

## MONTEREY COUNTY PLANNING COMMISSION

<b>Meeting:</b> February 11, 2015	<b>Time:</b> 10:30 AM	<b>Agenda Item No.:</b> 6
<b>Project Description:</b> Continued from December 10, 2014, and January 14, 2015. Consider a Combined Development Permit consisting of: 1) a Coastal Development Permit to allow development on slopes exceeding 30 percent (for the construction of turn-out areas on the existing access road); 2) a Coastal Development Permit to allow development within 100 feet of environmentally sensitive habitat; 3) a Coastal Administrative Permit and Design Approval to allow the construction of a 57-space public parking area and improvements to an existing access road; and associated grading.		
<b>Project Location:</b> Palo Corona Regional Park, east of Highway 1 between Ribera and Oliver Roads		<b>APN:</b> 243-081-008-000
<b>Planning File Number:</b> PLN130417		<b>Owner/Applicant:</b> Monterey Peninsula Regional Park District (MPRPD)
<b>Planning Area:</b> Carmel Area Land Use Plan		<b>Flagged and staked:</b> No
<b>Zoning Designation:</b> WSC/40-D-SpTr (CZ) [Watershed and Scenic Conservation, 40 acre minimum, with Design Control and Special Treatment Overlays (Coastal Zone)]		
<b>CEQA Action:</b> Mitigated Negative Declaration, per CEQA Guidelines Section 15096		
<b>Department:</b> RMA – Planning		

### RECOMMENDATION:

Staff recommends that the Planning Commission adopt a resolution (**Exhibit C**) to:

- 1) Consider the Mitigated Negative Declaration and associated Mitigation and Monitoring Plan prepared and adopted by MPRPD on June 2, 2014 (**Exhibit H**);
- 2) Approve a Combined Development Permit (PLN130417), based on the findings and evidence and subject to the conditions of approval (**Exhibit C**); and
- 3) Adopt the associated Mitigation and Monitoring Reporting Plan (**Exhibit C**).

### PROJECT OVERVIEW:

This item was continued from the December 10, 2014, and the January 14, 2015, Planning Commission public hearings to allow the Applicant time to post public hearing notices on and near the subject property at least ten days prior to the scheduled public hearing, and to allow the Applicant to provide additional traffic information to the County (**Exhibit J**).

MPRPD proposes the construction of a 57-space public parking area, including improvements to an existing access road and associated grading. The proposed project also includes development within 100 feet of environmentally sensitive habitat and development on slopes exceeding 30 percent. A more detailed discussion of this project is included at **Exhibit B**.

The County received correspondence from Noland, Hamerly, Etienne, and Hoss (NHEH) (**Exhibits G-1 through G-4**) which identified concerns related to the project. These concerns are addressed in **Exhibit B**. In addition, the County received 49 other letters and emails either in support of (43) or in opposition to (6) the project. Copies of this other correspondence have been provided to the Planning Commission, the Applicant, NHEH, and the public.

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

- √ RMA - Public Works
- √ RMA - Environmental Services
- Environmental Health Bureau

Water Resources Agency  
Carmel Highlands Fire Protection District  
Parks Department  
Sheriff's Office  
Caltrans, District 5  
California Coastal Commission

Agencies that submitted comments are noted with a check mark ("✓"). Conditions recommended by RMA – Environmental Services and RMA – Planning have been incorporated into the Condition Compliance/Mitigation Monitoring and Reporting Plan attached to the draft resolution (**Exhibit C**).

The project was referred to the Carmel Unincorporated Land Use Advisory Committee (LUAC) for review. At a public meeting held on September 15, 2014, the LUAC voted 4 – 0 to recommend approval of the project with changes (**Exhibit E**).

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



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February 5, 2015

cc: Front Counter Copy; Planning Commission; Carmel Highlands Fire Protection District; RMA - Public Works; RMA - Environmental Services; Parks Department; Environmental Health Bureau; Water Resources Agency; Sheriff's Office (Monterey); Caltrans, District 5; California Coastal Commission; John Ford, RMA Services Manager; Joseph Sidor, Project Planner; MPRPD (Tim Jensen), Owner/Applicant; Big Sur Land Trust, Interested Party; Christine Kemp, Interested Party; The Open Monterey Project; LandWatch; Planning File PLN130417

Attachments:

Exhibit A	Project Data Sheet
Exhibit B	Project Discussion
Exhibit C	Draft Resolution, including: <ul style="list-style-type: none"><li>• Conditions of Approval</li><li>• Site Plans</li></ul>
Exhibit D	Vicinity Map
Exhibit E	Advisory Committee Minutes (Carmel Unincorporated LUAC)
Exhibit F	Applicant's Project Proposal
Exhibit G	Project Correspondence <ul style="list-style-type: none"><li>• NHEH (C. Kemp) Letter dated August 27, 2014</li><li>• NHEH (C. Kemp) Letter dated November 21, 2014</li><li>• NHEH (C. Kemp) email dated November 26, 2014</li><li>• NHEH (C. Kemp) email dated November 26, 2014</li></ul>
Exhibit H	Mitigated Negative Declaration (MND), including: <ul style="list-style-type: none"><li>• MPRPD Resolution No. 2014-11</li><li>• Mitigation Monitoring and Reporting Plan</li><li>• Notice of Determination</li></ul>



- Notice of Intent and MND/Initial Study
  - Technical Reports
  - Comments Letters and Responses to Comments
- Exhibit I Interim Public Access Proposal, June 2005  
Exhibit J Supplemental Trip Generation Discussion dated January 22, 2015

This report was reviewed by John Ford, RMA Services Manager



## EXHIBIT A

### Project Information for PLN130417

**Application Name:** Monterey Peninsula Regional Park District  
**Location:** Palo Corona Regional Park  
**Applicable Plan:** Carmel LUP  
**Advisory Committee:** Carmel/Carmel Highlands Advisory Committee  
**Permit Type:** Combined Development Permit  
**Environmental Status:** Mitigated Negative Declaration  
**Zoning:** WSC/40-D-SpTr(CZ)

**Primary APN:** 243-081-008-000  
**Coastal Zone:** Yes  
**Final Action Deadline (884):** 4/19/2015  
**Land Use Designation:** Watershed & Scenic Conservation

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#### Project Site Data:

<b>Lot Size:</b> 316 acres	<b>Coverage Allowed:</b> NA
<b>Existing Structures (sf):</b> 2000	<b>Coverage Proposed:</b> NA
<b>Proposed Structures (sf):</b> 0	<b>Height Allowed:</b> NA
<b>Total Sq. Ft.:</b> 2000	<b>Height Proposed:</b> NA
<b>Special Setbacks on Parcel:</b> N	<b>FAR Allowed:</b> NA
	<b>FAR Proposed:</b> NA

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#### Resource Zones and Reports:

<b>Seismic Hazard Zone:</b> UNDETERMINED	<b>Soils Report #:</b> NA
<b>Erosion Hazard Zone:</b> Moderate	<b>Biological Report #:</b> LIB140273
<b>Fire Hazard Zone:</b> Moderate / Very High	<b>Forest Management Rpt. #:</b> NA
<b>Flood Hazard Zone:</b> X / AE	<b>Geologic Report #:</b> NA
<b>Archaeological Sensitivity:</b> High	<b>Archaeological Report #:</b> LIB140272
<b>Visual Sensitivity:</b> Highly Sensitive	<b>Traffic Report #:</b> LIB140274 LIB150041

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#### Other Information:

<b>Water Source:</b> NA	<b>Grading (cubic yds.):</b> 5800
<b>Water Purveyor:</b> NA	<b>Sewage Disposal (method):</b> NA
<b>Fire District:</b> Carmel Highlands FPD	<b>Sewer District Name:</b> NA
<b>Tree Removal:</b> 0	

## **EXHIBIT B DISCUSSION**

### Project Description and Background

The Applicant, Monterey Peninsula Regional Park District (MPRPD), proposes the construction of a 57-space public parking area (55 standard and 2 ADA-compliant stalls) at Palo Corona Regional Park (PCRP), including improvements to an existing access road and associated grading. The proposed project also includes development within 100 feet of environmentally sensitive habitat and development on slopes exceeding 30 percent for the construction of turn-out areas on the existing access road. Development accessory to the parking lot includes approximately 570 linear feet of split-rail fencing and a landscaped, 3-foot high earthen berm on the western side of the lot. The project area includes the park's access road and the approximately 2.25 acre site of the proposed parking lot. The PCRP "Front Ranch" area encompasses approximately 680 acres of the overall 4,300 acre PCRP.

MPRPD purchased PCRP with the intent that it would be opened for public access. In pursuit of opening the park to the public, MPRPD has applied for several permits with the County of Monterey (PLN050638, PLN080093, PLN080106, and PLN100601). PLN050638, considered and approved by the Planning Commission on April 26, 2006 (Resolution No. 06025), granted a Combined Development Permit to allow Public Quasi-Public uses to provide interim public access. PLN080093, considered and approved by the Planning Commission on May 14, 2008 (Resolution No. 08022), granted an Amendment to the existing General Development Plan to allow development of new trails, and realignment and retirement of existing trails. PLN080106 and PLN100601, considered and approved by the Planning Commission on January 12, 2011 (Resolution Nos. 11-001 and 11-002), granted non-coastal and coastal Combined Development Permits to allow trail improvements to open access to the eastern side of the park, to amend the General Development Plan to allow pedestrian access to a portion of the park previously closed to the public, and to extend the interim plan for 5 years (through April 26, 2016). The proposed parking lot project (PLN130417) represents a key step in realizing the public access goals for PCRP.

### Project Issues

The County received correspondence from Noland, Hamerly, Etienne, and Hoss (NHEH) (**Exhibits G-1 through G-4**) which identified concerns related to visual resources, management of park resources and visitors, traffic, cattle grazing operations, use of the historic barn located in the park, and CEQA review. The County responds to these stated concerns as follows:

#### *Visual Resources*

The comment received dealt with the view from Inspiration Point, a vantage point on a trail inside the park. Consistent with past practice and applicable Monterey County Code, the County does not include trails or trail viewpoints as part of the protected viewshed. The project does involve development within the General Viewshed, as depicted on Map A of the Carmel Area LUP, including the construction of a 57-space public parking area and improvements to an existing access road that would be visible from Highway 1, a designated scenic highway. In accordance with the applicable policies of the Carmel Area LUP and the Monterey County Zoning Ordinance (Title 20), the project must harmonize and be subordinate to the natural scenic character of the area, and minimize visibility. As proposed, the parking area and fencing would use natural materials that would blend with the surrounding environment. The parking area would also be landscaped with native plants on a 3-foot high earthen berm to further screen visibility from Highway 1. Also, no exterior lighting is proposed. The construction of turn-out

areas on the existing access road would use hydro-seeding to accelerate re-growth of vegetation. Staff completed a site inspection to review potential project impacts to visual resources, and verified that the project minimizes development within the viewshed. Therefore, the County finds that the project is consistent with the policies of the Carmel Area LUP dealing with visual resources, and will have no significant impact on the public viewshed.

*Management of Park Resources and Visitors, Cattle Grazing, and Use of the Historic Barn*

The comments received raised concerns about park staffing and security, off-leash dogs, increased fire danger, unpermitted camping within the park, conflicts between park users and the cattle grazing operations, limitations on use of the historic barn. These comments are related to the use of the park, a use which the County approved by the entitlements identified above (PLN050638, PLN080093, PLN080106, and PLN100601). These impacts could or could not occur whether the parking lot is constructed or not, and they are associated with the use of the park, not the parking lot. MPRPD has an obligation to operate the park for the enjoyment of the public in a manner that protects the public and natural resources, and the County's adopted Carmel Area Land Use Plan encourages public access to open space areas. Therefore, MPRPD has developed an Interim Public Access Plan (**Exhibit I**), as amended, that would remain in effect pending adoption of a permanent plan and construction of the left-turn lane on Highway 1. MPRPD prepared this interim plan for the 680 acre Front Ranch area, which encompasses the site of the proposed parking lot. Pursuant to PLN080106 and PLN100601 (Planning Commission Resolution Nos. 11-001 and 11-002), noted above, the County has extended the MPRPD interim plan through April 26, 2016. MPRPD is working on an overall access plan for the entire 4,300 acre PCR; however, this proposal for a parking lot does not need to wait for adoption of an overall access plan because it adequately addresses use of the Front Ranch area. Also, implementation of the project would not impact the historic status of the Fish Lower Front Barn.

*Traffic*

The comment noted that the initial traffic report (LIB140274 – **Exhibit H**) identified new trips that would cause potential cumulative traffic impacts on Highway 1. Subsequently, the Applicant submitted a letter (LIB150041 – **Exhibit J**) to clarify the traffic discussion in the initial report. The subsequent letter clarified that the project would result in new turning movements from Highway 1 into the park. These turning movements would be made by existing traffic on Highway 1, but the project would not generate new trips or traffic on Highway 1. The reference to the new turning movements would be existing vehicles and visitors who are already using the area and the park in particular. The parking lot is not viewed as an amenity which will generate new trips, but would provide parking for vehicles already travelling to the area. The absence of a parking lot does not stop people from coming and visiting the area. Cars parked along Highway 1 are evidence of this. Based upon this clarification, the Initial Study and Mitigated Negative Declaration adequately address the potential traffic impacts associated with the installation of parking facilities for this existing park.

*CEQA Review*

The commenter asserts that the project has inadequate CEQA review. MPRPD, as Lead Agency, prepared an Initial Study and Mitigation Monitoring and Reporting Plan for this project (**Exhibit H**). MPRPD circulated the environmental document for public review and comment from February 15 to March 16, 2014, and adopted the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Plan on June 2, 2014. The County reviewed the environmental document and concurs with the analysis, conclusions, and adopted mitigation measures. Issues regarding visual resources, traffic, park management, and use of the barn have been addressed by MPRPD.



### Carmel Unincorporated LUAC

The project was referred to the Carmel Unincorporated Land Use Advisory Committee (LUAC) for review. At a public meeting held on September 15, 2014, the Carmel Unincorporated LUAC voted 4 – 0 to recommended approval of the project with changes. Specifically, the LUAC recommended that the proposed parking lot site be moved behind and above the barn, or the Applicant consider proposing two separate and smaller parking lots. The LUAC also commented that decreasing the visibility of the parking is more important than not moving the stables/corrals, and recommended the landscaping allow for total screening of parked vehicles. The Monterey Peninsula Regional Park District did evaluate different potential locations for the parking lot, and determined the proposed location is the optimum location for resource protection, including visual and biological resources. The County concurs with this determination. The area behind and above the barn is a relatively undisturbed grazing area adjacent to a slope and drainage area with undisturbed vegetation. The proposed area has been previously disturbed and is currently used for equipment parking. Splitting the parking area into two smaller lots would result in a larger overall project footprint and necessitate installation of more fencing. Moreover, split parking lots could result in conflicts with the existing cattle grazing operations. Also, the parking lot will include a small berm and landscaping for visual screening of parked vehicles.

### Environmental Review

Monterey Peninsula Regional Park District (MPRPD), as Lead Agency, prepared an Initial Study and Mitigation Monitoring and Reporting Plan for this project (**Exhibit H**). As the Lead Agency, MPRPD is required to prepare and certify environmental documents pursuant to the California Environmental Quality Act (CEQA). MPRPD prepared and circulated the draft Initial Study to responsible agencies, trustee agencies, and interested parties, including the State Clearinghouse (SCH# 2014021066). The Initial Study primarily addressed issues relative to Aesthetics (Visual Resources), Air Quality, Biological Resources, Cultural Resources, and Traffic. The public review and comment period for this document was from February 15 to March 16, 2014. The County, a Responsible Agency, reviewed the draft Initial Study during the review period and did not submit any substantive comments regarding the adequacy of the environmental document for the proposed project.

MPRPD adopted the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Plan on June 2, 2014. MPRPD also filed a Notice of Determination and submitted the required California Department of Fish and Wildlife impact fee on June 4, 2014.

Due to our permitting authority, the County is a Responsible Agency under CEQA. A Responsible Agency shall confirm that its decision-making body (Monterey County Planning Commission) reviewed and considered the information contained in the Initial Study and Mitigation Monitoring and Reporting Plan for the project. This action affirms the conclusions of the MPRPD environmental document prior to acting upon or approving the project, so no separate CEQA action is required by the County. Staff has also included a condition of approval whereas MPRPD must provide evidence that the mitigation measures are implemented and have the intended effect (Condition No. 4). Mitigation measures identified in the Initial Study are incorporated by reference into the County of Monterey RMA - Planning Condition Compliance and Mitigation Monitoring Reporting Plan.

No new information of substantial importance has been presented, which was not known and could not have been known with the exercise of reasonable diligence at the time the Initial Study and Mitigated Negative Declaration was adopted by the Lead Agency. All identified potential impacts have been mitigated to a level of less than significant, and no unresolved issues remain.

There are no substantive changes in the project or unusual circumstances that exist which would necessitate additional environmental review by the County of Monterey.

Recommendation

Staff recommends that the Planning Commission consider the Mitigated Negative Declaration prepared and adopted by Monterey Peninsula Regional Park District (**Exhibit H**), and approve a Combined Development Permit (PLN130417), based on the findings and evidence and subject to the conditions of approval (**Exhibit C**).

**EXHIBIT C  
DRAFT RESOLUTION**

**Before the Planning Commission in and for the  
County of Monterey, State of California**

In the matter of the application of:

**MONTEREY PENINSULA REGIONAL PARKS DISTRICT (MPRPD) (PLN130417)**

**RESOLUTION NO. 15 -**

Resolution by the Monterey County Planning Commission:

- 1) Considering the Mitigated Negative Declaration and associated Mitigation and Monitoring Plan adopted by MPRPD;
- 2) Approving a Combined Development Permit consisting of a Coastal Development Permit to allow development on slopes exceeding 30 percent (for the construction of turn-out areas on the existing access road), a Coastal Development Permit to allow development within 100 feet of environmentally sensitive habitat, a Coastal Administrative Permit and Design Approval to allow the construction of a 57-space public parking area and improvements to an existing access road, and associated grading; and
- 3) Adopting the associated Mitigation and Monitoring Reporting Plan.

[PLN130417, MPRPD, Palo Corona Regional Park, Highway 1, Carmel Area Land Use Plan (APN: 243-081-008-000)]

**The MPRPD application (PLN130417) came on for public hearing before the Monterey County Planning Commission on February 11, 2015. Having considered all the written and documentary evidence, the administrative record, the staff report, oral testimony, and other evidence presented, the Planning Commission finds and decides as follows:**

**FINDINGS**

1. **FINDING:** **PROJECT DESCRIPTION** – The proposed project is a Combined Development Permit consisting of a Coastal Development Permit to allow development on slopes exceeding 30 percent (for the construction of turn-out areas on the existing access road), a Coastal Development Permit to allow development within 100 feet of environmentally sensitive habitat, a Coastal Administrative Permit and Design Approval to allow the construction of a 57-space public parking area and improvements to an existing access road, and associated grading.  
**EVIDENCE:** The application, project plans, and related support materials submitted by the project applicant to the Monterey County RMA - Planning Department for the proposed development and found in Project File

2. **FINDING:** **CONSISTENCY** – The Project, as conditioned, is consistent with the applicable plans and policies which designate this area as appropriate for development.

- EVIDENCE:**
- a) During the course of review of this application, the project has been reviewed for consistency with the text, policies, and regulations in:
    - the 1982 Monterey County General Plan;
    - Carmel Area Land Use Plan (LUP);
    - Monterey County Coastal Implementation Plan, Part 4; and
    - Monterey County Zoning Ordinance (Title 20).

No conflicts were found to exist. The County received communications during the course of review of the project indicating inconsistencies with the text, policies, and regulations in these documents; however, the County finds that the project is consistent with the text, policies, and regulations in the applicable documents above (see Evidence K below, and Finding Nos. 6 and 10, and supporting evidence).

- b) The project site is located at Palo Corona Regional Park, Highway 1 (Assessor’s Parcel Number 243-081-008-000), Carmel Area Land Use Plan, Coastal Zone. The parcel is zoned Watershed and Scenic Conservation, 40 acre minimum, with Design Control and Special Treatment Overlays (Coastal Zone) [WSC/40-D-SpTr (CZ)], which allows construction of improvements associated with public and quasi-public uses, development within 100 feet of environmentally sensitive habitat, and development on slope exceeding 30 percent, as principal or conditional uses subject to coastal development permits, and provided the development is consistent with the policies, goals, and/or objectives of the Carmel Area Land Use Plan. Therefore, the project is an allowed land use for this site. In addition, the Monterey County Planning Commission, at a duly noticed public hearing on April 26, 2006, granted a Combined Development Permit (Resolution No. 06025) to allow public and quasi-public uses within Palo Corona Regional Park (RMA-Planning File No. PLN050638).
- c) The project planner conducted a site inspection on September 26, 2014, to verify that the project on the subject parcel conforms to the plans listed above.
- d) Special Treatment Area: Figure 2 (Special Treatment Areas) of the Carmel Area LUP identifies the project site as part of the Palo Corona Frontal Slopes. LUP Policies 4.4.2.3 and 4.4.3.F.3 address the need to restrict development on these slopes to protect their high scenic values. The intent of the policies is clearly directed at restriction of structural or residential development. On balance, construction of a parking area to improve public access is consistent with LUP policies intended to enhance these areas for public recreational use.
- e) Public Access: See Finding No. 7.
- f) Environmentally Sensitive Habitat Area (ESHA): Development within 100 feet of ESHA must minimize impacts in accordance with the applicable goals and policies of the Carmel Area LUP and the Monterey County Zoning Ordinance (Title 20). See Finding No. 8.
- g) Development on Slope Exceeding 30 Percent: Pursuant to the Monterey



County Zoning Ordinance (Title 20), Section 20.64.230, the project requires a Coastal Development Permit for development on slope exceeding 30 percent. The project, as proposed and conditioned, is consistent with applicable policies of the Carmel Area LUP and Title 20 regarding development on slope. See Finding No. 9.

- h) Cultural (Archaeological) Resources: The project site is in an area identified in County records as having a high archaeological sensitivity. Although located in an area of high sensitivity, the Applicant submitted an archaeological survey prepared for the parcel, including the project area, in 2007 (LIB140272) that concluded there is no surface evidence of potentially significant archaeological resources. In addition, the parking lot site is located in an area of previous disturbance. Therefore, the potential for inadvertent impacts to cultural resources is limited and will be controlled by the application of a standard condition (Condition No. 3).
- i) Visual Resources: The project includes development within the General Viewshed, as depicted on Map A of the Carmel Area LUP. The proposed project minimizes development within the viewshed in accordance with the goals and policies of the Carmel Area LUP. See Finding No. 10.
- j) The project was referred to the Carmel Unincorporated Land Use Advisory Committee (LUAC) for review. Based on the LUAC Procedure guidelines adopted by the Monterey County Board of Supervisors per Resolution No. 08-338, this application did warrant referral to the LUAC because it involves development requiring CEQA review and a Design Approval subject to review by the Planning Commission. At a public meeting held on September 15, 2014, the Carmel Unincorporated LUAC voted 4 – 0 to recommended approval of the project with changes. Specifically, the LUAC recommended that the proposed parking lot site be moved behind and above the barn, or the Applicant consider proposing two separate and smaller parking lots. The LUAC also commented that the visibility of the lots is more important than not moving the stables/corrals, and recommended the landscaping allow for total screening of parked vehicles. The Monterey Peninsula Regional Park District did evaluate different potential locations for the parking lot, and determined the proposed location is the optimum location for resource protection, including visual and biological resources. The County concurs with this determination. The area behind and above the barn is a relatively undisturbed grazing area adjacent to a slope and drainage area with undisturbed vegetation. The proposed area has been previously disturbed and is currently used for equipment parking. Splitting the parking area into two smaller lots would result in a larger overall project footprint and necessitate installation of more fencing. Moreover, split parking lots could result in conflicts with the existing cattle grazing operations. Also, the parking lot will include a small berm and landscaping for visual screening of parked vehicles.
- k) The County received correspondence which identified concerns related to visual resources, management of park resources and visitors, traffic, cattle grazing operations, use of the historic barn located in the park,

and CEQA review. The County responds to these stated concerns as follows:

*Visual Resources*

The comment received dealt with the view from Inspiration Point, a vantage point on a trail inside the park. Consistent with past practice and applicable Monterey County Code, the County does not include trails or trail viewpoints as part of the protected viewshed. Therefore, the County finds that the project is consistent with the policies of the Carmel Area LUP dealing with visual resources, and will have no significant impact on the public viewshed. See also Finding No. 10.

*Management of Park Resources and Visitors, Cattle Grazing, and Use of the Historic Barn; Traffic; and CEQA Review*

See Finding No. 6, Evidence K.

- l) The application, project plans, and related support materials submitted by the project applicant to Monterey County RMA - Planning for the proposed development and found in Project File PLN130417.

3. **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, Carmel Highlands Fire Protection District, RMA - Public Works, RMA - Environmental Services, Parks Department, Environmental Health Bureau, Water Resources Agency, and the Sheriff's Office (Monterey). 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) The following reports have been prepared and submitted:
  - Preliminary Archaeological Reconnaissance for the Riparian Revegetation Project and the Road Removal/Realignments and Trails Project (LIB140272) prepared by Archaeological Consulting, Salinas, California, December 21, 2007.
  - Biological Report (LIB140273) prepared by Scott Hennessy Environmental, Salinas, California, December 2, 2013.
  - Traffic Operations Analysis (LIB140274) prepared by Hexagon Transportation Consultants, Inc., Gilroy, California, May 17, 2013.
  - Palo Corona Regional Park Supplemental Trip Generation Discussion (LIB150041) prepared by Hexagon Transportation Consultants, Inc., Gilroy, California, January 22, 2015.
  - Visual Impact Assessment (LIB140275) prepared by Bellinger, Foster, Steinmetz, Inc., Monterey, California, November 8, 2013.
  - Wetland Delineation (LIB140276) prepared by Denise Duffy and Associates, Monterey, California, February 2012.
  - Geotechnical Report (LIB150046) prepared by Grice Engineering, Inc., Salinas, California, November 28, 2014.

The above-mentioned technical reports prepared by outside 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 has independently reviewed these reports and concurs with their

conclusions.

- c) Staff conducted a site inspection on September 26, 2014, to verify that the site is suitable for this use.
- d) The application, project plans, and related support materials submitted by the project applicant to Monterey County RMA - Planning for the proposed development and found in Project File PLN130417.

4. **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 project was reviewed by RMA - Planning, Carmel Highlands Fire Protection District, RMA - Public Works, RMA - Environmental Services, Parks Department, Environmental Health Bureau, Water Resources Agency, and the Sheriff's Office (Monterey). The respective agencies have recommended conditions, where appropriate, to ensure that the project will not have an adverse effect on the health, safety, and welfare of persons either residing or working in the neighborhood.
  - b) Staff conducted a site inspection on September 26, 2014, to verify that the site is suitable for this use.
  - c) The application, project plans, and related support materials submitted by the project applicant to Monterey County RMA - Planning for the proposed development and found in Project File PLN130417.

5. **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.

- EVIDENCE:**
- a) Staff reviewed Monterey County RMA - Planning and RMA - Building Services records and is not aware of any violations existing on the subject property.
  - b) Staff conducted a site inspection on September 26, 2014, and researched County records to assess if any violation exists on the subject property.
  - c) There are no known violations on the subject parcel.
  - d) The application, plans, and supporting materials submitted by the project applicant to Monterey County RMA - Planning for the proposed development and found in Project File PLN130417.

6. **FINDING:** **CEQA (Mitigated Negative Declaration)** - On the basis of the whole record before the Monterey County Planning Commission, there is no substantial evidence that the proposed project as designed, conditioned and mitigated, will have a significant effect on the environment. The County, as the decision-making body of a Responsible Agency, hereby confirms that it reviewed and considered the information contained in the Lead Agency's (MPRPD) Initial Study and Mitigation Monitoring and Reporting Plan prior to acting upon or approving the project.

- EVIDENCE:**
- a) Public Resources Code Section 21080.d and California Environmental Quality Act (CEQA) Guidelines Section 15064.a.1 require

environmental review if there is substantial evidence that the project may have a significant effect on the environment.

- b) The Lead Agency prepared and circulated the draft Initial Study to responsible agencies, trustee agencies, and interested parties, including the State Clearinghouse (SCH No. 2014021066). The public review and comment period for this document was from February 15 to March 16, 2014.
- c) The County, a Responsible Agency, reviewed the draft Initial Study during the review period and did not submit any substantive comments regarding the adequacy of the environmental document.
- d) The environmental document analyzed aesthetics, agriculture and forest resources, air quality, biological resources, cultural resources, geology/soils, greenhouse gas emissions, hazards/hazardous materials, hydrology/water quality, land use/planning, mineral resources, noise, population/housing, public services, recreation, transportation/traffic, and utility/service systems. Findings conclude that with the proposed mitigation measures, all potential impacts will be reduced to a level of less than significant.
- e) The Lead Agency considered and adopted the Initial Study and Mitigated Negative Declaration for this project on June 2, 2014, per Section 15074 of the CEQA Guidelines.
- f) The Lead Agency filed a Notice of Determination and forwarded the required impact fees to the California Department of Fish and Wildlife on June 4, 2014.
- g) The Lead Agency considered comments received during the public review period, and they did not alter the conclusions in the Initial Study and Mitigated Negative Declaration.
- h) MPRPD adopted a Mitigation Monitoring and Reporting Plan to ensure compliance during project implementation. MPRPD, as Lead Agency, will be responsible to implement this plan. As a Responsible Agency for permitting, the County has conditioned the project whereas MPRPD must provide evidence that these measures are implemented and have the intended effect (Condition No. 4). Mitigation measures identified in the Initial Study are incorporated by reference into the County of Monterey RMA - Planning Condition Compliance and Mitigation Monitoring Reporting Plan.
- i) Evidence that has been received and considered includes: the application, technical studies/reports (see Finding 2/Site Suitability), staff reports that reflect the County's independent judgment, and information and testimony presented during public hearings. These documents are on file in RMA-Planning (PLN130417) and are hereby incorporated herein by reference.
- j) The Planning Commission considered the Initial Study, Mitigated Negative Declaration, and the Mitigation and Monitoring Reporting Plan at a duly noticed public hearing held on February 11, 2015. The County is serving as a Responsible Agency for this project.
- k) The County received correspondence which identified concerns related to visual resources, management of park resources and visitors, traffic, cattle grazing operations, use of the historic barn located in the park, and CEQA review. The County responds to these stated concerns as



follows:

*Visual Resources*

See Finding No. 2, Evidence K, and Finding No. 10.

*Management of Park Resources and Visitors, Cattle Grazing, and Use of the Historic Barn*

The comments received raised concerns about park staffing and security, off-leash dogs, increased fire danger, unpermitted camping within the park, conflicts between park users and the cattle grazing operations, limitations on use of the historic barn. These comments are related to the use of the park, a use which the County approved by the entitlements identified in RMA-Planning files PLN050638, PLN080093, PLN080106, and PLN100601. These impacts could or could not occur whether the parking lot is constructed or not, and they are associated with the use of the park, not the parking lot. MPRPD has an obligation to operate the park for the enjoyment of the public in a manner that protects the public and natural resources, and the County's adopted Carmel Area Land Use Plan encourages public access to open space areas. Therefore, MPRPD developed an Interim Public Access Plan, as amended, that would remain in effect pending adoption of a permanent plan and construction of the left-turn lane on Highway 1. MPRPD prepared this interim plan for the 680 acre Front Ranch area, which encompasses the site of the proposed parking lot. Pursuant to PLN080106 and PLN100601 (Planning Commission Resolution Nos. 11-001 and 11-002), the County has extended the MPRPD interim plan through April 26, 2016. MPRPD is working on an overall access plan for the entire 4,300 acre PCRP; however, this proposal for a parking lot does not need to wait for adoption of an overall access plan because it adequately addresses use of the Front Ranch area. Also, implementation of the project would not impact the historic status of the Fish Lower Front Barn.

*Traffic*

The comment noted that the initial traffic report (LIB140274) identified new trips that would cause potential cumulative traffic impacts on Highway 1. Subsequently, the Applicant submitted a letter (LIB150041) to clarify the traffic discussion in the initial report. The subsequent letter clarified that the project would result in new turning movements from Highway 1 into the park. These turning movements would be made by existing traffic on Highway 1, but the project would not generate new trips or traffic on Highway 1. The reference to the new turning movements would be existing vehicles and visitors who are already using the area and the park in particular. The parking lot is not viewed as an amenity which will generate new trips, but would provide parking for vehicles already travelling to the area. The absence of a parking lot does not stop people from coming and visiting the area. Cars parked along Highway 1 are evidence of this. Based upon this clarification, the Initial Study and Mitigated Negative Declaration adequately address the potential traffic impacts associated with the installation of parking facilities for this existing park.

*CEQA Review*

The commenter asserts that the project has inadequate CEQA review. MPRPD, as Lead Agency, prepared an Initial Study and Mitigation Monitoring and Reporting Plan for this project. MPRPD circulated the environmental document for public review and comment from February 15 to March 16, 2014, and adopted the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Plan on June 2, 2014. The County reviewed the environmental document and concurs with the analysis, conclusions, and adopted mitigation measures. Issues regarding visual resources, traffic, park management, and use of the barn have been addressed by MPRPD.

Therefore, no new information of substantial importance has been presented, which was not known and could not have been known with the exercise of reasonable diligence at the time the Initial Study and Mitigated Negative Declaration was certified by the Lead Agency. All identified potential impacts have been mitigated to a level of less than significant, and no unresolved issues remain. There are no substantive changes in the project or unusual circumstances that exist which would necessitate additional environmental review by the County of Monterey.

- 1) The Monterey County Planning Department, located at 168 W. Alisal, 2nd Floor, Salinas, California, 93901, is the custodian of documents and other materials that constitute the record of proceedings upon which the decision to consider the mitigated negative declaration is based.

7. **FINDING:** **PUBLIC ACCESS** – The project is in conformance with the public access and recreation policies of the Coastal Act (specifically Chapter 3 of the Coastal Act of 1976, commencing with Section 30200 of the Public Resources Code) and Local Coastal Program, and does not interfere with any form of historic public use or trust rights.

- EVIDENCE:**
- a) Public access improvements are proposed as part of the project, and no substantial adverse impact on access, either individually or cumulatively, as described in Section 20.146.130 of the Monterey County Coastal Implementation Plan can be demonstrated. One of the project objectives is to provide enhanced coastal public access through improved parking for existing trails.
  - b) The subject property, Palo Corona Regional Park, is not described as an area where the Local Coastal Program requires public access (Figure 3, Public Access, in the Carmel Area Land Use Plan). The proposed development will not limit public access and will not interfere with any form of historic public use or trust rights.
  - c) Staff conducted a site inspection on September 26, 2014, to verify the project is consistent with public access requirements.
  - d) The application, plans, and supporting materials submitted by the project applicant to Monterey County RMA - Planning for the proposed development and found in Project File PLN130417.

8. **FINDING:** **ESHA** – The subject project minimizes impact on environmentally sensitive habitat areas in accordance with the applicable goals and policies of the applicable area plan and zoning codes.

- EVIDENCE:**
- a) The project includes application for development within 100 feet of environmentally sensitive habitat areas (ESHA). In accordance with the applicable policies of the Carmel Area Land Use Plan (LUP) and the Monterey County Zoning Ordinance (Title 20), a Coastal Development Permit is required and the criteria to grant said permit have been met.
  - b) Policies in Chapter 2.3 of the Carmel Area LUP are directed at maintaining, protecting, and where possible enhancing sensitive habitats. As designed and conditioned, the project is consistent with applicable policies regarding protection of natural resources and minimizes impacts to only those areas required for the construction of turn-outs on the existing access road.
  - c) Key Policy 2.3.2 of the Carmel Area LUP allows small-scale development in sensitive habitat areas if necessary to support resource dependent uses and if not feasible to locate elsewhere. The County reviewed the plans for the proposed access road improvements, which are required to meet the applicable fire code, and concurs it is the minimum amount of work required, minimizes impacts to natural resources, and that no feasible alternative exists.
  - d) Staff conducted a site inspection on September 26, 2014, to review potential project impacts to ESHA.
  - e) The application, plans, and supporting materials submitted by the project applicant to Monterey County RMA - Planning for the proposed development and found in Project File PLN130417.

9. **FINDING:** **DEVELOPMENT ON SLOPE** – There is no feasible alternative which would allow development to occur on slopes of less than 30 percent.

- EVIDENCE:**
- a) The project includes application for development on slopes exceeding 30 percent. In accordance with the applicable policies of the Carmel Area Land Use Plan (LUP) and Monterey County Code Section 20.64.230.E, a Coastal Development Permit is required and the criteria to grant said permit have been met. The development on slopes exceeding 30 percent are required for the construction of turn-out areas on the existing access road, and are required to meet the applicable fire code. No feasible alternative exists.
  - d) The Planning Commission shall require such conditions of approval and changes in the development as it may deem necessary to assure compliance with MCC Section 20.64.230.E.1. Condition Nos. 6, 7, 8, 9, 10, 11, and 12 have been applied by RMA-Environmental Services to ensure grading activities conform to applicable code requirements, to require inspections, and to require certification by a licensed geotechnical engineer.
  - e) The County finds the subject project minimizes development on slopes exceeding 30 percent in accordance with the applicable goals and policies of the applicable area plan and zoning codes.
  - f) Staff conducted a site inspection on September 26, 2014, to review potential project impacts to slope.
  - g) The application, plans, and supporting materials submitted by the project applicant to Monterey County RMA - Planning for the proposed development and found in Project File PLN130417.

10. **FINDING:** **VIEWSHED** – The subject project minimizes development within the viewshed in accordance with the applicable goals and policies of the Carmel Area Land Use Plan (LUP) and applicable and zoning codes.
- EVIDENCE:**
- a) The project involves development within the General Viewshed, as depicted on Map A of the Carmel Area LUP. In accordance with the applicable policies of the Carmel Area LUP and the Monterey County Zoning Ordinance (Title 20), the project must harmonize and be subordinate to the natural scenic character of the area, and minimize visibility.
  - b) The project involves the construction of a 57-space public parking area and improvements to an existing access road that would be visible from Highway 1, a designated scenic highway. As proposed, the parking area and fencing would use natural materials that would blend with the surrounding environment. The parking area would also be landscaped with native plants on a 3-foot high earthen berm to further screen visibility from Highway 1. Also, no exterior lighting is proposed. The construction of turn-out areas on the existing access road would use hydro-seeding to accelerate re-growth of vegetation.
  - c) The County finds that the project, as proposed and conditioned, is consistent with the policies of the Carmel Area LUP dealing with visual resources, and will have no significant impact on the public viewshed.
  - d) Staff conducted a site inspection on September 26, 2014, to review potential project impacts to visual resources, and to verify that the project minimizes development within the viewshed and identify methods to further minimize the visibility of the development.
  - e) The application, plans, and supporting materials submitted by the project applicant to Monterey County RMA - Planning for the proposed development and found in Project File PLN130417.
11. **FINDING:** **APPEALABILITY** - The decision on this project may be appealed to the Board of Supervisors and the California Coastal Commission.
- EVIDENCE:**
- a) Board of Supervisors: Section 20.86.030 of the Monterey County Zoning County Zoning Ordinance (Title 20). An appeal may be made to the Board of Supervisors by any public agency or person aggrieved by a decision of an Appropriate Authority other than the Board of Supervisors.
  - b) California Coastal Commission: Section 20.86.080.A.3 of the Monterey County Zoning Ordinance (Title 20). The project is subject to appeal by/to the California Coastal Commission because it involves development that is permitted in the underlying zone as a conditional use (i.e.; development within 100 feet of environmentally sensitive habitat and development on slope exceeding 30 percent).

### **DECISION**

**NOW, THEREFORE**, based on the above findings and evidence, the Planning Commission does hereby:

1. Consider the Mitigated Negative Declaration and associated Mitigation and Monitoring Plan adopted by MPRPD;



2. Approve a Combined Development Permit consisting of a Coastal Development Permit to allow development on slopes exceeding 30 percent (for the construction of turn-out areas on the existing access road), a Coastal Development Permit to allow development within 100 feet of environmentally sensitive habitat, a Coastal Administrative Permit and Design Approval to allow the construction of a 57-space public parking area and improvements to an existing access road, and associated grading; in general conformance with the attached sketches and subject to the attached conditions, all being attached hereto and incorporated herein by reference; and
3. Adopt the associated Mitigation and Monitoring Reporting Plan.

**PASSED AND ADOPTED** this 14<sup>th</sup> day of January, 2015, upon motion of \_\_\_\_\_, seconded by \_\_\_\_\_, by the following vote:

AYES:  
 NOES:  
 ABSENT:  
 ABSTAIN:

\_\_\_\_\_  
 Mike Novo, Secretary

COPY OF THIS DECISION MAILED TO APPLICANT ON \_\_\_\_\_.

THIS APPLICATION IS APPEALABLE TO THE BOARD OF SUPERVISORS.

IF ANYONE WISHES TO APPEAL THIS DECISION, AN APPEAL FORM MUST BE COMPLETED AND SUBMITTED TO THE CLERK TO THE BOARD ALONG WITH THE APPROPRIATE FILING FEE ON OR BEFORE \_\_\_\_\_.

THIS PROJECT IS LOCATED IN THE COASTAL ZONE AND IS APPEALABLE TO THE COASTAL COMMISSION. UPON RECEIPT OF NOTIFICATION OF THE FINAL LOCAL ACTION NOTICE (FLAN) STATING THE DECISION BY THE FINAL DECISION MAKING BODY, THE COMMISSION ESTABLISHES A 10 WORKING DAY APPEAL PERIOD. AN APPEAL FORM MUST BE FILED WITH THE COASTAL COMMISSION. FOR FURTHER INFORMATION, CONTACT THE COASTAL COMMISSION AT (831) 427-4863 OR AT 725 FRONT STREET, SUITE 300, SANTA CRUZ, CA.

This decision, if this is the final administrative decision, is subject to judicial review pursuant to California Code of Civil Procedure Sections 1094.5 and 1094.6. Any Petition for Writ of Mandate must be filed with the Court no later than the 90th day following the date on which this decision becomes final.

NOTES

1. You may need a building permit and must comply with the Monterey County Building Ordinance in every respect.

Additionally, the Zoning Ordinance provides that no building permit shall be issued, nor any use conducted, otherwise than in accordance with the conditions and terms of the permit granted or until ten days after the mailing of notice of the granting of the permit by the appropriate authority, or after granting of the permit by the Board of Supervisors in the event of appeal.

Do not start any construction or occupy any building until you have obtained the necessary permits and use clearances from the Monterey County Planning Department and Building Services Department office in Salinas.

2. This permit expires 3 years after the above date of granting thereof unless construction or use is started within this period.

# Monterey County RMA Planning

## DRAFT Conditions of Approval/Implementation Plan/Mitigation Monitoring and Reporting Plan

PLN130417

### 1. PD001 - SPECIFIC USES ONLY

**Responsible Department:** RMA-Planning

**Condition/Mitigation Monitoring Measure:** This Combined Development Permit (PLN130417) allows development on slopes exceeding 30 percent (for the construction of turn-out areas on the existing access road), development within 100 feet of environmentally sensitive habitat, construction of a 57-space public parking area and improvements to an existing access road, and associated grading. The property is located at Palo Corona Regional Park, east of Highway 1, between Ribera (south) and Oliver (north) Roads (Assessor's Parcel Number 243-081-008-000), Carmel Area Land Use Plan, Coastal Zone. This permit was approved in accordance with County ordinances and land use regulations subject to the terms and conditions described in the project file. 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)

**Compliance or Monitoring Action to be Performed:** The Owner/Applicant shall adhere to conditions and uses specified in the permit on an ongoing basis unless otherwise stated.

**2. PD002 - NOTICE PERMIT APPROVAL**

**Responsible Department:** RMA-Planning

**Condition/Mitigation Monitoring Measure:** The applicant shall record a Permit Approval Notice. This notice shall state: "A Combined Development Permit (Resolution Number 15 - ) was approved by the Planning Commission for Assessor's Parcel Number 243-081-008-000 on February 11, 2015. The permit was granted subject to fifteen (15) 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 RMA - Planning prior to issuance of building permits or commencement of the use. (RMA - Planning)

**Compliance or Monitoring Action to be Performed:** Prior to the issuance of grading and building permits or commencement of use, the Owner/Applicant shall provide proof of recordation of this notice to RMA - Planning.

**3. PD003(A) - CULTURAL RESOURCES NEGATIVE ARCHAEOLOGICAL REPORT**

**Responsible Department:** RMA-Planning

**Condition/Mitigation Monitoring Measure:** 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 Register 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 recovery. (RMA - Planning)

**Compliance or Monitoring Action to be Performed:** The Owner/Applicant shall adhere to this condition on an on-going basis.

Prior to the issuance of grading or building permits and/or prior to the recordation of the final/parcel map, whichever occurs first, the Owner/Applicant shall include requirements of this condition as a note on all grading and building plans. The note shall state "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.

#### 4. PD006 - MITIGATION MONITORING PROGRAM (NON-STANDARD)

**Responsible Department:** RMA-Planning

**Condition/Mitigation Monitoring Measure:** The Applicant shall provide evidence to the Director of RMA-Planning that the mitigation measures adopted as part of the Initial Study for the Palo Corona Regional Park Parking Project (SCH# 2014021066) have been implemented. Mitigation measures identified in the Initial Study are incorporated by reference into the RMA - Planning Condition Compliance and Mitigation Monitoring Reporting Plan. (RMA - Planning)

**Compliance or Monitoring Action to be Performed:** Pending completion of the proposed park improvements, as well as completion of the left-turn channelization lane on Highway 1, the Applicant shall provide an annual report to RMA-Planning that summarizes compliance activity relative to the associated June 2014 Mitigation Monitoring and Reporting Plan.

#### 5. PD032(A) - PERMIT EXPIRATION

**Responsible Department:** RMA-Planning

**Condition/Mitigation Monitoring Measure:** The permit shall be granted for a time period of three (3) years, to expire on February 11, 2018, unless use of the property or actual construction has begun within this period. (RMA-Planning)

**Compliance or Monitoring Action to be Performed:** Prior to the expiration date stated in the condition, the Owner/Applicant shall obtain a valid grading or building permit and/or commence the authorized use to the satisfaction of the RMA-Director of Planning. Any request for extension must be received by RMA-Planning at least 30 days prior to the expiration date.

#### 6. CALIFORNIA CONSTRUCTION GENERAL PERMIT

**Responsible Department:** Environmental Services

**Condition/Mitigation Monitoring Measure:** The applicant shall submit a Waster Discharger Identification (WDID) number certifying the project is covered under the California Construction General Permit. (RMA-Environmental Services)

**Compliance or Monitoring Action to be Performed:** Prior to issuance of any grading or building permits, the applicant shall submit a WDID number certifying the project is covered under the California Construction General Permit.

#### 7. EROSION CONTROL PLAN

**Responsible Department:** Environmental Services

**Condition/Mitigation Monitoring Measure:** The applicant shall submit an Erosion Control Plan identifying the proposed methods to control runoff and erosion. The plan shall include the location and details for all selected erosion control measures. The Erosion Control Plan may be incorporated into other required plans provided it is clearly identified. (RMA-Environmental Services)

**Compliance or Monitoring Action to be Performed:** Prior to issuance of any grading or building permits, the applicant shall submit an Erosion Control Plan to RMA-Environmental Services for review and approval.

## 8. GRADING PLAN

**Responsible Department:** Environmental Services

**Condition/Mitigation Monitoring Measure:** The applicant shall submit a grading plan incorporating the recommendations from a project Geotechnical Investigation to be prepared by a licensed Geotechnical Engineer. The Grading Plan shall be stamped by a licensed Geotechnical Engineer. (RMA-Environmental Services)

**Compliance or Monitoring Action to be Performed:** Prior to issuance of any grading or building permits, the applicant shall submit the Geotechnical Investigation and Grading Plan to RMA-Environmental Services for review and approval.

## 9. INSPECTION-PRIOR TO LAND DISTURBANCE (DURING THE RAINY SEASON)

**Responsible Department:** Environmental Services

**Condition/Mitigation Monitoring Measure:** The applicant shall schedule an inspection with RMA-Environmental Services to ensure all necessary sediment controls are in place and the project is compliant with Monterey County regulations. (RMA – Environmental Services)

**Compliance or Monitoring Action to be Performed:** Prior to commencement of any land disturbance during the rainy season (October 15 – April 15), the owner/applicant shall schedule an inspection with RMA-Environmental Services.

## 10. INSPECTION-DURING ACTIVE CONSTRUCTION

**Responsible Department:** Environmental Services

**Condition/Mitigation Monitoring Measure:** The applicant shall schedule an inspection with RMA-Environmental Services, during active construction, to review the maintenance and effectiveness of BMPs installed, as well as, to verify that pollutants of concern are not discharged into receiving water bodies. (RMA – Environmental Services)

**Compliance or Monitoring Action to be Performed:** During construction, The applicant shall schedule an inspection with RMA-Environmental Services.

## 11. INSPECTION-FOLLOWING ACTIVE CONSTRUCTION

**Responsible Department:** Environmental Services

**Condition/Mitigation Monitoring Measure:** The applicant shall schedule an inspection with RMA-Environmental Services to ensure all disturbed areas have been stabilized and all temporary erosion and sediment control measures that are no longer needed have been removed. (RMA – Environmental Services)

**Compliance or Monitoring Action to be Performed:** Prior to final inspection, the owner/applicant shall schedule an inspection with RMA-Environmental Services.

## 12. GEOTECHNICAL CERTIFICATION

**Responsible Department:** Environmental Services

**Condition/Mitigation Monitoring Measure:** The applicant shall provide certification from a licensed Geotechnical Engineer that all development has been constructed in accordance with the recommendations in the Geotechnical Investigation. (RMA- Environmental Services)

**Compliance or Monitoring Action to be Performed:** Prior to final inspection, the owner/applicant shall provide RMA-Environmental Services a letter from a licensed Geotechnical Engineer.

## 13. PDSP001 - NOTICE OF DETERMINATION (NON-STANDARD)

**Responsible Department:** RMA-Planning

**Condition/Mitigation Monitoring Measure:** Pursuant to CEQA Guidelines Section 15096(l) and California Public Resources Code Section 21083, within five (5) working days of project approval, the County shall file a Notice of Determination. (RMA-Planning)

**Compliance or Monitoring Action to be Performed:** Within five (5) working days of project approval, the County of Monterey RMA - Planning shall file a Notice of Determination.

## 14. PDSP002 - ADHERENCE TO INTERIM PUBLIC ACCESS (NON-STANDARD)

**Responsible Department:** RMA-Planning

**Condition/Mitigation Monitoring Measure:** The Applicant shall adhere to the standards set forth within the Palo Corona Regional Park Interim Public Access Proposal, as amended by PLN100601, including, but not limited to, protection and preservation of the identified historic barn, adherence to visitor hours, permit allocation, private property designation, litter removal, and trail maintenance, until such time that the Monterey Peninsula Regional Park District adopts a General Development Plan for Palo Corona Park and the left-turn channelization lane is constructed on Highway 1. (RMA-Planning)

**Compliance or Monitoring Action to be Performed:** In April of 2015 and 2016, the Applicant shall submit an annual monitoring report to the Director of RMA-Planning regarding adherence to the Palo Corona Regional Park Interim Public Access Proposal, as amended.

15. PD004 - INDEMNIFICATION AGREEMENT

Responsible Department: RMA-Planning

Condition/Mitigation  
Monitoring Measure:

The property owner agrees as a condition and in consideration of 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. The County may, at its sole discretion, participate in the defense of such action; but such participation shall not relieve applicant of his/her/its 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 property, filing of the final map, recordation of the certificates of compliance 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)

Compliance or  
Monitoring  
Action to be Performed:

Upon demand of County Counsel or concurrent with the issuance of building permits, use of the property, recording of the final/parcel map, whichever occurs first and as applicable, the Owner/Applicant shall submit a signed and notarized Indemnification Agreement to the Director of RMA-Planning for review and signature by the County.

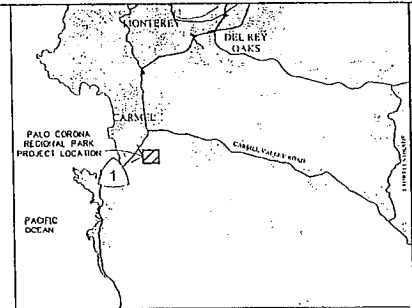
Proof of recordation of the Indemnification Agreement, as outlined, shall be submitted to RMA-Planning .



# PALO CORONA REGIONAL PARK

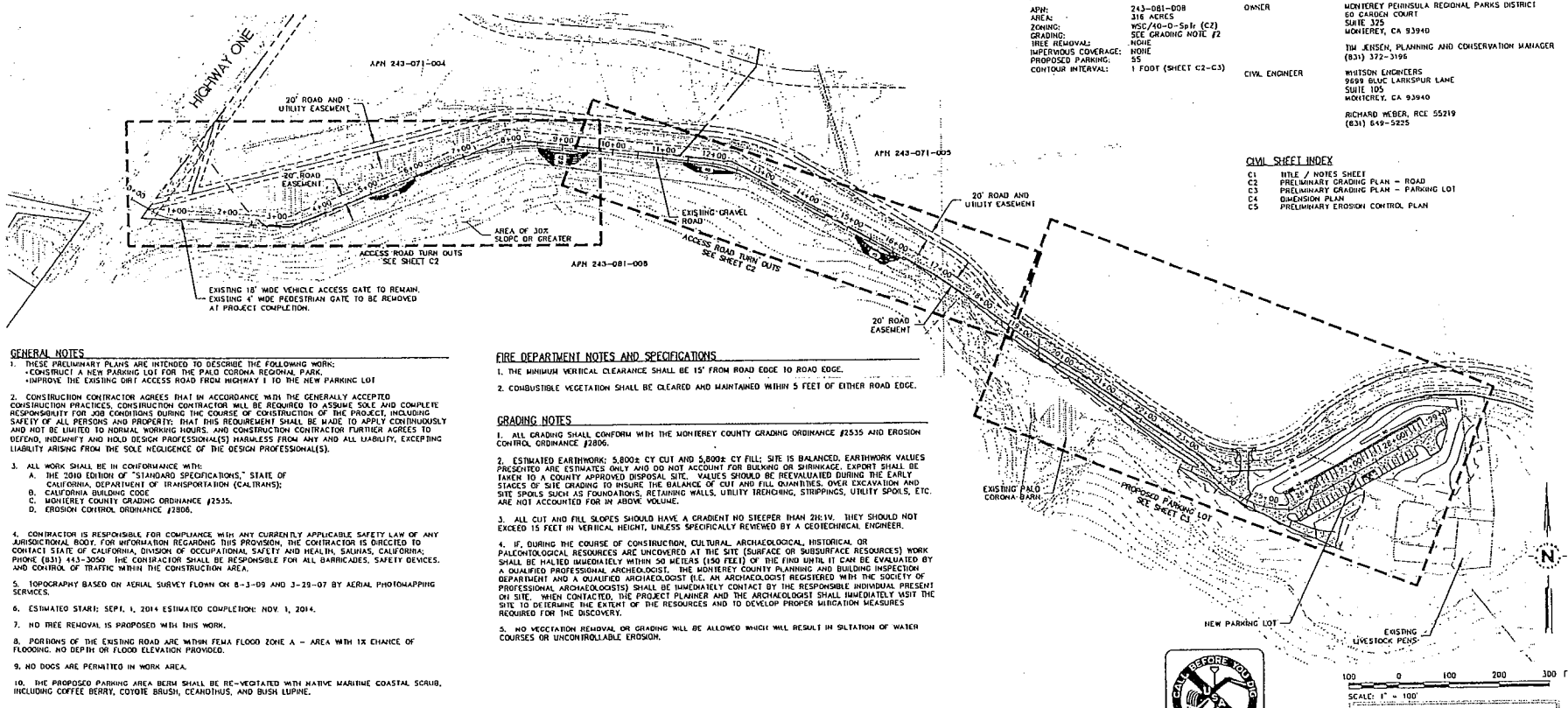
## PROPOSED PARKING LOT MONTEREY COUNTY, CALIFORNIA

JULY, 2014



VICINITY MAP  
1" = 2 MILES

DATE	NO.	BY	DATE	DESCRIPTION



### SITE INFORMATION

APN: 243-081-008  
 ACRE: 316 ACRES  
 ZONING: WSC/40-0-5p1r (C2)  
 GRADING: SEE GRADING NOTE #2  
 TREE REMOVAL: NONE  
 IMPERVIOUS COVERAGE: NONE  
 PROPOSED PARKING: 55  
 CONTOUR INTERVAL: 1 FOOT (SHEET C2-C3)

### CONTACT INFORMATION

OWNER: MONTEREY PENINSULA REGIONAL PARKS DISTRICT  
 60 GARDEN COURT  
 SUITE 325  
 MONTEREY, CA 93940  
 (831) 372-3196  
 TIM JENSEN, PLANNING AND CONSERVATION MANAGER  
 CIVIL ENGINEER: WHITSON ENGINEERS  
 9699 BLUE LARKSPUR LANE  
 SUITE 105  
 MONTEREY, CA 93940  
 RICHARD WEBER, PCE 55219  
 (831) 649-5225

### CIVIL SHEET INDEX

- C1 TITLE / NOTES SHEET
- C2 PRELIMINARY GRADING PLAN - ROAD
- C3 PRELIMINARY GRADING PLAN - PARKING LOT
- C4 DIMENSION PLAN
- C5 PRELIMINARY EROSION CONTROL PLAN

### GENERAL NOTES

1. THESE PRELIMINARY PLANS ARE INTENDED TO DESCRIBE THE FOLLOWING WORK:  
 • CONSTRUCT A NEW PARKING LOT FOR THE PALO CORONA REGIONAL PARK.  
 • IMPROVE THE EXISTING GATE ACCESS ROAD FROM HIGHWAY 1 TO THE NEW PARKING LOT
2. CONSTRUCTION CONTRACTOR AGREES THAT IN ACCORDANCE WITH THE GENERALLY ACCEPTED CONSTRUCTION PRACTICES, CONSTRUCTION CONTRACTOR WILL BE REQUIRED TO ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR JOB CONDITIONS DURING THE COURSE OF CONSTRUCTION OF THE PROJECT, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY; THAT THIS REQUIREMENT SHALL BE MADE TO APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS, AND CONSTRUCTION CONTRACTOR FURTHER AGREES TO DEFEND, INDEMNIFY AND HOLD DESIGN PROFESSIONAL(S) HARMLESS FROM ANY AND ALL LIABILITY, EXCEPTING LIABILITY ARISING FROM THE SOLE NEGLIGENCE OF THE DESIGN PROFESSIONAL(S).
3. ALL WORK SHALL BE IN CONFORMANCE WITH:  
 A. THE 2009 EDITION OF "STANDARD SPECIFICATIONS," STATE OF CALIFORNIA, DEPARTMENT OF TRANSPORTATION (CALTRANS);  
 B. CALIFORNIA BUILDING CODE  
 C. MONTEREY COUNTY GRADING ORDINANCE #2535.  
 D. EROSION CONTROL ORDINANCE #2806.
4. CONTRACTOR IS RESPONSIBLE FOR COMPLIANCE WITH ANY CURRENTLY APPLICABLE SAFETY LAW OF ANY JURISDICTIONAL BODY. FOR INFORMATION REGARDING THIS PROVISION, THE CONTRACTOR IS DIRECTED TO CONTACT STATE OF CALIFORNIA, DIVISION OF OCCUPATIONAL SAFETY AND HEALTH, SALINAS, CALIFORNIA; PHONE (831) 443-3050. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL BARRICADES, SAFETY DEVICES, AND CONTROL OF TRAFFIC WITHIN THE CONSTRUCTION AREA.
5. TOPOGRAPHY BASED ON AERIAL SURVEY FLDMM CR 8-3-09 AND 3-29-07 BY AERIAL PHOTOGRAPHING SERVICES.
6. ESTIMATED START: SEPT. 1, 2014. ESTIMATED COMPLETION: NOV. 1, 2014.
7. NO TREE REMOVAL IS PROPOSED WITH THIS WORK.
8. PORTIONS OF THE EXISTING ROAD ARE WITHIN FEMA FLOOD ZONE A - AREA WITH 1% CHANCE OF FLOODING. NO DEPTH OR FLOOD ELEVATION PROVIDED.
9. NO DOGS ARE PERMITTED IN WORK AREA.
10. THE PROPOSED PARKING AREA BERM SHALL BE RE-VEGETATED WITH NATIVE MARITIME COASTAL SCRUB, INCLUDING COFFEE BERRY, COTYLE BRUSH, CEANOETHUS, AND BUSH LUPINE.

### FIRE DEPARTMENT NOTES AND SPECIFICATIONS

1. THE MINIMUM VERTICAL CLEARANCE SHALL BE 15' FROM ROAD EDGE TO ROAD EDGE.
2. COMBUSTIBLE VEGETATION SHALL BE CLEARED AND MAINTAINED WITHIN 5 FEET OF EITHER ROAD EDGE.

### GRADING NOTES

1. ALL GRADING SHALL CONFORM WITH THE MONTEREY COUNTY GRADING ORDINANCE #2535 AND EROSION CONTROL ORDINANCE #2806.
2. ESTIMATED EARTHWORK: 5,800 CY CUT AND 5,800 CY FILL; SITE IS BALANCED. EARTHWORK VALUES PRESENTED ARE ESTIMATES ONLY AND DO NOT ACCOUNT FOR BULKING OR SHRINKAGE. EXPORT SHALL BE TAKEN TO A COUNTY APPROVED DISPOSAL SITE. VALUES SHOULD BE RE-EVALUATED DURING THE EARLY STAGES OF SITE GRADING TO INSURE THE BALANCE OF CUT AND FILL QUANTITIES. OVER EXCAVATION AND SITE SPOOLS SUCH AS FOUNDATIONS, RETAINING WALLS, UTILITY TRENCHING, STRIPPINGS, UTILITY SPOOLS, ETC. ARE NOT ACCOUNTED FOR IN ABOVE VOLUME.
3. ALL CUT AND FILL SLOPES SHOULD HAVE A GRADIENT NO STEEPER THAN 2:1 H:V. THEY SHOULD NOT EXCEED 15 FEET IN VERTICAL HEIGHT, UNLESS SPECIFICALLY REVIEWED BY A GEOTECHNICAL ENGINEER.
4. 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 (150 FEET) OF THE FIND UNTIL IT CAN BE EVALUATED BY A QUALIFIED PROFESSIONAL ARCHAEOLOGIST. THE MONTEREY COUNTY PLANNING AND BUILDING INSPECTION 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.
5. NO VEGETATION REMOVAL OR GRADING WILL BE ALLOWED WHICH WILL RESULT IN SILTATION OF WATER COURSES OR UNCONTROLLABLE EROSION.



SCALE: 1" = 100'

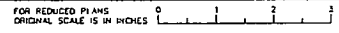
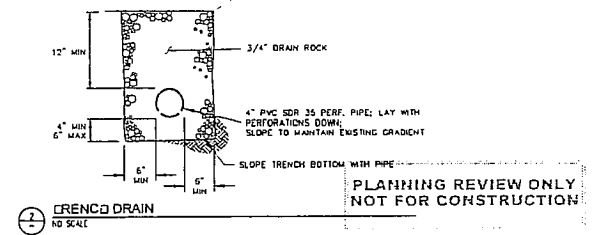
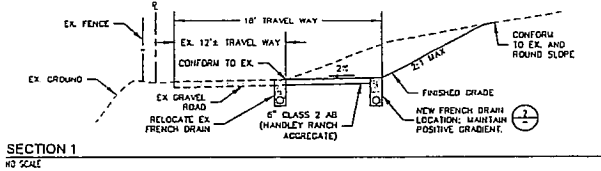
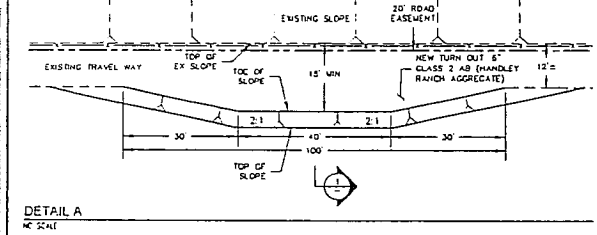
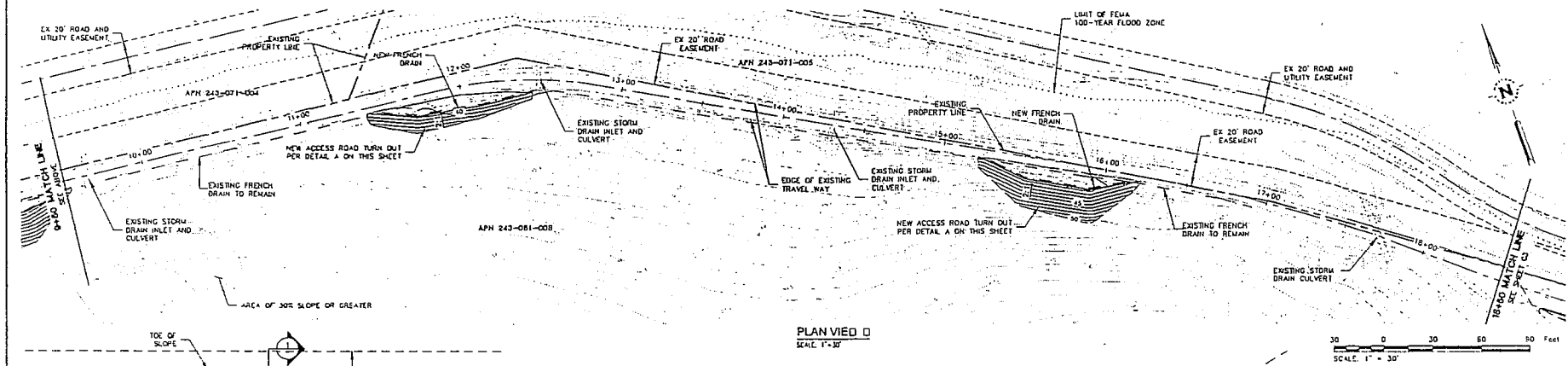
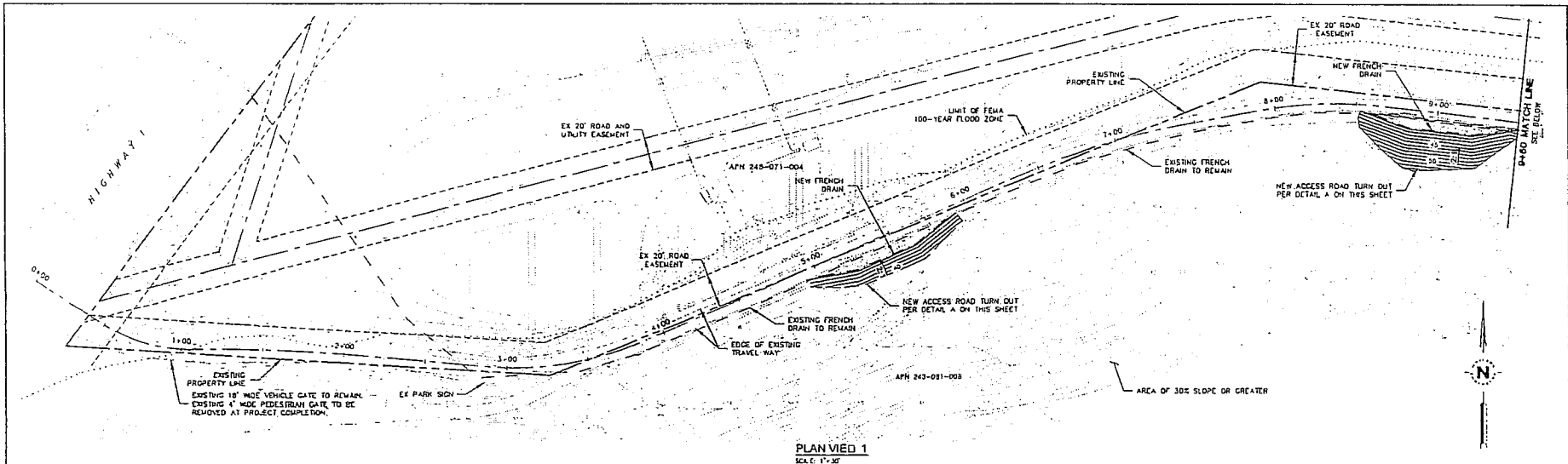
PLANNING REVIEW ONLY  
NOT FOR CONSTRUCTION

FOR REDUCED PLANS  
ORIGINAL SCALE IS IN INCHES

WHITSON ENGINEERS  
 9699 Blue Larkspur Lane - Suite 105 - Monterey, CA 93940  
 831 649-5225 - Fax 831 373-5055  
 CIVIL ENGINEERING - LAND SURVEYING - PROJECT MANAGEMENT

PALO CORONA REGIONAL PARK  
 CALIFORNIA  
 PROPOSED PARKING LOT - PLANNING SUBMITTAL  
 TITLE / NOTES SHEET

SHEET  
**C1**  
 OF 5



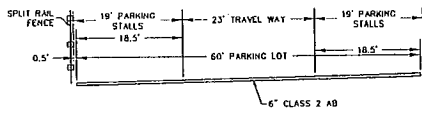
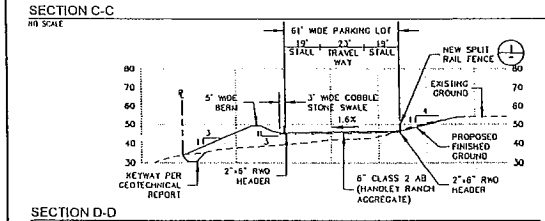
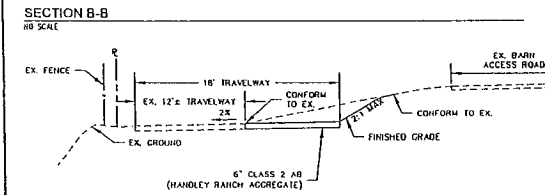
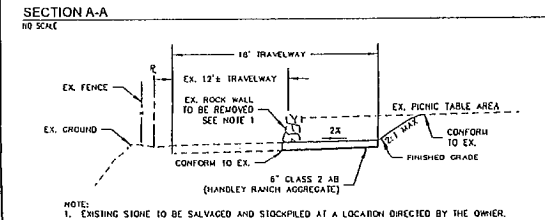
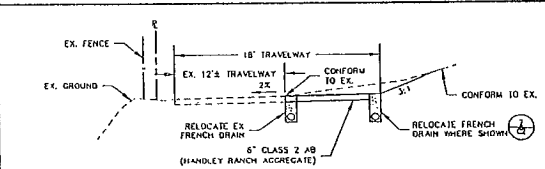
DATE	BY	DATE	DESCRIPTION

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9699 Blue Lakesur Lane - Suite 105 - Monterey, CA 93940  
831.649.5225 - Fax: 831.273.5055  
CIVIL ENGINEERING - LAND SURVEYING - PROJECT MANAGEMENT

PALO CORONA REGIONAL PARK  
CALIFORNIA  
PROPOSED PARKING LOT - PLANNING SUBMITTAL  
PRELIMINARY GRADING PLAN - ROAD

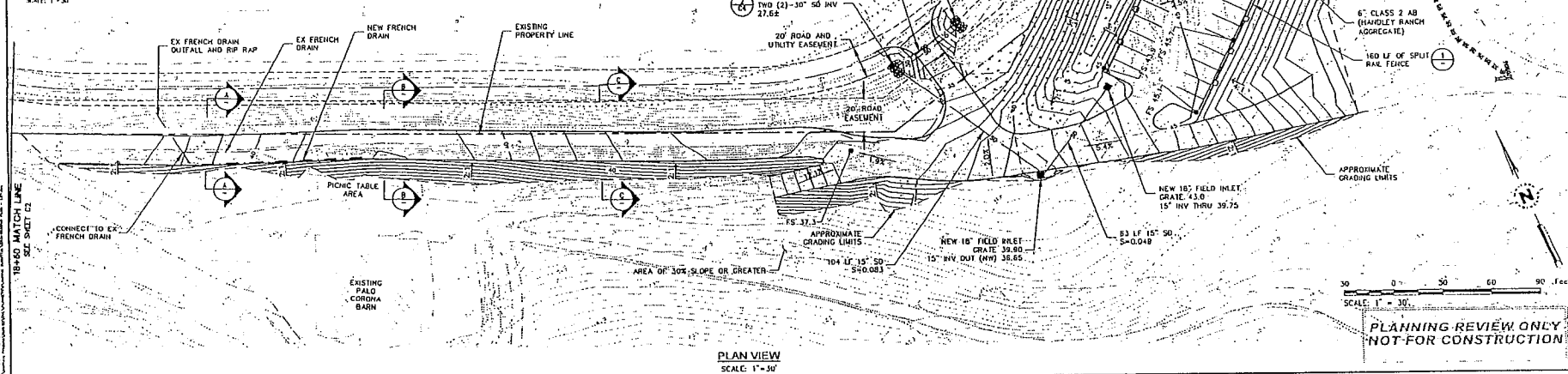
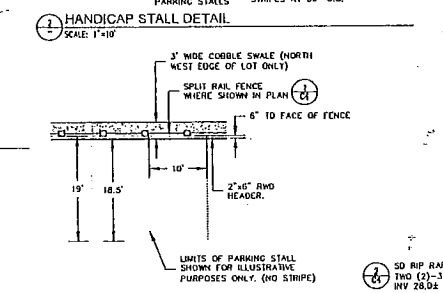
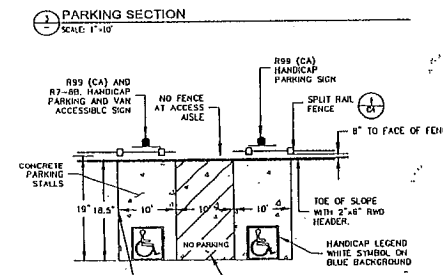
PROJECT  
**C2**  
OF 3

PLANNING REVIEW ONLY  
NOT FOR CONSTRUCTION



PARKING SUMMARY	
55	19'x10' STALLS
2	18'x10' HANDICAP STALLS
57	TOTAL

NOTE: PARKING LINES SHOWN ARE FOR ILLUSTRATIVE PURPOSES ONLY.



FOR REDUCED PLANS ORIGINAL SCALE IS IN INCHES

0 1 2 3

NO.	DATE	DESCRIPTION

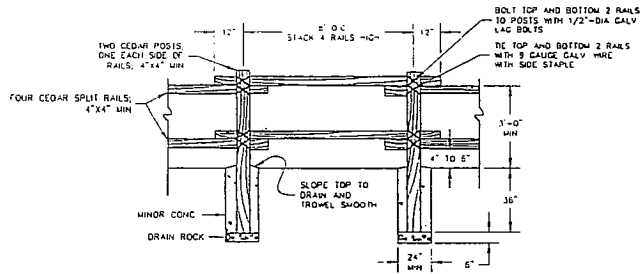
WHITSON ENGINEERS  
8698 Blue Lakeside Lane • Suite 105 • Monterey, CA 93940  
831 649-5225 • Fax 831 373-8065  
CIVIL ENGINEERING • LAND SURVEYING • PROJECT MANAGEMENT

PALO CORONA REGIONAL PARK  
CALIFORNIA  
MONTEREY COUNTY  
PROPOSED PARKING LOT - PLANNING SUBMITTAL  
PRELIMINARY GRADING PLAN

PLANNING REVIEW ONLY  
NOT FOR CONSTRUCTION

30 0 30 60 90 Feet  
SCALE: 1"=30'

SHEET  
C3

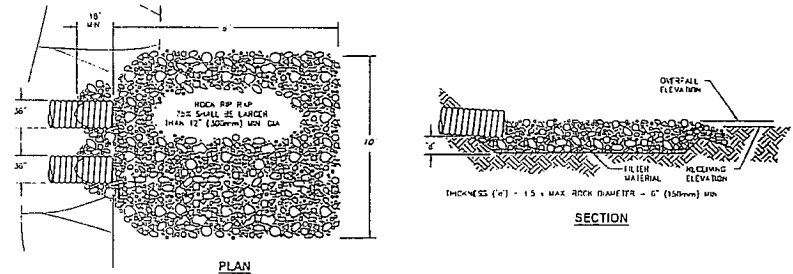


NOTES

1. ALL WOOD SHALL BE STRUCTURALLY SOUND AND FREE OF ROT, SPLITS AND CRACKING.

1 SPLIT RAIL LENCE DETAIL

NO SCALE



PLAN

SECTION

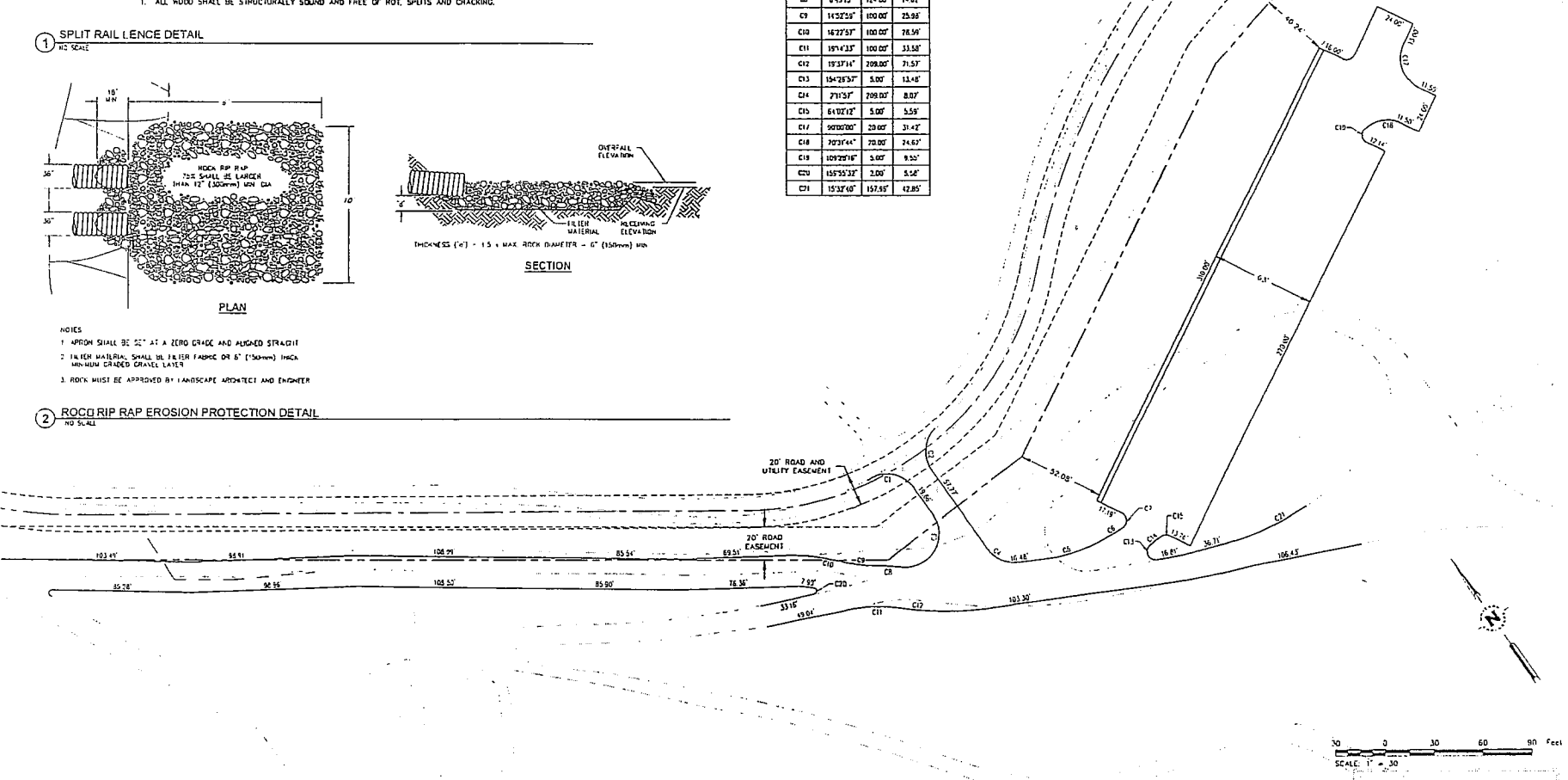
NOTES

1. APPROX SHALL BE SET AT A ZERO GRADE AND ADJUSED STRAIGHT
2. FILTER MATERIAL SHALL BE FILTER FABRIC OR 6" (150mm) THICK MINIMUM GRADED GRAVEL LAYER
3. ROCK MUST BE APPROVED BY LANDSCAPE ARCHITECT AND ENGINEER

2 ROCK RIP RAP EROSION PROTECTION DETAIL

NO SCALE

CURVE #	BELLA	WADUS	DISTANCE
C1	8717.41'	20.00'	30.44'
C2	7848.15'	20.00'	27.51'
C3	13140.21'	20.00'	45.95'
C4	8737.25'	20.00'	21.85'
C5	2144.45'	100.00'	33.25'
C6	349.20'	181.00'	17.74'
C7	12076.32'	5.00'	10.51'
C8	6451.15'	124.00'	14.82'
C9	11522.25'	100.00'	25.98'
C10	16277.52'	100.00'	28.50'
C11	19744.13'	100.00'	33.58'
C12	1937.14'	208.00'	71.57'
C13	15428.24'	5.00'	13.48'
C14	7111.57'	789.00'	8.07'
C15	6102.12'	5.00'	5.58'
C16	9019.700'	20.00'	31.42'
C18	7021.44'	70.00'	24.62'
C18	10928.16'	5.00'	9.50'
C20	15550.32'	2.00'	5.52'
C21	1532.10'	157.85'	42.85'



PLAN VIEW  
SCALE: 1"=30'

SCALE: 1" = 30'

PLANNING REVIEW ONLY  
NOT FOR CONSTRUCTION

FOR REDUCED PLANS  
ORIGINAL SCALE IS IN INCHES

NO.	DATE	BY	CHKD	REVISIONS

**WHITSON ENGINEERS**  
9699 Blue Lakeside Lane - Suite 105 - Monterey, CA 93940  
831.909.5228 - Fax: 831.972.5888  
Civil Engineering - Land Surveying - Project Management

CALIFORNIA  
MONTEREY COUNTY  
**PALO CORONA REGIONAL PARK**  
PROPOSED PARKING LOT - PLANNING SUBMITTAL  
DIMENSION PLAN

SHEET  
**C4**

# EROSION CONTROL NOTES

- ESTIMATED TOTAL DISTURBED AREA: 2.3 AC.
- BEST MANAGEMENT PRACTICES (BMPs) (MATERIALS AND THEIR INSTALLATION) SHALL CONFORM TO ONE OF THE FOLLOWING:
  - THE 2003 EDITION OF THE CALTRANS STORM WATER QUALITY HANDBOOK / CONSTRUCTION SITE BMP MANUAL THE HANDBOOK MAY BE DOWNLOADED FOR FREE AT [http://www.dot.ca.gov/hq/central\\_services/centralweb/Stormwater.htm](http://www.dot.ca.gov/hq/central_services/centralweb/Stormwater.htm)
  - THE 2009 EDITION OF THE CALIFORNIA STORMWATER BMP HANDBOOK PUBLISHED BY THE CALIFORNIA STORMWATER QUALITY ASSOCIATION (CASQA). THE HANDBOOK MAY BE DOWNLOADED FOR A FEE FROM THE CASQA WEBSITE AT <http://www.casqa.com/resources.htm>
- THE BMPs SHOWN ON THIS WATER POLLUTION CONTROL PLAN SHALL BE ADAPTED OR SUPPLEMENTED AS REQUIRED TO PROTECT WATER QUALITY AND/OR AS DIRECTED BY THE ENGINEER OR JURISDICTION HAVING AUTHORITY.
- THIS PLAN IS INTENDED TO BE USED FOR INTERIM EROSION AND SEDIMENT WATER POLLUTION CONTROL ONLY AND IS NOT TO BE USED FOR FINAL ELEVATIONS OR PERMANENT IMPROVEMENTS.
- CONTRACTOR SHALL BE RESPONSIBLE FOR MONITORING EROSION AND SEDIMENT CONTROL PRIOR TO, DURING, AND AFTER STORM EVENTS, AND SHALL PROMPTLY CORRECT ANY DEFICIENCIES NOTED.
- ALL PAVED AREAS SHALL BE KEPT CLEAN OF SOIL AND DEBRIS. REGULAR STREET SWEEPING IS REQUIRED.
- ADDITIONAL STREET SWEEPING MAY BE REQUIRED BY THE ARCHITECT/ENGINEER OR JURISDICTION HAVING AUTHORITY.
- REASONABLE CARE SHALL BE TAKEN WHEN Hauling ANY Earth, Sand, Gravel, Stone, Debris, Pavers, or ANY OTHER SUBSTANCE OVER ANY PUBLIC STREET, ALLEY OR OTHER PUBLIC PLACE. SHOULD ANY BLOW, SPILL, OR TRACK OVER AND UPON AND PUBLIC OR ADJACENT PRIVATE PROPERTY, IMMEDIATELY REMEDY SHALL OCCUR.
- KEEP ADDITIONAL EROSION AND SEDIMENT CONTROL SUPPLIES ON SITE IN CASE IMMEDIATE REPAIRS OR MODIFICATIONS ARE REQUIRED. THESE SUPPLIES MAY INCLUDE: ADDITIONAL Silt Fencing, Filter Fabric, Hay Bales, Jute Netting, Bags and Harps.
- CONSTRUCTION OPERATIONS SHALL BE CARRIED OUT IN SUCH A MANNER THAT EROSION AND WATER POLLUTION WILL BE MINIMIZED. STATE AND LOCAL LAWS CONCERNING POLLUTION ABATEMENT SHALL BE COMPLIED WITH.
- CONTRACTOR SHALL PROVIDE DUST CONTROL, AS REQUIRED BY FEDERAL, STATE, AND LOCAL AGENCY REQUIREMENTS.
- PROVIDE TEMPORARY "EFFECTIVE SOIL COVER" ON ALL INACTIVE DISTURBED AREAS (AREAS WHICH HAVE NOT BEEN DISTURBED FOR AT LEAST 14 DAYS) PRIOR TO INSTALLATION OF FINAL LANDSCAPING, IF REQUIRED DUE TO PROJECT SCHEDULING.
- PROVIDE WIND EROSION CONTROL AT ALL TIMES IN ACCORDANCE WITH CALTRANS BEST MANAGEMENT PRACTICE AC-1. LIMIT THE USE OF PLASTIC MATERIALS WHEN MORE SUSTAINABLE, ENVIRONMENTALLY FRIENDLY ALTERNATIVES EXIST. WHERE PLASTIC MATERIALS ARE DEEMED NECESSARY, CONSIDER THE USE OF PLASTIC MATERIALS RESISTANT TO SOLAR DEGRADATION AND WHICH MAY BE RE-USED.
- ESTABLISH AND MAINTAIN EFFECTIVE PERMEABLE CONTROLS AND STABILIZE ALL CONSTRUCTION ENHANCES AND EXITS TO SUFFICIENTLY REDUCE EROSION AND SEDIMENT DISCHARGES FROM THE SITE.
  - PROVIDE Silt Fence at Construction Site Perimeter Where Runoff Leaves the Construction Site.
  - PROVIDE Inlet Protection at All Drain Inlets.

## MONTEREY COUNTY REQUIREMENTS

- ACTUAL GRADING SHALL BEGIN WITHIN 30 DAYS OF VEGETATION REMOVAL OR THE AREA SHALL BE PLANTED TO CONTROL EROSION. VEGETATION REMOVAL BETWEEN OCTOBER 15TH AND APRIL 15TH SHALL NOT PRECEDE SUBSEQUENT GRADING OR CONSTRUCTION ACTIVITIES BY MORE THAN 15 DAYS.
- THE FOLLOWING PROVISIONS SHALL APPLY BETWEEN OCTOBER 15 AND APRIL 15:
  - DISTURBED SURFACES NOT INVOLVED IN THE IMMEDIATE OPERATIONS MUST BE PROTECTED BY APPLYING STRAW MATS AT 2000 LBS. PER ACRE, AND ANCHORED BY TRACK-WALKING TO PREVENT MOVEMENT DURING WATER FLOW.
  - RUNOFF FROM THE SITE SHALL BE OBTAINED OR FILTERED BY BERMS, VEGETATED FILTER STRIPS AND/OR CATCH BASINS TO PREVENT THE ESCAPE OF SEDIMENT FROM THE SITE. THESE GRASSINGS MUST BE MAINTAINED BY THE CONTRACTOR AS NECESSARY TO ACHIEVE THEIR PURPOSE THROUGHOUT THE LIFE OF THE PROJECT. SEE THIS SHEET FOR EROSION CONTROL PLAN AND EROSION CONTROL DETAILS.
  - EROSION CONTROL MEASURES SHALL BE IN PLACE AT THE END OF EACH DAY'S WORK.
  - THE BUILDING INSPECTOR SHALL STOP OPERATIONS DURING PERIODS OF INCLEMENT WEATHER IF HE DETERMINES THAT EROSION PROBLEMS ARE NOT BEING CONTROLLED ADEQUATELY.
  - SOIL AND FILL SAMPLES SHALL BE OBTAINED WHEN AT LEAST ONE APPROVED BY THE LANDSCAPE ARCHITECT. AMOUNT OF SEED AND FERTILIZER SHALL BE APPROVED BY THE LANDSCAPE ARCHITECT AND THE SANTA LUCIA PRESERVE.
- ALL SURFACES EXPOSED OR EXPECTED TO BE EXPOSED DURING GRADING ACTIVITIES SHALL BE PREPARED AND MAINTAINED THROUGHOUT THE LENGTH OF THE ENTIRE PROJECT TO PROTECT AGAINST EROSION.
  - AT ALL TIMES DURING CONSTRUCTION AND UNTIL FINAL COMPLETION, THE CONTRACTOR, WHEN HE OR HIS SUBCONTRACTORS ARE OPERATING EQUIPMENT ON THE SITE, SHALL PREVENT THE FORMATION OF AN AIRBORNE DUST NUISANCE BY WATERING AND/OR BROADCASTING THE SITE OF THE SOIL IN SUCH A MANNER THAT WILL CONFINE DUST PARTICLES TO THE IMMEDIATE SURFACE OF THE WORK. THE CONTRACTOR WILL BE RESPONSIBLE FOR ANY DAMAGE DONE BY DUST FROM HIS OR HER SUBCONTRACTOR.

## OBSERVATION AND MAINTENANCE

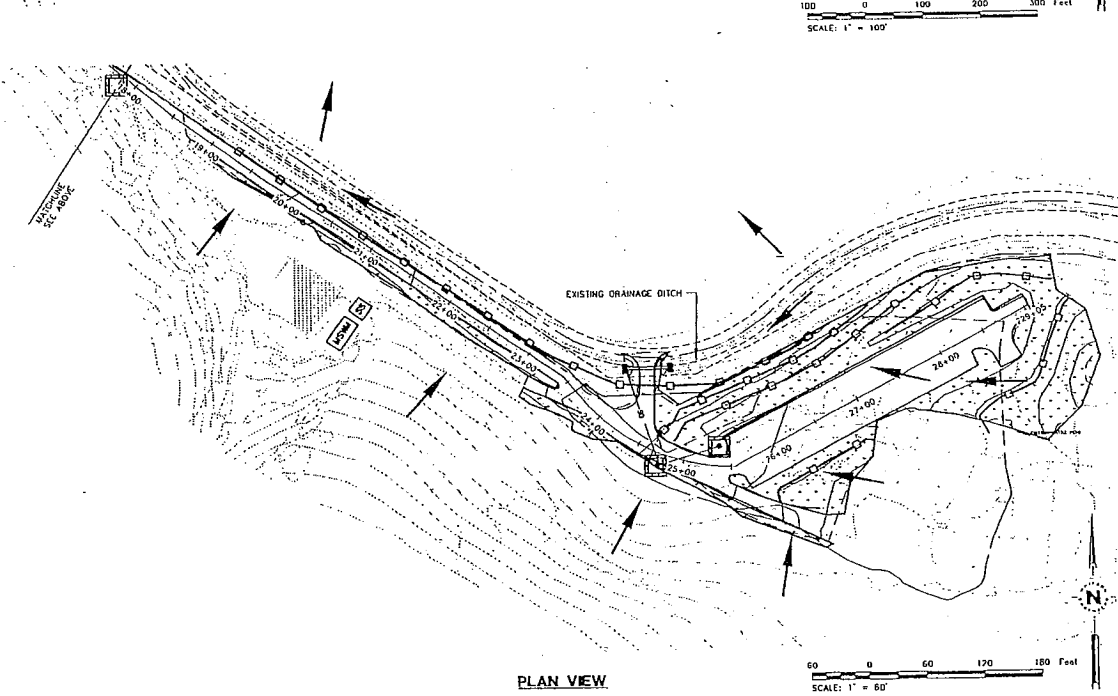
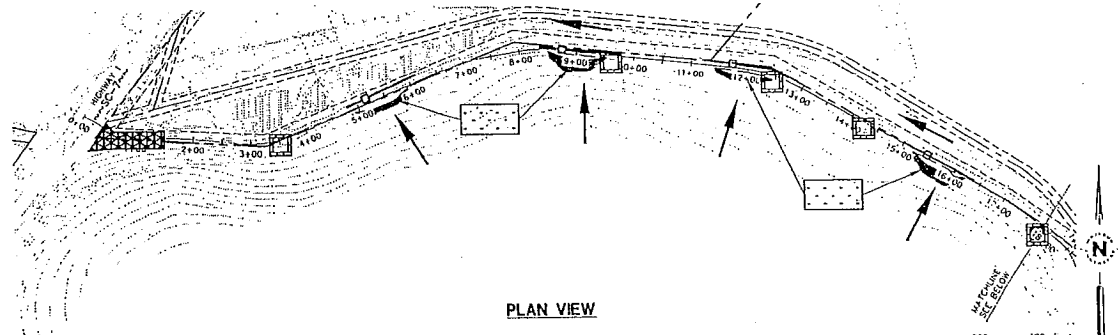
- VISUALLY OBSERVE AND MAINTAIN BEST MANAGEMENT PRACTICES (BMPs) AS FOLLOWS:
  - WEEKLY, AND
  - WITHIN 48 HOURS PRIOR TO EACH STORM EVENT, AND
  - WITHIN 48 HOURS AFTER EACH STORM EVENT.
- REPAIR DAMAGED BMPs WITHIN 48 HOURS OF OBSERVATION.
- SEDIMENT SHALL BE REMOVED FROM SEDIMENT CONTROL BMPs BEFORE SEDIMENT HAS ACCUMULATED TO A DEPTH OF ONE INCH ABOVE THE HEIGHT OF THE SEDIMENT BARRIER OR SUMP, IF NOT OTHERWISE SPECIFIED IN THE SPECIAL PROVISIONS BY THE BMP SUPPLIER OR MANUFACTURER.
- BRUSH AND DEBRIS SHALL BE REMOVED FROM BMPs DURING SCHEDULED INSPECTIONS.
- REMOVED SEDIMENT SHALL BE PLACED AT AN APPROVED LOCATION AND IN SUCH A MANNER THAT IT WILL NOT ERODE, OR SHALL BE DISPOSED OF OFF-SITE.
- REPAIR RILLS AND GULLIES BY RE-GRADING AND THEN TRACKWALKING PERPENDICULAR TO THE SLOPE. PROVIDE TEMPORARY SOIL COVER IF NECESSARY.

## NON-STORM WATER DISCHARGES

- NON-STORM WATER DISCHARGES INCLUDE A WIDE VARIETY OF SOURCES, INCLUDING IMPROPER UNLOADING SPILLS, OR LEAKAGE FROM STORAGE TANKS OR TRANSFER AREAS. NON-STORM WATER DISCHARGES MAY CONTRIBUTE SIGNIFICANT POLLUTANT LOADS TO RECEIVING WATERS, AND AS SUCH ARE PROHIBITED.
- MEASURES TO CONTROL SPILLS, LEAKAGE, AND OVERTHO, AND TO PREVENT ILLEGAL CONNECTIONS DURING CONSTRUCTION, MUST BE TAKEN.
- HOWEVER, CERTAIN NON-STORM WATER DISCHARGES MAY BE AUTHORIZED FOR THE COMPLETION OF CONSTRUCTION. AUTHORIZED NON-STORM WATER DISCHARGES MAY INCLUDE THOSE FROM OCCASIONAL POTABLE WATER SOURCES SUCH AS:
  - FIRE HYDRANT FLUSHING,
  - IRRIGATION OF VEGETATIVE EROSION CONTROL MEASURES,
  - PIPE FLUSHING AND TESTING,
  - WATER TO CONTROL DUST,
  - UNCONTAMINATED GROUND WATER FROM Dewatering,
  - OTHER DISCHARGES NOT SUBJECT TO A SEPARATE GENERAL NPDES PERMIT ADOPTED BY A REGIONAL WATER BOARD.
- THE DISCHARGE OF NON-STORM WATER IS AUTHORIZED UNDER THE FOLLOWING CONDITIONS:
  - THE DISCHARGE DOES NOT CAUSE OR CONTRIBUTE TO A VIOLATION OF ANY WATER QUALITY STANDARD
  - THE DISCHARGE DOES NOT VIOLATE ANY OTHER PROVISION OF THE GENERAL PERMIT
  - THE DISCHARGE IS NOT PROHIBITED BY THE APPLICABLE DASH PLAN
  - THE DISCHARGER HAS INCLUDED AND IMPLEMENTED SPECIFIC BMPs REQUIRED BY THE GENERAL PERMIT TO PREVENT OR REDUCE THE CONTACT OF THE NONSTORM WATER DISCHARGE WITH CONSTRUCTION MATERIALS OR EQUIPMENT
  - THE DISCHARGE DOES NOT CONTAIN TOXIC CONSTITUENTS IN TOXIC AMOUNTS OR (OTHER) SIGNIFICANT QUANTITIES OF POLLUTANTS
  - THE DISCHARGE IS MONITORED AND MEETS THE APPLICABLE NALS AND NLS
  - THE DISCHARGER REPORTS THE SAMPLING INFORMATION IN THE ANNUAL REPORT
- IF ANY OF THE ABOVE CONDITIONS ARE NOT SATISFIED, THE DISCHARGE IS NOT AUTHORIZED.

## EMPLOYEE TRAINING

- STORM WATER POLLUTION PREVENTION TRAINING SHALL BE PROVIDED AT THE BEGINNING OF CONSTRUCTION AND REGULARLY DURING CONSTRUCTION FOR ALL EMPLOYEES WORKING ON THE JOB SITE. TRAINING SHALL BE PROVIDED BY THE CONTRACTOR'S WATER POLLUTION CONTROL MANAGER. TOPICS SHALL INCLUDE, BUT ARE NOT LIMITED TO:
  - SPILL PREVENTION AND RESPONSE,
  - LOCATIONS AND FUNCTIONS OF SEDIMENT/EROSION CONTROL DEVICES,
  - GOOD HOUSEKEEPING,
  - FINES AND PERMITS,
  - MATERIAL MANAGEMENT PRACTICES.



## LEGEND

SYMBOL	CALTRANS BMP #	CALTRANS SID. PLAN	DESCRIPTION	SYMBOL	CALTRANS EXP #	CALTRANS SID. PLAN	DESCRIPTION
[Silt Fence Symbol]	SC-1	156	SILT FENCE	[Stabilized Entrance Symbol]	IC-1, IC-3	159	STABILIZED CONSTRUCTION ENTRANCE/EXIT OR FIRE WASH
[Street Sweeping Symbol]	SC-7	-	STREET SWEEPING	[Materials Storage Area Symbol]	WM-1, WM-4, WM-10	-	MATERIALS STORAGE AND WASTE MANAGEMENT AREA
[Inlet Protection Symbol]	SC-10	-	INLET PROTECTION	[Sanitary Facilities Symbol]	SW-9	-	SANITARY FACILITIES
[Soil Stabilization Symbol]	SS-3, SS-4, SS-5, SS-6, SS-7, SS-8	159	SOIL STABILIZATION (PROVIDE ON ALL DISTURBED SOILS). SEED MIX TO CONTAIN A MIXTURE OF COASTAL TERRACE PRAIRIE, CALIFORNIA DATAGRASS, TUFTED HARRIGRASS, PURPLE HEULLEGRASS, WIGRICE, AND/OR PLANTAGO. FINAL SEED MIX TO BE APPROVED BY OWNER.	[Check Dam Symbol]	-	157	CHECK DAM

FOR REDUCED PLANS  
ORIGINAL SCALE IS IN INCHES

REVISIONS

NO.	DATE	DESCRIPTION

DATE: 7/27/14  
SCALE: NOTED  
DATE: 7/27/14  
SCALE: NOTED  
DATE: 7/27/14  
SCALE: NOTED

**WHITSON ENGINEERS**  
CALIFORNIA  
9699 Buca Larkspur Lane • Suite 100 • Monterey, CA 93940  
831.649.9292 • Fax: 831.373.2015  
Civil Engineering • Land Surveying • Project Management

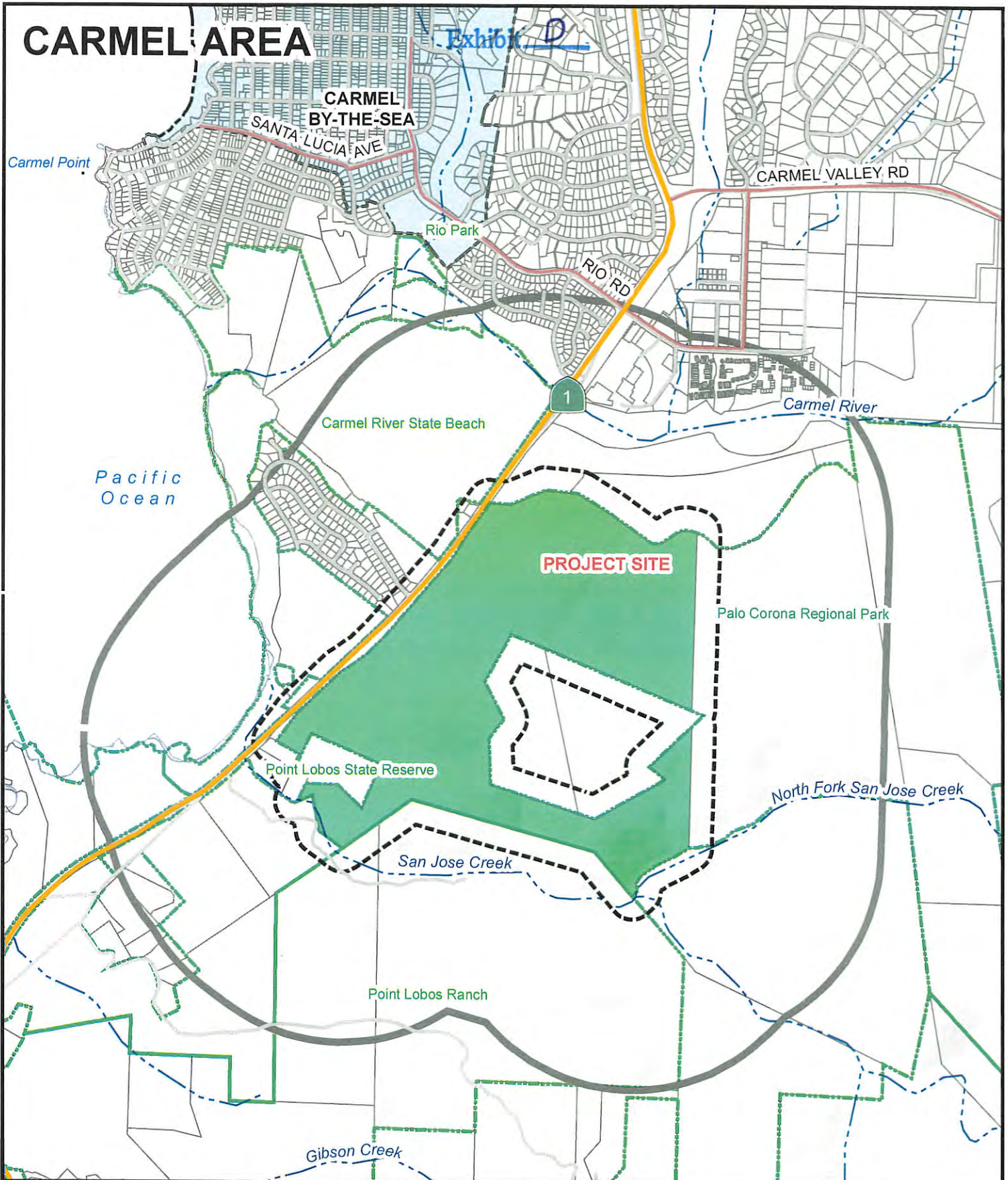
**PALO CORONA REGIONAL PARK**  
PROPOSED PARKING LOT - PLANNING SUBMITTAL  
EROSION CONTROL PLAN

MONTEREY COUNTY  
SHEET  
**C5**  
OF 3



# CARMEL AREA

Exhibit D



APPLICANT: MONTEREY PENINSULA REGIONAL PARK DISTRICT

APN: 243-081-008-000

FILE # PLN130417

2500' Limit 300' Limit City Limits Water



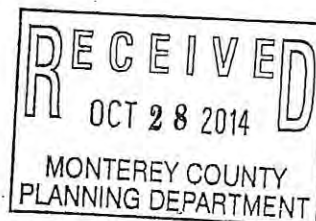
Exhibit D

PLANNER: SIDOR



## Action by Land Use Advisory Committee Project Referral Sheet

Monterey County Planning Department  
168 W Alisal St 2<sup>nd</sup> Floor  
Salinas CA 93901  
(831) 755-5025



Advisory Committee: Carmel Unincorporated/Highlands

Please submit your recommendations for this application by: **September 15, 2014**

**Project Title:** MONTEREY PENINSULA REGIONAL PARK DISTRICT Item continued from 9/2/ meeting

**File Number:** PLN130417

**File Type:** PC

**Planner:** SIDOR

**Location:** PALO CORONA REGIONAL PARK

**Project Description:**

Combined Development Permit including: 1) Coastal Development Permit for development on slopes in excess of 30% consisting of grading for the construction of turn-out areas in the existing road; 2) a Coastal Development Permit to allow development within 100 feet of environmentally sensitive habitat; and 3) Design Approval for the construction of a 55-space public parking area and improvements to an existing access road to the Palo Corona Regional Park. The property is located at Palo Corona Regional Park, on State Highway 1 between Carmel River north and Ribera Road south, Carmel area (Assessor's Parcel Number 243-081-008-000), Carmel Area Land Use Plan, Coastal Zone.

Was the Owner/Applicant/Representative present at meeting? Yes X No \_\_\_\_\_

Was a County Staff/Representative present at meeting? NONE PRESENT (Name)

**PUBLIC COMMENT:**

Name	Site Neighbor?		Issues / Concerns (suggested changes)
	YES	NO	
Christine Kemps	X		MVS Fish — see attached letter
Rachel Saunders	X		Support — fm CDP fm proj' lot

LUAC AREAS OF CONCERN

Concerns / Issues (e.g. site layout, neighborhood compatibility; visual impact, etc)	Policy/Ordinance Reference (If Known)	Suggested Changes - to address concerns (e.g. relocate; reduce height; move road access, etc)
VISUAL IMPACT FROM HWY 1	LEAST VISIBLE	RELOCATE TO BOTTOM OF HILL BEHIND BARN

ADDITIONAL LUAC COMMENTS: 1. BETTER TO MOVE SITE TO OTHER SPOT BEHIND BARN & ABOVE.  
 2. BETTER TO CONSIDER (2) SEVERATE PKG. LOTS OF SMALLER SIZE.  
 3. VISIBILITY OF LOTS MORE IMPORTANT THAN NOT MOVING STABLES/CORRALS FOR ~~FEW~~ ACTIVITY 4 TIMES / YR.

RECOMMENDATION:

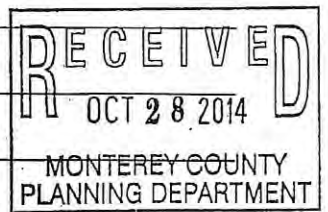
Motion by: NAHEEN (LUAC Member's Name)

Second by: LITTEL (LUAC Member's Name)

- Support Project as proposed
- Support Project with changes
  - ① STUDY MOVING TO BACK LOCATION
  - ② (2) SEVERATE LOTS
  - ③ LANDSCAPING IMPORTANT FOR TOTAL SCREENING OF CARS
- Continue the Item

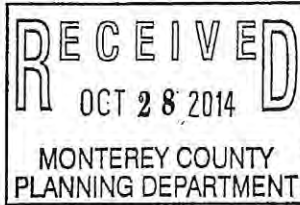
Reason for Continuance: \_\_\_\_\_  
 Continued to what date: \_\_\_\_\_  
 AYES: 4 (Davis, Meheen, Wald, Littell) FROM HWY 1

NOES: 0  
 ABSENT: 2 (Rainer, Jeselnick)  
 ABSTAIN: 0





Submitted at  
Carmel Highlands  
WAC 9/15/14 mtg



NOLAND  
HAMERLY  
ETIENNE  
HOSS

Attorneys at Law A PROFESSIONAL CORPORATION

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831-424-1414 EXT. 271  
CLIENT No. 03452.014

August 27, 2014

James D. Schwefel, Jr.  
Stephen W. Pearson  
Lloyd W. Lowrey, Jr.

Aime K. Secker  
Randy Meyenberg  
Michael Masuda  
Christine G. Kemp  
\* Jo Marie Ometer  
Terrence R. O'Connor  
Timothy J. Baldwin  
\* Leslie E. Finnegan  
\* Charles Des Roches  
Stephen F. Wagner  
Ana C. Toledo

VIA E-MAIL DELIVERY  
sidorj@co.monterey.ca.us

Mr. Joseph Sidor  
Monterey County Planning Department  
168 W. Alisal Street, 2<sup>nd</sup> Floor  
Salinas, CA 93901

Re: PLN130417 - Monterey Peninsula Regional Park District  
Palo Corona Regional Park Parking Project

Dear Mr. Sidor:

Retired  
Myron E. Etienne, Jr.  
Peter T. Hoss  
Martin J. May

Harry L. Noland  
(1904-1991)  
Paul M. Hamerly  
(1920-2000)

I am writing on behalf of Diana Fish, owner of the 93-acre in-holding within the Monterey Peninsula Regional Park District's ("District") Palo Corona Regional Park ("Park").

Mrs. Fish is not opposed to expanded public use of the Park, as she recognizes what a unique and wonderful asset it is, but in doing so, the parking lot must be the right location and proper Park management must be put in place to address the expanded use.

Unfortunately, there are serious and significant problems with the District's proposed 55-space (57 or 58 space<sup>1</sup>) parking project ("Project") at the Palo Corona Regional Park which have not been addressed<sup>2</sup>. The proposed Project will impact the public viewshed, will impact traffic along Highway 1, and will result in a substantial increase in Park usage with no management plan in place.

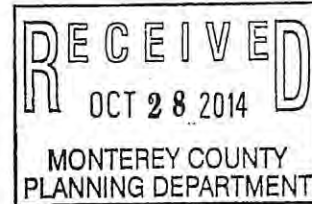
\* CERTIFIED SPECIALIST IN  
PROBATE, ESTATE PLANNING,  
AND TRUST LAW BY  
THE CALIFORNIA BOARD OF  
LEGAL SPECIALIZATION  
STATE BAR OF CALIFORNIA

<sup>1</sup> The Park District's CEQA Project Description states the "Project includes a new 57 parking space area on approximately 2.25 acre area and four pull-outs along existing driveway" and the traffic study describes the Project as 58 spaces (56 general and 2 accessible).

<sup>2</sup> It is our position that the District's adoption of the Mitigated Negative Declaration and proposed findings for approval of the Project are legally inadequate. Rather than file her lawsuit against the District following their adoption of the Negative Declaration and Project approval, Mrs. Fish and the District entered into a Tolling Agreement to extend the time in which she has to file her CEQA lawsuit, to be deferred while the District attempts to address these issues.

PHONE 831-424-1414 FROM MONTEREY 831-372-7525 FAX 831-424-1975  
333 SALINAS STREET POST OFFICE BOX 2510 SALINAS, CA 93902-2510  
03452016566341.1:82714

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Monterey County Planning Dept.  
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While we understand the District is motivated by grant funding and increasing public access to the Park, these desires cannot override the need to adequately address the impacts and issues associated with this Project.

**The Application will Result in a Substantial Increase in Visitors and Traffic, with No Management Plan in Place to Address the Increased Usage**

The current Interim Public Access Plan ("Interim Plan"), approved by the County, for use through April 26, 2016, was to remain in place until the District completed its required long term Management Plan for the entire 4300-acre regional Park. This Application revokes the Interim Plan and increases Park usage 10 fold, with no long-term Management Plan in place. In doing this, the District has avoided the detailed work and specific information that is needed in the long-term Management Plan and, instead, is piecemealing the Project.

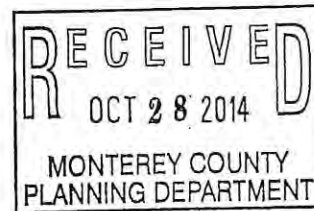
The purpose of the Interim Plan for the 680-acre Palo Corona Regional Park was to enable public access and use of the property as soon as possible. The Interim Plan was to govern public use of the Park for up to a five-year interim period until the Monterey Peninsula Regional Park District (the Park District) has completed a long-term management plan for the entire 4300-acre regional park. The long-term Management Plan was to be consistent with the County's General Plan, Local Coastal Plan (LCP), Big Sur Land Use Advisory Committee Plan, zoning, State Coastal Conservancy access guidelines and American Disabilities Act Standards to the extent feasible.

Under the Interim Plan, access Permits are limited to 13 per day with each permit accommodating up to 5 persons for a total number of up to 65 persons per day. A dashboard placard is included with the Permit and assigned a daily code to assist Ranger patrol in identifying legitimate park users' cars along Highway 1. The Park entrance is controlled with a locked gate. This gate and the Park identification sign clearly state that access is by Permit only. The combination for the pedestrian access is provided on the Permit, but changed regularly to prevent unpermitted access.

Accordingly, under the current Interim Plan a maximum of 73 persons per day (13 permits/5 people per vehicle permit and 8 pedestrians from the south Bank Trail) use the Park. This low volume of usage is manageable, as those obtaining Permits plan head, and are self-policing. This will change dramatically with an open entrance gate, unlimited and unrestricted access to the Park, and inadequate ranger staffing.

Based on five (5) persons per vehicle, for 55 parking spaces, entering the Park two times a day, daily usage could swell from the current 73 persons/day to potentially 550 persons/day and this does not address people still parking along the Highway 1.

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This represents a **substantial and significant increase in the level of usage as approved by the County under the currently Interim Plan, yet there is no Management Plan in place to address this increased usage.**

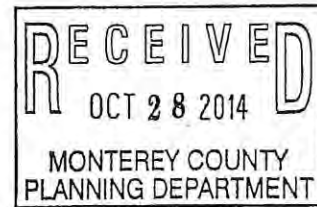
- There is no ranger staffing information provided – no information on number/days/hours/duties;
- There is no plan for security – who controls persons in/out of Park, who operates entrance gates and how entrance gates are opened and closed, how trespassers and unpermitted people will be controlled, and natural resources protected on the large Palo Corona acreage owned by the Park District – acreage not presently open to the public, how homeless, fencing, emergencies, etc. are handled without adequate ranger staffing;
- There is no plan for fire protection – what is plan for water supply; brush clearing; more adaptive cattle management rotations; mowing fuel load/fire breaks;
- There is no plan for monitoring the entrance gate – what if there are electronic gate problems;
- There is no ranger at an entrance kiosk to check in cars, control dogs, tell people the lot is full, or control unauthorized parking;
- ? • There is no plan for bathroom facilities/trash facilities;
- ? • There is no plan regarding continued parking on Highway 1.

How can this Project be approved without these issues being addressed up front? This is a fundamental flaw of this Project.

**Docents and the cattle lessee cannot manage the Park.** The safety and security of the Park and the Fish Ranch are major concerns. Volunteer docents may help, but they are not Park employees. The cattle lessee who runs cattle on the ranch has other day-time jobs and cannot be counted as a Park employee or ranger--which he is not.

**Garland Park is not an equivalent model.** With the recent BSLT/District/State Park/Pt. Lobos Foundation MOU, and the far-flung connections between the areas it envisions, there will be even further increased visitor use, as the Park becomes a major tourist destination for both locals and out-of-towners, with easy access from different points, including Highway 1.

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Without permits, anyone can drive in to Palo Corona Park. Visitor makeup will be different from Garland Park, nestled miles away from Highway 1 in Carmel Valley, attracting locals and their dogs. Located along Highway 1, a major tourist route, many more out-of-towners than locals <sup>would</sup> ~~could~~ be expected at the Palo Corona than at Garland.

Additionally, it is not surprising that there have been few problems at Garland as that is where that is where the Rangers are stationed. There have been few citations on the Palo Corona Ranch up to now because most people have had to sign in for permits and furnish identification (and so are self-regulating), and also there have been few rangers around daily to give citations, if they had been needed.

**Dogs** - The District can post "no dogs" as much as it wants, but unless there are rangers to enforce this, you will have dogs--and off-leash dogs. Loose dogs harm ground-nesting birds and can worry cattle.

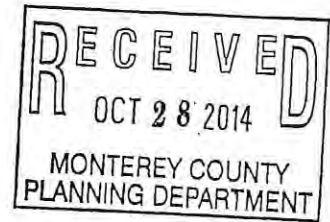
**Parking Management** - There is no <sup>discussion</sup> discuss about whether parking be still allowed along Highway 1 for overflow parking? Pt. Lobos has a gate ranger that posts one car in-one car out when the parking lots are full. They do not rely on letting people wander in to see if a space is available or not.

Moreover, when Pt. Lobos is full, patrons park outside the park, along both sides of Highway 1. What is to prevent that from happening at Palo Corona, where the parking along Highway 1 is even more constrained? CalTrans indicates there is space for only 13 cars along the Highway. This was regulated by the issuance of 13 permits. Without the issuance of limited permits, the parking along Highway 1 will be uncontrolled.

**Fire Danger** - The District can post for no campfires and no smoking, but it needs Rangers to supervise the Park to assure that this does not occur. While the Park District says it does adaptive management, up to now there has been only minor alteration to the grazing rotation. This means that at the height of the fire season, the grass in the front has not been grazed (and last year was over shoulder height in the middle field). The grazing rotation needs to be fixed so that the front areas of the Palo Corona Ranch are grazed before the fire season.

**People Management** - There is a homeless problem in the area. Obviously no homeless person is going to gather near a ranger or choose to sleep in an open area, but the trees and dense shrub offer attractive places to find shelter. One of the concerns mentioned to Mrs. Fish by Fire Department officials was fire danger causes by campfires/stoves of homeless people living in natural areas. With automatic electric gates, the will be no one on site to assure people have left the Park before the gates close.

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The overall impact of this substantial increase in Park attendance has not been addressed in a comprehensive management plan for the Park's operation. Without this overall Management Plan, significant issues are being created without proper oversight or management.

### The Project Creates Significant Traffic Impacts Along Highway 1

The addition of 266 more daily trips on Highway 1 in an area that is already designated as having an unacceptable level of service during PM peak times is a significant impact.

The Project traffic analysis underestimates the traffic impact by failing to calculate vehicle trips on Saturdays, Sundays and holidays, which are peak periods for locals and tourists. The traffic study only looked at weekday peak hour trips Monday-Friday.

A CalTrans sign near the entrance gate that Mrs. Fish shares with the Park District acknowledges the problem: "Watch for Stopped Traffic" (See attached photo) -- and this is now, not after more trips are added, going from 13 permitted vehicles to an estimated 266 daily vehicular trips.

A new southbound left turn lane is envisioned to queue 6 vehicles. On peak hours of traffic, or with more than 6 vehicles waiting to turn left into the Park, there will be major traffic issues, difficulties for emergency vehicles, and problems for joggers and bicyclists.

### The Project Impacts the Public Viewshed

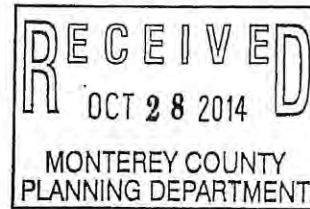
The view from Inspiration Point inside the Park is a public viewshed. The proposed parking lot is in the direct view from Inspiration Point (See attached photos).

Placing the parking lot in the middle of the view from Inspiration Point reflects the tragedy of a public entity-- the Park District-- knowingly destroying the viewshed and scenic values for which it stands (See District's website photos and attached photo of Bill Leahy, former Executive Director of the Big Sur Land Trust, standing at Inspiration Point for the press release of the BSLT/District/State Parks/Pt. Lobos Foundation MOU).

Once the parking lot is constructed, the public view that has been touted and repeatedly publicized by the District as encapsulating the breath-taking beauty of the Palo Corona Ranch, will be forever marred.



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While there are other parking lots in the nearby Crossroads and Barnyard north of the Carmel River, these are in commercial developments, not an historic agricultural and scenic area dedicated to the preservation of open space.

The recent four (4) party MOU between the BSLT/District/State Park/Pt. Lobos Foundation was established for the purpose of memorializing the intent of each of the parties to work together to undertake a coordinated effort for the benefit of the public and the preservation of the landscape in respect to the management of the lands described as the "Lobos-Corona Parklands Project" ("LCPP"); and to coordinate the development, management, promotion, sustainability, preservation and stewardship of the LCCP lands and their natural and cultural resources, as outlined in the accompanying "Vision Statement".

Expediency and rushing to get grant money should not dictate the location and destroy long term goals to protect and conserve this public treasure. The District, along with its MOU partners, should continue to search for better alternate locations for a parking lot.

\* The Big Sur Land Trust (BSLT) grant funds which the District is using to construct the parking lot were allocated for a parking lot on the "Odello East" property ("BSLT farm property") owned by the BSLT. How was the parking lot and parking lot grant money allowed to be moved from the BSLT property and BSLT?

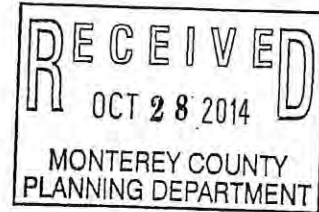
Unless the parking lot is moved to an alternate location out of the public viewshed from Inspiration Point, the iconic view from Inspiration Point will be forever damaged.

#### The Project Impacts the On-Site Cattle Operation

Cattle have grazed on the Palo Corona Ranch since Mission times, the Palo Corona Ranch has been a working cattle ranch since 1929, and the Ranch/Park continues to be part of a working agricultural landscape. The corals and weigh scale are historic – dating back to 1930s. The proposed parking lot is planned right next to these corrals, in the middle of the working cattle operation. (See attached historic and cattle grazing photos)

The CC&Rs between Mrs. Fish and the District stipulate that, to reduce the fuel load of grasses and the hazard of fire, the Park District is to "conduct cattle grazing during the appropriate months of each year as needed, consistent with conservation objectives and historic practice, or provide similar fuel load reducing activities."

The parking lot and increased public usage will have a direct impact on the cattle operation. Cattle graze in the pastures through which people walk. Branding, inoculating and working cattle occurs in the corrals. There needs to be a long-term



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operational plan that deals with the increased numbers of park visitors and potential impacts to the cattle operation.

**There is No Limitation on Use of the Historic Barn**

Under the Interim Plan, the Park District requested, and the County approved, the listing the Barn on the site as a County historic resource. As an historic structure, the District was to have the Barn assessed for repairs appropriate to its designation. ?

Under the Interim Plan, Park District was allowed to use the Barn to house interpretive exhibits, display information, and provide a point of contact between District staff/docents and hikers. The Barn could also be used as a gathering area for school-group check-in, distributing literature, or presenting audio/visual information on the Park's many natural and cultural resources. And minor improvements to the Barn area, including fencing repairs and the installation of a portable composting or chemical toilet behind the barn and out of view was allowed.

The proposed 55-space parking lot adjacent to the Barn is not consistent with the historical setting of the Barn, nor a "minor" improvement.

There has been no information provided regarding the District's proposed uses of the Barn, yet Special Events have been held there. The District should obtain a Use Permit for use of the Barn and describe, in detail, its intended uses, including:

- Number of events per year;
- Time of day or night in which they will occur;
- Proposed interior and exterior lighting;
- Proposed sound amplification or live music;
- Is the Barn up to code for special events;

and all the other issues the County regulates with Special Events permits.

**The Project Conflicts with the Carmel Area Land Use Plan ("LUP")**

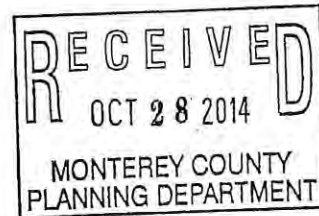
**LUP Policy 2.2.4.10**

b. Where clustering of new residential or visitor-serving development will preserve desirable scenic and open space areas or enable structures to be sited out of the viewshed, it shall be preferred to more dispersed building site plans.

\* c. Structures located in the viewshed shall be designed so that they blend into the site and surroundings.

d. Exterior lighting shall be adequately shielded or shall be designed at near-ground level and directed downwards to reduce its long-range visibility.

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e. Existing trees and other native vegetation should be retained to the maximum extent possible both during the construction process and after the development is completed. Landscape screening may be used wherever a moderate extension of native forested and chaparral areas is appropriate.

12. Public highway facilities including signs, guardrails, and restrooms shall be of a design complementary to the scenic character of the Carmel area, with preference materials. Private driveway entrances, gates, roadside fences, mailboxes, and signs along Highway 1 should reflect the same design concept. Protective barrier by Caltrans should utilize boulders or walls or rock construction.

#### **LUP Policy 3.1.1**

The LUP requires that State Highway 1 be maintained as a scenic two-lane road in rural areas such as the portion of the Carmel area south of the Carmel River. The Coastal Act also requires that remaining highway capacity be reserved for priority uses.

The limited capacity of Highway 1 to accommodate local and recreation traffic at a level that affords reasonable service and emergency use as well as an enjoyable scenic recreational experience is a major concern. Traffic volumes along sections of Highway 1 are at or approaching capacity during peak use periods, and future demand is expected to exceed the capacity of Highway 1. The ultimate capacity will be a major constraint on the long-range development of the Carmel area south of the Carmel River. Highway capacity north of the river may be increased through improvements or alternate alignments such as the proposed Hatton Canyon Freeway. *not happening?*

#### **LUP - 4.3 Goals**

At the heart of the California Coastal Act is a basic theme which the Carmel Area Local Coastal Program must address. This theme is to provide and encourage public recreational use and enjoyment of the California coast, while, at the same time, ensuring that such use does not damage or degrade the very resources which render the coast so value for human enjoyment.

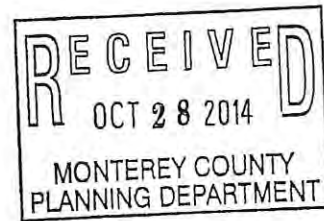
The common goal for the Carmel area must be that any future development blend with and be clearly subordinate to the area's natural scenic character.

#### **Conclusion**

The District's proposed 55-space parking lot on the Palo Corona Park, with the accompanying open and unrestricted public access, will create numerous significant unmitigated impacts, including impact to the public viewshed and traffic along Highway 1, and will result in unmanaged activities occurring within the Park.



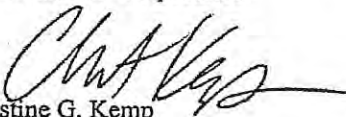
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The County should not approve this Application until the required comprehensive long-range management plan for the Park is adopted and comprehensive review is done to address the significant environmental, safety and management issues that will be created by this Project.

Sincerely,

NOLAND, HAMERLY, ETIENNE & HOSS  
A Professional Corporation



Christine G. Kemp

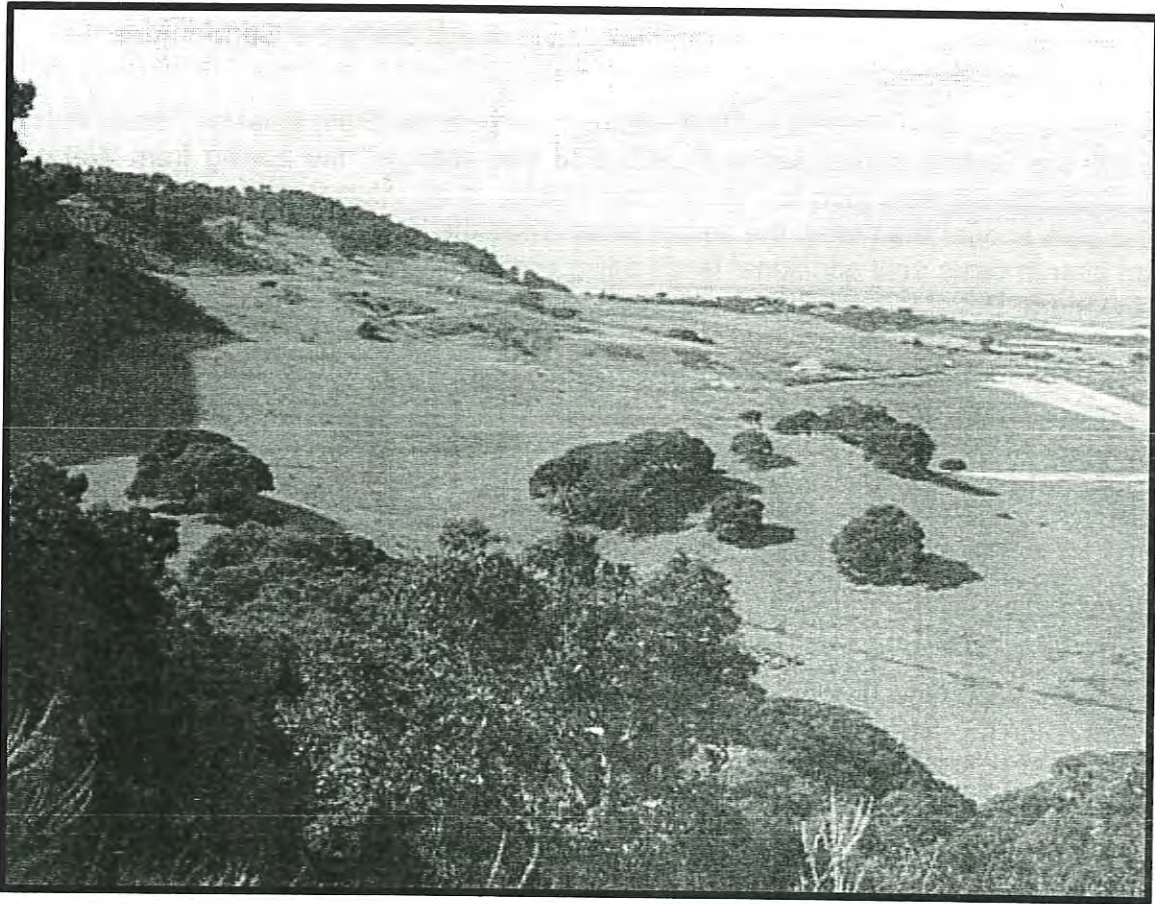
CGK:aac

Encls.

cc: Mrs. Diana Fish

Exhibit F

# Palo Corona Regional Park Public Parking Proposal



Monterey Peninsula Regional Park District



August 2014

# Palo Corona Regional Park

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## **PARK** (Existing)

Palo Corona Regional Park currently consists of 680-acres of gently rolling hills below a steep bluff escarpment of the northern tip of the Santa Lucia Range (**Exhibit 1**). The lower hills are covered in annual grasses with the uplands forested with Monterey Pine and on the drier sites by maritime chaparral. The 3.5 mile trail system is widely dispersed and provides visitors with many vista points along the Carmel River up to the high point of Inspiration Point and Gregg's Hill.

The land was first acquired in 2004 with a grant from the State Coastal Conservancy. In 2006 the County issued permit PLN050638 that changed the zoning from Watershed and Scenic Conservation to Public/Quasi-Public. In an effort to allow public access into the park sooner than later, the permit established the land as a public park for hiking on an interim basis until additional lands being acquired by the district could be added and a General Development Plan for the park and any additions be drafted. Signage and a portalette were also permitted. Under the permit, the District agreed to protect and preserve the historic Lower Fish Barn, maintain set visitor hours, limit visitors through a permit system, and maintain environmental and trail standards. Parking along State Route 1 at the park entrance was the designated short-term staging of vehicles until a more permanent location was identified.

In 2007 the District obtained State River Parkway grant funds to construct Carmel River Parkway trails. In 2008 the County approved amendment PLN080093 to allow the construction of the new River Parkway trails, the re-alignment of existing trails, and retirement of others.

To take advantage of years of County Public Works efforts to create a trail easement from Rancho San Carlos Road into the park, the County approved amendment PLN100601 in 2010. The Southbank Trail easement was secured with River Parkway grant funds and now allows limited access into the park from the Quail Meadows neighborhood. The amendment also extended the term of the original interim park status to April 2016; the expected date for district completion of a General Development Plan for all known additional lands to the park.

In 2013 the District was notified that there were still substantial state grant funds available for enhancing the previously approved and constructed Carmel River Parkway Trails. Years of un-fruitful effort in locating an off-site parking area to replace the interim State Route 1 parking resulted in a District decision to locate the parking on-site. The on-site parking has the benefits of removing the necessary parking along State Route 1, eliminating the need to severely limit public access, expand public opportunity to enjoy the park without significant impact to the park, and support the growing interest in use by public benefit community groups.



# Access

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## **PARKING** (Proposed)

A long-term 55-space decomposed granite surfaced parking area is located adjacent to the existing corrals (**Exhibit 1**) where farm equipment has been historically stored. This parking eliminates the need for the less-than-desirable State Route 1 roadside shoulder parking at the Park entrance. The on-site parking also eliminates the need for a permit system limiting the number of visitors to the park.

An information panel and map at the parking area inform visitors of Park hours, rules and regulations, and environmental education opportunities and events.

MST bus and bicycle access to the Park is encouraged. Bike racks are located at the parking area. The District will encourage MST to provide a stop near the Park entrance.

Entrance to the Park is controlled by an electric iron gate with posted park access hours of sunrise to sunset. The entrance is also posted with "*no buses or trailers*" signage. Parking will not require a permit.

The parking area is completely fenced to confine vehicles to the parking area only and to prevent cattle from wandering into the area.

The access road to the parking area from State Route 1 is posted "*10 MPH*" and includes four CalFire approved turnouts.

Prior to opening the parking area to public use, the District will complete traffic circulation improvements to State Route 1 at the Park entrance that include installing a southbound left-turn lane and wider shoulders on the east approach from the south and the east exit to the north. This work is being coordinated with Caltrans and is proposed to be implemented in coordination with the Carmel River Causeway project. Tying the State Route 1 improvements to the Causeway Project will save taxpayers approximately \$500,000 but cause a delay in use of the parking area of about two years.

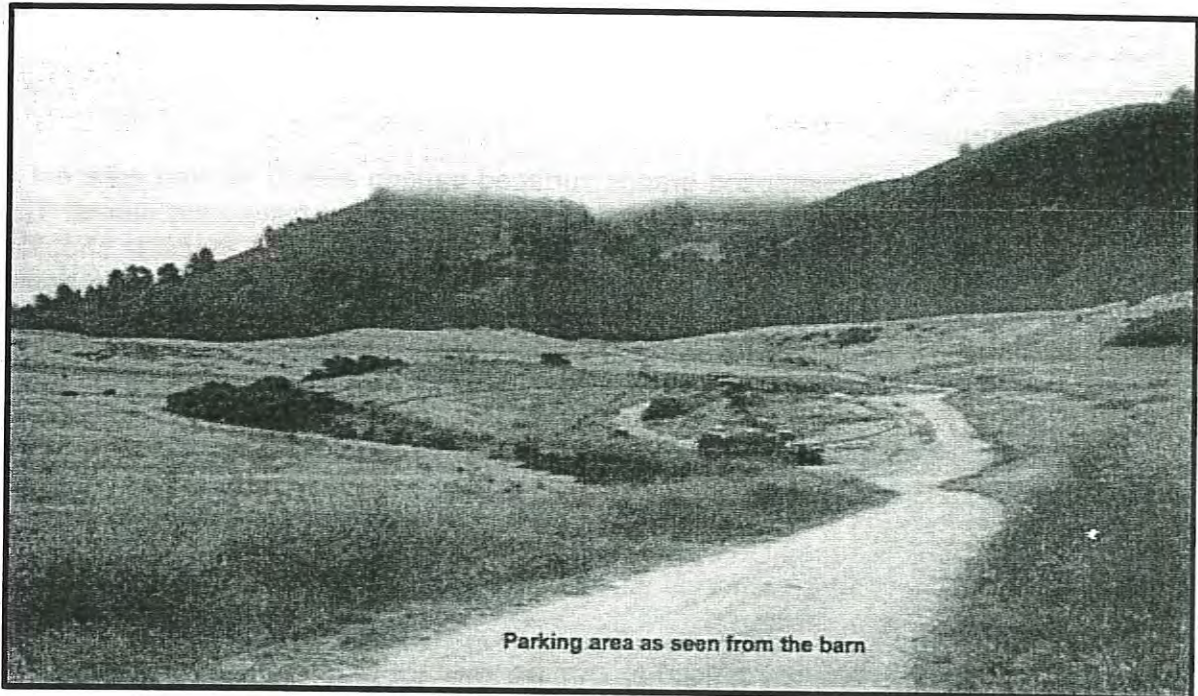
The Southbank Trail entrance into the Park will continue to be administered as a permit-required access point due to the limited public parking at that trailhead on Rancho San Carlos Road.

The Park District administers a limited Special Event Permit program for organized access. These Special Use Permits are limited to one per month. Special Event Permits are issued to non-profit organizations like Carmel Middle School, Steinbeck Center, Big Sur Marathon, and similar community benefit groups.

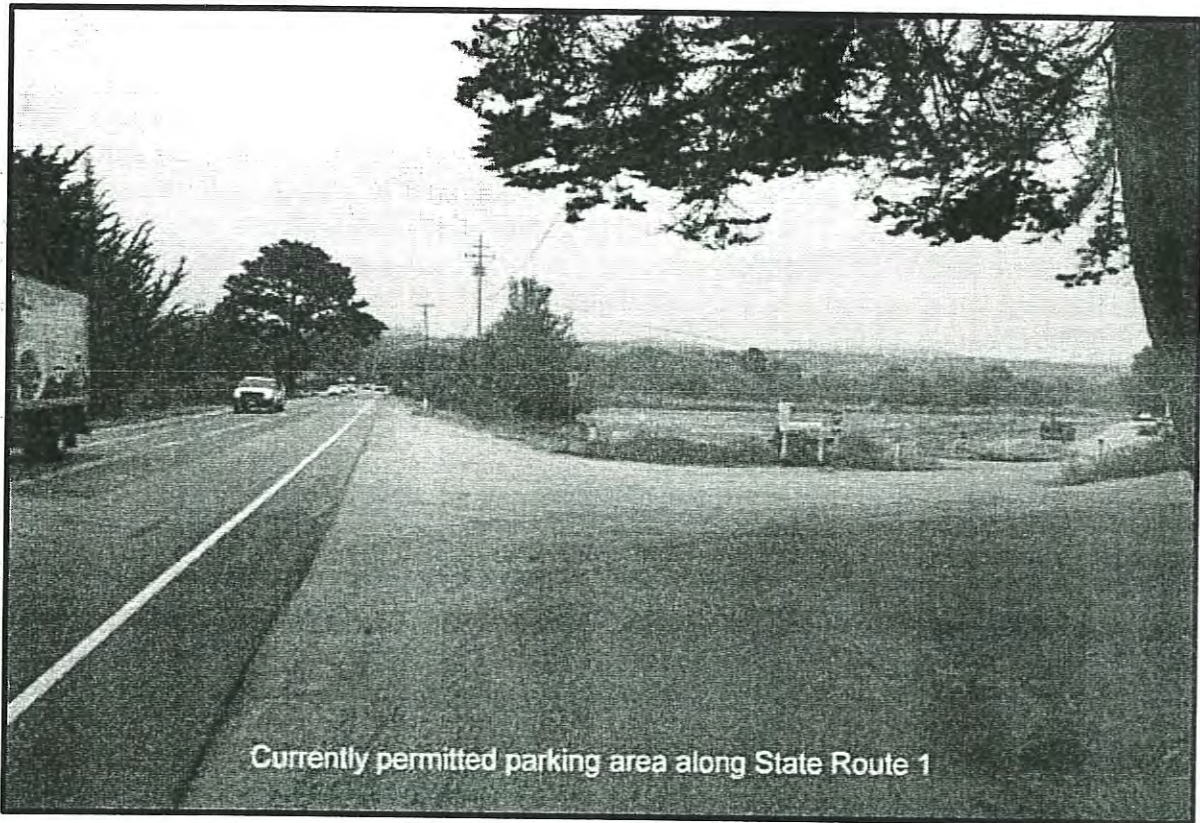
A small 3500sf area at the barn has been used under previous permitting for up to eight vehicles for special uses and ADA accommodation and will continue to be used as such. This area is outside the State Route 1 viewshed.

A cattle grate is installed at the entrance gate as a precaution against cattle wandering onto the highway.

To protect adjacent property from unintended public access a fence and gate system have been installed with the property owner's approval.



Parking area as seen from the barn



Currently permitted parking area along State Route 1



## TRAILS (Existing)

With minimal public improvements supporting pedestrian access only, most visitors use the Park for a few hours at a time, based on current permit-system sign-in records.

The established internal network of trails (**Exhibit 2**) provides public accessibility and circulation for pedestrian use only. The trails enter and exit grazing program management units by way of double-latching gates for pedestrian pass-through. All trails, excepting Gregg's Hill and Vista Lobos beyond the Rumsen Loop, are open to pedestrian use without a permit or docent guide.

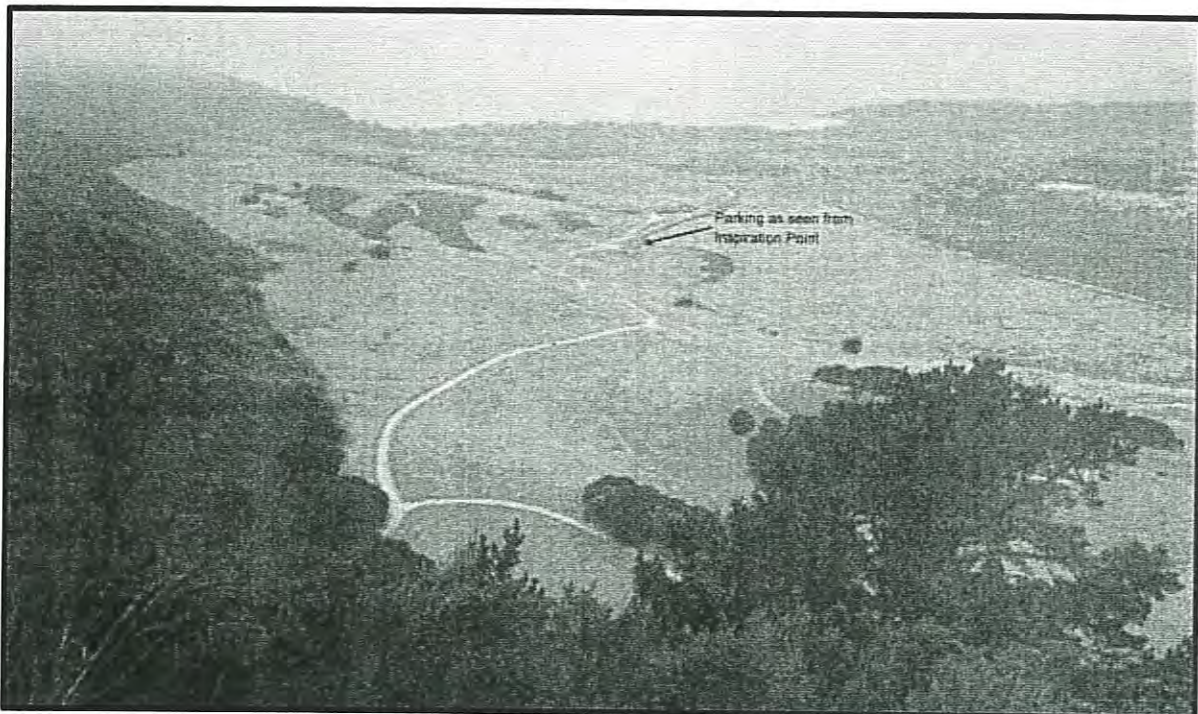
Ranger staffing is scheduled on an as-needed basis, supplemented with volunteer Docents to monitor visitors, answer questions, and manage access as necessary. Depending on public demand, staffing will be adjusted to a corresponding schedule (i.e. summer weekends may require more staff than midweek winter months).

Trails have been constructed using "best management practices" that avoided tree cutting, endangered plant species, archaeological features, and erosion. Trails are maintained on an annual basis to clear encroaching vegetation and keep the treadway safe and passable. Similarly, fence, gate, and sign repairs occur periodically as needed. Many of the trails have benches at prominent overlook sites.

The existing portalette has a regular servicing schedule that will be adjusted as needed to keep up with use.

The Park trails are accessible from the Southbank Trail Easement east of the Park from a trailhead on Rancho San Carlos Road.

The park trailheads and parking area are clearly posted with park rules and regulations, including the prohibition on camping, fires, dogs, and bicycles.





## CONSERVATION (Existing)

CRLF: The District practices “best management practices” in land stewardship and conservation. Under a cooperative Safe Harbor Agreement with US Fish and Wildlife Service (available on the District’s website), California Red-Legged Frog are actively protected with essential habitat enhancement projects. The Park has three CRLF ponds that are monitored annually and maintained for improved habitat (**Exhibit 2**).

Additionally, the park has biological, amphibian, and archaeological plans approved by prior County permits and adopted by the District that guide and inform operational and conservational activities (available on the District website).



Animas Pond

Yadon’s Piperia: The District also implements a “best management practice” in the conservation and protection of the one small site of Yadon’s Piperia in the Park by restricting all public and grazing access to the area (**Exhibit 2**).

Weed Management: The District has an adopted Weed Management Plan (available on the MPRPD website) that provides the framework from which long-term treatment of weeds will be implemented to meet landscape conservation goals. Treatment methods include grazing, mowing, chemical application, and burning.



## **GRAZING** (Existing)

The current grazing program is an integral and long-term program for landscape conservation. The program is guided by a Grasslands Management Plan (available on the MPRPD website). Cattle may be utilizing the Park during any month of the year. Calving generally takes place in the late summer. There are several landscape conservation panels describing the use of grazing to meet conservation goals and which also provide etiquette for hiking in cattle country. Information on cattle movements, operations, and educational programs conducted by the grazing lessee in coordination with the District are posted at the parking area.





**BARN (Existing)**

The Lower Fish Barn is listed as a County Historic Resource. The District will continue to repair it as needed while it searches for grant funding to restore it structurally and architecturally for future nature center and special event uses.







Exhibit 2 Palo Corona Regional Park





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August 27, 2014

*James D. Schwefel, Jr.*

*Stephen W. Pearson*

*Lloyd W. Lowrey, Jr.*

*Anne K. Secker*

*Randy Meyenberg*

*Michael Masuda*

*Christine G. Kemp*

*\* Jo Marie Ometer*

*Terrence R. O'Connor*

*Timothy J. Baldwin*

*\* Leshe E. Fumegan*

*\* Charles Des Roches*

*Stephen F. Wagner*

*Ana C. Toledo*

*Retired*

*Myron E. Etienne, Jr.*

*Peter T. Hoss*

*Martin J. May*

*Harry L. Noland  
(1904-1991)*

*Paul M. Hamerly  
(1920-2000)*

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**VIA E-MAIL DELIVERY**  
sidorj@co.monterey.ca.us

Mr. Joseph Sidor  
Monterey County Planning Department  
168 W. Alisal Street, 2<sup>nd</sup> Floor  
Salinas, CA 93901



Re: PLN130417 – Monterey Peninsula Regional Park District  
Palo Corona Regional Park Parking Project

Dear Mr. Sidor:

I am writing on behalf of Diana Fish, owner of the 93-acre in-holding within the Monterey Peninsula Regional Park District's ("District") Palo Corona Regional Park ("Park").

Mrs. Fish is not opposed to expanded public use of the Park, as she recognizes what a unique and wonderful asset it is, but in doing so, the parking lot must be the right location and proper Park management must be put in place to address the expanded use.

Unfortunately, there are serious and significant problems with the District's proposed 55-space (57 or 58 space<sup>1</sup>) parking project ("Project") at the Palo Corona Regional Park which have not been addressed<sup>2</sup>. The proposed Project will impact the public viewshed, will impact traffic along Highway 1, and will result in a **substantial** increase in Park usage with no management plan in place.

<sup>1</sup> The Park District's CEQA Project Description states the "Project includes a new **57 parking space** area on approximately 2.25 acre area and four pull-outs along existing driveway" and the traffic study describes the Project as 58 spaces (56 general and 2 accessible).

<sup>2</sup> It is our position that the District's adoption of the Mitigated Negative Declaration and proposed findings for approval of the Project are legally inadequate. Rather than file her lawsuit against the District following their adoption of the Negative Declaration and Project approval, Mrs. Fish and the District entered into a Tolling Agreement to extend the time in which she has to file her CEQA lawsuit, to be deferred while the District attempts to address these issues.

While we understand the District is motivated by grant funding and increasing public access to the Park, these desires cannot override the need to adequately address the impacts and issues associated with this Project.

**The Application will Result in a Substantial Increase in Visitors and Traffic, with No Management Plan in Place to Address the Increased Usage**

The current Interim Public Access Plan ("Interim Plan"), approved by the County, for use through April 26, 2016, was to remain in place until the District completed its required long term Management Plan for the entire 4300-acre regional Park. This Application revokes the Interim Plan and increases Park usage 10 fold, with no long-term Management Plan in place. In doing this, the District has avoided the detailed work and specific information that is needed in the long-term Management Plan and, instead, is piecemealing the Project.

The purpose of the Interim Plan for the 680-acre Palo Corona Regional Park was to enable public access and use of the property as soon as possible. The Interim Plan was to govern public use of the Park for up to a five-year interim period **until the Monterey Peninsula Regional Park District (the Park District) has completed a long-term management plan for the entire 4300-acre regional park.** The long-term Management Plan was to be consistent with the County's General Plan, Local Coastal Plan (LCP), Big Sur Land Use Advisory Committee Plan, zoning, State Coastal Conservancy access guidelines and American Disabilities Act Standards to the extent feasible.

Under the Interim Plan, access Permits are limited to 13 per day with each permit accommodating up to 5 persons for a total number of up to 65 persons per day. A dashboard placard is included with the Permit and assigned a daily code to assist Ranger patrol in identifying legitimate park users' cars along Highway 1. The Park entrance is controlled with a locked gate. This gate and the Park identification sign clearly state that access is by Permit only. The combination for the pedestrian access is provided on the Permit, but changed regularly to prevent unpermitted access.

Accordingly, under the current Interim Plan a maximum of 73 persons per day (13 permits/5 people per vehicle permit and 8 pedestrians from the south Bank Trail) use the Park. This low volume of usage is manageable, as those obtaining Permits plan head, and are self-policing. This will change dramatically with an open entrance gate, unlimited and unrestricted access to the Park, and inadequate ranger staffing.

Based on five (5) persons per vehicle, for 55 parking spaces, entering the Park two times a day, daily usage could swell from the current 73 persons/day to potentially 550 persons/day and this does not address people still parking along the Highway 1.

This represents a **substantial and significant increase in the level of usage as approved by the County under the currently Interim Plan, yet there is no Management Plan in place to address this increased usage.**

- There is no ranger staffing information provided – no information on number/days/hours/duties;
- There is no plan for security - who controls persons in/out of Park, who operates entrance gates and how entrance gates are opened and closed, how trespassers and unpermitted people will be controlled, and natural resources protected on the large Palo Corona acreage owned by the Park District – acreage not presently open to the public, how homeless, fencing, emergencies, etc. are handled without adequate ranger staffing;
- There is no plan for fire protection – what is plan for water supply; brush clearing; more adaptive cattle management rotations; mowing fuel load/fire breaks;
- There is no plan for monitoring the entrance gate – what if there are electronic gate problems;
- There is no ranger at an entrance kiosk to check in cars, control dogs, tell people the lot is full, or control unauthorized parking;
- There is no plan for bathroom facilities/trash facilities;
- There is no plan regarding continued parking on Highway 1.

How can this Project be approved without these issues being addressed up front? This is a fundamental flaw of this Project.

**Docents and the cattle lessee cannot manage the Park.** The safety and security of the Park and the Fish Ranch are major concerns. Volunteer docents may help, but they are not Park employees. The cattle lessee who runs cattle on the ranch has other day-time jobs and cannot be counted as a Park employee or ranger--which he is not.

**Garland Park is not an equivalent model.** With the recent BSLT/District/State Park/Pt. Lobos Foundation MOU, and the far-flung connections between the areas it envisions, there will be even further increased visitor use, as the Park becomes a major tourist destination for both locals and out-of-towners, with easy access from different points, including Highway 1.



Without permits, anyone can drive in to Palo Corona Park. Visitor makeup will be different from Garland Park, nestled miles away from Highway 1 in Carmel Valley, attracting locals and their dogs. Located along Highway 1, a major tourist route, many more out-of-towners than locals, would be expected at the Palo Corona than at Garland.

Additionally, it is not surprising that there have been few problems at Garland as that is where that is where the Rangers are stationed. There have been few citations on the Palo Corona Ranch up to now because most people have had to sign in for permits and furnish identification (and so are self-regulating), and also there have been few rangers around daily to give citations, if they had been needed.

**Dogs** - The District can post "no dogs" as much as it wants, but unless there are rangers to enforce this, you will have dogs--and off-leash dogs. Loose dogs harm ground-nesting birds and can worry cattle.

**Parking Management** - There is no discuss about whether parking be still allowed along Highway 1 for overflow parking? Pt. Lobos has a gate ranger that posts one car in-one car out when the parking lots are full. They do not rely on letting people wander in to see if a space is available or not.

Moreover, when Pt. Lobos is full, patrons park outside the park, along both sides of Highway 1. What is to prevent that from happening at Palo Corona, where the parking along Highway 1 is even more constrained? CalTrans indicates there is space for only 13 cars along the Highway. This was regulated by the issuance of 13 permits. Without the issuance of limited permits, the parking along Highway 1 will be uncontrolled.

**Fire Danger** - The District can post for no campfires and no smoking, but it needs Rangers to supervise the Park to assure that this does not occur. While the Park District says it does adaptive management, up to now there has been only minor alteration to the grazing rotation. This means that at the height of the fire season, the grass in the front has not been grazed (and last year was over shoulder height in the middle field). The grazing rotation needs to be fixed so that the front areas of the Palo Corona Ranch are grazed before the fire season.

**People Management** - There is a homeless problem in the area. Obviously no homeless person is going to gather near a ranger or choose to sleep in an open area, but the trees and dense shrub offer attractive places to find shelter. One of the concerns mentioned to Mrs. Fish by Fire Department officials was fire danger causes by campfires/stoves of homeless people living in natural areas. With automatic electric gates, the will be no one on site to assure people have left the Park before the gates close.

The overall impact of this substantial increase in Park attendance has not been addressed in a comprehensive management plan for the Park's operation. Without this overall Management Plan, significant issues are being created without proper oversight or management.

### **The Project Creates Significant Traffic Impacts Along Highway 1**

The addition of 266 more daily trips on Highway 1 in an area that is already designated as having an unacceptable level of service during PM peak times is a significant impact.

The Project traffic analysis underestimates the traffic impact by failing to calculate vehicle trips on Saturdays, Sundays and holidays, which are peak periods for locals and tourists. The traffic study only looked at weekday peak hour trips Monday-Friday.

A CalTrans sign near the entrance gate that Mrs. Fish shares with the Park District acknowledges the problem: "Watch for Stopped Traffic" (See attached photo) -- and this is now, not after more trips are added, going from 13 permitted vehicles to an estimated 266 daily vehicular trips.

A new southbound left turn lane is envisioned to queue 6 vehicles. On peak hours of traffic, or with more than 6 vehicles waiting to turn left into the Park, there will be major traffic issues, difficulties for emergency vehicles, and problems for joggers and bicyclists.

### **The Project Impacts the Public Viewshed**

The view from Inspiration Point inside the Park is a public viewshed. The proposed parking lot is in the direct view from Inspiration Point (See attached photos).

Placing the parking lot in the middle of the view from Inspiration Point reflects the tragedy of a public entity-- the Park District-- knowingly destroying the viewshed and scenic values for which it stands (See District's website photos and attached photo of Bill Leahy, former Executive Director of the Big Sur Land Trust, standing at Inspiration Point for the press release of the BSLT/District/State Parks/Pt. Lobos Foundation MOU).

Once the parking lot is constructed, the public view that has been touted and repeatedly publicized by the District as encapsulating the breath-taking beauty of the Palo Corona Ranch, will be forever marred.



While there are other parking lots in the nearby Crossroads and Barnyard north of the Carmel River, these are in commercial developments, not an historic agricultural and scenic area dedicated to the preservation of open space.

The recent four (4) party MOU between the BSLT/District/State Park/Pt. Lobos Foundation was established for the purpose of memorializing the intent of each of the parties to work together to undertake a coordinated effort for the benefit of the public and the preservation of the landscape in respect to the management of the lands described as the "Lobos-Corona Parklands Project" ("LCPP"); and to coordinate the development, management, promotion, sustainability, preservation and stewardship of the LCCP lands and their natural and cultural resources, as outlined in the accompanying "Vision Statement".

Expediency and rushing to get grant money should not dictate the location and destroy long term goals to protect and conserve this public treasure. The District, along with its MOU partners, should continue to search for better alternate locations for a parking lot.

The Big Sur Land Trust (BSTL) grant funds which the District is using to construct the parking lot were allocated for a parking lot on the "Odello East" property ("BSLT farm property") owned by the BSLT. How was the parking lot and parking lot grant money allowed to be moved from the BSLT property and BSLT?

Unless the parking lot is moved to an alternate location out of the public viewshed from Inspiration Point, the iconic view from Inspiration Point will be forever damaged.

### **The Project Impacts the On-Site Cattle Operation**

Cattle have grazed on the Palo Corona Ranch since Mission times, the Palo Corona Ranch has been a working cattle ranch since 1929, and the Ranch/Park continues to be part of a working agricultural landscape. The corals and weigh scale are historic – dating back to 1930s. The proposed parking lot is planned right next to these corrals, in the middle of the working cattle operation. (See attached historic and cattle grazing photos)

The CC&Rs between Mrs. Fish and the District stipulate that, to reduce the fuel load of grasses and the hazard of fire, the Park District is to "conduct cattle grazing during the appropriate months of each year as needed, consistent with conservation objectives and historic practice, or provide similar fuel load reducing activities."

The parking lot and increased public usage will have a direct impact on the cattle operation. Cattle graze in the pastures through which people walk. Branding, inoculating and working cattle occurs in the corrals. There needs to be a long-term

operational plan that deals with the increased numbers of park visitors and potential impacts to the cattle operation.

**There is No Limitation on Use of the Historic Barn**

Under the Interim Plan, the Park District requested, and the County approved, the listing the Barn on the site as a County historic resource. As an historic structure, the District was to have the Barn assessed for repairs appropriate to its designation.

Under the Interim Plan, Park District was allowed to use the Barn to house interpretive exhibits, display information, and provide a point of contact between District staff/docents and hikers. The Barn could also be used as a gathering area for school-group check-in, distributing literature, or presenting audio/visual information on the Park's many natural and cultural resources. And minor improvements to the Barn area, including fencing repairs and the installation of a portable composting or chemical toilet behind the barn and out of view was allowed.

The proposed 55-space parking lot adjacent to the Barn is not consistent with the historical setting of the Barn, nor a "minor" improvement.

There has been no information provided regarding the District's proposed uses of the Barn, yet Special Events have been held there. The District should obtain a Use Permit for use of the Barn and describe, in detail, its intended uses, including:

- Number of events per year;
- Time of day or night in which they will occur;
- Proposed interior and exterior lighting;
- Proposed sound amplification or live music;
- Is the Barn up to code for special events;

and all the other issues the County regulates with Special Events permits.

**The Project Conflicts with the Carmel Area Land Use Plan ("LUP")**

**LUP Policy 2.2.4.10**

b. Where clustering of new residential or visitor-serving development will preserve desirable scenic and open space areas or enable structures to be sited out of the viewshed, it shall be preferred to more dispersed building site plans.

c. Structures located in the viewshed shall be designed so that they blend into the site and surroundings.

d. Exterior lighting shall be adequately shielded or shall be designed at near-ground level and directed downwards to reduce its long-range visibility.

e. Existing trees and other native vegetation should be retained to the maximum extent possible both during the construction process and after the development is completed. Landscape screening may be used wherever a moderate extension of native forested and chaparral areas is appropriate.

12. Public highway facilities including signs, guardrails, and restrooms shall be of a design complementary to the scenic character of the Carmel area, with preference materials. Private driveway entrances, gates, roadside fences, mailboxes, and signs along Highway 1 should reflect the same design concept. Protective barrier by Caltrans should utilize boulders or walls or rock construction.

#### **LUP Policy 3.1.1**

The LUP requires that State Highway 1 be maintained as a scenic two-lane road in rural areas such as the portion of the Carmel area south of the Carmel River. The Coastal Act also requires that remaining highway capacity be reserved for priority uses.

The limited capacity of Highway 1 to accommodate local and recreation traffic at a level that affords reasonable service and emergency use as well as an enjoyable scenic recreational experience is a major concern. Traffic volumes along sections of Highway 1 are at or approaching capacity during peak use periods, and future demand is expected to exceed the capacity of Highway 1. The ultimate capacity will be a major constraint on the long-range development of the Carmel area south of the Carmel River. Highway capacity north of the river may be increased through improvements or alternate alignments such as the proposed Hatton Canyon Freeway.

#### **LUP – 4.3 Goals**

At the heart of the California Coastal Act is a basic theme which the Carmel Area Local Coastal Program must address. This theme is to provide and encourage public recreational use and enjoyment of the California coast, while, at the same time, ensuring that such use does not damage or degrade the very resources which render the coast so valuable for human enjoyment.

The common goal for the Carmel area must be that any future development blend with and be clearly subordinate to the area's natural scenic character.

#### **Conclusion**

The District's proposed 55-space parking lot on the Palo Corona Park, with the accompanying open and unrestricted public access, will create numerous significant unmitigated impacts, including impact to the public viewshed and traffic along Highway 1, and will result in unmanaged activities occurring within the Park.

Joseph Sidor  
Monterey County Planning Dept.  
August 27, 2014  
Page 9

The County should not approve this Application until the required comprehensive long-range management plan for the Park is adopted and comprehensive review is done to address the significant environmental, safety and management issues that will be created by this Project.

Sincerely,

NOLAND, HAMERLY, ETIENNE & HOSS  
A Professional Corporation

  
Christine G. Kemp

CGK:aac

Encls.

cc: Mrs. Diana Fish

## Historic Views of Palo Corona Ranch



View of front of Palo Corona, circa 1934



March 19, 2014-Very overcast late afternoon, with view of Palo Corona from Carmel Knolls (barn to right and corral area towards center in mid foreground)



## Existing Traffic Problem along Highway 1



CalTrans sign at Highway One, 100 feet south of main Park District entrance













*Palo Corona Regional Park*

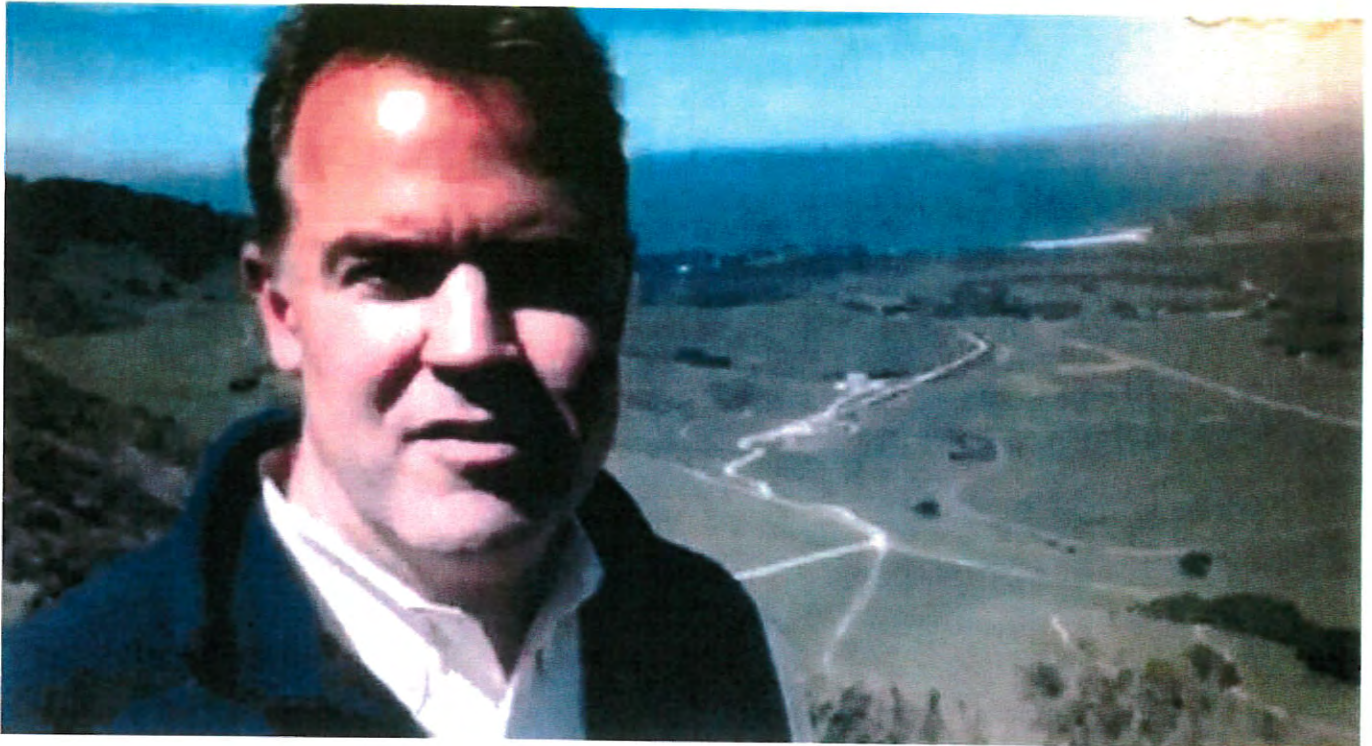
# *Interim Public Access Proposal*



Monterey Peninsula Regional Park District



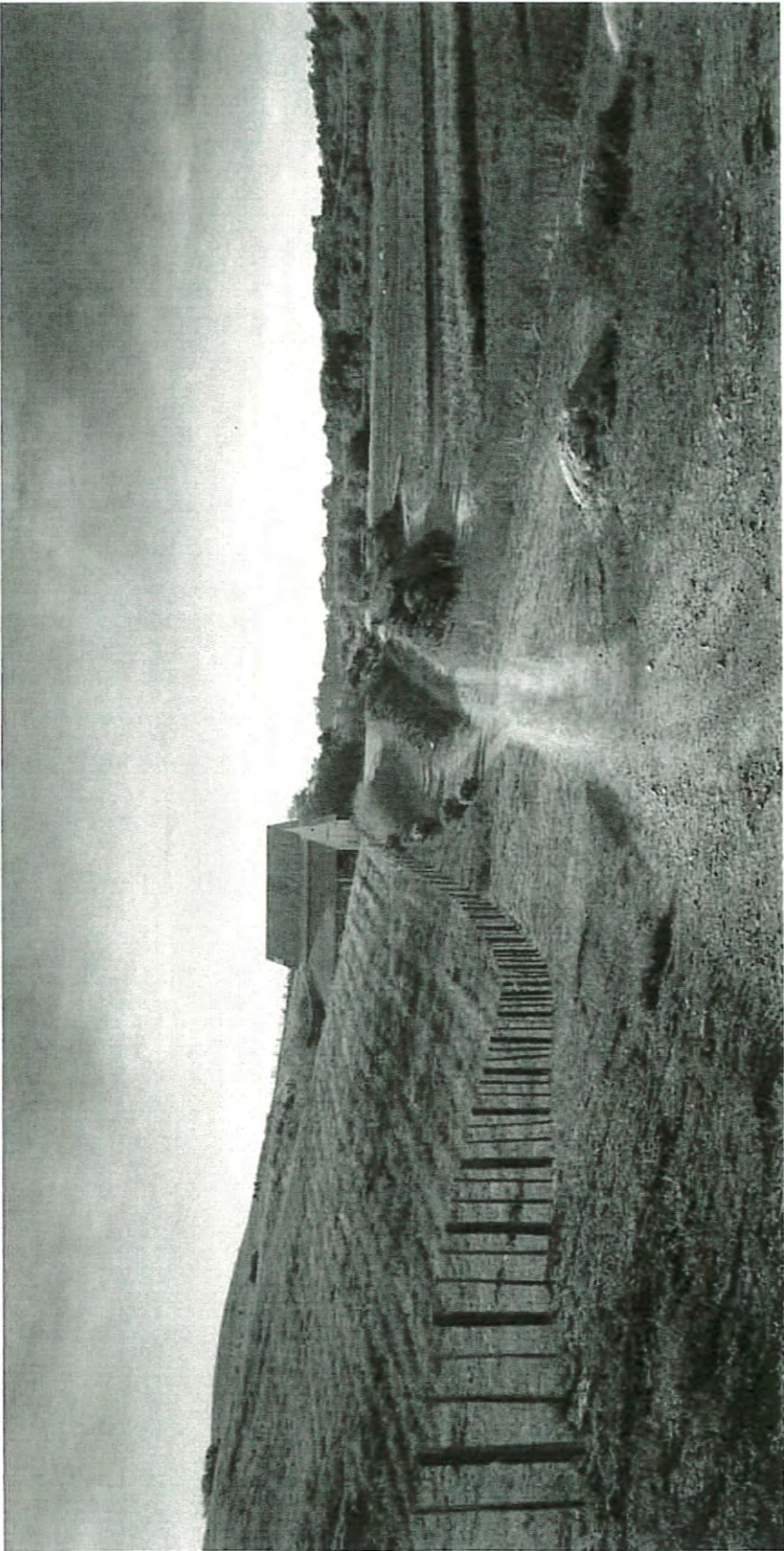
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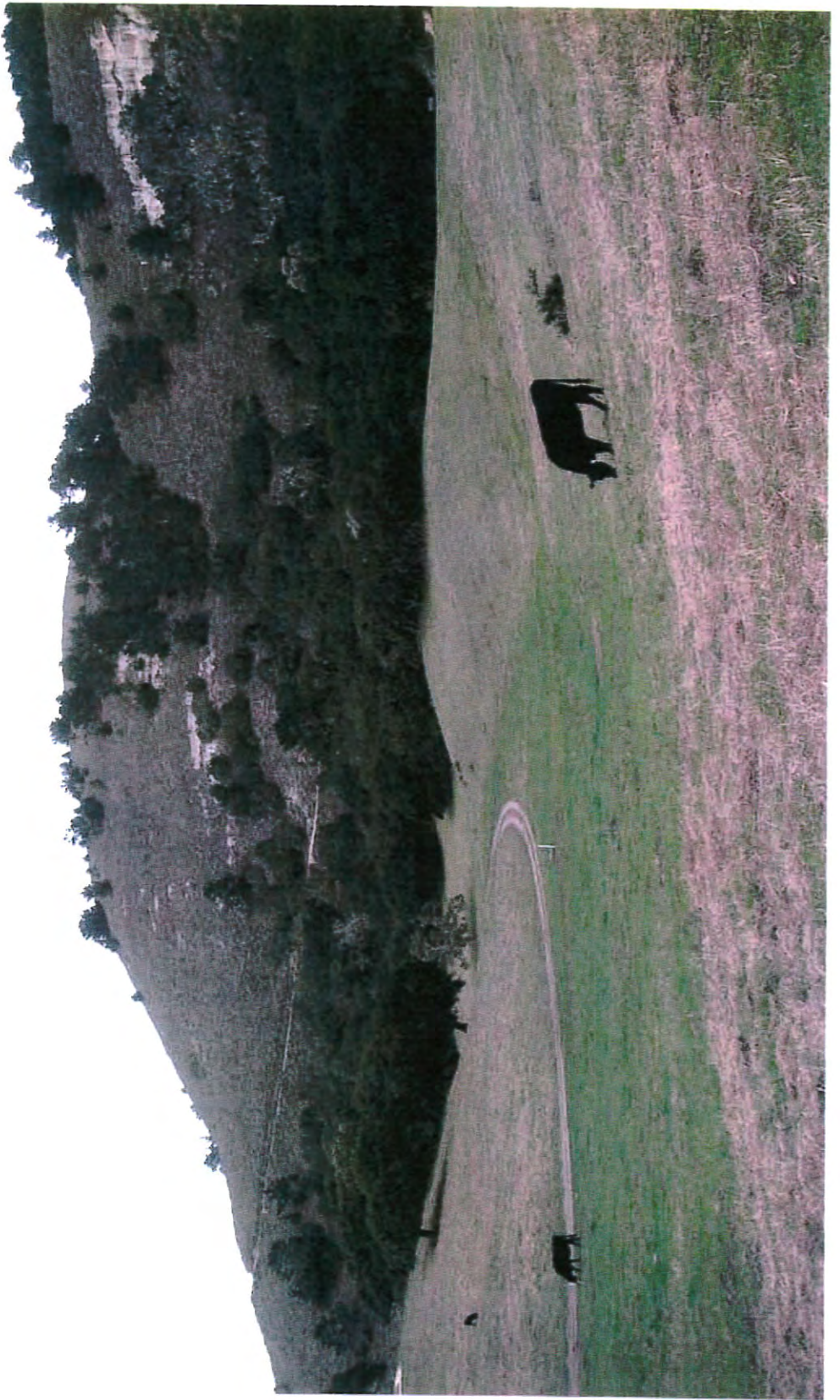
















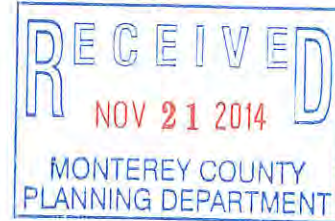


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November 21, 2014



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Monterey County Planning Commission  
c/o Joseph Sidor  
Monterey County Planning Department  
168 W. Alisal Street, 2<sup>nd</sup> Floor  
Salinas, CA 93901

Re: PLN130417 – Monterey Peninsula Regional Park District  
Palo Corona Regional Park Parking Project

Dear Members of the Commission:

The Park District's proposed 55-space parking lot on the historic Palo Corona Ranch, with its accompanying unrestricted open gate public access ("the Project"), will create numerous significant unmitigated impacts, including impacts to the public viewshed and traffic along Highway 1, and will result in a host of unmanaged activities occurring within the Park.

On August 27, 2014, I submitted a letter (copy in your packet) on behalf of Diana Fish, owner of the 93-acre in-holding within the Monterey Peninsula Regional Park District's ("Park District") Palo Corona Regional Park ("Park"), detailing the significant environmental and management issues created by this Project, including:

- Significant visual impact to, and marring of, the historic, scenic agricultural landscape and working corral area of the Palo Corona Ranch, which vista is the iconic backdrop for Carmel and the gateway to Big Sur, and the permanent destruction of the public view from Inspiration Point, long touted as the major panoramic vista for tourists and locals alike visiting the Park;
- Increased traffic and lack of adequate traffic mitigation;
- Lack of a detailed Park management plan to address impacts arising from a substantial increase in Park usage, including:
  - Terms of public access, hours, and entrance gate management;
  - Adequate daily on-site Ranger staffing;
  - Visitor entrance monitoring;
    - Dogs

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FROM MONTEREY 831-372-7525

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333 SALINAS STREET POST OFFICE BOX 2510 SALINAS, CA 93902-2510

03452\016\575128.1:112114

- Parking
  - Overflow parking on Highway 1
- Increased likelihood of trespass into presently off-limits areas of the Ranch, including back country (areas closed now except for escorted tours or special permits), resulting in significant increased fire danger, impacts to wildlife and native ecosystems, potential for illegal camping, personal injuries and accidents;
- Overall fire safety in the front of the Ranch, as well as back country;
- Emergency responses;
- Security;
- Natural resource protection;
- Public facilities/bathrooms; and
- Conflicts with cattle operation.

In addition, I submit the following comments on behalf of Mrs. Fish.

#### **LUAC's Conditional Recommendation**

The Carmel Highlands LUAC reviewed the project on September 2 and September 15, 2014, including a site visit. The LUAC reluctantly voted to approve the parking lot project conditioned upon relocating the parking lot to another location, as reflected in the LUAC minutes (copies attached) which state:

*"Better to move site to other spot behind Barn and above"; "Better to consider (2) separate parking lots of smaller size"; "Visibility of lots more important than not involving stables/corrals for activity 4 times/year"; "Study moving to back location; two separate lots; Landscaping important for total screening of cars."*

Mrs. Fish shares the LUAC's concern about the location of the proposed parking lot and the irreparable damage it will do the topography of the site and viewshed.

Should your Commission desire to approve a parking project, Mrs. Fish urges, your Commission require the parking lot be moved to another location out of the public viewshed.

#### **District's Plan to Build Now, But Not Open Parking Lot Until Highway 1 Causeway Project is Built**

At the LUAC meeting the District stated it wants to build the parking lot now, but wait to open the parking lot until the Highway 1 Causeway project is constructed, because the District cannot meet its requirement to build a southbound Highway 1 left turn lane without the Highway 1 Causeway project.

If the District is allowed to build the parking lot now, but wait for the Causeway project to be constructed before it can use the parking lot, the District will have scarred this beautiful vista, with no assurance if, or when, the Causeway project will be completed and the parking lot can be used.

This is bad planning and should not be allowed to occur.

### **Inadequate CEQA Review**

The Park District adopted a Mitigated Negative Declaration for this Project on June 2, 2014. During the Park District's approval process, Mrs. Fish raised significant concerns regarding the Park District's adoption of a Mitigated Negative Declaration and lack of compliance with the California Environmental Quality Act (CEQA).

Preserving her right to challenge the Park District's action, Mrs. Fish entered into a Tolling Agreement with the Park District in which the Park District agreed to work diligently with Mrs. Fish to address the following issues:

1. Viewshed mitigation from public viewing areas and the Fish property, including alternate locations and removal of the Project in the future should a long-term alternate location be found;
2. Traffic mitigation, including weekend usage, additional Highway 1 signage, and no parking on Highway 1, as Highway 1 is congested to unacceptable levels now, at peak periods, yet the Park District is proposing to add 266 new trips a day with this Project;
3. Overall Park management, including adequate daily on-site staffing, security, safety issues, fire hazards, logistics of gate and public admittance;
4. Use of the Barn on the Park property; and
5. The effects of the recent MOU between the Park District, Big Sur Land Trust, Point Lobos Foundation and State Parks which has unknown impacts to the Palo Corona Ranch, without a long-term management plan to adequately address, mitigate and manage future changes envisioned MOU.

To date, these issues remain unaddressed.

### **Conclusion**

It is a sad commentary that a public entity, the Park District, entrusted with protecting scenic values and natural resources should, out of short-term expediency for



Monterey County Planning Commission  
c/o Joseph Sidor  
Monterey County Planning Dept.  
November 21, 2014  
Page 4

\$250,000 in grant funding, destroy the priceless viewshed and core of the historic Palo Corona Ranch, they are entrusted to protect for posterity.

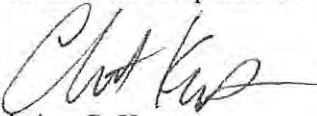
Given the significant impacts arising from this Project, the lack of the ability of the Park District to construct a Highway 1 left turn lane as required, and the lack of an overall Park management plan to address Park operations resulting from this substantial increase in usage, the County should not approve this Application until:

1. The required comprehensive long-range management plan for the Park is adopted;
2. Comprehensive environmental review is done, including evaluation of alternate locations and mitigation measures, to address the significant unmitigated environmental, safety and management issues created by this Project; and
3. The required Causeway project is approved and constructed, so it is certain that the Park District can comply its required traffic mitigation measures before this historic and iconic site is destroyed.

For the reasons stated above, and in my letter of August 27, 2014, we ask that your Commission deny this Use Permit.

Sincerely,

NOLAND, HAMERLY, ETIENNE & HOSS  
A Professional Corporation



Christine G. Kemp

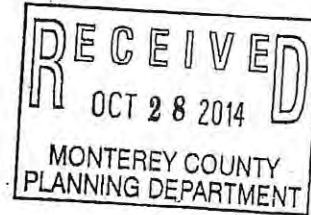
CGK:aac

Encls.

cc: Mrs. Diana Fish

# Action by Land Use Advisory Committee Project Referral Sheet

Monterey County Planning Department  
168 W Alisal St 2<sup>nd</sup> Floor  
Salinas CA 93901  
(831) 755-5025



Advisory Committee: **Carmel Unincorporated/Highlands**

Please submit your recommendations for this application by: **September 15, 2014**

**Project Title:** MONTEREY PENINSULA REGIONAL PARK DISTRICT      Item continued from 9/2/ meeting  
**File Number:** PLN130417  
**File Type:** PC

**Planner:** SIDOR

**Location:** PALO CORONA REGIONAL PARK

**Project Description:**

Combined Development Permit including: 1) Coastal Development Permit for development on slopes in excess of 30% consisting of grading for the construction of turn-out areas in the existing road; 2) a Coastal Development Permit to allow development within 100 feet of environmentally sensitive habitat; and 3) Design Approval for the construction of a 55-space public parking area and improvements to an existing access road to the Palo Corona Regional Park. The property is located at Palo Corona Regional Park, on State Highway 1 between Carmel River north and Ribera Road south, Carmel area (Assessor's Parcel Number 243-081-008-000), Carmel Area Land Use Plan, Coastal Zone.

Was the Owner/Applicant/Representative present at meeting? Yes  No

Was a County Staff/Representative present at meeting? NONE PRESENT (Name)

**PUBLIC COMMENT:**

Name	Site Neighbor?		Issues / Concerns (suggested changes)
	YES	NO	
Christine Kemp	X		Mrs Fish - see attached letter
Rachel Saunders	X		Support - fm CDP for proj' lot

LUAC AREAS OF CONCERN

Concerns / Issues (e.g. site layout, neighborhood compatibility; visual impact, etc)	Policy/Ordinance Reference (If Known)	Suggested Changes - to address concerns (e.g. relocate; reduce height; move road access, etc)
VISUAL IMPACT FROM HWY 1	LEAST VISIBLE	RELOCATE TO BOTTOM OF HILL BEHIND BARN

ADDITIONAL LUAC COMMENTS: 1. BETTER TO MOVE SITE TO OTHER SPOT BEHIND BARN & ABOVE.  
 2. BETTER TO CONSIDER (2) SEPERATE PKG. LOTS OF SMALLER SIZE.  
 3. VISIBILITY OF LOTS MORE IMPORTANT THAN NOT MOVING STABLES/CORRALS FOR FEED ACTIVITY 4 TIMES / TR.

RECOMMENDATION:

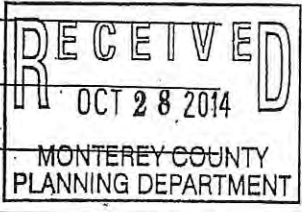
Motion by: MAHEEN (LUAC Member's Name)

Second by: LITTEL (LUAC Member's Name)

Support Project as proposed  
 Support Project with changes <sup>①</sup> STAY MOVING TO BACK LOCATION  
 Continue the Item <sup>②</sup> SEPERATE LOTS.  
 Reason for Continuance: <sup>③</sup> LANDSCAPING IMPORTANT FOR TOTAL SCREENING OF CARS

Continued to what date: 4 (Davis, Meheen, Wald, Littell) FROM HWY 1

AYES: 0  
 NOES: 2 (Rainer, Jeselnick)  
 ABSENT: 0  
 ABSTAIN: 0

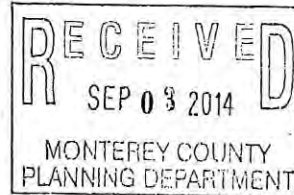




# Action by Land Use Advisory Committee Project Referral Sheet

Monterey County Planning Department  
168 W Alisal St 2<sup>nd</sup> Floor  
Salinas CA 93901  
(831) 755-5025

Advisory Committee: **Carmel Unincorporated/Highlands**



Please submit your recommendations for this application by: **September 2, 2014**

**Project Title:** MONTEREY PENINSULA REGIONAL PARK DISTRICT

**File Number:** PLN130417

**File Type:** PC

**Planner:** MONTANO

**Location:** PALO CORONA REGIONAL PARK

**Project Description:**

Combined Development Permit including: 1) Coastal Development Permit for development on slopes in excess of 30% consisting of grading for the construction of turn-out areas in the existing road; 2) a Coastal Development Permit to allow development within 100 feet of environmentally sensitive habitat; and 3) Design Approval for the construction of a 55-space public parking area and improvements to an existing access road to the Palo Corona Regional Park. The property is located at Palo Corona Regional Park, on State Highway 1 between Carmel River north and Ribera Road south, Carmel area (Assessor's Parcel Number 243-081-008-000), Carmel Area Land Use Plan, Coastal Zone.

Was the Owner/Applicant/Representative present at meeting? Yes  No

Was a County Staff/Representative present at meeting? Joe Sidov (Name)

**PUBLIC COMMENT:**

Name	Site Neighbor?		Issues / Concerns (suggested changes)
	YES	NO	
SARAH HARDGRAVE REPRESENTATIVE B.S.L.T.		X	supporting the project
STEVE DENNIS		X	running for MPRPD Carmel Highlands resident supporting access. Palo Corona is TX the site of Point Lobos
CAM McCARA		X	Monterey Bay Hiking group member supports access to the parking lot. *trash & restroom facilities are concerns
STEVEN BORN		X	Carmel Point resident public access needs to be improved.

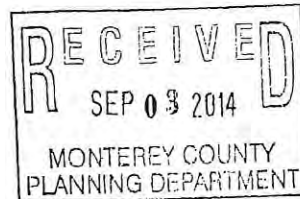
- CLOSED -

**LUAC AREAS OF CONCERN**

Concerns / Issues (e.g. site layout, neighborhood compatibility; visual impact, etc)	Policy/Ordinance Reference (If Known)	Suggested Changes - to address concerns (e.g. relocate; reduce height; move road access, etc)
BR: management plan is not complete for parks upper area + acreage		
DW: parking is great. no restroom facilities		
RL: letter from Mrs. Fisch concerns to be addressed.		
landscape plan.		

**ADDITIONAL LUAC COMMENTS**

funding: BSLT grants with additional \$250k funding thru May/June 2015



**RECOMMENDATION :**

Motion by: PETER DAVIS (LUAC Member's Name)

Second by: BARBARA RAINER (LUAC Member's Name)

Support Project as proposed

Support Project with changes

Continue the Item

Reason for Continuance: SITE VISIT, APPLICANT TO BE PRESENT, LANDSCAPE PLAN, RESPONSE TO MRS. FISCH LETTER.

Continued to what date: \_\_\_\_\_

AYES: 6 RAINER, McHEED, WAU, DAVIS, LITTON, JOSEWICH

NOES: 0

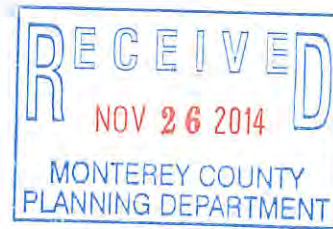
ABSENT: 0

ABSTAIN: 0

**Sidor, Joe (Joseph) x5262**

---

**From:** Kemp, Christine [ckemp@nheh.com]  
**Sent:** Wednesday, November 26, 2014 11:45 AM  
**To:** Sidor, Joe (Joseph) x5262  
**Cc:** Cordero, Amber  
**Subject:** Palo Corona Park  
**Attachments:** photo.JPG; ATT234832.txt



Joe -

Attached please find a photo of the proposed parking lot area taken from Highway 1. The Barn is to the right near the base of the hill, and the parking lot area is near the large mound to the left of the Barn.

The proposed parking lot area is clearly in the public viewshed, not only from Inspiration Point, but from Highway 1, as well.

Please include this e-mail and photo in the Planning Commission's package.

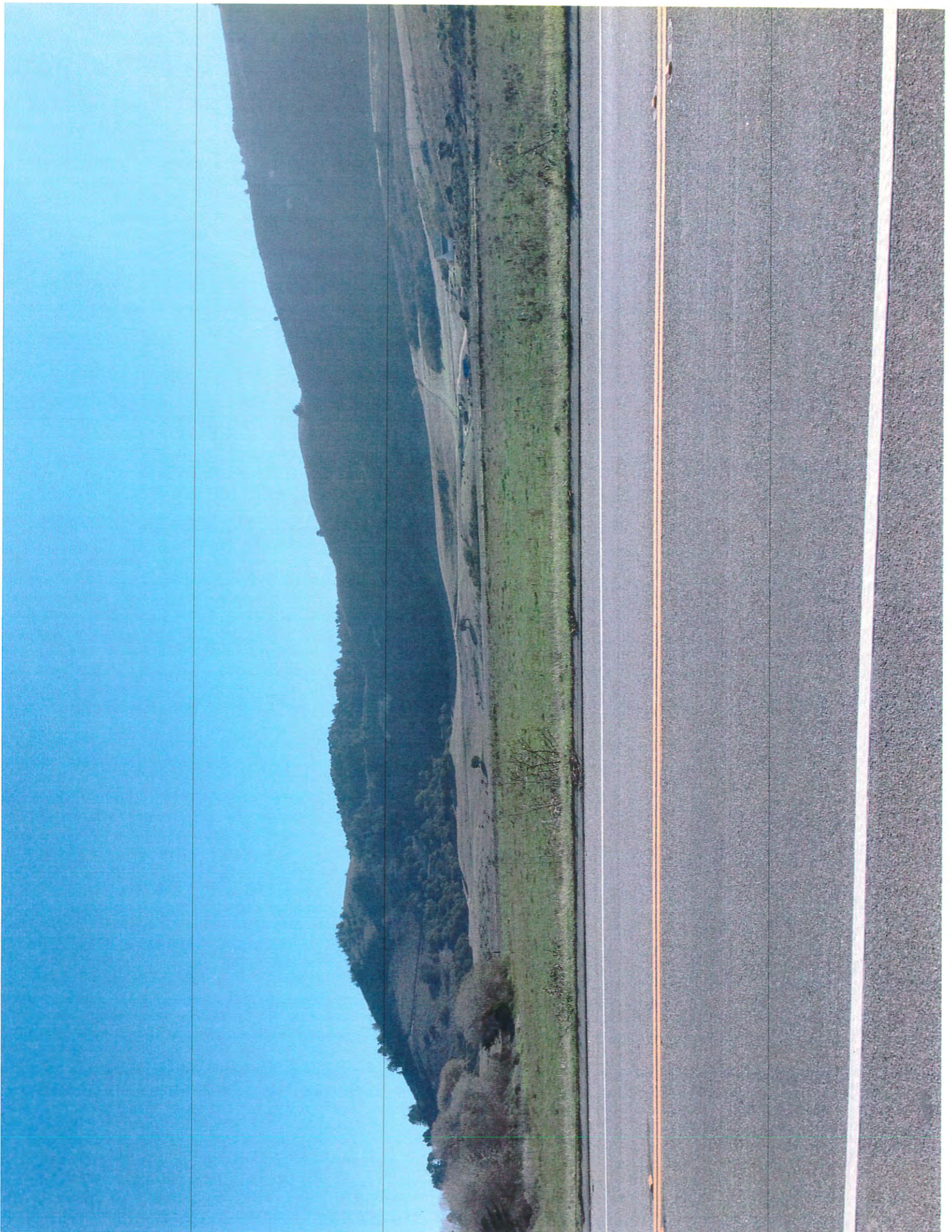
Thank you,

Christine  
Christine G. Kemp  
Noland, Hamerly, Etienne & Hoss  
A Professional Corporation  
470 Camino El Estero  
Monterey, CA 93940  
(831) 373-3622  
(831) 424-1975 (fax)  
[ckemp@nheh.com](mailto:ckemp@nheh.com)  
[www.nheh.com](http://www.nheh.com)

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IRS CIRCULAR 230 DISCLOSURE: To ensure compliance with the requirements imposed by the IRS, we advise you that any tax advice contained in this communication (including any attachments) is not intended or written to be used, and cannot be used, for the purpose of (i) avoiding any penalties under the Internal Revenue Code or (ii) promoting, marketing or recommending to another party any transaction(s) or tax-related matter(s) addressed herein. This communication may not be forwarded (other than to the recipient to which it has been sent) without our express written consent.

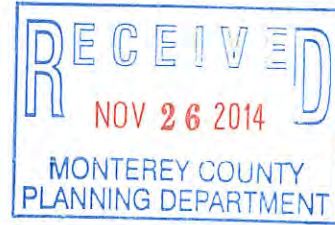






Sidor, Joe (Joseph) x5262

**From:** Kemp, Christine [ckemp@nheh.com]  
**Sent:** Wednesday, November 26, 2014 12:10 PM  
**To:** Sidor, Joe (Joseph) x5262  
**Cc:** ckemp@nheh.com  
**Subject:** Palo Corona Park



Joe -

Below please find a Notice from State Parks regarding their General Plan and EIR for the Carmel Area Parks. This is relevant to the Palo Corona Parking Project, particularly in light of the recent Memorandum of Understanding (MOU) between the Park District, State Parks, The Point Lobos Foundation, and the Big Sur Land Trust.

There has been no coordination with, or evaluation of, the Park District's Parking Lot proposal in light of these other studies and long term planning efforts underway for the area. Failure to analyze the Park District's project, in light of the other regional plans, creates a piecemeal parking project, without the required analysis of cumulative impacts from the overall regional/state park projects, or an analysis of alternatives to the District's proposed parking location.

Please include this e-mail and the below notice in the Planning Commission's packet.

Thank you,

Christine Kemp

---

Sent: 11/26/2014 9:45:44 A.M. Pacific Standard Time  
Subj: Carmel Area State Parks General Plan Update

December 2014

[View this email in your browser](#)



Carmel Area State Parks  
General Plan/EIR



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Planning Update





meetings will take place. As public meeting dates approach, California State Parks will send an e-announcement to everyone on the contact list. You can subscribe to future emails below (if someone forwarded this bulletin to you) and also check the [CASP website](#) for more information.

If you wish to provide comments, request your contact information added to the mailing list, or ask a question, please email us at [plan.general@parks.ca.gov](mailto:plan.general@parks.ca.gov). Please type "CASP GP" in the email subject line.

Spring/Summer 2015.

Thank you for your interest and participation in the CASP General Plan and EIR.

Sincerely,

*The Carmel Area State Parks  
Planning Team*

---

You are receiving this note because your email is included on the California State Parks Monterey District request list for public information regarding the Carmel Area State Parks General Plan.

**Contact:**

Steve Bachman  
California State Parks  
Monterey District  
(831) 649-2862  
[plan.general@parks.ca.gov](mailto:plan.general@parks.ca.gov)

[subscribe](#) [update subscription preferences](#) [unsubscribe](#)

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## Before the Board of Directors Monterey Peninsula Regional Park District

### Resolution #2014-11

#### Adopting a Mitigated Negative Declaration, Findings, and Mitigation Monitoring Program for the Palo Corona Regional Park Parking Project and Approving the Project

The Board conducted a public hearing on the project and Mitigated Negative Declaration on April 7, 2014. Having considered all the written and documentary evidence of the administrative record, including staff reports and oral testimony, the Board finds and decides as follows:

#### FINDINGS

1. Finding: Project Description – The District proposes to construct a 57 space parking lot (55 regular and two handicapped on compacted rolled gravel) at the terminus of the existing driveway and below the existing cattle corrals and barn, and construct four turn-outs along the access road between the Park gate and the proposed parking area. The parking lot will include re-contouring of the existing soils and rubble, which were dumped at the site by Caltrans from a Hurricane Point road clearing operation following a storm event that required clearing and relocation of the detritus. Contouring will deliberately block the view of the parking area from the Highway 1 public viewshed. Total area of grading at the Palo Corona project site will be 2.25 acres. Total cubic yards of cut (5,800) and fill (5,800) will be balanced. The pull-outs combined constitute less than 0.25 acres. A Stormwater Pollution Prevention Plan will be prepared by the civil engineer working with the District.

Four new pull-outs along the driveway will be constructed to address Fire District requirements. Existing French drains will be removed and new drains installed at each pull-out. Storm drains will be installed at the parking lot. Split rail fencing will be installed flanking the parking area so as to direct pedestrians to the trail head. Existing soil will be replanted with native maritime coastal scrub (seeds and 1-gallon containers) to include coyote bush, bush lupine, coffee berry, and ceanothus.

Included in the project will be restriping and paving of Highway 1 at the project driveway entrance to accommodate the southbound left turn to the Park's driveway. The restriping and paving will involve an area approximately 1,000 feet. All work is within the state right-of-way and existing road prism.

Evidence: The Initial Study, Mitigated Negative Declaration, project plans, and related support materials submitted by consultants and District staff.

2. Finding: Project Consistency – The project, as described and mitigated, is consistent with the text, policies, and regulations in the 2005 Interim Public Access Proposal, as amended, Coastal Development Permits PLN050638, PLN100601, and PLN080093, Monterey County General Plan, Carmel Area Land Use Plan, Monterey County Coastal Implementation Plan, and Zoning Ordinance, which designates this area as appropriate for parkland development. No conflicts were found to exist. No communications were received during the course of review of the project indicating any inconsistencies with the text, policies, and regulations in these documents.

Evidence: This project will result in a conforming amendment to the existing Coastal Development Permit and Interim Public Access Plan to allow its construction while preserving all other elements of the previously approved Interim Access Plan, excepting the requirement of a permit system of access and parking along State Route 1.

The property is located at Palo Corona Regional Park, State Route 1, and by Assessor's Parcel Number 243081008. The property has two land use designations: Medium Density Residential/two -units per acre with Design Control Overlay in the Coastal Zone, and WSC/40-D (CZ) Watershed and Scenic Conservation 40 acres per unit with Design Control District in a Special Treatment Area of the Coastal Zone. These designations do not prohibit the project.

The project will undergo further review and permitting hearings before the County of Monterey Planning Commission before project implementation.

3. Finding: Suitability – The site is physically and environmentally suitable.

Evidence: The project has been reviewed by independent third-party consultants and documented in the Initial Study as suitable both physically and environmentally. District staff agrees.

The project was submitted to the Office of Planning and Research State Clearinghouse and Association of Monterey Bay Area Governments (AMBAG) for inter-agency review during the review and comment period. There was no indication from any responsible, commenting, or trustee agency that the site is not suitable for the project.

The project will undergo further review and permitting hearings before the County of Monterey Planning Commission before project implementation.

4. Finding: Viewshed – The project is consistent with the Carmel Area Land Use Plan. The project will not detract from the natural beauty of the surrounding ridgelines and slopes in the public viewshed. The project as proposed and mitigated is consistent with the Carmel Area Land Use Plan policies and regulations 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 State Route 1 as a Scenic Highway.

Evidence: Site investigations and the independent third-party viewshed report 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 park.

District staff conducted a site inspection to confirm site conditions and information provided in the visual analysis and took photographs from various locations outside the designated viewshed corridor from adjacent and cross-valley properties to confirm that the project visibility does not significantly detract from existing conditions.

The project will undergo further review and permitting hearings before the County of Monterey Planning Commission before project implementation.

5. Finding: ESHA – The project complies with policies in the Carmel Land Use Plan regarding development near environmentally sensitive habitat areas.

Evidence: An independent third-party biological report was conducted for the project and found no areas of biological concern. The site is mostly already previously disturbed and contains no species of concern or biological significance.

District staff conducted a site inspection to confirm site conditions and information provided in the biological report.

The project will undergo further review and permitting hearings before the County of Monterey Planning Commission before project implementation.

6. Finding: CEQA Mitigated Negative Declaration – The Board received public testimony on the Mitigated Negative Declaration on April 7, 2014. The Mitigated Negative Declaration has been prepared in compliance with CEQA and reflects the consultant’s and the District’s independent judgment and analysis.

On the basis of the whole record before the Board of Directors there is no substantial evidence that the proposed project as designed and mitigated will have a significant effect on the environment. The District hereby confirms it has reviewed and considered the information contained in the Initial Study, Mitigated Negative Declaration, and Administrative Record prior to acting upon or approving the project.

Evidence: The Initial Study, Mitigated Negative Declaration, Administrative Record, staff reports, Public Resources Code and CEQA Guidelines have been reviewed, consulted, and analyzed.

CEQA requirements for public review and comment were followed and the 30-day public and agency review and comment period was concluded with a public hearing on April 7, 2014.

Staff incorporated all written comments and responses into the Administrative Record that was reviewed by the independent third-party CEQA consultant and staff. No substantial issues which would require a material change to the proposed project were identified.

The project will undergo further review and permitting hearings before the County of Monterey Planning Commission before project implementation.

7. Finding: Appealability – The decision on this project is final and not appealable.

#### DECISION

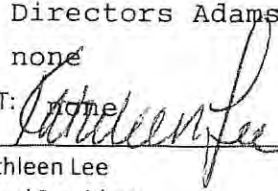
**THEREFORE**, the Board of Directors of the Monterey Peninsula Regional Park District having considered the information contained in the Initial Study, Mitigated Negative Declaration, and Administrative Record, hereby adopts the Mitigated Negative Declaration, Findings and Evidence, and Mitigation Monitoring and Reporting Plan and approves the project for Palo Corona Regional Park to be forward to County of Monterey for final permitting.

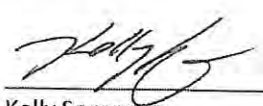
PASSED AND ADOPTED this 2nd day of June, 2014, by the following vote:

AYES: Directors Adamson; Dalessio; Dresslar Moss; Lee & Sorenson

NOES: none

ABSENT: none

  
Kathleen Lee  
Board President

  
Kelly Sorenson  
Secretary/Treasurer

#### NOTICE:

This decision is subject to judicial review pursuant to California Code of Civil Procedure Sections 1094.5 and 1094.6. Any Petition for Writ of Mandate must be filed with the Court no later than the 90th day following the date on which this decision becomes final. Further, the timeline within which to seek judicial review under the California Environmental Quality Act (CEQA) is 30 days from the filing of the Notice of Determination.



# Monterey Peninsula Regional Park District Mitigation Monitoring and Reporting Plan<sup>1</sup>



Mitigation	Monitoring and/or reporting Action	Responsible Party	Schedule	Verification
<b>Air Quality:</b> Entrain potential dust.	Surface park entrance road with asphalt from State Route 1 to the end of the last adjacent residential structure; approximately 1000 linear feet.	MPRPD	During project completion	County Inspection
<b>Biological Resources:</b> Amphibian protection.	Installation of amphibian exclusion fencing around construction site if construction occurs in the rainy season.	MPRPD	During project completion	County Inspection
<b>Cultural Resources:</b> Cultural and historic resources protection.	Cessation of work upon discovery of any cultural or historic resources or artifacts within 150' of discovery until evaluated by a qualified archaeologist. If the discovery is deemed significant appropriate mitigation will be implemented at that time.	MPRPD	During project completion	County Inspection
<b>Transportation/Traffic:</b> Ingress and Egress safety.	Construction of a southbound left turn lane at the park entrance that will require an encroachment permit from the State Department of Transportation.	MPRPD	Prior to opening of the parking to public use	CalTrans Inspection

<sup>1</sup> PRC Section 21081.6

FILED

Appendix D JUN 04 2014

Notice of Determination

To:

Office of Planning and Research  
 U.S. Mail: Street Address:  
 P.O. Box 3044 1400 Tenth St., Rm 113  
 Sacramento, CA 95812-3044 Sacramento, CA 95814

County Clerk  
 County of: Monterey  
 Address: 168 West Alisal Street, 1st Floor  
Salinas, CA 93901

From:

Public Agency: Monterey Peninsula Regional Park  
 Address: 60 Garden Court #325  
Monterey, CA 92940  
 Contact: Planning and Conservation Mgr  
 Phone: 831-372-3196

Lead Agency (if different from above):  
 Address: \_\_\_\_\_  
 Contact: \_\_\_\_\_  
 Phone: \_\_\_\_\_

STEPHEN L. VAGNINI  
 MONTEREY COUNTY CLERK  
 DEPUTY

2014-0050

SUBJECT: Filing of Notice of Determination in compliance with Section 21108 or 21152 of the Public Resources Code.

State Clearinghouse Number (if submitted to State Clearinghouse): 2014021066

Project Title: Palo Corona Regional Park Public Parking Project

Project Applicant: Monterey Peninsula Regional Park District

Project Location (include county): Palo Corona Regional Park, State Route 1, Carmel, Monterey County

Project Description:  
 Project includes a new 57 parking space area on approximately 2.25 acre area and four turn-outs along existing driveway.

POSTED TO DATE

This is to advise that the Monterey Peninsula Regional Park District has approved the above  
 Lead Agency or  Responsible Agency

described project on June 2, 2014 and has made the following determinations regarding the above  
 (date)  
 described project.

1. The project  will  will not] have a significant effect on the environment.
2.  An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.  
 A Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures  were  were not] made a condition of the approval of the project.
4. A mitigation reporting or monitoring plan  was  was not] adopted for this project.
5. A statement of Overriding Considerations  was  was not] adopted for this project.
6. Findings  were  were not] made pursuant to the provisions of CEQA.

This is to certify that the final EIR with comments and responses and record of project approval, or the negative Declaration, is available to the General Public at:  
60 Garden Court #325, Monterey 93940 and http://www.mprpd.org/index.cfm/id/4/Planning-Conservation/

Signature (Public Agency): Tom Jensen Title: Planning and Conservation Mgr

Date: June 3, 2014 Date Received for filing at OPR: \_\_\_\_\_



**Monterey Peninsula Regional Park District, Monterey County**  
**NOTICE OF INTENT**  
**TO ADOPT A NEGATIVE DECLARATION**

---

**Project Title:** Palo Corona Regional Park Public Parking Project  
**Responsible Agency:** Monterey Peninsula Regional Park District  
60 Garden Court, Suite 325  
Monterey, CA 93940  
(831) 372-3196 x101

**Project Applicant:** Monterey Peninsula Regional Park District  
**Project Location:** Palo Corona Regional Park  
**APN:** 243-001-005 and 008; 157-121-001  
**Project Planner:** Tim Jensen, Planning Manager (831-372-3196 x106)  
**Review Period:** February 15, 2014 to March 16, 2014  
**Hearing Dates:** April 7, 2014

**PROJECT DESCRIPTION:** Project includes a new 57 parking space area on approximately 2.25 acre area and four pull-outs along existing driveway.

**NEGATIVE DECLARATION:** The District has determined that said project will not have the potential to significantly degrade the quality of the environment; that said project will have no significant impact on long-term environmental goals; that said project will have no significant cumulative effect upon the environment; and that said project will not cause substantial adverse effects on human beings, either directly or indirectly. Therefore, an Environmental Impact Report is not required. Three mitigations are prescribed. One each related to Air Quality, Biology, and Cultural Resources. These have been reviewed by the District and are acceptable.

**HAZARDOUS MATERIALS:** Per Section 65962.5 of the Government Code, no hazardous materials are known to exist on the project site.

**PUBLIC COMMENTS:** Any individual, group, or agency disagreeing with this determination or wishing to comment on the project may submit written comments to the District at the address cited above. The District will consider all comments received by 5 P.M. on March 16, 2014, which ends the 30-day public review period as allowed by CEQA Guidelines Section 15073.

**HEARING DATES:** A hearing for this project will occur on **April 7, 2014**. The hearing will occur at 7:00 P.M., at the MPRPD office located at the above address. Although oral comments may be presented at this hearing they are considered "late" comments per CEQA Guidelines Section 15207, and the Lead Agency may choose not to respond to them.

**AVAILABILITY OF THE NEGATIVE DECLARATION:** Additional information on this project, including a copy of the application and initial study, are available at the MPRPD office at the address above or by calling the above number, or by accessing the District web site at [www.mprpd.org/index.cfm/id/4/Planning-Conservation/](http://www.mprpd.org/index.cfm/id/4/Planning-Conservation/) and downloading the electronic version of the document.

---



***INITIAL STUDY***  
**PALO CORONA REGIONAL PARK**  
**PUBLIC PARKING PROJECT**

**1. BACKGROUND INFORMATION**

<b>Project Title:</b>	PALO CORONA REGIONAL PARK PUBLIC PARKING
<b>Project Location:</b>	County of Monterey – Carmel Valley
<b>Date Prepared:</b>	February 6, 2014
<b>Assessor's Parcel Number(s):</b>	243-081-008
<b>Acreage of Property:</b>	680 acres
<b>Zoning District:</b>	WSC/40-D(CZ)   RC-D(CZ)   WSC/40-D-SpTr(CZ)
<b>General Plan Designation:</b>	Watershed and Scenic Conservation (Carmel Area LUP/LCP)
<b>Local Coastal Plan:</b>	Watershed and Scenic Conservation (Carmel Area LUP/LCP)
<b>Lead Agency:</b>	Monterey Peninsula Regional Park District (MPRPD) 60 Garden Court, Suite 325 Monterey, California 93940
<b>Contact Person:</b>	Tim Jensen, Planning and Programs Manager (831-372-3196 x 106)

This Initial Study for the Monterey Peninsula Regional Park District (hereinafter "District") 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:

1. Provide the lead agency the information to decide whether to prepare an environmental impact report (EIR) or a negative declaration;
2. 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;
3. Assist in the preparation of an EIR if one is required;
4. Facilitate environmental review early in the design of a proposed project;
5. 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;
6. Eliminate unnecessary EIRs; and
7. 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.

## **2. DESCRIPTION OF PROJECT, ENVIRONMENTAL SETTING AND SURROUNDING LAND USES**

### **PROJECT BACKGROUND**

In 2010, the District approved an Interim Public Access Plan (Plan) for the 680-Palo Corona Regional Park (Park) "Front Ranch" area to enable public access. This approved Public Access 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 is and 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.

The Public Access Plan represents an initial effort to open a unique coastal natural resource near the Monterey Peninsula. The Park links 13 ecologically important properties into an extensive landscape conservation region. These properties include Point Lobos State Reserve, Carmel River State Beach, Garrapata State Beach, Joshua Creek Ecological Preserve, Santa Lucia Conservancy property, the Mittedorf Preserve, 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. The currently proposed Public Parking project will support the District's plan to provide public access to this important Park.

The Park is currently open to the public via access permit reservation under purview of the District. Permit requests are processed on a "first come, first served" basis and should be submitted at least two

weekdays in advance of a planned hike. The District will issue up to 13 permits per day (one per vehicle or walk-in/bike-in request) for the Highway 1 (west) entrance and up to eight permits per day (one per vehicle or walk-in/bike-in request) for the entrance from the Big Sur Land Trust's South Bank Trail (east). Permits are issued a maximum of 30 days in advance of the requested permit date. This is the current visitor access protocol but with the proposed project, the District plans to lift the permit requirement and allow park visitors to access the park at will based on the availability of 57 parking spaces.

### **PROJECT DESCRIPTION**

The District proposes to construct a 57 space parking lot (55 regular and two handicap on compacted rolled gravel) at the terminus of the existing driveway and below the existing cattle corrals and barn, and construct four turn-outs along the access road between the Park gate and the proposed parking area. The parking lot will include re-contouring of the existing soils and rubble, which were dumped at the site by Caltrans from a Hurricane Point road clearing operation following a storm event that required clearing and relocation of the detritus. Contouring will deliberately block the view of the parking area from the Highway 1 public viewshed. Total area of grading at the Palo Corona project site will be 2.25 acres. Total cubic yards of cut (5,800) and fill (5,800) will be balanced. The pull-outs combined constitute less than 0.25 acres. A Stormwater Pollution Prevention Plan will be prepared by the civil engineer working with the District.

Four new pull-outs along the driveway will be constructed to address Fire District requirements. Existing French drains will be removed and new drains installed at each pull-out. Storm drains will be installed at the parking lot. Split rail fencing will be installed flanking the parking area so as to direct pedestrians to the trail head. Existing soil will be replanted with native maritime coastal scrub (seeds and 1-gallon containers) to include coyote bush, bush lupine, coffee berry, and ceanothus. Refer to Exhibits 1 and 2 for Regional Location and Trails and Roads. Refer to Exhibits 3 – 7 for the project's engineered schematic and design.

Included in the project will be restriping of Highway 1 at the project driveway entrance. There are currently two lanes on Highway 1 with no turn channel to accommodate the southbound left turn to the Park's driveway. The restriping will involve an area approximately 1,000 feet. No new construction is required. All work is within the existing Highway 1 blacktop area. The attached Exhibit 8 shows the Highway 1 project area. A project traffic and circulation report was prepared by Hexagon Transportation Consultants on behalf of the District. The conclusions of this report are included in this report. This traffic report in its entirety is included in Exhibit 9.

### **ENVIRONMENTAL SETTING**

#### **Site Setting**

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, agricultural land and commercial development to the north, golf courses and large-lot rural residential parcel to the east, and District and State parklands to the south.

#### **Jurisdictional Boundaries**

The project site is owned by the District and located in the County of Monterey and within the Coastal Zone. It is subject to both Monterey County and California Coastal Commission policies and regulations.

#### **Biological Resources**

A biological assessment was prepared by Scott Hennessy with the full report included herein as Exhibit 10. A site visit was conducted on November 15, 2013, to determine existing conditions and determine if sensitive species exist on the site. The site visit indicates there to be no evidence that sensitive species occur on the 2.5- acre construction site.



The site visit and review of aerial images indicates that the project site has been used for ranching. Corrals, a holding pasture and a storage area for ranch equipment have existed on the site since the 1930's. The Palo Corona Ranch has been known locally as a working cattle ranch since 1955. The only native vegetation observed during the site visit were two coffee berry plants and five coyote bushes with the majority of the site either hard-packed, bare ground or covered with the stubble of non-native annual grasses. The bird species observed included scrub jays, Saye's and black phoebes. Numerous ground squirrel holes are present along the access road and a few of the rodents were observed. The historic intensive use of the project site for ranching and its current condition of hard-packed earth with little native vegetation present indicates there has been no sensitive species habitat for decades. The long-time grazing operator states the area is underlaid by a substantial amount of hill slide debris from Hurricane Point that was deposited over 30 years ago by Caltrans. The upslope area beyond the site is rangeland while the downslope area is historic artichoke and row crop land that is currently fallow. At the border of the site downslope is an uncultivated area along the fence line that contains a mix of coyote brush and non-native annual grass and weed species.

A wetlands delineation and associated report were prepared by Denise Duffy and Associates and included herein as Exhibit 11. The following discussion is based on this report. Refer to the Exhibit for reference to geographic location of test sites. As stated in this report, wetlands delineations in California are subject to the regulations of the U.S. Army Corps of Engineers (ACOE) as the primary federal agency responsible for regulating wetlands and waters of the United States (waters). The ACOE and the Environmental Protection Agency (EPA) define wetlands as:

Those areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas.

Wetlands found in the "coastal zone" are also regulated under the California Coastal Act (CCA) of 1976 and the federal Coastal Zone Management Act (CZMA), and are within jurisdiction of the Coastal Commission. Under the CCA, wetlands are defined as:

land within the coastal zone which may be covered periodically or permanently with shallow water and include saltwater marshes, freshwater marshes, open or closed brackish water marshes, swamps, mudflats, and fens. (Pub. Res. Code §30121).

The ACOE generally uses a three-parameter definition for delineating wetlands, which requires that a positive wetland indicator be present for each parameter (vegetation, soils, and hydrology).

In contrast, the Coastal Commission regulations (California Code of Regulations Title 14 [14 CCR]) establish a "one parameter definition" that only requires evidence of a single wetland parameter to establish wetland conditions.

For this delineation, data was collected and procedures followed in conformance with the ACOE's 1987 Wetlands Delineation Manual which includes the use of the Service's National List of Plant Species That Occur in Wetlands: 1988 National Summary. Nine sampling points were taken in the project area.

The California Coastal Commission has the potential to take jurisdiction over areas that meet the ACOE vegetation criteria. There are no areas within the evaluation area that meet the soils and hydrology criteria. As a result, the mapping of wetlands that meet the state criteria is based on the distribution of facultative plant species only.

As reported by Denise Duffy and Associates, wetlands are typically considered Environmentally Sensitive Habitat within the coastal zone and impacts would need to be permitted. It is likely that impacts to wetlands resulting from the road-widening project could be permitted given the very small area involved (0.03 acres) and the marginal nature of the resource. The wetlands identified have no aquatic component

and do not serve as breeding or obligate upland habitat for any species status plant or animal species. Recent enhancements to wetland and aquatic habitats implemented by the District within the Park would more than mitigate for the minimal impacts associated with the road widening. These improvements include enclosures around breeding ponds and enhancements to pond aquatics and upland habitat.

### **Cultural Resources**

As a component of the District's Park Access Plan previously discussed herein, the District hired the services of Archaeological Consulting to conduct an historic study. In this report, dated December 2007, and available for review at the District's 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 conducted by Archaeological Consulting, 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 located on the main road that connects Highway 1 and the proposed parking area. 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 occupation sites.

The Archaeological Consulting report covered the road widening and surfacing project that included the construction of new trails so the proposed project with respect to the road is addressed. The parking lot footprint was not specifically covered in this survey as the parking area is substantially covered with rubble deposited by Caltrans and presumably not suitable for survey.

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

### **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, as a component of the aforementioned public access project and is available at the District office. Although this geology report is not specific to the current project there is basic information about the geology of the property, whereby its use herein is appropriate.

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 Park 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 that overlooks Carmel Valley and the project area. This bluff is being sculpted by numerous large and small landslides, many of which are young (geologically) and can be considered active (Ibid.). The project area and the nature of the project in the context of the soils and geologic conditions are not considered to be of significant issue and no further discussion justified.

### **Land Use**

Carmel Area Land Use Plan / Local Coastal Program (LUP/LCP)

The applicable land use document is the Carmel Area Land Use Plan/Local Coastal Program (LCP) and its associated Coastal Implementation Plans. The property is designated "Watershed and Scenic

Conservation” and within the “Palo Corona Frontal Slopes” area. Per the LUP, the planning objective for this area shall be to preserve its open space and scenic recreational values.

The LCP relevant to this project consists of the Carmel Area Land Use, Carmel Area Coastal Implementation Plan (Part 4). Part 4 of the LCP Monterey County Code Section 20.146.030, pertains to “Visual Resources Development Standards”. The intent of this section is to protect the scenic resources of the Carmel area. All categories of private and public land use and development, including structures, the construction of private and public roads, utilities and lighting shall conform shall conform to the basic viewshed policy of minimum visibility.

#### 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 (Landscape Screening), 20.146.030.D.3.b (signs adjacent to Highway 1), and Public Access Development Standards: 20.146.130.D (Access Requirements).

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 also had prepared a biological report for the current Plan. The recommendations of the current biological reports 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.

#### **Visual / Aesthetics**

The project site is in an area identified in the LUP as Viewshed area as seen from the Highway 1 corridor and so a viewshed analysis was conducted and the results included in this report.

#### **SURROUNDING LAND USE**

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 Margaret and Clinton Eastwood Trust. Both properties are protected by agricultural conservation easements. Per the Carmel LUP, the Eastwood Trust property is available for future low-density residential development. The Point Lobos Ranch borders the southwest boundary 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 and public trail easement (Southbank Trail) that connects to the Park. This trail easement is part of a County public bicycle/pedestrian path that will connect Highway 1 with Valley Green Drive to the east of the Park.

**Other Public Agencies Whose Approval is Required (e.g., permits, financing approval, or participation agreement):** The County of Monterey is a Responsible Agency. A County Coastal Development Permit is required for development of the parking lot. In addition, decisions by the County related to this project are appealable to the California Coastal Commission.



### 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 and Forestry Resources | <input checked="" type="checkbox"/> Air Quality             |
| <input checked="" type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources                 | <input type="checkbox"/> Geology/Soils                      |
| <input type="checkbox"/> Greenhouse Gas Emissions        | <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.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (1) have been analyzed adequately in an earlier EIR or **NEGATIVE DECLARATION** pursuant to applicable standards, and (2) have been avoided or mitigated pursuant to that earlier EIR or **NEGATIVE DECLARATION** including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

#### 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) When information sources from other documents (e.g., general plans, zoning ordinances, etc.) are incorporated these sources are referenced to include the document title, document section, page or pages, etc.
- 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) This is the format recommended in the CEQA Guidelines as amended January 2011.
- 9) 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. 1)   | <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. 1) | <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. 1)   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area? (ref. 1)                                  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

**Discussion:** A photo simulation analysis of the proposed parking lot was prepared on behalf of the MPRPD by Bellinger Foster Steinmetz. Only one area from the public viewpoint could be found and that was on the south side of the Carmel River. The conclusion of the report is as follows:

According to the Carmel Area Land Use Plan (1983), "new development along Highway 1 shall be sufficiently set back to preserve the forested corridor effect and minimize visual impact." As shown from the simulations provided [refer to attached Exhibits 12 and 13], the view from Highway 1 is not significantly changed by the addition of the staging area. This is for several reasons. First is that the proposed staging area is already used for grazing operations, with fencing, gates, and farm equipment. The site is also a maintenance area for the Regional Park District, and the existing road is currently used for trucks and other equipment. The site will continue to serve in its agricultural and ranching capacity. Second is that from the point where the staging area would be visible, it is at a distance of .4 miles from Highway 1, low in the viewshed and directly adjacent to the existing ranching operations, making the visual significance of the project minimal.

This visual analysis did not include the potential viewshed impacts associated with four new pull-outs along the driveway because they were too small to warrant evaluation. Review of the physical features of these pull-outs as shown in the project plans (refer to Exhibits 3 through 7) indicates that each cut will have a 2 to 1 slope with a horizontal foot print as measured from bottom of cut to top of cut of approximately 30 feet, and up to 10 feet vertical. Width of each cut is approximately 100 feet. These cuts will be replanted with native plant seeds and native plants in 1-gallon containers. After plants take hold the discoloration associated with these cut slopes will be obscured. These cuts are not considered a significant visual or aesthetic impact because of the relatively small size of the cuts, the revegetation that will occur and the short-term change in aesthetic.

**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.



Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
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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. 2, 3) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Conflict with existing zoning for agricultural use, or a Williamson Act Contract? (ref. 2, 3)  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) 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. 2, 3)   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" 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) Conflict with or obstruct implementation of the applicable air quality plan? (ref. 3)  | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation? (ref. 3)   | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| c) 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) | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| d) Result in a significant construction-related air quality impacts? (ref. 3)   | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| e) Expose sensitive receptors to substantial pollutant concentrations? (ref. 3)   | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            |
| f) Create objectionable odors affecting a substantial number of people? (ref. 3)  | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

**Discussion:** Soil disturbance associated with construction of the parking area and the pull-outs will occur over a period of approximately two months and will affect approximately up to one-half acre at a time (Tim Jensen, personal communication, January 22, 2014). Per the MBUAPC CEQA Air Quality Guidelines, Table 5-2, the threshold for significance is 2.2 acres per day. The proposed project is not anticipated to reach this threshold as the approximately 2.25 acre project area will be graded in smaller sections at any one time.

The existing driveway is compacted soil and adjacent to this driveway are five residences on the adjacent property. With an anticipated increase in the number of vehicles on this driveway to 266 daily trips, there is anticipated to be a significant increase in entrained and fugitive dust on an ongoing basis, and more so during dry months as compared to wet months. This is anticipated to

Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
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result in a nearly perpetual seasonal dusting of the adjacent residences. This condition should be considered a significant impact because the fine airborne particulates that are expected to impact the residents will affect lifestyle (dust finding its way into the residences) and health (dust particulate matter – PM 10 and PM 2.5 – is known to affect the lungs). This will be cause for mitigation to reduce the impact to a less-than-significant level.

**Mitigation:** To address this impact the District shall mitigate entrained dust. Likely the most reliable method will be to “surface” the driveway with asphalt or concrete between Highway 1 and the last residence. The linear feet of area where this mitigation should occur is approximately 900 feet to 1,000 feet. It is not necessary to pave the entire length of the driveway as the prevailing winds will most often carry dust away from these residences.

**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. 4)</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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. 4)</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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. 4)</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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. 4)</i>	<input type="checkbox"/>	<input checked="" 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. 4)</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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. 4)</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion:** The construction of the parking lot and the access road improvements will disturb the soil with the potential to create sediment laden storm water run-off. The land clearing will not remove significant native plant covering nor will it significantly impact any sensitive species habitat. The Park does have two protected amphibian species (red legged frog and tiger salamander) that potentially could use the ground squirrel holes for refuge though these species' known habitat is a kilometer or further from the site. The site does have the potential to function as a migration corridor for these amphibian species.

**Mitigation:** If construction is to occur during or near to the rainy season a combined sediment retention and amphibian exclusion fence is to be installed along the site where water runoff may occur on the down slope areas and on the border of the remainder of the site a amphibian exclusion fence is to be installed. If the construction is to occur during the non-rainy season the amphibian exclusion fence is to be installed around the entire site.

**5. CULTURAL RESOURCES:** Would the project:

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Section 15064.5? (ref. 5) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5? (ref. 5)   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? (ref. 5)                | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Disturb any human remains, including those interred outside of formal cemeteries. (ref. 5)                                   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

**Discussion:** The conclusion by Archaeological Consulting, based on background research and the surface reconnaissance, is that the current project impact area does not contain surface evidence of potentially significant archaeological resources. The existing road has 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:

**Mitigation:** 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.*

**6. GEOLOGY AND SOILS:** Would the project:

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving ...   |                          |                          |                          |                                     |
| 1) 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. 2) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 2) Strong seismic ground shaking? (ref. 2)  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |



	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
3) Seismic-related ground failure, including liquefaction? (ref. 2)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4) Landslides? (ref. 2, 3)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?(ref. 2)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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. 2, 3)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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. 2, 3)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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. 2)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>7. HAZARDS AND HAZARDOUS MATERIALS: Would the project:</b>				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? (ref. 6)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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. 6)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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. 6)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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. 6)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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. 3, 6)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area? (ref. 3, 6)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

adopted emergency response plan or emergency evacuation plan? (ref. 3, 6)

- |  |                          |                          |                          |   |
|--|--------------------------|--------------------------|--------------------------|---|
| 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, 6) | <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. 6)   | <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, 6) | <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. 6)  | <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. 6)  | <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. 6)   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | ✓ |
| f) Otherwise substantially degrade water quality? (ref. 6)   | <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. 6)  | <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)   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | ✓ |

Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
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**9. LAND USE AND PLANNING:** Would the project:

- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) <i>Physically divide an established community? (ref. 2, 6)</i>  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) <i>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. 2, 6)</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) <i>Conflict with any applicable habitat conservation plan or natural community conservation plan? (ref. 2, 6)</i>   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

**10. MINERAL RESOURCES:** Would the project:

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) <i>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. 2, 6)</i>                                 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) <i>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. 2, 6)</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

**11. NOISE:** Would the project result in:

- |  |                          |                          |                                     |                                     |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) <i>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. 6)</i>   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| b) <i>Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? (ref. 6)</i>  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| c) <i>A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? (ref. 6)</i>   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| d) <i>A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? (ref. 3, 6)</i>  | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| e) <i>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. 2, 6)</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| f) <i>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. 2, 6)</i>  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |



**12. POPULATION AND HOUSING:** Would the project:

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) <i>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. 6)</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) <i>Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? (ref. 6)</i>   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) <i>Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? (ref. 6)</i>   | <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) <i>Fire protection? (ref. 6)</i>         | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 2) <i>Police protection? (ref. 6)</i>       | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 3) <i>Schools? (ref. 6)</i>                 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 4) <i>Parks? (ref. 6)</i>                   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 5) <i>Other public facilities? (ref. 6)</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

**14. RECREATION:**

- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) <i>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. 6)</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) <i>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. 6)</i>                       | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

**15. TRANSPORTATION/TRAFFIC:** Would the project:

- |  |                          |                          |                                     |                          |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) <i>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. 6)</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
b) Exceed, either individually or cumulatively, a level or service standard established by the county congestion management agency for designated roads or highways? (ref. 6)	<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. 6)	<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. 6)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access? (ref. 6)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Result in inadequate parking capacity? (ref. 6)	<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. 6)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion:** Through empirical research, data have been collected that correlate to common land uses their propensity for producing traffic. For the most common land uses there are standard trip generation rates that can be applied to help predict the future traffic increases that would result from a new development. However, the proposed project consists of the “expansion” of services at an existing regional park. Regional parks are not considered common land uses (such as office buildings or residential developments) and their trip generation characteristics are directly related to the activities taking place at the park. Therefore, trip estimates for the proposed project were developed based upon current use information on the existing park provided by the MPRPD and analysis by transportation consultant. Information on the existing park provided by the MPRPD includes the daily number of visitors to the park, the average number of AM (morning) versus PM (afternoon) entries to the park, the average in and out times for both the AM and PM, the average length of stay, number of daily vehicles to the site, and information regarding all other daily trips to the site. The existing count data consists of peak hour intersection turn-movement counts collected at the park entrance during the AM peak period (from 7AM to 9AM) and the PM peak period (from 4PM to 6PM). Both the park access information table provided by the MPRPD and the intersection turn-movement counts are contained in the Appendix.

With the proposed project, all new project traffic would access the park via the existing park access roadway off of SR 1. Proposed improvements at the intersection of SR 1 and the access road are anticipated to accommodate the projected traffic demand.

With the project, the number of daily visitor trips would no longer be limited to the number of permits issued for the day and instead it would be limited to the proposed parking capacity. It was assumed that the daily park visitor characteristics (visit time, trip origin, length of stay) and park peak hours would remain generally the same as existing conditions.

The trip generation estimates indicate that a total of 266 new daily trips (i.e., 146 inbound and 146 outbound) are estimated to be generated by the proposed project, with 11 of those trips occurring during the AM peak hour (9 inbound and 2 outbound) and 30 trips occurring during the PM peak hour (5 inbound and 25 outbound). After completion of the proposed project, the PCRFP can be expected to

Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
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generate up to 328 daily trips. However, some of those trips are occurring today and so the net amount of increased daily trips is estimated to be 266 daily trips.

The directional distribution of site-generated traffic under project conditions was estimated based on the direction of arriving/departing traffic observed while collecting the traffic counts. It was assumed in the analysis that visitor trips to the park with implementation of the proposed project would originate from the same general locations as under existing conditions. Ninety percent of the vehicle trips will be from and to the north (i.e., from Carmel and the Monterey Peninsula communities), with the remainder from and to the south.

Improvements at the existing park entrance located along Highway 1 are proposed as part of the project. The proposed improvements include an exclusive southbound left-turn lane along Highway 1 into the park entrance (no northbound acceleration lane was deemed necessary based on low traffic volumes from the south). The proposed improvements would not only increase intersection capacity at SR 1 and the project access but would also result in improved roadway segment operations by minimizing the disruption of through traffic along Highway 1. No additional construction or mitigation will be required.

**Conclusions by Hexagon Consultants**

*Intersection Levels of Analysis*

The results indicate that the study intersection would not be significantly impacted with the addition of project traffic under existing plus project conditions.

*Signal Warrant Analysis*

The results of the signal warrant analysis indicates that the study intersection currently does not have and would continue to not have traffic volumes that warrant signalization under existing and existing plus project conditions, respectively.

*Queuing Analysis*

The queuing analysis results show that all approaches of the study intersection, with the exception of the westbound approach (outbound direction), would experience queue lengths of no more than one vehicle during the peak hours with the project. The westbound approach would experience a queue length of six vehicles, or 150 feet assuming an average vehicle length of 25 feet, during the PM peak hour with the proposed project. The projected queue would occur along the access road and not result in a disruption of traffic flow on Highway 1.

*Roadway Segment Operations*

The results indicate that the study roadway segments currently operate at an acceptable LOS C during the AM peak hour and an unacceptable LOS D during the PM Peak hour. With the addition of the project traffic to the adjacent roadway network, the study roadway segments would continue to operate at an acceptable LOS C during the AM peak hour and at an unacceptable LOS D during the PM peak hour. The proposed project would have an impact at the study roadway segments during the PM peak hour, according to the Caltrans definition of impact. Level of Service is a qualitative description of operating conditions ranging from LOS A, or free-flow conditions with little or no delay, to LOS F, or jammed conditions with excessive delays.

*Planned Roadway Improvements*

As part of the project, various roadway improvements are being proposed at the study intersection (the intersection of Highway 1 and the access road) and along the access road.

The Caltrans Highway Design Manual (HDM) makes the following recommendations regarding intersection design standards.



*Sight Distance*

Based on the design speed along Highway 1 (posted speed limit of 55 mph), the required stopping sight distance must be no less than 500 ft. and the minimum corner sight distance should be 605 ft.

The existing sight distance was measured in the field. It was determined that there is approximately 1,000 ft. and 800 ft. of available sight distance to the north and south, respectively, on Highway 1 from the project access road. Therefore, adequate stopping and corner sight distance is currently available from the project access road.

*Acceleration Lanes*

No acceleration lanes are being proposed as part of the project improvements.

*Left-Turn Channelization*

**Lane Width** – Per Caltrans requirements, the lane width for both single and double left-turn lanes on State highways shall be 12 ft. However, under certain circumstances, left-turn lane widths of 11 ft. or as narrow as 10 ft. may be used. Project plans show lane widths will be 12 ft.

**Bay Taper** – In urban areas, bay tapers of 60 and 90 ft. are normally used. On rural high-speed highways, a 120-ft. length is considered appropriate.

The improvements plan shows a 90-ft. bay taper, which is consistent with Caltrans design standards for urban areas.

**Deceleration Lane Length** – Deceleration lane length are based on the roadway's design speed. It is desirable that deceleration take place entirely off the through traffic lanes. Based on Table 405.2B of the HDM, the required deceleration lane length for a 55 mph roadway is approximately 485 ft. (including bay taper). As described above, alternate left-turn channelization designs allow the deceleration lane beginning at the 2/3 point of the approach taper, so part of the deceleration takes place in the through traffic lane. In cases where partial deceleration is permitted on the through lanes, design speeds may be reduced 10 to 20 mph for a lower entry speed.

The improvements plan shows the deceleration lane length to be 315 ft., which corresponds to a deceleration from 40 mph to 0 mph. The improvement plan also assumes the deceleration length would begin at the 2/3 point of the approach taper, allowing for part of the deceleration to take place in the through lane and reduce the design speed from 55 mph to 40 mph.

**Storage Length** – At unsignalized intersections, storage length may be based on the number of turning vehicles likely to arrive in an average 2-minute period during the peak hour. As a minimum, space for 2 passenger cars should be provided at 25 ft. per car. However, if the peak hour traffic is 10 percent (%) or more, space for one passenger car and one truck should be provided.

The improvements plan shows the storage capacity to be 75 ft., the equivalent of three passenger vehicles. Level of service calculations at the intersection of Highway 1 and access road show a 95th percentile queue length of no more than one vehicle for the southbound left-turn movement. Therefore, based on the estimated queue length calculations and Caltrans standards, the proposed 75 ft. of queue storage capacity is adequate.

**16. UTILITIES AND SERVICE SYSTEMS:** Would the project:

- a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? (ref. 6)

Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
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- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 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. 6)                             | <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. 6)                                      | <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. 6)   | <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. 6) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? (ref. 6)   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g) Comply with federal, state, and local statutes and regulation related to solid waste? (ref. 6)   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

**6. MANDATORY FINDING OF SIGNIFICANCE**

- |  |                          |                          |                                     |                                     |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" 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) 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.) | <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) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly? | <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, watercourses, 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 is a component of the District's Public Access Plan previously approved by the District and should not be required to pay the Fish and Game filing fee.

**Evidence:** Based on the project definition and the environmental analysis contained herein, the project will not directly or indirectly, on a project or cumulative level, impact 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. Viewshed analysis
- 2. Carmel Area Land Use Plan
- 3. Knowledge of the project site and surrounding area
- 4. Project Biological Reports
- 5. 2007 Archaeological Report
- 6. Project Plans



## 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

Bellinger Foster Steinmetz Inc. Palo Corona Staging Area Visual Impact Assessment. Dated November 8, 2013.

California Geological Survey, California Department of Conservation. Monterey Peninsula Regional Park District Carmel River Parkway Road, Watercourse Crossings, and Trails Assessment.

Denise Duffy and Associates. Wetland Delineation Palo Corona Regional Park Entrance Road Widening Project. Dated February 2012.

Hennessy, Scott. Biological Report for the proposed Palo Corona Ranch Parking Lot Palo Corona Ranch, Carmel, California APN 243 081 008. Dated December 2, 2013.

Hexagon Transportation Consultants, Inc. Palo Corona Regional Park Traffic Operations Analysis. Dated February 12, 2013.

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.

Monterey County. Notice of Approved Administrative Permit for Monterey Peninsula Regional Park District. *PLN0100601*. Permit passed and adopted by the County on January 12, 2011.

Whitson Engineers, Inc. Palo Corona Regional Park Proposed Parking Lot. Dated November 8, 2013.

Whitson Engineers, Inc. Palo Corona Ranch Interim Widening and Left Turn Channelization. Dated October 22, 2013.

## 10. PERSONS CONTACTED

Hennessy, Scott, Biologist  
Jensen, Tim, MPRPD

## 11. REPORT PREPARATION

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Golden State Planning and Environmental Consulting  
Monterey, California  
831-372-1314 [sundt@goldenstateplanning.com](mailto:sundt@goldenstateplanning.com)  
[www.goldenstateplanning.com](http://www.goldenstateplanning.com)

## EXHIBITS

Exhibit 1 – Regional Location

Exhibit 2 – Roads and Trails

Exhibit 3 – 7 Whitson Engineering Design Plans

Exhibit 8 – Caltrans Highway 1 Striping Plans

Exhibit 9 – Hexagon Transportation Study

Exhibit 10 – Hennessy Biology Report

Exhibit 11 – DD&A Wetlands Delineation Report

Exhibit 12 – Visual Analysis – Before Construction

Exhibit 13 - Visual Analysis – After Construction



# EXHIBIT 1





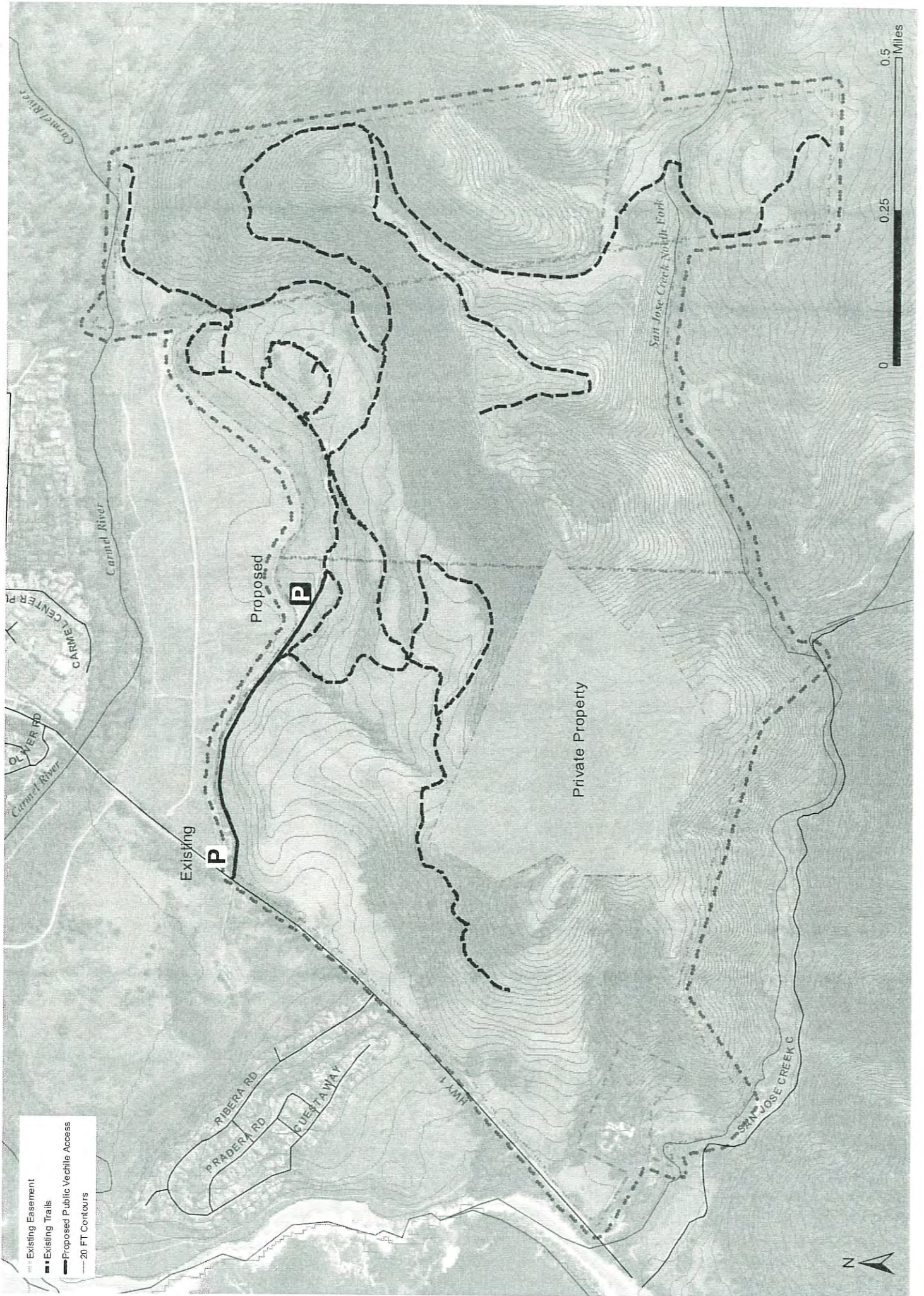


## EXHIBIT 2





# Exhibit 2 - Trails and Roads Palo Corona Regional Park - Front Ranch





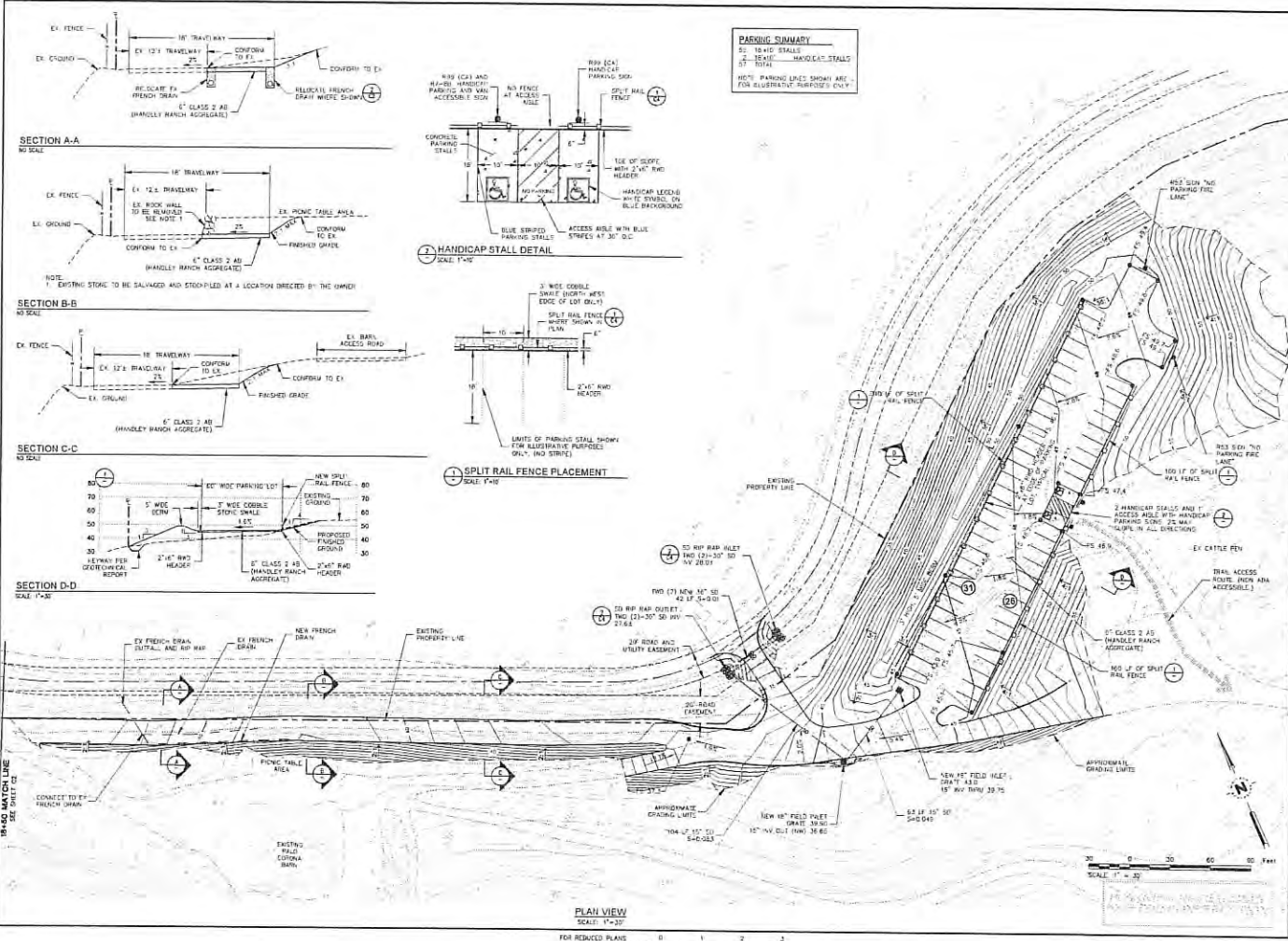


**EXHIBITS 3 - 7**









DATE	REVISION
11-20	BY: JMT
11-20	BY: JMT
11-20	BY: JMT
11-20	BY: JMT
11-20	BY: JMT

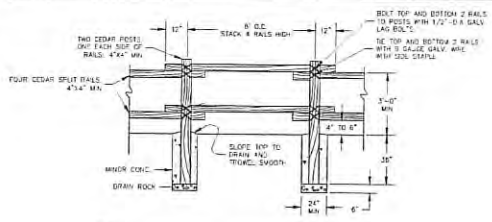
**WHITSON ENGINEERS**  
 8050 Blvd. Lafayette, Suite 105, Monterey, CA 93940  
 831.659.5235 Fax 831.373.8666  
 Civil, Structural, Land Surveying, Project Management

**PALO CORONA REGIONAL PARK**  
 CALIFORNIA  
 MONTEREY COUNTY  
 PROPOSED PARKING LOT - PLANNING SUBMITTAL  
 PRELIMINARY GRADING PLAN

SCALE: 1" = 20'

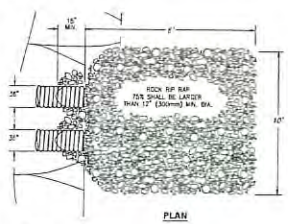
**C3**





NOTE:  
1. ALL WOOD SHALL BE STRUCTURALLY SOUND AND FREE OF ROT, SPLITS AND CRACKING.

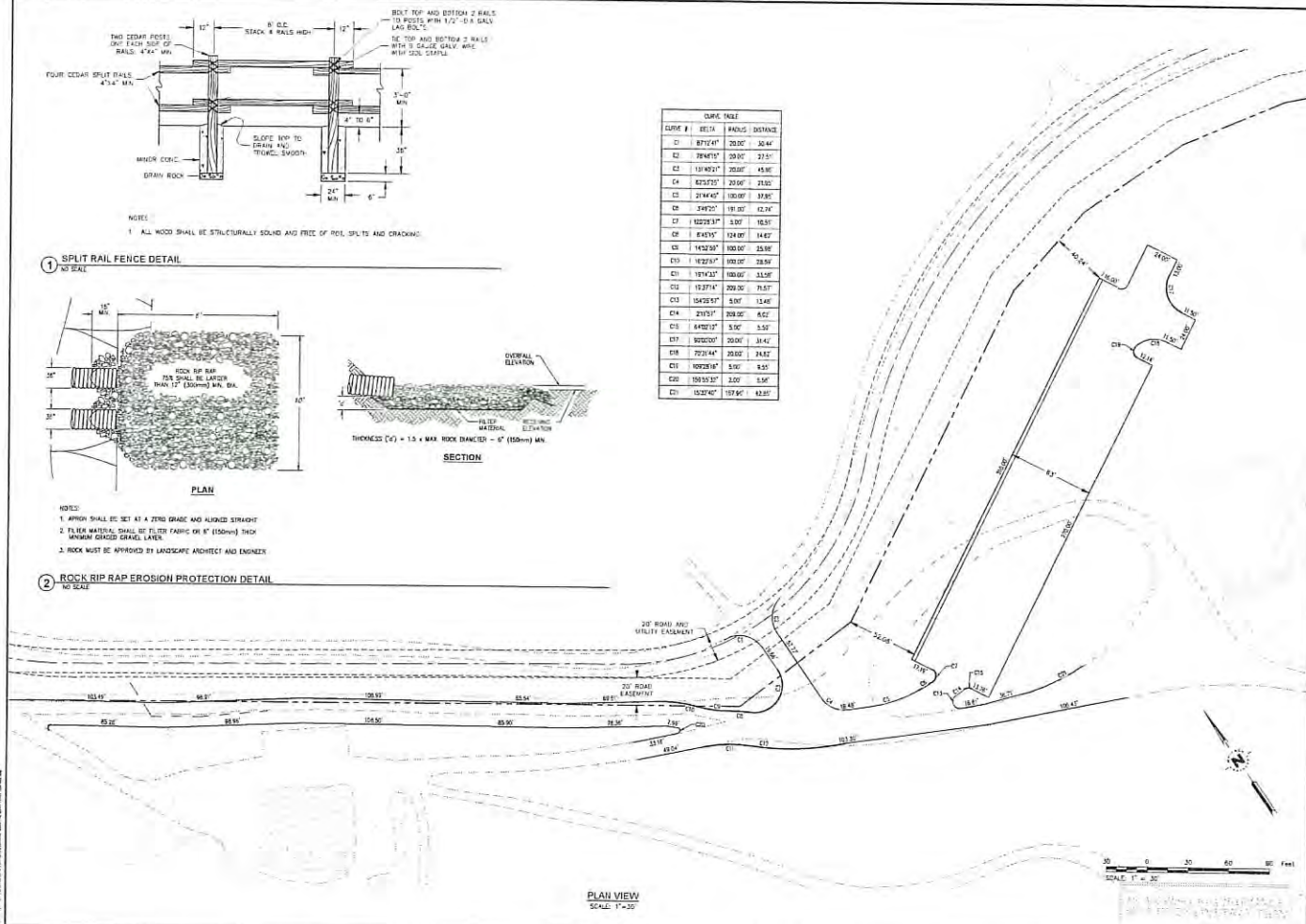
1 SPLIT RAIL FENCE DETAIL  
NO SCALE



NOTES:  
1. RIPRAP SHALL BE SET AS A ZENITH GRADE AND ALIGNED STRAIGHT.  
2. FILTER MATERIAL SHALL BE FILTER FABRIC OR #100MESH TRIPLEX MEDIUM GRADED GRAVEL LAYER.  
3. ROCK MUST BE APPROVED BY LANDSCAPE ARCHITECT AND ENGINEER.

2 ROCK RIP RAP EROSION PROTECTION DETAIL  
NO SCALE

CURVE #	BEARING	RADIUS	DISTANCE
C1	87°22'47"	20.00'	20.00'
C2	28°42'52"	20.00'	21.51'
C3	131°40'21"	20.00'	43.50'
C4	82°22'52"	20.00'	21.50'
C5	21°44'40"	100.00'	33.80'
C6	34°22'02"	100.00'	42.20'
C7	132°28'33"	5.00'	16.51'
C8	84°21'15"	124.00'	14.47'
C9	145°22'50"	100.00'	25.90'
C10	102°22'32"	100.00'	28.80'
C11	138°12'32"	100.00'	33.50'
C12	103°27'14"	200.00'	75.87'
C13	154°22'54"	5.00'	13.48'
C14	21°21'51"	200.00'	6.62'
C15	64°22'12"	5.00'	5.52'
C16	100°22'07"	20.00'	14.47'
C17	72°21'44"	20.00'	24.52'
C18	102°22'18"	5.00'	8.20'
C19	103°22'10"	2.00'	5.50'
C20	152°22'40"	107.50'	42.82'



PLAN VIEW  
SCALE 1"=20'  
FOR DIMENSIONED PLANS  
ORIGINAL SCALE IS 1/4"=1'

DATE	REVISION	BY	DATE

**WHITSON ENGINEERS**  
CALIFORNIA  
1800 Main Street, Suite 100, San Jose, CA 95128  
TEL: 849-5225 Fax: 831-373-5005  
Civil Engineering - Landscape Architecture - Project Management

**PALO CORONA REGIONAL PARK**  
MONTEREY COUNTY, CALIFORNIA  
PROPOSED PARKING LOT - PLANNING SUBMITTAL  
DIMENSION PLAN

PROJECT: **C4**

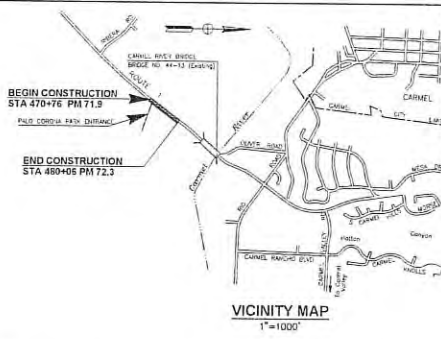
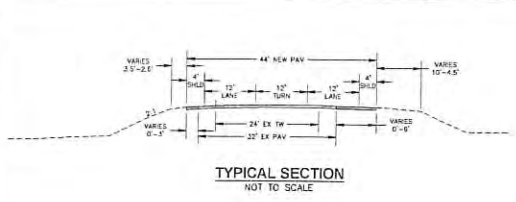




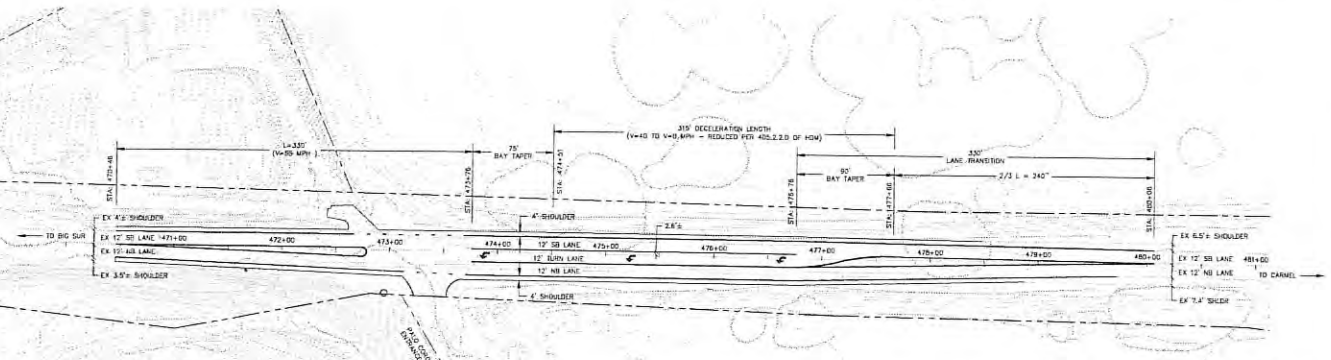
# EXHIBIT 8



STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
 CALTRANS  
 BORDER LAST REVISED 4/11/2008  
 FUNCTIONAL SUPERVISOR: [ ]  
 CHECKED BY: [ ]  
 DESIGNED BY: [ ]  
 REVISIONS: [ ]  
 REVISED BY: [ ] DATE REVISED: [ ]  
 RICHARD P. WEBER

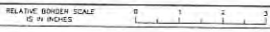


DIST	COUNTY	ROUTE	POST MILE TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
05	Mon	1	71.9/72.3	1	1
REGISTERED CIVIL ENGINEER		DATE		PROFESSIONAL SEAL	
PLANS APPROVAL DATE		THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.			
MONTEREY PENINSULA REGIONAL PARK DISTRICT C/O WHITSON ENGINEERS MONTEREY, CALIFORNIA 93940 WHITSON ENGINEERS 8659 BLUE LARKSPUR LANE, SUITE 105 MONTEREY, CALIFORNIA 93940					
<b>NOTE 1:</b> IMPROVEMENTS SHOWN DO NOT MEET CURRENT HIGHWAY DESIGN MANUAL STANDARDS FOR (25 MPH DESIGN SPEED). 1) SHOULDER WIDTH LESS THAN 8 FT (HOW TABLE 302.1) 2) CLEAR RECOVERY ZONE LESS THAN 20 FT (HOW SEC. 309.1.2) 3) DRAINAGE SLOPE STEEPER THAN 4:1 (HOW SEC. 309.1.2) 4) BAY TAPER LESS THAN REQUIRED (HOW FIG. 455.2C)					



PRELIMINARY  
NOT FOR CONSTRUCTION

**PALO CORONA RANCH  
 INTERIM WIDENING &  
 LEFT TURN CHANNELIZATION**





**EXHIBIT 9**



# HEXAGON TRANSPORTATION CONSULTANTS, INC.

## Memorandum

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**Date:** May 17, 2013  
**To:** Tim Jensen, Monterey Peninsula Regional Park District  
**From:** Robert Del Rio, T.E.  
**Subject:** Palo Corona Regional Park Traffic Operations Analysis

---

## Introduction

Hexagon Transportation Consultants, Inc. has completed a traffic operations analysis for the proposed addition of parking and access improvements to the Palo Corona Regional Park (PCRP), located south of the City of Carmel in Monterey County, California. PCRP currently issues a maximum of 13 permits per day for park visitors to park along SR 1 at the park entrance. The project as proposed would construct a 58-space parking lot within the park and implement roadway improvements at the project site entrance along SR 1 and along the access road to the park.

The purpose of the traffic operations analysis is to evaluate the magnitude of traffic projected to be added to the adjacent roadway system by the proposed project and identify potential traffic operational and/or safety constraints on the surrounding roadways and intersections created by the project. Any impacts of the project on the transportation system will be identified based on applicable regional standards.

## Project Overview

Palo Corona Regional Park is located on the east side of SR 1 in the Greater Carmel Area coastal zone. Access to PCRP is provided via the existing park access roadway (hereafter referred to as PCRP Access Road), which intersects with SR 1. In the vicinity of the PCRP site, SR 1 consists of an undivided two-lane State highway with a posted speed limit of 55 miles per hour (mph) in both directions of travel. Additionally the park also provides pedestrian access from the Big Sur Land Trust's South Bank Trail (east gate), located east of the park. PCRP is open to the public via access permit reservation. According to the PCRP website (<http://www.mprpd.org/index.cfm?id/10/Palo-Corona-Regional-Park/>), park access permit requests are processed on a "first come, first served" basis. The District will issue up to 13 permits per day (1 per vehicle or walk-in/bike-in request) for park visitors to park along SR 1 at the park entrance and walk in. The park is currently used for hiking (everyday, pedestrians only, no pets allowed), for occasional special events (once per month maximum average, used by special groups such as elder persons and "Let's Go Outdoors" classes), occasional elementary school fieldtrips (with students transported to the site by bus), and leased for grazing activities. A trail map of the Palo Corona Regional Park is presented in Figure 1.

The project as proposed would construct a 58-space parking lot within the park and implement roadway improvements at the project site entrance along SR 1 and along the access road to the park. With the proposed project, the Monterey Peninsula Regional Park District (MPRPD) plans to lift the permit requirement and allow park visitors to access the park at will, until all available parking spaces are filled. Current activities taking place at the park would continue with implementation of the proposed project.

With the proposed project, all new project traffic would access the park via the existing park access roadway (PCRP Access Road) off of SR 1. Improvements at the intersection of SR 1 and PCRP Access Road, as well as along the PCRP Access Road, are anticipated to accommodate the projected traffic demand. No changes to the east gate access are anticipated with the proposed project.



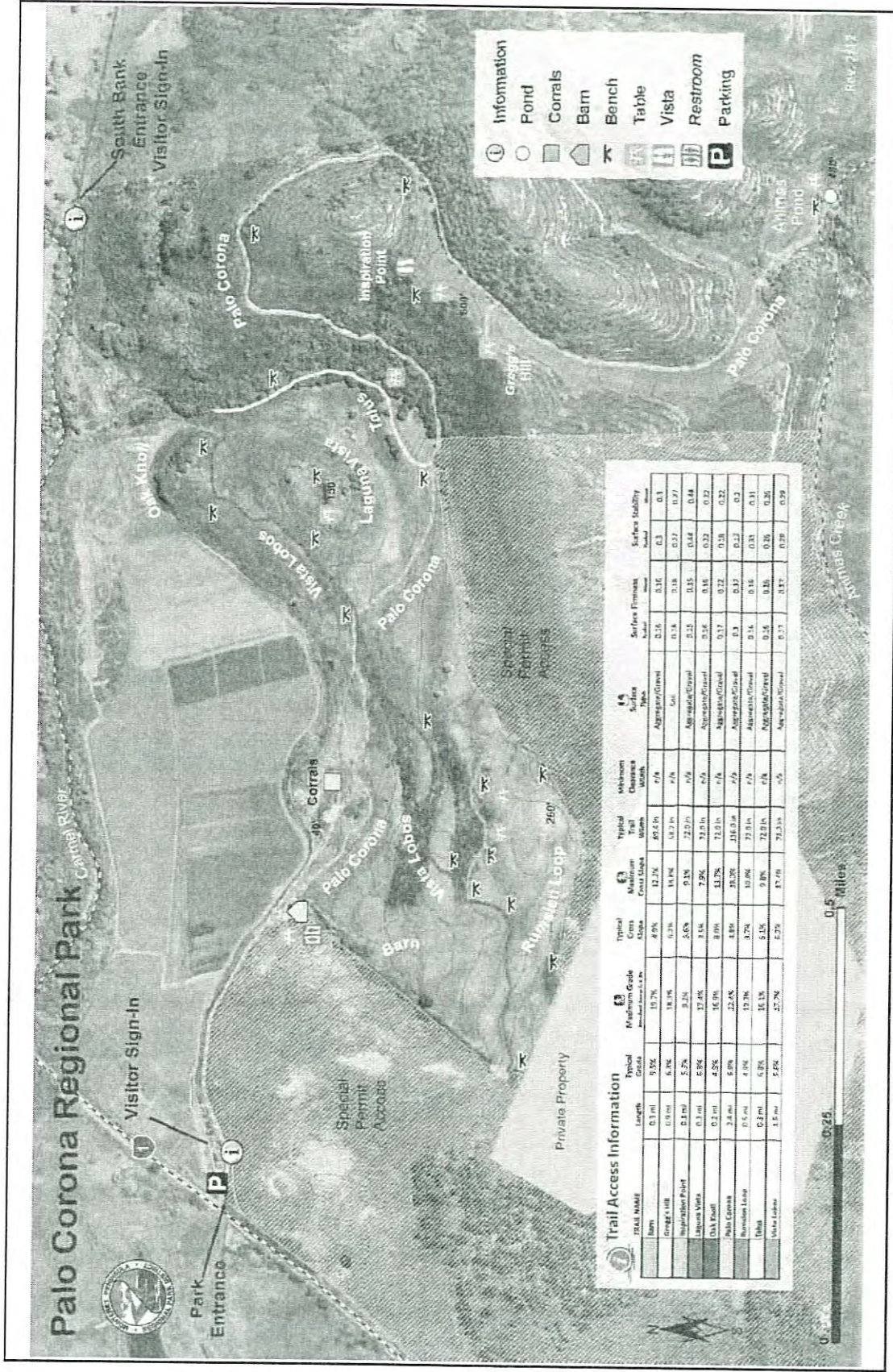


Figure 1  
Palo Corona Regional Park Trail Map



## Trip Generation, Distribution, and Assignment

### Trip Generation

Through empirical research, data have been collected that correlate to common land uses their propensity for producing traffic. For the most common land uses there are standard trip generation rates that can be applied to help predict the future traffic increases that would result from a new development. However, the proposed project consists of the "expansion" of services at an existing regional park. Regional parks are not considered common land uses (such as office buildings or residential developments) and their trip generation characteristics are directly related to the activities taking place at the park. Therefore, trip estimates for the proposed project were developed based upon information on the existing park provided by the MPRPD and existing count data collected at the park entrance. Information on the existing park provided by the MPRPD includes the daily number of visitors to the park, the average number of AM (morning) versus PM (afternoon) entries to the park, the average in and out times for both the AM and PM, the average length of stay, number of daily vehicles to the site, and information regarding all other daily trips to the site. The existing count data consists of peak hour intersection turn-movement counts collected at the park entrance during the AM peak period (from 7AM to 9AM) and the PM peak period (from 4PM to 6PM). Both the park access information table provided by the MPRPD and the intersection turn-movement counts are contained in the Appendix.

### Existing Trip Generation Estimates

Currently, as mentioned previously, the park is open to the public via access permit reservation. A maximum of 13 vehicle permits are issued per day. No visitor parking is currently available within the park, therefore, park visitors park along SR 1 at the park entrance and walk in. Other vehicular trips associated with the park include: 1.) park staff, who according to information from the MPRPD, currently access the park at least once per day and sometimes several times; 2.) the grazing lessee who typically access the park once a day but sometimes multiple times depending on the grazing activity, and 3.) occasional special events by special groups, such as elder persons and "Let's Go Outdoors" classes. The special events may occur once per month in the average and generate no more than 6 vehicles per event. Additionally, there have been instances when elementary kids are transported to the park by bus for a field trip. However, this is not a consistent occurrence. All the existing vehicular trips currently being generated by the park, with the exception of daily visitor vehicles, park at the barn or corrals within the park.

Information provided by the MPRPD regarding the average AM and PM entry times and the average length of stay was utilized to estimate the hourly vehicular park access. The existing average entry times are between 9:30-10:45 AM and between 1:15-2:45 PM, with the average length of stay between 2 and 3 hours. Based on the above information, it is estimated that the park currently generates 26 daily visitor trips (13 inbound and 13 outbound). As a conservative approach, it was assumed that staff would access the park 4 times a day (for a total of 8 daily trips) and the grazing lessee would access the park 8 times a day, assuming the busiest time of the year for grazing activities. Additionally, 12 daily trips (6 inbound and 6 outbound trips) associated with the special events also were assumed. Based on the existing park uses, it is estimated that the park currently generates a total of 62 daily trips. The total existing park trip generation estimate is summarized in Table 1.

### Proposed Project Trip Generation Estimates

With the proposed project, a total of 58 parking spaces (56 general spaces and 2 accessible spaces) would be provided at a new parking lot located within the park. With the new parking lot, MPRPD is planning to lift the permit requirement and allow park visitors to access the park at will, until all parking spaces are filled. It was assumed in this analysis that all other vehicular trips to the park that are currently being made (staff, grazing lessee, special events) would continue to be made and would remain unchanged after completion of the proposed project. Therefore, all new traffic generated by the proposed project would be associated with the additional daily visitors to the park as a result of the parking lot and the elimination of the permit requirement.

With the project, as proposed, the number of daily visitor trips would no longer be limited to the number of permits issued for the day and instead it would be limited to the proposed parking capacity. It was assumed that the daily park visitor characteristics (visit time, trip origin, length of stay) and park peak hours would remain generally the same as existing conditions. Therefore, the traffic projected to be generated by the park

**Table 1  
Existing Trip Generation Estimates**

	Daily Vehicular Trips		
	Inbound	Outbound	Total
<b>Existing Conditions</b>			
Daily Visitors <sup>1</sup>	13	13	26
Staff <sup>2</sup>	4	4	8
Grazing Lessee <sup>3</sup>	8	8	16
<i>Other</i>			
Special Events/School Buses <sup>4</sup>	6	6	12
<i>Total Daily Vehicular Trips to the Park</i>	31	31	62

<sup>1</sup>Based on information provided by the Monterey Peninsula Regional Park District (MPRPD) regarding daily visitor access to the site, which includes the number of daily park visitors (vehicle permits issued) and average length of stay.

<sup>2</sup>Based on information provided by the MPRPD that state that staff currently accesses the park at least once per day and sometimes several times per day.  
The analysis conservatively assumes that staff access the park a maximum of 4 times a day everyday.

<sup>3</sup>Based on information provided by the MPRPD that states that the grazing lessee access the park at least once per day and sometimes multiple times, depending on the grazing activity.  
The analysis conservatively assumes that the grazing lessee access the park a maximum of 8 times a day during the busiest time, such as the spring calving and fall market seasons.

<sup>4</sup>Based on information provided by the MPRPD that states that occasionally (once per month maximum average) special events are held at the park, generating no more than 6 vehicles. Vehicles generated by the special events currently park at the barn. Additionally, the park has hold elementary school field trips generating one school bus access. The school bus parked at the corrals within the park.

once the proposed project is complete was estimated based on the above assumptions. Additionally, the analysis conservatively assumes that parking demand would be at or near capacity during the park peak hours.

Table 2 shows the estimated existing and proposed project vehicular trips (visitor trips only) accessing the park on an average weekday. Table 2 also shows the number of visitor trips during the AM and PM peak hours, the maximum parking demand based on the trip projections, and the number of new trips as a result of the proposed project. The trip generation estimates indicate that a total of 266 new daily trips would be generated by the proposed, with 11 of those trips occurring during the AM peak hour (9 inbound and 2 outbound) and 30 trips occurring during the PM peak hour (5 inbound and 25 outbound).

After completion of the proposed project, the PCRPD can be expected to generate up to 328 daily trips (see Table 3). However, some of those trips are occurring today. As described previously, traffic associated solely with the implementation of the proposed project would be 266 additional daily trips.

**Trip Distribution and Assignment**

The directional distribution of site-generated traffic under project conditions was estimated based on the direction of arriving/departing traffic observed while collecting the traffic counts. It was assumed in the analysis that visitor trips to the park with implementation of the proposed project would originate from the same general locations as under existing conditions. The directional distribution and assignment of site-generated traffic to and from the project site are presented in Figure 2.



**Table 2  
Palo Corona Regional Park Daily Traffic Projections**

Time	Existing Conditions		Proposed Project Conditions				Net Project Trips <sup>4</sup>		
	Daily Visitors <sup>1</sup>	Daily Visitors <sup>2</sup>	In	Out	Parking Demand <sup>3</sup>	Total Trips	In	Out	Total
6:00 AM to 7:00 AM		2 Arrivals	2	0	2	2	2	0	2
7:00 AM to 8:00 AM	1 Arrivals	4 Arrivals	4	0	6	4	3	0	3
8:00 AM to 9:00 AM	1 Arrivals	10 Arrivals 2 Departures	10	2	14	12	9	2	11
9:00 AM to 10:00 AM	2 Arrivals	20 Arrivals 2 Departures	20	2	32	22	18	2	20
10:00 AM to 11:00 AM	1 Arrivals 1 Departures	25 Arrivals 6 Departures	25	6	51	31	24	5	29
11:00 AM to 12:00 PM	1 Arrivals 1 Departures	10 Arrivals 6 Departures	10	6	55	16	9	5	14
12:00 PM to 1:00 PM	1 Arrivals 1 Departures	10 Arrivals 10 Departures	10	10	55	20	9	9	18
1:00 PM to 2:00 PM	1 Arrivals 3 Departures	15 Arrivals 20 Departures	15	20	50	35	14	17	31
2:00 PM to 3:00 PM	1 Arrivals 2 Departures	15 Arrivals 15 Departures	15	15	50	30	14	13	27
3:00 PM to 4:00 PM	3 Arrivals 1 Departures	20 Arrivals 15 Departures	20	15	55	35	17	14	31
4:00 PM to 5:00 PM	1 Arrivals 4 Departures	8 Arrivals 15 Departures	8	15	48	23	7	11	18
5:00 PM to 6:00 PM		5 Arrivals 25 Departures	5	25	28	30	5	25	30
6:00 PM to 7:00 PM		2 Arrivals 20 Departures	2	20	10	22	2	20	22
7:00 PM to 8:00 PM		10 Departures	0	10	0	10	0	10	10
Arrivals	13	146	146		Max =		133		
Departures	13	146	146		55		133		
Total	26	292	292				266		

Source: Based on information provided by the Monterey Peninsula Regional Park District.

<sup>1</sup>Based on information provided by the Monterey Peninsula Regional Park District (MPPRD) regarding daily visitor access to the site which includes the number of daily park visitors (vehicle permits issued) and average length of stay.

<sup>2</sup>Daily visitor trips with the project were estimated based on the number of proposed parking spaces at the park and the assumption that with completion of the project a permit to visit the park would no longer be required and visitors would be able to visit the park at will, until all parking spaces are filled (per MPPRD). The daily number of trips were estimated by assigning potential visitors to the park throughout the day (on a weekday).

<sup>3</sup>Parking demand is estimated based on the inbound trips minus the outbound trips for every hour.

<sup>4</sup>Net project trips are the additional trips projected to be generated by the park as a result of the proposed project.

**Table 3**  
**Project Conditions Trip Generation Estimates**

	Daily Vehicular Trips		
	Inbound	Outbound	Total
<b>Existing Conditions</b>			
Daily Visitors <sup>1</sup>	13	13	26
Staff <sup>2</sup>	4	4	8
Grazing Lessee <sup>3</sup>	8	8	16
<i>Other</i>			
Special Events/School Buses <sup>4</sup>	6	6	12
<i>Total Daily Vehicular Trips to the Park</i>	31	31	62
<b>Proposed Project Conditions</b>			
Daily Visitors <sup>5</sup>	146	146	292
Staff <sup>6</sup>	4	4	8
Grazing Lessee <sup>6</sup>	8	8	16
<i>Other</i>			
Special Events/School Buses <sup>6</sup>	6	6	12
<i>Total Daily Vehicular Trips to the Park</i>	164	164	328
<b>Net Project Trips</b>	133	133	266
<p><sup>1</sup>Based on information provided by the Monterey Peninsula Regional Park District (MPRPD) regarding daily visitor access to the site, which includes the number of daily park visitors (vehicle permits issued) and average length of stay.</p> <p><sup>2</sup>Based on information provided by the MPRPD that state that staff currently accesses the park at least once per day and sometimes several times per day. The analysis conservatively assumes that staff access the park a maximum of 4 times a day everyday.</p> <p><sup>3</sup>Based on information provided by the MPRPD that states that the grazing lessee access the park at least once per day and sometimes multiple times, depending on the grazing activity. The analysis conservatively assumes that the grazing lessee access the park a maximum of 8 times a day during the busiest time, such as the spring calving and fall market seasons.</p> <p><sup>4</sup>Based on information provided by the MPRPD that states that occasionally (once per month maximum average) special events are held at the park, generating no more than 6 vehicles. Vehicles generated by the special events currently park at the barn. Additionally, the park has hold elementary school field trips generating one school bus access. The school bus parked at the corrals within the park.</p> <p><sup>5</sup>Daily visitor trips with the project were estimated based on the number of proposed parking spaces at the park and the assumption that with completion of the project a permit to visit the park would no longer be required and visitors would be able to visit the park at will, until all parking spaces are filled (per MPRPD). The daily number of trips were estimated by assigning potential visitors to the park throughout the day (on a weekday).</p> <p><sup>6</sup>It was assumed in the analysis that the trips currently being generated by staff, grazing lessee, and special events/school buses would remain unchanged with implementation of the proposed project. Staff, grazing lessee, and special event/school bus attendants would continue to park at the barn or the corrals and would not utilized the parking spaces being proposed as part of the project.</p>			



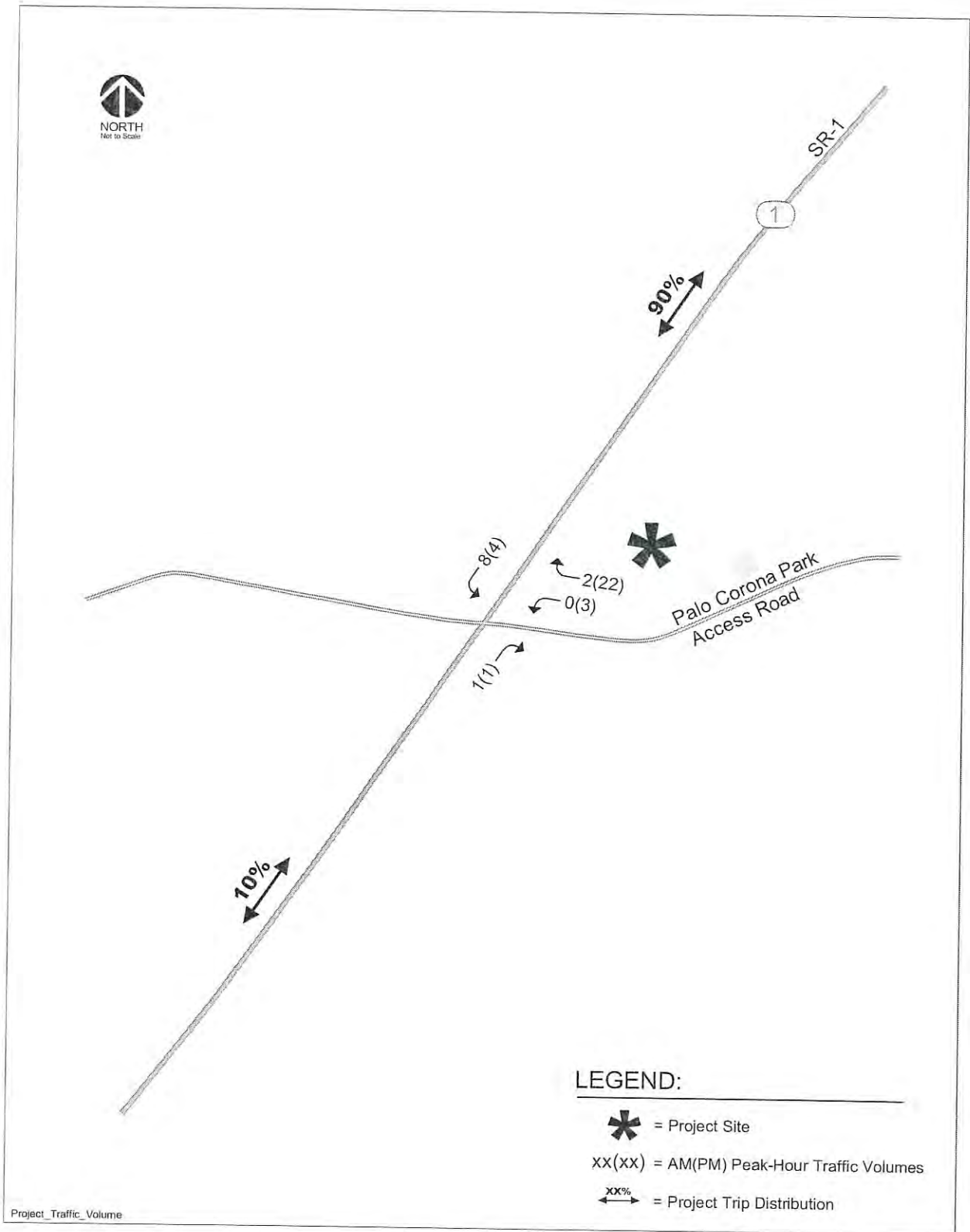


Figure 2  
Proposed Project Trip Distribution and Assignment



## Project Analysis

All new project traffic is anticipated to access the PCRP via the PCRP Access Road off of SR 1. Thus, this traffic study focuses on the analysis of the intersection of SR 1/PCRP Access Road. Additionally, roadway segments along SR 1, north and south of the PCRP Access Road, also were evaluated to identify any deficiencies and required improvements necessary to adequately serve the peak hour and daily traffic projections with the proposed project.

The purpose of the analysis is to identify the study intersection and roadway segments current operating conditions, and identify whether the proposed project would negatively affect existing traffic conditions at the study transportation facilities. The effects of project traffic on the study intersection were evaluated based on intersection levels of service analysis and signal warrant checks. The study intersection was evaluated for the following study scenarios:

**Existing Conditions:** Existing conditions were represented by existing peak-hour traffic volumes on the existing roadway network. Existing peak hour traffic volumes at the study intersection were obtained from recently collected (May 2013) intersection turn movement counts.

**Existing Plus Project Conditions:** Project-generated traffic volumes were added to existing traffic volumes to estimate existing plus project conditions. Existing plus project conditions were evaluated relative to existing conditions in order to determine potential project impacts. Existing Plus Project Conditions traffic volumes are presented on Figure 3.

## Significant Impact Criteria

All study facilities are located along SR 1. The California Department of Transportation (Caltrans) has jurisdiction of all State maintained facilities, including SR 1. Therefore, the study intersection and roadway segments were evaluated based on Caltrans significance criteria. The criteria described below apply to the weekday AM and PM peak hours.

### Caltrans Definition of Significant Impacts

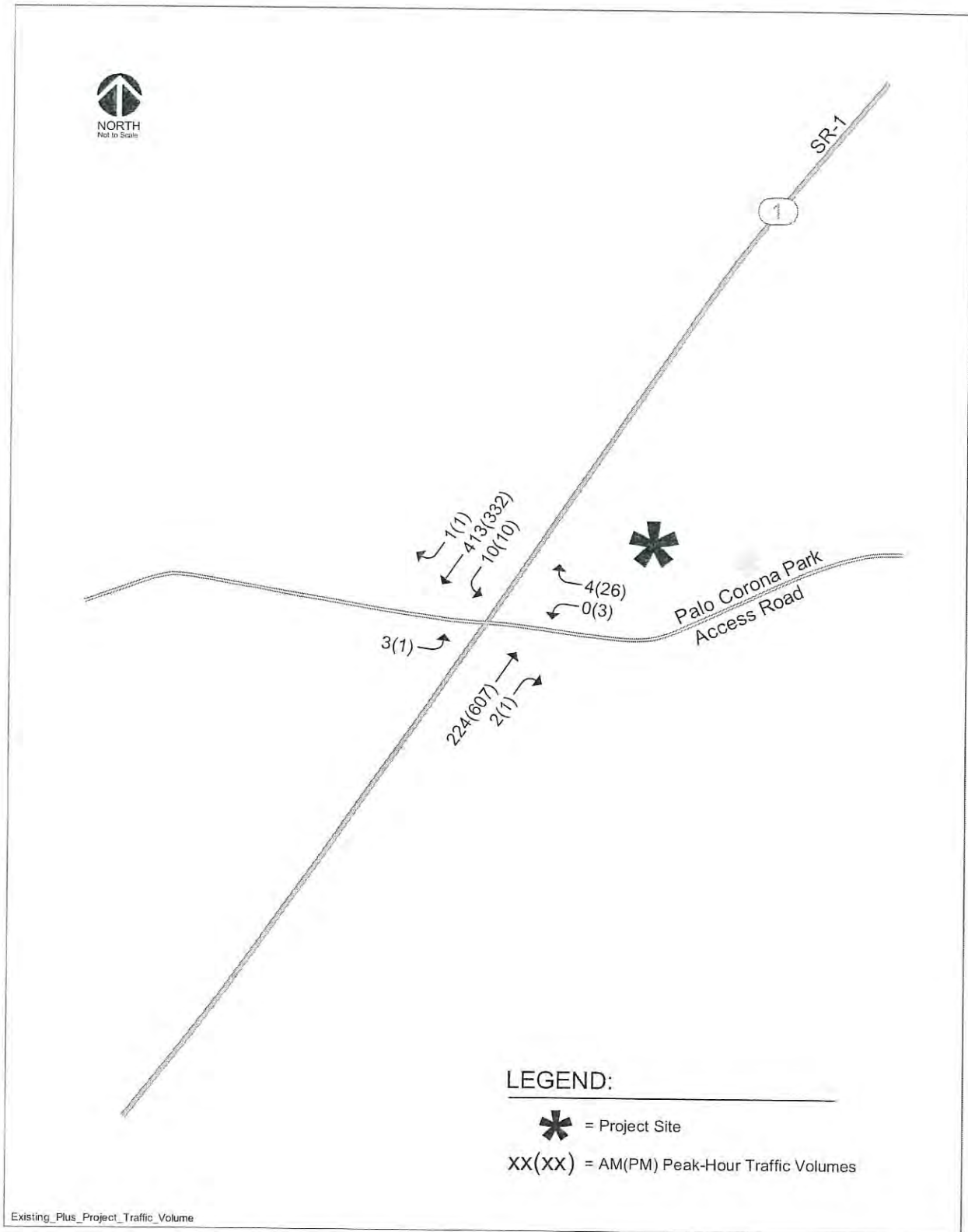
All roadway facilities studied are under the jurisdiction of Caltrans, and therefore, are required to meet the Caltrans Level of Service (LOS) standard. Caltrans level of service standard is LOS C or better. The Caltrans Guide for the Preparation of Traffic Impact Studies (Caltrans 2002) defines a significant impact to occur when:

1. The addition of project traffic causes roadway (or intersection) operations to degrade from an acceptable level (LOS C or better) to an unacceptable level (LOS D or worse) or,
2. Project traffic is added to a roadway (or intersection) operating at an unacceptable level (LOS D or worse).

## Intersection Level of Service Analysis

Level of Service is a qualitative description of operating conditions ranging from LOS A, or free-flow conditions with little or no delay, to LOS F, or jammed conditions with excessive delays. The study intersection was analyzed using Synchro 8 software, which is based on the *Highway Capacity Manual* (HCM) 2000 method for computing level of service at intersections. Two-way-stop controlled intersection levels of service are evaluated on the basis of worst approach stop control delay time for all vehicles at the intersection.

Traffic conditions were analyzed for the weekday AM and PM peak hours. The weekday AM peak hour of traffic is generally between 7:00 and 9:00 AM, and the weekday PM peak hour is typically between 4:00 and 6:00 PM. It is during these periods that the most congested traffic conditions occur on a typical weekday. Existing traffic volumes at the study intersection were obtained from recently conducted turn-movement counts (conducted in May 2, 2013).



**Figure 3**  
**Existing Plus Project Traffic Volumes**

Each of the components of the intersection analysis is described in the following sections and presented in Table 4. The level of service calculations sheets are included in the Appendix.

### **Existing Level of Service Analysis**

The results of the service analysis show that, measured against the Caltrans level of service standards, the study intersection of SR 1 and PCRPA Access Road (worst approach) currently operates at an acceptable LOS C during both the AM and PM peak hours.

### **Existing Plus Project Level of Service Analysis**

The results of the level of service analysis show that the intersection of SR 1 and PCRPA Access Road (worst approach) would continue to operate at an acceptable LOS C during both the AM and PM peak hours with the addition of project generated traffic.

## **Signal Warrant Analysis**

The need for signalization of unsignalized intersections is assessed based on the Peak-Hour Volume Warrant (Warrant 3) described in the *California Manual on Uniform Traffic Control Devices for Streets and Highways (CA MUTCD)*, Part 4, Highway Traffic Signals, 2010. This method makes no evaluation of intersection level of service, but simply provides an indication whether vehicular peak hour traffic volumes are, or would be, sufficient to justify installation of a traffic signal. Intersections that meet the peak hour warrant are subject to further analysis before determining that a traffic signal is necessary. Additional analysis may include unsignalized level of service analysis and/or operational analysis such as evaluating vehicle queuing and delay. Other options such as traffic control devices, signage, or geometric changes may be preferable based on existing field conditions. Results of the signal warrant analysis are presented in Table 4. The signal warrant sheets are included within the Appendix.

### **Existing Signal Warrant Analysis**

The results of the peak-hour volume warrants indicate that the existing peak-hour volumes fall below the threshold that warrant signalization.

### **Existing Plus Project Signal Warrant Analysis**

The results of the peak-hour volume warrants indicate that the existing plus project peak-hour volumes fall below the threshold that warrant signalization.

## **Intersection Operations (Queuing) Analysis**

The operations analysis is based on vehicle queuing for high-demand movements at intersections. Vehicle queues obtained from Synchro were utilized for this analysis. The basis of the analysis is as follows: (1) Synchro is used to estimate the 95<sup>th</sup> percentile maximum number of queued vehicles during the peak hour for a particular movement; (2) the estimated maximum number of vehicles in the queue is translated into a queue length, assuming 25 feet per vehicle; and (3) the estimated maximum queue length is compared to the existing or planned available storage capacity for the movement. This analysis thus provides a basis for estimating future storage requirements at the selected locations. The queue estimates for movements at the intersection of SR 1 and PCRPA Access Road are summarized in Table 5 below and included in the level of service calculation sheets included in the Appendix.

The queuing analysis results show that all approaches of the study intersection, with the exception of the westbound approach, would experience queue lengths of no more than 1 vehicle during the peak hours with the project. The westbound approach (outbound direction) would experience a queue length of 6 vehicles, or 150 feet assuming an average vehicle length of 25 feet, during the PM peak hour with the proposed project. The projected queue would occur along the PCRPA Access Road and not result in a disruption of traffic flow on SR 1.



**Table 4  
Intersection Analysis Results**

Intersection	Peak Hour	Existing Control	LOS Analysis				Warrant Met?	
			Existing Delay <sup>1</sup>	LOS	Existing + Project Delay <sup>1</sup>	LOS	Existing	Existing + Project
SR 1 and PCRP Access Road	AM	Two-Way Stop	15.3	C	15.7	C	No	No
	PM		22.6	C	24.6	C	No	No

<sup>1</sup> The reported delay and corresponding level of service for two-way stop-controlled intersections is based on the stop-controlled approach with the highest delay.

**Table 5  
Queuing Analysis Results**

Intersection	Scenario	95th Percentile Queue (vehicles)				
		NB	SB Left <sup>1</sup>	SB Through	EB	WB
SR 1 and PCRP Access Road	Existing AM	0	0		1	0
	Existing PM	0		1	0	1
	Existing Plus Project AM	0	1	0	1	0
	Existing Plus Project PM	0	1	0	0	6

Source: Synchro level of service calculation sheets.  
<sup>1</sup>Assumes proposed addition of an exclusive southbound left-turn lane under existing plus project conditions.

## Roadway Segment Operations

Study roadway segments were evaluated based on the *Highway Capacity Manual* (HCM) 2000 methodology and using the Highway Capacity Software (HCS). The study roadway segment (two segments along SR 1) consists of a 2-lane rural highway. The HCM defines the level of service for two-lane, two-way highways in terms of both percent time-spent-following and average travel speed. Percent time following represents the freedom to maneuver and the comfort and convenience of travel. Average travel speed reflects the mobility on a two-lane highway. Additionally, two-lane highways are categorized into two classes for analysis: Class I and Class II. Class I are defined as two-lane highways on which the motorists expect to travel at relatively high speeds (i.e. major intercity routes, primary arterials, and major commute routes). Class II are defined as two-lane highways on which motorists do not necessarily expect to travel at high speeds (i.e. access routes, scenic or recreational routes that are not primary arterials, and routes through rugged terrain). Level of service for Class I highways is defined by both the percent time-spent-following and average travel speed criteria, while Class II highway level of service is defined only by the percent time-spent-following criteria. Additional roadway characteristics utilized in the calculation of level of service include lane and shoulder width, access point density, specific grade or general terrain, percentage of no-passing zones, base free-flow speed, peak hour factor (PHF), directional split, and percent of heavy vehicles.

Traffic volumes on the study roadway segments were derived from the new intersection turn-movement counts conducted at the intersection of SR 1 and PCRCP Access Road. Roadway characteristics, such as lane width, shoulder width, terrain type, segment length, number of access points, and percent of no passing zone were obtained from observations in the field and/or aerial images. Default truck and recreational vehicle percentages for rural areas (HCM Exhibit 12-14) were utilized in the analysis.

Based on the HCM methodology, the study roadway segments currently operate at an acceptable LOS C during the AM peak hour and an unacceptable LOS D during the PM Peak hour.

The proposed project would add a total of 10 AM peak hour and 26 PM peak hour trips to the segment of SR 1 north of the PCRCP entrance, while it would add 1 AM peak hour and 4 PM peak hour trips to the segment on SR1 south of the PCRCP entrance. With the addition of the project traffic to the adjacent roadway network, the study roadway segments would continue to operate at an acceptable LOS C during the AM peak hour, and at an unacceptable LOS D during the PM peak hour (see Table 6). The proposed project would have an impact at the study roadway segments during the PM peak hour, according to the Caltrans definition of impact. The study roadway segment level of service calculations are included in the Appendix.

## Mitigation of Impacts

Improvements at the existing park entrance located along SR 1 are proposed by the project. The proposed improvements include an exclusive southbound left-turn lane along SR 1 into the park entrance. The proposed improvements would not only increase intersection capacity at SR 1 and PCRCP Access Road but would also result in improved roadway segment operations by minimizing the disruption of through traffic along SR 1.

## Evaluation of Planned Roadway Improvements

As part of the project, various roadway improvements are being proposed at the study intersection (the intersection of SR 1 and PCRCP Access Road) and along the PCRCP Access Road (see Figures 4 and 5).

At the study intersection, an exclusive southbound left-turn lane is proposed to provide access to the park from southbound SR 1. The improvement plans also show approach tapers and 4 to 8 foot shoulder widths along SR 1, north and south of the intersection. Along the PCRCP Access Road, four new turn outs are proposed located along the south side of the road and located at a distance of 300 to 400 feet (ft.) from each other. Additionally, the existing roadway is planned to be widened to 18 ft. from STA 18+50 to the proposed parking lot.

**Table 6  
Roadway Segments Level of Service Analysis**

Segment	# Of Lanes	Existing Conditions						Project Trips				Existing Plus Project Conditions							
		AM Peak-Hour			PM Peak-Hour			AM Peak-Hour		PM Peak-Hour		AM Peak-Hour		PM Peak-Hour					
		Volume	Split	V/C	LOS	Volume	Split	V/C	Volume	LOS	Volume Increase	% Increase	Volume	LOS	Volume	V/C	LOS		
<b>SR 1</b>																			
Oliver Road to PCRP Entrance	2	645	64%	0.22	C	951	64%	0.37	D	10	1.6%	26	2.7%	655	0.22	C	977	0.37	D
PCRPs Entrance to San Jose Creek Canyon Road	2	638	65%	0.22	C	939	65%	0.36	D	1	0.2%	4	0.4%	639	0.22	C	943	0.37	D

Notes:  
 Count data was obtained from new peak hour intersection turn movement counts conducted on May 1, 2013 at the intersection of SR 1 and Palo Corona Regional Park Access Road.  
**Bold** indicates unacceptable levels of service.  
 - Indicates a significant project impact.



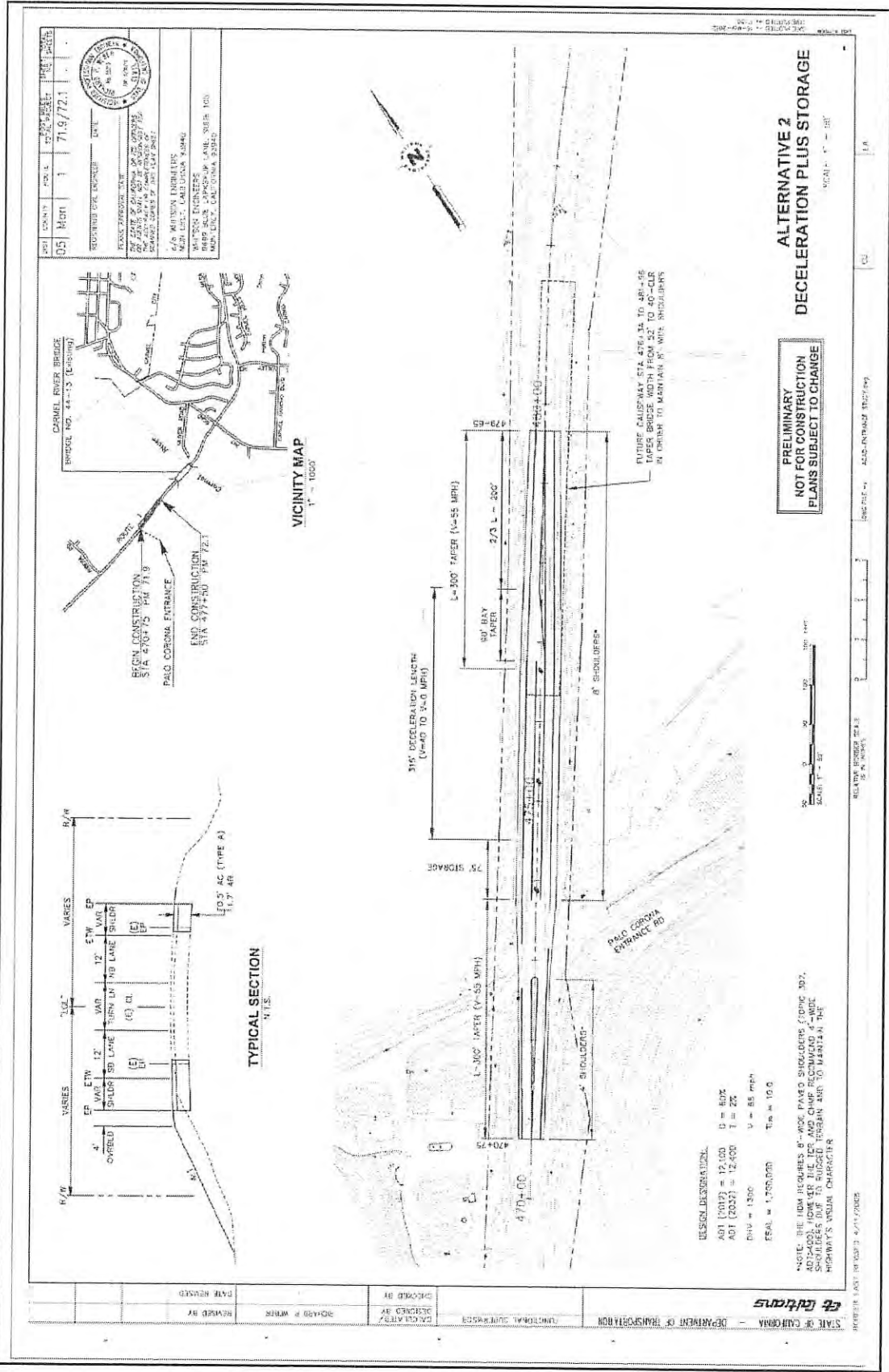


Figure 4  
Planned Improvements at the Intersection of SR 1 and PCR Access Road



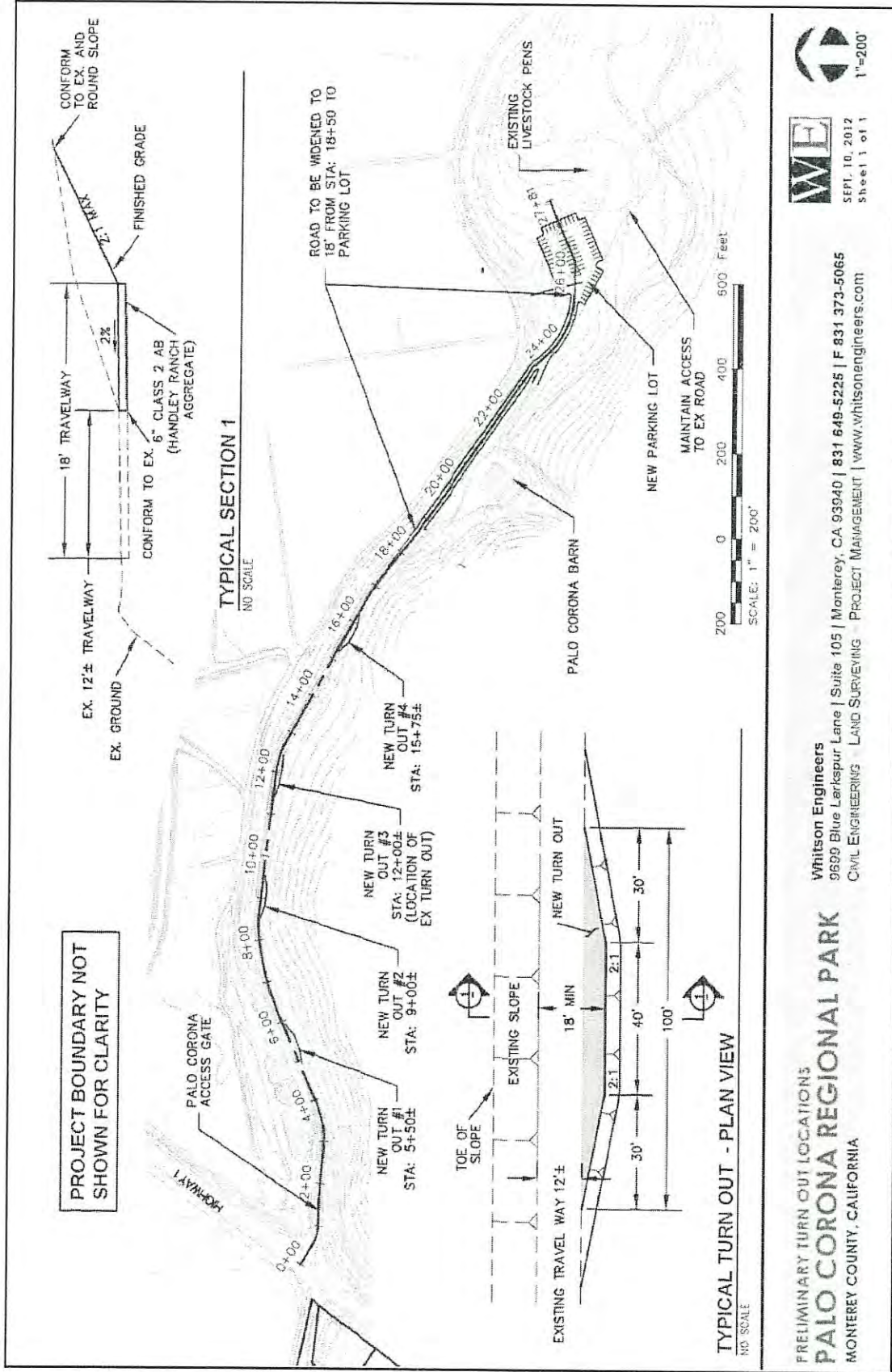


Figure 5  
Planned Improvements Along PCRP Access Road





## Highway Design Manual Standards

The Caltrans *Highway Design Manual* (HDM) makes the following recommendations regarding intersection design standards (Topic 405).

### Sight Distance

A clear line of sight should be provided between the driver on the minor street (crossroad) and the approaching traffic (major street). At a minimum, adequate stopping sight distance should be provided at all unsignalized intersections. Corner sight distance and decision sight distance also should be provided when possible and/or applicable. In some cases the cost of providing the required corner sight distance may be excessive. When restrictive conditions exist, the minimum value for corner sight distance shall be equal to the stopping sight distance. Decision sight distance is required at intersections where the State route turns or crosses another State route.

Based on the design speed along SR 1 (posted speed limit of 55 mph), the required stopping sight distance must be no less than 500 ft. (Table 201.1 of the HDM) and the minimum corner sight distance should be 605 ft.

The existing sight distance was measured in the field. It was determined that there is approximately 1,000 ft. and 800 ft. of available sight distance to the north and south, respectively, on SR 1 from the project access road. Therefore, adequate stopping and corner sight distance is currently available from the project access road (PCRP Access Road).

### Acceleration Lanes

According to the HDM, at rural intersections with stop control on the local cross road, acceleration lanes for left and right turn onto the State facility should be considered.

No acceleration lanes are being proposed as part of the project improvements.

### Left-Turn Channelization

The HDM recommends left-turn lanes be provided at intersections to expedite the movement of through traffic, control the movement of turning traffic, increase intersection capacity, and improve safety. At a minimum, the left-turn lane should meet the following requirements:

**Lane Width** – The lane width for both single and double left-turn lanes on State highways shall be 12 ft. However, under certain circumstances, left-turn lane widths of 11 ft. or as narrow as 10 ft. may be used.

The improvements plan does not specify the width of the left-turn lane. Based on Caltrans design criteria, the left-turn lane should be a minimum of 10 ft. wide.

**Approach Taper** – The approach taper provides space for a left-turn lane by moving traffic laterally to the right. In all situations where space is available (usually in rural and semi-rural areas on in urban areas with high traffic speeds and/or volumes), the standard left-turn channelization design in which all widening is to the right of approaching traffic and the deceleration lane begins at the end of the approach taper should be used. However, alternate designs with the deceleration lane beginning at the 2/3 point of the approach taper (so that part of the deceleration takes place in the through traffic lane) may be used in urban areas where constraints exist, speeds are moderate, and traffic volumes are relatively low.

The standard approach taper (Figure 405.2A) for the proposed southbound left-turn lane, based on a design speed of 55 mph and assuming the proposed left-turn lane would be 12 ft. wide, is 660 ft. The minimum required approach taper for urban areas where widening of both sides of the road is proposed (Figure 405.2C) is equal to half the standard approach taper, or 330 ft. based on a design speed of 55 mph and a 12-ft. left-turn lane.

The improvements plan shows the approach taper to be 300 ft. This length most likely was calculated using the equation from Figure 405.2C of the HDM, and assuming a left-turn lane width of approximately 10.9 ft.



**Bay Taper** – In urban areas, bay tapers of 60 and 90 ft. are normally used. On rural high-speed highways, a 120-ft. length is considered appropriate.

The improvements plan shows a 90-ft. bay taper, which is consistent with Caltrans design standards.

**Deceleration Lane Length** – Deceleration lane length are based on the roadway's design speed. It is desirable that deceleration take place entirely off the through traffic lanes. Based on Table 405.2B of the HDM, the required deceleration lane length for a 55 mph roadway is approximately 485 ft (including bay taper). As described above, alternate left-turn channelization designs allow the deceleration lane beginning at the 2/3 point of the approach taper, so part of the deceleration takes place in the through traffic lane. In cases where partial deceleration is permitted on the through lanes, design speeds may be reduced 10 to 20 mph for a lower entry speed.

The improvements plan shows the deceleration lane length to be 315 ft., which corresponds to a deceleration from 40 mph to 0 mph. The improvement plan also assumes the deceleration length would begin at the 2/3 point of the approach taper, allowing for part of the deceleration to take place in the through lane and reduce the design speed from 55 mph to 40 mph.

**Storage Length** – At unsignalized intersections, storage length may be based on the number of turning vehicles likely to arrive in an average 2-minute period during the peak hour. As a minimum, space for 2 passenger cars should be provided at 25 ft. per car. However, if the peak hour traffic is 10 percent (%) or more, space for one passenger car and one truck should be provided.

The improvements plan shows the storage capacity to be 75 ft., the equivalent of 3 passenger vehicles. Level of service calculations at the intersection of SR 1 and PCR Access Road show a 95<sup>th</sup> percentile queue length of no more than 1 vehicle for the southbound left-turn movement. Therefore, based on the estimated queue length calculations and Caltrans standards, the proposed 75 ft. of queue storage capacity is adequate.

Ultimately, Caltrans will decide whether the proposed improvements are adequate and meet Caltrans design standards.

## Conclusions

The traffic operations analysis provides the following conclusions.

### Intersection Levels of Analysis

The results indicate that the study intersection would not be significantly impacted with the addition of project traffic under existing plus project conditions.

### Signal Warrant Analysis

The results of the signal warrant analysis indicate that the study intersection currently does not have and would continue to not have traffic volumes that warrant signalization under existing and existing plus project conditions, respectively.

### Queuing Analysis

The queuing analysis results show that all approaches of the study intersection, with the exception of the westbound approach, would experience queue lengths of no more than 1 vehicle during the peak hours with the project. The westbound approach (outbound direction) would experience a queue length of 6 vehicles, or 150 feet assuming an average vehicle length of 25 feet, during the PM peak hour with the proposed project. The projected queue would occur along the PCRPA Access Road and not result in a disruption of traffic flow on SR 1.

### Roadway Segment Operations

Based on the HCM methodology, the study roadway segments currently operate at an acceptable LOS C during the AM peak hour and an unacceptable LOS D during the PM Peak hour. With the addition of the project traffic to the adjacent roadway network, the study roadway segments would continue to operate at an acceptable LOS C during the AM peak hour and at an unacceptable LOS D during the PM peak hour. The proposed project would have an impact at the study roadway segments during the PM peak hour, according to the Caltrans definition of impact.

### Planned Roadway Improvements

As part of the project, various roadway improvements are being proposed at the study intersection (the intersection of SR 1 and PCRPA Access Road) and along the PCRPA Access Road.

The Caltrans *Highway Design Manual* (HDM) makes the following recommendations regarding intersection design standards (Topic 405).

### Sight Distance

Based on the design speed along SR 1 (posted speed limit of 55 mph), the required stopping sight distance must be no less than 500 ft. (Table 201.1 of the HDM) and the minimum corner sight distance should be 605 ft.

The existing sight distance was measured in the field. It was determined that there is approximately 1,000 ft. and 800 ft. of available sight distance to the north and south, respectively, on SR 1 from the project access road. Therefore, adequate stopping and corner sight distance is currently available from the project access road (PCRPA Access Road).

### Acceleration Lanes

No acceleration lanes are being proposed as part of the project improvements.

### Left-Turn Channelization

*Lane Width* – The lane width for both single and double left-turn lanes on State highways shall be 12 ft. However, under certain circumstances, left-turn lane widths of 11 ft. or as narrow as 10 ft. may be used.

The improvements plan does not specify the width of the left-turn lane. Based on Caltrans design criteria, the left-turn lane should be a minimum of 10 ft. wide.

*Approach Taper* – The standard approach taper (Figure 405.2A) for the proposed southbound left-turn lane, based on a design speed of 55 mph and assuming the proposed left-turn lane would be 12 ft. wide, is 660 ft. The minimum required approach taper for urban areas where widening of both sides of the road is proposed (Figure 405.2C) is equal to half the standard approach taper, or 330 ft. based on a design speed of 55 mph and a 12-ft. left-turn lane.

The improvements plan shows the approach taper to be 300 ft. This length most likely was calculated using the equation from Figure 405.2C of the HDM, and assuming a left-turn lane width of approximately 10.9 ft.

*Bay Taper* – In urban areas, bay tapers of 60 and 90 ft. are normally used. On rural high-speed highways, a 120-ft. length is considered appropriate.

The improvements plan shows a 90-ft. bay taper, which is consistent with Caltrans design standards.

*Deceleration Lane Length* – Deceleration lane length are based on the roadway's design speed. It is desirable that deceleration take place entirely off the through traffic lanes. Based on Table 405.2B of the HDM, the required deceleration lane length for a 55 mph roadway is approximately 485 ft (including bay taper). In cases where partial deceleration is permitted on the through lanes, design speeds may be reduced 10 to 20 mph for a lower entry speed.

The improvements plan shows the deceleration lane length to be 315 ft., which corresponds to a deceleration from 40 mph to 0 mph. The improvement plan also assumes the deceleration length would begin at the 2/3 point of the approach taper, allowing for part of the deceleration to take place in the through lane and reduce the design speed from 55 mph to 40 mph.

*Storage Length* – The improvements plan shows the storage capacity to be 75 ft., the equivalent of 3 passenger vehicles. Level of service calculations at the intersection of SR 1 and PCR Access Road show a 95<sup>th</sup> percentile queue length of no more than 1 vehicle for the southbound left-turn movement. Therefore, based on the estimated queue length calculations and Caltrans standards, the proposed 75 ft. of queue storage capacity is adequate.

Ultimately, Caltrans will decide whether the proposed improvements are adequate and meet Caltrans design standards.

### **Mitigation of Impacts**

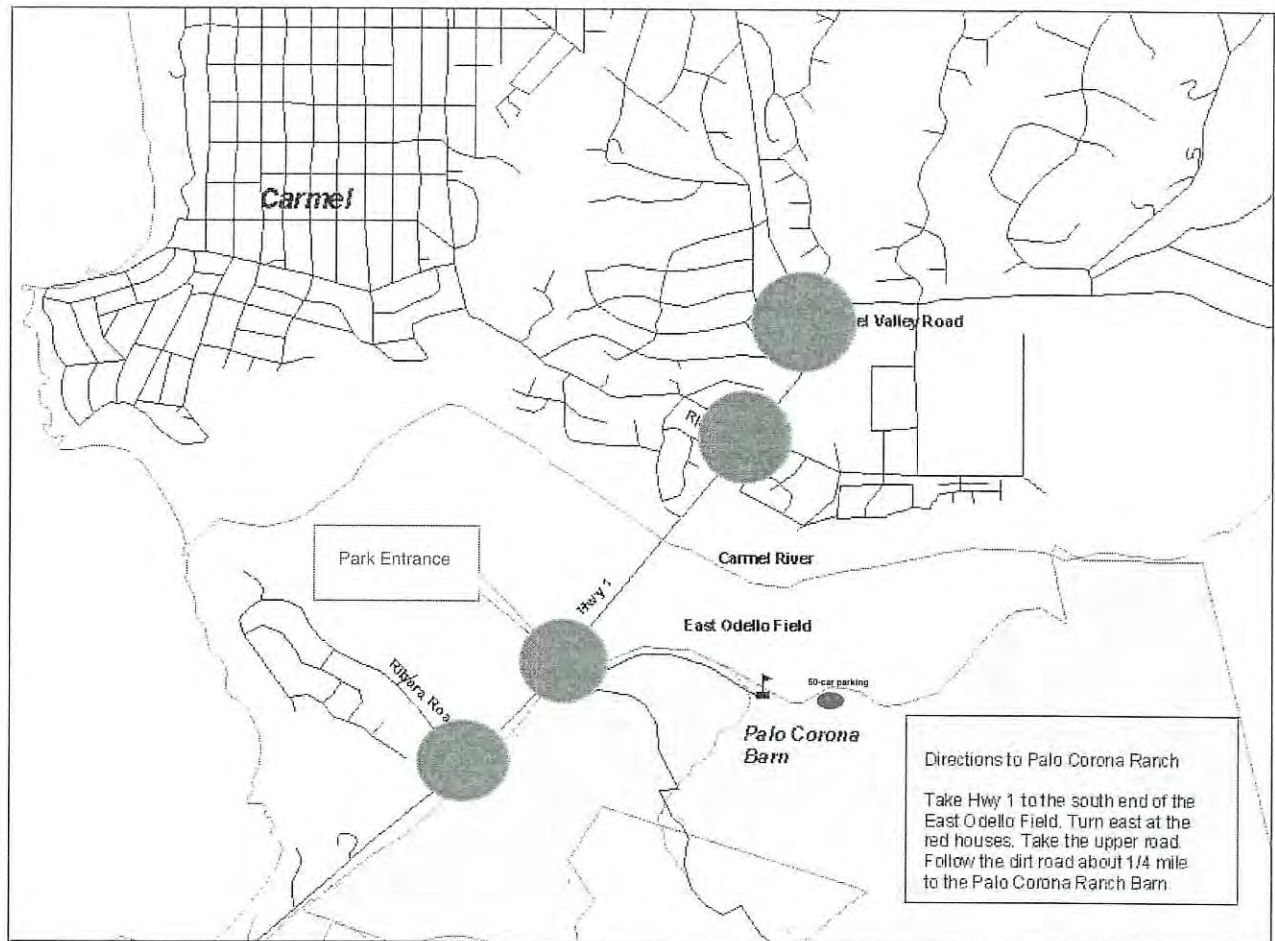
Improvements at the existing park entrance located along SR 1 are proposed by the project. The proposed improvements include an exclusive southbound left-turn lane along SR 1 into the park entrance. The proposed improvements would not only increase intersection capacity at SR 1 and PCR Access Road but would also result in improved roadway segment operations by minimizing the disruption of through traffic along SR 1.

This concludes our evaluation of the proposed project. If you have any questions, please feel free to contact me.

Attachments: Appendix



## Traffic Analysis Project Area





**EXHIBIT 10**

Scott Hennessy

294 Corral de Tierra, Salinas CA 93908 phone: 831 601 1119

email: [hennessyst@comcast.net](mailto:hennessyst@comcast.net) website: [shenvironmental.com](http://shenvironmental.com)

Date: November 2013

To: Tim Jensen, Conservation Director, Monterey Peninsula Regional Park District

Re: Biological Report for the proposed Palo Corona Ranch Parking Lot  
Palo Corona Ranch, Carmel, California APN 243 081 008

### **Project Description**

The construction of a 57-space parking lot and improvements to an existing access road on a section of APN 243 081 008 with a land disturbance area of approximately 2.5 acres.

### **Potential Sensitive Species of the Site**

The known species of the Palo Corona Ranch and the California Natural Diversity Data Base sensitive species for the Monterey Quad map were reviewed. There is no historic evidence that species from either of these listings have been observed on the construction site and none were observed during the site evaluation.

### **Methodology of Site Review**

#### **Site Visit**

The biologist performed a site visit on November 15, 2013 by walking the perimeter of the site and crossing to its center.

#### **Google Site Image Review**

The biologist researched Google for current and historic site images and found the 3 that are presented in images 1-3.

### **Findings**

The site visit and Google image review indicates that the entire proposed site land use has been for ranching with a set of corrals, a holding pasture, and a ranch equipment storage area since the 1930's. The Palo Corona Ranch has been known to the biologist as a working cattle ranch since 1955. The only native vegetation observed was 2 coffee berry and 5 coyote bushes with the majority of the site either hard-packed bare ground or covered with the stubble of non-native annual grasses (Photographs 1-4). The observed bird



species were scrub jays, Saye's and black phoebes. Numerous ground squirrel holes are present along the access road and a few of the rodents were observed. The historic intensive use of the proposed site for ranching and its current condition of hard-packed earth with little native vegetation present indicates there has been no sensitive species habitat for decades on the proposed site. The long-time grazing operator states the area is underlain by a substantial amount of hillside debris from Hurricane Point that was deposited over 30 years ago by Caltrans. The upslope area beyond the site is rangeland while the downslope area is historic artichoke and row cropland currently fallow. At the border of the site and the downslope crop land there is an uncultivated area along the fence line that contains a mix of coyote brush and non-native annual grass and weed species.

### **Potential Project Impacts**

The construction of the parking lot and the access road improvements will disturb the soil with the potential to create sediment laden storm water runoff. The land clearing will not remove significant native plant covering nor will it significantly impact and sensitive species habitat. The ranch does have 2 protected amphibian species (red legged frog and tiger salamander) that potentially could use the ground squirrel holes for refuge though those 2 species' known habitat is a kilometer or further from the site. The site does have the potential to function as a migration corridor for these amphibian species though the historic and existing intensive use of the area for farming may preclude the residence of these species on the site.

### **Mitigation/Avoidance Measures**

If construction is to occur during or near to the rainy season a combined sediment retention and amphibian exclusion fence is to be installed along the site where water runoff may occur on the down slope areas and on the border of the remainder of the site a amphibian exclusion fence is to be installed. If the construction is to occur during the non-rainy season the amphibian exclusion fence is to be installed around the entire site.

### **Conclusion**

With prescribed mitigation the proposed project will not have any significant biological impact.

Scott Hennessy



**EXHIBIT 11**

**Wetland Delineation  
Palo Corona Regional Park  
Entrance Road Widening Project**

**Prepared for:  
Monterey Peninsula Regional Park District**

**Prepared by:  
Denise Duffy & Associates, Inc.  
947 Cass St. Suite 5  
Monterey, CA 93940**



**February 2012**



## WETLAND DELINEATION

### Regulation

The U.S. Army Corps of Engineers (ACOE) is the primary federal agency responsible for regulating wetlands and waters of the United States (waters). The ACOE and the Environmental Protection Agency (EPA) define wetlands as:

“Those areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas” (ACOE, 1982 and EPA, 1980).

Wetlands found in the "coastal zone" are regulated under the California Coastal Act (CCA) of 1976 and the federal Coastal Zone Management Act (CZMA), and are within jurisdiction of the Coastal Commission. Under the CCA, wetlands are defined as:

*land within the coastal zone which may be covered periodically or permanently with shallow water and include saltwater marshes, freshwater marshes, open or closed brackish water marshes, swamps, mudflats, and fens. (Pub. Res. Code §30121).*

The ACOE generally uses a three parameter definition for delineating wetlands, which requires that a positive wetland indicator be present for each parameter (vegetation, soils, and hydrology) (ACOE, 1987).

In contrast, the Coastal Commission regulations (California Code of Regulations Title 14 [14 CCR]) establish a **“one parameter definition”** that only requires evidence of a single wetland parameter to establish wetland conditions:

*Wetland shall be defined as land where the water table is at, near, or above the land surface long enough to promote the formation of hydric soils or to support the growth of hydrophytes, and shall also include those types of wetlands where vegetation is lacking and soil is poorly developed or absent as a result of frequent and drastic fluctuations of surface water levels, wave action, water flow, turbidity or high concentrations of salts or other substances in the substrate. Such wetlands can be recognized by the presence of surface water or saturated substrate at some time during each year and their location within, or adjacent to, vegetated wetlands or deep-water habitats. (14 CCR, Section 13577).*

For this delineation, data was collected and procedures followed in conformance with the ACOE's 1987 *Wetlands Delineation Manual* which includes the use of the Service's *National List of Plant Species That Occur in Wetlands: 1988 National Summary* (Reed, 1988).

The data collected during the field surveys were recorded on the ACOE's *Wetland Determination Data Forms* for the *Arid West Region Supplement* (Supplement) (ACOE, 2006). Nine sampling points were taken (Appendix A). Sampling points were recorded in the field on aerial photos.

Indicators described in the ACOE manual were used to make wetland determinations for both state and federal wetlands at each sampling point and to prepare the following wetland delineation.

## Methods

### Vegetation

Vegetation was broken into four strata for evaluation: tree, sapling/shrub, herb, and woody vines. Dominant plant species and approximate percent cover within five feet of the sampling point were recorded for the sapling/shrub and herb strata and within 30 feet for the tree and woody vine strata. Plant species were identified using *The Jepson Manual: Higher Plants of California* (Hickman, 1993), and were assigned a wetland status according to the *National List of Plant Species That Occur in Wetlands: 1988 National Summary* (Reed, 1988). For plant species not on this list, the *National List of Vascular Plant Species That Occur in Wetlands: 1996 National Summary* (Service, 1996), a draft revision of the 1988 list that is currently under review, was used to assign wetland status. This wetland classification system is based on the expected frequency of occurrence in wetlands as described in Table 1 below.

**Table 1: Wetland Vegetation Classification System**

Symbol	Indicator Category	Definition	Frequency of Occurrences
<b>OBL</b>	Obligate Wetland Plants	Always found in wetlands	>99%
<b>FACW</b>	Facultative Wetland Plants	Most often occur in wetlands	67-99%
<b>FAC</b>	Facultative Plants	Equal likelihood of occurring in wetlands and non-wetlands	33-67%
<b>FACU</b>	Facultative Upland Plants	Most often occur in non-wetlands	1-33%
<b>UPL</b>	Obligate Upland Plants	Always found in non-wetlands	<1%
<b>NL</b>	Not Listed (Assumed Upland)		

The “dominance test”, as described in the Supplement, was applied for each survey point. If greater than 50 percent of the dominant plant species across all strata were rated OBL, FACW, or FAC, then the plant community “passed” the dominance test and the vegetation was determined to be hydrophytic. Neither the prevalence test of morphological adaptations indicator were used as the conditions described in the manual for each were absent (i.e., plant community failing the dominance test with presence of both hydric soil and wetland hydrology)

### Soils

The soil at each survey point was evaluated by digging a 20-inch hole, when possible, and identifying soil horizons, color, and texture, as well as any hydric soil indicators (as described in the Supplement). Soil color was evaluated by comparing a small wetted piece of soil to Munsell Soil Color Charts (Munsell, 2000). The last digit of the Munsell Soil Notation refers to the chroma of the sample. This notation consists of numbers beginning with 0 for neutral grays and increasing at equal intervals to a maximum of about 20. Chroma values of the soil matrix which are one or less, or of two or less if mottling is present, are typical of soils which have developed under anaerobic conditions and indicate hydric soils, unless otherwise noted in the Supplement for certain soil types.

### Hydrology

Each survey point was evaluated for wetland hydrology using the indicators described in the Supplement. Evidence of one Primary Indicator sufficiently identified wetland hydrology; however, two or more Secondary Indicators were necessary if no Primary Indicators were observed. However, as stated in the Supplement, the Arid West is characterized by extended dry seasons in most years and by extreme temporal and special variability in rainfall, which causes many wetlands in the region to be dry for much of the year. At these times, hydrology indicators may be lacking altogether. Therefore, a "lack of an indicator is not evidence for the absence of wetland hydrology." Guidance is provided in the supplement for difficult wetland situations such as this.

Data collected at each sampling point was analyzed to determine if wetlands and other waters were present. As described above, evidence of a minimum of one positive wetland indicator from each parameter was necessary in order to make a positive wetland determination.

### **Results**

#### Vegetation

Dominant species within the majority of the evaluation included: soft chess (*Bromus hordeaceus* FACU), blue wild rye (*Elymus glaucus* FACU), and California brome (*Bromus carinatus* NL). A small portion of the site was dominated by facultative species which can be found in both uplands and wetlands: spreading rush (*Juncus patens* FAC) and red fescue (*Festuca rubra* FAC).

#### Soils

No wetland or hydric soil indicators were found.

#### Hydrology

No wetland hydrologic indicators were found.

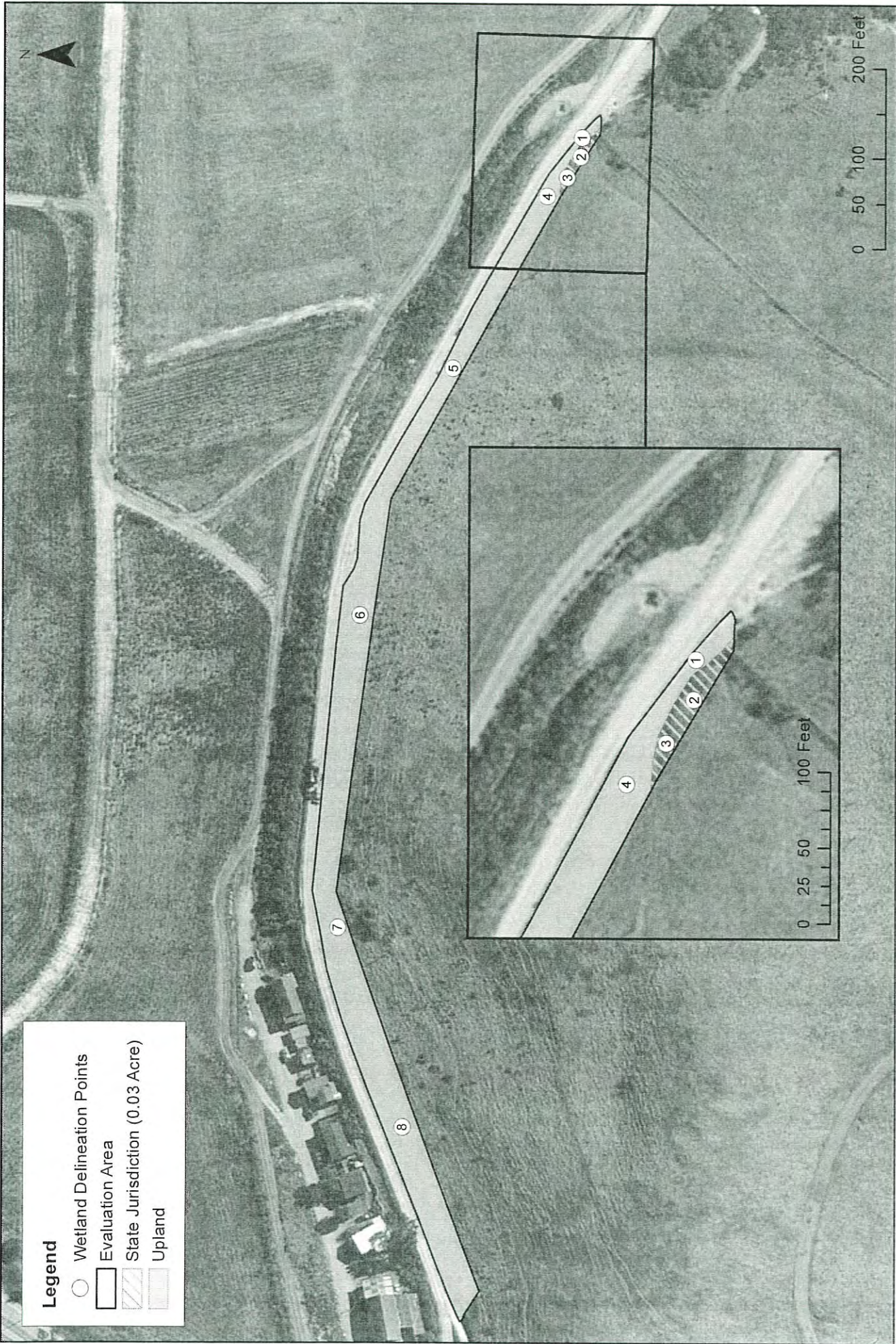
### **Jurisdiction**

The California Coastal Commission has the potential to take jurisdiction over areas that meet the ACOE vegetation criteria (Figure 1). There are no areas within the evaluation area that meet the soils and hydrology criteria. As a result, the mapping of wetlands that meet the state criteria is based on the distribution of facultative plant species.

### **Discussion**

Typically wetlands are considered Environmentally Sensitive Habitat within the coastal zone and impacts would need to be permitted. It is likely that impacts to wetlands resulting from the road widening project could be permitted given the very small area involved and the marginal nature of the resource. The wetlands identified have no aquatic component and do not serve as breeding or obligate upland habitat for any species status plant or animal species. I would suggest that recent enhancements to wetland and aquatic habitats implemented by the District within the Park would more than mitigate for the minimal impacts associated with the road widening.





**Legend**

- Wetland Delineation Points
- Evaluation Area
- ▨ State Jurisdiction (0.03 Acre)
- Upland

	<b>Title:</b> Palo Corona Wetland Delineation Map		<b>Date:</b> 1-26-2012 <b>Scale:</b> 1 inch = 0.03 miles <b>Project:</b> Project 2012-03		<b>Denise Duffy and Associates, Inc.</b> Environmental Consultants Resource Planners 947 Cass Street, Suite 5 Monterey, CA 93940 (831) 373-4341	<b>Figure</b> <h1>1</h1>
	<b>File:</b> PC Wet Del.mxd					



## REFERENCES

- Hickman, J.C. (ed.). 1993. The Jepson manual: higher plants of California. University of California Press, Berkeley, CA. 1400 pp.
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**APPENDIX A.**

Wetland Data Sheets



## WETLAND DETERMINATION DATA FORM – Arid West Region

Project Site: **Palo Corona** City/County: **Carmel, Monterey** Sampling Date: **1-25-12**  
 Applicant/Owner: **MPRPD** State: **CA** Sampling Point: **1**  
 Investigator(s): **J. Harwayne** Section, Township, Range:  
 Landform (hillslope, terrace, etc.): **Road Cut** Local relief (concave, convex, none): **Slope** Slope (%): **20-50**  
 Subregion (LRR): Lat: Long: Datum:  
 Soil Map Unit Name: NWI classification: **N/A**  
 Are climatic / hydrologic conditions on the site typical for this time of year? Yes  No  (If no, explain in Remarks.)  
 Are Vegetation , Soil , Or Hydrology , Significantly disturbed? Are "Normal Circumstances" present? Yes  No   
 Are Vegetation , Soil , Or Hydrology , Naturally problematic? (If needed, explain any answers in Remarks.)

### SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	<b>Is the Sampling Area within a Wetland?</b>	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
Hydric Soil Present?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>			
Wetland Hydrology Present?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>			
Remarks:					

### VEGETATION

Tree Stratum (Use scientific names.)	Absolute % Cover	Dominant Species?	Indicator Status	Dominance Test Worksheet:		
1. <b>None</b>				Number of Dominant Species That Are OBL, FACW, or FAC:	<b>0</b>	(A)
2.				Total Number of Dominant Species Across All Strata:	<b>2</b>	(B)
3.				Percent of Dominant Species That Are OBL, FACW, or FAC:	<b>0%</b>	(A/B)
4.			= Total Cover	<b>Prevalence Index worksheet:</b>		
<u>Sapling/Shrub Stratum</u>				Total %Cover of:	Multiply by:	
1. <b>None</b>				OBL species	x1 =	
2.				FACW species	x2 =	
3.				FAC species	x3 =	
4.				FACU species	x4 =	
5.			= Total Cover	UPL species	x5 =	
<u>Herb Stratum</u>				Column Totals:	(A)	(B)
1. <b>Elymus glaucus</b>	50	Y	FACU	Prevalence Index = B/A =		
2. <b>Bromus hordeaceus</b>	20	Y	FACU			
3.				<b>Hydrophytic Vegetation Indicators:</b>		
4.				Dominance Test is >50%		
5.				Prevalence Index is ≤3.0 <sup>1</sup>		
6.				Morphological Adaptations <sup>1</sup> (Provide supporting data in Remarks or on a separate sheet)		
7.				Problematic Hydrophytic Vegetation <sup>1</sup> (Explain)		
8.			= Total Cover	<sup>1</sup> Indicators of hydric soil and wetland hydrology must be present.		
<u>Woody Vine Stratum</u>				<b>Hydrophytic Vegetation Present?</b>		
1.						
2.			= Total Cover	<input checked="" type="checkbox"/>		
% Bare Ground in Herb Stratum	30	% Cover of Biotic Crust				
Remarks:						

Project Site: Palo Corona

**SOIL**

Sampling Point: 1

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix		Redox Features				Texture	Remarks
	Color (moist)	%	Color (Moist)	%	Type <sup>1</sup>	Loc <sup>2</sup>		
0-20	10YR 3/3		N/A				Sandy loam	

<sup>1</sup>Type: C= Concentration, D=Depletion, RM=Reduced Matrix, <sup>2</sup>Location: PL=Pore Lining, RC=Root Channel, M=Matrix.

**Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)**

- Histosol (A1)
- Histic Epipedon (A2)
- Black Histic (A3)
- Hydrogen Sulfide (A4)
- Stratified Layers (A5) (LRR C)
- 1 cm Muck (A9) (LRR D)
- Depleted Below Dark Surface (A11)
- Thick Dark Surface (A12)
- Sandy Mucky Mineral (S1)
- Sandy Gleyed Matrix (S4)
- Sandy Redox (S5)
- Stripped Matrix (S6)
- Loamy Mucky Mineral (F1)
- Loamy Gleyed Matrix (F2)
- Depleted Matrix (F3)
- Redox Dark Surface (F6)
- Depleted Dark Surface (F7)
- Redox Depressions (F8)
- Vernal Pools (F9)

**Indicators for Problematic Hydric Soils<sup>3</sup>:**

- 1 cm Muck (A9) (LRR C)
- 2 cm Muck (A10) (LRR B)
- Reduced Vertic (F18)
- Red Parent Material (TF2)
- Other (Explain in Remarks)

<sup>3</sup>Indicators of hydrophytic vegetation and wetland hydrology must be present.

**Restrictive Layer (if present):**

Type:

Depth (Inches):

Hydric Soils Present?

Yes  No

Remarks:

**HYDROLOGY**

**Wetland Hydrology Indicators:**

Primary Indicators (any one indicator is sufficient)

- Surface Water (A1)
- High Water Table (A2)
- Saturation (A3)
- Water Marks (B1) (Nonriverine)
- Sediment Deposits (B2) (Nonriverine)
- Drift Deposits (B3) (Nonriverine)
- Surface Soil Cracks (B6)
- Inundation Visible on Aerial Imagery (B7)
- Water-Stained Leaves (B9)
- Salt Crust (B11)
- Biotic Crust (B12)
- Aquatic Invertebrates (B13)
- Hydrogen Sulfide Odor (C1)
- Oxidized Rhizospheres along Living Roots (C3)
- Presence of Reduced Iron (C4)
- Recent Iron Reduction in Tilled Soils (C6)
- Other (Explain in Remarks)

Secondary Indicators (2 or more required)

- Water Marks (B1) (Riverine)
- Sediment Deposits (B2) (Riverine)
- Drift Deposits (B3) (Riverine)
- Drainage Patterns (B10)
- Dry-Season Water Table (C2)
- Thin Muck Surface (C7)
- Crayfish Burrows (C8)
- Saturation Visible on Aerial Imagery (C9)
- Shallow Aquitard (D3)
- FAC-Neutral Test (D5)

**Field Observations:**

Surface Water Present? Yes  No  Depth (inches):

Water Table Present? Yes  No  Depth (inches):

Saturation Present? (includes capillary fringe) Yes  No  Depth (inches):

Wetland Hydrology Present? Yes  No

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

## WETLAND DETERMINATION DATA FORM – Arid West Region

Project Site: **Palo Corona** City/County: **Carmel, Monterey** Sampling Date: **1-25-12**  
 Applicant/Owner: **MPRPD** State: **CA** Sampling Point: **2**  
 Investigator(s): **J. Harwayne** Section, Township, Range:  
 Landform (hillslope, terrace, etc.): **Road Cut** Local relief (concave, convex, none): **Slope** Slope (%): **20-50**  
 Subregion (LRR): Lat: Long: Datum:  
 Soil Map Unit Name: NWI classification: **N/A**  
 Are climatic / hydrologic conditions on the site typical for this time of year? Yes  No  (If no, explain in Remarks.)  
 Are Vegetation  Soil  Or Hydrology  Significantly disturbed? Are "Normal Circumstances" present? Yes  No   
 Are Vegetation  Soil  Or Hydrology  Naturally problematic? (If needed, explain any answers in Remarks.)

### SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>	<b>Is the Sampling Area within a Wetland?</b>	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
Hydric Soil Present?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>		Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
Wetland Hydrology Present?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>		Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
Remarks: <b>Meets one parameter approach for state jurisdiction.</b>					

### VEGETATION

Tree Stratum (Use scientific names.)	Absolute % Cover	Dominant Species?	Indicator Status	Dominance Test Worksheet:																
1. <b>None</b>				Number of Dominant Species That Are OBL, FACW, or FAC: <b>2</b> (A)  Total Number of Dominant Species Across All Strata: <b>3</b> (B)  Percent of Dominant Species That Are OBL, FACW, or FAC: <b>66%</b> (A/B)																
2.																				
3.																				
4.																				
= Total Cover				<b>Prevalence Index worksheet:</b> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: center;"><u>Total %Cover of :</u></td> <td style="text-align: center;"><u>Multiply by:</u></td> </tr> <tr> <td>OBL species</td> <td>x1 =</td> </tr> <tr> <td>FACW species</td> <td>x2 =</td> </tr> <tr> <td>FAC species</td> <td>x3 =</td> </tr> <tr> <td>FACU species</td> <td>x4 =</td> </tr> <tr> <td>UPL species</td> <td>x5 =</td> </tr> <tr> <td>Column Totals:</td> <td>(A) (B)</td> </tr> <tr> <td colspan="2" style="text-align: center;">Prevalence Index = B/A =</td> </tr> </table>	<u>Total %Cover of :</u>	<u>Multiply by:</u>	OBL species	x1 =	FACW species	x2 =	FAC species	x3 =	FACU species	x4 =	UPL species	x5 =	Column Totals:	(A) (B)	Prevalence Index = B/A =	
<u>Total %Cover of :</u>	<u>Multiply by:</u>																			
OBL species	x1 =																			
FACW species	x2 =																			
FAC species	x3 =																			
FACU species	x4 =																			
UPL species	x5 =																			
Column Totals:	(A) (B)																			
Prevalence Index = B/A =																				
<u>Sapling/Shrub Stratum</u>																				
1. <b>None</b>																				
2.																				
3.																				
4.																				
5.																				
= Total Cover																				
<u>Herb Stratum</u>																				
1. <b>Elymus glaucus</b>	5	N	FACU																	
2. <b>Bromus carinatus</b>	20	Y	NL																	
3. <b>Juncus patens</b>	25	Y	FAC																	
4. <b>Festuca rubra</b>	20	Y	FAC																	
5. <b>Oxalis pes-caprae</b>	5	N	NL																	
6.																				
7.																				
8.																				
= Total Cover																				
<u>Woody Vine Stratum</u>																				
1.																				
2.																				
= Total Cover																				
% Bare Ground in Herb Stratum	20	% Cover of Biotic Crust																		
= Total Cover																				
Remarks:																				
<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%;"><b>Hydrophytic Vegetation Present?</b></td> <td style="width: 10%;">Yes <input type="checkbox"/></td> <td style="width: 10%;">No <input checked="" type="checkbox"/></td> <td style="width: 10%;">Yes <input checked="" type="checkbox"/></td> <td style="width: 10%;">No <input type="checkbox"/></td> </tr> </table>				<b>Hydrophytic Vegetation Present?</b>	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>												
<b>Hydrophytic Vegetation Present?</b>	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>																

**Hydrophytic Vegetation Indicators:**  
 Dominance Test is >50%  
 Prevalence Index is ≤3.0<sup>1</sup>  
 Morphological Adaptations<sup>1</sup> (Provide supporting data in Remarks or on a separate sheet)  
 Problematic Hydrophytic Vegetation<sup>1</sup> (Explain)

<sup>1</sup>Indicators of hydric soil and wetland hydrology must be present.



Project Site: Palo Corona

**SOIL**

Sampling Point: 2

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)								
Depth (inches)	Matrix		Redox Features				Texture	Remarks
	Color (moist)	%	Color (Moist)	%	Type <sup>1</sup>	Loc <sup>2</sup>		
0-20	10YR 3/3		N/A				Sandy loam	

<sup>1</sup>Type: C= Concentration, D=Depletion, RM=Reduced Matrix, <sup>2</sup>Location: PL=Pore Lining, RC=Root Channel, M=Matrix.

<b>Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)</b> <input type="checkbox"/> Histosol (A1) <input type="checkbox"/> Histic Epipedon (A2) <input type="checkbox"/> Black Histic (A3) <input type="checkbox"/> Hydrogen Sulfide (A4) <input type="checkbox"/> Stratified Layers (A5) (LRR C) <input type="checkbox"/> 1 cm Muck (A9) (LRR D) <input type="checkbox"/> Depleted Below Dark Surface (A11) <input type="checkbox"/> Thick Dark Surface (A12) <input type="checkbox"/> Sandy Mucky Mineral (S1) <input type="checkbox"/> Sandy Gleyed Matrix (S4)	<input type="checkbox"/> Sandy Redox (S5) <input type="checkbox"/> Stripped Matrix (S6) <input type="checkbox"/> Loamy Mucky Mineral (F1) <input type="checkbox"/> Loamy Gleyed Matrix (F2) <input type="checkbox"/> Depleted Matrix (F3) <input type="checkbox"/> Redox Dark Surface (F6) <input type="checkbox"/> Depleted Dark Surface (F7) <input type="checkbox"/> Redox Depressions (F8) <input type="checkbox"/> Vernal Pools (F9)
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<b>Restrictive Layer (if present):</b> Type: Depth (Inches): Remarks:	<b>Indicators for Problematic Hydric Soils<sup>3</sup>:</b> <input type="checkbox"/> 1 cm Muck (A9) (LRR C) <input type="checkbox"/> 2 cm Muck (A10) (LRR B) <input type="checkbox"/> Reduced Vertic (F18) <input type="checkbox"/> Red Parent Material (TF2) <input type="checkbox"/> Other (Explain in Remarks)
--	--

<sup>3</sup>Indicators of hydrophytic vegetation and wetland hydrology must be present.

Hydric Soils Present?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>
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**HYDROLOGY**

<b>Wetland Hydrology Indicators:</b>			
Primary Indicators (any one indicator is sufficient)		Secondary Indicators (2 or more required)	
<input type="checkbox"/> Surface Water (A1)	<input type="checkbox"/> Salt Crust (B11)	<input type="checkbox"/> Water Marks (B1) (Riverine)	
<input type="checkbox"/> High Water Table (A2)	<input type="checkbox"/> Biotic Crust (B12)	<input type="checkbox"/> Sediment Deposits (B2) (Riverine)	
<input type="checkbox"/> Saturation (A3)	<input type="checkbox"/> Aquatic Invertebrates (B13)	<input type="checkbox"/> Drift Deposits (B3) (Riverine)	
<input type="checkbox"/> Water Marks (B1) (Nonriverine)	<input type="checkbox"/> Hydrogen Sulfide Odor (C1)	<input type="checkbox"/> Drainage Patterns (B10)	
<input type="checkbox"/> Sediment Deposits (B2) (Nonriverine)	<input type="checkbox"/> Oxidized Rhizospheres along Living Roots (C3)	<input type="checkbox"/> Dry-Season Water Table (C2)	
<input type="checkbox"/> Drift Deposits (B3) (Nonriverine)	<input type="checkbox"/> Presence of Reduced Iron (C4)	<input type="checkbox"/> Thin Muck Surface (C7)	
<input type="checkbox"/> Surface Soil Cracks (B6)	<input type="checkbox"/> Recent Iron Reduction in Tilled Soils (C6)	<input type="checkbox"/> Crayfish Burrows (C8)	
<input type="checkbox"/> Inundation Visible on Aerial Imagery (B7)	<input type="checkbox"/> Other (Explain in Remarks)	<input type="checkbox"/> Saturation Visible on Aerial Imagery (C9)	
<input type="checkbox"/> Water-Stained Leaves (B9)		<input type="checkbox"/> Shallow Aquitard (D3)	
		<input type="checkbox"/> FAC-Neutral Test (D5)	

<b>Field Observations:</b>			
Surface Water Present?	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Depth (inches):	
Water Table Present?	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Depth (inches):	
Saturation Present? (includes capillary fringe)	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Depth (inches):	

Wetland Hydrology Present?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>
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Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

## WETLAND DETERMINATION DATA FORM – Arid West Region

Project Site: **Palo Corona** City/County: **Carmel, Monterey** Sampling Date: **1-25-12**  
 Applicant/Owner: **MPRPD** State: **CA** Sampling Point: **3**  
 Investigator(s): **J. Harwayne** Section, Township, Range:  
 Landform (hillslope, terrace, etc.): **Road Cut** Local relief (concave, convex, none): **Slope** Slope (%): **20-50**  
 Subregion (LRR):C Lat: Long: Datum:  
 Soil Map Unit Name: **Santa Ynez Fine Sandy Loam 9-15% Slopes** NWI classification: **N/A**  
 Are climatic / hydrologic conditions on the site typical for this time of year? Yes  No  (If no, explain in Remarks.)  
 Are Vegetation  Soil  Or Hydrology  Significantly disturbed? Are "Normal Circumstances" present? Yes  No   
 Are Vegetation  Soil  Or Hydrology  Naturally problematic? (If needed, explain any answers in Remarks.)

### SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>	<b>Is the Sampling Area within a Wetland?</b>	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
Hydric Soil Present?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>		Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
Wetland Hydrology Present?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>		Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
Remarks: <b>Meets one parameter approach for state jurisdiction.</b>					

### VEGETATION

<u>Tree Stratum</u> (Use scientific names.)	Absolute % Cover	Dominant Species?	Indicator Status	<b>Dominance Test Worksheet:</b>			
1. <b>None</b>				Number of Dominant Species That Are OBL, FACW, or FAC:	1 (A)		
2.				Total Number of Dominant Species Across All Strata:	1 (B)		
3.				Percent of Dominant Species That Are OBL, FACW, or FAC:	100% (A/B)		
4.			= Total Cover				
<u>Sapling/Shrub Stratum</u>				<b>Prevalence Index worksheet:</b>			
1. <b>None</b>				<u>Total %Cover of :</u>	<u>Multiply by:</u>		
2.				OBL species	x1 =		
3.				FACW species	x2 =		
4.				FAC species	x3 =		
5.				FACU species	x4 =		
			= Total Cover	UPL species	x5 =		
<u>Herb Stratum</u>				Column Totals:	(A) (B)		
1. <b>Elymus glaucus</b>	10	N	FACU	Prevalence Index = B/A =			
2. <b>Bromus carinatus</b>	10	N	NL				
3. <b>Juncus patens</b>	1	N	FAC				
4. <b>Festuca rubra</b>	50	Y	FAC				
5. <b>Sonchus asper</b>	1	N	FACW				
6. <b>Baccharis pilularis</b>	2	N	NL				
7. <b>Oxalis pes-caprae</b>	1	N	NL				
8.							
	75		= Total Cover				
<u>Woody Vine Stratum</u>				<b>Hydrophytic Vegetation Indicators:</b>			
1.				Dominance Test is >50%			
2.				Prevalence Index is ≤3.0 <sup>1</sup>			
			= Total Cover	Morphological Adaptations <sup>1</sup> (Provide supporting data in Remarks or on a separate sheet)			
% Bare Ground in Herb Stratum <b>25</b>				Problematic Hydrophytic Vegetation <sup>1</sup> (Explain)			
% Cover of Biotic Crust				<sup>1</sup> Indicators of hydric soil and wetland hydrology must be present.			
Remarks:				<b>Hydrophytic Vegetation Present?</b>			
				Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>

**SOIL**

Sampling Point: 3

**Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)**

Depth (inches)	Matrix		Redox Features				Texture	Remarks
	Color (moist)	%	Color (Moist)	%	Type <sup>1</sup>	Loc <sup>2</sup>		
0-2	10YR 3/3		N/A				Sandy loam	
2-12	10YR 3/4		N/A				Sandy loam	
12-18	10YR 5/6		N/A				Sandy loam	

<sup>1</sup>Type: C= Concentration, D=Depletion, RM=Reduced Matrix, <sup>2</sup>Location: PL=Pore Lining, RC=Root Channel, M=Matrix.

**Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)**

- |  |   |
|--|---|
| <input type="checkbox"/> Histosol (A1)                     | <input type="checkbox"/> Sandy Redox (S5)           |
| <input type="checkbox"/> Histic Epipedon (A2)              | <input type="checkbox"/> Stripped Matrix (S6)       |
| <input type="checkbox"/> Black Histic (A3)                 | <input type="checkbox"/> Loamy Mucky Mineral (F1)   |
| <input type="checkbox"/> Hydrogen Sulfide (A4)             | <input type="checkbox"/> Loamy Gleyed Matrix (F2)   |
| <input type="checkbox"/> Stratified Layers (A5) (LRR C)    | <input type="checkbox"/> Depleted Matrix (F3)       |
| <input type="checkbox"/> 1 cm Muck (A9) (LRR D)            | <input type="checkbox"/> Redox Dark Surface (F6)    |
| <input type="checkbox"/> Depleted Below Dark Surface (A11) | <input type="checkbox"/> Depleted Dark Surface (F7) |
| <input type="checkbox"/> Thick Dark Surface (A12)          | <input type="checkbox"/> Redox Depressions (F8)     |
| <input type="checkbox"/> Sandy Mucky Mineral (S1)          | <input type="checkbox"/> Vernal Pools (F9)          |
| <input type="checkbox"/> Sandy Gleyed Matrix (S4)          |   |

**Indicators for Problematic Hydric Soils<sup>3</sup>:**

- 1 cm Muck (A9) (LRR C)
- 2 cm Muck (A10) (LRR B)
- Reduced Vertic (F18)
- Red Parent Material (TF2)
- Other (Explain in Remarks)

<sup>3</sup>Indicators of hydrophytic vegetation and wetland hydrology must be present.

**Restrictive Layer (if present):**

Type:

Depth (Inches):

Hydric Soils Present?

Yes  No

Remarks:

**HYDROLOGY**

**Wetland Hydrology Indicators:**

Primary Indicators (any one indicator is sufficient)

- |  |  |
|--|--|
| <input type="checkbox"/> Surface Water (A1)                        | <input type="checkbox"/> Salt Crust (B11)                              |
| <input type="checkbox"/> High Water Table (A2)                     | <input type="checkbox"/> Biotic Crust (B12)                            |
| <input type="checkbox"/> Saturation (A3)                           | <input type="checkbox"/> Aquatic Invertebrates (B13)                   |
| <input type="checkbox"/> Water Marks (B1) (Nonriverine)            | <input type="checkbox"/> Hydrogen Sulfide Odor (C1)                    |
| <input type="checkbox"/> Sediment Deposits (B2) (Nonriverine)      | <input type="checkbox"/> Oxidized Rhizospheres along Living Roots (C3) |
| <input type="checkbox"/> Drift Deposits (B3) (Nonriverine)         | <input type="checkbox"/> Presence of Reduced Iron (C4)                 |
| <input type="checkbox"/> Surface Soil Cracks (B6)                  | <input type="checkbox"/> Recent Iron Reduction in Tilled Soils (C6)    |
| <input type="checkbox"/> Inundation Visible on Aerial Imagery (B7) | <input type="checkbox"/> Other (Explain in Remarks)                    |
| <input type="checkbox"/> Water-Stained Leaves (B9)                 |  |

Secondary Indicators (2 or more required)

- Water Marks (B1) (Riverine)
- Sediment Deposits (B2) (Riverine)
- Drift Deposits (B3) (Riverine)
- Drainage Patterns (B10)
- Dry-Season Water Table (C2)
- Thin Muck Surface (C7)
- Crayfish Burrows (C8)
- Saturation Visible on Aerial Imagery (C9)
- Shallow Aquitard (D3)
- FAC-Neutral Test (D5)

**Field Observations:**

Surface Water Present? Yes  No  Depth (inches):

Water Table Present? Yes  No  Depth (inches):

Saturation Present? (includes capillary fringe) Yes  No  Depth (inches):

Wetland Hydrology Present? Yes  No

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:



## WETLAND DETERMINATION DATA FORM – Arid West Region

Project Site: **Palo Corona** City/County: **Carmel, Monterey** Sampling Date: **1-25-12**  
 Applicant/Owner: **MPRPD** State: **CA** Sampling Point: **4**  
 Investigator(s): **J. Harwayne** Section, Township, Range:  
 Landform (hillslope, terrace, etc.): **Road Cut** Local relief (concave, convex, none): **Slope** Slope (%): **20-50**  
 Subregion (LRR):C Lat: Long: Datum:  
 Soil Map Unit Name: **Santa Ynez Fine Sandy Loam 9-15% Slopes** NWI classification: **N/A**  
 Are climatic / hydrologic conditions on the site typical for this time of year? Yes  No  (If no, explain in Remarks.)  
 Are Vegetation  Soil  Or Hydrology  Significantly disturbed? Are "Normal Circumstances" present? Yes  No   
 Are Vegetation  Soil  Or Hydrology  Naturally problematic? (If needed, explain any answers in Remarks.)

### SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	Is the Sampling Area within a Wetland? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
Hydric Soil Present?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	
Wetland Hydrology Present?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	
Remarks:			

### VEGETATION

<u>Tree Stratum</u> (Use scientific names.)	Absolute % Cover	Dominant Species?	Indicator Status	Dominance Test Worksheet:																
1. <b>None</b>				Number of Dominant Species That Are OBL, FACW, or FAC: (A)  Total Number of Dominant Species Across All Strata: <b>1</b> (B)  Percent of Dominant Species That Are OBL, FACW, or FAC: <b>0%</b> (A/B)																
2.																				
3.																				
4.																				
= Total Cover				<b>Prevalence Index worksheet:</b> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: center;"><u>Total %Cover of :</u></td> <td style="text-align: center;"><u>Multiply by:</u></td> </tr> <tr> <td>OBL species</td> <td>x1 =</td> </tr> <tr> <td>FACW species</td> <td>x2 =</td> </tr> <tr> <td>FAC species</td> <td>x3 =</td> </tr> <tr> <td>FACU species</td> <td>x4 =</td> </tr> <tr> <td>UPL species</td> <td>x5 =</td> </tr> <tr> <td>Column Totals:</td> <td>(A) (B)</td> </tr> <tr> <td colspan="2" style="text-align: center;">Prevalence Index = B/A =</td> </tr> </table>	<u>Total %Cover of :</u>	<u>Multiply by:</u>	OBL species	x1 =	FACW species	x2 =	FAC species	x3 =	FACU species	x4 =	UPL species	x5 =	Column Totals:	(A) (B)	Prevalence Index = B/A =	
<u>Total %Cover of :</u>	<u>Multiply by:</u>																			
OBL species	x1 =																			
FACW species	x2 =																			
FAC species	x3 =																			
FACU species	x4 =																			
UPL species	x5 =																			
Column Totals:	(A) (B)																			
Prevalence Index = B/A =																				
<u>Sapling/Shrub Stratum</u>																				
1. <b>None</b>																				
2.																				
3.																				
4.																				
5.																				
= Total Cover																				
<u>Herb Stratum</u>																				
1.																				
2. <b>Bromus carinatus</b>	75	Y	NL																	
3.																				
4.																				
5.																				
6. <b>Baccharis pilularis</b>	2	N	NL																	
7.																				
8.																				
= Total Cover																				
<u>Woody Vine Stratum</u>																				
1.																				
2.																				
= Total Cover																				
% Bare Ground in Herb Stratum	5	% Cover of Biotic Crust																		
= Total Cover																				
Remarks:				<b>Hydrophytic Vegetation Present?</b> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>																
				<sup>1</sup> Indicators of hydric soil and wetland hydrology must be present.																

**SOIL**

Sampling Point: 4

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix		Redox Features				Texture	Remarks
	Color (moist)	%	Color (Moist)	%	Type <sup>1</sup>	Loc <sup>2</sup>		
0-18	10YR 3/2		N/A				Sandy loam	

<sup>1</sup>Type: C= Concentration, D=Depletion, RM=Reduced Matrix, <sup>2</sup>Location: PL=Pore Lining, RC=Root Channel, M=Matrix.

**Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)**

- Histosol (A1)
- Histic Epipedon (A2)
- Black Histic (A3)
- Hydrogen Sulfide (A4)
- Stratified Layers (A5) (LRR C)
- 1 cm Muck (A9) (LRR D)
- Depleted Below Dark Surface (A11)
- Thick Dark Surface (A12)
- Sandy Mucky Mineral (S1)
- Sandy Gleyed Matrix (S4)
- Sandy Redox (S5)
- Stripped Matrix (S6)
- Loamy Mucky Mineral (F1)
- Loamy Gleyed Matrix (F2)
- Depleted Matrix (F3)
- Redox Dark Surface (F6)
- Depleted Dark Surface (F7)
- Redox Depressions (F8)
- Vernal Pools (F9)

**Indicators for Problematic Hydric Soils<sup>3</sup>:**

- 1 cm Muck (A9) (LRR C)
- 2 cm Muck (A10) (LRR B)
- Reduced Vertic (F18)
- Red Parent Material (TF2)
- Other (Explain in Remarks)

<sup>3</sup>Indicators of hydrophytic vegetation and wetland hydrology must be present.

**Restrictive Layer (if present):**

Type:

Depth (Inches):

Hydric Soils Present?

Yes

No

Remarks:

**HYDROLOGY**

**Wetland Hydrology Indicators:**

Primary Indicators (any one indicator is sufficient)

- Surface Water (A1)
- High Water Table (A2)
- Saturation (A3)
- Water Marks (B1) (Nonriverine)
- Sediment Deposits (B2) (Nonriverine)
- Drift Deposits (B3) (Nonriverine)
- Surface Soil Cracks (B6)
- Inundation Visible on Aerial Imagery (B7)
- Water-Stained Leaves (B9)
- Salt Crust (B11)
- Biotic Crust (B12)
- Aquatic Invertebrates (B13)
- Hydrogen Sulfide Odor (C1)
- Oxidized Rhizospheres along Living Roots (C3)
- Presence of Reduced Iron (C4)
- Recent Iron Reduction in Tilled Soils (C6)
- Other (Explain in Remarks)

Secondary Indicators (2 or more required)

- Water Marks (B1) (Riverine)
- Sediment Deposits (B2) (Riverine)
- Drift Deposits (B3) (Riverine)
- Drainage Patterns (B10)
- Dry-Season Water Table (C2)
- Thin Muck Surface (C7)
- Crayfish Burrows (C8)
- Saturation Visible on Aerial Imagery (C9)
- Shallow Aquitard (D3)
- FAC-Neutral Test (D5)

**Field Observations:**

Surface Water Present? Yes  No  Depth (inches):

Water Table Present? Yes  No  Depth (inches):

Saturation Present? (includes capillary fringe) Yes  No  Depth (inches):

Wetland Hydrology Present?

Yes

No

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

## WETLAND DETERMINATION DATA FORM – Arid West Region

Project Site: **Palo Corona** City/County: **Carmel, Monterey** Sampling Date: **1-25-12**  
 Applicant/Owner: **MPRPD** State: **CA** Sampling Point: **5**  
 Investigator(s): **J. Harwayne** Section, Township, Range:  
 Landform (hillslope, terrace, etc.): **Road Cut** Local relief (concave, convex, none): **Slope** Slope (%): **20-50**  
 Subregion (LRR):C Lat: Long: Datum:  
 Soil Map Unit Name: **Santa Ynez Fine Sandy Loam 9-15% Slopes** NWI classification: **N/A**  
 Are climatic / hydrologic conditions on the site typical for this time of year? Yes  No  (If no, explain in Remarks.)  
 Are Vegetation , Soil , Or Hydrology  Significantly disturbed? Are "Normal Circumstances" present? Yes  No   
 Are Vegetation , Soil , Or Hydrology  Naturally problematic? (If needed, explain any answers in Remarks.)

### SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	<b>Is the Sampling Area within a Wetland?</b>	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
Hydric Soil Present?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>			
Wetland Hydrology Present?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>			
Remarks:					

### VEGETATION

<u>Tree Stratum</u> (Use scientific names.)	Absolute % Cover	Dominant Species?	Indicator Status																	
1. <b>None</b>				<b>Dominance Test Worksheet:</b> Number of Dominant Species That Are OBL, FACW, or FAC: <b>0</b> (A) Total Number of Dominant Species Across All Strata: <b>1</b> (B) Percent of Dominant Species That Are OBL, FACW, or FAC: <b>0%</b> (A/B)																
2.																				
3.																				
4.																				
= Total Cover				<b>Prevalence Index worksheet:</b> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: center;"><u>Total %Cover of :</u></td> <td style="text-align: center;"><u>Multiply by:</u></td> </tr> <tr> <td>OBL species</td> <td>x1 =</td> </tr> <tr> <td>FACW species</td> <td>x2 =</td> </tr> <tr> <td>FAC species</td> <td>x3 =</td> </tr> <tr> <td>FACU species</td> <td>x4 =</td> </tr> <tr> <td>UPL species</td> <td>x5 =</td> </tr> <tr> <td>Column Totals:</td> <td>(A) (B)</td> </tr> <tr> <td colspan="2" style="text-align: center;">Prevalence Index = B/A =</td> </tr> </table>	<u>Total %Cover of :</u>	<u>Multiply by:</u>	OBL species	x1 =	FACW species	x2 =	FAC species	x3 =	FACU species	x4 =	UPL species	x5 =	Column Totals:	(A) (B)	Prevalence Index = B/A =	
<u>Total %Cover of :</u>	<u>Multiply by:</u>																			
OBL species	x1 =																			
FACW species	x2 =																			
FAC species	x3 =																			
FACU species	x4 =																			
UPL species	x5 =																			
Column Totals:	(A) (B)																			
Prevalence Index = B/A =																				
<u>Sapling/Shrub Stratum</u>																				
1. <b>None</b>																				
2.																				
3.																				
4.																				
5.																				
= Total Cover																				
<u>Herb Stratum</u>																				
1.																				
2. <b>Bromus hordeaceus</b>	90	Y	FACU																	
3. <b>Juncus patens</b>	2	N	FAC																	
4.																				
5.																				
6.																				
7.																				
= Total Cover																				
<u>Woody Vine Stratum</u>																				
1.																				
2.																				
= Total Cover																				
% Bare Ground in Herb Stratum	10	% Cover of Biotic Crust																		
= Total Cover																				
Remarks:																				
<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%;"><b>Hydrophytic Vegetation Present?</b></td> <td style="width: 10%;">Yes</td> <td style="width: 10%;">No</td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> </tr> <tr> <td></td> <td style="text-align: center;"><input checked="" type="checkbox"/></td> <td style="text-align: center;"><input type="checkbox"/></td> <td style="text-align: center;"><input type="checkbox"/></td> <td style="text-align: center;"><input type="checkbox"/></td> <td style="text-align: center;"><input type="checkbox"/></td> </tr> </table>				<b>Hydrophytic Vegetation Present?</b>	Yes	No					<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>					
<b>Hydrophytic Vegetation Present?</b>	Yes	No																		
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>															

**Hydrophytic Vegetation Indicators:**  
 Dominance Test is >50%  
 Prevalence Index is ≤3.0<sup>1</sup>  
 Morphological Adaptations<sup>1</sup> (Provide supporting data in Remarks or on a separate sheet)  
 Problematic Hydrophytic Vegetation<sup>1</sup> (Explain)

<sup>1</sup>Indicators of hydric soil and wetland hydrology must be present.



**SOIL**

Sampling Point: 5

**Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)**

Depth (inches)	Matrix		Redox Features				Texture	Remarks
	Color (moist)	%	Color (Moist)	%	Type <sup>1</sup>	Loc <sup>2</sup>		
0-18	10YR 2/2		N/A				Sandy loam	

<sup>1</sup>Type: C= Concentration, D=Depletion, RM=Reduced Matrix, <sup>2</sup>Location: PL=Pore Lining, RC=Root Channel, M=Matrix.

**Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)**

- Histosol (A1)
- Histic Epipedon (A2)
- Black Histic (A3)
- Hydrogen Sulfide (A4)
- Stratified Layers (A5) (LRR C)
- 1 cm Muck (A9) (LRR D)
- Depleted Below Dark Surface (A11)
- Thick Dark Surface (A12)
- Sandy Mucky Mineral (S1)
- Sandy Gleyed Matrix (S4)
- Sandy Redox (S5)
- Stripped Matrix (S6)
- Loamy Mucky Mineral (F1)
- Loamy Gleyed Matrix (F2)
- Depleted Matrix (F3)
- Redox Dark Surface (F6)
- Depleted Dark Surface (F7)
- Redox Depressions (F8)
- Vernal Pools (F9)

**Indicators for Problematic Hydric Soils<sup>3</sup>:**

- 1 cm Muck (A9) (LRR C)
- 2 cm Muck (A10) (LRR B)
- Reduced Vertic (F18)
- Red Parent Material (TF2)
- Other (Explain in Remarks)

<sup>3</sup>Indicators of hydrophytic vegetation and wetland hydrology must be present.

**Restrictive Layer (if present):**

Type:

Depth (Inches):

Hydric Soils Present?

Yes

No

Remarks:

**HYDROLOGY**

**Wetland Hydrology Indicators:**

Primary Indicators (any one indicator is sufficient)

- Surface Water (A1)
- High Water Table (A2)
- Saturation (A3)
- Water Marks (B1) (Nonriverine)
- Sediment Deposits (B2) (Nonriverine)
- Drift Deposits (B3) (Nonriverine)
- Surface Soil Cracks (B6)
- Inundation Visible on Aerial Imagery (B7)
- Water-Stained Leaves (B9)
- Salt Crust (B11)
- Biotic Crust (B12)
- Aquatic Invertebrates (B13)
- Hydrogen Sulfide Odor (C1)
- Oxidized Rhizospheres along Living Roots (C3)
- Presence of Reduced Iron (C4)
- Recent Iron Reduction in Tilled Soils (C6)
- Other (Explain in Remarks)

Secondary Indicators (2 or more required)

- Water Marks (B1) (Riverine)
- Sediment Deposits (B2) (Riverine)
- Drift Deposits (B3) (Riverine)
- Drainage Patterns (B10)
- Dry-Season Water Table (C2)
- Thin Muck Surface (C7)
- Crayfish Burrows (C8)
- Saturation Visible on Aerial Imagery (C9)
- Shallow Aquitard (D3)
- FAC-Neutral Test (D5)

**Field Observations:**

Surface Water Present? Yes  No  Depth (inches):

Water Table Present? Yes  No  Depth (inches):

Saturation Present? (includes capillary fringe) Yes  No  Depth (inches):

Wetland Hydrology Present?

Yes

No

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

## WETLAND DETERMINATION DATA FORM – Arid West Region

Project Site: **Palo Corona** City/County: **Carmel, Monterey** Sampling Date: **1-25-12**  
 Applicant/Owner: **MPRPD** State: **CA** Sampling Point: **6**  
 Investigator(s): **J. Harwayne** Section, Township, Range:  
 Landform (hillslope, terrace, etc.): **Road Cut** Local relief (concave, convex, none): **Slope** Slope (%): **20-50**  
 Subregion (LRR): **C** Lat: Long: Datum:  
 Soil Map Unit Name: **Santa Ynez Fine Sandy Loam 9-15% Slopes** NWI classification: **N/A**  
 Are climatic / hydrologic conditions on the site typical for this time of year? Yes  No  (If no, explain in Remarks.)  
 Are Vegetation , Soil , Or Hydrology , Significantly disturbed? Are "Normal Circumstances" present? Yes  No   
 Are Vegetation , Soil , Or Hydrology , Naturally problematic? (If needed, explain any answers in Remarks.)

### SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	Is the Sampling Area within a Wetland? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
Hydric Soil Present?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	
Wetland Hydrology Present?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	
Remarks:			

### VEGETATION

<u>Tree Stratum</u> (Use scientific names.)	Absolute % Cover	Dominant Species?	Indicator Status	Dominance Test Worksheet:
1. None				Number of Dominant Species That Are OBL, FACW, or FAC: (A)  Total Number of Dominant Species Across All Strata: 1 (B)  Percent of Dominant Species That Are OBL, FACW, or FAC: 0% (A/B)
2.				
3.				
4.				
= Total Cover				<b>Prevalence Index worksheet:</b> Total %Cover of: Multiply by: OBL species x1 = FACW species x2 = FAC species x3 = FACU species x4 = UPL species x5 = Column Totals: (A) (B) Prevalence Index = B/A =
<u>Sapling/Shrub Stratum</u>				
1. None				
2.				
3.				
4.				
5.				
= Total Cover				
<u>Herb Stratum</u>				<b>Hydrophytic Vegetation Indicators:</b> Dominance Test is >50% Prevalence Index is <3.0 <sup>1</sup> Morphological Adaptations <sup>1</sup> (Provide supporting data in Remarks or on a separate sheet) Problematic Hydrophytic Vegetation <sup>1</sup> (Explain)
1.				
2. <b>Bromus hordeaceus</b>	80	Y	FACU	
3. <b>Bromus carinatus</b>	10	N	NL	
4.				
5.				
6.	2	N	NL	
7.				
= Total Cover				
<u>Woody Vine Stratum</u>				
1.				
2.				
= Total Cover				
% Bare Ground in Herb Stratum	5	% Cover of Biotic Crust		
Remarks:				
<b>Hydrophytic Vegetation Present?</b> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>				





## WETLAND DETERMINATION DATA FORM – Arid West Region

Project Site: **Palo Corona** City/County: **Carmel, Monterey** Sampling Date: **1-25-12**  
 Applicant/Owner: **MPRPD** State: **CA** Sampling Point: **7**  
 Investigator(s): **J. Harwayne** Section, Township, Range:  
 Landform (hillslope, terrace, etc.): **Road Cut** Local relief (concave, convex, none): **Slope** Slope (%): **20-50**  
 Subregion (LRR):C Lat: Long: Datum:  
 Soil Map Unit Name: **Santa Ynez Fine Sandy Loam 9-15% Slopes** NWI classification: **N/A**  
 Are climatic / hydrologic conditions on the site typical for this time of year? Yes  No  (If no, explain in Remarks.)  
 Are Vegetation , Soil , Or Hydrology , Significantly disturbed? Are "Normal Circumstances" present? Yes  No   
 Are Vegetation , Soil , Or Hydrology , Naturally problematic? (If needed, explain any answers in Remarks.)

### SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	Is the Sampling Area within a Wetland? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
Hydric Soil Present?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	
Wetland Hydrology Present?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	
Remarks:			

### VEGETATION

<u>Tree Stratum</u> (Use scientific names.)	Absolute % Cover	Dominant Species?	Indicator Status	Dominance Test Worksheet:
1. <b>None</b>				Number of Dominant Species That Are OBL, FACW, or FAC: <b>0</b> (A)  Total Number of Dominant Species Across All Strata: <b>1</b> (B)  Percent of Dominant Species That Are OBL, FACW, or FAC: <b>0%</b> (A/B)
2.				
3.				
4.				
= Total Cover				<b>Prevalence Index worksheet:</b> Total %Cover of: <span style="float: right;">Multiply by:</span> OBL species <span style="float: right;">x1 =</span> FACW species <span style="float: right;">x2 =</span> FAC species <span style="float: right;">x3 =</span> FACU species <span style="float: right;">x4 =</span> UPL species <span style="float: right;">x5 =</span> Column Totals: (A) (B) Prevalence Index = B/A =
<u>Sapling/Shrub Stratum</u>				
1. <b>None</b>				
2.				
3.				
4.				
5.				
= Total Cover				
<u>Herb Stratum</u>				
1.				
2. <b>Bromus hordeaceus</b>	60	Y	FACU	
3. <b>Bromus carinatus</b>	10	N	NL	
4. <b>Plantago lanceolata</b>	5	N	FAC-	
5. <b>Baccharis pilularis</b>	5	N	NL	
6. <b>Lolium multiflorum</b>	1	N	FAC	
7. <b>Conium maculatum</b>	1	N	FAC	
8. <b>Elymus X Triticum</b>	10	N	NL	
92 = Total Cover				
<u>Woody Vine Stratum</u>				
1.				
2.				
= Total Cover				
% Bare Ground in Herb Stratum	5	% Cover of Biotic Crust		
= Total Cover				
<b>Hydrophytic Vegetation Indicators:</b> Dominance Test is >50% Prevalence Index is ≤3.0 <sup>1</sup> Morphological Adaptations <sup>1</sup> (Provide supporting data in Remarks or on a separate sheet) Problematic Hydrophytic Vegetation <sup>1</sup> (Explain)				
<sup>1</sup> Indicators of hydric soil and wetland hydrology must be present.				
<b>Hydrophytic Vegetation Present?</b> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>				
Remarks:				

**SOIL**

Sampling Point: 7

**Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)**

Depth (inches)	Matrix		Redox Features				Texture	Remarks
	Color (moist)	%	Color (Moist)	%	Type <sup>1</sup>	Loc <sup>2</sup>		
0-18	10YR 2/2		N/A				Sandy loam	

<sup>1</sup>Type: C= Concentration, D=Depletion, RM=Reduced Matrix, <sup>2</sup>Location: PL=Pore Lining, RC=Root Channel, M=Matrix.

**Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)**

- |  |   |
|--|---|
| <input type="checkbox"/> Histosol (A1)                     | <input type="checkbox"/> Sandy Redox (S5)           |
| <input type="checkbox"/> Histic Epipedon (A2)              | <input type="checkbox"/> Stripped Matrix (S6)       |
| <input type="checkbox"/> Black Histic (A3)                 | <input type="checkbox"/> Loamy Mucky Mineral (F1)   |
| <input type="checkbox"/> Hydrogen Sulfide (A4)             | <input type="checkbox"/> Loamy Gleyed Matrix (F2)   |
| <input type="checkbox"/> Stratified Layers (A5) (LRR C)    | <input type="checkbox"/> Depleted Matrix (F3)       |
| <input type="checkbox"/> 1 cm Muck (A9) (LRR D)            | <input type="checkbox"/> Redox Dark Surface (F6)    |
| <input type="checkbox"/> Depleted Below Dark Surface (A11) | <input type="checkbox"/> Depleted Dark Surface (F7) |
| <input type="checkbox"/> Thick Dark Surface (A12)          | <input type="checkbox"/> Redox Depressions (F8)     |
| <input type="checkbox"/> Sandy Mucky Mineral (S1)          | <input type="checkbox"/> Vernal Pools (F9)          |
| <input type="checkbox"/> Sandy Gleyed Matrix (S4)          |   |

**Indicators for Problematic Hydric Soils<sup>3</sup>:**

- 1 cm Muck (A9) (LRR C)
- 2 cm Muck (A10) (LRR B)
- Reduced Vertic (F18)
- Red Parent Material (TF2)
- Other (Explain in Remarks)

<sup>3</sup>Indicators of hydrophytic vegetation and wetland hydrology must be present.

**Restrictive Layer (if present):**

Type:

Depth (Inches):

Remarks:

Hydric Soils Present?

Yes  No

**HYDROLOGY**

**Wetland Hydrology Indicators:**

Primary Indicators (any one indicator is sufficient)

- |  |  |
|--|--|
| <input type="checkbox"/> Surface Water (A1)                        | <input type="checkbox"/> Salt Crust (B11)                              |
| <input type="checkbox"/> High Water Table (A2)                     | <input type="checkbox"/> Biotic Crust (B12)                            |
| <input type="checkbox"/> Saturation (A3)                           | <input type="checkbox"/> Aquatic Invertebrates (B13)                   |
| <input type="checkbox"/> Water Marks (B1) (Nonriverine)            | <input type="checkbox"/> Hydrogen Sulfide Odor (C1)                    |
| <input type="checkbox"/> Sediment Deposits (B2) (Nonriverine)      | <input type="checkbox"/> Oxidized Rhizospheres along Living Roots (C3) |
| <input type="checkbox"/> Drift Deposits (B3) (Nonriverine)         | <input type="checkbox"/> Presence of Reduced Iron (C4)                 |
| <input type="checkbox"/> Surface Soil Cracks (B6)                  | <input type="checkbox"/> Recent Iron Reduction in Tilled Soils (C6)    |
| <input type="checkbox"/> Inundation Visible on Aerial Imagery (B7) | <input type="checkbox"/> Other (Explain in Remarks)                    |
| <input type="checkbox"/> Water-Stained Leaves (B9)                 |  |

Secondary Indicators (2 or more required)

- Water Marks (B1) (Riverine)
- Sediment Deposits (B2) (Riverine)
- Drift Deposits (B3) (Riverine)
- Drainage Patterns (B10)
- Dry-Season Water Table (C2)
- Thin Muck Surface (C7)
- Crayfish Burrows (C8)
- Saturation Visible on Aerial Imagery (C9)
- Shallow Aquitard (D3)
- FAC-Neutral Test (D5)

**Field Observations:**

- |  |   |                 |
|--|---|-----------------|
| Surface Water Present?                             | Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> | Depth (inches): |
| Water Table Present?                               | Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> | Depth (inches): |
| Saturation Present?<br>(includes capillary fringe) | Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> | Depth (inches): |

Wetland Hydrology Present?

Yes  No

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

## WETLAND DETERMINATION DATA FORM – Arid West Region

Project Site: **Palo Corona** City/County: **Carmel, Monterey** Sampling Date: **1-25-12**  
 Applicant/Owner: **MPRPD** State: **CA** Sampling Point: **8**  
 Investigator(s): **J. Harwayne** Section, Township, Range:  
 Landform (hillslope, terrace, etc.): **Road Cut** Local relief (concave, convex, none): **Slope** Slope (%): **20-50**  
 Subregion (LRR):C Lat: Long: Datum:  
 Soil Map Unit Name: **Santa Ynez Fine Sandy Loam 9-15% Slopes** NWI classification: **N/A**  
 Are climatic / hydrologic conditions on the site typical for this time of year? Yes  No  (If no, explain in Remarks.)  
 Are Vegetation , Soil , Or Hydrology  Significantly disturbed? Are "Normal Circumstances" present? Yes  No   
 Are Vegetation , Soil , Or Hydrology  Naturally problematic? (If needed, explain any answers in Remarks.)

### SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	<b>Is the Sampling Area within a Wetland?</b> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
Hydric Soil Present?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	
Wetland Hydrology Present?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	
Remarks:			

### VEGETATION

Tree Stratum (Use scientific names.)	Absolute % Cover	Dominant Species?	Indicator Status	Dominance Test Worksheet:
1. <b>None</b>				Number of Dominant Species That Are OBL, FACW, or FAC: <b>0</b> (A) Total Number of Dominant Species Across All Strata: <b>1</b> (B) Percent of Dominant Species That Are OBL, FACW, or FAC: <b>0%</b> (A/B)
2.				
3.				
4.				
= Total Cover				<b>Prevalence Index worksheet:</b> Total %Cover of: <u>                    </u> Multiply by: OBL species x1 = FACW species x2 = FAC species x3 = FACU species x4 = UPL species x5 = Column Totals: (A) (B) Prevalence Index = B/A =
<u>Sapling/Shrub Stratum</u>				
1. <b>None</b>				
2.				
3.				
4.				
5.				
= Total Cover				
<u>Herb Stratum</u>				
1.				
2. <b>Bromus hordeaceus</b>	40	Y	FACU	
3. <b>Conium maculatum</b>	5	N	FAC	
4. <b>Plantago lanceolata</b>	5	N	FAC-	
5.				
6.				
7.				
8. <b>Elymus X Triticum</b>	25	Y	NL	
75 = Total Cover				
<u>Woody Vine Stratum</u>				
1.				
2.				
= Total Cover				
% Bare Ground in Herb Stratum	20	% Cover of Biotic Crust		
= Total Cover				
<b>Hydrophytic Vegetation Present?</b> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>				
Remarks:				

**Hydrophytic Vegetation Indicators:**  
 Dominance Test is >50%  
 Prevalence Index is ≤3.0<sup>1</sup>  
 Morphological Adaptations<sup>1</sup> (Provide supporting data in Remarks or on a separate sheet)  
 Problematic Hydrophytic Vegetation<sup>1</sup> (Explain)

<sup>1</sup>Indicators of hydric soil and wetland hydrology must be present.



Project Site: Palo Corona

**SOIL**

Sampling Point: 8

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix		Redox Features				Texture	Remarks
	Color (moist)	%	Color (Moist)	%	Type <sup>1</sup>	Loc <sup>2</sup>		
0-18	10YR 2/2		N/A				Sandy loam	

<sup>1</sup>Type: C= Concentration, D=Depletion, RM=Reduced Matrix. <sup>2</sup>Location: PL=Pore Lining, RC=Root Channel, M=Matrix.

<b>Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)</b> <input type="checkbox"/> Histosol (A1) <input type="checkbox"/> Histic Epipedon (A2) <input type="checkbox"/> Black Histic (A3) <input type="checkbox"/> Hydrogen Sulfide (A4) <input type="checkbox"/> Stratified Layers (A5) (LRR C) <input type="checkbox"/> 1 cm Muck (A9) (LRR D) <input type="checkbox"/> Depleted Below Dark Surface (A11) <input type="checkbox"/> Thick Dark Surface (A12) <input type="checkbox"/> Sandy Mucky Mineral (S1) <input type="checkbox"/> Sandy Gleyed Matrix (S4)		<input type="checkbox"/> Sandy Redox (S5) <input type="checkbox"/> Stripped Matrix (S6) <input type="checkbox"/> Loamy Mucky Mineral (F1) <input type="checkbox"/> Loamy Gleyed Matrix (F2) <input type="checkbox"/> Depleted Matrix (F3) <input type="checkbox"/> Redox Dark Surface (F6) <input type="checkbox"/> Depleted Dark Surface (F7) <input type="checkbox"/> Redox Depressions (F8) <input type="checkbox"/> Vernal Pools (F9)		<b>Indicators for Problematic Hydric Soils<sup>3</sup>:</b> <input type="checkbox"/> 1 cm Muck (A9) (LRR C) <input type="checkbox"/> 2 cm Muck (A10) (LRR B) <input type="checkbox"/> Reduced Vertic (F18) <input type="checkbox"/> Red Parent Material (TF2) <input type="checkbox"/> Other (Explain in Remarks)	
--	--	---	--	--	--

<sup>3</sup>Indicators of hydrophytic vegetation and wetland hydrology must be present.

<b>Restrictive Layer (if present):</b> Type: Depth (Inches): Remarks:	<b>Hydric Soils Present?</b> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
--	--

**HYDROLOGY**

<b>Wetland Hydrology Indicators:</b> Primary Indicators (any one indicator is sufficient)		Secondary Indicators (2 or more required)	
<input type="checkbox"/> Surface Water (A1) <input type="checkbox"/> High Water Table (A2) <input type="checkbox"/> Saturation (A3) <input type="checkbox"/> Water Marks (B1) (Nonriverine) <input type="checkbox"/> Sediment Deposits (B2) (Nonriverine) <input type="checkbox"/> Drift Deposits (B3) (Nonriverine) <input type="checkbox"/> Surface Soil Cracks (B6) <input type="checkbox"/> Inundation Visible on Aerial Imagery (B7) <input type="checkbox"/> Water-Stained Leaves (B9)	<input type="checkbox"/> Salt Crust (B11) <input type="checkbox"/> Biotic Crust (B12) <input type="checkbox"/> Aquatic Invertebrates (B13) <input type="checkbox"/> Hydrogen Sulfide Odor (C1) <input type="checkbox"/> Oxidized Rhizospheres along Living Roots (C3) <input type="checkbox"/> Presence of Reduced Iron (C4) <input type="checkbox"/> Recent Iron Reduction in Tilled Soils (C6) <input type="checkbox"/> Other (Explain in Remarks)	<input type="checkbox"/> Water Marks (B1) (Riverine) <input type="checkbox"/> Sediment Deposits (B2) (Riverine) <input type="checkbox"/> Drift Deposits (B3) (Riverine) <input type="checkbox"/> Drainage Patterns (B10) <input type="checkbox"/> Dry-Season Water Table (C2) <input type="checkbox"/> Thin Muck Surface (C7) <input type="checkbox"/> Crayfish Burrows (C8) <input type="checkbox"/> Saturation Visible on Aerial Imagery (C9) <input type="checkbox"/> Shallow Aquitard (D3) <input type="checkbox"/> FAC-Neutral Test (D5)	

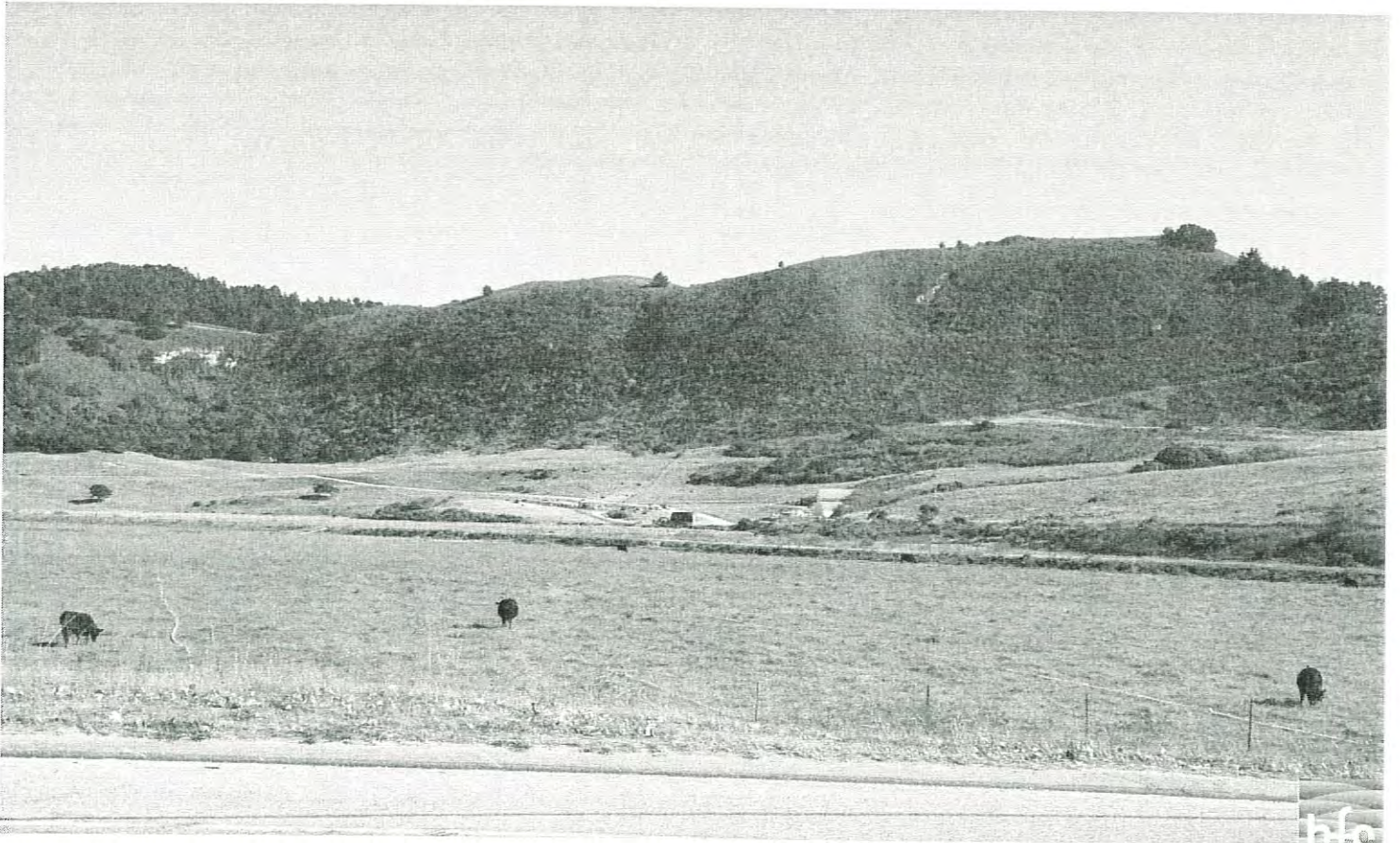
<b>Field Observations:</b> Surface Water Present?    Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Depth (inches): Water Table Present?      Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Depth (inches): Saturation Present? (includes capillary fringe)    Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Depth (inches):	<b>Wetland Hydrology Present?</b> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
---	---

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:



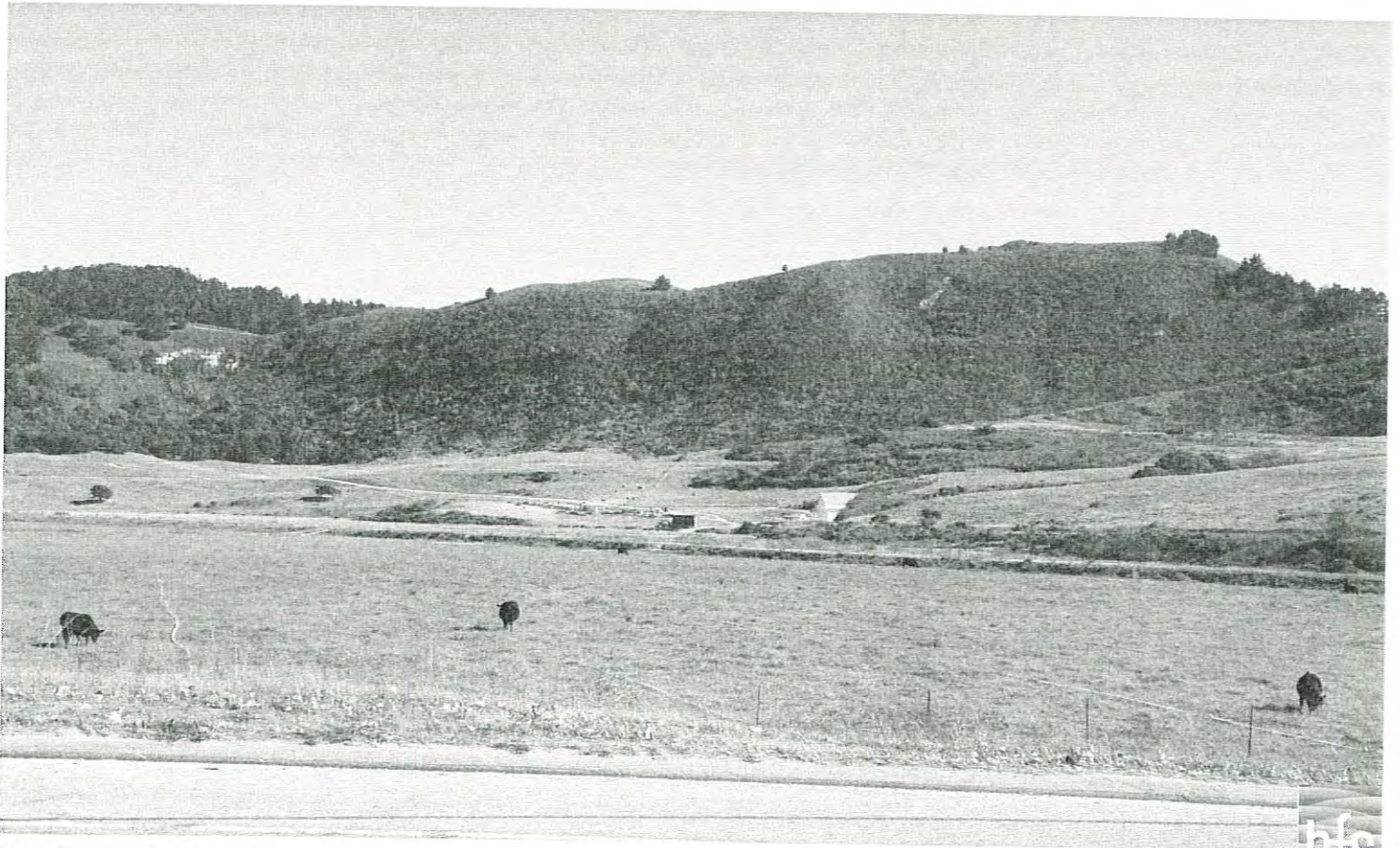
# EXHIBIT 12



PALO CORONA STAGING AREA  
VIEW FROM HWY 1 - BEFORE  
OCTOBER 29, 2013







PALO CORONA STAGING AREA  
VIEW FROM HWY 1 - AFTER  
OCTOBER 29, 2013

hbs  
LANDSCAPE  
ARCHITECTS



# EXHIBIT 13

NOLAND  
HAMERLY  
ETIENNE  
HOSS

MAR 21 2014

1

Attorneys at Law A PROFESSIONAL CORPORATION

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March 20, 2014

James D. Schwefel, Jr.  
Stephen W. Pearson  
Lloyd W. Lowrey, Jr.  
Anne K. Secker  
Randy Meyenberg  
Michael Masuda  
Christine G. Kemp  
\* Jo Marie Ometer  
Terrence R. O'Connor  
Timothy J. Baldwin  
\* Leslie E. Finnegan  
\* Charles Des Roches  
Stephen F. Wagner  
Ana C. Toledo

VIA E-MAIL and HAND DELIVERY

Monterey Peninsula Regional Park District  
Attn: Tim Jensen  
60 Garden Court, Ste. 325  
Monterey, CA 93940

Re: Palo Corona Regional Park Public Parking Project  
Comments on Proposed Negative Declaration

Dear Mr. Jensen:

I am writing on behalf of Diana Fish, owner of the 93-acre in-holding directly above the Monterey Peninsula Regional Park District's ("District") proposed Parking Project for the Palo Corona Regional Park ("Park"). Mrs. Fish has serious concerns about the proposed parking plan, as there are potential significant impacts that have not been addressed.

**Lack of Full Environmental Review and Long-Term Park Management Plan**

The District should not move forward with this premature plan to increase Park usage 10-fold without the required long-term management plan in place for the entire 4300-acre regional Park and without comprehensive environmental review of the potential significant impacts arising from this substantial increase in usage. To do otherwise, results in piecemealing the overall Park project, along with the failure to adequately address, mitigate and manage increased Park usage on the 680-acres described in the Parking Project and the remaining 3620 acres, which are currently not officially open on an unpermitted or unguided basis.

There are too many unanswered questions and too many significant issues that have not been addressed to allow unrestricted access to the Park, particularly without circulating and including a plan for public review of Ranger presence and Park management to control and manage the increased use.

\* CERTIFIED SPECIALIST IN  
PROBATE, ESTATE PLANNING,  
AND TRUST LAW BY  
THE CALIFORNIA BOARD OF  
LEGAL SPECIALIZATION  
STATE BAR OF CALIFORNIA

PHONE 831-424-1414

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333 SALINAS STREET POST OFFICE BOX 2510 SALINAS, CA 93902-2510

03452/014/553313.2.32614



The Initial Study/Negative Declaration is narrowly focused on the proposed parking lot and fails to address all the potential significant impacts that will occur as a result of the dramatic increase in Park usage resulting from the Parking Project.

The Initial Study/Negative Declaration states this parking plan will be the new "interim" plan for the Park and that the interim plan must establish a "framework for public access and resource protection necessary for the Park District's long-term stewardship of the land" (p.2). However, until the District adopts its required long-term management plan for the entire 4300-acre regional Park, there is no framework for public access and resource protection necessary for the Park District's long-term stewardship of the land.

The current Interim Access Plan, approved for use through April 26, 2016, was to remain in place until the District completes its required long term management plan for the entire 4300-acre regional Park. Opening the Park to unrestricted public access is a significant and substantial deviation from the approved Interim Access Plan.

The current Interim Access Plan allows access to a limited number of pedestrians by permit only, restricting access to a maximum of 65 persons per day (13 permits/5 people per permit) and 8 pedestrians from the south Bank Trail. With 57 parking spaces, at 5 persons per space, entering the Park two times a day, daily usage could increase from the current maximum of 73 persons/day to a potential of 570 persons/day; a substantial and significant increase from the currently approved Interim Access Plan.

The overall impact of this substantial increase in Park attendance has not been addressed in a comprehensive environmental review or a long-term comprehensive management plan for the entire Park operation. Without this, an array of impacts and issues will be created without proper mitigation or management.

### Unaddressed and/or Unmitigated Potential Significant Impacts

It is obvious that a nearly 10-fold increase in Park usage resulting from unrestricted access will have a significant impact on the environment as well as many aspects of Park management, including the cattle grazing operation, noise, dust, fire danger, unleashed dogs, trash, destruction of the natural habitat, and visual impact.

#### Visual Impact/Aesthetics

One of the most significant impacts is the degradation of the environmental setting by a parking lot and the desecration of the viewshed, which is the backdrop of Carmel and the entrance to Carmel Valley. This iconic, scenic view is historic. The attached photograph from about 1934 shows how little the view has changed since then, except for the recent Park District trails. The Palo Corona has a unique sense of place, and to scar this viewshed with a parking lot is to destroy it.

The special, historic qualities of a working ranch landscape will be altered, too, as there will be significant impacts to the grazing operation because of the parking lot, the increase in numbers of people and possibly unleashed dogs that can worry cattle, as well as wildlife. The Palo Corona has been a working cattle ranch since 1929, not 1955 as stated in the Initial Study/Negative Declaration, and cattle have been on the property since Mission times.

5

The Negative Declaration is only interested in mitigating the parking lot view from Highway One, but, in fact, anyone walking the trails in the front of the ranch or going up to Inspiration Point will find a landscape scarred by a parking lot of cars.

The limited low planting to screen the view of the proposed 2.5 acre-parking area from Highway One will not screen the visual impacts that will occur elsewhere and be visible above Carmel Valley Rd., as well as Inspiration Point and within the Park. The Initial Study/Negative Declaration fails to list Mrs. Fish's property as a "surrounding land use" (p.6), yet, the proposed parking area is directly below Mrs. Fish's home and will be directly in her viewshed and the viewshed of everyone living on her property (See attached photograph). Obviously, tall screening is needed to mitigate the view of the parking lot from her property. There also will be noise, dust and even lights from cars, as well, below her home.

6

The Initial Study/Negative Declaration (p.9) mentions that the view from Highway One is not significantly changed by the parking lot because the "staging area" is already used for grazing operations and has fencing, gates and farm equipment. The corral is part of the working landscape and the rural character of the Palo Corona. To replace this by a parking lot--disgoring people from cars-- is missing its visual relevance--and also its importance to an actively functioning cattle operation. There is a real conflict between having that many *unsupervised* people and a grazing operation occurring in the same area, where rotations of cattle are necessary and when the period of grazing is stated from February-June. As mentioned elsewhere, the possibility of loose (unpermitted) dogs would also wreak havoc on a cattle operation.

#### Land Use/Increased Visitor Usage/Management Needs

How with the District manage potentially 570 persons a day hiking throughout the Park? Will there be walk-ins entering the Park to swell the numbers? Will people continue to park along the shoulder of Highway One? How will the Park District deal with getting every visitor out at closing time, locking the Park gate at night so no one is left behind and opening the gate in the morning?

7

Up to now, there has not been even one Ranger permanently assigned to the Palo Corona. Even if one Ranger were to be assigned in the future, how would that one person supervise the significant increased number of visitors and cars entering the Park? With added numbers of visitors, comes the potential issue of increased fire danger (through unpermitted smoking, etc.). With the Park's grasslands and flammable

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chaparral, fire is a major concern, especially since the District's current grazing plan, with minor alterations, allows ungrazed, dry grasslands in the front of the Ranch during the fire season. The fire danger poses a threat to the people and property in Mrs. Fish's in-holding, as well as to adjacent properties. How will the substantial increase in potential fire danger be addressed?

With hundreds of acres in use and potential trespass on to additional acreage, there needs to be more than one Ranger permanently assigned to the front of the Ranch for the security and wellbeing of the Park and its visitors, and to ensure the public respects the Park's natural resources and wildlife. At present, permits are required for Park access, so users have to plan ahead and identify themselves, creating a self-imposed system to assure those entering the Park will be respectful of its beauty, resources and Park guidelines. This is not the case with unrestricted and unsupervised Park access off Highway One by any one travelling up or down Highway One.

Additionally the Rio Road/Highway One area already has a problem with homeless encampments in the area. What is to prevent this activity from moving to the open Park, which would create a host of additional environmental and managerial issues?

#### Traffic Impacts

The traffic analysis confirms the parking plan has the potential to dramatically increase Park usage. The traffic analysis, however, does not account for people driving into the Park, only to find that the parking lot is full, and having to turn around and leave, or the possibility of people parking along Highway One, adding further congestion.

The traffic analysis (p.18) states that there is an unacceptable Level of Service during the PM peak. More analysis needs to be done about the impacts to regular traffic flow on Highway One--traffic not entering the Park, but driving northbound or southbound. At present, there is a CalTrans sign posted 100 feet south of the Park District entrance (See attached photograph) near the entrance gate that Mrs. Fish shares with the Park District. The sign states: "Watch for Stopped Traffic." Traffic can be stopped from Rio Rd. south, and often past Ribera Rd. on the northbound lane. Many times, Mrs. Fish has had to wait for a good length of time for an opening in the traffic to turn into the entrance gate driveway. The shared entrance gate also may be a problem since, even now, cars frequently use it as a turn around. At peak usage on the 2-lane southbound lane, it is a concern how emergency vehicles will be able to get through quickly under these conditions.

The traffic analysis only looked at peak hour trips Monday-Friday. Saturdays and Sundays are peak days for locals and tourists traveling on Highway One, with



northbound Highway One approaching Rio Road, often at “stop and go” peak capacity on Sunday afternoons.

This section of Highway One is narrow with limited visibility (See attached photograph). Bicycle usage continues to increase along Highway One on a regular basis. While the highway is to be “restriped” at the Park entrance to create a southbound left turn lane, where will the bicycle lane and pedestrian shoulder be when the pavement restriping occurs? The pavement is only so wide, so a left turn lane will have to take paved area away from the shoulder and bicycle lanes.

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#### Impacts to Cattle Grazing/Agriculture

The area of the Palo Corona Ranch has been grazed with cattle since Mission days. Where is the cattle management plan and long-term management plan that addresses 570 visitors to the Park and impacts to the cattle operation?

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#### Public Services

A 10-fold increase in Park attendance, coupled with the fact that the persons visiting the Park may be less experienced hikers than those who plan ahead to obtain a permit, creates the potential for a 10-fold increase in the need for emergency services. How is this potential increase being addressed?

13

Increased unpermitted smoking, campfires and other fire hazards are likely to occur with the 10-fold unsupervised increase in usage. With open grassland and ocean breezes, there is the significant potential that a fire may occur on the site, and if it does, it is likely to sweep up the hillside to Mrs. Fish’s property. Does the Park have adequate storage from their own independent water sources, sufficient water flow and pressure on site to fight a fire? What is the fire management plan for opening the Park to unpermitted usage?

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#### Biological Resources

The Palo Corona Ranch is a place of great scenic beauty and natural resources. How are 570 visitors a day going to be managed to stay on trails, not leave trash behind, not bring dogs into the Park, or not hike or camp in more remote, unpermitted areas? How will all visitors leave the Park punctually by closing time? Again, a long term management plan is necessary to protect the fragile biological and natural resources on the site.

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#### Conclusion

The proposed parking plan is premature, with numerous significant unmitigated environmental impacts and unmanageable activities arising from the proposed plan. The District should not change the Park access until the required comprehensive long-range management plan is adopted and comprehensive environmental review is done to

Attn: Tim Jensen  
March 20, 2014  
Page 6

address the significant environmental, safety and management issues that will arise with increased usage.

Sincerely,

NOLAND, HAMERLY, ETIENNE & HOSS  
A Professional Corporation



Christine G. Kemp

CGK:aac  
Attachments  
cc: Mrs. Diana Fish

Attn: Tim Jensen  
March 20, 2014  
Page 7



View of front of Palo Corona, circa 1934



March 19, 2014-Very overcast late afternoon, with view of Palo Corona from Carmel Knolls (barn to right and corral area towards center in mid foreground)



CalTrans sign at Highway One, 100 feet south of main Park District entrance



Attn: Tim Jensen  
March 20, 2014  
Page 8



View from Fish property of current corral area where parking lot is proposed.

Tim Jensen

Subject: FW: MPRPD park expansion w subsequent full access change feedback, please  
From: [osvvestriedelen@yahoo.com](mailto:osvvestriedelen@yahoo.com) [mailto:[osvvestriedelen@yahoo.com](mailto:osvvestriedelen@yahoo.com)]  
Sent: Tuesday, March 18, 2014 7:58 PM  
To: Info  
Subject: MPRPD park expansion w subsequent full access change feedback, please

Dear MPRPD Team,

I have been a long-standing admirer and grateful user of Palo Carona. The uniqueness of this true treasure is extraordinary. On the Monterey Peninsula we are fortunate to have a great volume of open access spaces---parks and beaches, trails and fields. To access Palo Carona it necessitated forethought, visibility (name, address, auto type/ license plate), and planning. Therefore the registration fostered responsibility and stewardship. Once anonymity to parks occurs you increase exponentially the disregard and disrespect for the park. Garbage volume, careless acts, and potential for vandalism increases. | 1

My favorite program, hands down, is the Rancher program wherein our community was introduced to the concept of symbiotic balance between caring for natural lands, humans, and cattle. Just what our world needs now---embracing ecology with the delicate balance of survival and the heritage of our CA cattle. Unfettered populations not introduced and educated in the sensitive needs of cattle would potentially put the cattle in harms way. But with an ever increasing education program that could be mitigated. | 2

I would be concerned with the trail made of stone. it is magnificent!---- but if volumes of people with no accountability arrive, there is a greater probability of incident. As would the destructive, speed-craving dirt-bike sport. At Toro Park you must be uber-vigilant and, nonetheless, I was knocked off the trail by a mountain biker. | 3

If the registration process costs too much in manpower to execute, perhaps a simpler process could be developed to enable people to register via smart phone even same day so that at the minimum there is trackability of the guests. And guests we are at Palo Carona and we should never forget it. Open door access invites a degree of complacency and taking things for granted. | 4

You have all created a living natural museum that is precious beyond words. Please, please do not destroy the museum quality by full open access and huge parking areas!!! Once that happens, you can never pull that access back--resentment would fester. Whereas maintaining this park in a controlled setting is the healthiest for the land, the animals, the people, and the future. If we want to benefit from nature we should respect and honor access processes and be accountable to the point of putting our name on our visit. | 5

Please continue to set the bar high for safe, clean, and natural parks for the future where the cattle heritage can be witnessed, photographed and cherished for generations to come. | 6

I would be more than willing/honored to come to a meeting if you think that might provide an opportunity to plea for preservation of the uniqueness of this park. It is not your run-of-the-mill park. It deserves kid-glove care and guarded accessibility.

Thank you for your time and care and thank you for creating that precious place,  
gloria s. edelen 831-915-7941

Tim Jensen

Subject: RE: Palo Corona - Neg Dec Appl  
From: FamLloyd [mailto:FamLloyd@redshift.com]  
Sent: Friday, March 21, 2014 5:12 PM  
To: Info  
Subject: Palo Corona - Neg Dec Appl

**PLEASE FORWARD THIS MESSAGE TO MR. TIM JENSEN**

Mr. Tim Jensen, Planning Manager,  
Monterey Peninsula Regional Park District

Re: Palo Corona Regional Park Public Parking Project

Dear Mr. Jensen

I have recently read MPRPD's "Notice of Intent to Adopt a Negative Declaration" with respect to the Palo Corona Regional Park Public Parking Project. As I understand the description of the project, I am very disappointed to find that the Park District has provided no other options for parking cars of park users as the proposed project will. I believe, greatly degrade the experience of visiting and using Palo Corona Park.

1

For over forty years that I have lived in Cannel, I have treasured the pastoral view of the Palo Corona Ranch (aka Fish Ranch). Ever since the Big Sur Land Trust purchased the land and then turned it over to the MPRPD my family and I have applied for permits and often walked the trails and cherished the atmosphere on the Ranch.

To establish a parking lot just below the barns for 57 cars and turnouts for 4 more vehicles on the access driveway, along with the necessary two lane driveway itself, would significantly degrade the Park and the experience of using this gorgeous property. I cannot believe that if a full environmental study were done that thoughtful park designers could not find a better location for the automobiles that bring people to this beautiful piece of land.

2

Furthermore, when one climbs to the most significant destination for most Park users, "Inspiration Point", one looks out to the phenomenal view of the Ranch itself, Cannel Bay and over to Monterey Bay, and right in the view shed would be the gleaming tops of cars, inescapably visible from many points on the Ranch. I know this as I have been at the top of the trail overlooking the barns below many times. As a member of the Big Sur Land Trust, we have also had numerous events on the Palo Corona Ranch and now we would have cars directly in our view from many points on the Ranch. Also it is evident to me, that from the north on Highway 1 and other view spots on the hills above Cannel Valley Road, the parked cars would be visible. Lastly, while I am grateful to the Park District for all they have done to protect this almost urban parkland, the driveways constructed on the Ranch below the Fish home are already a significant degradation to the view from the heights of the Park. A compacted gravel parking lot and access driveway would further substantially degrade the quality of the environment for park users.

3

Therefore I would like to ask the MPRPD to reconsider an adoption of a Negative Declaration regarding the proposed parking lot on Palo Corona Ranch. Surely we can all work together to find viable alternatives to the current proposal and not let the automobile dominate and degrade one of the few remaining pastoral scenes we have on the Monterey Peninsula. In sum, I support the preparation of a full environmental impact report for this very important public park.

4

Thank you, in advance, for your consideration of this request.

Mary Anne Teed  
famllloyd@redshift.com



To: Monterey Peninsula Regional Park District      March 21, 2014  
Subject: Comments of Francis P. ("Skip") Lloyd regarding Notice of Intent to Adopt a Negative Declaration regarding proposed parking lot on Palo Corona property.

I have resided in Carmel for over 65 years and I practiced law here for over 50 years. Years ago, I served for a time as president of "OLAF", the group which spearheaded the acquisition by State Parks of the former "Odello fields" west of highway one. I also served for many years as Chair of the "Hatton Canyon Coalition", which was instrumental in the termination of Caltrans' plans for the proposed Hatton Canyon Freeway. I served for nine years on the board of the Big Sur Land Trust. On a number of occasions, over the years, I have been fortunate to have visited the Palo Corona ranch as a private guest.

For many years, the backdrop of Palo Corona to my life in Carmel seemed to me like a beautiful, iconic and endangered "birthright". For this reason, I was delighted and relieved when the purchase of Palo Corona was engineered by the Big Sur Land Trust, with the Park District's very significant contribution to this acquisition by taking on the "frontal slopes" portion of the deal. Since its opening to the public, I have visited the Palo Corona property many times.

Whenever I unlock the Highway One gate and begin to walk up the road toward the barn area, I feel as if I have instantaneously entered another, wonderful, world, so completely unique and different from the surrounding area. Therefore, given its potential impacts, although I recognize the need to provide a means of improved public access to Palo Corona, I am somewhat surprised to see it proposed that the plan for the parking lot proceed without a full environmental impact report, which would include, I assume, a full alternatives analysis.

| 1

Aside from the above general comment, I have the following additional comments:

1. Generally, I think that the proposal does have the potential to significantly degrade the environment in ways that are not mitigated by items in the proposed negative declaration. For example, it would significantly impact the portion of the property from the existing Highway One gate and the barn, as well as the barn area itself, by the introduction of a large number of vehicles onto the parking lot and onto the road leading to it, involving many vehicle trips and planned turnouts. Gone would be the peaceful walk from the Highway One gate along the road, bordered by the red ranch buildings, opening to the broader vistas of the agricultural areas to the north, the range lands and the hills and the oak and brush lands. Rather than encountering the property from its border, on foot, automobile traffic would discharge visitors at a location which is .3 miles into the property, where they would disembark. I appreciate the Park District's need to open the property and do not resist that, but the parking lot would have an inevitable "growth inducing" effect, particularly on the .3 mile stretch of road and the barn area, which should be analyzed.

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2. The above, the parking lot itself; the turnouts and the traffic impacts on the property all create significant adverse changes which involve substantial adverse impacts to the land and upon aesthetics, which can't be mitigated to a less than significant level. These are indicated above, but, in addition, impacts from within the property will be significant, caused by the noise and movement of persons disembarking from their vehicles within the property. Also, all of this will occur daily and would be visible and audible from other sites within the property itself, significantly degrading views and quiet, hence aesthetics, and, thus, the experience of visitors to the property. (Does this effect impact the LCP/LUP's call for "limited visibility" and promotion of "recreational values"?)
3. The above aesthetic impacts are not mitigated in the design to a level that is less than significant.
4. There are scenic impacts of the project.
5. There is substantial degradation of existing visual characteristics of the site and the surroundings.
6. There will be impacts of light from reflections from the windshields of vehicles, which will impact the experience of visitors hiking the trails on the property.
7. Noise impacts upon the enjoyment of the quiet of the experience on the property will not be less than significant.
8. Given the traffic on Highway One in the vicinity, it appears to me that the traffic impacts may be underestimated. The extrapolation made from the type of use as it now exists in estimating future uses with the parking lot in place seems questionable, as, once the parking lot is open, it is likely that the visitor use will increase substantially, and change, as visitors would then be able to stage their visits from the parking lot, using the parking lot as a base of operations, in a manner which cannot be done now. (Consider what may be carried in a backpack of a hiker, walking into the property, to that which could be transported into the interior of the site in a recreational vehicle.) Longer stays on the property are more likely and larger groups per vehicle are likely (such as whole families), with the new convenience of vehicle transportation to and from the site.
9. The anticipated queues of traffic leaving the parking lot and proceeding to Highway One present a significant impact. Their visibility is an adverse impact as is the exhaust which will be produced by them as they wait in line to enter the highway, particularly on a busy weekend or holiday afternoon, when the traffic on the highway becomes significant. On those occasions, my guess is that the queues may well substantially exceed three vehicles in length. Also, the vehicles will conflict with walkers.

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In summary, the parking lot proposal has the potential to degrade the quality of the environment in a substantial way and, therefore, the decision makers and the public should not be asked to render a decision on the project without the advantage of the preparation of a full environmental impact report to guide them in their decision making.

Thank you for your consideration.

Francis P. Lloyd

From: Larry Arthur  
<larry@mtintools.com> Sent: Sunday,  
April 28, 2013 1:23 PM  
To: Tim Jensen  
Subject: Palo Corona RP - Parking

Tim Jensen  
Monterey County Regional Park  
District Palo Corona Regional  
Park  
\* new parking lot plan \*

Hi Tim,

Thanks for the chat about the design of the proposed parking lot at Palo Corona and for being sensitive to it's visual impact - not only from Hwy 1 - but also from properties surrounding the Park and the mouth of Carmel Valley. The parking lot plan should evaluate visual impacts and consider how best to mitigate these for neighbors with elevated properties and views that have traditionally enjoyed the undisturbed meadows and fields of the former Fish Ranch. These properties would include High Meadow, Rancho Rio Vista and The Carmel Views on the North side of the Valley and properties on the South side adjoining ridges.

1

In particular we note that the color of the decomposed granite spread on the vehicle roadways and trails is not consistent with the areas soil and rocks... rather it is much brighter "yellow" that does not blend with the natural colored earth. It stands out and is as bright now as the day it was installed. I would suggest using a color and treatment that matches better. As I mentioned, Scott Hennesy and I discussed this some time ago and it was a concern of his as well.

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I also recommend considering bright colors of automobiles and their reflective surfaces - glass, mirrored glass and chrome and their movement from Hwy 1 to the designated site in your plan... and how to lessen their impact. At present and over the last couple of years this site has been the parking spot for various construction machinery that is used infrequently - road graders, dump trucks, back hoes, etc. Their presence and bright color - red, yellow, orange detract from the beauty of this meadow and the initial visitor experience. How about relocating them to a less sensitive area or removing them after use? Any planned increase in vehicle parking at this site or another should include screening - by land form, natural plants and or trees to reduce visual impact for Park visitors and neighbors.

3

Thanks for keeping in touch about the evolution of your plan. Do let me know when you have published it online. I wish to support good planning and offer helpful insight in support of achieving the best result. Please feel free to call me with any questions or ideas that we can contribute to.

Best Regards, Larry Arthur  
831 620-0911



# Paddock Land & Cattle

P.O. Box 669 Carmel Valley, CA 93924 (831) 659-4608

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To:

Monterey Peninsula Regional Park District  
60 Garden Court, Suite 325  
Monterey, CA 93940-5341

Attn: Tim Jensen

Response to:

NOTICE OF INTENT TO ADOPT A NEGATIVE DECLARATION

Submitted: March 14, 2014

Submitted at: 60 Garden Court, Suite 325

Submitted by: Tanya Bennett

Proof of Submittal:

# Paddock Land & Cattle

P.O. Box 669 Carmel Valley, CA 93924 (831) 659-4608

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March 14, 2014

Monterey Peninsula Regional Park District  
60 Garden Court, Suite 325  
Monterey, CA 93940-5341

RE: Fifty-seven space proposed parking lot at Palo Corona Regional Park.

Dear Mr. Jensen:

As the current holder of the Palo Corona Regional Park Grazing Lease I am writing to state my concerns in regards to the proposed fifty-seven space parking lot which will be located between the barn and the corrals where we work the cattle. This amount of parking spaces could easily translate into 500 visitor's vehicles daily. This further translates into potentially between 1,000 to 3,000 daily visitors. How is the District anticipating the management of the magnitude of this impact?

1) What do your studies indicate to be the daily/ weekly/ yearly volume of visitors to the park and how does management plan to address the impact on the following?

- Negative footprint on overall park and open space conservation.
- Negative impact on long-term conservation activities and the maintenance, restoration and enhancement of habitats and species populations specific to the Safe Harbor Agreement (Dec 2011).

2) What is the management and operational plan for staffing, security and safeguarding against the following possibilities?

- Traffic control and safety for vehicle back-up and overflow as experienced by Point Lobos State Reserve (roughly 1 mile south on Hwy 1).
- Theft and vandalism issues.
- Loitering issues including parties, drinking, camping, campfires and fireworks in the secluded parking lot during evening hours.
- Maintaining the "No Dog" rule throughout the park.

3) What are District's plans for addressing potential operational interference and overall liability for the cattle grazing operation including the following issues?

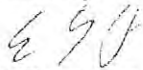
- Liability issues relating to visitors intermingling with grazing cattle.
- Liability due to lack of front gate and cattle guard and the potential for cattle to exit the park property and access Highway One vehicular traffic.
- Protection of stored hay and equipment from vandalism and theft.
- Assured road access for operators and contractors to facilities and supplies.
- Protection of cattle during breeding and calving seasons.

In conclusion, I would like to see the following outcome:

- Installation of gate and cattle guard installed at the front entrance to the Park
- Hours of operation from 8:00 a.m. to 6:00 p.m. with gate opened and closed daily by Park staff
- Continuance of the current access by permit only process to limit and regulate the number of visitors, which ideally would not exceed 50 visitors per day.

Overall, limiting the number of people will help maintain the unique integrity of the Park.

Sincerely,



E. Gerry Paddock



Laurie Petkus  
Carmelo Peak Ranch  
P.O. Box 908  
Carmel Valley, Ca  
93924

March 18, 2014

Monterey Peninsula Regional Park District  
60 Garden Court, Suite 325  
Monterey, CA 93940-5341

RE: Palo Corona Regional Park Public Parking

Project Dear Mr. Jensen:

I am the herd manager for Paddock Land & Cattle that has the grazing lease at the park; I am also an instructor for a cattle grazing awareness class at Palo Corona in the MPRPD *Let's Go Outdoors!* program. I have been working at the Palo Corona Ranch in numerous capacities since 2007. The cattle grazing plan at the park is a critical necessity in maintaining the grasslands and species' habitats. I am addressing the topic of the proposed parking lot at the park because I disagree that the outcome of constructing this parking lot will have no negative impact on this tremendous coastal resource.

At this time only 13 permits are issued daily for visitation of the park with all vehicles restricted to the outside of the park. With the proposed parking lot and as I understand it, no longer having gated restriction at Highway One, this translates into an unlimited number of daily visitors that could result into hundreds of vehicles and perhaps thousands of visitors.

As part of the grazing team I have been involved with monthly meetings with district employees. I am not aware of any operational plan to manage any increase in park visitation. In reviewing the MPRPD Revenue Summary, there is no increase in ranger staffing for the proposed 2014-2015 budget. It has been my observation that the ranger's presence at the Palo Corona Park has been extremely limited with most of their activity revolving around small projects and creating necessary visitor infrastructure. As the herd manager for the cattle, I rarely even see a ranger at the park.

The proposed parking lot plan seems to be gliding forward indicating that the parking lot has no negative impact on any resources. The physical parking lot itself may not have significant impact on those resources. However, the potentially unsupervised voluminous amount of unchecked vehicles and visitors will have a negative impact in numerous ways. As an individual involved with managing a herd of cattle, I question my ability to do my job without having an operational plan in place from the district in regards to the management of park visitation.

Sincerely,



Laurie Petkus

# TAMC

TRANSPORTATION AGENCY  
FOR MONTEREY COUNTY



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Regional Transportation Planning Agency • Congestion Management Planning  
Transportation Administration • Monterey County Service Authority for Freeways & Expressways

March 14, 2014

Mr. Tim Jensen, Planning Manager  
Monterey Peninsula Regional Park  
District 60 Garden Court, Suite 325  
Monterey, CA, 93940

Via post and email

**SUBJECT: TAMC Comments on the Notice of Intent to Adopt a Mitigated Negative Declaration for the Palo Corona Regional Park Public Parking Project**

Dear Mr. Jensen:

Transportation Agency for Monterey County (TAMC) staff has reviewed the Notice of Intent to adopt a Mitigated Negative Declaration for the Palo Corona Regional Park Public Parking Project. The proposed project will construct a new 57 space public parking lot and vehicle pull-outs along the existing driveway in Palo Corona Regional Park in Cannel. The project will also include installation of a southbound left turn lane on State Route 1 to accommodate access to the park.

TAMC is the designated Regional Transportation Planning Agency and Congestion Management Agency for the county. TAMC staff offers the following comments for your consideration:

1. The Transportation Agency supports construction of this project, which will allow the permit-based access protocol currently in place to be lifted and enhances access to the park. This action is an important first step toward improving regional bicycle and pedestrian access in the Carmel area and closing a regional travel gap.
2. Bicycle parking facilities should be included in the scope of the project to insure suitable opportunities for bicyclist to secure their bicycles while they use the park. | 1
3. The Agency desires to see bicycle access provided through the park to provide connections between the existing paved Big Sur Land Trust South Bank Trail and other regional connections planned in the Carmel area. These could include future connections to Carmel-by-the-Sea and Monterey. | 2

Thank you for the opportunity to review this document. We would like to request that any subsequent documentation on this project be forwarded to our agency for review and that the District continue to coordinate with the Agency on future plans to improve the trail system in

TAMC Comments — *Palo Corona Regional Park Public Parking Project*  
*Mitigated Negative Declaration*

March 14, 2014

Palo Corona Regional Park. If you have any questions, please contact myself, or Andrew Cook of my staff at (831) 775-0903.

Sincerely,



Debra L. Hale  
Executive Director

cc: Brandy Rider, California Department of Transportation (Caltrans) District 5  
Carl Holm, County of Monterey  
TAMC Board of Directors, via enclosure to Board packet



*Jacqueline M. Zischke, Attorney at Law*

*A Professional Corporation  
PO Box 1115  
Salinas, California 93902*

*P: 831-761-8714  
F: 1-888-385-9198  
[jzischkelaw@charrenet.com](mailto:jzischkelaw@charrenet.com)*

March 14, 2014

Tim Jensen, Planning Manager  
Monterey Peninsula Regional Park District  
60 Garden Court, Suite 325  
Monterey, CA 93940

Re: Palo Corona Regional Park Public Parking Project

Dear Mr. Jensen:

Thank you for the opportunity to comment on the Negative Declaration prepared under the California Environmental Quality Act to consider the proposed access and parking improvements for Palo Corona Regional Park. We represent the adjacent property to the north, and they have been good neighbors for many years. My client fully supports the District's efforts to increase public access to Palo Corona in the interim period until the District completes its long-term management plan. Helping the public to access this singularly beautiful property is certainly a tremendous goal.

Now that it is clear that we are in support of the Park District's goal, we do want to share one concern. In reviewing the CEQA traffic analysis and the accompanying report prepared by Hexagon Transportation Consultants, we still are concerned that the intersection may have some safety issues, specifically for the left-turn movement for cars leaving Palo Corona and accessing Highway 1 southbound.

While the traffic report explains that ninety percent (90%) of vehicle trips will be from and to the north, we are concerned that the remainder of traffic leaving the park going south presents some safety concern considering the 55 mph speed limit along Highway 1. In particular, larger vehicles such as RV's or recreational vehicles with trailers, may have difficulty when leaving the park and turning southbound onto Highway 1.

The proposed improvements, as we understand it, creates along Highway 1 an exclusive southbound left-turn lane into the park entrance. As long as this is designed and constructed in accordance with Caltrans approval, we would not presume to second guess the Engineering experts. We do note, however, that the analysis seems to indicate that some deceleration must be made in the through lane on Highway 1 before cars are able to move into the proposed left turn lane to access the park.

As mentioned, park visitors may have larger RV vehicles, and/or horse trailers, and may be unable to accelerate quickly onto Highway 1. We leave it to you to make the proper determination, but we simply request that you consider the potential for these larger and slower vehicles. For example, you may want to consider having larger vehicles or vehicles with trailers that they can only make a right turn out of the Park and onto Highway 1. Or to consider that all vehicles must make a right onto Highway 1 when leaving the Park.

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Alternatively, the District could incorporate some additional widening, or striping to address this safety concern. Either of these examples, or others, could be a short term solution until the park is able to consider other intersection designs along the Highway 1 access as part of its long term management plan. We also understand that there are temporary improvements and longer term improvements, appropriately so, because of the proposed Highway 1 Causeway, which is actively being designed now, by others.

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Again, we want to be clear that we support the parking plan, as we understand it, and our concerns about the vehicular safety is intended to make sure the proposal is designed as safe as possible. Thank you for considering these comments.

Sincerely,

Jacqueline Zischke

## RESPONSES TO COMMENTS

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### **Comment Letter 1 – Noland, Hamerly, Etienne, Hoss**

**Response to comment 1:** The Monterey Peninsula Regional Park District (“District”) owns the area of the proposed public parking project. This parking area and the driveway connecting it to State Route 1 are within the District’s 680-acre interim permitted *Front Country* unit (“Park”) of Palo Corona Regional Park. The Park is currently open to public access under a Coastal Development Permit (“CDP”) issued by the County of Monterey [1 and 2] and guided by an Interim Public Access Plan (“Plan”). The district is currently purchasing lands south of the Park that it hopes to eventually integrate with the Park.

The proposed parking project is in response to the Plan and CDP that identified the need for an alternative to the State Route interim parking for the Park [Ref.: 1 and 2]. There is no date certain regarding ownership of lands and a General Development Plan for the lands south of the existing Park.

The Plan permits public access into the Park for public pedestrian trail use. The CDP imposes a permit system limiting the number of people allowed to access the Park specifically because the available parking along State Route 1 at the Park entrance is not preferred for long-term use by the County, Caltrans, the district, or public users of the Park [Ref.: 2 and 3]. Because parking along State Route 1 in the vicinity of the Park is not prohibited the County conditioned access with a limited permit system so as to not create a negative impact to through traffic on State Route 1. The proposed parking project fulfills the principle intent of the Plan and CDP for facilitating public access to the Park. The current parking along State Route 1 was/is an interim situation intended to give the District time to identify and establish a more permanent parking site.

After years of effort, no viable parking site has been identified off-site to the Park. The District investigated several potential opportunities for off-site parking without success [Ref.: 4]. Within the Park, excepting the current proposed site, there are no alternative areas that are already disturbed and historically used for vehicular staging and parking, or relatively flat.

The District is a park and open space agency that has been administering publicly accessible parkland for nearly 40-years. The District has received several park awards for its public services and park administration that reflect the District’s ability to effectively staff, operate, and protect its parklands as needed to maintain the high standards expected, as acknowledged by the public [Ref.: 5]. The proposed project will require a new CDP application to the county and will include how the District intends to manage the parking.

**Response to comment 2:** Refer to the above Response to Comment. In addition, the proposed parking project is the only change being proposed for the Plan and CDP, both of which anticipated future long-term alternative parking to substitute the interim permitted parking along State Route 1 [Ref.: 2, 3]. Use of the Park (i.e., the 680-acre “Front Ranch”) was anticipated by the Plan and CDP.

The Palo Corona Regional Park Interim Public Access Plan Initial Study/Negative Declaration (“IS-MND”) states that the existing Plan will be used to govern the Park during an interim period that ends on April 26, 2016 [Ref.: 6]. There is no *new* interim plan being proposed. The proposed parking project will be submitted to the county as an amendment to the current Plan with the intent of substituting it for the less-than-satisfactory parking situation that exists for current users of the Park along State Route 1, which was a condition of approval for PLN050638. The Plan re-enforces the intent of the CDP that during the interim period the District establish the framework (the basic conceptual set of standards) for long-term public access and resource protection of the land. The District has developed long-term stewardship plans for the land to include grassland management, endangered amphibian management,



endangered plant management, archaeological resources management, invasive weed management, and now public access parking [Ref.: 7].

The average daily visitor use by vehicle is projected to be <2.0 [Ref.: 8]. This number equates to <300 persons per day, which is not inconsistent with comparable uses at Garland Ranch Regional Park ("Garland Park") and Point Lobos State Reserve ("Point Lobos")

The proposed parking project will be submitted to the County of Monterey as an amendment to the current Plan, as have the previous two amendments (PLN100601 and PLN080093) that were promulgated by opportunities to provide improved public services. As with the previous two Plan amendments, the proposed parking project will be consistent with the previously approved projects [Ref.: 6, 9] by incorporating all the other elements (conditions and mitigations) of the previously approved Plan [Ref.: 2], including conditions and mitigations prescribed by the County via PLN050638, PLN100601, and PLN080093. The proposed project will be funded by State River Parkway Grant funds that were used originally to implement the Plan [Ref.: 9].

Based on collected data from State Parks, the average number of visitors per miles of trail at Point Lobos and Garrapata State Park are >60,000 and >11,000, respectfully [Ref.: 10]. Additionally, state parks reports that these high numbers do not create a significant impact to park resources or create significant law enforcement need [Ref.: 10]. There is no evidence to suggest that the proposed parking or the Park will generate these kinds of numbers. Expanding accessibility in an already accessed park tends to result in the re-distribution of existing use more so than creating new users. Evidence suggests that the average vehicle occupancy for passive pedestrian hiking parks is <2.0 [Ref.: 8]. Based on the proposed 57 vehicle spaces this equates to a reasonable number of < 150 with 100% occupancy and a full turnover. These numbers are also far exceeded at area parks where there are no records of significant public safety issues [Ref.: 10, 12].

**Response to comment 3:** Refer to the above Responses to Comments. Use of the park will be self-limiting based on the availability of parking at the 57-space project.

Cattle grazing has co-existed with public access for the past eight-years without public user incident. The District has a Grassland Management Plan [Ref.: 7] that states cattle grazing is a subservient use to public uses. The current grazing lease also reiterates that relationship between grazing and public access/use [Ref.: 7]. The grazing lease is an *at-will lease* that may be terminated at any time without cause. The District and lessee have a collaborative relationship that is focused on creating a co-habitable environment whereby cattle grazing remains viable while the benefits of grassland management and public education are maintained. To this end the District sponsors ranching programs in the Park to inform public understanding of cattle ranching and the conservation values of grazing [Ref.: 13].

The Park Plan prohibits the use of loud and excessive noise. Visitors are hikers, singly or in small groups, who do not generate objectionable noise above ambient environmental levels. Based on conditions at GRRP, there is no evidence that noise is an issue with adjacent residents [Ref.: 14].

The roadway entrance from the State Route 1 right-of-way is proposed to be paved with asphalt with the balance of the road to remain in its current rolled decomposed granite surfacing with the parking area similarly surfaced. With the posted speed limit of 10mph the incidence of dust on the roadway is and will be minimal. No complaints of dust have been raised with the immediate residents to the Park entrance road [Ref.: 14].

Fire danger is addressed by California Department of Forestry and Fire Protection, which reviewed the project and found no issues related to an increase in fire danger [Ref.: 15]. Unleashed dogs are not permitted under the Plan or the CDP.

Trash is not currently a problem at the park. The District has been managing passive open space parkland for nearly 40-years and has not experienced a trash or litter problem at any of its parklands. There is no public record of trash or litter problems at District facilities. Visitors to District facilities are conscientious and use provided trash and litter receptacles that are routinely emptied and kept clean and functional. The District has received several awards for its quality public service and high standards, which is testament to the fact that the people visiting District parklands are conscientious, the parklands themselves are safe, and the District operational staff are diligent [Ref.: 5].

There is no evidence in the public record of management at Garland Park, Point Lobos, or Jack's Peak County Park that public use is inherently destructive of natural habitat [Ref.: 10]. Public access at the aforementioned parks has existed for several decades. The District also implements conservation education programs [Ref.: 13]. There is no evidence to suggest that there is a relationship between public access and significant negative natural habitat impacts.

The project IS-MND followed the guidelines outlined in the Monterey County Local Coastal Plan, Carmel Area Land Use Plan for assessing the impacts to viewshed [Ref.: 16]. The third-party visual assessment incorporated in the IS-MND concluded there were no significant visual impacts.

**Response to comment 4:** The proposed location of the project is already, and has been historically, a site of vehicle and heavy equipment use. The area is composed of landslide materials from Hurricane Point and now constitutes fill [Ref.: 17]. The project IS-MND concluded there were no significant visual impacts.

**Response to comment 5:** The location of the parking lot will have no immediate impact upon the discretionary and at-will cattle grazing operation [Ref.: 18]. See also Response to Comment 3. During the few days a year the cattle grazing lessee needs to have sole access to the corrals for branding, inoculating, and trailering for auction, the District has the option to close the park to vehicular access.

Unleashed dogs are not permitted under the Plan or the CDP [Ref.: 1].

**Response to comment 6:** Refer to Response to Comment 4. The Fish inholding is herein recognized as an adjacent property. The proposed parking site is only partially visible from established viewing spots on the Fish property [Ref.: 19] and not clearly visible from either the Fish residence or the caretaker residence. The proposed site is visible when standing on the edge of the bluff of her property, as are the vehicles, heavy equipment, stockpiled materials, and blue-tarped hay that are currently on-site, and have been stored there historically. However, the District will consider the planting of coast live oak trees within the parking site to break-up the view.

See Response to Comment 3 for the comment regarding noise and dust. The Plan and CDP limit use of the Park to daylight hours [Ref.: 1, 2].

As proposed, the parking area is not displacing the corrals. For responses to grazing, unleashed dogs, additional park visitors see Response to Comments above.

**Response to comment 7:** The District will manage public access similarly to that at Garland Park, which is 3500-acres and has 50-miles of trail. How the District assigns and schedules staff is on an as-needed basis. The District employs six District ranger staff. There is no evidence from the 40-year operation and administration of Garland Park that park visitors need supervision and constant policing [Ref.: 12].

Park walk-ins are currently occurring from the recently established and permitted Southbank Trail from Rancho San Carlos Road. Like Garland Park and Point Lobos walk-ins are an acceptable and desirable means of public access and enjoyment of public parklands, which also has a very positive affect on traffic.

Parking along State Route 1 is not prohibited and is outside the scope of the proposed project.

There is no need for District staff to police everyone into and out of Garland Ranch Regional Park because it is self-regulating where visitors are conscientious and law-abiding [Ref.: 12]. Current Park users are equally conscientious and law-abiding. The District expects the re-distribution of some of the existing park users that currently use other District parks to the Palo Corona Park. These new users are anticipated to be conscientious and law-abiding persons already accessing parks in the area [Ref.: 10, 11, 12].

To manage access, the District will install an electric gate at the Park entrance that opens and closes at set hours, will clearly post the gate opening and closing hours at the gate and parking site, and will monitor activity with remote cameras and with volunteers from the District's docent program.

**Response to comment 8:** With Garland Park being the model for basing public access and use at the park and proposed parking, adding an additional ranger to patrol and keep an eye on the park is simply an operational decision that can be accommodated with current staffing that includes six rangers. As with Garland Park, the District will have a regular volunteer docent presence in the park. Additionally, the grazing lessee is in the park almost daily. Conservation staff is also in the park periodically and spontaneously. Should the need arise, the District is prepared to assign a ranger to the park on a full-time basis.

Smoking and open fires are prohibited activities [Ref.: 1, 2] that are posted and currently enforced. As with Garland Park, visitors are self-regulating and to-date there has been no record of any law-enforcement action related to smoking or fires [Ref.: 10, 11, 15]. The park is under the protection of California Department of Forestry and Fire and that agency does not believe that local park visitors are a cause of significant concern for wildfire [Ref.: 15].

**Response to comment 9:** Evidence to the contrary, persons who are in the unfortunate situation of being homeless do not gather and occupy public space frequented by the general public and persons in position of law enforcement authority [Ref.: 20].

**Response to comment 10:** As with all public parking locations once full they tend to be self-regulating and drivers of vehicles leave when no space is available. The proposed parking design does not facilitate unlawful parking and, as is done at other District facilities, unlawful parking will be posted and enforced.

**Response to comment 11:** Peak traffic flow on weekends was determined to be consistent with weekday traffic [Ref.: 8].

Visibility was included in the traffic analysis and deemed adequate for the proposed project [Ref.: 8]. A bicycle lane along State Route 1 in the vicinity of the project does not currently exist. The project includes shoulders as currently exist.

**Response to comment 12:** See response to comment 5. The District has a grassland management plan and a grazing lease that address the relationship between cattle grazing and public use; the former is subservient to the latter with cattle grazing an at-will operational contract that may be terminated without cause. The District and cattle-grazing lessee have and will continue to cooperate and collaborate on ensuring that both cattle grazing and public access are mutually beneficial [Ref.: 18]. The ranching program recently initiated and implemented by the District and lessee is a prime example of this cooperative partnership [Ref.: 13].

**Response to comment 13:** Expected park users will tend to be comprised of existing park users who are re-directed to the Park with the expanded access opportunity [Ref.: 11]. The evidence suggests that expanding the opportunity to visit existing parkland re-distributes existing use and does not create a significant new population of visitors. District records demonstrate a lack of evidence that visitors and users of its parklands are anything but conscientious and law-abiding [Ref.: 10, 12].



**Response to comment 14:** According to CalFire, the District is not required, nor would it be effective, to maintain a gravity-fed, well-reliant water source on-site for fire suppression purposes [Ref.: 15]. The District will look into the feasibility of a hydrant in the vicinity of the barn and parking area. If feasible, the District will pursue installation of the hydrant during the State Route 1 mitigation work.

The project does not propose any un-permitted usage.

**Response to comment 15:** See the responses to comments 1 and 3. The park has an approved and permitted Plan [1, 2].

---

#### **Comment Letter 2 – Gloria S. Edelen**

**Response to comment 1:** Refer to Comment Letter 1, Response 13.

**Response to comment 2:** Refer to Comment Letter 1, Response 5.

**Response to comment 3:** Refer to Comment Letter 1, Response 13. Mountain bike use is not within the scope of the project.

**Response to comment 4:** Refer to Comment Letter 1, Responses 13.

**Response to comment 5:** Refer to Comment Letter 1, Response 1 and 2.

**Response to comment 6:** Refer to Comment Letter 1, Response 1, 2, and 5.

---

#### **Comment Letter 3 – Mary Anne Teed**

**Response to comment 1:** Refer to Comment Letter 1, Response 1.

**Response to comment 2:** Refer to the Initial Study Project Description; the project does not propose parking of vehicles along the entrance road nor does the project propose a two-lane entrance road.

**Response to comment 3:** Refer to Comment Letter 1, Response 4.

**Response to comment 4:** Refer to the Initial Study; the third-party review of the project description, visual analysis, and biological reports concluded an Environmental Impact Report is not warranted by the facts.

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#### **Comment Letter 4 – Francis P. Lloyd**

**Response to comment 1:** Refer to the Initial Study; the third-party review of the project description, visual analysis, and biological reports concluded an Environmental Impact Report is not warranted by the facts.

**Response to comment 2:** Refer to the Initial Study and Comment Letter 1, Response 2.

**Response to comment 3:** Refer to the Initial Study Project Description; the project does not propose construction of additional housing in the surrounding environment, nor is there any evidence to suggest that use of the access road into the park and parking site would foster economic or population growth or additional employment opportunities.

**Response to comment 4:** Refer to Comment Letter 1, Response 3, 4, and 6.

**Response to comment 5:** Refer to Comment Letter 1, Response 3, 4, and 6.

**Response to comment 6:** Refer to Comment Letter 1, Response 3, 4, and 6. Parks are used by people and the project is not proposing anything unusual or out-of-the-ordinary for parks in the local area, including Point Lobos State Reserve, Garland Ranch Regional Park, Garrapata State Park, Carmel River State Beach, Jack's Peak County Park, and Hatton Canyon State Park.

**Response to comment 7:** Refer to Comment Letter 1, Response 1 and 2; the project is not proposing recreational vehicle access. The District and park were established to provide recreational opportunity to everyone, including whole families.

**Response to comment 8:** Refer to Comment Letter 1, Response 3. The project is proposing to eliminate the requirement for walkers to access the Park along the entrance road from State Route 1.

---

#### **Comment Letter 5 – Larry Arthur**

**Response to comment 1:** Refer to Comment Letter 1, Response 3, 4, and 6.

**Response to comment 2:** The Golden Granite decomposed granite material used for the road is actually very similar in color to the local sandstone found throughout the front country. This light-colored gravel does contrast with the more organic soils that have evolved in the grasslands and which overlays the sandstone. To moderate this contrast the District will consider a darker colored decomposed granite material for the parking surface.

**Response to comment 3:** Refer to Comment Letter 1, Response 3. The project will necessitate the relocation of the construction machinery to an off-site location and the seasonal hay to a less visible location.

---

#### **Comment Letter 6 and 7 – E. Gerry Paddock and Laurie Petkus**

**Response to comment letter 6:** Refer to Comment Letter 1, Response 5.

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#### **Comment Letter 8 – Debra L. Hale (TAMC)**

**Response to comment 1:** The District will include bicycle parking and security facilities as part of the project and will consult with TAMC on specific designs.

**Response to comment 2:** Through bicycle access from the Southbank Trail to State Route 1 is outside of the project scope but definitely a shared vision by the District.

---

#### **Comment Letter 9 – Jacqueline M. Zischke**

**Response to comment 1:** The proposed State Route 1 improvements have been designed in consultation with Caltrans and deemed to be adequate from a safety perspective. The District desires to alleviate any concern about safety beyond the design level and will cooperate and collaborate on other than design options.

**Response to comment 2:** Recreational vehicles and trailers, including horse-trailers will not be permitted into the park. This will be clearly posted on the District website, at the entrance, and along State Route 1 if an encroachment permit to post such signage is obtained from Caltrans.

**Response to comment 3:** The Causeway Project will impact the currently proposed State route 1 improvements with the result being a wider roadway.

#### REFERENCES

1. Interim Public Access Proposal 2005;
2. Monterey County Planning Commission Staff Report. PLN050638. April 26, 2006 Staff Report with Monterey County Planning and Building Inspection Condition Compliance & Mitigation Monitoring Plan, mitigation #4 – Visitor Parking;
3. State Department of Transportation letter to MPRPD General Manager dated August 4, 2005;
4. Off-site parking investigation list of parcels;
5. Public Service Awards;
6. Monterey Peninsula Regional Park District (MPRPD) PLN100601/Interim Access Plan Resolution 11-002;
7. <http://www.mprpd.org/index.cfm/id/4/Planning-Conservation/>
8. Hexagon Responses, dated April 30, 2014;
9. Planning Commission County of Monterey, State of California Resolution 08022 (PLN080093);
10. Stat parks user statistics;
11. User Re-Distribution correspondence, dated May 8, 2014;
12. District LE records;
13. [http://www.mprpd.org/files/mprpd/MPRPD\\_Activities\\_Guides/LGO\\_SprSum\\_2014.pdf](http://www.mprpd.org/files/mprpd/MPRPD_Activities_Guides/LGO_SprSum_2014.pdf);
14. Personal Communication with property owner representative with correspondence pending;
15. Personal Communication with CalFire with correspondence pending;
16. Carmel Area Land Use Plan Local Coastal Program, certified April 14, 1983, Monterey County, California;
17. Letter from Lynn Overtree dated;
18. Letter from Gerry Paddock, dated;
19. Photos from Fish's property;
20. Letter from Sheriff's Department.



*Palo Corona Regional Park*

# *Interim Public Access Proposal*



Monterey Peninsula Regional Park District



June 2005

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## Interim Public Access Plan Overview

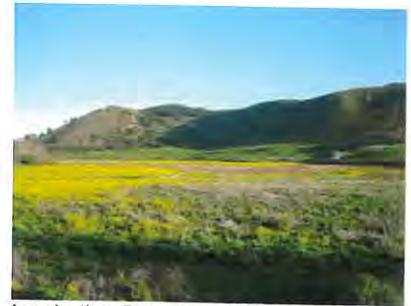
The purpose of the Interim Public Access Plan (Plan) for the 680-acre Palo Corona Regional Park "Front Ranch" area (Park) is to enable public access and use of the property as soon as possible. The Plan will be used to govern public use of the Park for up to a five-year interim period until The Monterey Peninsula Regional Park District (The Park District) has completed a long-term management plan for the entire 4300-acre regional park. The Plan and the long term management plan will be consistent with the County's General Plan, Local Coastal Plan (LCP), Big Sur Land Use Advisory Committee Plan, zoning, State Coastal Conservancy access guidelines and American Disabilities Act standards to the extent feasible.

The Plan is based on existing and required project data and a public input process that resulted in an understanding of the needs and desires of those who are involved in or affected by the project. The Park was reviewed and analyzed for interim public access opportunities and constraints. Specific considerations used in developing the Plan included: public parking; a restroom facility; trails, signage, and a map guide; private property signage; public safety and patrol; and resource protection. The Plan also documents feature viewpoints, educational and interpretive opportunities, and protective measures to control and direct access when necessary to preserve the scenic, cultural and natural features contained in the Park.

Prior to developing the Plan, The Park District established a public input process for gathering relevant information. Prior to the public meetings, an inter-agency meeting was held to solicit regulatory and government input related to opening the Park to public access.

The Plan represents an initial effort to open a rich yet sensitive natural resource for the public's view and experience. This conservative first step is intentionally limited and controlled so as to avoid damaging the Park from unrestricted uses or overuse. While monitoring the impacts of public use, and with continued program management evaluation, access and use of the Park can be adjusted by The Park District as warranted. Mitigation needs will also be identified and management actions taken. The intent is to provide limited and controlled access into the Park while The Park District develops its long-term management plan.

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.



Inspiration Point from Highway 1



Barn, Inspiration Point, and Gregg's Hill



Palo Corona Peak



Inspiration Point

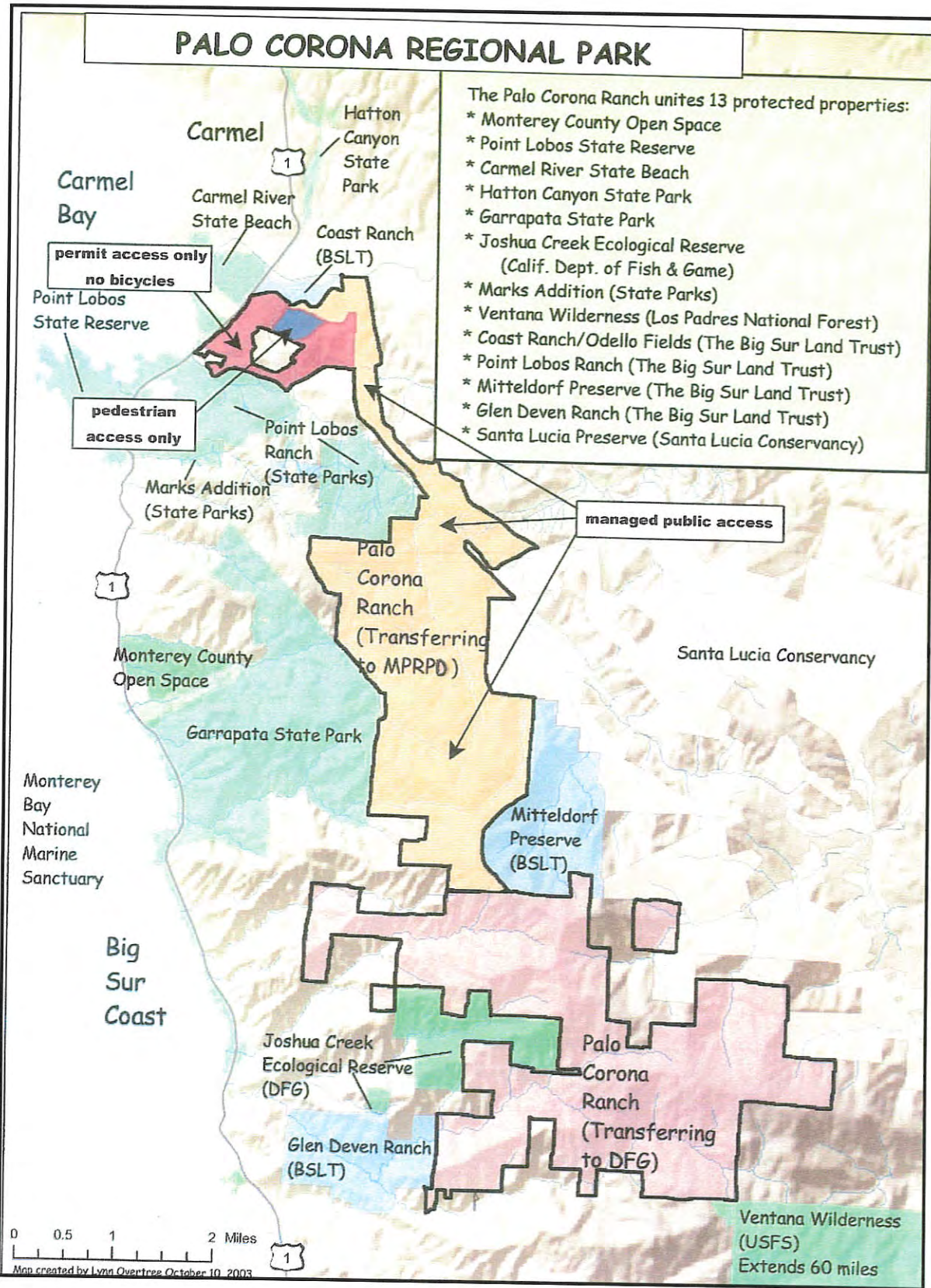


## Adjacent Land Owners and Uses

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 Clint Eastwood (Eastwood). This property is protected by agricultural conservation easements and has been leased to Earthbound Farms for Organic farming purposes. The Carmel River restoration plan includes proposals for significant riparian habitat restoration of this property. State Park's Point Lobos Ranch borders the southwest boundary of the Park.

The 93-acre Fish Ranch in-holding 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 BSLT and The Nature Conservancy purchased it. This property uses the old Fish Ranch stone gate entrance off of Highway 1, which winds up the westerly facing slopes to her residence. As a condition of sale of the Fish Ranch, this road is not to be used as the primary public entrance to the Park. The Fish Ranch in-holding is also to be protected from public access and public viewing. Similarly, the Park District intends to honor the wishes of the cloistered Carmelite nuns at the monastery to the southwest of the park for quiet and solitude.

To the east 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 Greens Drive farther east.





## Habitat Types

The north facing lower slopes of the Park consist of primarily non-native grassland, which is grazed seasonally by cattle. Cattle have grazed these slopes for over 100 years. The coastal scrub and oak woodland vegetation types generally occur on the uplands. Native grassland and Monterey pine forests are limited vegetation types found on the northwest. There are also small stands of maritime chaparral and riparian forest in the canyon slopes above the monastery.



Oak Woodlands



Coastal Prairie



Monterey Pine Forest



## Public Input Process

The Park District held two public community forum meetings at Rancho Canada. At both input meetings district staff emphasized that the primary objective of the Plan was to provide limited public access to the Park as soon as possible. It was reinforced that this did not preclude the necessity for a long term access and management plan that would address in more detail the issues associated with the entire 4300-acre Palo Corona Regional Park.

Prior to the two public comment forums, a meeting was held on November 4, 2004, at The Park District office with a group of agency stakeholders that have regulatory and review interests in the Plan for the Park. The Park District's consultant firm of Purkiss Rose-RSI facilitated the meeting that included representatives from the District, State Parks, Monterey County Planning, California Coastal Commission, and Ms. Diana Fish.

Specific concerns expressed at this meeting included: public access from Highway 1 into the Park; traffic issues; aesthetic/viewshed impacts; parking options; number of potential visitors; staffing; Park access restrictions; access impacts on resources; condition of existing Park roadways & trails; and long term monitoring.

The final public community forum was held on January 18, 2005 at the Rancho Canada Golf Club and was hosted by The Park District to solicit input from interested citizens in the community regarding the opening of the Park to the public. Sixty interested members of the public attended. Discussion topics included: Highway 1 Access; Accessibility/ Safety; Parking; Viewshed; Environmental Impacts; Cattle Grazing; Limited Use of the Ranch; Public Services and Regional Connections.

At this meeting a specific concern was voiced about the option to park along Highway 1. Suggestions included: limiting parking to the east side only to avoid pedestrians crossing Highway 1; allowing bicycles to be ridden to the barn and then hiking the trails; providing a bus stop near the Park entrance; pursuing off-site parking with shuttle (Carmel River Inn, Crossroads Center) or nearby off-site parking (Odello property or State Parks property with access under bridge); and lowering speed limits at the Carmel River Bridge to improve safety. U-turns on Highway 1 were a concern voiced several times.

In terms of viewshed, there were mixed concerns ranging from no new development that would intrude on the viewshed of Highway 1 to doing what it takes to get parking and access to the Park. However the overall tone was to keep the park as free from "development" and visual change as possible.

Public concerns for environmental impacts were more consistent and emphasized: protection of all habitats and any archeological sites; controlling litter; identifying sensitive areas, protecting sensitive species, managing cattle grazing, prohibiting dogs, and inventorying native species before significant access is allowed. Grazing of cattle was not a major concern as long as it was seasonal and could be worked out with public access on the site.

There was a great amount of interest in limiting the number of vehicles permitted in the Park; hours of operation (daylight hours was the general consensus); and access to existing

designated trails. There was also general support for allowing bikes, horses, dogs and camping activities; providing for school/special groups; and allowing special events at the barn.

In following the minimal development tone of the meeting, participant suggestions included, portable chemical/composting toilets; strategically placed trash receptacles; and advising the public of no drinking water available on-site. Regarding the water issue there were attendees that thought a portable source of drinking water was a good idea.

There was a general desire for staff and docent led hikes and interpretive activities in the Plan that would extend into the rest of Palo Corona Regional Park.

A final desire that was brought up by a number of attendees in the miscellaneous category a desire for benches and picnic tables, interpretive maps, and use of the barn as a visitor center.

The second public community forum was held on April 21, 2005 at the Rancho Canada Golf Club at which approximately 30 people attended to review the proposed recommendations that were formulated at the first meeting. Most of the attendees had participated in the January 18, 2005 meeting. There were some new comments that came out of this meeting. Of particular concern was the visual impact and safety of cars parking along Highway 1 near the Park entrance and the benefits and detriments of cattle grazing. District staff assured the attendees that measures would be taken to manage the number of visitors along the highway and that grazing would be ecologically managed. It was reiterated that the District intends to allow public access on the site with as little impact on neighbors and resources as possible.

The Plan was presented to The Park District Board for informational review on May 2, 2005. On June 13, 2005, the Plan was presented in the form of a public hearing at the District's Board Meeting at Marina City Hall. Following the public hearing, the Board approved the plan with some corrections and minor revisions.

Summaries of the three Input Meetings are included in the Appendix.

# Proposed Interim Access Improvements

## Barn

The Park District requested, and the County approved, the listing of the barn as a County's historic resource. As an historic structure, The Park District will have the barn assessed for repairs appropriate to its designation. Any future proposed repairs would be processed through the County for approval. For the interim period, The Park District intends to use the barn to house interpretive exhibits, display information, and provide a point of contact between District staff/docents and hikers. The barn may also serve as a gathering area for school-group check-in, distributing literature, or presenting audio/visual information on the Park's many natural and cultural resources.

Minor improvements to the barn area include fencing repairs and the installation of a portable composting or chemical toilet behind the barn and out of view.



West side of the barn facing Highway 1



East side and covered public space



Grain sheds behind the barn



West side close-up





## Proposed Interim Access Improvements

### Fencing and Gates

Fencing signage, and gates will be installed per existing CC&R's to protect the 93-acre parcel owner's privacy and to channel public access away from it.

CC&R fencing will be split redwood posts and 5-strand barbed wire. Other fencing will be constructed of similar materials.

Access gates will be repaired and/or replaced as needed. Gates will be similar in style and character to those already present (i.e., Powder River & corral board). Pedestrian walk-through style will be installed at those gates that serve to support cattle grazing, thereby avoiding the need to open and close pasture gates.



Typical pasture fencing



Typical pasture gate



## Proposed Interim Access Improvements

### Parking

Two immediate opportunities for public parking that require no change in existing conditions are to park along the east shoulder of Highway 1 and north of the Park entrance and on the south side of the entrance gate. The shoulder area is posted for No Overnight Parking. This limited roadside parking area can accommodate up to 13 vehicles. Another eight could be accommodated at the gate entrance if marked properly. To prevent pedestrians crossing the highway, it is recommended that “no parking” be posted on the west side of the highway.



West side Highway 1 Parking

A small 3500sf area at the barn could accommodate another 6 to 8 vehicles for staff and disabled visitors. This area would be largely outside the highway viewshed and easily screened with native willows that border the area. An overflow secondary parking area could be located at the corrals, which could accommodate another ~10 vehicles. Access through the former Odello fields now owned by Eastwood/BSLT would be advantageous for vehicular circulation to and from the barn and corrals.



Potential Eastwood-site parking

Park-and-walk from off-site locations in the vicinity of the Crossroads Shopping Center is not recommended, as it would require that pedestrians walk along the Highway shoulder to the Park. Walking distance to the barn is 0.8 of a mile. A separate pedestrian/bicycle bridge crossing is recommended if this option is pursued.

Future negotiations with BSLT/Eastwood could produce additional near-site interim parking in the area where the red farm housing is currently located.



STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY

ARNOLD SCHWARZENEGGER, Governor

DEPARTMENT OF TRANSPORTATION

50 HIGUERA STREET  
SAN LUIS OBISPO, CA 93401-5415  
PHONE (805) 549-3101  
FAX (805) 549-3329  
TDD (805) 549-3259  
<http://www.dot.ca.gov/dist05/>



*Flex your power!  
Be energy efficient!*

August 4, 2005

Joseph Donofrio, General Manager  
Monterey Peninsula Regional Park District  
60 Garden Court, Suite 325  
Monterey, CA 93940

Dear Mr. Donofrio:

PARKING ALONG HIGHWAY 1 AT PALO CORONA REGIONAL PARK

The Department of Transportation (Caltrans) has discussed the Interim Public Access Plan with the Park District staff and acknowledges the current status of legal parking along State Route 1 in the vicinity of the Palo Corona Regional Park entrance, as identified in the plan. Upon site inspection, Caltrans concluded that the northbound shoulder from the park entrance toward the Carmel River Bridge could adequately accommodate up to thirteen vehicles.

The park entrance area can accommodate another five vehicles, if properly delineated. These areas, although not optimal, are adequate if used for parking access and should not impact the through use of Highway 1. The Department encourages the Park District to continue to seek alternatives, but does not oppose the use of these areas for parking access.

Sincerely,

A handwritten signature in black ink, appearing to read "Steve Price".

STEVE PRICE  
Deputy District Director  
Maintenance/Traffic Operations

*"Caltrans improves mobility across California"*

## Proposed Interim Access Improvements

### Signage

Signs will be carefully placed to inform and direct users. As a condition of the CC&R's that run with the land. Signs will be placed to clearly identify private property, controlled access areas, and generally direct public access into and through the Park. Controlled public access areas include "Pedestrian Access Only" and "Permit Access Only."

A redwood framed sign approximately 2.5 x 4 feet is proposed for the entry area at Highway 1 identifying Palo Corona Regional Park and The Park District. A smaller sign is intended for the existing gate, which will post hours of operation and public access restrictions. Trail names will be routed onto 4x4 redwood posts, which will be placed along the trails and at all intersections. Interpretive signs and panels will be established at appropriate interpretive locations for enhanced visitor experiences. Information/directional signs will use international symbols and are standard white and brown Park colors that blend with the natural landscape.

An information panel and map will be placed at the barn to recognize the collaborative inter-agency effort that enabled The Park District to acquire the Park.

A GIS map panel will also be provided at the barn showing shaded relief, vegetation and trails of the Park within the context of surrounding public lands.

Please refer to the CC&R's in the Appendix for signage requirements.



Typical Interpretive Panel



Typical Regulatory Sign



Typical Interpretive Site Sign



Typical Trail Sign



## Proposed Interim Access Improvements

### Access Amenities

The Park District intends to install a limited number of trailside benches and destination spot picnic tables. A trash/recycling station will be established at the barn in the covered public space. Inspiration Point is expected to be the most popular destination in the Park. The two existing picnic tables will be maintained, replaced, or repaired and a small 12' wide circular shelter erected out of the Highway 1 viewshed. Visitors will be encouraged through signage to pack out their trash and keep the Park litter free.

Benches will be constructed with either redwood or recycled plastic products that compliment the character of the Park.

The trash/recycling bins for the barn will be of either redwood or recycled plastic material.

A portable restroom facility is intended for visitors' convenience. Ideally, The Park District would prefer a state-of-the-art composting, waterless system that focuses attention to environmentally friendly technology. However, a standard portable chemical toilet would suffice for the interim period. The portable toilet facility will be on the south side of the barn, which will screen it from view.

The Park District is not proposing any potable water for the interim period.



Typical recycled plastic bench w/powder-coated steel supports



Typical recycled plastic picnic table w/powder-coated steel supports



Typical recycled plastic recycling bin



## Proposed Interim Access Improvements

### Interim and Limited Access

Interim 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 Administration Office. No drop-ins will be allowed. The District Office will provide ranger staff with a daily list of permits issued.

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. A dashboard placard will be included with the Permit and assigned a daily code to assist Ranger patrol in identifying legitimate park users' cars along Highway 1.

The park entrance is controlled with a locked gate. This gate and the park identification sign will clearly state that access is by permit only. The combination for the pedestrian access will be provided on the Permit but changed regularly to prevent unpermitted access.

Regular ranger patrol will monitor visitors and parked vehicles along Highway 1 for permit compliance. The Park District will also have docents staffing the park at the barn to assist park visitors and rangers with information.

In addition to the 13-permit limited general public access program, The Park District will also administer a limited Special Group Use Permit program for organized access. These Special Use Permits will be limited to 5 per month for up to 25 persons per permit for a total of up to 125 persons per month. Vehicle parking will be limited to a maximum of 8 vehicles at the barn area so car-pooling will be necessary. The barn parking area can adequately accommodate 8 vehicles and will not impact the general public parking along Highway 1. The Special Group Use Permits are issued to non-profit organizations like The Big Sur Land Trust and Carmel Middle School. Failure to comply with the permit conditions will jeopardize the organization's future access to the park.

The hours of general public and Special Group Use access will be from sunrise to sunset.

The Park District's intent is to take careful, adaptively-managed steps in opening the Park to the public so as to minimize impacts on the natural resources and maintain a quality recreation experience. Over the course of the Interim Period The Park District may apply for permits to construct the proposed trails as identified in the map on page 17. In the meantime, the only trail open to public access will be the existing barn road/trail to Inspiration Point.



Entrance Gate



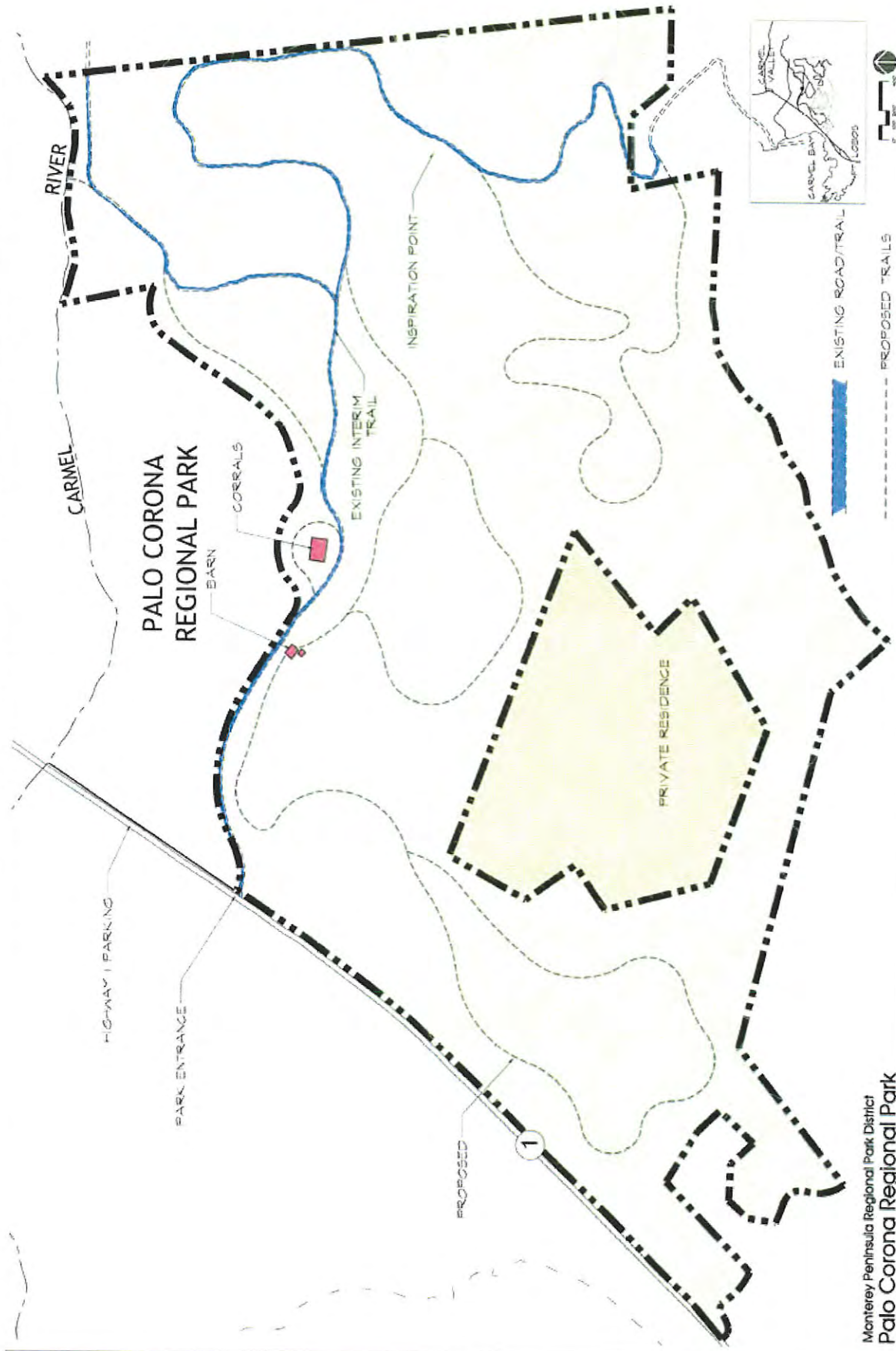
Entrance Gate Sign



Palo Corona Trail (Interim Access Trail)

Intentionally Blank





Monterey Peninsula Regional Park District  
Palo Corona Regional Park  
Conceptual Access Plan





## Maintenance and Administrative Requirements

Maintenance and administrative requirements will be greatly affected by the popularity and public use of the Park. With the minimal public improvements proposed and public access restricted to walk-ins using limited parking facilities, use is expected to be less than what the Park could accommodate, with most visitors attracted by the natural and rather remote beauty afforded at the Park. They will expect fewer amenities and therefore less maintenance and administrative costs will be incurred.

For the interim period, The Park the District intends to staff the Park with appropriate ranger presence supplemented with volunteer Docents to open gates, monitor visitors, answer questions and control access as necessary. Depending on public demand, staffing will be adjusted to a corresponding schedule (i.e. summer weekends may require more staff than midweek winter months).

The Park District will document attendance and use patterns, problems, successes, and necessary adjustments for use in developing the long-term management plan for Palo Corona Regional Park. The potential success and popularity of docent led tours and school interpretive programs will also contribute to the maintenance and administrative requirements of the Park.

The existing roadway and grazing infrastructure are the highest maintenance items in the Park. The existing roadway will be an ongoing requirement until it can be assessed and a long-term maintenance and rehabilitation program developed. Any new trail construction will adhere to current State standards and thereby reduce to a level of insignificance the amount of maintenance necessary to keep them open and safe. Some clearing and control of poison oak along the current road, and any new trails, will be an on-going maintenance requirement particularly in the spring and summer. Litter clean up, if consistent with Garland Ranch Regional Park, should not be a significant issue. However, an effective docent and signage program will encourage the public to keep the Park clean and reduce the need for litter pick up. Similarly, fence, gate, and sign repairs will need to be continually monitored to ensure that the posted rules and boundaries are clear, intact and enforceable.

Any portable restroom facilities will require regular maintenance tailored to the amount of use.

## Implementation of Improvements

Interim improvements are minimal and are related to maintenance of existing infrastructure and visitor accommodation. In addition, there are specific requirements of the CC&R's that must be met prior to opening certain portions of the Park to public use. Specifically these requirements include:

- Public access fencing and signage indicating "Private Property No Access";
- Signage to designate the "Pedestrian Access Only" area;
- Signage to designate the "Permit Access Only" area; and
- Signage to identify the private easement entrances to the Park off Highway 1.

In addition to current infrastructure maintenance that includes:

- Repair of fences, gates, waterlines and troughs, and roadway to accommodate safe pedestrian and permitted vehicle access and continued grazing;
- Barn improvements to protect and preserve its historic status;

other interim improvements that The Park District will undertake before opening the Park to public access include:

- Provision of a portable and accessible restroom;
- Trash/recycling bins at the barn;
- Trail, interpretive, and informational signage;
- Benches, picnic tables, and a shelter for visitor accommodation.

# Appendix

- A. Amendment to Declaration of Easements, CC&R's
- B. Agency Stakeholder Meeting – November 4, 2004
- C. Concepts & Constraints Summary
- D. Public Community Forum – January 18, 2005
- E. Public Community Forum – April 21, 2005
- F. Plan Presentation to MPRPD Board – May 2, 2005



RECORDING REQUESTED BY, AND  
WHEN RECORDED, RETURN TO:

Randy Meyenberg  
NOLAND, HAMERLY, ETIENNE & HOSS  
A Professional Corporation  
333 Salinas Street  
Post Office Box 2510  
Salinas, CA 93902.2510

AMENDMENT TO DECLARATION OF EASEMENTS,  
COVENANTS, CONDITIONS AND RESTRICTIONS  
PALO CORONA RANCH

THIS AMENDMENT ("Amendment") is made this \_\_\_ day of December by the undersigned owners (collectively, the "owners") of the Property described in that certain Declaration of Easements, Covenants, Conditions and Restrictions, Palo Corona Ranch dated September 13, 1996 filed for record at Reel 3419, page 736 ("Declaration").

The owners hereby amend the Declaration as follows:

1. Property Defined. The term "Property" as used in the Declaration and this Amendment is amended to exclude the 440+/- acres of real property described in Exhibit A, attached hereto (APN's 417-021.003, -037 and -042).

2. Main Ranch Defined. The term "Main Ranch" as used in the Declaration and this Amendment shall mean that portion of the Property, excluding the 93-acre parcel as defined in the Declaration, and the 440-acre portion described in Exhibit A.

3. Section 1.1.1. Section 1.1.1 of the Declaration is amended in its entirety to read as follows:

1.1.1. A non-exclusive easement for ingress, egress, pedestrian, equestrian, roadway and utility purposes sixty feet (60') in width over and across those portions of the Main Ranch which are shown as "60' RIGHT OF WAY & PUBLIC UTILITY EASEMENT" on the Record of Survey;

4. Section 4.3.2. Section 4.3.2 of the Declaration is amended in its entirety to read as follows:

4.3.2 Signs. No advertising signs, billboards, political signs, unsightly objects or nuisances shall be erected, placed or permitted to remain on the Property. An owner shall have the right to display or have displayed on the owner's property and/or along access easements one sign advertising the property for sale, a reasonable number of signs detailing the property address, directional information, the owner's name, and/or other pertinent information, the existing Palo Corona Ranch signs, and No Hunting, Private Property, and No Trespassing signs at reasonable intervals. Signs or displays on the Main Ranch may

also include those that facilitate the use, management and administration of the Main Ranch for passive park, passive recreational, and wildlife reserve management purposes including, but not limited to signs and displays that provide operational, directional, informational, interpretive, donor/partner recognition, public safety and law enforcement information, and signs to prevent trespass to adjacent private lands. The owner of that portion of the Main Ranch on which the sign or display is located agrees to maintain the signage shown on the signage plan described in Section 4.3.9, below, for the benefit of the owner(s) of the 93-acre parcel.

5. Section 4.3.4. Section 4.3.4 of the Declaration is amended in its entirety to read as follows:

4.3.4 Nuisance. No noxious or offensive trade or activity shall be carried on or upon any portion of the Property nor shall anything be done which may be or become an annoyance or a nuisance to the other owners or which shall in any way interfere with the public use of the Main Ranch for passive park, passive recreational, and wildlife reserve management purposes or the privacy, peaceful tranquility and quiet enjoyment of each of the owners of his/her respective parcel. Except for security devices used exclusively to protect the security of the parcel and improvements located therein, no device or activity creating noise shall be placed or used by any owner upon any parcel in a manner so as to in any way interfere with the public use of the Main Ranch for passive park, passive recreational, and wildlife reserve management purposes or the privacy, peaceful tranquility and quiet enjoyment of the residence of another owner. The owner of the Main Ranch and its guests, tenants, employees and agents, shall use their best efforts to avoid direct helicopter fly-overs of the 93-acre parcel, taking into consideration wind conditions, visibility, or other safety considerations. This section does not limit uses of the property reasonably contemplated for passive park, passive recreational, and wildlife reserve management purposes, otherwise consistent with the provisions of this Declaration. The owner(s) of the portion of the Main Ranch adjacent to the 93-acre parcel shall make reasonable efforts and take reasonable enforcement action to prevent trespass onto the 93-acre parcel.

6. Section 4.3.5. Section 4.3.5 of the Declaration is amended in its entirety to read as follows:

4.3.5 Prohibition Against Certain Uses. No owner shall permit any thing or condition to exist upon any portion of his or her Parcel which shall induce, breed or harbor infectious plant diseases or noxious insects and shall make reasonable efforts to control invasive, exotic plant species. Public, quasi-public or commercial sport or recreational hunting shall be prohibited on the Main Ranch. Members of the public, with the exception of those with a valid hunting license and access permit issued by the owner, law enforcement personnel, and duly authorized agents of the owner carrying a valid depredation permit, shall not be permitted to carry firearms on any portion of the Main Ranch.

7. Section 4.3.7. Section 4.3.7 of the Declaration is amended in its entirety to read as follows:

4.3.7 Off-Road Vehicles. Commercial, public or quasi-public use of motorcycles, motor bikes, cars, trucks, sport utility vehicles, or other off-road motorized vehicles on the Main Ranch shall be prohibited except for use by an owner in the management, maintenance, patrol and operation of an owner's property or easements, or by an adjacent owner with the permission of the underlying owner. Public or quasi-public use of mountain bikes or bicycles is



permitted only on established roads and trails within the Main Ranch; provided however, mountain bikes and bicycles shall not be permitted on those portions of the Main Ranch marked "No Bicycle Area" on Map Exhibit 1. On those portions of the Main Ranch comprising the dirt road adjacent to the Odello field and marked "Public Access Route" on Map Exhibit 1, mountain bikes and bicycles shall be permitted on the condition that the fencing and signage required by Sections 4.3.2 and 4.3.9 are established and continuously maintained by the underlying owner and management policies are enforced to prevent over-use, erosion, safety hazards and environmental degradation.

8. Section 4.3.9. Section 4.3.9 is added to Declaration and shall read as follows:

4.3.9 Public Access Fencing and Signage. In order to protect the 93-acre parcel owner's privacy and to channel public access away from the 93-acre parcel and toward the interior of the Main Ranch, the owner of the underlying portions of the Main Ranch will install and maintain the public access fencing and signage as indicated on Map Exhibits 2 and 3, respectively, attached, prior to opening such areas for public access. Public access fencing shall be continuous fencing designed to restrict access consisting of a 5-wire barbed wire fence. Signage will designate limiting public access on the portions of the Main Ranch marked "Pedestrian Access Only" on Map Exhibit 3 to pedestrian access only and on the portions of the Main Ranch marked "Permit Access Only" to pedestrian access with a permit only, as identified on Map Exhibit 3, with permits issued only to persons conducting resource or wildlife conservation activities or who are accompanied by the owner, park personnel or authorized resource docents. Such signage shall be continuously maintained by the underlying owner and management policies shall be adopted to enforce such restrictions.

9. Section 4.3.10. Section 4.3.10 is added to Declaration and shall read as follows:

4.3.10. Dogs. If the public is permitted to bring dogs onto the Main Ranch, the dog owner shall be required to keep his/her dog on a leash not more than seven feet long or under immediate voice control at all times when within such area.

10. Section 4.3.11. Section 4.3.11 is added to Declaration and shall read as follows:

4.3.11. Fuel Load Reduction. In order to reduce the fuel load from grasses growing on the portion of the Main Ranch identified on Map Exhibit 4, the underlying owner of the Main Ranch shall conduct fuel reduction activities adequate to reduce the hazard of fire to appropriate fire agency standards and conduct cattle grazing during the appropriate months of each year as needed, consistent with conservation objectives and historic practice or provide similar fuel load reducing activities acceptable to the owner of the 93-acre parcel. The underlying owners of the Main Ranch and the owner of the 93-acre parcel agree to cooperate with each other to reduce the fuel load from grasses, brush and other vegetation along all other portions of the common boundary of the 93-acre parcel (See Map Exhibit 4).

11. Section 4.3.12. Section 4.3.12 is added to Declaration and shall read as follows:

4.3.12 Use of Entrance. The owners agree that the Entrance, defined in Section 2.1, is intended to be for the private use of the owners of the Property. Primary access to the Main Ranch for quasi-public or public use shall be located adjacent to the Odello fields and marked "Public Access Route" on Map Exhibit 1, attached hereto. The Entrance may be used by the owner of the Main Ranch for public or quasi-public access only upon further written



agreement by the parties.

12. Section 5.1. Section 5.1 of the Declaration is amended in its entirety to read as follows:

5.1 Amendment. The provisions of this Declaration may be amended or changed only by recording a written instrument or instruments specifying the amendment or change, executed by all owners. Any amendment will not be effective until it is recorded. Any amendment affecting the rights specified in Section 1.1.7 shall not be effective unless consented to in writing by the parties named in Section 1.1.7.

13. Section 5.12. Section 5.12 is added to the Declaration and shall read as follows:

5.12 Right of First Negotiation. If the owner of the 93-acre parcel (in this Section 5.12, referred to as the "Seller") decides to sell, exchange, make a gift of, or otherwise transfer Seller's fee title interest in the 93-acre parcel or portion thereof (each a "Transfer"), Seller shall promptly give written notice ("Negotiation Notice") to the owner of the front portion of the Main Ranch bordering the 93-acre parcel ("Front Owner"). If there is more than one Front Owner at the time the Negotiation Notice is given, the Negotiation Notice need only be given to the owner with the longest common boundary with the 93-acre parcel. The parties agree that a Transfer does not include the granting of a bona-fide mortgage or deed of trust against the 93-acre parcel or portion thereof given as security for the performance of an obligation, or any action taken thereunder to foreclose the interest in the property given whether by way of foreclosure, sale under a power of sale, or deed in lieu of foreclosure. Any party, including a beneficiary of a deed of trust, who acquires an interest in the 93-acre parcel as a result of any such action to foreclose, shall thereafter hold the property acquired subject to the terms of this Section 5.12. The Front Owner agrees to execute all such documents reasonably requested of the owner of the 93-acre parcel or its lender to provide written consent to or to otherwise permit the encumbrance of the property by a mortgage or deed of trust.

Seller agrees that for a period of ninety (90) days following the Negotiation Notice, Seller will negotiate exclusively and in good faith with the Front Owner for the Transfer of the 93-acre parcel to the Front Owner ("Exclusive Negotiation Period"). Seller shall not be deemed in violation of this Section 5.12 if during the Exclusive Negotiation Period, Seller receives and shares with the Front Owner offers from third parties interested in purchasing the 93-acre parcel or if Seller lists and advertises the property for sale. Following expiration of the Exclusive Negotiation Period, if the Seller and the Front Owner have not entered into a binding agreement for the Transfer of the 93-acre parcel, Seller shall be free to also negotiate with and/or Transfer the 93-acre parcel to third parties. The parties agree that the giving of a Negotiation Notice shall not obligate Seller to Transfer the 93-acre parcel, Transfer the 93-acre parcel to the Front Owner, or Transfer the 93-acre upon any specific price, terms, or conditions. In addition, the parties agree that Seller may, in good faith, elect to gift or otherwise transfer the 93-acre parcel to a person or entity other than the Front Owner on the basis of the love, affection or other characteristics deemed material or important to Seller.

This right of first negotiation shall not apply to: (i) any Transfer, either outright or in trust, during life or upon death, to Robert Turner or Robert Turner's spouse, heirs, or lineal descendants, whether related by blood or marriage and including adopted children ("Turner Family"); (ii) any Transfer, either outright or in trust, during life or upon death, to any spouse, heir, or lineal descendent of Seller, whether related by blood or marriage and including adopted

children ("Seller Family"); or (iii) except as provided below, any Transfer to or from a family limited partnership or family limited liability company wherein a majority interest of the partnership or limited liability company is all times held by Seller Family and/or Turner Family (collectively, an "Exempt Transfer"). In the event of an Exempt Transfer, the transferee (an "Exempt Transferee") shall take title to the property and any subsequent transfer or sale by an Exempt Transferee shall be subject to the right of first negotiation provided above unless that a further Exempt Transfer is made. In addition, if four (4) Exempt Transfers are completed, the next Transfer shall be subject to the right of first negotiation whether or not such Transfer would otherwise be an Exempt Transfer.

Following expiration of the Exclusive Negotiation Period, if Seller enters into a binding agreement to Transfer the 93-acre parcel to a non-Exempt Transferee and the Transfer is consummated, the right of first negotiation shall remain in effect and the Transferee and each subsequent non-Exempt Transferee shall be bound to comply with the provisions of this Section 5.12.

In the event Seller decides to Transfer fee title to a portion of the 93-acre parcel, the right of first negotiation shall apply only to the portion Seller desires to Transfer.

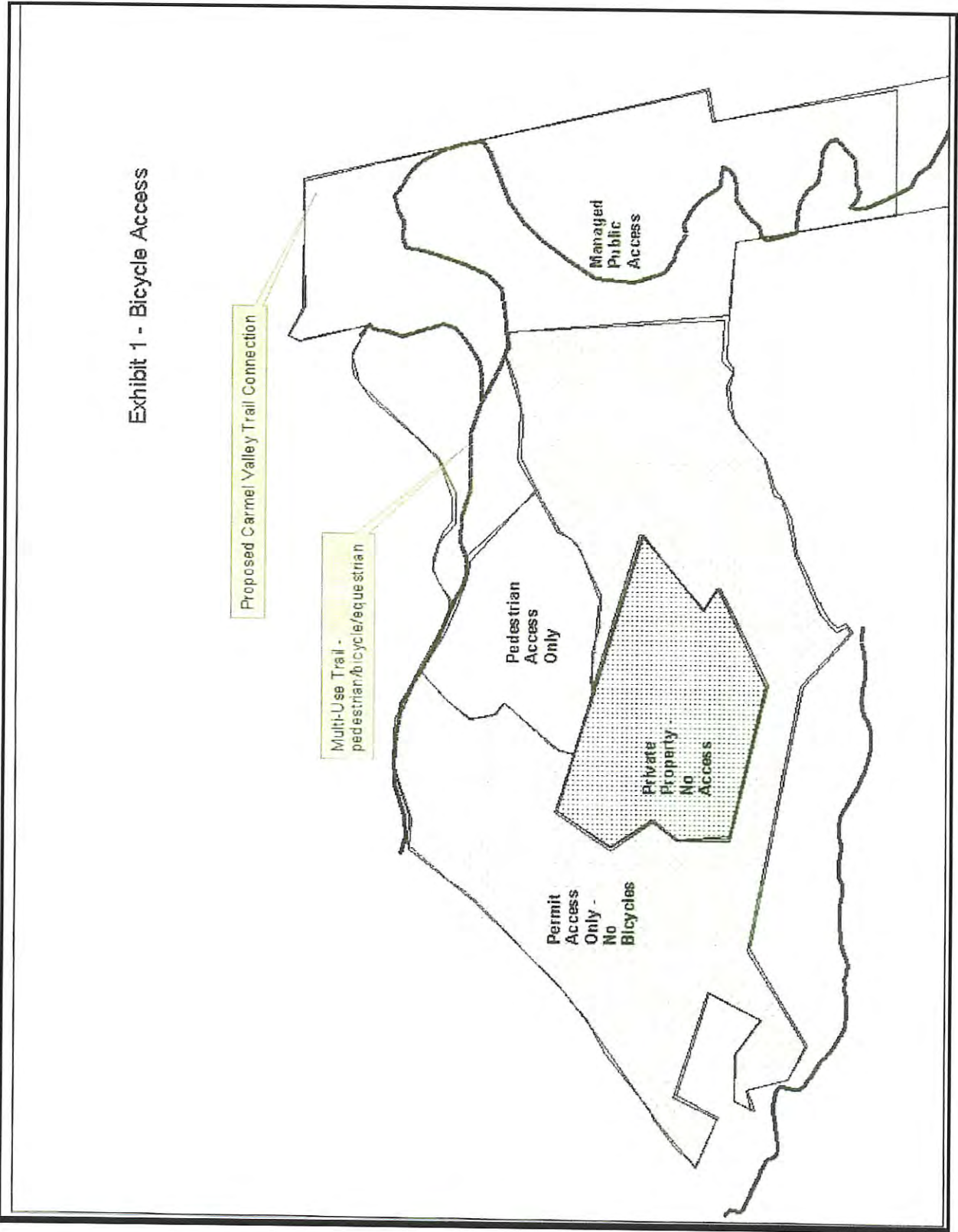
This right of first negotiation shall terminate if any provision of this Amendment is modified, amended, terminated or deleted for any reason other than with the written consent of the owner of the 93-acre parcel.

14. Full Force and Effect. In the event of an inconsistency between the terms and provisions of this Amendment and the terms and provisions of the Declaration, the terms and provisions of this Amendment shall prevail. Otherwise, the Declaration remains in full force and effect.

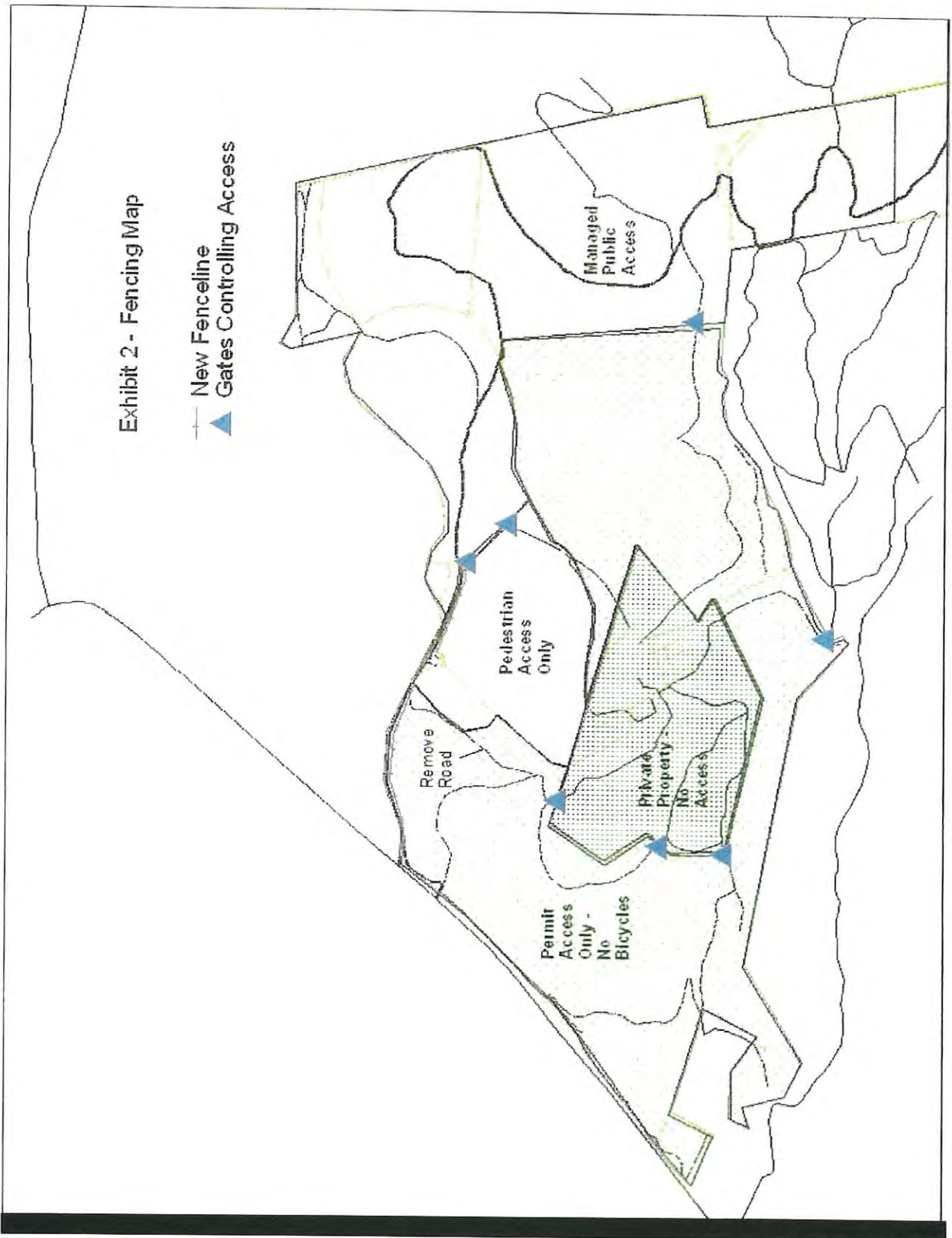
15. Successors and Assigns. This Amendment shall inure to the benefit of, and shall be binding upon, the parties and their respective heirs, representatives, administrators, executors, successors and assigns to the Property.

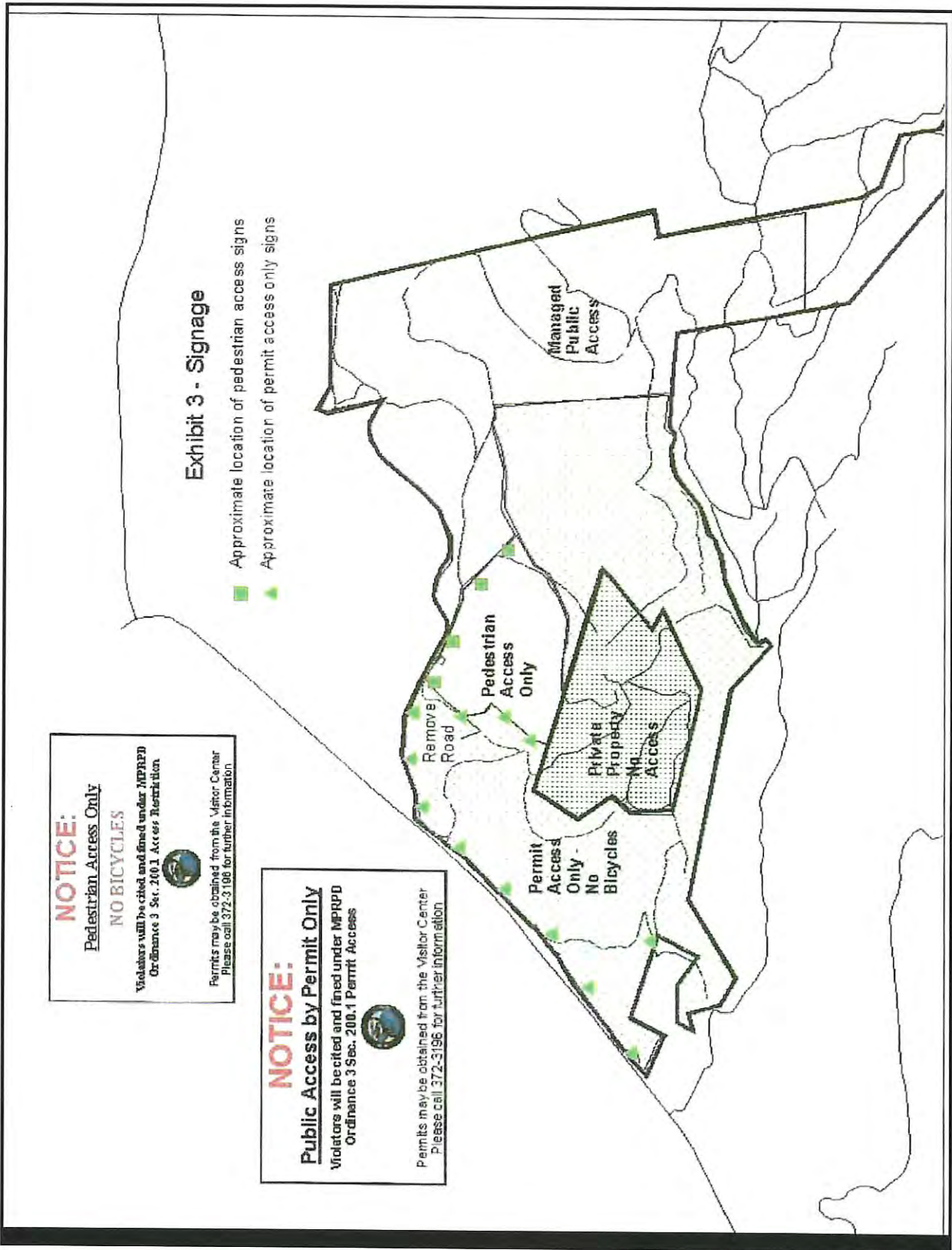
IN WITNESS WHEREOF, the parties have executed this Amendment as of the day and year first set forth above.

Exhibit 1 - Bicycle Access

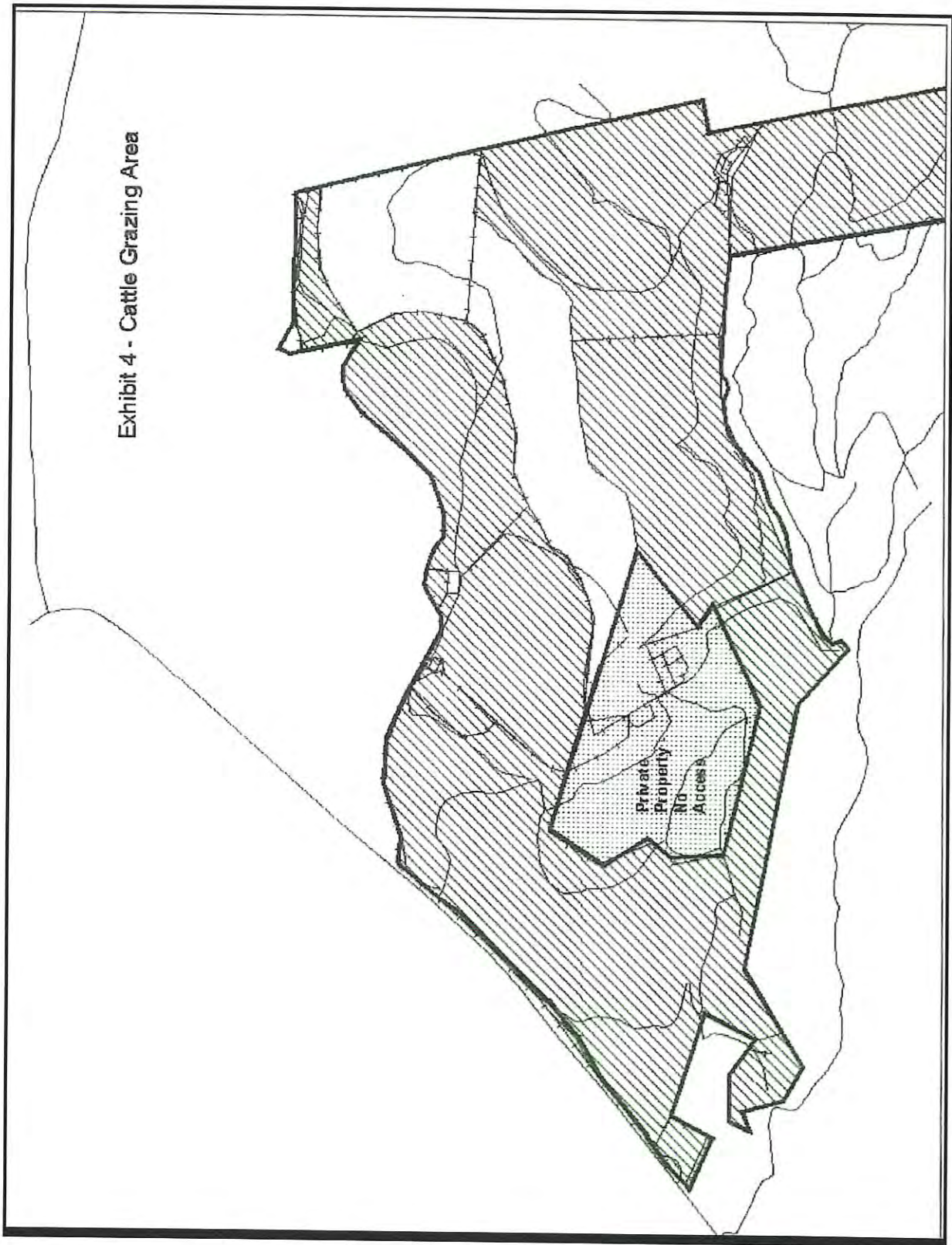














**DATE**                    **November 4<sup>th</sup>, 2004**

**MEETING SUMMARY:**

PROJECT:                Monterey - Palo Corona Ranch  
MEETING DATE:        November 4<sup>th</sup>, 2004  
LOCATION:                Monterey Peninsula Regional Park District Office  
PRESENT:                See attached sign-in sheet  
DISTRIBUTION:        Joe Donofrio, MPRPD, Tim Jensen, MPRPD  
PURPOSE:                Stakeholder Input Meeting  
JOB STATUS:            Preliminary

**Notes**

**1.0 - Public access along Highway 1 into Palo Corona Ranch**

- 1.1 - Allow parking along Highway 1
- 1.2 - Caltrans will not oppose public parking along Highway 1
- 1.3 - Aesthetics along Highway 1 is an issue
- 1.4 - Safety with Pedestrians crossing Highway 1 an issue (similar situation arises at Garapata State Park and Point Lobos State Reserve)
- 1.5 - Making u-turns on Highway 1 be safe?
- 1.6 - Potential problem with blocking driveway of Fish Residence.
- 1.7 - Caltrans would require signalization/signage if crosswalk was put on Highway 1
- 1.8 - Shoulder parking would not require a permit
- 1.9 - what happens when shoulder parking fills up?
- 1.10 - Is parking along Highway 1 the only possibility?
- 1.11 - Traffic issues
- 1.12 - Parking consideration for buses? School tours of site?

**2.0 - Public access on Palo Corona Ranch**

- 2.1- Programmed group hikes and access can control early interest and manage interim access.
- 2.2 - Limit use by days of week? Time of day? Access by permit?
- 2.3 - Need adequate plan and personnel before Park is open. Amount of available parking?
- 2.4 - Estimate number of visitors?
- 2.5 - County's primary issue will be signs, trails, biological, hours of operation, Caltrans input, probably exempt pending bio and other reports.
- 2.6 - Viewshed issues will be an issue for parking on the Park.
- 2.7 - Let people walk from Carmel Rancho shopping center, over Highway 1 Bridge.
- 2.8 - Public right to cross Highway 1 bridge. There is also a dry season path under it.
- 2.9 - Shuttle system from Carmel Rancho? Limited staff for shuttling? Liability?
- 2.10- Widening of road will damage viewshed.
- 2.11 - Access of Endangered Species and watershed.

**3.0 - Trail systems**

- 3.1 - Plan trails that tie into existing and planned opportunities. Amtrak Stop? MST stop?
- 3.2 - Need to take into consideration visitors to the area
- 3.3 - Shuttling/carpooling is encouraged - try to build-in alternatives to the automobile.
- 3.4 - For trail standards, refer to California Coastal Commission Trail Manual.
- 3.5 - Any new access development or change of use will require a permit for the County

outside the California Coastal Commission's original jurisdiction, the Carmel River. For change in use, the county can apply a liberal interpretation with regard to permitting (de minimus change/waiver)?

- 3.6 - See section 30.106 Coastal Conservancy/ title 20 of County Code. Need periodic review.
- 3.7 - If aerial photos of site are needed contact CCC in Santa Cruz.
- 3.8 - Inter-agency working groups on trails - ADA issues, not just physical!

**4.0 - Once on site concerns**

- 4.1 - Conditions of all roads, signage on private properties, fencing around property.
- 4.2 - Allowing dogs now will make it hard to restrict later. Wildlife issues to consider.
- 4.3 - Work with owners to set up particular area for dogs on interim basis.
- 4.4 - Signage on adjacent property access and work with neighbors on issues of mutual concern, such as monitoring the Park.
- 4.5 - Impacts of Environmentally Sensitive Habitat areas and archaeological features
- 4.6 - Portable toilet facilities will likely be approved but will need County Health approval.
- 4.7 - Look at this plan as a test-case so an evaluative component needs to be incorporated for documenting problems, successes, etc. for improving stewardship for the long term.
- 4.8 - Staffing will be based on level of public use and need, as well as, district ability.
- 4.9 - Public use could be tied to staffing levels
- 4.10 - Public access grant opportunities through the Resources Agency - State's Carmel River trail plan - Scenic Byways Program. Implementation of trails/transportation opportunities.

Palo Corona Regional Park Interim Public Access Plan - 11/4/2004

	<b>Name</b>	<b>Agency/Company</b>	<b>Phone Number</b>
1	Joe Donofrio	MPRPD	(831)372-3196 x4
2	Tim Jensen	MPRPD	(831)372-3196 x2
3	Robert Chapin	MPRPD	(831)659-4488
4	Debbie Wyatt	MPRPD	(831)372-3196 x3
5	Lynn Overtree	MPRPD	(831)224-5059
6	Lee Otter	Coastal Commission	(831)427-4863
7	Ken Gray	State Parks	(831)649-2862
8	Dave Schaetele	State Parks	(831)649-2900
9	Brett Becker	Monterey Co. Planng.	(831)883-7563
10	Diana Fish	Inholder	
11	Steve Lang	Purkiss-Rose-RSI	(714)871-3638
12	Robert Echavarria	Purkiss-Rose-RSI	(714)871-3638

**Purkiss Rose-RSI** ▪ 801 N. Harbor Boulevard ▪ Fullerton, CA 92832 ▪ Tel. (714) 871-3638

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## MEETING SUMMARY

PROJECT: Monterey - Palo Corona Ranch  
MEETING DATE: January 18th, 2005  
LOCATION: Rancho Canada Golf Course - Monterey Peninsula Regional Park District  
PRESENT: See attached sign-in sheet  
DISTRIBUTION: Joe Donofrio, MPRPD, Tim Jensen, MPRPD  
PURPOSE: Community Forum Input Meeting  
JOB STATUS: Preliminary

### Notes - Discussion Topics

- 1.0 - Highway 1 Access
- 2.0 - Accessibility/Safety
- 3.0 - Parking
- 4.0 - Viewshed
- 5.0 - Environmental Impacts
- 6.0 - Cattle Grazing
- 7.0 - Limited use of Park
- 8.0 - Public Services
- 9.0 - Regional Connections
- 10.0 - Others

### **1.0 - Highway 1 Access**

- 1.1 - Parking on east side only - no pedestrian crossing on Highway 1.
- 1.2 - High level of concerns for parking along Highway 1.
- 1.3 - Ride bike in to barn, then hike the trails.
- 1.4 - "Park as Park can" in short term
- 1.5 - Parking plan needed for long term
- 1.6 - Carmel River Inn parking?
- 1.7 - Lombardo project access (when?)
- 1.8 - Cultivate multi-access points (long-term)
- 1.9 - Bus stop at or near park entrance
- 1.10 - Lower speed limit at bridge
- 1.11 - Park at water treatment plant
- 1.12 - Trim up plants and pruning to clean up entry

### **2.0 - Accessibility and Safety**

- 2.1 - Safety of Kids and dogs trying to cross Highway 1, (if parking is on west side)\*
- 2.2 - U-turns on Highway 1 \*\*\*
- 2.3 - High traffic on Highway 1 during holidays and weekends
- 2.4 - Wet shoulder on Highway 1
- 2.5 - Signage regarding harmful wildlife (Mtn. Lions, pigs, etc.)\*
- 2.6 - Access under bridge?
- 2.7 - Multiple access points/trailheads on site.
- 2.8 - Trail signage
- 2.9 - Private property boundary signs



### **3.0 - Parking**

- 3.1 - Temporary widening of shoulder
- 3.2 - Construction at Crossroads for 3 years
- 3.3 - Parking at Odello working cabins\*
- 3.4 - Restricted to Highway 1 shoulder.
- 3.5 - Shuttle/ carpooling from Crossroads Center to entrance.(x-mas tree lot)\*\*
- 3.6 - Parking at S.P. property across road.
- 3.7 - Park on Highway during interim period
- 3.8 - No farther parking than barn area.
- 3.9 - Permit parking for special permit access

### **4.0 - Viewshed**

- 4.1 - No new development that intrudes on viewshed.
- 4.2 - Not too worried about parking appearance
- 4.3 - Not too worried about narrow entrance
- 4.4 - No parking on Highway 1
- 4.5 - No development along Highway or within Park
- 4.6 - No issues with viewshed
- 4.7 - Concerns with parking lot, bathrooms, garbage, etc.

### **5.0 - Environmental Impacts**

- 5.1 - Protect all habitat
- 5.2 - Cows maintain "look of landscape" & reduce bad grasses
- 5.3 - Protect archeological sites.\*
- 5.4 - Garbage/littering (signs, cans and bottles)\*\*\*
- 5.5 - Mark trails, limiting public access to sensitive areas.\*
- 5.6 - No dogs
- 5.7 - Recognize all native species indigenous to the site.
- 5.8 - Recognize limited access to protect these native species.
- 5.9 - Protect native cultural resources.
- 5.10 - Restrict cattle grazing
- 5.11 - Accurately inventory native species before significant access is allowed

### **6.0 - Cattle Grazing**

- 6.1 - Move from pasture to pasture.
- 6.2 - Milk thistle needs to be controlled.
- 6.3 - Not too concerned with cows
- 6.4 - Some concerns over potential conflicts with disabled visitors
- 6.5 - Toro Park is a good example of successful cattle/multi-use, successful use of gates
- 6.6 - Post signs when cattle are on site. \*
- 6.7 - Pedestrian pass-through at gates
- 6.8 - No cattle grazing period, or move farther south
- 6.9 - Seasonal use only

### **7.0 - Limited Use of Ranch**

- 7.1 - Limit number of vehicles.
- 7.2 - All access must be confined to existing (designated) trails.
- 7.3 - Hours of operation? \*\* Daylight only!
- 7.4 - Discussion of permit access only - mixed feelings about this topic.
- 7.5 - Bike, horses, and camping on site \*\*\*

- 7.6 - Concern regarding dogs being allowed. Dogs and sheep don't mix!
- 7.8 - Dog Policy - restrictions and limitations
- 7.9 - Dogs a must! On leash during cattle grazing period.\*\*
- 7.10 - Special events at the barn? Barn dances?
- 7.11 - Historical information at the barn about site, area, and region.
- 7.12 - Quiet noise levels by park users.
- 7.13 - No vehicle use beyond barn.
- 7.14 - Hikes to Inspiration Point and to Animas Pond.
- 7.15 - Provisions for school/special groups.

#### **8.0 - Public Services**

- 8.1 - Restrooms at trail heads.\*
- 8.2 - Use of Port-O-Potties OK. \*\*
- 8.3 - Opportunity for composting toilets \*
- 8.4 - Minimal public services needed
- 8.5 - Trash cans, chemical toilets
- 8.6 - Provide water or advise public of no water on site. (Drinking)

#### **9.0 - Regional Connections**

- 9.1 - Guided access to the rest of Palo Corona Regional Park (docent led walks)\*\*\*\*\*
- 9.2 - Interpretive walks to points beyond interim area.\*
- 9.3 - Carmel River Parkway connection (future)\*
- 9.4 - Trail connections to other parks and serviced.\*
- 9.5 - Access from the north side without Rancho Canada Village\*
- 9.6 - Quail Meadow connection?
- 9.7 - Rancho San Carlos connection?
- 9.8 - Dowd Ranch connection?

#### **10.0 - Others**

- 10.1 - Hunting access through property - fishing? Can guns be carried through the park?
- 10.2 - No fires - No smoking - signage that states such.\*
- 10.3 - Signage as used at Garland Park ("You are Here")
- 10.4 - Protect cultural resource how?
- 10.5 - Signage for education on trail etiquette
- 10.6 - Picnic tables, interpretive maps, shelter, BBQ's @ visitors center. \*\*
- 10.7 - Fire Management plan
- 10.8 - Simple (user-friendly) accessible permit process
- 10.9 - Don't want use precedents set that are too hard to change.
- 10.10 - Both long term and interim, no group (bicycles, dogs, horses, etc.) Left out.
- 10.11 - Access to the Park's interior requires Mtn Bikes and Horse due to the distance
- 10.12 - How is boundary of current limits to back property going to be restricted?
- 10.13 - Volunteer resource management
- 10.14 - Weed control
- 10.15 - Interpretive panel to educate the public about natural & cultural history
- 10.16 - Dogs off leash
- 10.17 - Heliport?
- 10.18 - Weddings?

\* Designates the number of times an issue was repeated



<p style="text-align: center;"><b><u>ACCESS TO THE RANCH CONCERNS</u></b></p> <ul style="list-style-type: none"> <li>- ALLOW PARKING ALONG HIGHWAY I</li> <li>- AESTHETICS ALONG HIGHWAY I</li> <li>- TRAFFIC CONGESTION ALONG HIGHWAY I</li> <li>- EMERGENCY VEHICLE ACCESS DURING TRAFFIC CONGESTION</li> <li>- ILLEGAL PARKING CONCERNS ALONG HIGHWAY I</li> <li>- BICYCLIST THAT RIDE ALONG HIGHWAY I, SAFETY ISSUE</li> <li>- ILLEGAL U-TURNS ON HIGHWAY I, TRAFFIC AND SAFETY ISSUES</li> <li>- BLOCKING DRIVEWAY OF FISH RESIDENCE</li> <li>- OVERTFLOW PARKING? WHAT HAPPENS WHEN SHOULDER FILLS UP?</li> <li>- PARKING CONSIDERATION FOR BUSES, SCHOOL TOURS ON SITE, ADA ACCESS</li> <li>- OFF-SITE PARKING WITH TRAM/BUS DROP-OFF</li> <li>- PUBLIC ACCESS ACROSS CARMEL RIVER BRIDGE, SAFETY</li> <li>- NUMBER OF VISITORS? SEASONAL VISITATION ONLY? PERMIT USE IN INTERIM?</li> <li>- LIMIT USE OF RANCH BY DAYS OF WEEK? TIME OF DAY?</li> <li>- VIEWSHED IMPACT WITH PARKING ON THE RANCH.</li> <li>- WIDENING RANCH ACCESS ROAD WILL IMPACT VIEWSHED.</li> <li>- IMPACT ON NATIVE HABITAT AND WATERSHED.</li> <li>- COMPATIBILITY WITH CATTLE GRAZING OPERATIONS (GATES, FENCING, PUBLIC ACCESS)</li> </ul>	<p style="text-align: center;"><b><u>TRAIL SYSTEM CONCERNS</u></b></p> <ul style="list-style-type: none"> <li>- PLAN TRAILS TO TIE INTO EXISTING SYSTEMS &amp; PLANNED REGIONAL TRAIL SYSTEMS (I.E. AMTRAK STOP)</li> <li>- DIRECT AND ACCOMMODATE VISITORS TO THE AREA</li> <li>- ENCOURAGE SHUTTLING OR CARPOOLING</li> <li>- ADDRESS ADA ISSUES</li> <li>- ENHANCE EXISTING TRAILS ON THE SITE</li> <li>- MULTI-USE TRAILS CONFLICTING INTERESTS</li> </ul> <p style="text-align: center;"><b><u>ON-SITE CONCERNS</u></b></p> <ul style="list-style-type: none"> <li>- CONDITIONS OF ALL ROADS - PUBLIC SAFETY</li> <li>- SIGNAGE AND FENCING AROUND PROPERTY TO DIRECT ACCESS.</li> <li>- DOMESTIC ANIMALS ON SITE MAY IMPACT EXISTING WILDLIFE.</li> <li>- SIGNAGE ON ADJACENT PROPERTY ACCESSES AND WORK WITH NEIGHBORS ON ISSUES OF MUTUAL CONCERNS. (I.E. MONITORING THE RANCH)</li> <li>- IMPACTS ON ENVIRONMENTALLY SENSITIVE HABITAT AREAS AND ARCHAEOLOGICAL FEATURES.</li> <li>- PORTABLE RESTROOM FACILITIES REQUIRE APPROVAL OF COUNTY HEALTH DEPARTMENT.</li> <li>- LOOK AT PALO CORONA RANCH - FRONT RANCH AS A TEST-CASE, SO AN EVALUATION COMPONENT NEEDS TO BE INCORPORATED FOR DOCUMENTING PROBLEMS, SUCCESSSES, ETC. FOR IMPROVING LAND STEWARDSHIP FOR THE LONG TERM.</li> <li>- STAFFING WILL BE BASED ON LEVEL OF PUBLIC USE AND NEED, AS WELL AS, DISTRICT ABILITY.</li> <li>- PUBLIC USE COULD BE TIED TO STAFFING LEVELS.</li> </ul>
<p style="text-align: center;"> <b>Monterey Peninsula Regional Park District</b>  <b>Palo Corona Ranch</b>  <b>Concerns and Constraints</b>  <small>DATE 07/18/06</small> </p> <p style="text-align: right;"> <small>             prepared by  <b>MARKISS-ROSE - FSI</b>              10000 S. Highway 1              Suite 100              San Jose, CA 95128              408.261.1111              www.markiss-rose.com         </small> </p>	



**Purkiss Rose-RSI** ▪ 801 N. Harbor Boulevard ▪ Fullerton, CA 92832 ▪ Tel. (714) 871-3638

**DATE** April 21, 2005

**MEETING SUMMARY**

**PROJECT:** Monterey - Palo Corona Ranch  
**MEETING DATE:** April 21st, 2005  
**LOCATION:** Rancho Canada Golf Course - Monterey Peninsula Regional Park District  
**DISTRIBUTION:** Joe Donofrio, MPRPD, Tim Jensen, MPRPD  
**PURPOSE:** Community Input Meeting #2  
**JOB STATUS:** Preliminary

**Notes -**

1. Parking at the Odello Property - owned by The Big Sur Land Trust and Eastwood.
  - 1.1 - To be determined in the Long Term Plan
2. What is the incredible development intent of project?
3. Who will support maintenance of Property? State Parks?
  - 3.1 - Park District to operate and maintain.
4. Safety of pedestrian on site? - areas known for having drug-use and hidings.
  - 4.1 - owned and operated by The Park District. No state funding for Rangers.
  - 4.2 - The Park District has excess of 5,000 acres with no incidences.
5. Is there enough parking at the barn area?
6. Barn area, keep the integrity of the surrounding area, i.e. stone wall, fencing, etc.
7. Bicycles being able to be ridden into site to barn area, then hike from barn.
8. Monterey Film Organization, occasional use of site for commercials, still-shoots, etc.
9. Funding for Palo Corona Regional Park - private donations accepted?
10. Some groups see Palo Corona Regional Park as sacred grounds.
  - 10.1 - Lack of people is what made Palo Corona special.
11. Plan seems too accessible?
12. Animal habitat will be lost with the development of this property.
  - 12.1 - The Park District has vast territories for animal habitat only. No pedestrian access
13. Need low impact ADA access near landmark places, barn and corrals.
14. No pavement should be allowed on the site, i.e. asphalt.
15. Number of people on a monthly basis?
16. Does shoulder work need to be done to get parking?
17. Any bikers, or horses in long term plan?
18. Any dogs in long term plan?
19. Parking on shoulder is still a dangerous consideration. Prefer to park on Eastwood property.
20. What is The Park District going to do about illegal parking at the Park?
21. Western fuel break/trail is too close to Hwy 1. Can climb fence and get on property.
22. Parking on Hwy 1 would be in policy for Coastal Commission, Caltrans Coast Hwy Mgt Plan
23. Relocated fence on plans? - Part of permit only area.
24. Concern with grazing and pedestrian interaction.
  - 24.1 - Public use will be distributed evenly, along with grazing
  - 24.2 - Most cattle will adapt to pedestrians on-site, pedestrians need to adapt to cattle.

- 24.3 - Dogs vs. cattle issues?
- 24.4 - Grazing needed to maintain front slopes of ranch. Maintains landscape
- 24.5 – The Park District not to graze without further study of the good and bad impacts.
- 24.6 - Important to native grassland habitats.
- 24.7 - Grazing has negative aspects. Greatly documented
- 24.8 - Positive effects weakly documented.
- 24.9 – Positive/beneficial grazing plans and models exist.
- 25. Roads - D.G. only, no asphalt
- 16. Odello West field - No parking. Parking behind red barns recommended
- 27. Carmel Rancho Shopping center for parking (private property)
- 28. Caltrans to fund a pedestrian bridge over Carmel River
- 29. No long term parking on Hwy 1 should be considered in the long term management plan.

**MONTEREY PENINSULA REGIONAL PARK DISTRICT**

60 Garden Court, Suite 325  
Monterey, California 93940-5341



**BOARD OF DIRECTORS**

**Mary Dainton** - Pacific Grove, New Monterey,  
Northern Pebble Beach  
**John Dalessio** - Carmel, Carmel Valley, Big Sur,  
Southern Pebble Beach  
**Don Edgren** - Monterey, Del Rey Oaks,  
Southern Fort Ord  
**Ben Post** - Seaside, Sand City  
**Jennifer Lagier Fellguth** - Marina,  
Northern Fort Ord

**BOARD OF DIRECTORS AGENDA**

Seaside City Hall Council Chambers  
440 Harcourt Avenue  
Seaside, California  
Monday, May 2, 2005, at 6:30 p. m.

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**PLEASE NOTE SPECIAL START TIME**

1. **6:30 p.m. Regular Meeting/Roll Call**
2. **Approval of Agenda**
3. **Public Comments** *(The public may speak for a maximum of three minutes on any subject that is not on the agenda. Please complete a speaker form and give it to the Board Clerk.)*
4. **Presentations:**
  - A. Staff/Board Recognition for Receiving CARPD Outstanding Small Special District Award for 2004
  - B. Draft Palo Corona Ranch Interim Public Access Plan, Steve Lang with Purkiss-Rose RSI
5. **Consent Items** *(Consist of those items which are routine and for which a staff recommendation has been prepared. A member of the public or a Board Member may request that an item be placed on the regular agenda for further discussion).*
  - A. Approval of April 4, 2005 Minutes
  - B. Approval of Summary of Payments
  - C. Written Communications
  - D. Approval of Proposed Contract for Mill Creek Preserve Parking Plan
  - E. Approval of Proposed Contract for Marina Dunes Restoration Plan
  - F. Award Bid for All Terrain Vehicle Purchase
  - G. Approval of Proposal Package for Four Wheel Drive Truck



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Northern Fort Ord

**BOARD OF DIRECTORS AGENDA**  
Marina City Hall Council Chambers  
211 Hillcrest Avenue  
Marina, California  
Monday, June 13, 2005, at 6:00 p. m.

**PLEASE NOTE THAT MEETING IS BEING HELD AT MARINA COUNCIL CHAMBERS**

**1. 6:00 p.m. Closed Session** *(Part or all of a meeting may be closed to the public under special conditions. The Board may only consider matters covered in the agenda descriptions.)*

Personnel matters pursuant to Government Code Section 54957, regarding employee meet and confer items

**2. 7:00 p.m. Regular Meeting/Roll Call**

**3. Approval of Agenda**

**4. Public Comments** *(The public may speak for a maximum of three minutes on any subject that is not on the agenda. Please complete a speaker form and give it to the Board Clerk.)*

**5. Presentations:**

- A. Chief Sidney Reade, Mid Valley Fire Department, CHOMP Donation of Defibrillator
- B. Draft Design Development Report (Master Plan) for Locke Paddon Park, Steve Lang, Principal, Purkiss Rose, RSI

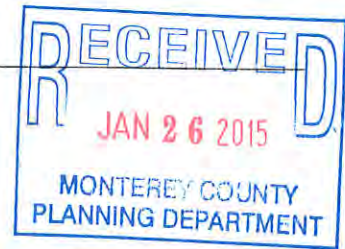
**6. Public Hearing:** Approval of Palo Corona Regional Park Interim Public Access Plan

**7. Consent Items** *(Consist of those items which are routine and for which a staff recommendation has been prepared. A member of the public or a Board Member may request that an item be placed on the regular agenda for further discussion).*



# HEXAGON TRANSPORTATION CONSULTANTS, INC.

## Memorandum



To: Michael Whilden, County of Monterey  
From: Robert Del Rio, T.E. *[Signature]*  
Date: January 22, 2015  
Subject: Palo Corona Regional Park Supplemental Trip Generation Discussion

This memorandum provides supplemental discussion to the traffic operations analysis completed for the proposed Palo Corona Regional Park (PCRP), dated May 17, 2013 and prepared by Hexagon Transportation Consultants, Inc. The discussion provides clarification of trip generation presented in the completed analysis in response to concerns raised by County planning staff.

The traffic operations analysis was completed for the purpose of evaluating the effects of the additional traffic at the park's entrance along SR 1 due to the proposed addition of parking at the park. Future trips at the park entrance were estimated based on current park usage data and information provided by Monterey Peninsula Regional Park District (MPRPD) regarding anticipated usage of the additional parking. The trip generation estimates provided in the operations analysis, including the reference to "266 new daily trips", is applicable only to the new turning movements expected to occur at the intersection of SR1 and the PCRP access road.

Based upon the information provided by MPRPD, the 57 proposed parking spaces at PCRP are not anticipated to increase overall visitors to the area, or result in the addition of trips to segments of SR1 outside of the immediate park entrance. Rather, the proposed additional parking spaces are expected only to redistribute existing recreational trips already on the roadway system in the project area among the existing park, other surrounding parks, and scenic attractions located on this segment of SR 1 immediately south of Carmel. Therefore, the operations analysis did not estimate nor evaluate the addition of new project trips on facilities other than the park entrance, including the section of SR1 north of PCRP between Rio Road and Carpenter Street.

The existing attractions in the immediate vicinity to PCRP include Carmel River State Beach, Point Lobos State Reserve and Garrapata State Park. Numerous additional parks and open spaces are located within an additional hour's drive further south on SR 1. As a world class scenic destination, the 26-mile Carmel to Big Sur segment of SR 1 also includes numerous scenic turnouts and other opportunities to appreciate the natural beauty of this area. Given the concentration of park and scenic destinations in this area, it is not anticipated that the existence of 57 parking spaces at PCRP will attract unique new visitors driving on SR1 through the Carpenter/Rio Road Segment who would not otherwise make the trip but for the existence of the parking spaces. MPRPD's projections are based on its 43-year history of managing parks and open spaces in the area and knowledge of its park visitors.