be used to govern public use of the Park while the Monterey Peninsula Regional Park District (District) completes a long-term management plan for the entire 4,300-acre regional park consistent with the County's General Plan, Carmel Area Land Use Plan, State Coastal Conservancy access guidelines, and American Disabilities Act standards to the extent feasible as dictated by topography.

B. PROJECT DESCRIPTION

This amendment will revise the current IPAP to include realignment and retirement of existing roads, and development of new trails resulting in approximately 3,500 cubic yards of grading balanced on site. The proposed IPAP (**Exhibit G**) revisions include:

- a. New Trails (3.9 miles). The proposed trail system is 4-6 feet wide and will be made of compacted native soil. The lower portion of the project site will have trails with less than a five percent (5%) running cross slope. Portions of the new trails (22,285 linear feet) would be within 100 feet of an environmentally sensitive habitat.
- b. Roads (0.4 miles of re-aligned roads, 2.0 miles of roads to be retired). Retirement of roads, and subsequent restoration, affects four existing roads: Monastery Road, Corrals Road, River Field Road, and the Trough Road are remnant ranch roads that are no longer necessary or desirable for the Park. All four roads cut through open grassland, and three of the four roads (Monastery, Corrals, and Trough Roads) are within the Carmel Area Land Use Plan's designated viewshed. River Field Road is outside the viewshed because this road was constructed through a topographical depression that collects water during the winter, which creates a saturated soil condition that is unsuitable for a road or trail. Portions of the road realignment (2,195 linear feet) and retirement (10,475 linear feet) will occur on slopes in excess of 30%.
- c. Grading. Soil disturbance associated with road construction (1,406 cubic yards of cut, 1,403 cubic yards of fill), retirement, and realignment will occur over a period of

approximately two years, and at any one time will not exceed one-quarter to one-half acre at a time.

Page 17 of the Plan shows the various locations in the 680-acre Park area where project components are planned to occur.

C. CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) REVIEW

In accordance with the California Environmental Quality Act (CEQA), Monterey Peninsula Regional Park District (MPRPD) assumed Lead Agency and prepared an Initial Study/Negative Declaration (ND) for the proposed amendments to the previously approved Interim Public Access Plan (IPAP) permitted under a General Development Plan (PLN050638). The scope of analysis included all the work proposed under the amendment including the necessary entitlements to facilitate those improvements.

The Initial Study identified the potential for a less than significant impact to the Aesthetics because the project could have a substantially adverse effect on a scenic vista. The Visual Resource Management Classification System and Visual Impact Analysis (VIA) were utilized to determine the impact to the public viewshed as a result of the proposed project. The visual analysis determined that the proposed project would have a less than significant impact and that no mitigations were necessary due to the results of the visual assessment, which indicated that the proposed improvements would have limited visibility and would not significantly impact the visual aesthetic/character of the study area because the visibility of the proposed trails and roads are almost identical to that of the existing landscape. MRPD has designed the project to avoid or mitigate the effects to a point where clearly no significant effect on the environment would occur.

The County is acting as a "Responsible Agency in this case because of our permitting authority. As a Responsible Agency, the Planning Commission must certify that it has reviewed and considered the information contained in the Environmental Document Initial Study (IS) on the project. This certifying action affirms conclusions of the MRPD environmental document prior to acting upon or approving the project so that no separate CEQA action is required by the County.

EXHIBIT C
RECOMMENDED FINDINGS AND EVIDENCE

1. **FINDING:** **CONSISTENCY** – The project as described in Condition No.1 and as conditioned, policies, requirements, and standards of the Monterey County General Plan, certified Monterey County Local Coastal Program (LCP). The LCP for this site consists of the Carmel Area Land Use Plan, Coastal Implementation Plan (Part 4), and the Coastal Implementation Plan Appendices (Part 6); Monterey County Coastal Implementation Plan (Part 1) or Zoning Ordinance (Title 20), which designates this area as appropriate for residential development.

EVIDENCE: (a) **This proposed amendment shall carry forward the following finding and strike through the revised portions of the existing Interim Access Plan and incorporate the changes to the plan in bold for the purpose of consistency with the previously approved project (PLN050638) and maintain all the other elements of the previously approved Interim Access Plan. As per Section 20.17.050 of the Monterey County Coastal Implementation Plan (Title 20), Conditional Uses, including those that are public and quasi-public in nature are allowed within the Watershed and Scenic Conservation Zoning District upon securing a Coastal Development Permit. The proposed project includes a change in use designed to allow interim public access to designated parkland areas within the 680-acre “Front Ranch” area of Palo Corona Regional Park for a period not to exceed five years. ~~Interim access at this time will be limited to pedestrians and hikers. Equestrian, bicycle and motorized vehicle use of the trails is not proposed nor permitted at this time. Hiking trails will correspond to the existing ranch road network and no new trail construction is proposed.~~ Amendments to the plan includes realignment (0.4 miles) and retirement (2.0 miles) of existing roads, and development of new trails (3.9 miles). Portions of the road realignment (2,195 linear feet) and retirement (10,475 linear feet) and (22,285 linear feet) of new trails. The Public access will be allowed from sunrise to sunset and may be adjusted appropriately to correspond to public safety needs. The project further includes the placement of one portable restroom facility behind the Barn and the installation of interpretive, directional and regulatory signage. Public parking areas are proposed along the easterly side of Highway 1, along the gated park entrance and adjacent to the existing Fish Lower Front Barn. Parking along the easterly portion of Highway 1 and in front of the gated park entrance ~~will~~. During the interim access period public access will be limited to pedestrians and by permit only. No bicyclists or equestrian s will be permitted. Permits will be issued online, by phone, or in-person at the District office. No drop-ins at the park will be allowed. The District Ranger will have a daily list of those with permits. Permits will be limited to 13 per day with each permit accommodating up to 5 persons for a total number of up to 65 persons per day. In addition to the 13 permits a limited**

general public access program will be instituted to accommodate Special Group Use Permits to accommodate organized access. These permits will be limited to 5 per month for up to 25 person per permit for a total of 125 persons per month. Park hours are from sunrise to sunset for all persons. This Plan includes no lighting. ~~be allowed on a permit basis only with a maximum of 18 vehicle permits granted by the Park District each day. In accordance with the Palo Corona Interim Public Access Proposal,~~ the 93-acre privately owned Fish Ranch property will be protected from public access and public viewing and will not be used as a primary public entrance to the park. Implementation of the project will not impact the historic status or nature of the Fish Lower Front Barn and no habitat will be disturbed or removed as a result of project implementation. Staff has reviewed the associated application materials and determined that the proposed change in use is consistent with the plans, policies, requirements, and standards of the Local Coastal Program (LCP) for this site.

- (b) The text, policies, and regulations in the above referenced documents have been evaluated during the course of review of the application. No conflicts were found to exist. No communications were received during the course of review of the project to indicate that there is any inconsistency with the text, policies, and regulation in these documents.
- (c) The project is located within the 680-acre portion of the 4,300-acre Palo Corona Regional Park (a.k.a. "Front Ranch"). The park is located south of the Carmel River along State Highway 1 and Ribera Road, Carmel Area, (Assessor's Parcel Numbers 243-081-005-000, 243-081-008-000, and 157-121-001-000), Carmel Land Use Plan, Coastal Zone. The project consists of an Amendment to an existing General Development Plan (PLN050638) approved by the Planning Commission on April 26, 2006. Proposed amendments to the IPAP include realignment (0.4 miles) and retirement (2.0 miles) of existing roads, and development of new trails (3.9 miles) resulting in grading of approximately 1,406 cubic yards of cut and 1,403 cubic yards of fill. Portions of the road realignment (2,195 linear feet) and retirement (10,475 linear feet) will occur on slopes in excess of 30% (*Finding 3*) and portions of the new trails (22,285 linear feet) would be within 100 feet of an environmentally sensitive habitat (*Finding 5*). Portions of the road work would be located within the designated viewshed (*Finding 4*).
- (d) The property has two land use designations: 1) Medium Density Residential/ two (2) unit per acre with Design Control Overlay, in the Coastal Zone; and 2) "WSC/40-D" (CZ) [Water Shed and Scenic Conservation 40 acres per unit, Design Control District, Special Treatment Area in the (Coastal Zone)]. The subject property complies with all the rules and regulations pertaining to zoning uses and any other applicable provisions of Title 20. Therefore the property is suitable for the proposed development. The project is consistent with the Monterey County Zoning Ordinance (Title 20) standards as required by Section 20.17.030 which

identify non-exempt development and requires a Coastal Development Permit for those categories listed under that section.

- (e) The project planner conducted a site inspection in March 17, 2008 to verify that the project on the subject parcel conforms to the plans listed above.
- (f) The project was referred to the Carmel Highlands Land Use Advisory Committee (LUAC) for review on April 7, 2008. The LUAC voted 5-0 recommending approval. There was no public comment presented. The LUAC noted concerns regarding having signs that would direct the public to refrain from leaving the trails and littering and that future picnic tables and benches should be located outside of the viewshed (**Exhibit E**).
- (g) The application, project plans, and related support materials submitted by the project applicant to the Monterey County RMA - Planning Department for the proposed development found in Project File PLN080093.

2. FINDING: SITE SUITABILITY – The site is physically suitable for the use proposed.

EVIDENCE: (a) The project has been reviewed for site suitability by the following departments and agencies: RMA - Planning Department, California Department of Forestry Coastal District, Parks, Public Works, Environmental Health Division, and Water Resources Agency. There has been no indication from these departments/agencies that the site is not suitable for the proposed development. Conditions recommended have been incorporated.

(b) Technical reports by outside biological and geological consultants indicated that there are no physical or environmental constraints that would indicate that the site is not suitable for the use proposed. County staff concurs. The following reports have been prepared:

- “*Biological Report*” Library No.080228 prepared by Vern Yadon Biologist, Pacific Grove, CA, dated February 19, 2008.
- “*Geological Survey*” Library No. 080229 prepared by the California Department of Conservation, dated June 2007 Sacramento, CA.
- “*Archaeological Report*” Library No. 080227 prepared by Archaeological Consultants, dated December 21, 2007 Salinas, CA.

(c) The project planner conducted a site inspection in March 25, 2008 to confirm site conditions and the information provided in the sited reports.

(d) Materials in Project Files PLN060675 and PLN020559.

3. FINDING: 30 PERCENT SLOPE WAIVER – The proposed development, qualifies for a waiver to allow development on slopes in excess of thirty percent. For the reasons stated in the following evidences; The project as designed, (*retirement of existing roadway sections on slopes in excess of thirty percent*), better achieves the goals, policies, and objectives of the Carmel Land Use Plan policies and regulations in Title 20 (Monterey County Coastal Implementation Plan, Part 1, Chapter 20.64.230 E.) regarding development on slopes in excess of 30 percent.

EVIDENCE: (a) The project is located within the 680-acre Palo Corona Regional Park “Front Ranch” area along State Route Highway 1 and Ribera Road, Carmel Area Land Use Plan, Coastal Zone. The site is zoned WSC/40-D or Water Shed and Scenic Conservation 40 acre per unit in a Design

Control District. The existing roadway network provides access to, and traverses, several areas throughout the site on slopes in excess of 30%.

- (a) The project areas are identified in the Carmel Land Use Plan (LUP) as relatively unstable uplands. A *Geology and Soils Assessment and Report* was prepared for the proposed Plan by the California Department of Conservation LIB No. 0000. This report was prepared June 2007 and is available at the RMA-Planning Department in the project file PLN0080093. This report provides a very detailed description of all the proposed trails to be constructed and roads to be realigned. Trail construction and road realignment specifications are premised on published state standards. Existing ranch roads that are proposed for realignment will be relocated to reduce and /or eliminate the current 30% grades that attract water runoff and erosion and to adjacent areas that do not collect water or become saturated during the rainy season. For that reason the project better meets the objectives of the Carmel Land Use Plan Policies and since the project proposes to retire existing sections of roadway on slopes in excess of thirty percent and place those sections of road in areas which follow the contours of the land, the project as proposed is the feasible alternative. Additionally the retired road section shall be restored to there pre-existing condition including vegetation.
- (b) The propjet as proposed is considered to be located in "The Uplands" area. Per the LUP, the planning objective for this area shall be to preserve its open space and scenic recreational values. Low-intensity uses shall be allowed, and the land shall be retained in the largest possible parcels (LUP, page 61). The Development Policies pertinent to the Project include Policies 4.4.2.5, 4.4.3.A.1, 4.4.3.C.1, 4.4.3.C.4, and 4.4.3.C.5. In addition, there are "Special Treatment" areas identified in the LUP of which the Palo Corona Ranch is one. The LUP states, "In order to protect the high scenic values of the Ranch's frontal slopes, these slopes shall be designed for "Special Treatment". As specified by general development policy 4.4.2.5; development shall be compatible with the preservation of sensitive coastal resources and that outdoor recreational uses shall be passive to low intensity.
- (c) The project planner conducted a site inspection in March 25, 2008 to confirm site conditions and information provided in the visual analysis.
- (d) Materials in Project Files PLN050638 and PLN080093.

4. FINDING: VISUAL RESOURCES – The project is consistent with Chapter 2.2 of the Carmel Area Land Use Plan. The access roads shall not detract from the natural beauty of the undeveloped ridgelines and slopes in the public viewshed. The project as proposed is consistent with the Carmel Land Use Plan policies and regulations (Monterey County Coastal Implementation Plan Part 4 Section (20.146.030.C.1 & C.4) regarding development standards for parcels visible within the public viewshed and will not have a significant adverse visual effect on the public viewshed, or the designation of Highway 1 as a "Scenic Highway."

EVIDENCE: (a) Site studies conducted in the Initial Study quantified potential impacts relative to Aesthetics. Site investigations and technical reports analysis through the Visual Resource Management Classification System, Visual

Impact Analysis (VIA) system determined that no significant impacts that would occur as a result of the proposed project. The visual analysis determined that the proposed project would have a less than significant impact and that no mitigations were necessary due to the results of the visual assessment, which indicated that the proposed improvements would have limited visibility and would not significantly impact the visual aesthetic/character of the study area

- (b) The project planner conducted a site inspection in March 25, 2008 to confirm site conditions and information provided in the visual analysis.

5. FINDING: ENVIRONMENTALLY SENSITIVE HABITAT – The proposed development, complies with the objectives in the Carmel Land Use Plan policies (Chapter 2.3) and regulations in Coastal Implementation Plan (Section 20.146.040) regarding development near environmentally sensitive habitat.

- EVIDENCE:**
- (a) The biological report conducted for the amendment to the Interim Public Access Plan and environmental document determined the locations of sensitive plant and animal species. The impact indicated the location of critical areas and plant species that were to be avoided. The plan incorporates the recommendations of the biologist to avoid those areas while creating the proposed trails. Road re-alignments and road retirements were not areas of concern since those areas were previously disturbed area and contained no species of concern or biological significant. Therefore, the project as proposed incorporates into the design of the new trails and road re-alignments the recommendations made by the biologist. No protected vegetation is to be removed.
 - (b) The project planner conducted a site inspection in March 25, 2008. to verify the site conditions of the subject parcel.
 - (c) The County will require as a condition of approval compliance with all the recommendations indicated in the biological report, Library No. 080228

6. FINDING: CEQA/NEGATIVE DECLARATION: On the basis of the whole record before the Planning Commission there is no substantial evidence that the proposed project as designed, conditioned, will have a significant effect on the environment. The County as the decision-making body of a Responsible Agency hereby certifies that it reviewed and considered the information contained in the Lead Agency's (Monterey Peninsula Regional Park District) Negative Declaration prior to acting upon or approving the project.

- EVIDENCE:**
- (a) The following document is on file in the office of the RMA-Planning Department, Initial Study/Negative Declaration (IS/ND), and are hereby incorporated by reference under file number (PLN080093/Monterey Peninsula Regional Park District). Technical reports by outside biological and geological consultants indicated that there are no physical or environmental constraints that would indicate that the site is not suitable for the use proposed. County staff concurs. The following reports have been prepared:
 - “*Biological Report*” Library No.080228 prepared by Vern Yadon Biologist, Pacific Grove, CA, dated February 19, 2008.

- "Geological Survey" Library No. 080229 prepared by the California Department of Conservation, dated June 2007 Sacramento, CA.
 - "Archaeological Report" Library No. 080227 prepared by Archaeological Consultants, dated December 21, 2007 Salinas, CA.
- (b) In accordance with the California Environmental Quality Act (CEQA), the Monterey Peninsula Regional Park District (MPRPD) assumed Lead Agency and prepared an Initial Study/Negative Declaration (ND) for the proposed amendments to the previously approved General development Plan approving an Interim Public Access Plan (IPAP) permitted under Combined Development Permit PLN050638. The scope of analysis included all the work proposed under the amendment including the necessary entitlements to facilitate those improvements.
 - (c) On March 12, 2008. Tim Jenson MPRPD Programs Manager completed an Initial Study for the proposed amendments to the IPAP and subsequent improvements, pursuant to the California Environmental Quality Act (CEQA). This ND identifies potential impacts relative to Aesthetics. Site investigations and technical reports, Visual Resource Management Classification System Visual Impact Analysis (VIA) determined that no significant impacts that would occur as a result of the proposed project. The visual analysis determined that the proposed project would have a less than significant impact and that no mitigations were necessary due to the results of the visual assessment, which indicated that the proposed improvements would have limited visibility and would not significantly impact the visual aesthetic/character of the study area because the visibility of the proposed trails and roads are almost identical to that of the existing landscape. The Visual Impact Assessment contained in the Initial Study is on file in the office of RMA-Planning Department and is hereby incorporated by reference (PLN060675).
 - (d) On April 7, 2008, the Board of Monterey Peninsula Regional Park District as Lead Agency adopted a Negative Declaration.
 - (e) Monterey County is acting as a "Responsible Agency" in this case because of our permitting authority. As a Responsible Agency, the Planning Commission must certify that it reviewed and considered the information contained in the Environmental Document Initial Study (IS) on the project.
 - (f) The Monterey County Planning Commission affirms conclusions of the Monterey Peninsula Regional Park Districts environmental document. As such, no separate CEQA action is required by the County as a Responsible Permitting Agency. The County has conditioned the project whereas MPRPD must provide evidence that said conditions are implemented and have the intended effect. A matrix with these conditions is attached hereto and incorporated herein by reference.
 - (g) There are no unusual circumstances related to the project or property that would require additional review.

7. FINDING: **NO VIOLATIONS** - The subject property is in compliance with all rules and regulations pertaining to zoning uses, subdivision, and any other applicable provisions of the County's zoning ordinance. No violations exist on the property. Zoning violation abatement costs, if any, have been paid.

EVIDENCE: (a) Staff reviewed Monterey County RMA - Planning Department and Building Services Department records and is not aware of any violations existing on subject property.

8. **FINDING: PUBLIC ACCESS** – The project is in conformance with the public access and public recreation policies of the Coastal Act and Local Coastal Program, and does not interfere with any form of historic public use or trust rights (see 20.70.050.B.4.). Approval of the Interim Public Access Plan Amendments will not have a substantial adverse impact on public access, individually or cumulatively, as described in Section 20.70.050.B.4.b & c. of the Monterey County Coastal Implementation Plan, can be demonstrated.

EVIDENCE: (a) The project includes the implementation of an amendment to an interim public access plan. The plan provides pedestrian access to the “Front Ranch” area of Palo Corona Regional Park. Access is not required under the Coastal Act and Local Coastal Program. However existing access under the Interim Public Access Plan will be limited to pedestrians and by permit only. No evidence or documentation has been submitted or found showing the existence of historic public use or trust rights over this property that would affect the existing Interim Public Access Plan.
(b) The subject property is not described as an area where the Local Coastal Program requires access.
(c) The subject property is not indicated as part of any designated trails or shoreline access as shown in Figure 3, the Shoreline Access/Trails Map, of the Carmel Area Land Use Plan.
(d) Staff site visit in March 25, 2008.

9. **FINDING: HEALTH AND SAFETY** - The establishment, maintenance, or operation of the project applied for will not under the circumstances of this particular case be detrimental to the health, safety, peace, morals, comfort, and general welfare of persons residing or working in the neighborhood of such proposed use, or be detrimental or injurious to property and improvements in the neighborhood or to the general welfare of the County.

EVIDENCE: (a) The subject project if approved would not require variances or exception to any Health and Safety regulations within the county codes. The project as conditioned is consistent with all county regulations and Land Use Plan policies.
(b) The project as proposed was noticed for a public hearing as required under Section 20.84.040 of the Coastal Implementation Plan Part 1.
(c) Preceding findings and supporting evidence 3 & 4.

10. **FINDING: APPEALABILITY** – The decision on this project is appealable to the Board of Supervisors and the California Coastal Commission.

EVIDENCE: (a) Sections 20.86.020 of the Monterey County Zoning Ordinance, Title 20. (Board of Supervisors)
(b) Section 20.86.030 of the Monterey County Zoning Ordinance, Title 20 (Coastal Commission).

EXHIBIT D
Monterey County Resource Management Agency Planning
Department
Condition Compliance and/or Mitigation Monitoring Reporting
Plan

Project Name: Monterey Peninsula Regional Park District
File No: PLN080093
APNs: 243-081-005-000, 243-081-008-000 and 157-121-001-000
Approved by: Planning Commission
Date: April 30, 2008

**Monitoring or Reporting refers to projects with an EIR or adopted Mitigated Negative Declaration per Section 21081.6 of the Public Resources Code.*

Permit Cond. Number	Mitig. Number	Conditions of Approval and/or Mitigation Measures and Responsible Local Use Department	Compliance or Monitoring Actions to be performed Where applicable, a certified professional is required for action to be accepted.	Responsible Party for Compliance	Timing	Verification of Compliance (date/due)
1.		<p>PD001 - SPECIFIC USES ONLY</p> <p>This Combined Development permit (PLN080093) allows Amendment to an existing General Development Plan (PLN050638) for the Palo Corona Regional Park to include realignment (0.4 miles) and retirement (2.0 miles) of existing roads, and development of new trails (3.9 miles). Portions of the road realignment (2,195 linear feet) and retirement (10,475 linear feet) will occur on slopes in excess of 30% and portions of the new trails (22,285 linear feet) would be within 100 feet of an environmentally sensitive habitat. The property is located within the Palo Corona Regional Park (Assessors Parcels 243-101-007-000, 243-101-006-000, 243-081-008-000, 243-081-005-000, 157-121-001-000, and 157-121-002-000), east of Carmel river state beach, Carmel area, Coastal Zone. This permit was approved in accordance with County ordinances and land use regulations subject to the following terms and conditions. Neither the uses nor the construction allowed by this permit shall commence unless and until all of the conditions of this permit are met to the satisfaction of the Director of the RMA - Planning Department. Any use or construction not in substantial conformance with the terms and conditions of this permit is a violation of County regulations and may result in modification or revocation of this permit and subsequent legal action. No use or construction other than that specified by this permit is allowed unless additional permits are approved by the appropriate authorities. To the extent that the County has delegated any condition compliance or mitigation monitoring to the Monterey County Water Resources Agency, the Water Resources Agency shall provide all information requested by the County and the County shall bear ultimate responsibility to ensure that conditions and mitigation measures are properly fulfilled. (RMA - Planning Department)</p>	<p>Adhere to conditions and uses specified in the permit.</p>	<p>Owner/ Applicant</p>	<p>Ongoing unless otherwise stated</p>	

Permit Condition Number	Conditions of Approval and/or Mitigation Measures and Responsible Land Use Department	Compliance or Monitoring Actions to be performed. Where applicable, a qualified professional is required for action to be accepted.	Responsible Party for Compliance	Timing	Verification of Compliance (Date/Date)
2.	<p>PD002 - NOTICE-PERMIT APPROVAL</p> <p>The applicant shall record a notice which states: "A permit (Resolution _____) was approved by the Planning Commission for (Assessors Parcels 243-101-007-000, 243-101-006-000, 243-081-008-000, 243-081-005-000, 157-121-001-000, and 157-121-002-000) on <u>April 30, 2008</u>. The permit was granted subject to <u>13</u> conditions of approval which run with the land. A copy of the permit is on file with the Monterey County RMA - Planning Department." Proof of recordation of this notice shall be furnished to the Director of the RMA - Planning Department prior to issuance of building permits or commencement of the use. (RMA - Planning Department)</p>	<p>Proof of recordation of this notice shall be furnished to the RMA - Planning Department.</p>	<p>Owner/ Applicant</p>	<p>Prior to the issuance of grading and building permits or commencement of use.</p>	
3.	<p>PD003(A) – CULTURAL RESOURCES – NEGATIVE ARCHAEOLOGICAL REPORT</p> <p>If, during the course of construction, cultural, archaeological, historical or paleontological resources are uncovered at the site (surface or subsurface resources) work shall be halted immediately within 50 meters (165 feet) of the find until a qualified professional archaeologist can evaluate it. The Monterey County RMA - Planning Department and a qualified archaeologist (i.e., an archaeologist registered with the Society of Professional Archaeologists) shall be immediately contacted by the responsible individual present on-site. When contacted, the project planner and the archaeologist shall immediately visit the site to determine the extent of the resources and to develop proper mitigation measures required for the discovery. (RMA - Planning Department)</p>	<p>Stop work within 50 meters (165 feet) of uncovered resource and contact the Monterey County RMA - Planning Department and a qualified archaeologist immediately if cultural, archaeological, historical, or paleontological resources are uncovered. When contacted, the project planner and the archaeologist shall immediately visit the site to determine the extent of the resources and to develop proper mitigation measures required for the discovery.</p>	<p>Owner/ Applicant/ Archaeologist</p>	<p>Ongoing</p>	

Permit Cobal Number	Mitig. Number	Conditions of Approval and/or Mitigation Measures and Responsible Land Use Department	Compliance or Monitoring Actions to be performed. Where applicable, a certified professional is required for action to be accepted.	Responsible Party for Compliance	Timing	Verification of Compliance (time/date)
4.	<p>PD004 - INDEMNIFICATION AGREEMENT</p> <p>The property owner agrees as a condition and in consideration of the approval of this discretionary development permit that it will, pursuant to agreement and/or statutory provisions as applicable, including but not limited to Government Code Section 66474.9, defend, indemnify and hold harmless the County of Monterey or its agents, officers and employees from any claim, action or proceeding against the County or its agents, officers or employees to attack, set aside, void or annul this approval, which action is brought within the time period provided for under law, including but not limited to, Government Code Section 66499.37, as applicable. The property owner will reimburse the county for any court costs and attorney's fees which the County may be required by a court to pay as a result of such action. County may, at its sole discretion, participate in the defense of such action; but such participation shall not relieve applicant of his obligations under this condition. An agreement to this effect shall be recorded upon demand of County Counsel or concurrent with the issuance of building permits, use of the property, filing of the final map, whichever occurs first and as applicable. The County shall promptly notify the property owner of any such claim, action or proceeding and the County shall cooperate fully in the defense thereof. If the County fails to promptly notify the property owner of any such claim, action, or proceeding or fails to cooperate fully in the defense thereof, the property owner shall not thereafter be responsible to defend, indemnify or hold the county harmless. (RMA - Planning Department)</p>	<p>Submit signed and notarized Indemnification Agreement to the Director of RMA – Planning Department for review and signature by the County.</p> <p>Proof of recordation of the Indemnification Agreement, as outlined, shall be submitted to the RMA – Planning Department.</p>	Owner/ Applicant	Upon demand of County Counsel or concurrent with the issuance of building permits, use of the property, filing of the final map, whichever occurs first and as applicable		

Permit Cont. Number	Mtg. Number	Conditions of Approval and/or Mitigation Measures and Responsible Land Use Department	Compliance or Monitoring Actions to be performed. Where applicable, a certified professional is required for action to be accepted.	Responsible Party for Compliance	Timing	Verification of Compliance (frequency)
5.		<p>PD007 - GRADING-WINTER RESTRICTION No land clearing or grading shall occur on the subject parcel between October 15 and April 15 unless authorized by the Director of RMA - Building Services Department. (RMA - Planning Department)</p>	<p>Obtain authorization from the Director of RMA - Building Services Department to conduct land clearing or grading between October 15 and April 15.</p>	Owner/ Applicant	Ongoing	
6.		<p>SPD001 - ADHERENCE TO INTERIM PUBLIC ACCESS PROPOSAL- NON STANDARD The applicant shall adhere to the standards set forth within the Palo Corona Regional Park Interim Public Access Proposal including, but not limited to, protection and preservation of the identified historic Barn, adherence to adherence to visitor hours, permit allocation, private property designation, litter removal, and trail maintenance. (RMA - Planning Department)</p>	<p>Submit monitoring report to Planning and Building Inspection Department.</p>	Owner/ Applicant	Once yearly until 5 year interim period expires.	
7.		<p>SPD002 - VISITOR PARKING -NON STANDARD The applicant shall monitor and record the number of parked vehicles along the easterly side of Highway 1, as well as any received public comments and or complaints regarding vehicle parking and utilize this information in drafting and implementing a long-term parking plan with proposed parking alternatives. (RMA - Planning Department)</p>	<p>Submit monitoring report to Planning and Building Inspection Department. Include District phone number on signage, website, and permits to allow users, adjacent homeowners, and members of the public an opportunity to comment and or render complaints regarding parked vehicles.</p>	Owner/ Applicant Owner/ Applicant	Once yearly until 5 year interim period expires. Ongoing	

Permit Cond. Number	Conditions of Approval and/or Mitigation Measures and Responsible Non-Use Department	Compliance or Monitoring Actions to be performed. Where applicable, a certified professional is required for action to be accepted.	Responsible Party for Compliance	Timing	Verification of Compliance (Date)
8.	<p>SPD003 - PUBLIC OUTREACH- NON STANDARD In an effort to provide safe ingress and egress to the park, the District shall engage in a public safety outreach program designed to educate park users on the use and location of appropriate parking areas and legally appropriate traffic maneuvers on Highway 1. Vehicle safety information shall be provided on the District's website, park signage, and on the General Public Permit. (RMA - Planning Department)</p>	<p>Submit public outreach plan to Planning and Building Inspection Department for review.</p>	<p>Owner/ Applicant</p>	<p>Once yearly until 5 year interim period expires.</p>	
9.	<p>SPD004 - SIGNAGE-NON STANDARD Signs located within the public viewshed and readily visible from Highway 1 shall be of a design complimentary to the scenic character of the Carmel area, with preference for natural materials. (RMA - Planning Department)</p>	<p>Submit photographs of signs visible from Highway 1.</p>	<p>Owner/ Applicant</p>	<p>Prior to start of use</p>	

Permit Cond. Number	Mitig. Number	Conditions of Approval and/or Mitigation Measures and Responsible Land Use Department	Compliance or Monitoring Actions to be performed. Where applicable, a certified professional is required for action to be accepted.	Responsible Party for Compliance	Timing	Verification of Compliance (name/date)
10.		<p>SPD005 - PROTECTION OF ENVIRONMENTALLY SENSITIVE HABITATS- NON STANDARD</p> <p>Access through environmentally sensitive habitats shall be limited to low-intensity recreational, scientific, or educational uses. Access through these areas shall be controlled and confined to designated trails and pathways. (RMA - Planning Department)</p>	<p>Submit monitoring report for the review of the Director of PBI.</p>	<p>Owner/ Applicant</p>	<p>Once yearly until five year interim period expires.</p>	
11		<p>SPW001 – NON-STANDARD CONSTRUCTION MANAGEMENT PLAN</p> <p>Prior to issuance of Grading Permit or Building Permit, applicant shall submit a Construction Management Plan (CMP) to the RMA-Planning Department and the Department of Public Works for review and approval. The CMP shall include measures to minimize traffic impacts during the construction/grading phase of the project and shall provide the following information: Duration of the construction, hours of operation, an estimate of the number of truck trips that will be generated, truck routes, number of construction workers, parking areas for both equipment and workers, and locations of truck staging areas. Approved measures included in the CMP shall be implemented by the applicant during the construction/grading phase of the project. (Public Works)</p>	<p>Submit public Construction Management Plan to RMA-Planning Department and Public Works Department for review and approval.</p>	<p>Owner/ Applicant</p>	<p>Prior to the issuance of grading and building permits or commence -ment of use.</p>	

Permit Cond. Number	Mitte Number	Conditions of Approval and/or Mitigation Measures and Responsible Land Use Department	Compliance or Monitoring Actions to be performed where applicable, or certified professional's required for action to be accepted	Responsible Party for Compliance	Timing	Verification of Compliance (name/dt)
12		<p>FIRE008 - GATES All gates providing access from a road to a driveway shall be located at least 30 feet from the roadway and shall open to allow a vehicle to stop without obstructing traffic on the road. Gate entrances shall be at least the width of the traffic lane but in no case less than 12 feet wide. Where a one-way road with a single traffic lane provides access to a gated entrance, a 40-foot turning radius shall be used. Where gates are to be locked, the installation of a key box or other acceptable means for immediate access by emergency equipment may be required. (CDF Coastal Fire District)</p>	<p>Applicant shall schedule fire dept. clearance inspection</p>	<p>Owner/ Applicant</p>	<p>Prior to start of use</p>	
13		<p>FIRE019 - DEFENSIBLE SPACE REQUIREMENTS - (STANDARD) Remove combustible vegetation from within a minimum of 30 feet of structures. Limb trees 6 feet up from ground. Additional and/or alternate fire protection or firebreaks approved by the fire authority may be required to provide reasonable fire safety. (CDF Coastal Fire District)</p>	<p>Applicant shall schedule fire dept. clearance inspection</p>	<p>Owner/ Applicant</p>	<p>Prior to start of use</p>	

END OF CONDITIONS

EXHIBIT E

Action by Land Use Advisory Committee Project Referral Sheet

Monterey County Planning Department
168 W Alisal St 2nd Floor
Salinas, California
(831) 755-5025

Advisory Committee: Carmel Unincorporated/Highlands

Please submit your recommendations for this application by Monday, April 7, 2008.

Project Title: MONTEREY PENINSULA REGIONAL PARK DISTRICT

File Number: PLN080093

File Type: PC

Planner: MONTANO

Location: CARMEL LAND USE PLAN

Project Description:

AMENDMENT TO AN EXISTING COASTAL DEVELOPMENT PERMIT PLN050638 CONSISTING OF THE FOLLOWING ENTITLEMENTS: 1) COASTAL DEVELOPMENT PERMIT TO ALLOW THE DEVELOPMENT OF 22,285 LINEAR FEET OF NEW TRAILS WITHIN 100 FEET OF AN ENVIRONMENTALLY SENSITIVE HABITAT; 2) A COASTAL DEVELOPMENT PERMIT TO ALLOW DEVELOPMENT OF 2,195 LINEAR FEET OF ROAD REALIGNMENTS AND THE RETIREMENT OF 10,475 LINEAR FEET OF EXISTING ROADS ON SLOPES IN EXCESS OF 30%; AND GRADING (APPROXIMATELY 1,402 CUBIC FEET OF CUT AND 1,402 CUBIC FEET OF CUT AND 1,402 CUBIC FEET OF FILL). THE PROPERTY IS LOCATED WITHIN THE PALO CORONA REGIONAL PARK (ASSESSORS PARCELS 243-101-007-000, 243-101-006-000, 243-081-008-000, 243-081-005-000, 157-121-001-000, AND 157-121-002-000), EAST OF CARMEL RIVER STATE BEACH, CARMEL AREA, COASTAL ZONE.

Was the Owner/Applicant/Representative Present at Meeting? Yes No

Tim Jensen, Scott Honnessy

PUBLIC COMMENT: None

AREAS OF CONCERN (e.g. traffic, neighborhood compatibility, visual impact, etc.):

The Regional Park District is retiring some of the existing roads that are presently in the view shed. New roads will be graded and will follow contour lines of the hillside locations in an effort to reduce erosion impacts.

New trails will also be created, and they also will be designed to lessen viewshed impacts.

RECOMMENDED CHANGES/CONDITIONS (e.g. reduce scale, relocate on property, reduce lighting, etc.):

The Amendment to the existing coastal development permit to allow new trails in environmentally sensitive habitat will better facilitate the limited use of this property. These trails will at times in different locations on slopes in excess of 30% slopes. Roads will also intrude on 30% slopes in some areas but will lessen erosion impacts.

So far the Hwy 1. off shoulder parking has been used to accommodate the public who have obtained permits to use the park. There are on going efforts being made to find a good location for more permanent parking away from the Hwy 1. shoulder.

ADDITIONAL LUAC COMMENTS:

LUAC members suggested the park district establish signs, where appropriate, to discourage and prohibit off trail use. New paths or trails created through public use could cause erosion problems and also damage sensitive plant sites. Direction signs, if kept to a minimum, as well as informative signs to explain various habitat, etc. should be placed in locations that do not intrude on the viewshed (if at all possible.) Future picnic benches and tables should be located out of the public viewshed.

RECOMMENDATION (e.g. recommend approval; recommend denial; recommend continuance):

McHeen - motion to approve as submitted.

Wald - ana to motion

CONCUR WITH RECOMMENDATION:

AYES: 5 (Boruy, Davis, Wald, McHeen, Rainer)

NOES: None

ABSENT: Weber, excused

ABSTAIN: None

MEETING ADJOURNED AT: 5:50 pm.

SIGNATURE: B. Rainer

EXHIBIT F

PALO CORONA REGIONAL PARK INTERIM PUBLIC ACCESS PLAN INITIAL STUDY

1. BACKGROUND INFORMATION

Project Title:	Palo Corona Regional Park Interim Public Access Plan
Project Location:	Carmel / Carmel Valley area
Date Prepared:	April 18, 2008
Lead Agency:	MPRPD 60 Garden Court, Suite 325 Monterey, California 93940
Assessor's Parcel Number(s):	243-001-005 and 008; 157-121-001
Acreage of Property:	680 acres
Zoning District:	WSC/40-D-SpTr (CZ) (Watershed and Scenic Conservation, 40- acres minimum per unit, Design Control, Special Treatment Area in the Coastal Zone)
General Plan Designation:	Watershed and Scenic Conservation (Carmel Area LUP/LCP)
Coastal Land Use Plan:	Watershed and Scenic Conservation (Carmel Area LUP/LCP)
Lead Agency:	Monterey Peninsula Regional Park District
Contact Person:	Tim Jensen, Planning and Programs Manager (831-372-3196 x2)

This is an Initial Study for the Monterey Peninsula Regional Park District (hereinafter "MPRPD"), which has been prepared in compliance with the California Environmental Quality Act (CEQA). This document is intended to inform public decision-makers and their constituents of the potential environmental impacts of the proposed project.

CEQA Guidelines section 15063(c) states that the purposes of an initial study are to:

- Provide the lead agency the information to decide whether to prepare an environmental impact report (EIR) or a negative declaration;
- Enable the applicant or lead agency to modify a proposed project by mitigating adverse impacts before an EIR is prepared, thereby allowing the project to qualify for a negative declaration;
- Assist in the preparation of an EIR if one is required;

- Facilitate environmental review early in the design of a proposed project;
- Provide documentation of the factual basis for the finding in a negative declaration that a proposed project will not have a significant effect on the environment;
- Eliminate unnecessary EIRs; and
- Determine whether a previously prepared EIR could be used with the project.

If the proposed project, after revisions through implementation of mitigations, will not result in a significant impact on the environment, then a negative declaration can be prepared. Initial studies provide documentation of the factual basis for the finding of a negative declaration. If the proposed project, after revision, will still result in one or more significant impacts on the environment that cannot be mitigated to a less than significant level, an EIR must be prepared. The Initial Study may be used to focus the EIR on only those significant impacts that may result from the proposed project.

CEQA Guidelines Section 15382 states that a significant impact on the environment means a substantial or potentially substantial adverse change in any of the physical conditions within the area affected by the proposed project, including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance.

Per California Public Resources Code (PRC) 21080(c), if a lead agency (i.e., MPRPD) determines that a proposed project, not otherwise exempt from this division, would not have a significant effect on the environment, the lead agency shall adopt a negative declaration to that effect. The negative declaration shall be prepared for the proposed project in either of the following circumstances:

- (1) There is no substantial evidence, in light of the whole record before the lead agency, that the project may have a significant effect on the environment.
- (2) An initial study identifies potentially significant effects on the environment, but (A) revisions in the project plans or proposals made by, or agreed to by, the applicant before the proposed negative declaration and initial study are released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effect on the environment would occur, and (B) there is no substantial evidence, in light of the whole record before the lead agency, that the project, as revised, may have a significant effect on the environment.

This initial study concludes that based on the consultant reports prepared for this project, and discussed and referenced herein, the proposed project does not result in significant impacts to the environment. Therefore, no EIR is required to be prepared and a Negative Declaration will be determined by the lead agency to be appropriate for this project.

Furthermore, of the three project components (trail construction, road retirement, road realignment that are defined below in the Project Description), the road retirement component is considered exempt under CEQA Guidelines Section 15333. This is substantiated and is consistent with the Monterey County Administrative decision of August 25, 2005 (relating to PLN040676). This 2005 decision was for a MPRPD project with similar characteristics located on the same parcel whereupon the County concluded that restoration work qualifies for categorical exemption under CEQA Guidelines Section 15333 since road retirement will assure the maintenance, restoration, enhancement, or protection of habitat for fish, plants, or wildlife. Therefore, this environmental document will address trail construction and road realignment only as these project components involve new cutting and grading for new trails and road realignment.

2. DESCRIPTION OF PROJECT AND ENVIRONMENTAL SETTING

PROJECT DESCRIPTION

The purpose of the Interim Public Access Plan (Plan, or "Project") for the 680-Palo Corona Regional Park "Front Ranch" area¹ (Park) is to enable public access and use of the property as soon as possible. The Plan will be used to govern public use of the Park during an interim period until the Monterey Peninsula Regional Park District (District) has completed a long-term management plan for the entire 4,300-acre regional park. The Plan and the long-term management plan will be consistent with the County's General Plan (i.e., Carmel Area Land Use Plan/LCP), State Coastal Conservancy access guidelines and American Disabilities Act standards to the extent feasible as dictated by topography.

Refer to Figures 1 and 2 for the project's Vicinity Map and Site Plan.

The Plan represents an initial effort to open a unique coastal natural resource near an urban area. This Plan is intentionally limited and controlled so as to avoid damaging the Park from unrestricted uses or overuse. The Park links 13 ecologically important properties, including Point Lobos State Reserve, Carmel River State Beach and the Ventana Wilderness. It is important that the interim use of the Park establishes a framework for public access and resource protection necessary for the Park District's long-term stewardship of the land.

Plan Components

Trail construction/Road retirement/Road realignment – New trails will be constructed, existing roads will be retired and new road alignments constructed. Refer to Figures 3 and 4, which show the various locations in the 680-acre Park area where project components are planned to occur. The Plan includes 3.9 miles of new trails, 0.4 miles of re-aligned roads and 2.0 miles of roads to be retired. Soil disturbance associated with construction, retirement and realignment will occur over a period of approximately two years and at any one time will not exceed one-quarter to one-half acre at a time (Tim Jensen, personal communication, March 7, 2008).

Trail System

The proposed project site will include 3.9 miles of new hiking trails. The proposed trail system is 4-6 feet wide and will be made of compacted native soil. The lower portion of the project site will have trails with less than a five percent running and cross slope. The location of these trails is shown in Figure 3.

Road Retirement

Retirement of roads and subsequent restoration, affects four existing roads. They are: Monastery Road, Corrals Road, River Field Road, and the Trough Road. Figure 4 shows the location of these roads (note: roads not named in figure). These four roads are remnant ranch roads that are no longer necessary or desirable for the park. The Monastery, Corrals, and Trough roads cut through open grassland and are within the Carmel Area Land Use Plan's designated viewshed. The River Field Road also cuts through open grassland but is outside the viewshed. This road was constructed through a topographical depression that collects water during the winter, which creates a saturated soil condition that is unsuitable for a road or trail. The proposed road retirements are shown in Figure 4.

Roads will be retired by using mechanized grading equipment that will rip and then re-contour with both imported fill soils originating off-site, if necessary, and on-site from material deposited by Caltrans from a Hurricane Point landslide in the early 1980's. This is followed by re-planting with native coastal terrace prairie vegetation. Current plans are to use 1,700 cubic yards of fill soil for road retirement from both on

¹ "Front Ranch" indicates the 680 acre area nearest the Monterey Peninsula and Highway 1 and as such the most visible area of the Park. The remainder area of the 4,300 acre Palo Corona Regional Park is shown in Figure 1. The remainder area is subject to ongoing restricted access.

and off site sources. Re-aligned roads will also require mechanized equipment that will require cutting and grading and replanting of native vegetation where appropriate. Work will not be conducted on slopes 30 percent or greater. Incorporated into the project description by the MPRPD are the recommendations of the project biologist whose report is incorporated herein by reference. These project components include the following:

1. No trails over grass lenses. These lenses appear essentially pristine and are rich in coastal terrace prairie vegetation. Trails will instead be in areas currently covered in coyote brush and a modest amount of poison oak while developing occasional side trails leading to special view spots. The view spots are likely to be severely trampled over time and so these trails will be carefully planned and constructed. A low profile viewing deck may be appropriate in some cases.
2. Avoid plants of *Eriogonum parvifolium* var. *parvifolium*, the host plant of Smith's Blue Butterfly.
2. No trails through winter-wet soils and concentrations of California oat grass.
3. Roads which pass through or near riparian areas shall be maintained continuously so as to prevent drainage and erosion problems.
4. Where approximately 1200 square feet of trail (100 yds.) will cross over coastal terrace prairie and 144 square feet of this habitat will be covered by a viewing platform built on piers, any removed sod should be salvaged. This can in turn be used to re-vegetate the full sun portions of Monastery Road. This road passes through rare habitat and is to be retired. Because of its scarcity and difficulty in growing from seed, native *Danthonia* grass is often grown in nurseries by dividing individual clumps. Depending on its size a single clump of grass may be divided to 10 or more segments, and then planted in cells for later use in re-vegetation. Nursery care of the initial divisions produces few if any losses. Following this procedure will result in no net loss of coastal terrace prairie.
5. All restoration activity will include native plants and grasses wherever necessary to stabilize soils and will be monitored for a successful outcome which is defined to be 85 percent survival rate as measured and reported to the District on a monthly basis for up to a year from the planting date.

Road Re-Alignments

The primary ranch road is the Palo Corona Trail (road). It runs from Highway 1 through the project site and for another 12-miles inland, where it eventually enters State Fish and Game property. The project includes re-alignment of two short sections of this road east of the existing barn that run across contours, up and over the hilly topography, and below Gregg's Hill. Figure 3 shows Gregg's Hill to be on the east boundary of the project area. The realignments will run along contour and remove these short and steep sections of road and replace them with road that is relatively level (not greater than five percent). These re-alignments will enhance accessibility, improve viewshed quality, and eliminate the current erosion issues associated with these sections of road.

In response to the biology report, the District is, (1) avoiding a direct route through environmentally sensitive areas; (2) aware of the status of *Eriogonum parvifolium parvifolium* (Epp) and is currently cooperating with USFWS under a research permit to assess the effect of grazing on Epp in the park. The subject trail alignment and Park District standards of construction avoid removal of Epp; and (3) siting the Lobo Vista Trail on the ridge avoids the 'winter-wet soils' identified in the report.

Public Access

During the interim access period public access will be limited to pedestrians and by permit only. No bicyclists or equestrians will be permitted. Permits will be issued online, by phone, or in-person at the District office. No drop-ins at the park will be allowed. The District Ranger will have a daily list of those with permits. Permits will be limited to 13 per day with each permit accommodating up to 5 persons for a total number of up to 65 persons per day. In addition to the 13 permits a limited general public access

program will be instituted to accommodate Special Group Use Permits to accommodate organized access. These permits will be limited to 5 per month for up to 25 person per permit for a total of 125 persons per month. Park hours are from sunrise to sunset for all persons. This Plan includes no lighting. This system has been in place since permit PLN050638 was issued and is working as designed and without incident.

Other Public Agencies Whose Approval is Required (e.g., permits, financing approval, or participation agreement): Monterey County Administrative Permit

ENVIRONMENTAL SETTING AND SURROUNDING LAND USES

Site Setting and Surrounding Land Uses

The 680-acre Park is located at the mouth of Carmel Valley south of the historic Odello artichoke fields and immediately adjacent and east of Highway 1. The Park encompasses historic cattle grazing lands on gently rolling slopes between the Carmel River and the Northern Santa Lucia escarpment at about the 800-foot elevation. Overtime, the landscape was converted by the previous property owners from its historic riparian and coastal scrub habitat to open non-native grasslands, which are ideally suited for grazing. The surrounding region is characterized by Carmel River State Beach and Carmel River Lagoon to the west, commercial development to the north, golf courses and large-lot rural residential parcel to the east, and more state parklands to the south.

Highway 1, Carmel River State Beach and Carmel Meadows subdivision bound the Park on the west. On the north are agricultural fields, which are owned by The Big Sur Land Trust (BSLT) and Mr. Clint Eastwood. This property is protected by agricultural conservation easements and is being leased for organic farming. The Point Lobos Ranch borders the southwest boundary of the Park.

The 93-acre Fish Ranch in-holding (refer to Figure 1 and 2) sits in the middle of the Park. It is the private residential property of Ms. Fish, the former owner of the Fish Ranch, which became Palo Corona Regional Park after the BSLT and the Nature Conservancy purchased the property. Ms. Fish has an easement over the Fish Ranch road that connects to the stone gate entrance off of Highway 1. The MPRPD does not permit public access through the gate or on this road that traverses up the west face of the park.

To the east of the Park are large privately owned properties, one of which has agricultural operations and a dirt service road that connects to the Park. This service road is part of a County public bicycle/pedestrian plan that would connect Highway 1 with Valley Green Drive farther east.

Biological Resources

A biological assessment was prepared for the Plan by Vern Yadon. His report was prepared February 19, 2008 and field work was conducted May 29-31, 2007. This report is available at the District office.

The proposed trails and existing roads transverse these variously altered areas. Some routes cross over weed fields that are covered in poison oak and chaparral and presently retain almost no native plants, while other areas contain a variety of native species.

As reported by the biologist, the frontal grassland slopes as seen today are greatly changed from what they would have been originally through intervention of the Native Americans followed by Europeans and both significantly altered their environment as they were intent on maximizing grazing to accommodate the maximum number of elk, deer and cattle, their primary source of proteins. The slopes initially would have been shrub covered with the native grasses hidden except for occasional thin soil sites where shrubs could not grow well. The continuous-appearing grasslands seen today were created by removing coastal sage scrub and poison oak chaparral vegetation to provide grass for a cattle ranch. Originally, coyote brush, poison oak and coast live oak trees would have been the principle dominant vegetation together with native bunch grasses and wildflowers. Various parts of the frontal slopes were treated differently

because some slopes are spring fed and have moist conditions suitable for valuable grasses and grass-like plants such as California oat grass and foothill sedge. Other parts of the slopes present dryer conditions more suitable for dense shrubbery such as poison oak and mixed shrubs. The shrubs were initially removed by burning and through the use of mechanical methods. The fields were then seeded with introduced grasses such as Italian and perennial rye grass mixed with weedy annuals. Today few native plants are to be found on the eastern most frontal slopes, while the California oat grass fields on the west and south side of the property are some of the best to be found anywhere.

Biological features with degrees of importance were identified by the biologist. The only listed plant found in the Plan area was marsh microseris, *Microseris paludosa*; "designated IB" by the California Native Plant Society. Two listed habitats are coastal terrace prairie and maritime chaparral. The coastal prairie is abundant on the property directly above Highway 1. The maritime chaparral habitat is restricted to a south facing slope above San Jose Creek. Per the biologist, the sensitive habitats and the single listed species are easily avoided if MPRPD follows the recommendations. These recommendations of the biologist have been incorporated by the District in the current Plan.

Rare and Endangered Plants or Communities

No statutory rare and endangered plants or communities were found by the biologist within the proposed trail, road or riparian plan areas.

Special Plants

Two plants of coast microseris, *Microseris paludosa* were found along the designated trail planned for the ridge from Inspiration Point to Gregg's Hill. This species is designated IB Endangered by the California Native Plant Society and listed in the Inventory of Rare and Endangered Plants of California 6th edition, 2001. It is not statutorily protected by the State Department of Fish and Game or the U.S. Fish and Wildlife Service. Regardless, as such it requires that the protocol of CEQA be followed.

Sensitive Plant Communities

The westerly and southwesterly side of the Park is known for its California oat grass fields, a principal component of coastal terrace prairie. This proposed trail may transverse portions of sensitive Coastal prairie. Coastal terrace prairie and California oat grass grasslands are published in California Natural Diversity Database List of California Terrestrial Natural Communities Recognized by The California Natural Diversity Database, May 2002 Edition.

Per the MPRPD (Tim Jensen, personal communication. February 13, 2008), all areas of work will be field checked for plant species prior to disturbance and plant species identified and accounted and where necessary, for example in the case of *Danthonia* (i.e., California oat grass), removed and re-planted in places such as the Monastery Road retirement, which will be restored with coastal terrace prairie habitat (*Danthonia*, et al). This will allow for expansion of the Coastal Prairie habitat.

Protected Animals

No listed mammal, reptile, amphibian, or bird species was found. Western Pond Turtle is documented from the Carmel River and Red-legged Frog is known to inhabit the Carmel River where critical habitat is mapped. Tiger salamanders are known to occasionally use farm ponds for breeding. Since all of the cattle watering troughs near designated trails are elevated, the use by salamanders, frogs and turtles is unlikely. A possible exception would be a small degraded water catchments near the Carmel River at the north eastern boundary near the site of proposed riparian restoration. Neither restoration nor foot trails will alter this area though enhancement of this catchments would improve it for wildlife use.

The proposed plan accommodates all the recommendations of the biologist so it is not anticipated there will be any impacts that require mitigation.

Cultural Resources

Review of the Park area was conducted by Archaeological Consulting. In their December 2007 report, available for review at the District office, it was identified that the Park area lies within the currently recognized ethnographic territory of the Costanoan (often called Ohlone) linguistic group. Habitation by this group is considered to have been semi-sedentary and occupation sites can be expected to most often be at the confluence of streams, other areas of similar topography along streams, or in the vicinity of springs.

The background research of files at the Northwest Regional Information Center found that there are two recorded cultural resources located within the northern part of the Park. One is the quarry site for the Carmel Mission stone and the other is a prehistoric midden site consisting of three distinct midden concentrations crossed by three older historic ranch road cuts just south of the Barn on the Main Road. Additional not-yet recorded sites are found in the far southeastern part of the Park near Animas Creek. Twelve other recorded archaeological sites and cultural resources are found within one kilometer of the Park. Most are prehistoric occupations sites. The not-yet-recorded Fish Ranch adobe foundation, excavated in 1968, is known to be located on a small hill overlooking a riparian restoration area.

The California Inventory of Historic Resources, California Historical Landmarks, and the National Register of Historic Places were checked for listed cultural resources which might be present in the Plan area; none were discovered.

The conclusion by Archaeological Consulting, based on background research and the surface reconnaissance, is that the current project impact areas do not contain surface evidence of potentially significant archaeological resources. The roads slated for retirement do not contain any apparent resources. Re-alignment of roads, as well as the existing roads in the Park, which will be maintained, have exhibited no evidence of cultural resources. Therefore, no impacts are identified and no mitigations required. However, the archaeological consultant submits that the following work should be done by the MPRPD as part of their project implementation process:

1. A site record shall be completed for the Fish Ranch adobe foundations which are located just south of the Plan area.
2. Road or trail work in proximity to identified resources should be monitored by a qualified archaeological monitor. The routes may be field adjusted to avoid impacts to potentially significant cultural resources (if any such resources are discovered). A site record should be prepared for the Fish Ranch Cemetery and the Gregg's Hill basin, and updated for state records.
3. Because there is the possibility of unidentified (e.g., buried) cultural resources being found during construction, the following shall be implemented by the District, or its representatives responsible for the project.

If archaeological resources or human remains are accidentally discovered during any construction, work shall be halted within 150 feet of the find until it can be evaluated by a qualified professional archaeologist. If the find is determined to be significant, appropriate mitigation measures shall be formulated and implemented.

Geology/Soils

A geology and soils assessment and report was prepared for the proposed Plan by the California Geological Survey. This report was prepared June 2007 and is available at the District office. This report provides a very detailed description of all the proposed trails to be constructed and roads to be realigned. The recommendations of this report are incorporated into the project description by the District. These recommendations that have been incorporated include the following:

1. Roads: For road segments with grades up to 10 percent, use of a rolling profile and rolling dips in conjunction with out sloping of up to 5 percent is recommended. For road segments with grades greater than 10 percent, use of a combination of gently rolling profile, mild out slope of 3 to 3.5

percent, and a rockered road surface is recommended. On steep roads, the rockered surface is critical to provide the necessary erosion resistance over the longer water flow path and to provide traction on the steep road.

2. Trails: Due to a combination of topography, geology, and hydrology, some trails need to traverse swales that exhibited signs of the presence of shallow ground water, e.g. boggy ground and phreatophytes. It is recommended that when crossing such swales that the trail design incorporates a drain lens or sub-drain. Drain lenses are an effective and relatively inexpensive method for dealing with low-volume seasonal or perennial ground-water seepage.

It is also recommended if seepage is perennial in nature, that phreatophytes (typically native willows) be planted at both the up- and down-slope areas of the trail. As the plants mature, they will consume increasing larger volumes of ground water, providing a complimentary water control method to the drain lens.

Drain lenses are not appropriate if the swale experiences surface flow, e.g. during large storms. In that situation, it may be necessary to install an elevated boardwalk.

3. Watercourse Crossings: Through incorporation of the road and trail Best Management Practices recommended above, culvert cross drains can be eliminated. The least expensive method of decommissioning the existing cross-drains would be to plug the intake and outfall ends of the culvert, remove the drop structure and backfill, cut the outfall end of the culvert a few feet into the slope or road fill and backfill.

The culvert stream crossings on Monastery Road, Trough Road, the eastern grade (Gregg's Hill section) of Palo Corona Road, and the Highway 1 Firebreak need to be removed.

The Monastery road crossing should be replaced with a footbridge, and the aggraded channel section restored.

The failed culvert crossing on Trough Road needs to be removed. Since this is a destination point and turn around the crossing does not need to be replaced.

The crossing on the eastern grade of Palo Corona Road involves a very steep, high-debris drainage that readily plugs and overwhelms a traditional culvert crossing. This crossing should be replaced with a rock ford.

The culvert crossings on the Highway 1 Firebreak should be removed and replaced with rock fords, or if possible, avoid the stream crossing by rerouting the firebreak.

The geology report states that in the vicinity of and within the Park are the granitic rocks of the Santa Lucia Range. In the western most part of the Plan area marine terrace deposits and marine sandstone overlie the granitic rocks. All three-rock types are exposed at the surface in this region (California Geologic Survey 2007). The Hatton Canyon Fault runs through the northern portion of the property.

In the northern part of the Park the exposed geology units are marine sandstone, landside deposits, and flood plain deposits of the Carmel River. Landslide deposits are derived from the Monterey Shale that forms the prominent bluff. This bluff is being sculpted by numerous large and small landslides, many of which are young (geologically) and can be considered active (Ibid.).

The District is particularly adept at controlling soil erosion, monitoring their work and construction activities associated with their roads and trails. Trail construction and road realignment specifications are premised on published state standards. Existing ranch roads that are proposed for realignment will be relocated to

reduce and /or eliminate the current grades that attract water runoff and erosion and to adjacent areas that do not collect water or become saturated during the rainy season.

Land Use

The applicable land use document is the Carmel Area Land Use Plan/LCP and its associated Coastal Implementation Plan which governs development in the Carmel Area Land Use Plan.

Based on review of this Carmel Area Land use Plan/LCP and its Implementation Plan, the Plan is consistent with the plans, policies, requirements and standards of the LCP. The CLP relevant to this Park consists of the Carmel Area Land Use, Carmel Area Coastal Implementation Plan (Part 4), Part 6 of the Coastal Implementation Plan, and Part 1 of the Coastal Implementation Plan (i.e., Title 20 Zoning Ordinance).

Monterey County Code Sections 20.146.030.C.1.a, which is pertinent to development on slopes 30 percent or greater, is relevant to the proposed Plan because some portions of the realigned roads and trails will traverse 30 percent slope, but as this would achieve the resource protection objectives and policies of the Carmel Area Land Use Plan, a 30 Percent Slope Waiver is appropriate in this case

Carmel Area LUP/LCP

The property is considered to be "The Uplands" area. Per the LUP, the planning objective for this area shall be to preserve its open space and scenic recreational values. Low-intensity uses shall be allowed, and the land shall be retained in the largest possible parcels (LUP, page 61). The Development Policies pertinent to the Project include Policies 4.4.2.5, 4.4.3.A.1, 4.4.3.C.1, 4.4.3.C.4, and 4.4.3.C.5. In addition, there are "Special Treatment" areas identified in the LUP of which the Palo Corona Ranch is one. The LUP states, "In order to protect the high scenic values of the Ranch's frontal slopes, these slopes shall be designed for "Special Treatment". As specified by General Plan policy 4.4.2, 3, no development shall be allowed on these slopes. The District Plan is consistent with the LUP and this policy.

Carmel Area Coastal Implementation Plan (Part 4)

The Coastal Implementation Plan (CIP) is relevant to development of the Park. Specifically, Visual Resources Development Standards: 20.146.030.C.1.e, 20.146.030.C.4, 20.146.030.D.1.a, b and c; Environmentally Sensitive Habitat Development Standards: 20.146.040.B.3, 8, and 9; and the Archaeological Resources Development Standards: 20.146.090.A, B, C, D, and E.

The District Plan for the Park is consistent with the CIP. The District modified preliminary plans for the Park to avoid viewshed impacts, and the District, in addition to the biological reports prepared for the previously approved Administrative Permits PLN040676 and PLN050638, also had prepared a biological report for the current Plan. The recommendations of the current biological report have been incorporated in the current plan. An archaeological report was also prepared and its recommendations are included herein as mitigations, thus necessitating the District approve this Initial Study with a Mitigated Negative Declaration Determination.

3. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

FACTORS

- | | | |
|--|---|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology/Soils |
| <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Hydrology/Water Quality | <input type="checkbox"/> Land Use/Planning |
| <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Noise | <input type="checkbox"/> Population/Housing |
| <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation | <input type="checkbox"/> Transportation/Traffic |
| <input type="checkbox"/> Utilities/Service Systems | <input type="checkbox"/> Mandatory Findings of Significance | |

DETERMINATION

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

4. EVALUATION OF ENVIRONMENTAL IMPACTS

Notes

- 1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on project-specific screening analysis). Section 8 in this report includes the reference information used throughout the following Environmental Discussion.
- 2) All answers must take into account the whole action involved, including offsite as well as onsite, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- 4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level.
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration (Section 15063(c)(3)(D)). In this case, a brief discussion should identify the following:
 - a) Earlier Analysis Used. Identify and state where they are available for review. This document uses a number of documents as a basis for discussion that was prepared by consultants on behalf of the applicant. These reports are incorporated herein by reference and are identified throughout the Environmental Checklist by a number at the end of most of the issue statements. These numbers are contained in parentheses. Refer to the References section at the end of this environmental document for the list of reports used in preparing this environmental document.
 - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures, which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) This environmental document incorporates into the checklist reference information sources (e.g., "Ref. 1" is related to the general plans' "Ref. 2" is related to "Knowledge of the project site and surrounding area"). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) The explanation of each issue should identify:
 - a) the significance criteria or threshold, if any, used to evaluate each question; and
 - b) the mitigation measure identified, if any, to reduce the impact to less than significance.

5. ENVIRONMENTAL DISCUSSION

(Note: A brief explanation is provided for all answers except "No Impact" answers that are adequately supported by the information sources cited in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g. the project falls outside a fault rupture zone or is not near an airport). The information sources are found below in Section 8 – Checklist Information References).

1. AESTHETICS: Would the project:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Have a substantial adverse effect on a scenic vista? (ref 4) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Substantially damage scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? (ref 4) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Substantially degrade the existing visual character or quality of the site and its surroundings? (ref 4) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area? (ref 4) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion: A photo simulation analysis was prepared on behalf of the MPRPD by Turf Image. This analysis is incorporated herein by reference. The full report is available at the District offices.

The Visual Impact Analysis (VIA) procedures used in this study by Turf Image are based on methodologies developed by the U.S. Army Corps of Engineers (USACE). They are also consistent with guidance provided by the U.S. Department of the Interior, Bureau of Land Management (1980), U.S. Department of Agriculture, National Forest Service (1974), the U.S. Department of Transportation, and the Federal Highway Administration (1981). The specific techniques used in this study and the results of the VIA are described below.

Project Visibility

An analysis of potential project visibility was undertaken to identify those locations within the study area where there is a relatively high probability that the proposed trails and roads will be visible. The analysis includes identifying potentially visible areas on viewshed maps, preparing line-of-sight viewpoints, and verifying visibility in the field.

Viewshed Analysis

Viewshed maps for the study area were prepared using USGS digital elevation model (DEM) data (7.5-minute series) and ESRI ArcView® software with the Spatial Analyst extension. The Viewshed analysis was based upon the location of all proposed trails and roads. The ArcView program defines the Viewshed (using topography only) by assigning a value based upon visibility from observation points throughout the 1-mile study area. The resulting Viewshed maps define the maximum area from which the trails and road could potentially be seen within the study area. Because the screening provided by vegetation and structures is not considered in this analysis, the viewshed represent a "worst case" assessment of potential project visibility.

According to the Carmel Land Use Plan the term "Viewshed" or "Public Viewshed" refers to the composite area visible from major public areas including 17-Mile Drive views of Pescadero Canyon, Scenic Road, Highway 1, and the Point Lobos State Reserve, as shown in Figure 5. Only areas that

overlapped with the "Project Viewshed" and the "Pubic Viewshed" were used to select viewpoints for visual impact analyzes (Figure 6).

Field Verification

Because the Viewshed analysis ignores the screening effect of existing vegetation and structures, it represents an extremely conservative analysis of potential visibility. Views toward the project site from 7 representative/sensitive viewpoints were documented with photos (see Figure 7-13)

Global Positioning System (GPS) coordinates were obtained at each viewpoint to document viewer location, and the existing view prior to the project. Selected viewpoints typically offered the most open, unobstructed views toward the project site, and included areas identified as visually sensitive. Selected viewpoint locations within the study area are shown in Figure 6.

Selected Viewpoints

Review of photos obtained from the seven viewpoints within the study area during the November 20 and 21, 2007 field verification resulted in the use in the development of visual simulations.

The selected viewpoints show representative views of the existing conditions prior to project implementation. Viewpoints were selected to include each of the identified viewer/user groups and LSZ's within the study area that would have views of the proposed project. The locations of the selected viewpoints are shown on Figure 6, and include the following:

- Viewpoint 1 - View from Atherton Dr. & Highway 1, looking south.
- Viewpoint 2 - View from Carmel Valley Road & Highway 1, looking south.
- Viewpoint 3 - View from Rio Road & Highway 1, looking south.
- Viewpoint 4 - View from Carmel River Bridge on Highway 1, looking east.
- Viewpoint 5 - View from Carmel State Beach, looking east.
- Viewpoint 6 - View from Monastery Beach & Highway 1, looking northeast.
- Viewpoint 7 - View from Point Lobos State Reserve, looking northeast.

These viewpoints are illustrated as the existing conditions photographs in Figures 7 through 13.

Visual Simulations

To illustrate the anticipated visual changes associated with the proposed project, high-resolution computer-enhanced images were used by the consultant to create realistic photographic simulations of the completed project from each of the selected viewpoints. The photographs were taken with a digital camera with a 50 mm lens setting, to accurately represent scale as perceived by the human eye. Photographic simulations were developed using the trail and road survey coordinates collected using high-resolution GPS. The proposed site layout plan and field survey data were translated into a common datum and a wire frame model of selected existing site features (vegetation, structures, and topography) was built. The locations of other built features were determined using 1-meter resolution digital ortho quarter quad (DOQQ) and DEM data obtained from the USDA and the USGS.

The model was then superimposed over the existing photos and aligned to existing elements visible in the photo to assure accurate scale, proportion and perspective. Minor adjustments were made to camera position, field of view, roll, and direction (within the GPS and camera range of error).

Simulations of the proposed project from each of the seven selected viewpoints are presented as the simulated views in Figures 7-13. Descriptions of the existing view from each of these viewpoints, along with a discussion of how these views would change with the proposed project in place, are presented on the following pages.

Analysis of Existing Viewpoints and Potential Project Visibility

Viewpoint 1 - View from Atherton Dr. & Highway 1, looking south (Figure 7)

Existing View

The viewpoint is approximately 5,200 feet north of the project site. The view typifies the Transportation landscape (LSZ 7). The viewpoint also illustrates the trees and roadside vegetation blocking the direct view of the proposed trails and roads.

Proposed View

The viewpoint shows the proposed trails and roads will not have a negative effect on the existing viewshed.

Viewpoint 2 - View from Carmel Valley Road & Highway 1, looking south (Figure 8)

Existing View

Viewpoint 2 is from the intersection of Carmel Valley Road and Highway 1. The viewpoint is approximately 4,300 feet north of the project site. The view typifies the Transportation landscape (LSZ 7). View Point also illustrates the contrast between the flat valley floor and the rolling ridge tops that make up the Carmel Valley. The project site is enhanced by the flatness and openness of the foreground view. The project site is clearly seen in the background as an open terrace prairie.

Proposed Project

With the project in place, the new hiking trails and road can be seen directly across the valley floor. The viewpoint shows the proposed trails and roads will have little or no negative effect on the existing viewshed.

Viewpoint 3 - View from Rio Road & Highway 1, looking south. (Figure 9)

Existing View

Viewpoint 3 is from the intersection of Rio Road and Highway 1. The viewpoint is approximately 3,000 feet north of the project site. The view typifies the Transportation landscape (LSZ 7). View Point also illustrates the contrast between the flat valley floor, the rolling ridge tops, and the commercial aspect that makes up the Carmel Valley. The project site is clearly seen in the background as an open terrace prairie.

Proposed Project

With the project in place, the new hiking trails and road can be seen directly across the valley floor above the commercial zone of the Carmel Valley. The viewpoint shows the proposed trails and roads will have little or no negative effect on the existing viewshed.

Viewpoint 4 - View from the Carmel River Bridge on Highway 1, looking southeast (Figure 10)

Existing View

Viewpoint 4 is from near the Carmel River Bridge on Highway 1. The viewpoint is approximately 1,400 feet northwest of the project site. The view typifies the Transportation landscape (LSZ 7). View Point also illustrates the contrast between the flat valley floor, rolling ridge tops, and the agricultural aspect that makes up the Carmel Valley. The project site is enhanced by the flatness and openness of the

foreground view above the small agricultural zone. The project site is clearly seen in the background as an open terrace prairie.

Proposed Project

With the project in place, the new hiking trails and roads can be seen directly across the agricultural field located north of the project site. The viewpoint shows the proposed trails and roads will have little or no negative effect on the existing viewshed.

Viewpoint 5 - View from Carmel State Beach, looking east (Figure 11)

Existing View

Viewpoint 5 is from the Carmel State Beach off Scenic Road. The viewpoint is approximately 5,100 feet northwest of the project site. The view typifies the River Mouth Lagoon landscape (LSZ5). The viewpoint illustrates the contrast between the flat valley floor and the river lagoon that makes up the Carmel River Mouth. The project site is enhanced by the flatness and openness of the foreground view. The project site is clearly seen in the background as an open terrace prairie.

Proposed View

With the project in place, the new hiking trails and roads can be seen directly across the Carmel river mouth lagoon and the agricultural field located directly north of the project site. The viewpoint shows the proposed trails and roads will have little or no negative effect on the existing viewshed.

Viewpoint 6 - View from Monastery Beach & Highway 1, looking northeast (Figure 12)

Existing View

Viewpoint 6 is from the side shoulder of Highway 1 at Monastery Beach. The viewpoint is approximately 2,100 feet southwest of the project site. The view typifies the Transportation landscape (LSZ 6). The project site is clearly seen in the background on top of an open bluff.

Proposed Project

With the project in place, the new hiking trails and roads can be seen directly across from Highway 1. The viewpoint shows the proposed trail will have little or no negative effect on the existing viewshed.

Viewpoint 7 - View from Point Lobos State Reserve, looking northeast (Figure 13)

Existing View

Viewpoint 7 is from near Point Lobos State Reserve. The viewpoint is approximately 5,100 feet southwest of the project site. The view typifies the Undeveloped Forestland (LSZ 5). View Point also illustrates the contrast between the rolling ridge tops and undeveloped forest land that make up the Point Lobos State Reserve. The project site cannot be seen clearly from this viewpoint.

Proposed Project

The viewpoint shows the proposed trails and roads will not have a negative effect on the existing viewshed.

Visual Impact Assessment Rating

The visual impact assessment methodology used by the consultant follows the USACE Visual Resources Assessment Procedure (VRAP) (Sardon et al., 1988). This is a two-step process. The

first step, referred to as the Visual Resource Management Classification System (MCS), uses a numerical rating system to define the aesthetic quality of the various *landscape similarity zones* (LSZ) within the study area. The second step, referred to as the Visual Impact Assessment (VIA) procedure, involves using a similar numerical rating system to compare representative views with, and without, the proposed project in place and quantify visual impact. A description of this two step rating process is described below.

Visual Resource Management Classification

The aesthetic quality of each of the LSZ's within the study area was evaluated using the MCS developed by the USACE (Smardon et al., 1988). For each zone, six landscape components (landform, water resources, vegetation, land use, user activity, and special considerations) were rated as "distinct", "average" or "minimal", and given a numerical score. These rating categories, as defined by the USACE VRAP, are presented in Table 1, below.

Table 1. Levels of Visual Quality.

Level	Score	Description
Distinct	3	Something that is considered unique and is an asset to the area. It is typically recognized as a visual/aesthetic asset and may have many positive attributes. Diversity and variety are characteristics in such a resource.
Average	2	Something that is common in the area and not known for its uniqueness, but rather is representative of the typical landscape of the area.
Minimal	1	Something that may be looked upon as a liability in the area. It is basically lacking any positive aesthetic attributes and may actually diminish the visual quality of surrounding areas.

The composite rating places each LSZ in one of six Resource Management Classifications defined by the USACE. The Resource Management Classification is used to determine the degree and nature of visual change that is acceptable in a landscape. The range of possible scores is from 6 to 18. The five MCS categories, as defined by the USACE VRAP, are presented in Table 2.

Table 2. Resource Management Classifications.

Class	Description
Preservation	<p>These areas are considered to be unique and to have the most distinct visual quality in the region. They are highly valued and are often protected by federal and state policies and laws. These areas may include significant natural areas, portions of wild and scenic rivers, historic sites and districts, and similar situations where changes to existing visual resources are restricted. While limited project activity is not precluded, it should not be readily evident.</p> <p>MCS Score = 17 or more</p>
Retention	<p>These areas are regionally recognized as having distinct visual quality, but may not be institutionally protected. Project activity may be evident, but should not attract attention.</p> <p>MCS Score = 14-16</p>
Partial Retention	<p>These areas are locally valued for above average visual quality, but are rarely protected by institutional policies. Project activity may be evident and begin to attract attention. Structures, operations, and use activities associated with the project should remain subordinate to the existing visual resources.</p> <p>MCS Score = 11-13</p>
Modification	<p>These areas are not noted for their distinct qualities and are often considered to be of average visual quality. Project activity may attract attention and dominate the existing visual resources. Structures, operations, and use activities may display characteristics of form, line, color, texture, scale, and composition that differ from those of the existing visual resources. However, the project should exhibit good design and visual compatibility with its surrounding.</p> <p>MCS Score = 9-10</p>
Rehabilitation	<p>These areas are noted for their minimal visual quality and are often considered blighted areas. Project activity in these areas should improve the existing undesirable visual resources. Structures, operations, and use activities should exhibit good design and display characteristics of form, line, color, texture, scale, and composition that contribute to making the area compatible with the visual character of adjacent higher quality landscapes.</p> <p>MCS Score = less than 8</p>

Only the Undeveloped Forestland LSZ and the River Mouth Lagoon LSZ were considered to possess the visual quality necessary to qualify as a Preservation Class landscape. All of the remaining zones were classified as either Partial Retention or Modification.

This reflects the rating assessment of landform, vegetation, land use, and user activity as typically "average" within most other LSZ's in the study area. Results of the Visual Resource Management Classification conducted are present in Table 3 and are summarized in Table 4.

Potentially Significant Impact Less Than Significant With Mitigation Incorporation Less Than Significant Impact No Impact

Table 3. Visual Resource Management Classification Ratings for each LSZ

Zone	(1)	(2)	(3)	(4)	(5)	(6)
	Suburban Residential	Commercial	Residential / Ag.	Undeveloped Forestland	River Lagoon	Transport
Landform	1	1	1	3	3	1
Water Resources	1	1	2	3	3	1
Vegetation	2	1	3	3	3	1
Land Use	2	2	3	3	2	2
Use Activity	3	3	1	3	3	3
Special Considerations	1	1	2	3	3	1
TOTAL	9	9	12	17	17	9

Table 4. MCS Classification of Landscape Similarity Zones.

Zone #	LSZ	MCS Score	MCS Classification
1	Suburban Residential	9	Modification
2	Commercial	9	Modification
3	Rural Residential / Agriculture	12	Partial Retention
4	Undeveloped Forestland	17	Preservation
5	River Mouth Lagoon	17	Preservation
6	Transportation	9	Partial Retention

The classification ascribed to each LSZ provides guidance as to the degree and nature of visual change (as determined by the VIA) that is acceptable in a landscape.

Visual Impact Assessment

Turf Image staff evaluated the visual impact of the proposed project using the USACE Visual Impact Assessment (VIA) methodology. The VIA evaluation involved viewing selected viewpoints before and after the project to show potential visual impact.

For each viewpoint, two images were shown, including the existing view and the simulation of the proposed trails and roads.

Following review of the simulations for each viewpoint, the staff evaluated the before and after views and assigned each view quantitative visual quality ratings. The ratings were based on the visual quality of each of six landscape components (landform, water resources, vegetation, land use, user activity, and special considerations). The assessment utilized a rating scale of 1 (Low) to 3 (High) for each visual quality of the six landscape component for each view point.

The difference between the ratings of the existing and proposed view is the basis for the evaluation of project-related visual change. Impact ratings were then compared to the sensitivity of the LSZ, as determined by their MCS classification. MCS classification impact thresholds are listed in Table 5.

Table 5. MCS classification and impact threshold

Class	Impact Threshold
Preservation	0
Retention	No lower than -2
Partial Retention	No lower than -5
Modification	No lower than -6
Rehabilitation	Greater than 0 (i.e. project should only improve visual quality)

Score that exceed these impact threshold values indicate an unacceptable level of visual impact and the need to explore visual mitigation options.

Results of the VIA conducted are presented in Appendix A, and summarized in Table 6.

Potentially Significant Impact Less Than Significant With Mitigation Incorporation Less Than Significant Impact No Impact

Table 6. Visual Impact Assessment Summary.

Viewpoint	LSZ	MCS Classification	Threshold	VIA Score			Visual Impact
				Before	After	Change	
1	6	Partial Retention	-5	10	10	0	NO
2	6	Partial Retention	-5	10	9	-1	NO
3	6	Partial Retention	-5	10	9	-1	NO
4	6	Partial Retention	-5	11	10	-1	NO
5	5	Preservation	0	17	17	0	NO
6	6	Partial Retention	-5	13	12	-1	NO
7	4	Preservation	0	17	17	0	NO

CONCLUSIONS

The visual analyses performed by Turf Image indicates that the proposed project will have limited visibility and will not significantly impact the visual/aesthetic character of the study area.

Specific conclusions include the following:

- Viewshed analysis indicates that potential visibility of the proposed trails and roads are almost identical to that of the existing landscape.
- The VIA indicated that adverse visual impacts of the trails and roads are generally modest and do not exceed the threshold of allowable impact for any LSZ within the study area.

2. AGRICULTURE RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland.

Would the project:

- a) Convert Prime Farmland, Unique Farmland or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and

*Monitoring Program of the California Resource Agency,
to non-agricultural use? (ref 1, 2)*

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|---|
| b) <i>Conflict with existing zoning for agricultural use, or a Williamson Act Contract? (ref 1, 2)</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | ✓ |
| c) <i>Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of farmland to non-agricultural use? (ref 1, 2)</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | ✓ |

3. AIR QUALITY:

Where available, the significance criteria established by the applicable air quality management or air pollution control district might be relied upon to make the following determinations. Would the project:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|---|
| a) <i>Conflict with or obstruct implementation of the applicable air quality plan? (ref 3)</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | ✓ |
| b) <i>Violate any air quality standard or contribute substantially to an existing or projected air quality violation? (ref 3)</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | ✓ |
| c) <i>Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursor)? (ref 3)</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | ✓ |
| d) <i>Result in a significant construction-related air quality impacts? (ref 3)</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | ✓ |
| e) <i>Expose sensitive receptors to substantial pollutant concentrations? (ref 3)</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | ✓ |
| f) <i>Create objectionable odors affecting a substantial number of people? (ref 3)</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | ✓ |

Discussion: Soil disturbance associated with construction, retirement and realignment will occur over a period of approximately two years and at any one time will not exceed one-quarter to one-half acre at a time (Tim Jensen, personal communication, March 7, 2008). Per the MBUAPC CEQA Air Quality Guidelines, Table 5-2, the threshold for significance is 2.2 acres per day. The proposed re-alignment of roads, road retirement and trail construction will not reach this threshold. The 1,700 cubic yards (170 round trips, assuming a tandem 20-cubic yard truck) of fill material necessary to complete the project will be delivered to the ranch over a two year period and as a result is not anticipated to be a significant impact.

4. BIOLOGICAL RESOURCES: Would the project:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|---|
| a) <i>Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulation, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? (ref 3)</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | ✓ |
|--|--------------------------|--------------------------|--------------------------|---|

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
b) <i>Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? (ref 3)</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✓
c) <i>Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? (ref 3)</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✓
d) <i>Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? (ref 3)</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✓
e) <i>Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance? (ref 3)</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✓
f) <i>Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan. (ref 3)</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✓
5. CULTURAL RESOURCES: Would the project:				
a) <i>Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Section 15064.5? (ref. 5)</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✓
b) <i>Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5? (ref. 5)</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✓
c) <i>Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? (ref. 5)</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✓
d) <i>Disturb any human remains, including those interred outside of formal cemeteries. (ref. 5)</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✓
6. GEOLOGY AND SOILS: Would the project:				
a) <i>Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving ...</i>				
1) <i>Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. (ref 3)</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✓

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
2) Strong seismic ground shaking? (ref 3)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✓
3) Seismic-related ground failure, including liquefaction? (ref 3)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✓
4) Landslides? (ref 3)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✓
b) Result in substantial soil erosion or the loss of topsoil?(ref 3)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✓
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? (ref 3)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✓
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building code (1994), creating substantial risks to life or property? (ref 3)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✓
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater? (ref 3)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✓
7. HAZARDS AND HAZARDOUS MATERIALS: Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? (ref. 3)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✓
b) Create a significant hazard to the public or the environment through reasonable foreseeable upset and accident conditions involving the release of hazardous materials into the environment? (ref. 3)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✓
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? (ref. 3)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✓
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environments? (ref. 3)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✓
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? (ref. 1, 2)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✓
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✓

or working in the project area? (ref. 2)

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|---|
| g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? (ref. 3) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | ✓ |
| h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? (ref. 3) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | c |

8. HYDROLOGY AND WATER QUALITY: Would the project:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|---|
| a) Violate any water quality standards or waste discharge requirements? (ref. 3) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | ✓ |
| b) Substantially deplete groundwater supplies or interfere substantially with ground water recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? (ref. 3) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | ✓ |
| c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site? (ref. 3) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | ✓ |
| d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site? (ref. 3) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | ✓ |
| e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff? (ref. 3) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | ✓ |
| f) Otherwise substantially degrade water quality? (ref. 3) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | ✓ |
| g) Place housing within a 100-year flood hazard area as mapped on federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? (Ref. 3) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | ✓ |
| h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows? (ref. 3) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | ✓ |
| i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam? (Ref. 2, 3) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | ✓ |

j) Inundation by seiche, tsunami, or mudflow? (ref. 2) ✓

9. LAND USE AND PLANNING: Would the project:

a) Physically divide an established community? (ref. 3) ✓

b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? (ref. 3) ✓

c) Conflict with any applicable habitat conservation plan or natural community conservation plan? (ref. 1) ✓

10. MINERAL RESOURCES: Would the project:

a) Result in loss of availability of a known mineral resource that would be of value to the region and the residents of the state? (ref. 1, 2) ✓

b) Result in the loss availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? (ref. 1, 2) ✓

11. NOISE: Would the project result in:

a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance or applicable standards of other agencies? (ref. 3) ✓

b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? (ref. 3) ✓

c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? (ref. 3) ✓

d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? (ref. 3) ✓

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? (ref. 1) ✓

f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? (ref. 1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
---	--------------------------	--------------------------	--------------------------	-------------------------------------

12. POPULATION AND HOUSING: Would the project:

a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? (ref. 3)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? (ref. 3)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? (ref. 3)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

13. PUBLIC SERVICES:

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

1) Fire protection? (ref. 3)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2) Police protection? (ref. 3)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3) Schools? (ref. 3)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4) Parks? (ref. 3)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5) Other public facilities? (ref. 3)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

14. RECREATION:

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? (ref. 3)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment? (ref. 3)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

15. TRANSPORTATION/TRAFFIC: Would the project:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)? (ref. 3) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Exceed, either individually or cumulatively, a level or service standard established by the county congestion management agency for designated roads or highways? (ref. 3) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? (ref. 3) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? (ref. 3) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Result in inadequate emergency access? (ref. 3) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) Result in inadequate parking capacity? (ref. 3) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)? (ref. 3) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

16. UTILITIES AND SERVICE SYSTEMS: Would the project:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? (ref. 3) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? (ref. 3) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? (ref. 3) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? (ref. 3) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? (ref. 3) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| f) <i>Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? (ref. 3)</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g) <i>Comply with federal, state, and local statutes and regulation related to solid waste? (ref. 3)</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

6. MANDATORY FINDING OF SIGNIFICANCE

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) <i>Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: Based on the project characteristics and the discussion contained in the Project Description, and Environmental Setting and Surrounding Land Uses, there are no such impacts.

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| b) <i>Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: Based on the project characteristics and the discussion contained in the Project Description, and Environmental Setting and Surrounding Land Uses, there are no such impacts.

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| c) <i>Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: Based on the project characteristics and the discussion contained in the Project Description, and Environmental Setting and Surrounding Land Uses, there are no such impacts.

7. FISH AND GAME ENVIRONMENTAL DOCUMENT FEES

Assessment of Fee: For purposes of implementing Section 735.5 of Title 14, California Code of Regulations: If based on the record as a whole, the Planner determines that implementation of the project described herein will result in changes to resources A-G listed below, then a Fish and Game Document Filing Fee must be assessed. Based upon analysis using criteria A through G below, and information contained in the record, state conclusions with evidence below.

- A) Riparian land, rivers, streams, water courses, and wetlands under state and federal jurisdiction.
- B) Native and non-native plant life and the soil required to sustain habitat for fish and wildlife;
- C) Rare and unique plant life and ecological communities dependent on plant life, and;

- D) Listed threatened and endangered plant and animals and the habitat in which they are believed to reside.
- E) All species of plant or animals listed as protected or identified for special management in the Fish and Game Code, the Public Resources Code, and the Water Code, or regulations adopted thereunder.
- F) All marine terrestrial species subject to the jurisdiction of the Department of Fish and Game and the ecological communities in which they reside.
- G) All air and water resources the degradation of which will individually or cumulatively result in the loss of biological diversity among plants and animals residing in air or water.

De Minimis Fee Exemption: For purposes of implementing Section 735.5 of the California Code of Regulations a De Minimis Exemption may be granted to the Environmental Document Fee only if there is substantial evidence, based on the record as a whole, and subject to approval by the California Department of Fish and Game, that there will not be changes to the above named resources.

Conclusion: The project will required to pay the current Fish and Game filing fee based on the above criteria at the time the Notice of Determination is filed with the County Clerk.

Evidence: Based on the project definition and the environmental analysis contained herein, the project will directly or indirectly, on a project or cumulative level, impact at least one of the above listed resources.

8. CHECKLIST INFORMATION REFERENCES

The following list of references coincides with the reference numbers used in the Environmental Checklist in section 5 of this initial study.

1. Carmel Area Land Use Plan (as amended)
2. Knowledge of the project site and surrounding area
3. Project Plans
4. Photo simulation analysis
5. Archaeological Report

9. DOCUMENTS REFERENCED

- Archaeological Consulting. Preliminary Archaeological Reconnaissance for the Riparian Revegetation and Road Removal/Realignments and Trails Project at Palo Corona Regional Park, Monterey County, California. December 21, 2007
- California Geological Survey, California Department of Conservation. Monterey Peninsula Regional Park District Carmel River Parkway Road, Watercourse Crossings, and Trails Assessment.
- Monterey County. Carmel Area Land Use Plan – Local Coastal Plan. April 14, 1983 (as amended)
- Monterey County. Notice of Approved Administrative Permit for Monterey Peninsula Regional Park District. *PLN040676*. Permit passed and adopted by the County on August 24, 2005.
- Monterey County. Notice of Approved Administrative Permit for Monterey Peninsula Regional Park District. *PLN050638*. Permit passed and adopted by the County on April 26, 2006.
- Turf Image. Visual Impact Assessment – Palo Corona Regional Park District. February 16, 2008
- Yadon, Vern. A Biological Report for Proposed Palo Corona Regional Park Trails, Riparian Habitat Restoration, and Ranch Road Retirements. February 19, 2008

10. PERSONS CONTACTED

Jensen, Tim, MPRPD
Schweisinger, John J. Turf Image

11. REPORT PREPARATION

Matthew Sundt, Principal
Golden State Planning and Environmental Consulting
988 Fountain Avenue Monterey, California 93940
831-372-1314 sundt@goldenstateplanning.com
www.goldenstateplanning.com

FIGURES – in order of appearance

Figure 1 – Palo Corona Regional Park (components)

Figure 2 - Project Location"

Figure 3 – Trails

Figure 4 – Roads

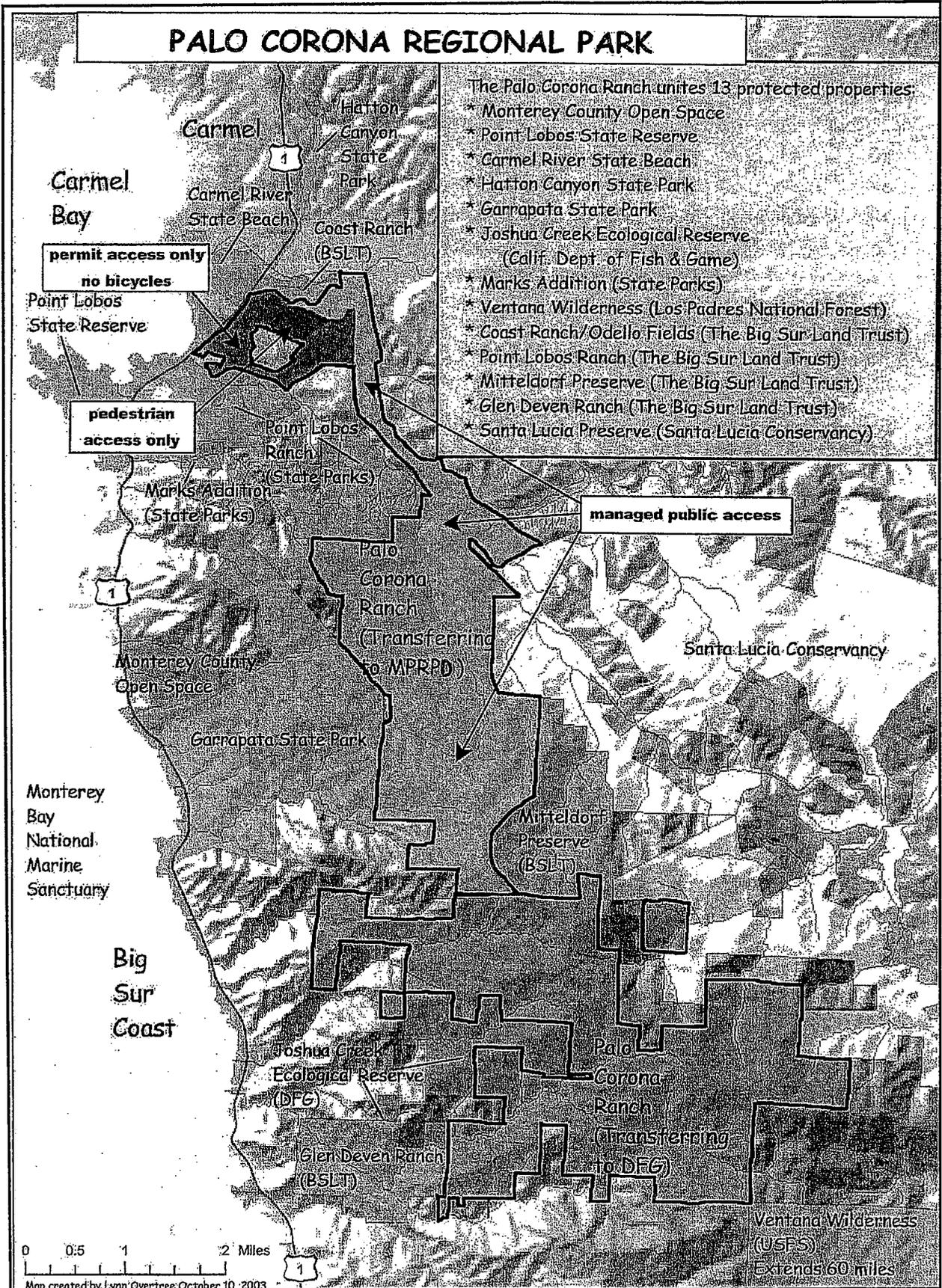
Figure 5 – Carmel Area LUP General Viewshed Map

Figure 6 – Project Viewshed

Figure 7 – 13 – Viewpoints

Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
--------------------------------	---	------------------------------	-----------

PALO CORONA REGIONAL PARK



- The Palo Corona Ranch unites 13 protected properties:
- * Monterey County Open Space
 - * Point Lobos State Reserve
 - * Carmel River State Beach
 - * Hatton Canyon State Park
 - * Garrapata State Park
 - * Joshua Creek Ecological Reserve (Calif. Dept. of Fish & Game)
 - * Marks Addition (State Parks)
 - * Ventana Wilderness (Los Padres National Forest)
 - * Coast Ranch/Odello Fields (The Big Sur Land Trust)
 - * Point Lobos Ranch (The Big Sur Land Trust)
 - * Mitteldorf Preserve (The Big Sur Land Trust)
 - * Glen Deven Ranch (The Big Sur Land Trust)
 - * Santa Lucia Preserve (Santa Lucia Conservancy)

permit access only
no bicycles

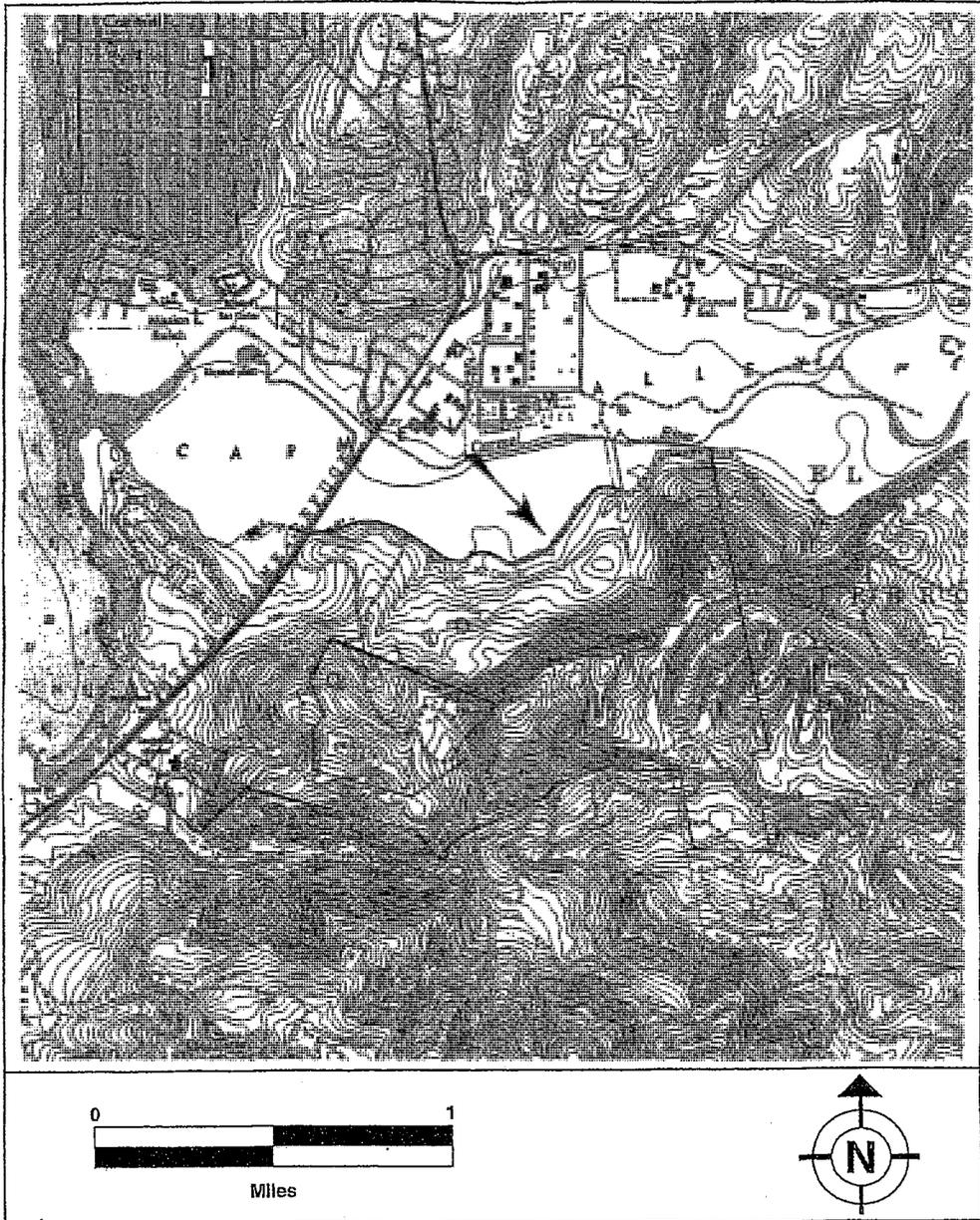
pedestrian access only

managed public access

0 0.5 1 2 Miles
Map created by Lynn Overtree October 10, 2003

Ventana Wilderness (USFS)
Extends 60 miles

Potentially Significant Impact Less Than Significant With Mitigation Incorporation Less Than Significant Impact No Impact



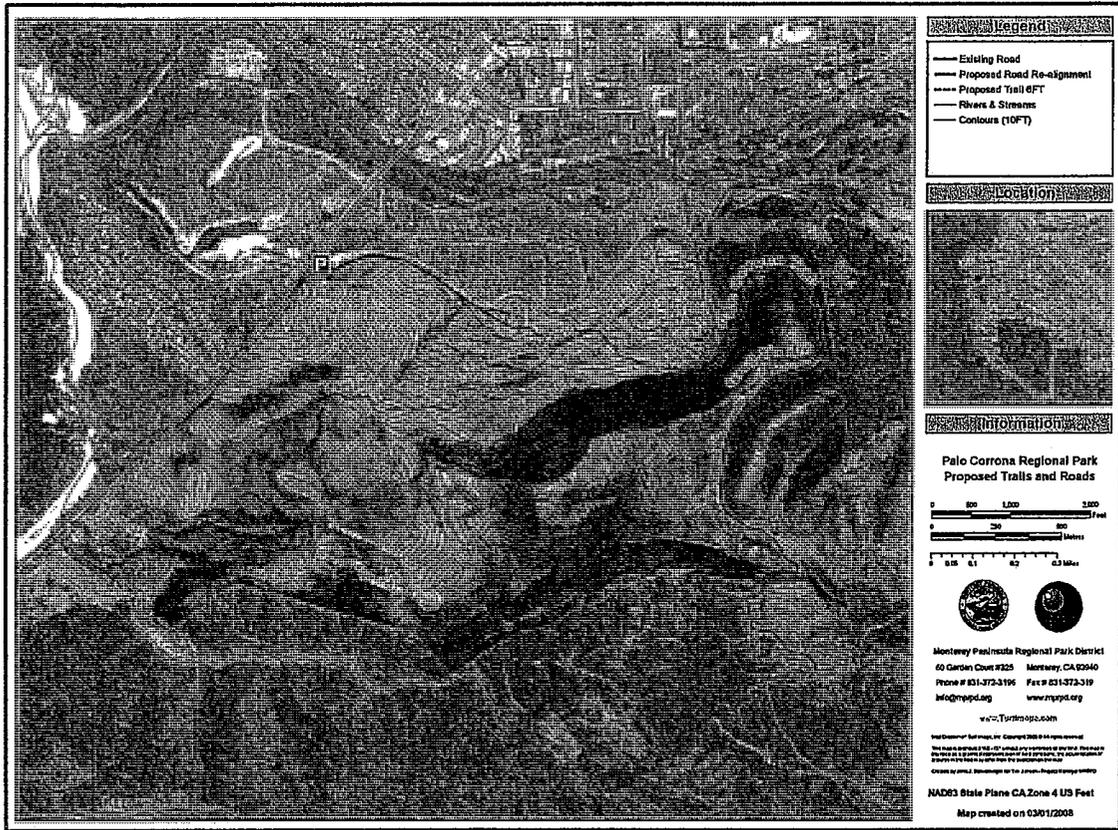
Map 1. Project Location.

Potentially
Significant
Impact

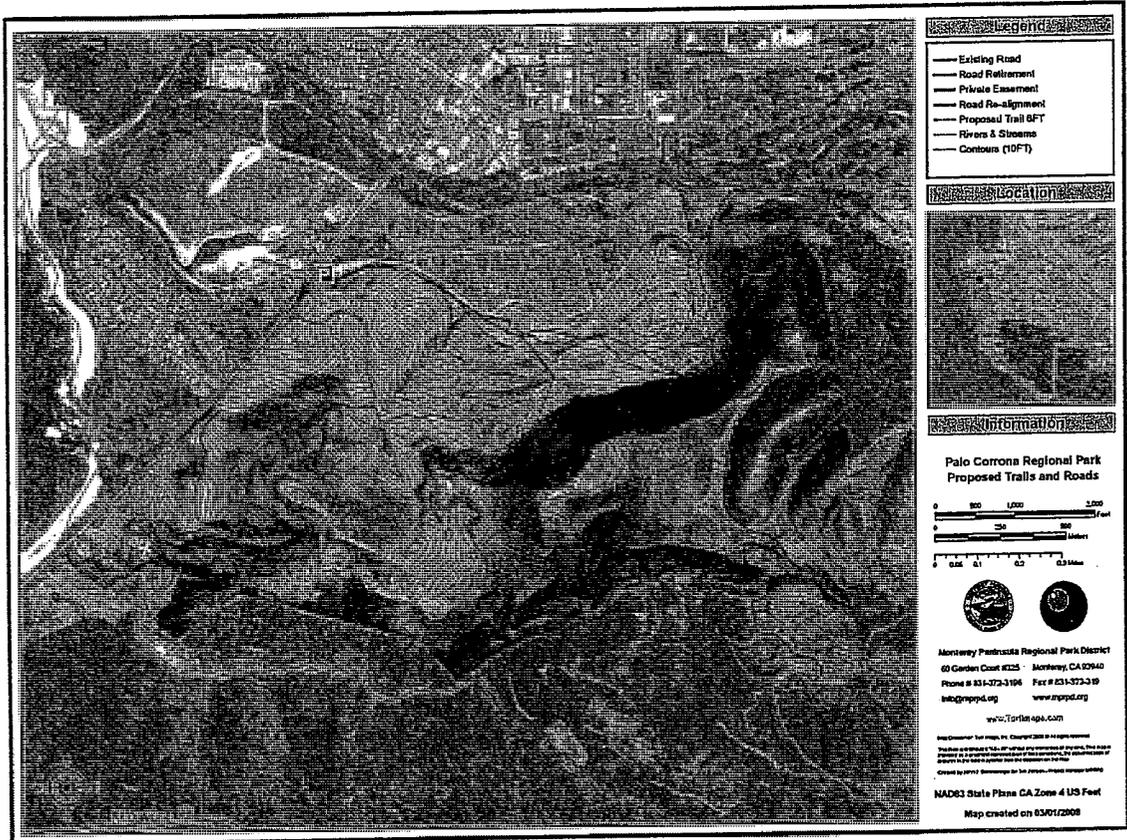
Less Than
Significant
With
Mitigation
Incorporation

Less Than
Significant
Impact

No Impact



Potentially Significant Impact Less Than Significant With Mitigation Incorporation Less Than Significant Impact No Impact



Potentially Significant Impact Less Than Significant With Mitigation Incorporation Less Than Significant Impact No Impact

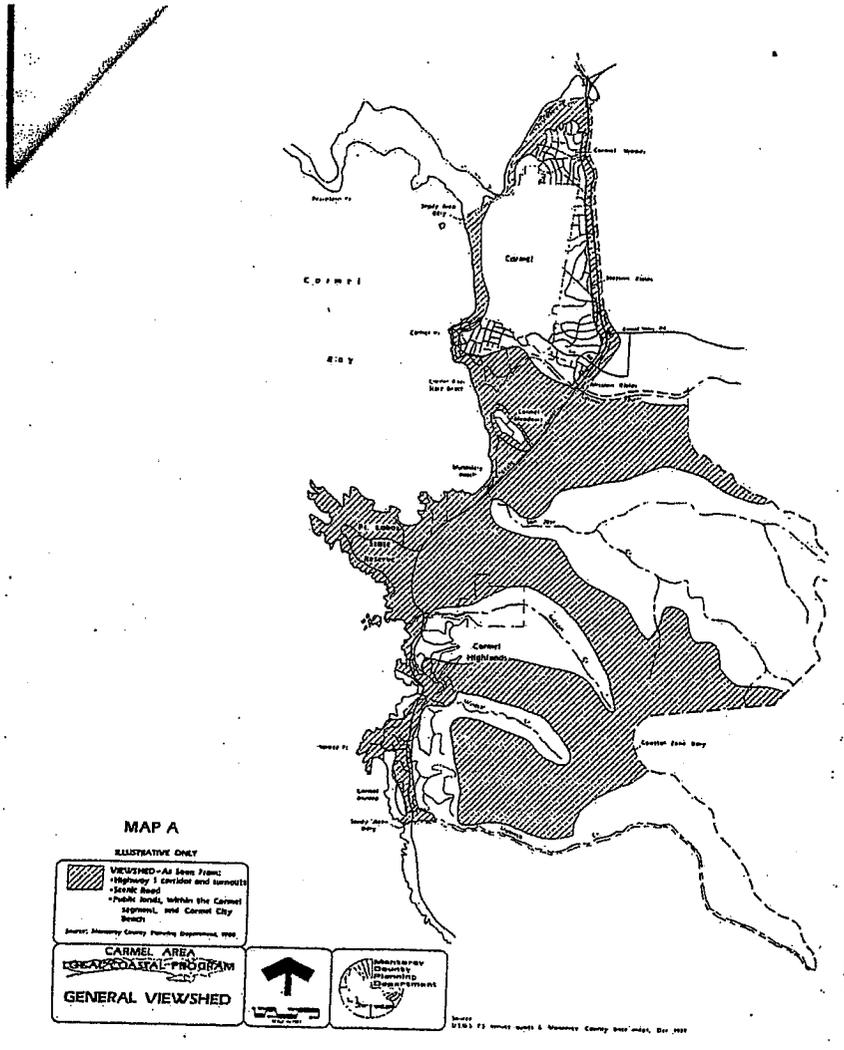


Figure 8 - Viewpoint 1 - View from Atherton Dr. & Highway 1, looking south

Before



After



Figure 9 - Viewpoint 2 - View from Carmel Valley Road & Highway 1, looking south

Before

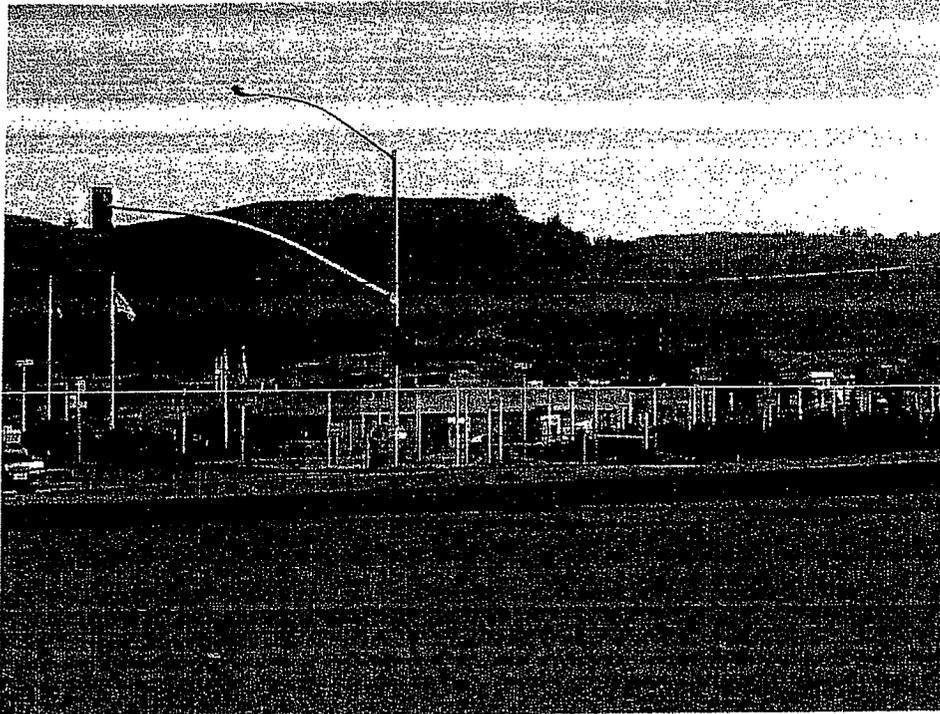


After



Figure 10 - Viewpoint 3 - View from Rio Road & Highway 1, looking south.

Before



After

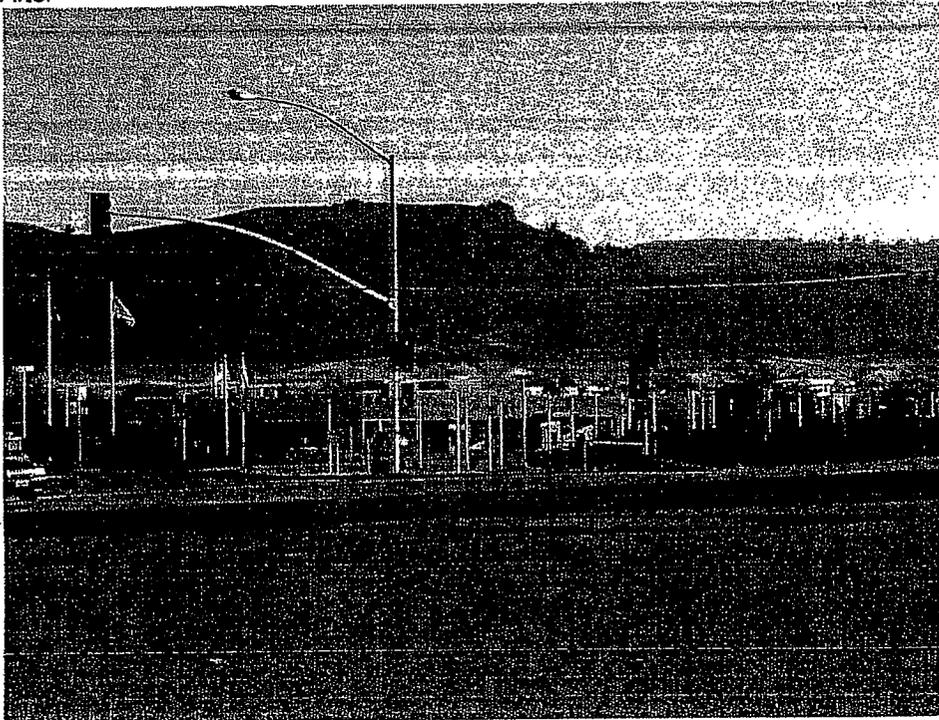


Figure 11 - *Viewpoint 4* - View from the Carmel River Bridge on Highway 1, looking southeast.

Before



After

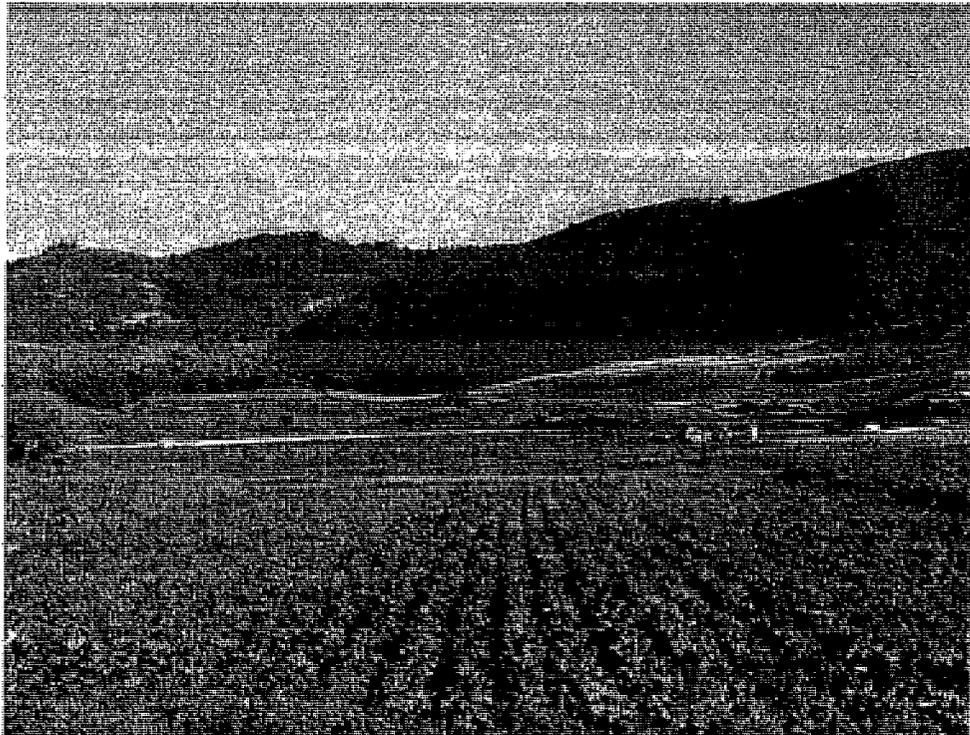


Figure 12 - *Viewpoint 5 - View from Carmel State Beach, looking east.*

Before



After



Figure 13 - *Viewpoint 6* - View from Monastery Beach & Highway 1, looking northeast.

Before



After

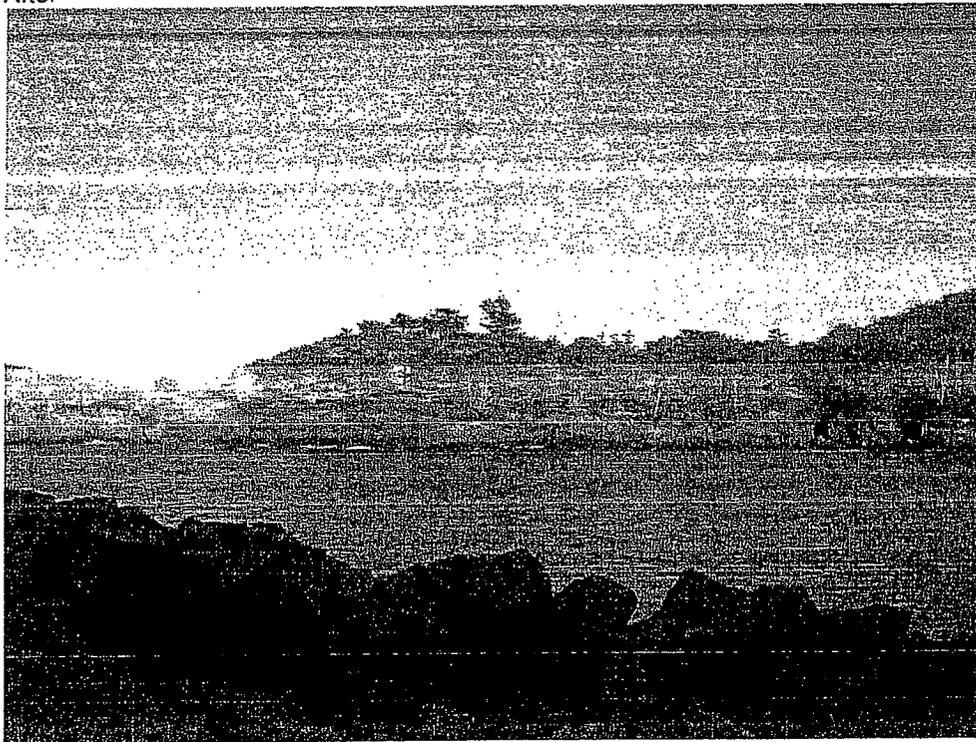


Figure 14 - *Viewpoint 7* - View from Point Lobos State Reserve, looking northeast

Before



After



GRADING NOTES:

1. ALL GRADING SHALL COMPLY WITH THE MONTEREY COUNTY ENGINEERING STANDARDS, FEASIBILITY AND DESIGN CRITERIA.
2. ALL GRADING SHALL COMPLY WITH THE MONTEREY COUNTY ENGINEERING STANDARDS, FEASIBILITY AND DESIGN CRITERIA.
3. THE CONSTRUCTION OF THE ROAD SHALL BE IN ACCORDANCE WITH THE MONTEREY COUNTY ENGINEERING STANDARDS, FEASIBILITY AND DESIGN CRITERIA.
4. ALL GRADING SHALL BE IN ACCORDANCE WITH THE MONTEREY COUNTY ENGINEERING STANDARDS, FEASIBILITY AND DESIGN CRITERIA.
5. ALL GRADING SHALL BE IN ACCORDANCE WITH THE MONTEREY COUNTY ENGINEERING STANDARDS, FEASIBILITY AND DESIGN CRITERIA.
6. ALL GRADING SHALL BE IN ACCORDANCE WITH THE MONTEREY COUNTY ENGINEERING STANDARDS, FEASIBILITY AND DESIGN CRITERIA.
7. ALL GRADING SHALL BE IN ACCORDANCE WITH THE MONTEREY COUNTY ENGINEERING STANDARDS, FEASIBILITY AND DESIGN CRITERIA.
8. ALL GRADING SHALL BE IN ACCORDANCE WITH THE MONTEREY COUNTY ENGINEERING STANDARDS, FEASIBILITY AND DESIGN CRITERIA.
9. ALL GRADING SHALL BE IN ACCORDANCE WITH THE MONTEREY COUNTY ENGINEERING STANDARDS, FEASIBILITY AND DESIGN CRITERIA.
10. ALL GRADING SHALL BE IN ACCORDANCE WITH THE MONTEREY COUNTY ENGINEERING STANDARDS, FEASIBILITY AND DESIGN CRITERIA.
11. ALL GRADING SHALL BE IN ACCORDANCE WITH THE MONTEREY COUNTY ENGINEERING STANDARDS, FEASIBILITY AND DESIGN CRITERIA.
12. ALL GRADING SHALL BE IN ACCORDANCE WITH THE MONTEREY COUNTY ENGINEERING STANDARDS, FEASIBILITY AND DESIGN CRITERIA.
13. ALL GRADING SHALL BE IN ACCORDANCE WITH THE MONTEREY COUNTY ENGINEERING STANDARDS, FEASIBILITY AND DESIGN CRITERIA.
14. ALL GRADING SHALL BE IN ACCORDANCE WITH THE MONTEREY COUNTY ENGINEERING STANDARDS, FEASIBILITY AND DESIGN CRITERIA.
15. ALL GRADING SHALL BE IN ACCORDANCE WITH THE MONTEREY COUNTY ENGINEERING STANDARDS, FEASIBILITY AND DESIGN CRITERIA.

EROSION CONTROL NOTES:

1. ALL EROSION CONTROL MEASURES SHALL BE IN ACCORDANCE WITH THE MONTEREY COUNTY ENGINEERING STANDARDS, FEASIBILITY AND DESIGN CRITERIA.
2. ALL EROSION CONTROL MEASURES SHALL BE IN ACCORDANCE WITH THE MONTEREY COUNTY ENGINEERING STANDARDS, FEASIBILITY AND DESIGN CRITERIA.
3. ALL EROSION CONTROL MEASURES SHALL BE IN ACCORDANCE WITH THE MONTEREY COUNTY ENGINEERING STANDARDS, FEASIBILITY AND DESIGN CRITERIA.
4. ALL EROSION CONTROL MEASURES SHALL BE IN ACCORDANCE WITH THE MONTEREY COUNTY ENGINEERING STANDARDS, FEASIBILITY AND DESIGN CRITERIA.
5. ALL EROSION CONTROL MEASURES SHALL BE IN ACCORDANCE WITH THE MONTEREY COUNTY ENGINEERING STANDARDS, FEASIBILITY AND DESIGN CRITERIA.
6. ALL EROSION CONTROL MEASURES SHALL BE IN ACCORDANCE WITH THE MONTEREY COUNTY ENGINEERING STANDARDS, FEASIBILITY AND DESIGN CRITERIA.
7. ALL EROSION CONTROL MEASURES SHALL BE IN ACCORDANCE WITH THE MONTEREY COUNTY ENGINEERING STANDARDS, FEASIBILITY AND DESIGN CRITERIA.
8. ALL EROSION CONTROL MEASURES SHALL BE IN ACCORDANCE WITH THE MONTEREY COUNTY ENGINEERING STANDARDS, FEASIBILITY AND DESIGN CRITERIA.
9. ALL EROSION CONTROL MEASURES SHALL BE IN ACCORDANCE WITH THE MONTEREY COUNTY ENGINEERING STANDARDS, FEASIBILITY AND DESIGN CRITERIA.
10. ALL EROSION CONTROL MEASURES SHALL BE IN ACCORDANCE WITH THE MONTEREY COUNTY ENGINEERING STANDARDS, FEASIBILITY AND DESIGN CRITERIA.
11. ALL EROSION CONTROL MEASURES SHALL BE IN ACCORDANCE WITH THE MONTEREY COUNTY ENGINEERING STANDARDS, FEASIBILITY AND DESIGN CRITERIA.
12. ALL EROSION CONTROL MEASURES SHALL BE IN ACCORDANCE WITH THE MONTEREY COUNTY ENGINEERING STANDARDS, FEASIBILITY AND DESIGN CRITERIA.
13. ALL EROSION CONTROL MEASURES SHALL BE IN ACCORDANCE WITH THE MONTEREY COUNTY ENGINEERING STANDARDS, FEASIBILITY AND DESIGN CRITERIA.
14. ALL EROSION CONTROL MEASURES SHALL BE IN ACCORDANCE WITH THE MONTEREY COUNTY ENGINEERING STANDARDS, FEASIBILITY AND DESIGN CRITERIA.
15. ALL EROSION CONTROL MEASURES SHALL BE IN ACCORDANCE WITH THE MONTEREY COUNTY ENGINEERING STANDARDS, FEASIBILITY AND DESIGN CRITERIA.

CUT AND FILL ESTIMATIONS:

Table 1: Estimate of Cut and Fill Volumes for New Construction and Reclamation

Construction	Stationing	Length (ft)	Average Width (ft)	Volume (cu yd)	Material	Volume (cu yd)	Notes
General Construction	Head of Trail Road	940	11	11	Overhaul	11	
	Rock Field Road	500	11	11	Partial Reconstruct	11	
	Carroll	500	11	11	Partial Reconstruct	11	
	Agri-Habitat Road	500	11	11	Partial Reconstruct	11	
	Craig's Road	1000	20	20	Partial Reconstruct	20	
New Construction	Head of Trail Road	940	11	11	Overhaul	11	
	Rock Field Road	500	11	11	Partial Reconstruct	11	
	Carroll	500	11	11	Partial Reconstruct	11	
	Agri-Habitat Road	500	11	11	Partial Reconstruct	11	

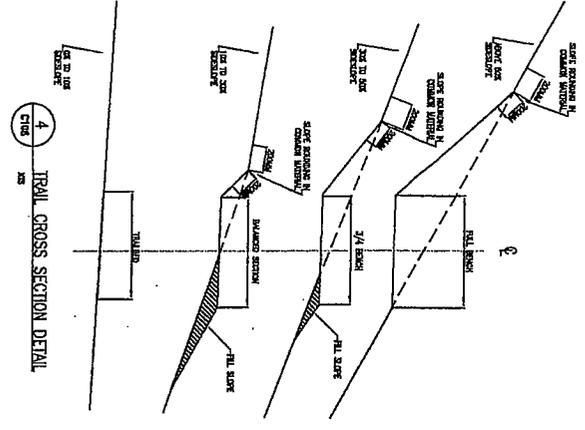
1. ALL GRADING SHALL BE IN ACCORDANCE WITH THE MONTEREY COUNTY ENGINEERING STANDARDS, FEASIBILITY AND DESIGN CRITERIA.



NO.	DATE	REVISIONS

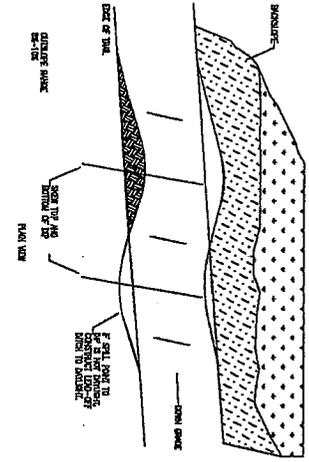
TYPICAL TRAIL CROSS SECTION

MINIMUM OF 8" BENCH WIDTH W/
MINIMUM OF 2% SLOPE
ON SLOPE SHALL BE MINIMUM 4:1



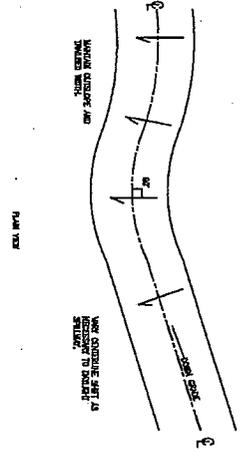
4 TRAIL CROSS SECTION DETAIL

TYPICAL ROLLING DRIP



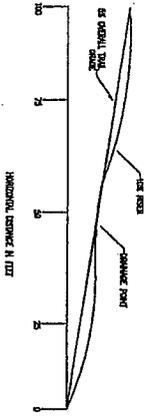
3 ROLLING DRIP DETAIL

TYPICAL DRAIN DRIP

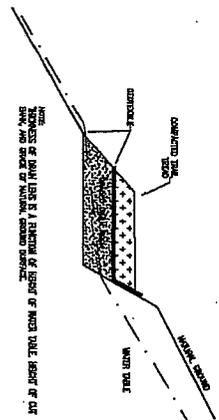


2 DRAIN DRIP DETAIL

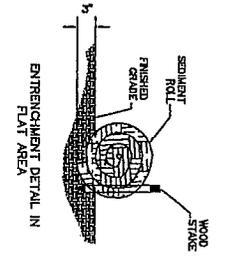
TYPICAL PROFILE FOR SELF-DRAINING UNDULATING TRAIL



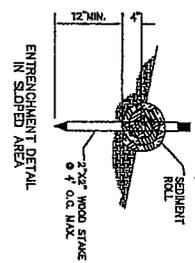
TYPICAL SECTION FOR GROUND WATER



6 SECTION FOR GROUND WATER DETAIL



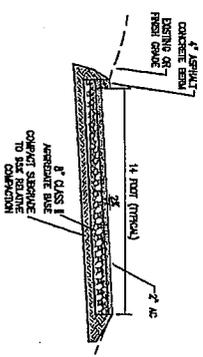
ENTRENCHMENT DETAIL IN PLAN AREA



ENTRENCHMENT DETAIL IN SLOPED AREA

1 STRAW MAT/F DETAIL

5 DRIVEWAY SECTION (TYP) N.T.S.



ROAD AND TRAIL IMPROVEMENTS	
GRADING PLANS	
DETAILS	
NO. 1	GENERAL NOTES
NO. 2	GENERAL NOTES
NO. 3	GENERAL NOTES
NO. 4	GENERAL NOTES
NO. 5	GENERAL NOTES
NO. 6	GENERAL NOTES
NO. 7	GENERAL NOTES
NO. 8	GENERAL NOTES
NO. 9	GENERAL NOTES
NO. 10	GENERAL NOTES
NO. 11	GENERAL NOTES
NO. 12	GENERAL NOTES
NO. 13	GENERAL NOTES

PALO CORONA REGIONAL PARK
-CARMEL RIVER PARKWAY PROJECT
MONTEREY PENINSULA REGIONAL
PARK DISTRICT

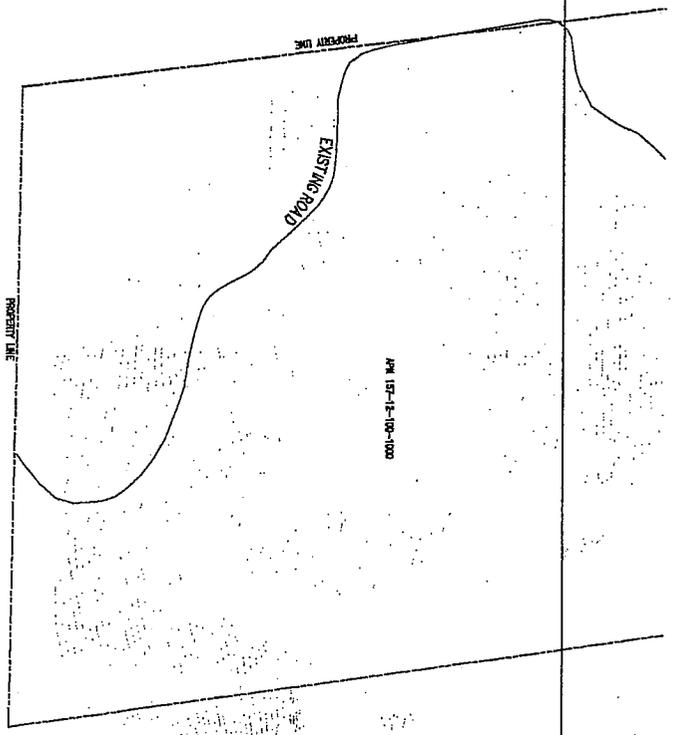
Benjamin Associates, Inc.
720 York Street, #114
San Francisco, CA 94110
PH 415-550-2600
FAX 415-520-2005
abenjamin@benjamin-inc.com



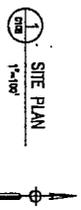
NO.	REVISIONS	DATE

C109

MATCH LINE SHEET C107



- LEGEND**
- PROPERTY LINE
 - EXISTING ROAD
 - PROPOSED TRAIL ROAD
 - PROPOSED TRAIL
 - PROPOSED REDDED ROAD
 - ACTIVE ROAD
 - RAIL BED
 - FENCE FOOTPRINT



1 SITE PLAN
1"=100'

C108

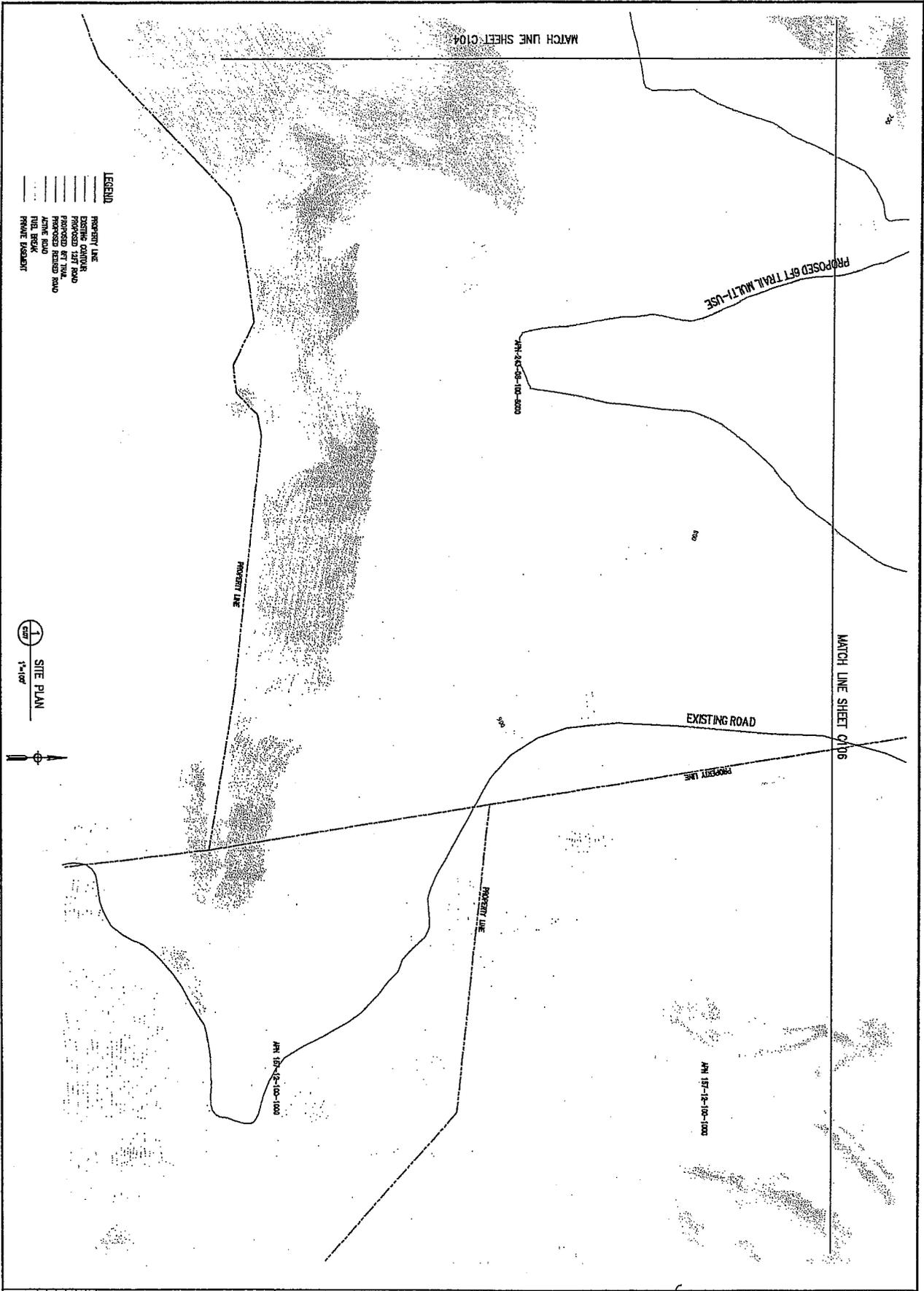
ROAD AND TRAIL IMPROVEMENTS
GRADING PLANS
PLAN

**PALO CORONA REGIONAL PARK
-CARMEL RIVER PARKWAY PROJECT
MONTEREY PENINSULA REGIONAL
PARK DISTRICT**

Benjamini Associates, Inc.
720 York Street, #114
San Francisco, CA 94110
Ph: 415-550-2600
Fk: 415-520-2605
abenjamin@benjamini-inc.com



NO.	DATE	REVISIONS



- LEGEND**
- PROPERTY LINE
 - EXISTING ROAD
 - PROPOSED 12 FT ROAD
 - PROPOSED 8 FT TRAIL
 - PROPOSED 20 FT ROAD
 - ADJACENT ROAD
 - TRAIL BOUNDARY
 - TRAIL EASEMENT

1
SITE PLAN
1"=100'



C107

ROAD AND TRAIL IMPROVEMENTS
GRADING PLANS
PLAN

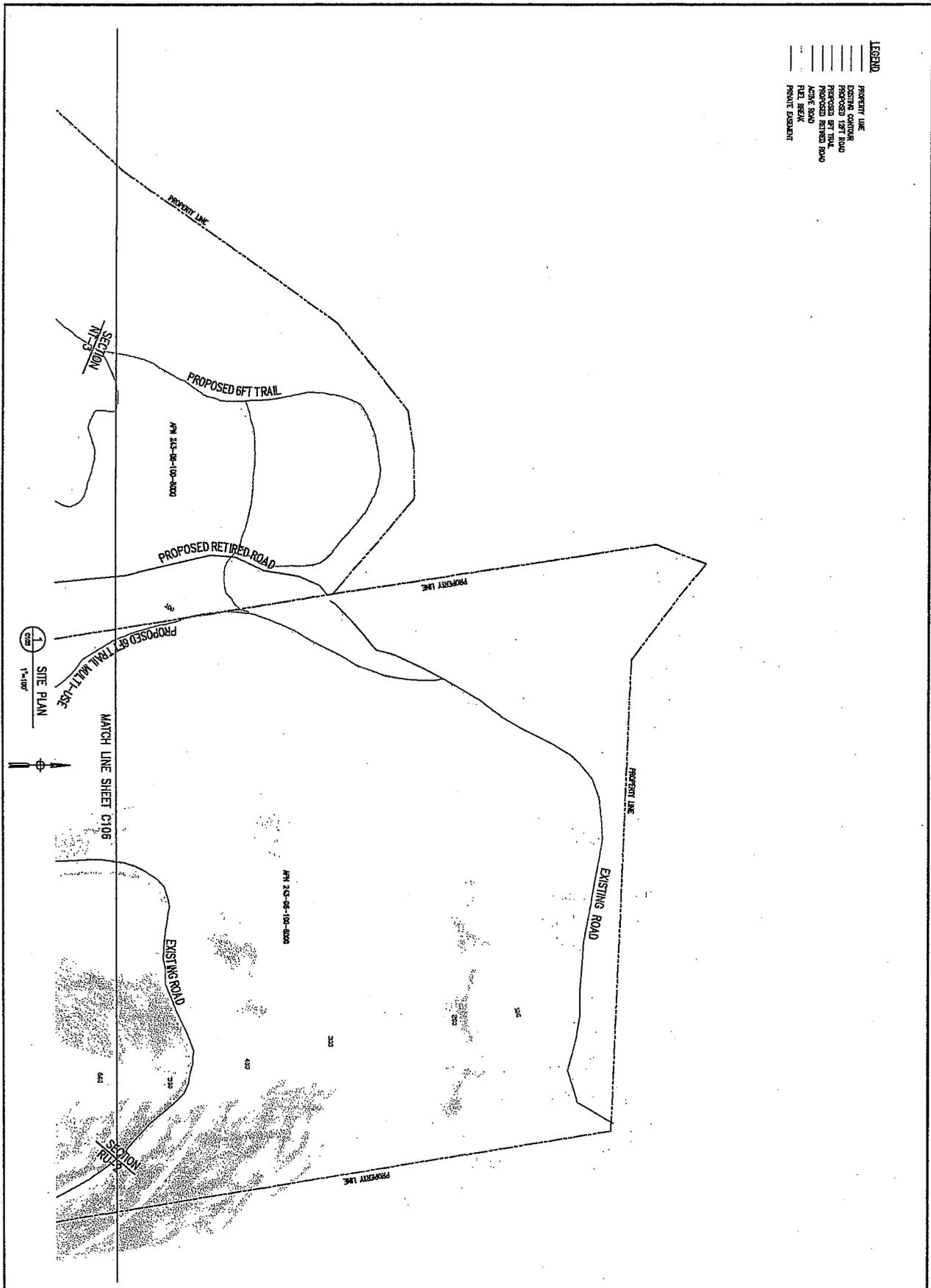
**PALO CORONA REGIONAL PARK
-CARMEL RIVER PARKWAY PROJECT
MONTEREY PENINSULA REGIONAL
PARK DISTRICT**

Benjamin Associates, Inc.
720 York Street, #114
San Francisco, CA 94110
Ph 415-550-8300
Fx 415-520-2055
abenjamin@benjaminl-inc.com

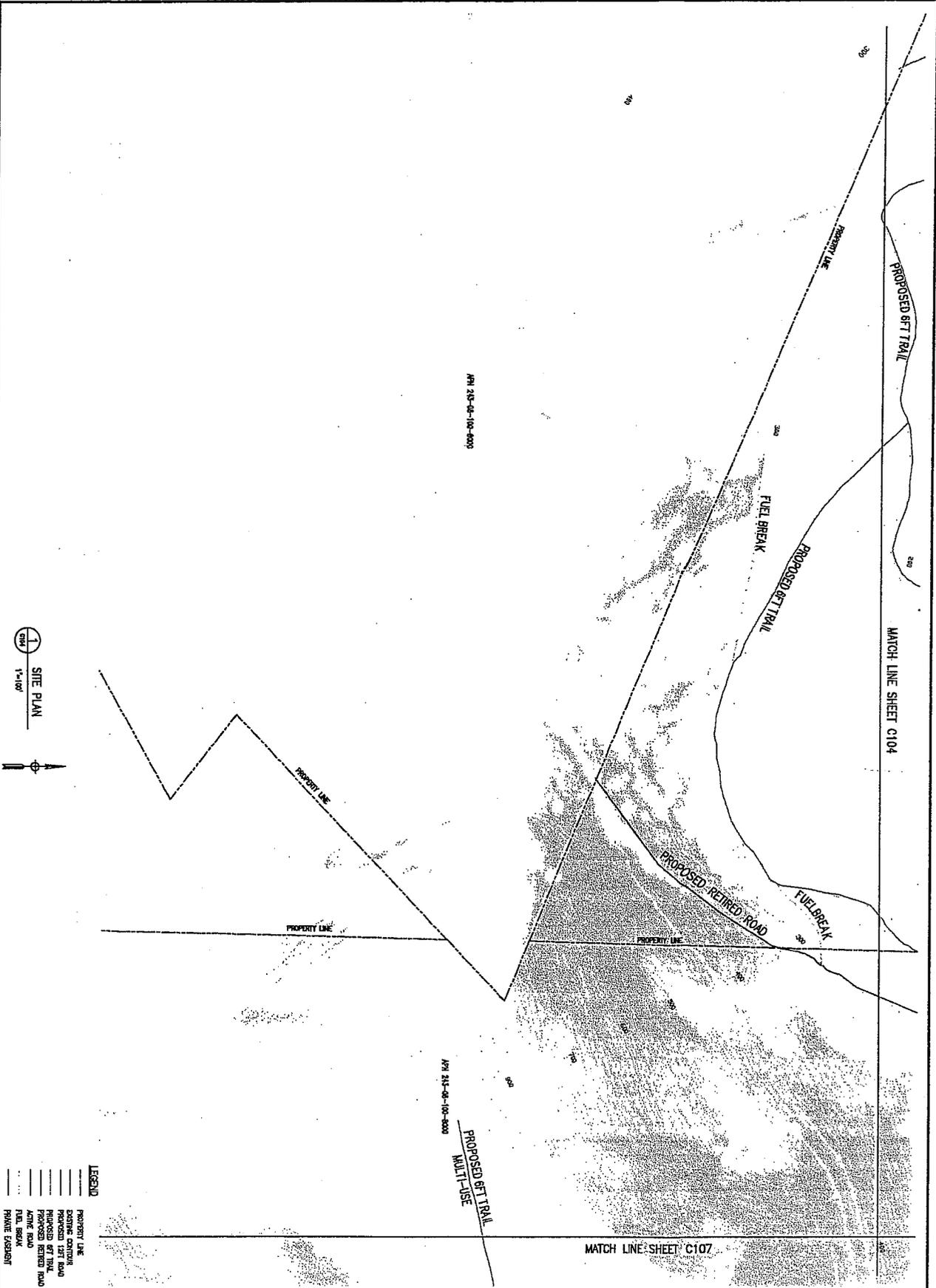


NO.	DATE	DESCRIPTION	BY	CHK.	APP.

- LEGEND**
- PROPERTY LINE
 - EXISTING CONTIGUA
 - PROPOSED 12FT ROAD
 - PROPOSED 6FT TRAIL
 - PROPOSED RETIRED ROAD
 - EXISTING ROAD
 - RAIL BED
 - PRIVATE EASEMENT



C105	ROAD AND TRAIL IMPROVEMENTS	PALO CORONA REGIONAL PARK -CARMEL RIVER PARKWAY PROJECT MONTEREY PENINSULA REGIONAL PARK DISTRICT	Benjamini Associates, Inc. 720 York Street, #114 San Francisco, CA 94110 Ph 415-550-2600 Fx 415-520-2005 abenjamini@benjamininc.com						
	GRADING PLANS								
	PLAN								
DATE: OCTOBER 2007 BY: AS SHOWN CHECKED: [] DESIGNED: [] SCALE: 1"=100' SHEET NO: 5 OF 13					I. HEAD FOR REVIEW J. SEAL K. CHECKER L. DESIGNER M. DATE	N. REVIEWER O. DATE	P. APPROVED Q. DATE		



1 SITE PLAN
1"=100'



- LEGEND**
- PROPERTY LINE
 - BOUNDARY CONTROL
 - PROPOSED ST1 ROAD
 - PROPOSED ST2 ROAD
 - PROPOSED RETIRED ROAD
 - ADJACENT ROAD
 - FUEL BREAK
 - PRIVATE EASEMENT

C104

ROAD AND TRAIL IMPROVEMENTS	
GRADING PLANS	
PLAN	
DATE: 08/20/2017	BY: AS/STW

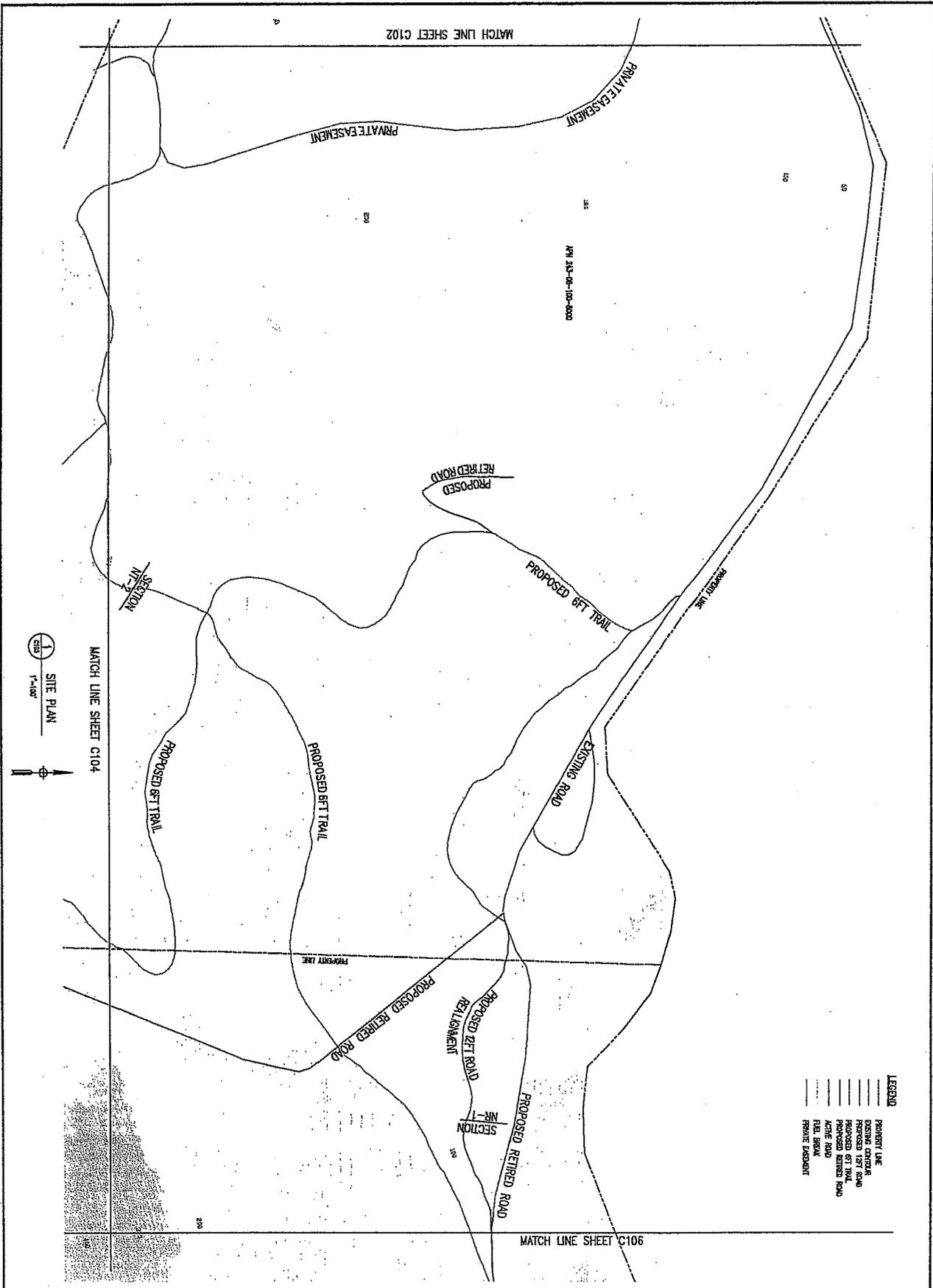
**PALO CORONA REGIONAL PARK
-CARMEL RIVER PARKWAY PROJECT
MONTEREY PENINSULA REGIONAL
PARK DISTRICT**

Benjamin Associates, Inc.
720 York Street, #114
San Francisco, CA 94110
PH: 415-550-2600
FX: 415-529-2095
abenjamin@benjamin-inc.com



NO.	REVISION	DATE	BY

DESIGNED BY: []
CHECKED BY: []
DATE: []
DRAWN BY: []
DATE: []



- LEGEND**
- PROPERTY LINE
 - EXISTING ROAD
 - PROPOSED 12 FT ROAD
 - PROPOSED 8 FT TRAIL
 - PROPOSED RETIRED ROAD
 - ACTIVE ROAD
 - 12 FT ROAD
 - PRIVATE EASEMENT

MATCH LINE SHEET C104
 1 SITE PLAN
 1"=100'

C103

ROAD AND TRAIL IMPROVEMENTS
GRADING PLANS
PLAN

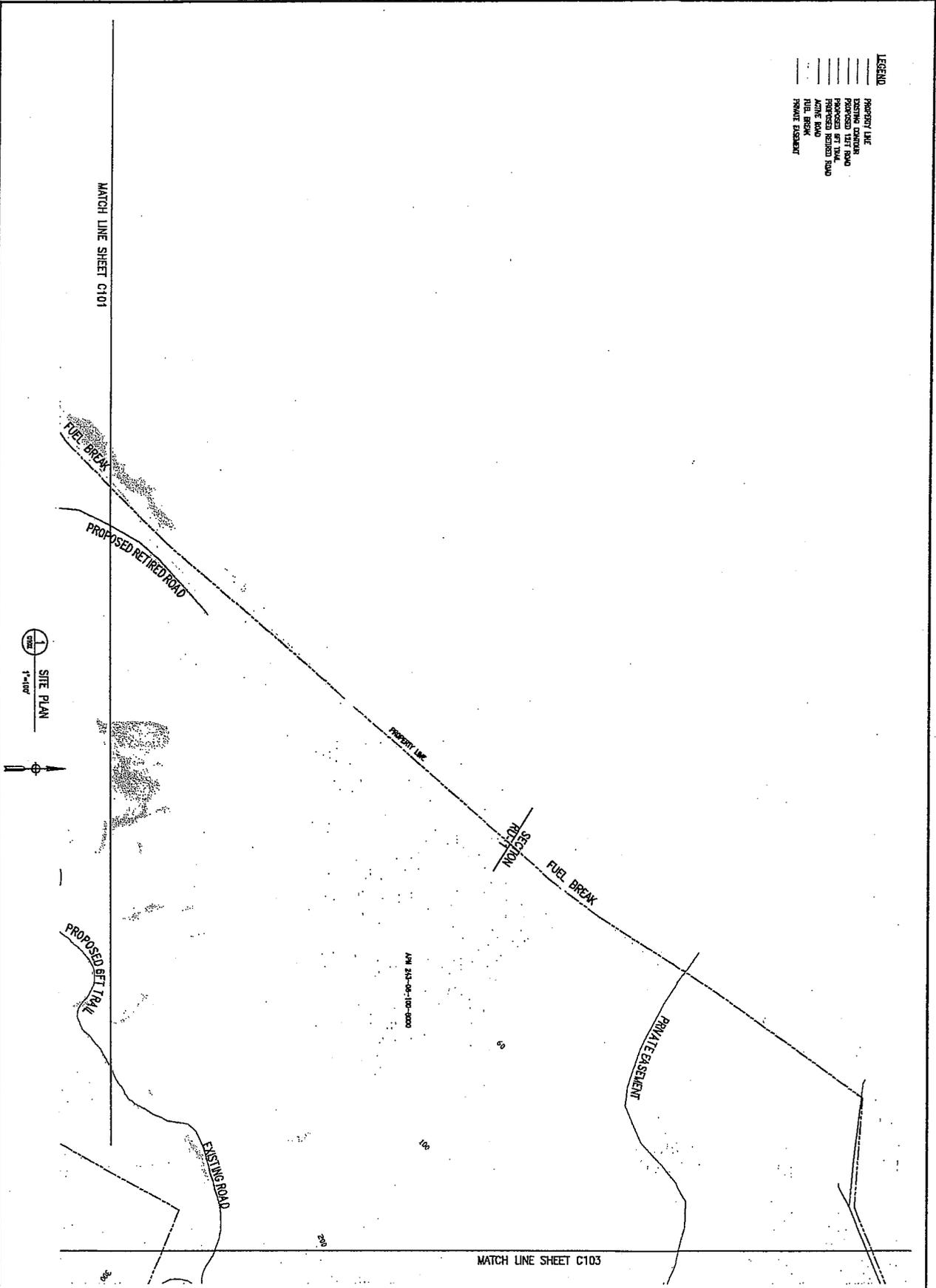
**PALO CORONA REGIONAL PARK
 -CARMEL RIVER PARKWAY PROJECT
 MONTEREY PENINSULA REGIONAL
 PARK DISTRICT**

Benjamin Associates, Inc.
 720 York Street, #114
 San Francisco, CA 94110
 PH 415-550-2400
 FX 415-520-2895
 abenjamin@benjamininc.com



NO.	REVISIONS	DATE	BY

- LEGEND**
- PROPERTY LINE
 - EXISTING DRIVEWAY
 - PROPOSED 12 FT ROAD
 - PROPOSED 8 FT TRAIL
 - PROPOSED 8 FT TRAIL
 - ACTIVE ROAD
 - FUEL BREAK
 - PRIVATE EASEMENT



C102

DATE: 07/13/10
 DRAWN BY: J. S. SHANK
 CHECKED BY: J. S. SHANK
 SCALE: 1"=40'

ROAD AND TRAIL IMPROVEMENTS

GRADING PLANS

PLAN

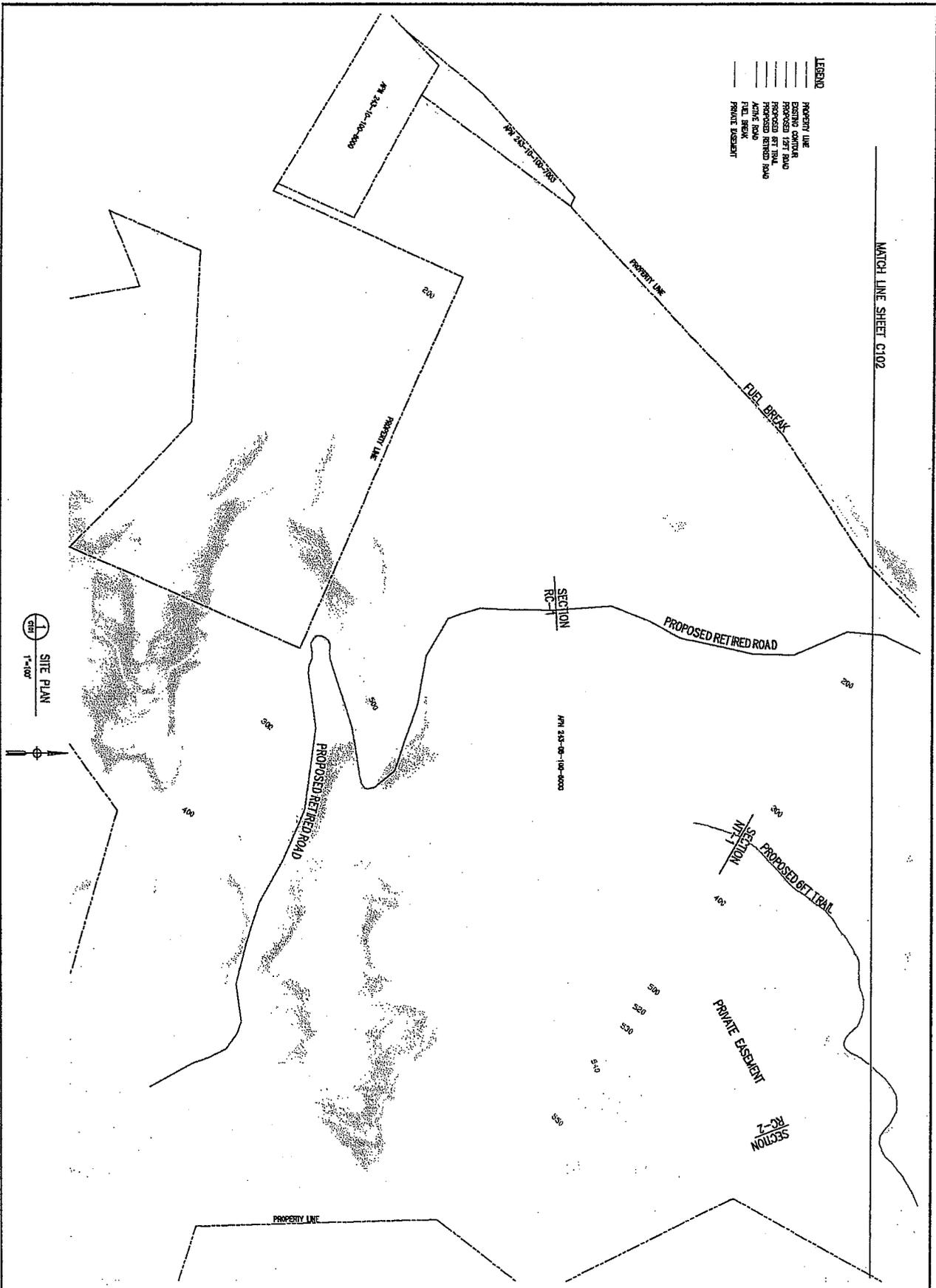
PALO CORONA REGIONAL PARK
-CARMEL RIVER PARKWAY PROJECT
MONTEREY PENINSULA REGIONAL
PARK DISTRICT

Benjamin Associates, Inc.
 720 York Street, #114
 San Francisco, CA 94110
 PH 415-550-2800
 FX 415-520-2005
 abenjamin@benjamin-inc.com



NO.	REVISION	DATE	BY

DATE PLOTTED: 07/13/10
 PLOT SCALE: 1"=40'



C101

ROAD AND TRAIL IMPROVEMENTS
GRADING PLANS
PLAN

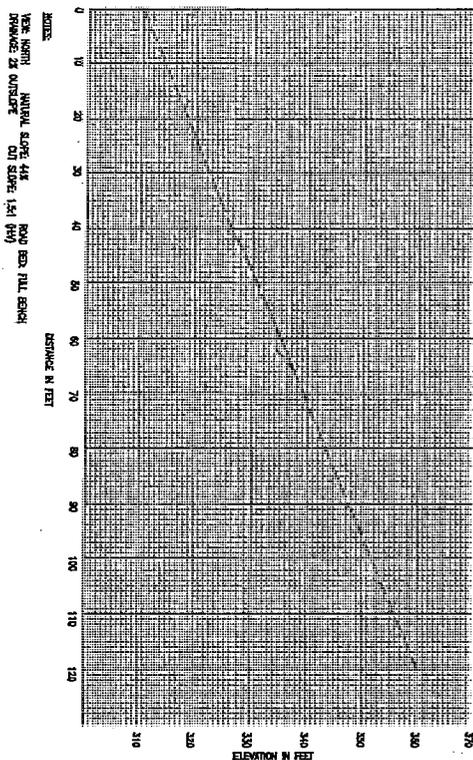
**PALO CORONA REGIONAL PARK
 -CARMEL RIVER PARKWAY PROJECT
 MONTEREY PENINSULA REGIONAL
 PARK DISTRICT**

Benjaminl Associates, Inc.
 720 York Street, #114
 San Francisco, CA 94110
 Ph 415-550-2600
 Fx 415-520-2005
 abenjaminl@benjaminl-inc.com

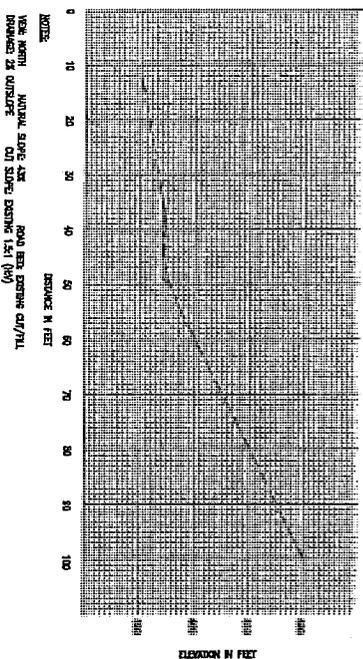


NO.	DATE	REVISIONS

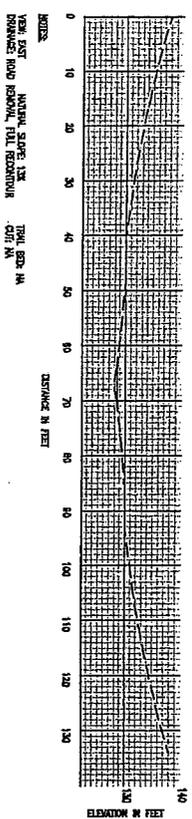
CARMEL RIVER PARKWAY PROJECT - FRONT SLOPE TRAIL
NEW TRAIL ALIGNMENT - SECTION MT-1



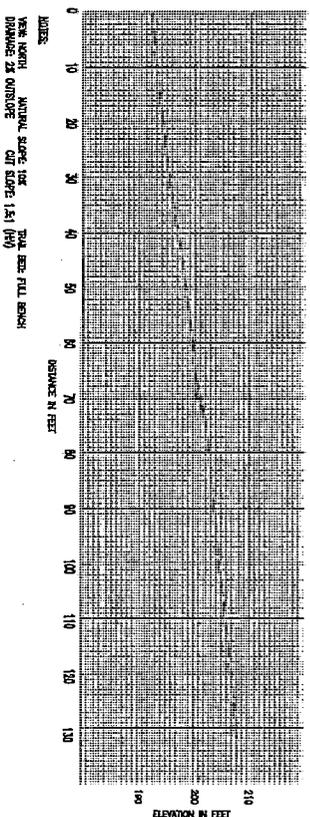
CARMEL RIVER PARKWAY PROJECT - MAIN ROAD
ROAD UPGRADE - SECTION RU-3



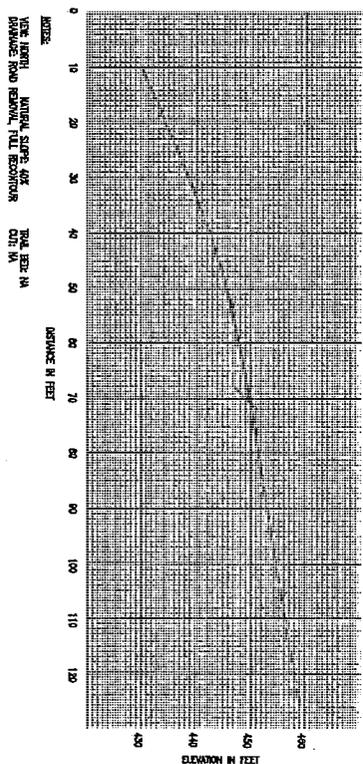
CARMEL RIVER PARKWAY PROJECT - RIVER FIELD ROAD
ROAD CLOSURE - SECTION RC-3



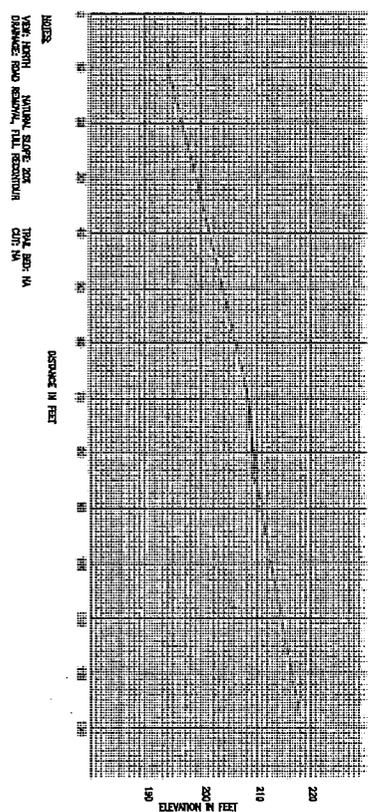
CARMEL RIVER PARKWAY PROJECT - FRONT SLOPE TRAIL
NEW TRAIL ALIGNMENT - SECTION MT-2



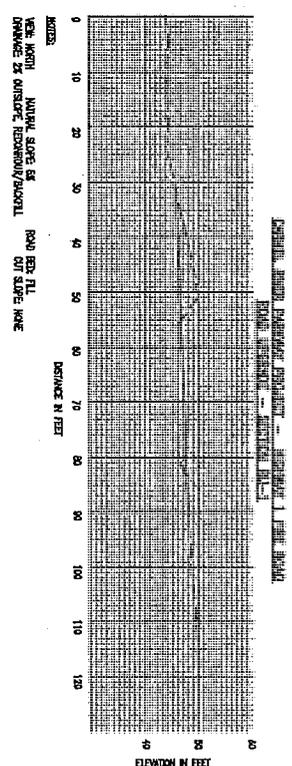
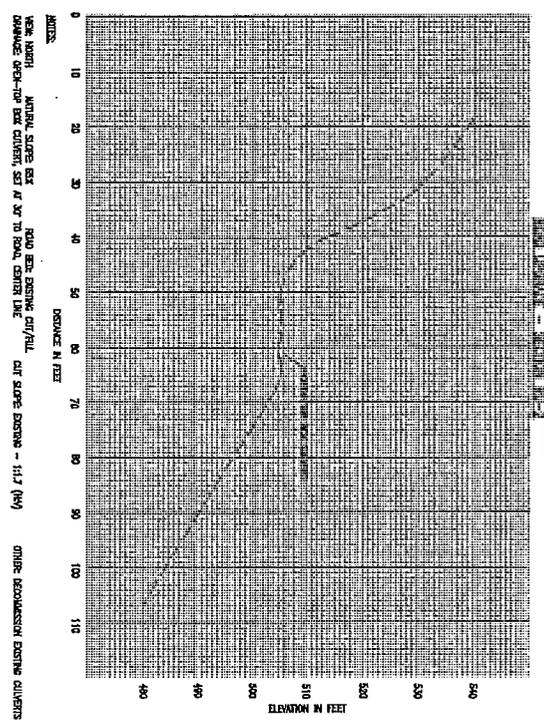
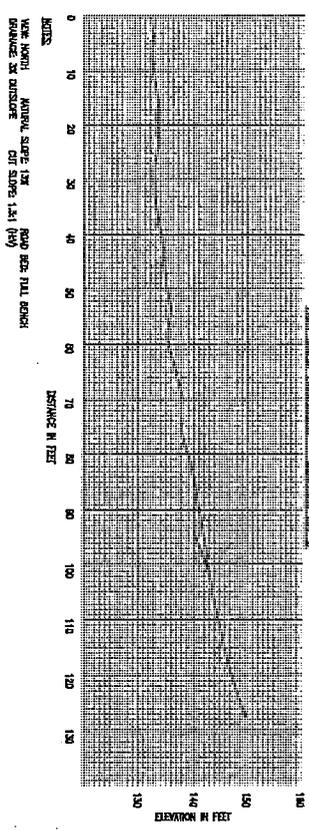
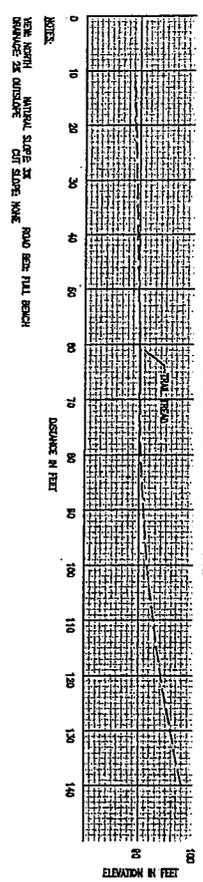
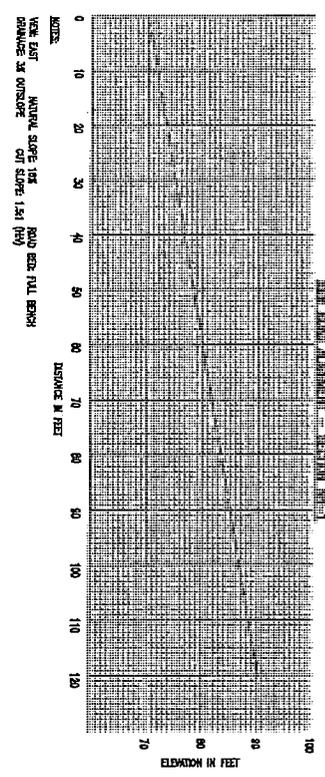
CARMEL RIVER PARKWAY PROJECT - GREGG'S ROAD
ROAD CLOSURE - SECTION RC-2



CARMEL RIVER PARKWAY PROJECT - RIVER FIELD ROAD
ROAD CLOSURE - SECTION RC-3



C112	ROAD AND TRAIL IMPROVEMENTS GRADING PLANS MAP SECTIONS	PALO CORONA REGIONAL PARK -CARMEL RIVER PARKWAY PROJECT MONTEREY PENINSULA REGIONAL PARK DISTRICT	BenjaminI Associates, Inc. 720 York Street, #114 San Francisco, CA 94110 Ph 415-550-2600 Fx 415-520-2006 abenjamin@benjaminl-hc.com		<table border="1"> <tr> <th>NO.</th> <th>DATE</th> <th>REVISIONS</th> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> </table>	NO.	DATE	REVISIONS			
	NO.	DATE	REVISIONS								
CONTROL POINT 11 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90 95 100 105 110 115 120 125 130 135 140	DISTANCE IN FEET	ELEVATION IN FEET	DISTANCE IN FEET	ELEVATION IN FEET	DISTANCE IN FEET	ELEVATION IN FEET					



ROAD AND TRAIL IMPROVEMENTS
GRADING PLANS
MAP SECTIONS
 C1111

PALO CORONA REGIONAL PARK
 -CARMEL RIVER PARKWAY PROJECT
 MONTEREY PENINSULA REGIONAL
 PARK DISTRICT

Benjamin Associates, Inc.
 720 York Street, #144
 San Francisco, CA 94110
 Ph 415-551-2600
 Fx 415-520-2005
 abenjamin@benjamin-inc.com

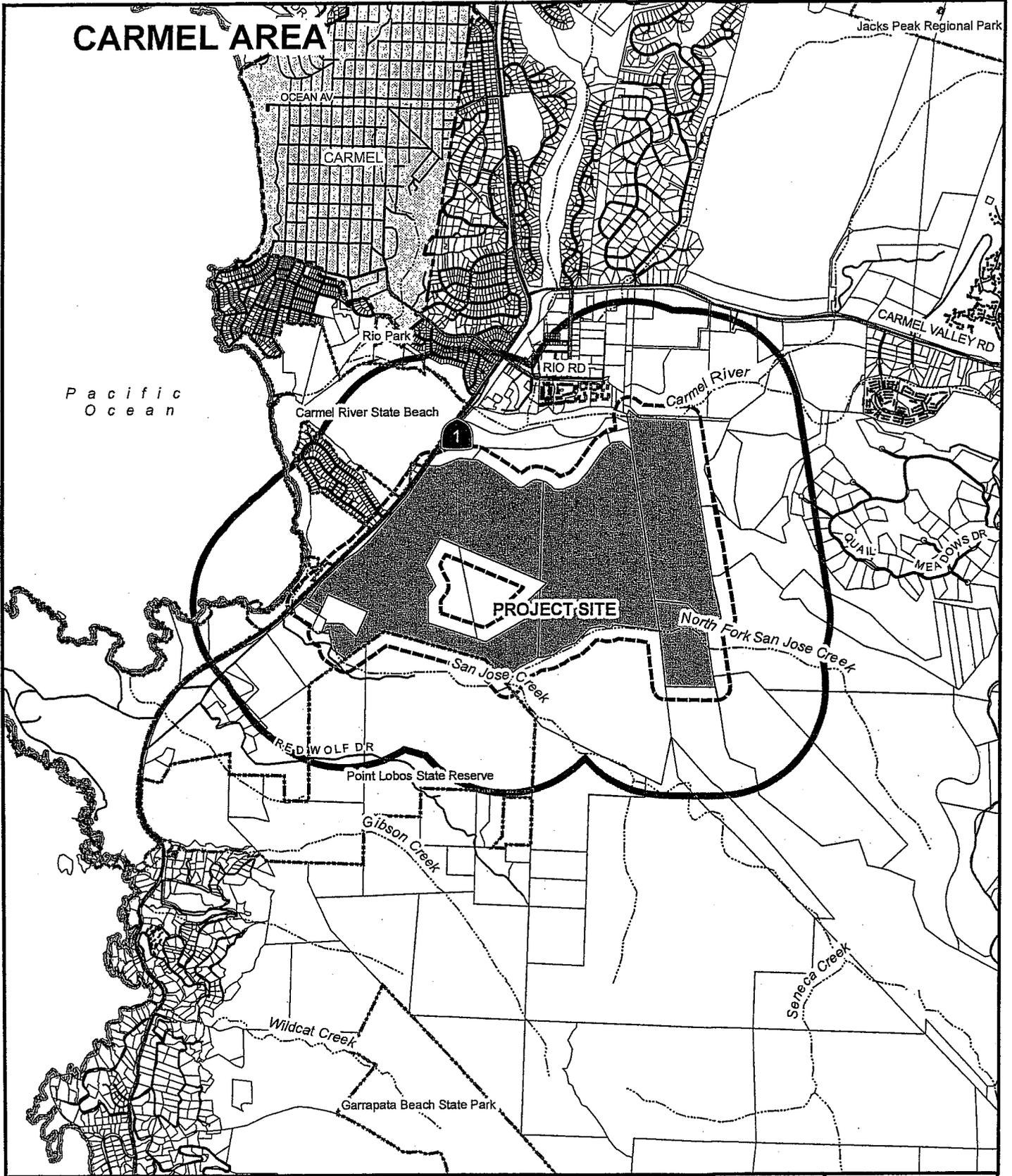
REVISIONS
 NO. DATE BY
 1
 2
 3



DATE	DESIGNED BY	CHECKED BY	SCALE
10/07/07			AS SHOWN
10/11/07			
10/13/07			

EXHIBIT H

CARMEL AREA

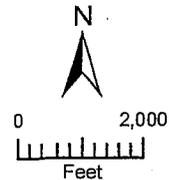


APPLICANT: MONTEREY PENINSULA REGIONAL PARK DISTRICT

APN: 243-101-007-000M

FILE # PLN080093

300' Limit
 2500' Limit
 City Limits



PLANNER: MONTANO

