

Attachment B

Compilation of all Agency/Stakeholder Comments Received



**CARMEL AREA STATE PARKS
General Plan and Environmental Impact Report**

**Preferred Alternative Agency/Stakeholder Meeting
June 1, 2016**

COMMENT SHEET

Please provide your comments below and:

- return this comment sheet to the comment box, or
- email (plan.general@parks.ca.gov) with the subject line "CASP GP Preferred Alternative", or
- send by regular mail to: California State Parks Planning + Design Section

RE: CASP General Plan
1 Capitol Mall, Suite 410
Sacramento, CA 95814

The deadline for submitting comments is **June 15, 2016**. Thank you for your input!

(Please Print)

Name: Lee Otter, ^{Calif.} Coastal Commission -- Transporte. Liaison [retired annuitant employee]
 Address: 260 Bremoor Dr.
 City: Santa Cruz
 State, Zip: CA 95060
 E-mail: Lee.Otter@coastal.ca.gov; dmotter@yahoo.com

Comments: Overall — support! Responds to parking/congestion/access issue. Good!
 1. HCP rez: need to show it as part of Coastal Zone (former Caltrans ROW ^{only}).
 2. " " : should indicate "potential bikeway extension" to connect to City of Monterey's existing bikeway along e. side of Hwy. 1.
 3. Response to SLR: the GP should contain direction to work proactively w/Caltrans (CCC Transporte, Liaison unit) to adapt/realign/elevate Hwy. 1 at Carmel River floodplain and S. Jose Cr. Poss. future amend. to GP.
 4. Please clarify the term "Staff/Public Residences" — we strongly support retention of good personnel, thus staff housing. But, private residential development would appear quite unsupportable in a State Park.

Please use the reverse side or attach any additional pages

From: Olejnik, John@DOT
Sent: Tuesday, June 14, 2016 8:01 AM
To: General, Plan@Parks
Cc: Holm, Carl P. x5103; Todd Muck
Subject: CASP GP Preferred Alternative

Attached are Caltrans' comments to the Carmel Area General Plan Alternatives Analysis.

John Olejnik
California Dept of Transportation
50 Higuera Street
San Luis Obispo, CA 93401
(805) 542-4751
john.olejnik@dot.ca.gov

DEPARTMENT OF TRANSPORTATION

50 HIGUERA STREET
SAN LUIS OBISPO, CA 93401-5415
PHONE (805) 549-3101
FAX (805) 549-3077
TDD (805) 549-3259
<http://www.dot.ca.gov/dist05/>



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June 14, 2016

MON-001-72.92
SCH# 2012041016

Planning and Design Section
California Department of Parks & Recreation
1 Capitol Mall, Suite 410
Sacramento, CA 95814

**COMMENTS TO CARMEL AREA STATE PARKS GENERAL PLAN AND EIR
ALTERNATIVES ANALYSIS**

The California Department of Transportation (Caltrans), District 5, Development Review, has reviewed the above referenced project and offers the following comments.

1. Caltrans supports local planning efforts that are consistent with State planning priorities intended to promote equity, strengthen the economy, protect the environment, and promote public health and safety. We accomplish this by working with local jurisdictions to achieve a shared vision of how the transportation system should and can accommodate interregional and local travel.
2. During the meeting held on June 1, 2016 it was stated that the next critical steps were to develop and define the traffic/transportation section of the document. Caltrans requests to participate in these sessions.
3. Although the document draws many of its' conclusions based on the assumption that parking will be restricted on Highway 1, we caution that there are only a few circumstances where Caltrans can allow that to happen. Generally, these include:
 - A documented safety issue with analysis
 - A public health hazard (e.g., excessive trash)
 - Access needs for fire suppression
 - Prohibition by local ordinance (in the form of a Board Resolution)
4. From our earliest participation in the General Plan process, Caltrans has recommended the document support the long-term goal to develop the lower Hatton Canyon property (a.k.a., marathon flats) as a multi-use gathering point to the Carmel/Big Sur area and the park facilities therein. This vision could include parking and transit opportunities, information kiosks, bicycle staging, etc. We suggest clear language in the General Plan that supports this future concept as a strategy to mitigate impacts to the resources.

Carmel Area State Parks Master Plan-Alternatives

June 14, 2016

Page 2

If you have any questions, or need further clarification on items discussed above, please don't hesitate to call me at (805) 542-4751.

Sincerely,



JOHN J. OLEJNIK

Associate Transportation Planner

District 5 Development Review Coordinator

cc: Todd Muck (TAMC)

Carl Holm (Mon County)

From: Amity Wood [<mailto:amity@campsealab.org>]
Sent: Tuesday, June 14, 2016 5:23 PM
To: General, Plan@Parks
Subject: CASP GP Preferred Alternative Plan comments

Dear Ms. Wagner and Members of the Carmel Area State Parks Planning Team:

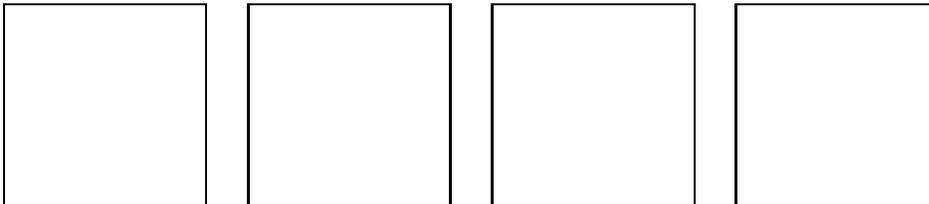
On behalf of Camp SEA Lab and Friends of Camp SEA Lab, I hereby submit our comments on the Preferred Alternative Plan for the Pt. Lobos Ranch property/New State Park presented to stakeholders and the public on June 1, 2016.

Please see attached document.

Thanks,

Amity

Amity Wood
Managing Director, Camp SEA Lab
100 Campus Center, Building 42
Seaside, CA 93955
Tel: (831) 582-3925
campsealab.org



"Fostering lifelong excitement, scientific understanding, and stewardship of our coasts and ocean"

June 13, 2016



Camp SEA Lab

Science, Education & Adventure

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Moss Landing Marine Lab

Dr. Kenneth H. Coale

Moss Landing Marine Lab

100 Campus Center

Building 42

Seaside, CA 93955

Tel: 831-582-3681

Fax: 831-582-3691

campsealab@csumb.edu

www.campsealab.org

Ellie Wagner

RE: CASP General Plan

California State Parks, Planning Section

1 Capitol Mall, Suite 410

Sacramento, CA 95814

Dear Ms. Wagner and Members of the Carmel Area State Parks Planning Team:

On behalf of Camp SEA Lab and Friends of Camp SEA Lab, I hereby submit our comments on the Preferred Alternative Plan for the Pt. Lobos Ranch property/New State Park presented to stakeholders and the public on June 1, 2016.

We are strongly urging the CASP Planning Team to revisit the potential of having a residential environmental education facility located on the Pt. Lobos Ranch property. In making this request, we are assuming that the decision to preclude the residential environmental education facility in the Preferred Alternative Plan was based on the General Plan: Economic Analysis (*Section 4: Residential Environmental Education Facility*). Unfortunately, the economic analysis was based on incomplete data that greatly underestimates the potential for economic gain by CA State Parks.

Camp SEA Lab, a program sponsored under CSU Monterey Bay's non-profit affiliate, has experienced tremendous growth in our 15-year history and proven to be a major science education program for the local community. Reaching over 15,000 participants since 2000, the program also supports the CSUMB Marine Science and Environmental Studies programs, where annually scores of CSUMB students participate in internships and service placements working as teachers and mentors of the younger children who attend Camp SEA Lab's programs.

As expressed in our July 29, 2015 letter submitted to State Parks during the public comment period, Camp SEA Lab has experienced an average of 20% annual growth in program demand, but our current temporarily leased science camp facility cannot accommodate an increase in capacity. This means that children and their families, who want to experience outdoor science education and make personal connections to our environment, are unfortunately being turned away. The need is great, and the revenue potential is strong for future growth with a new residential site.

We have carefully reviewed the General Plan: Economic Analysis *Section 4: Residential Environmental Education Facility*, and have determined that the information presented is misleading and based on incorrect data in regards to the Camp SEA Lab program. We would like to address one of the most erroneous and inaccurate assumptions in the report, specifically relating to Camp SEA Lab:

Assumption (page 38):

"For purposes of this analysis, the Residential Environmental Education Option assumes that 6% of Camp SEA Lab's organizational budget (serving as a proxy for other non-profit organizations that provide environmental residential education programming) will be expended on leasing/access costs."

Correction:

Camp SEA Lab currently spends 20% of gross income on site leasing contracts for Outdoor School. This *significantly increases* the revenue potential for CDPD at the Pt. Lobos Ranch property. Using the economic report's "steady growth scenario" of 5% per year as a conservative economic estimate, this would raise the AAR total over a 10-year lease period from -\$293,062 to a net positive of \$1.3M, making a science camp facility profitable and feasible for the CDPD.



Camp SEA Lab

Science, Education & Adventure

During the July 22, 2015 workshop meeting, many members of the community, including other local NGO's, expressed great interest and support for the possibility of a residential science/outdoor education program on the Pt. Lobos Ranch property. Obviously, community members showed enthusiasm for bringing a program such as Camp SEA Lab to that site.

Since the Pt. Lobos Ranch property had been previously zoned for visitor services/hotel space and then changed by the CA Coastal Commission (2014) for "science camp/outdoor education" use, it seems only logical that the Preferred Alternative Plan for Pt. Lobos Ranch property *not preclude the possibility* of hosting a residential science camp facility in the future. Larger project considerations, such as available water, potential traffic issues, environmental impacts, etc. should be specifically addressed in a project analysis after the CASP General Plan process is completed.

Based on the following, we would request that the Preferred Alternative Plan for the Pt. Lobos Ranch property consider hosting a residential science camp facility in the future:

1. Tremendous financial benefit to CA State Parks as evidenced by the listed correction to General Plan Economic Analysis (*Section 4: Residential Environmental Education Facility*).
2. In spite of numerous visitor-serving facilities in Monterey County, there is a significant lack of residential facilities to serve the approximate 70K youth with science education in one of the most marine-life rich areas of the world.
3. Both Camp SEA Lab and the Pt. Lobos Foundation are committed to identifying the most ideal location for the development of a residential facility, considered one of the highest priorities of our respective organizations.
4. Local residents and stakeholders greatly value the potential of having a residential facility located at the Pt. Lobos Ranch property, based on the results of the January and July 2015 CASP General Planning workshops.

In closing, we request the CASP planning team closely review and conduct a further analysis to determine a more accurate assessment of the profitability for hosting a residential science camp facility at the Pt. Lobos Ranch property. At this time, we ask that the Preferred Alternative Plan *not preclude the possibility* of hosting a residential science camp facility, until such further analysis and studies can be done.

Respectfully,

Amity Wood
Managing Director
Camp SEA Lab

From: schachtersj@comcast.net [<mailto:schachtersj@comcast.net>]
Sent: Wednesday, June 15, 2016 4:20 PM
To: General, Plan@Parks
Subject: CASP GP Preferred Alternative



Carmel Valley Association

preserving the beauty, resources, and rural character of the Valley since 1949

June 14, 2016

Senator Bill Monning
State Capitol
Room 313
Sacramento, CA 95814

Assembly member Mark Stone
State Capitol
P.O. Box 942849
Sacramento, CA 94249-0029

Re: Carmel Area State Parks General Plan:

Dear Senator Monning and Assemblyman Stone:

The Carmel Valley Association Board of Directors has recently reviewed **Carmel Area State Parks General Plan** (CASPGP) and attended the *Preferred Alternative public open house* at Rancho Canada Golf Club on June 1.

We are extremely concerned about the General Plan as presented. We plan to address concerns about some of the specific data in the overall document in a letter that will follow. For the purposes of meeting the June 15th date as a deadline to submit comments, this letter will concern itself with issues at a broader level. The major and broader issues that concern us are the following:

- 1) There appears to be no coordination between the Carmel Area State Parks General Plan and the Rancho Canada Project Recirculated Draft Environmental Impact Report and other proposed Monterey County projects that will impact the area.
- 2) There is no attention paid to the **interaction between the proposed vehicle accommodations** for the Carmel Area State Parks (CASP) and the **local existing and planned transportation infrastructure**. **The current traffic conditions from Carmel to Big Sur on Hwy 1 are extremely poor, and congestion and long delays are common, even during the course of a normal weekday, let alone on weekends and holidays. The current traffic is more than the existing infrastructure can support. In addition, all of the existing parks are overused and there is insufficient parking within them, forcing long streams of cars to park on the shoulder lanes up and down Hwy 1.**
- 3) The current "Draft Traffic and Parking Study", **does not include a quantitative analysis of existing traffic conditions**, including traffic volumes and intersection delays, along State

MAIL P.O. Box 157, Carmel Valley, CA 93924

WEB www.carmelvalleyassociation.org | EMAIL president@carmelvalleyassociation.org

Route 1 (SR1) between Monterey and Big Sur. A careful study of these conditions should be a **prerequisite to any responsible planning process**, and should be prominent components of any report on this project prior to developing any additional access to the various parcels that come under the California Area State Parks General Plan.

4) There appears to be no clear plan to phase in the development of the various areas of future additional visitor access based on what the infrastructure can actually accommodate. We believe that the first order of business is to alleviate the current traffic and parking conditions on Hwy 1 and in the state parks by the following:

- Restricting the number of individuals/ automobiles entering the state parks through a reservation and permit process;
- Reducing the over all volume of visitor automobiles on HWY 1 south of the Carpenter Avenue intersection in Carmel through a vehicle access process that accommodates local traffic and limits the number of visitors to what the various facilities, parks, restaurants, motels can accommodate;
- Negotiating with Cal Trans to limit parking on Hwy 1 south from the Carpenter Avenue intersection to only designated parking areas along HWY 1 that can safely accommodate visitor parking;
- Increasing the presence of Highway Patrol and other policing agencies to address illegal parking.

We believe that the ***Carmel Area State Parks General Plan*** (CASPGP) should not develop further visitor access until the issues outlined above are successfully addressed. Any subsequent development should be considered in phases and only pursued with in the context of the success of resolving the existing traffic and parking problems. This is a **serious failure in the State Parks planning process** and **use** of the State's and the park system's **planning resources**.

We **respectfully** ask for your help in convincing the State agency and program administrators that the **Carmel Area State Parks General Plan**, in its current state, needs to be **revisited and re-examined within the context of the current serious traffic congestion and park overuse realities**.

Sincerely,

Pris Walton
President
Carmel Valley Association

Eric Sand
Vice President

Cc: Mathew Fuzie – Monterey District Superintendent, CA State Parks

From: Blake Matheson [<mailto:gypaetusbarbatus1@gmail.com>]
Sent: Wednesday, June 15, 2016 2:37 PM
To: Bachman, Stephen@Parks; General, Plan@Parks
Subject: CASP GP Preferred Alternative

Hello State Parks Folks

Attached please find Monterey Parks comments re the above.

Thank you.

--

Blake T. Matheson

Monterey Peninsula

<http://www.flickr.com/photos/34328261@N02/>

<http://montereyaudubon.org/volunteers/blake-matheson.html>

"If you save the living environment, the biodiversity that we have left, you will also automatically save the physical environment, too... If you only save the physical environment, you will ultimately lose both." E.O. Wilson.



MONTEREY AUDUBON SOCIETY

Celebrating, Exploring, Conserving and Restoring the Birds and Ecology of the Greater Monterey Bay Region Since 1943

June 13, 2016

SENT VIA EMAIL

Stephen.bachman@parks.ca.gov

plan.general@parks.co.gov

RE: CASP GP Preferred Alternative

Dear Mr. Bachman & Whom It May Concern at State Parks

Monterey Audubon welcomes the opportunity to comment on State Park's proposed additions to the General Plan and their potential impacts to certain properties in the Carmel Area, and in particular their impacts to the lower Carmel River at Carmel River State Beach and Odello Lagoon ("The Carmel River Sites.") Monterey Audubon is a regional conservation organization with app. 1000 members who live in the greater Monterey Bay Area. These comments are submitted on their behalf.

I.) The Carmel River Sites Comprise Crucial bird and Wildlife habitat

The lower portions of the Carmel River Watershed constitute an "Important Bird Area," of statewide significance as designated by Birdlife International and Audubon California. The diversity of habitat types present as well as the diversity of birdlife, including listed and threatened species, relying on the area is notable. Migrant and nesting songbirds utilize the cottonwood-willow-sycamore forest lining the lower river. Coastal chaparral specialists like California Thrasher and Nuttall's White-crowned Sparrow rely upon the coastal scrub fanning out long the coastal headlands beneath Cross Hill for nesting habitat. An impressive array of water-birds utilize the lagoon, beach and lower river for breeding, foraging and over-wintering, including Western Snowy Plover, Elegant Tern, Surf Scoter and many, many others.

II.) Current and Proposed Public Access to the Carmel River Sites Can Adversely Effect Birdlife and should be Mitigated

Currently access to terrestrial habitat around "Odello West," is sharply limited to scientific or conservation efforts. As a result, significant numbers of nesting species have been able to colonize the area during its decades-long ecological rehabilitation without meaningful human and domestic canine disturbance. We are concerned that a substantially expanded in public visitation to Odello west will adversely effect the birds present.

We are deeply concerned and have been, for many years, about the lack of enforcement of leash provisions on Carmel River State Beach. Birders have always tried to politely remind visitors running their dogs up and down the beach and through the lagoon that leashes are required, often resulting in tense situations. Were State Parks regularly enforcing the requirement we believe this situation, stressful for birds and birders both, would be at least partially alleviated.

Recreational human use of the lagoon, both along the main stem of the river, as well as Odello lagoon should be limited and monitored. Kayakers, S.U.P. Borders and floating loungers are a regular site both on the main stem of the lagoon and at Odello Lagoon. Their presence, as well as the presence of their dogs, discourages or adversely impacts the essential ecological impacts of many species attempting to interact with the river ecosystem.

To mitigate these concerns we believe:

- 1) **No dogs should be allowed at Odello West. Sufficient resources should be allocated to enforce the No dogs provision;**
- 2) **Public visitation should be limited in quantity. Either by keeping the footprint of additional parking capacity small or through use of an expanded permitting system, the amount of new foot traffic impacting Odello West should be limited to less than 100 visitors per day, on peak days;**
- 3) **Existing Leash laws at Carmel River Beach should be regularly and competently enforced, including with citations if compliance does not improve;**
- 4) **Recreational human activities, including the kinds described above should be excluded from any portion of the main Carmel River Lagoon as well as Odello Lagoon.**

We appreciate that State Parks has the difficult task of balancing human access to its properties as with the conservation of resources and wildlife protected by those properties. We are all fortunate to live in a region with properties of such high ecological value as the Carmel River Sites. As State Parks moves forward to enhance and maintain its properties, it must be vigilant to ensure its primary mission of stewardship is fulfilled even though it may require limiting the number of people, and the number of activities, allowed on its properties.

Respectfully submitted,



Blake Matheson
Board President, Monterey Audubon

From: Barbara Buikema [<mailto:Buikema@cawd.org>]
Sent: Thursday, June 23, 2016 7:00 PM
To: General, Plan@Parks
Subject: Comments on General Plan

Thank you

Barbara Buikema
General Manager
Carmel Area Wastewater District
831-624-1248



Carmel Area Wastewater District

P.O. Box 221428 Carmel California 93922 ❖ (831) 624-1248 ❖ FAX (831) 624-0811

Barbara Buikema
General Manager
Kevin A. Young
Operations Superintendent
Robert R. Wellington
Legal Counsel

Board of Directors
Gregory D'Ambrosio
Michael K. Rachel
Robert Siegfried
Charlotte F. Townsend
Ken White

June 23, 2016

Mathew L. Fuzie
Monterey District Superintendent
California State Parks
mat.fuxie@parks.ca.gov

RE: Carmel Area State Parks General Plan – Hatton Canyon lands; surplus property.

Mathew Fuzie,

The Carmel Area Wastewater District (CAWD) appreciated the opportunity to attend the June 1, 2016 planning meeting held at the State Parks office in Monterey. This office has prepared comments to reinforce two comments that District staff verbally shared during the meeting.

First staff wishes to express the District's continued support of State Parks. The District will continue to serve State Parks lands by providing sewer capacity for any wastewater related infrastructure that may be required within State Park lands. The District recognizes that providing sewer service is a superior environmental solution over sewer leaching and that sewer service is consistent with the State Park mission. The District also agrees with, and supports, the State Parks position that State Lands should not be granted for the construction of the Monterey County Ecological Protection Barrier (EPB) as it is currently proposed. Please advise my staff or myself if this position changes.

From this meeting we understand that one of the General plan alternatives is to surplus the Hatton Canyon property to another public agency that has significant interest in the property. The District currently maintains a trunk main sewer line along the Hatton Canyon trail and Hatton Flats, which is a necessary and significant part of the sewer collection system for CAWD. As you may be aware, this line was originally installed 50 years ago when the Cabrillo Highway bypass was contemplated as the traffic solution in this area, and although that plan is no longer a feasible alternative the District must continue to maintain a presence in these areas to service infrastructure and protect the Health, Safety, and Welfare of the public.

To effectively do our job we would request that State Parks thoughtfully consider CAWD as an agency who would be willing to accept the property. The District has no other interest in the property beyond the protection of the public infrastructure. The District supports the current uses of the property and would not seek to change (or intend to change) the open space use of these lands. The District would also be willing to work with any other public agency interested in other public uses but this coordination is not a mission of the District. We have reviewed the General Plan alternatives currently suggested and the District has no objections to any of the proposed uses as trails for biking or pedestrian traffic if those uses are found to be consistent with the public needs. If you find that transferring the property to another publicly owned agency is of State Parks interest we feel that the CAWD is a logical recipient.

The final topic of concern for the District is the designation of State lands with any classifications which will prevent the District from carrying out our mission in areas where public infrastructure exists. The effluent outfall pipe crosses the lagoon area and the beach headlands south of the Carmel Lagoon. Prior to the designation of these lands with any new classification the District requires a memorandum of understanding (MOU) be developed so that future repair and maintenance needs or requirements are understood prior to any future change in habitat or use. Our intention is to remain a good neighbor to the public lands and we believe that State Parks and the CAWD can successfully coexist in the Carmel Lagoon area for many decades.

Please consider this letter as a public comment to the Carmel Area State Parks General Plan and please include the District in future decision making regarding the use and planning of Hatton Canyon and Hatton Flats.

Sincerely,



Barbara Buikema
General Manager

From: Rachel Saunders [<mailto:rsaunders@bigsurlandtrust.org>]

Sent: Saturday, June 25, 2016 4:45 PM

To: General, Plan@Parks

Subject: Big Sur Land Trust comments on CASP General Plan and Preferred Alternative (June 25, 2016)

Importance: High

June 25, 2016

Ellie Wagner
California State Parks Planning + Design Section
1 Capitol Mall, Suite 410
Sacramento, CA 95814

Dear Ms. Wagner,

Please see attached comments from the Big Sur Land Trust on State Parks' proposed Preferred Alternative, Carmel Area State Parks.

We appreciate your consideration.

Sincerely,
Rachel Saunders

Rachel T. Saunders
Director of Conservation
Big Sur Land Trust
509 Hartnell Street
Monterey, CA 93940
Mail: P.O. Box 4071
Monterey, CA 93942
(831) 625-5523, ext 109
F: (831) 658-0716
rsaunders@bigsurlandtrust.org
www.bigsurlandtrust.org

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BIG SUR
LAND TRUST

June 25, 2016

Via email: plan.general@parks.ca.gov

Ellie Wagner
California State Parks Planning + Design Section
1 Capitol Mall, Suite 410
Sacramento, CA 95814

Re: Comments on State Parks' proposed Preferred Alternative, Carmel Area State Parks General Plan

Dear Ms. Wagner:

On behalf of the Big Sur Land Trust, thank you for the opportunity to submit the following comments on State Parks' proposed Preferred Alternative for the Carmel Area State Parks (CASP) General Plan as presented at stakeholder and public workshops held on June 1, 2016. The input provided below follows on previous comments we submitted on the General Plan in 2015, which are attached here as reference. We appreciate State Parks' efforts to involve key stakeholders and the public in the General Plan development process that will guide future management and use of the four CASP properties discussed below.

Overview

The Big Sur Land Trust (BSLT) believes it is important that State Parks is attentive to the people who live here locally and near the park units. We feel that, in large measure, State Parks has been responsive to local concerns expressed at last July's public workshops that the General Plan be more focused on conservation than development. Overall, we think that State Parks' Preferred Alternative has done a good job of advancing natural lands conservation while balancing responsible public access. Thank you for your hard work in this regard.

BSLT appreciates our long-standing partnership with State Parks on many projects in the CASP region. This includes our collaboration on the:

- Lobos-Corona Parklands project, through a Memorandum of Understanding (MOU) between State Parks, BSLT, Monterey Peninsula Regional Park District and Point Lobos Foundation in support of adopting and modelling strong inter-agency cooperation and realizing a vision of an interconnected and accessible open-space complex;
- San Jose Creek Trail project, through a MOU between State Parks, BSLT and the Monterey Peninsula Regional Park District;
- Carmel Hill Bicycle Trail (in the Hatton Canyon area, led by TAMC);
- Point Lobos Ranch/A.M. Allan Ranch portion of the proposed new State Park Unit; and

- Carmel River Floodplain Restoration and Environmental Enhancement Project (Carmel River FREE), which builds upon an earlier partnership to restore the Carmel River Lagoon and other long-standing multi-agency efforts to restore the lower Carmel River.

As such, BSLT is supportive of the proposed “unifying recommendation” for the Preferred Alternative that speaks to collaborative local partnerships: “In collaboration with local partners protect, appreciate and celebrate the unique and sensitive resources with adaptive management, engaging interpretation and strategically placed visitor facilities.” BSLT recommends that the General Plan identify and reference such partnerships, adjacent parklands and associated planning efforts to enhance and support this recommendation. We are also supportive of the recommendation’s adaptive, iterative approach that includes *appropriate* facilities.

We also believe that State Parks serves a much larger community of visitors and that our state parks are *for everyone*, not just those of us fortunate to live nearby. CASP needs an updated general plan to guide park planning and stewardship – ensuring these natural lands are managed sustainably so that they can be enjoyed by future generations. We understand that the General Plan is a framework and guidance document, and believe it is important that the Preferred Alternative provide some flexibility and reserve options for the future.

The issues of parking, traffic and safety

At the June 1st meeting, much of the community’s attention was on the ongoing problems associated with parking on Highway 1, and associated traffic and pedestrian safety. This is a situation that affects everyone, from locals to visitors alike. While we recognize that State Parks cannot solve this problem alone, as parking along the Highway 1 corridor is in the purview of Caltrans, we do believe that State Parks has a responsibility to take a leadership role on this issue. As County authorities can restrict highway parking with approval from Caltrans, we believe that it is imperative that State Parks work with Monterey County and Caltrans, along with the Transportation Agency of Monterey County (TAMC), Monterey-Salinas Transit (MST), the Coastal Commission, Monterey Peninsula Regional Park District and other key stakeholders to initiate a working group focused on developing a comprehensive, holistic and collaborative set of solutions to the specific issues of traffic, parking and access to parklands in this highway corridor. While the General Plan should identify this as a critically-needed action, we request that State Parks take initiative with Monterey County to convene this working group as soon as possible.

In the meantime, we support State Parks’ approach in the Preferred Alternative to include “placeholder” parking site options in several of the park units that may be implemented in the future, as appropriate (i.e., if parking on the highway is removed). The General Plan should make clear that any specific proposal to construct a parking area will have to undergo additional permitting and environmental review with clear opportunities for public input. BSLT also strongly encourages the General Plan team to coordinate with Caltrans prior to releasing the General Plan and Environmental Impact Report (EIR) to identify all potentially needed improvements to Highway 1 that would be required for safe access to all identified future parking areas. These improvements, particularly left-hand turn lanes, and right-of-way modifications, should be identified at a programmatic level in the General Plan and EIR.

We also believe that State Parks should reserve options in the General Plan for alternative transportation, such as a shuttle system and park and ride areas, in collaboration with other partners, to access CASP, so as to reduce the number of cars within the parks and along the highway and reduce the area's carbon footprint. Additional comments on parking and shuttles are included in our comments on specific park units (below).

Park unit-specific issues

Point Lobos State Natural Reserve

While Point Lobos Reserve is a crown jewel in the state park system it is clearly suffering from overuse. Actions need to be taken to reduce degradation of the Reserve's resources. We believe that State Parks should make a priority of developing a comprehensive approach to lessening these impacts while evaluating potential options to manage both vehicle and walk-in visitor loads. State Parks has indicated that their recommendation in the Preferred Alternative to "reduce on-site visitor parking and establish an alternative conveyance system, such as shuttles" means eliminating *all* public parking (except ADA). While we support reducing cars within the Reserve we believe this should be evaluated together with other potential options to manage visitor loads. For example, recognizing that if it is not included in the current plan it cannot be added later, we think it makes sense to identify a reservation system during peak periods as a future option for evaluation. We also believe that opening up other CASP units to the public will assist in relieving visitor pressure at this park as well as sites further down the coast.

Point Lobos Ranch (the yet-unnamed New State Park Upland Area)

BSLT supports the classification of Point Lobos Ranch as a new state park. BSLT acquired this property in 1993, completing its transfer to State Parks in 2003. It is long overdue for these lands to be available to the public for passive recreation. For BSLT, opening up this area for responsible public access is the highest priority and we request that State Parks make this a top priority as well. This includes trail access in the two large preserve areas identified – Point Lobos Ridge Natural Preserve and San Jose Creek Natural Preserve. We believe that this is in keeping with the public funding (Proposition 117, the California Wildlife Protection Act) used for acquisition of the property. We do not believe that State Parks has provided clear enough rationale for sub-classifying so much of Point Lobos Ranch under a "Preserve" designation and are concerned that this may unduly limit important future opportunities to use certain areas of the property under the long-term time horizon of a General Plan. We ask that this be addressed.

State Parks has identified an A.M. Allan Ranch (North) Zone that would include parking, a trailhead, visitor information and restrooms. This zone leads to the San Jose Creek Natural Preserve which, though protected, would be available for visitor day use of trails – which, as noted above, we strongly support. This area will also include the San Jose Creek Trail project, a collaboration of BSLT, State Parks and the Monterey Peninsula Regional Park District (MPRPD), which will provide a vital interconnecting trail into the backcountry of this state park and Palo Corona Regional Park (PCRP), helping advance the vision of the Lobos-Corona Parklands project. Taken together this State Parks property and PCRP hold great potential to vastly expand stewardship, recreation and increased public awareness of a truly world-class landscape. As such, we do support back country primitive camping - by permit only and in coordination with the Regional Park District – in the area identified in the Preferred Alternative.

BSLT has been working closely with State Parks on the San Jose Creek Trail Project. We believe that the General Plan should reflect the following elements:

- The 1.5-mile San Jose Creek Trail is being undertaken via a three-party MOU describing the BSLT, State Parks and MPRPD partnership. BSLT has received funding from the California Natural Resources Agency (CNRA) River Parkways grant program to fund the San Jose Creek Trail project, and its construction will be implemented by State Parks.
- The existing dirt road and easement where the San Jose Creek Trail Project is planned traverses through State Parks' Point Lobos Ranch unclassified unit to provide access to the MPRPD's Whisler-Wilson Ranch (WWR) portion of Palo Corona Regional Park. The WWR property was acquired by BSLT and transferred to MPRPD in 2015. The WWR property and road easement are now held by MPRPD. The Project is to create a public access trail on the existing road with three pedestrian bridges across San Jose Creek.
- A 25-space trailhead parking area was also included as part of the grant work plan. State Parks Monterey District staff have spent considerable time determining the feasibility of the parking area, including size and location. The 60-space parking area identified in the CASP General Plan Preferred Alternative would not be viable based on these investigations. BSLT recommends reducing this proposed parking area to 25 spaces based on the project level investigations that have occurred.
- Further, a Draft Initial Study/Mitigated Negative Declaration (MND) was circulated for the San Jose Creek Trailhead Parking Area in March/April 2016. The environmental review and analysis of this project should be considered as needed or appropriate for the CASP General Plan. Specifically, BSLT encourages State Parks to consider the comments received from Caltrans and Monterey County related to traffic. It has been determined that a Final MND cannot be issued until the CASP General Plan environmental review has been completed and certain issues addressed. These issues are Caltrans' recommendation for a left hand turn lane from Highway 1 south into the San Jose Creek Road driveway entrance, and Monterey County's issues related to their traffic thresholds of significance and traffic impacts from any new trips generated by new parking facilities.

In the A.M. Allan Ranch (South) Zone we are supportive of reserving the potential for a visitor staging area (including parking for up to 280 vehicles) with safe conveyance to the Reserve if parking on the highway is removed.

“Odello West” (the yet-unnamed Coastal State Park)

Generally, we concur with the key management goals and the passive recreational uses that are articulated in the Preferred Alternative. However, we do have concerns about the larger of the two outlined parking areas. First, State Parks should clarify that they are only *reserving the option* for parking areas in the future. Second, we strongly question the need for and appropriateness of a large (up to 150 vehicles) lot in this floodplain and viewshed area (referred to as the Odello Farm). As there is a 57-car parking area to the east within Palo Corona Regional Park that may be accessed by a future trail under the highway associated with the Carmel River FREE Project, we strongly recommend eliminating this lot from the Preferred Alternative. The new smaller (15 vehicle) lot at the north end of the Odello West field, plus the Palo Corona parking area, should be sufficient to help support trail access in this park unit.

Furthermore, we believe that the provision for a parking area in the Coastal Margin area (Bay School) should be scaled back (from 80 vehicles) and only occur if it would reduce parking impacts within adjoining neighborhoods.

For this State Park unit we would also request that the Preferred Alternative identify the potential for interconnecting trails into Carmel, to Palo Corona Regional Park and to other state park units.

Hatton Canyon

As noted above, BSLT collaborated with TAMC, State Parks and other agencies to create the Carmel Hill Bicycle Trail in lower Hatton Canyon which includes the trail from Carmel Valley Road to the Carmel River, as well as the tunnel connecting the trail to upper Hatton Canyon. State Parks has indicated they want to transfer this property to another agency. State Parks should clearly articulate assurances that the property will not go back to Caltrans as well as ensure that the area remain open space in perpetuity with a commitment to maintain the trails, public access and opportunities for regional trail connections. We believe that State Parks should reserve the option in the General Plan to specifically retain ownership of the Marathon Flats area as a potential regional transportation focal point that could, in the future, service alternative ways (e.g., park and ride, shuttles, buses, bicycles) to access state and regional parklands. This should be evaluated as part of the larger multi-agency/stakeholder working group identified earlier to develop solutions to transportation, pedestrian safety and access in this corridor.

Trails Planning

We believe that following the adoption of the General Plan, creation of a detailed trails plan – laying out how these park units and adjoining regional parklands, open space and the California Coastal Trail will be better connected to each other – should be a priority. In the meantime, it is important that the General Plan ensure that future trail connectivity and linkages – a central tenant of the Lobos-Corona Parklands Project – is supported.

Other issues

The General Plan should address anticipated climate change-related impacts to park units as well as to related transportation facilities (e.g., Highway 1). For example, the segment of Highway 1 near San Jose Creek Road and Monastery Beach may be vulnerable to sea level rise that would require future improvements to the highway alignment and bridge crossing over the creek, as well as to the San Jose Creek Road driveway entrance. This area of potential sea level rise and need for adaptation measures should be identified in the General Plan. There may be future opportunities to both address sea level rise and incorporate other needed highway improvements (e.g., left hand turn lane). The Preferred Alternative should include a future multi-benefit project opportunity there that would enhance public access into the inland portion of the Point Lobos Ranch/A.M. Allan Ranch/new State Park unit.

While it is still early in the process, BSLT also encourages State Parks to begin discussions and coordination with Monterey County to incorporate the CASP General Plan into the Monterey County Local Coastal Program (LCP). The existing LCP that governs this geography, the Carmel Area Land Use Plan and Coastal Implementation Program, is woefully out of date. By replacing

the LCP with the CASP General Plan for State Parks lands, the Coastal Development Permit process required to implement future projects can be streamlined.

We would be remiss if we did not register our great disappointment in the poor facilitation of the June 1st public meeting. We recognize that the audience in attendance was hostile at times, and that was certainly unfortunate. However, we believe that State Parks and the consultants also missed a key opportunity to address a lot of misinformation that contributed, at least somewhat, to the hostility. State Parks should consider creating additional opportunities for more positive public engagement prior to the release of the draft General Plan and EIR. In any event, for future public meetings please retain a separate and more experienced facilitator.

Conclusion

We believe that through this General Plan, there is an opportunity to build on an extraordinary legacy of land conservation and create safe pathways for people to more fully experience these magnificent parklands that are so vital to the health of our communities. This work mirrors our own journey as an organization, from one focused on land acquisition to one with a broader mission of inspiring love and stewardship of the land. We strongly believe that CASP can be a rich resource for inspiring a new spirit of land stewardship that spans generations and connects with people throughout the region and beyond.

Once again, thank you for this opportunity to provide feedback at this point in the General Plan process. Please do not hesitate to contact me at 831-625-5523 x.109 or rsaunders@bigsurlandtrust.org with any questions.

Sincerely,



Rachel T. Saunders
Director of Conservation
The Big Sur Land Trust

Attachment:
Big Sur Land Trust
August 5, 2015 comments
CASP General Plan



August 5, 2015

Via email: plan.general@parks.ca.gov

Ellie Wagner
California State Parks, Planning Section
1 Capitol Mall, Suite 410
Sacramento, CA 95814

Re: CASP General Plan Alternatives

Dear Ms. Wagner:

On behalf of the Big Sur Land Trust, thank you for the opportunity to submit the following comments on the Carmel Area State Parks (CASP) General Plan as presented at the public workshop held on July 22, 2015 in Carmel, CA. We very much appreciate State Parks' efforts to involve key stakeholders and the public in the General Plan development process that will guide future management and use of the four CASP properties – Point Lobos State Natural Reserve, Point Lobos Ranch, Carmel River State Beach and the Hatton Canyon Property.

For more than 20 years the Big Sur Land Trust (BSLT) and its partners have worked to conserve the exceptional lands within the region stretching from Carmel to Big Sur, with the ultimate goal of providing healthy parks for people while conserving their natural resources. We have long awaited the development of a General Plan for CASP so that these properties may further advance both natural lands conservation and public access. Given the public's substantial investment in these properties, managing these lands responsibly while providing quality recreational experiences are clearly critical outcomes that should be supported by the General Plan.

In 2014, BSLT, California State Parks, Monterey Peninsula Regional Park District (MPRPD) and the Point Lobos Foundation signed an MOU in support of adopting and modelling strong inter-agency collaboration by weaving together contiguous parklands from Carmel south to Garrapata State Park into a larger parks complex, identified with the working title of the *Lobos-Corona Parklands*. The adopted vision for this effort is to emulate an open-space complex similar to the Golden Gate National Recreation Area near San Francisco. The General Plan should integrate the relevant portions of this larger parklands vision into the Plan's draft vision. Currently the General Plan vision makes only brief mention of the role of CASP in connecting people and open space in the region. We would request that State Parks include a more explicit and stronger articulation of this unique, and perhaps unprecedented, opportunity for CASP to connect landscapes that will create public benefits far beyond what was once thought possible. Moreover, creating a plan that addresses specific CASP trail alignments and connections to trails outside of state park boundaries in coordination with MPRPD and other appropriate agencies should be a priority. We would note that the Carmel River Parkway Vision Plan,

which was developed back in 2005 through a cooperative effort of over 20 agencies (including California State Parks) and organizations and over 200 community members, sets forth a vision of integrated planning of parks, trails, and restoration and education sites in this region that may be instructive to this effort. If a trail alignments and connections plan is not to be included in the General Plan, the Plan should at least ensure that any future connectivity/linkages, including the California Coastal Trail, can be supported and will not be precluded.

Point Lobos Ranch and Public Access Connectivity

BSLT's comments are primarily focused on the long awaited opening of Point Lobos Ranch (PLR) and the opportunity this landscape and the other CASP properties present for public access and connectivity to nearby parklands. BSLT acquired PLR in 1993 and worked in partnership with California State Parks on a ten-year effort to conserve this property. We completed the transfer of the land to the State in 2003 for permanent public stewardship as part of CASP. Making this exceptional property available to public use as a recreational asset is long overdue and should be prioritized through the General Plan. We support PLR being classified as a State Park. We believe that PLR should provide trail connections for hiking (including providing for regional connectivity as discussed below), education and interpretation, and backcountry primitive camping experiences in both the eastern and western parcels. This should be supported by appropriately designed parking and restroom infrastructure. We are grateful to State Parks for their current collaboration with BSLT on the placement of three pedestrian bridges along San Jose Creek which will better protect the creek and allow all-season hiking access through this beautiful corridor.

We do not believe that State Parks has provided clear rationale for sub-classifying so much of the PLR under a "Preserve" designation and we share the concerns of the Point Lobos Foundation that this may unduly limit important future opportunities to use certain areas of PLR under the long-term time horizon of a General Plan. We think it would be useful to include a clear discussion as to how PLR could work (in terms of use and management) in combination with Point Lobos State Natural Reserve (PLSNR) to reduce visitor pressure and impacts to PLSNR. Finally, we are supportive of evaluating the concept of establishing an outdoor education/science camp facility on this property as part of this General Plan process.

Point Lobos Ranch also presents the opportunity to leverage even greater public benefits because of its location contiguous to parklands managed by MPRPD. Providing public access connectivity through PLR to MPRPD's Palo Corona Regional Park (PCRP) will create the opportunity for a larger-scale integrated parks system and trail network that would be of regional, if not statewide, significance. In 2010 BSLT acquired the Whisler-Wilson Ranch – which sits between PLR and PCRP – to secure the links between the parklands in this geography. We transferred the property to MPRPD for incorporation into Palo Corona Regional Park. This property should be accurately reflected on the map included in the General Plan documents. Taken together PLR and PCRP hold great potential to vastly expand stewardship, recreation and increased public awareness of a truly world-class landscape.

Parking and Public Safety

Carmel Area State Parks, adjoining parklands and the associated Hwy 1 corridor, are in desperate need of a comprehensive parking and alternative transportation plan (including a shuttle system) to facilitate

safe public access and reduce vehicles on the highway as well as the carbon footprint of public use on CASP. Pedestrian safety issues along Hwy 1, especially outside PLSNR, have long been observed and it is only a matter of time before something tragic happens. We appreciate that State Parks does not have control of Hwy 1 – that is Caltrans’ purview – and we understand that this is a complex, multi-step, multi-agency issue. However, the General Plan should nonetheless be a catalyst in making meaningful progress in addressing this issue. We urge State Parks to help facilitate a coordinated effort by key agencies (Caltrans, County, State Parks, MPRPD) and stakeholder organizations to review the findings of the Traffic Study Report and work to identify short, medium and long-term measures that can be taken to address traffic, parking and related transportation issues. This will be of critical importance to advancing the CASP vision and for CASP to truly become one of the State’s premier public park systems.

Other Issues

The Land Trust is currently moving forward in partnership with the County of Monterey and other agencies to plan and implement the Carmel River Floodplain Restoration and Environmental Enhancement Project (Carmel River FREE). This is a multi-benefit riparian and floodplain restoration project that combines flood protection, habitat enhancement, agricultural land protection, and public access benefits. The project includes access roads for maintenance that can also serve as trail connections under a causeway to be constructed on Hwy 1 between Odello East and the State Parks Property on Odello West/Carmel River State Beach. We want to make sure that nothing in the preferred alternative or the final General Plan would compromise Carmel River FREE. We have been closely coordinating with State Parks on this project and appreciate State Parks support of Carmel River FREE, which builds upon an earlier partnership to restore the Carmel River Lagoon and other long-standing multi-agency efforts to restore the lower Carmel River.

BSLT was also part of a multi-agency effort in 2010 lead by The Transportation Agency for Monterey County (TAMC) in coordination with State Parks, Caltrans and MPRPD to construct the “Carmel Hill and River Bicycle Trail” project to enhance public access and improve non-motorized mobility in the area of the Hatton Canyon Property. We are pleased to see State Parks consider utilizing some of this property to support shuttle access to the CASP system and help reduce the carbon footprint.

Thank you for this opportunity to provide feedback at this point in the General Plan process. We strongly believe that CASP can be a rich resource for inspiring a new spirit of land stewardship that spans generations and connects with people throughout the region and beyond.

Please do not hesitate to contact me at 831-625-5523 x.109 or rsaunders@bigsurlandtrust.org with any questions.

Sincerely,



Rachel T. Saunders
Director of Conservation
The Big Sur Land Trust

From: Anna Patterson [<mailto:anna@pointlobos.org>]
Sent: Wednesday, June 22, 2016 8:59 AM
To: General, Plan@Parks
Cc: Cynthia Vernon; Fuzie, Mat@Parks; Bilz, James@Parks; Kit Armstrong
Subject: CASP General Plan Preferred Alternative Comments

June 22, 2016

California State Parks
Planning + Design Section
Attn: Ellie Wagner

Dear Ellie,

Attached please find comments from the Point Lobos Foundation regarding the preferred alternative proposed for the General Plan at the June 1, 2016 open house. A hard copy is being mailed to your attention today as well. Thank you,

Anna Patterson
Development and Communications Director
Point Lobos Foundation | pointlobos.org
866-338-7227 ext. 101
anna@pointlobos.org



June 21, 2016

California State Parks Planning + Design Section
RE: CASP General Plan
1 Capitol Mall, Suite 410
Sacramento, CA 95814

Dear State Parks Staff,

The Point Lobos Foundation (PLF) welcomes the opportunity to provide feedback on State Parks' proposed Preferred Alternative (PA) for the CASP General Plan. The PLF Board of Directors has carefully reviewed all the written materials released to the public and several board members attended the June 1 agency/stakeholder and public meetings on the PA. I offer these comments on behalf of the entire board of directors.

We commend the efforts State Parks has clearly made to use input received on the alternatives presented in July 2015 to inform development of the PA. We understand that many of the issues involved in the General Plan are complex and sometimes controversial. Views of stakeholders as well as State Parks' internal requirements and drivers are diverse and sometimes conflicting. Integrating them into a cohesive PA has undoubtedly been very challenging.

In particular, we applaud the PA's emphasis on:

- Restoring and protecting the natural and cultural resources in the CASP units, as well as the explicit need to better balance resource protection with visitor experience and use in Point Lobos Reserve in particular.
- The importance of visitor education and interpretation.
- State Parks' statements about the value of its relationship with PLF and the Reserve docents in helping State Parks ultimately achieve the goals of the General Plan.

At the same time, PLF has a number of concerns and questions about the PA. The PA lacks sufficient explanation to allow us to understand the intent and rationale of much of the content, and appears not to address at all certain issues of high concern to PLF.

The attachment to this letter sets out our detailed comments. To summarize our major, overarching concerns, we recommend that the preliminary General Plan:

1. Identify protection and restoration of the Reserve, among the CASP units, as having the most urgent need for State Parks' attention and resources, and commit to high priority development and implementation of a comprehensive plan to address all key components of overuse of, and damage to, those resources. We believe the plan should consider, among other things, setting a cap on total visitor numbers, reducing both vehicle and walk-in visitor

loads, resolving environmental problems caused by specific parking areas, and measures to encourage appropriate visitor behavior in the Reserve. State Parks should work proactively with other agencies and key stakeholders on actions that are outside State Parks' direct legal authority to implement.

2. Commit State Parks to take a leadership role, supported by PLF, to initiate a multi-agency/stakeholder group to comprehensively assess and develop solutions to problems caused by parking and traffic on the highway in the vicinity of the CASP park units.
3. Identify the potential components of an aggressive plan to control and limit the number of walk-in visitors to the Reserve, especially in peak visitation periods. Plan components might include various measures to assure that only a single entry point can be used to enter the Reserve, establishment of a reservation system, and pursuit of legal authority, if needed, for State Parks to charge walk-in visitors a modest entrance or trail fee.
4. Commit to evaluating the potential options to manage both vehicle and walk-in visitor loads to the Reserve, including a reservation system, among other measures, before concluding that eliminating all non-ADA public parking in the Reserve is the overall best option.
5. Develop a creative and comprehensive plan to inform all vehicle and walk-in visitors to the Reserve and other CASP units about the value of the natural and cultural resources in the parks and the need to behave appropriately while visiting the parks.
6. Identify the type, expected components and priority for developing the suite of management plans that will be needed to implement the General Plan's goals.
7. Address the issue of setting clear visitor use capacity limits for the Reserve and other CASP units, including explanation of how adaptive management will be implemented to effectively assure that visitor numbers do not degrade resources and infrastructure in the Reserve and other CASP units.

The comments in the attachment also address a number of more specific issues, including our recommendations that the General Plan:

- Identify a more robust and detailed set of management zones for the Reserve
- Avoid putting new parking lots or other facilities at Odello West and Bay School
- Justify the large geographical extent of new preserves at Point Lobos Ranch
- Not preclude the potential for an environmental education facility at Point Lobos Ranch pending further feasibility analysis, and
- Commit State Parks to retain ownership of the Marathon Flats area of the Hatton Canyon unit, pending assessment of the role that area could play in helping address future CASP parking and transport needs.

We thank State Parks for all the hard work and thought that went into designing the PA and for making it available for public review and feedback. We have high hopes and expectations for

an expedited development of the preliminary General Plan and for its content so that we can continue our support of the process.

We hope our comments will be helpful to State Parks in development of the preliminary General Plan. We would welcome the opportunity to meet with State Parks staff to discuss the issues addressed in our comments.

Sincerely,

A handwritten signature in black ink, reading "Cynthia L. Vernon". The signature is written in a cursive style with a long horizontal flourish at the end.

Cynthia L. Vernon, President
Point Lobos Foundation

Attachment

cc: Mat Fuzie, Monterey District Superintendent

Detailed Comments

General

Clear Priority for Protecting and Restoring the Reserve

The PLF had hoped to see the PA identify protection and restoration of the Reserve as the highest and most urgent priority within the CASP units. The preliminary General Plan should clearly articulate this priority and urgency. It should identify key components of a comprehensive plan with specific goals, objectives and actions that address all the key contributors to overuse of, and damage to, the Reserve.

We believe these plan components should include setting a cap on total visitor numbers, implementing that cap by reducing both vehicle and walk-in visitor loads (at least during peak periods), remedying issues where current parking lot areas are causing resource damage, and making very expansive, creative and robust efforts to encourage appropriate visitor behavior in the Reserve through orientation, education and enforcement.

The preliminary General Plan should clearly identify actions that State Parks' lacks legal ability to control, but which are essential to implement if the Plan's goals are to be achieved. We would also like to see the preliminary General Plan commit State Parks to take a leadership role in initiating conversations and collaborative actions with other agencies and stakeholders to address identified issues.

We note that Muir Woods National Monument in Marin County suffers from many of the same visitor use problems as the Reserve. In July 2015, following an effort convened by a local elected official, National Parks and Marin County reached an agreement to set a cap on total numbers of visitors to the Monument, implement a reservation system for both vehicle and walk-in access to the Monument, and prohibit parking on the road leading to the Monument.

We understand that National Parks will take several years to develop and implement the cap and the reservation system, and several more years for Marin County to ban parking on the road. Nonetheless, this agreement reinforces our belief that such an approach is possible and desirable for the Reserve.

Therefore, we believe the preliminary General Plan should articulate the need for such a comprehensive approach and commit State Parks to do everything within its authority to help develop and implement it. The PLF would support State Parks as an active and committed partner in such an effort.

Clearly prioritizing the Reserve among the CASP units in the General Plan would help to ensure priority for the Reserve for allocation of District resources for planning, funding and enforcement, especially in the event of future administrative changes within State Parks that might undercut the current commitment to protecting and restoring the Reserve.

Highway Parking and Traffic

We understand that State Parks does not have legal authority to directly manage or control parking on the highway, and its associated traffic and pedestrian safety issues, in the vicinity of

the Reserve and Monastery Beach. However, we would like to see State Parks take a leadership role, with the support of the PLF, to initiate an effort to address the full range of issues involved. The General Plan should reflect such a commitment to the extent legally possible.

We recommend that a working group consisting of relevant agencies and stakeholders be convened with the help of a local State elected official to identify and address the barriers to solving the traffic and environmental issues caused by parking along the highway. This effort should be scoped broadly enough to include consideration of the potential need for, and size and location of, off-highway parking both on and off State Park properties.

We understand that such an effort would likely technically be outside the normal scope of a General Plan. However, we are convinced that it is essential if many of the goals and objectives of the General Plan are to be accepted by key stakeholders and ultimately achieved. The General Plan should identify this effort as critically-needed. We would be pleased to help organize, participate in and actively seek funding for such a critically-needed effort. The request filed by Supervisor Potter on June 7, 2016, requesting the County to “restore a historic no parking area on the east side of Highway One from Ribera Road through Carmel Highlands,” could provide a useful opening for such an effort.

Managing Walk-In Numbers at the Reserve

We were surprised and disappointed to see nothing in the PA clearly directed at controlling the already excessive number of walk-in visitors to the Reserve, a number that is currently stressing Reserve resources and infrastructure. The PA contains only a general recommendation to “establish safe and managed visitor entry points that provide revenue support.”

The key recommendations for the Reserve in the PA will not be achieved without reducing the high number of walk-in visitors soon, especially in peak visitation times. During the winter storms of 2015-16, State Parks demonstrated its ability and commitment to close access to the Reserve by all visitors, including walk-ins. This was done to protect trails and other resources from damage by inappropriate visitor use, as well as for visitor safety reasons.

State Parks representatives have said verbally that the Department has sought legal review of its authority to charge walk-ins. However, we have yet to see anything in writing that demonstrates that State Parks will control – or at least explore the potential to control – the number of walk-ins.

We believe the preliminary General Plan needs to identify the components of an aggressive plan to control walk-in numbers at appropriate times of the year and/or under specified conditions. Some possible components might be:

- restructuring the entrance gate to funnel all walk-ins through a single access point where visitors would receive an orientation to the Reserve,
- reinforcing fencing around the Reserve to close off unauthorized entry points and prevent after-hours entry,
- using State Parks’ legal authority, if confirmed, to charge a fee to walk-in visitors,
- evaluating a reservation system to manage walk-in numbers, particularly during peak visitor periods, and

- working proactively with the Coastal Commission and other relevant agencies and stakeholders to support State Parks' control of its gate access to reduce and manage walk-in numbers.

We believe there is an urgent need for development and implementation of a walk-in visitor management plan. The plan should focus on actions State Parks can take to better control entry to the Reserve, whether or not parking on the highway is ever restricted or prohibited.

Parking in the Reserve

A key recommendation in the PA for the Reserve is to: "Reduce on-site visitor parking and establish an alternative visitor conveyance system, such as shuttle." That has been explained as eliminating all public parking in the Reserve, except for a few ADA spots near the entrance.

We are not yet convinced that it is absolutely necessary or desirable to eliminate all non-ADA public parking in the Reserve. We understand and agree with the priority of eliminating or reducing parking in areas that are contributing to resource degradation, and the desire to reduce the total number of visitors in the Reserve by eliminating vehicles. However, we can envision a possible future in which walk-in loads are reduced, and a reservation system for all visitors implemented, that would reduce visitor pressure on the Reserve while preserving flexibility to retain at least some limited non-ADA parking in the Reserve. This might be an appropriate solution until such time as parking is provided at the Ranch with safe conveyance of visitors across or under the highway into and around the Reserve.

The "no parking" option was not in the July 2015 alternatives. We are not aware of any feasibility studies which would support it or help determine whether it is the best option to meet General Plan goals and objectives for the Reserve.

Therefore, as a high priority, we believe the preliminary General Plan should commit to an early exploration of the potential options to manage visitor loads in the Reserve with, and without, eliminating all public parking. This should be done in conjunction with design of the plan to manage walk-in visitor numbers that we have also recommended. These efforts would ensure a comprehensive, holistic approach to managing visitor access to, and parking in, the Reserve.

Visitor Behavior

It is clear that the problems of visitor impacts on the Reserve are a function not just of numbers, but also of visitor behavior. Park managers all over the country are struggling with the challenges of growing visitor disrespectful over-use of parks. Therefore, the preliminary General Plan should focus intensively on actions to educate visitors, while at the parks and before they arrive, about the value and fragility of the resources, as well as to encourage them to behave appropriately while in the parks, especially in the Reserve.

This is not just a matter to be addressed in a stand-alone section on Interpretation in the General Plan. It must also be integrated into design of visitor access points, facilities and transportation, so as to orient, educate and inspire visitors. These considerations should also drive efforts in State Parks to increase Ranger and other State Parks' personnel presence in the Reserve, especially out on the trails. The need to introduce and reinforce messaging to educate visitors about etiquette in parks – especially in a Reserve – also calls for creative social media campaigns, including a review and re-design of relevant State Parks websites.

Therefore, the General Plan should have clear objectives in this area that are integrated throughout all relevant sections of the Plan. State Parks should also identify the potential for collaboration with other local parks agencies facing these issues, as well as with key stakeholders.

Detail on Future Management Goals, Guidelines and Plans

It is our understanding that the State General Planning Handbook requires the General Plan to include specific goals and guidelines that identify management actions to be taken and the rationale for those actions. The Handbook also appears to require the General Plan to identify management plans (resource restoration, visitor use, trails, etc.) needed to implement the Plan's goals, including the specific steps to be completed as part of any management plan.

We are extremely interested in better understanding the types of management plans and associated studies that will be needed to implement the General Plan. Therefore, we look forward to seeing that information in the preliminary General Plan, and to having the opportunity to work with State Parks in future development of key management plans.

Adaptive Management

A key recommendation in the PA for the Reserve is to “adaptively manage visitor use to avoid resource degradation and habitat loss.”

We understand that the State Park General Planning Handbook has extensive specifications for what is included in “adaptive management,” addressing such issues as desired resource conditions, measurable indicators and thresholds to assess whether desired conditions are being met (and thus whether management interventions are needed), identifying initial visitor capacities, and ongoing monitoring of use and identification of changing conditions. We would also expect to see some type of priority hierarchy for adaptive management responses, as well as typical best management practices for such responses.

We also understand from conversations with State Parks' representatives that they do not anticipate the CASP General Plan will address “carrying capacity” in all the specific ways outlined in the State Park General Planning Handbook. If so, we nevertheless believe the preliminary General Plan should identify, or commit to developing in the near future, a cap on total visitor numbers to the Reserve. If this is not legally, scientifically or operationally feasible, the Plan should explain why. In that case, the preliminary General Plan should articulate the conditions that would drive State Parks to limit the number of visitors in the Reserve at any one time, and how such decisions would be implemented through adaptive management actions.

Park Unit-Specific Comments

Point Lobos State Natural Reserve

We are very pleased to see many of the key recommendations in the PA regarding the Reserve, especially those relating to resource protection, limiting visitor facilities, habitat restoration, water quality improvement, interpretation and education, research opportunities, and working with PLF and docents. We look forward to seeing specific goals and guidelines in the General Plan to guide action to implement these recommendations.

In addition, we believe the preliminary General Plan should address the issues identified in our General Comments above with respect to the Reserve, as well as the following:

Specify a much more detailed suite of management zones.

The two management zones identified in the Preferred Alternative are too broad and general to indicate or guide how the General Plan will drive resource protection and restoration priorities in the Reserve. The 1979 General Plan had a much more detailed breakdown of habitat and vegetation zones. The new General Plan should have a similar level of detail.

Maintain current restrictions on the number of kayaks and paddle boards allowed to launch at Whalers Cove, and ban non-motorized vessels along with motorized vessels during harbor seal pupping periods.

Non-motorized "boats" should not be encouraged, given the potential for kayakers and paddle boarders to disturb wildlife and come ashore illegally.

Develop an orientation behavior protocol for divers, kayakers and paddle boarders launching at the Reserve.

All divers, kayakers and paddle boarders should commit to behaving appropriately in the Reserve, avoiding any disturbance to wildlife and harm to any resources.

Commit to converting Hudson House to limited public use, such as special events, when the current District Supervisor no longer resides there, and confirm that the use of Hudson House by the current District Supervisor is the only staff housing that will be allowed in that area of the Reserve.

Clarify what State Parks intends to do with the current housing at the entrance to the Reserve and whether and under what conditions one or more of the structures could be used for future visitor orientation or other public purposes.

New State Park – Coastal Area

We are glad to see that the key recommendations in the PA for this area include opening it up to trails while protecting key resources. In addition, we believe the preliminary General Plan should also:

Delete any reference to re-using or rehabilitating the historic farm buildings and eliminate any placeholder for a parking lot in that location.

We believe there is insufficient historic value to the structures currently in that area to justify spending the large amounts of money likely to be necessary to rehabilitate them for any productive use other than for modest interpretation for hikers.

We continue to believe that visitor facilities should not be located in that floodplain and viewshed. The potential new small parking lot identified at the north end of the Odello West Field would be sufficient if new parking is needed for trail access from the highway into the eastern part of the coastal area of the new state park.

Delete the provision for a parking lot at Bay School, unless it can be confirmed that such a parking lot would effectively reduce the number of cars parking in the Carmel Meadows residential area. Even in that case, the lot should be considerably smaller.

A Bay School lot was proposed and strongly rejected when State Parks proposed it in the late 1980's and would be even more controversial now.

Delete any option for a concession for use of kayaks or paddle boards in the lagoon or river.

A concession would likely increase the volume of such activities, accompanied by increased wildlife disturbances and damage to sensitive resources by users. A concession would also make State Parks dependent on the revenue generated and, therefore, politically challenging to eliminate in the future if concession activities cause resource and wildlife problems.

Clearly commit to allowing trails, not just guided walks, in suitable areas of the preserves.

Identify the potential for interconnecting trails, such as into Carmel-by-the-Sea, Palo Corona, and the upland area of the new State Park.

Correct the current inconsistencies between management zone text and map icons that occur in a number of places in the PA for this area.

New State Park – Upland Area

We believe opening up this area of the new park to public access should be the next highest priority for State Parks attention and resources after the Reserve. We are very pleased to see the PA provide for a potential visitor staging area (parking lot) with safe conveyance to the Reserve if parking on the highway is removed, as well as potential for visitor center/café/retail facilities, in the A.M. Allan Ranch (South) area. We also support the recommendations for visitor education and interpretation and interconnecting trails.

We believe the preliminary General Plan should also:

Provide detailed and sufficient documentation to justify the extensive amount of land to be designated as preserves.

We recognize and support the need for appropriate natural and cultural resource protection in the new park. However, the size of the new preserves risks sending a message that the resources in the new State Park are more deserving of protection than those in the Reserve.

We are very uncomfortable with the geographic extent of the proposed preserves without seeing the detailed information State Parks believes justifies them. We are very concerned that such designation could, in the future, be used by State Parks to severely limit public access, such as by allowing only guided walks.

It is also unclear to us why the old polo field area has been included in the proposed new cultural preserve, given that it has been graded and substantially degraded. During the process of developing the 1988 amendments to the 1979 General Plan, that area was studied and determined to offer significant potential for a parking lot.

Clearly confirm that trails, not just guided walks, will be permitted in preserve areas.

Add a placeholder for a future residential or day use environmental education facility
State Parks is taking the position that some facilities, such as parking, may be needed or desired in the future, subject to future study and evaluation. Therefore, the PA has identified

these facilities as potential future uses. The same should be done for an environmental educational facility in the A.M. Allan Ranch (South) area.

Despite considerable support for the concept during the July 2015 alternatives meetings, the PA gives no information explaining why it precludes any potential for such use. Given the disclaimers in the Economic Study by New Economics, to the effect that the Study is only very preliminary and high-level, we feel it is manifestly clear that the study is not sufficient to support a decision that an environmental education facility would absolutely be unacceptable for financial reasons. Further, it is our understanding that Camp SEA Lab has submitted comments on the PA that provide data indicating that certain key assumptions made by New Economics significantly underestimate the revenue potential from such a facility.

If State Parks has additional concerns about the appropriateness of such a facility, such as water or traffic, a detailed analysis addressing all relevant issues should be done before any conclusion is reached about the feasibility of such a facility. To be consistent with the philosophy of providing placeholders for key facilities, in case they should be needed or desirable in the future, the General Plan should not preclude a potential future environmental education facility, subject to future feasibility evaluation.

Clarify the number of structures State Parks intends to use for employee housing; commit to giving preferential access to such housing to Rangers and other staff who work in the CASP units, especially the Reserve; and commit to giving first priority to public/visitor uses that support the CASP units before any conversion of employee housing to public rentals.

Consider relocating the noisy and unattractive construction yard.

A well-designed and visually-appealing trailhead would appear to be a much more desirable use of this location.

Correct the PA map icons that suggest that all identified uses would be new.

Some of those uses already exist (housing, maintenance facilities).

Hatton Canyon

Commit State Parks to retain ownership of the Marathon Flats portion of the Hatton Canyon unit, pending the outcome of the proposed multi-agency/stakeholder working group effort on parking and traffic issues for the parks that we have proposed earlier in these comments.

Marathon Flats is ideally situated to be used at some point in the future as a regional transportation hub with parking and shuttles or buses. Visitation to State and Regional parks in the Carmel area and south towards Big Sur are likely to continue to increase over the coming decades. Therefore, the need for transportation services to the parks will also increase. If State Parks sells the property to another organization, including Monterey Salinas Transit (MST), State Parks risks losing all future leverage to ensure that the property is used to serve the needs of the parks. That should not be allowed to happen unless, and until, a comprehensive assessment of parking and traffic needs in the area justifies having another organization take over the property (by sale or lease). If that occurs, we believe the transfer should be subject to appropriate use conditions to protect the future interests of the parks over the coming decades.

Any transfer of the upper Hatton Canyon area to another organization should be conditioned on legal assurance that it will remain open space with trail access and regional trail interconnections.

Other Issues

PLF had hoped to see much more detail in the PA. The PA lacks any useful narrative explaining the bulleted text items and application of map icons. It is unclear what a number of the proposed recommendations mean and why they are being proposed. This has left us (and, we suspect, other people and organizations) very uncertain of how State Parks intends to interpret and address them in the preliminary General Plan. This uncertainty was compounded at the June 1 meetings by verbal statements made by different State Parks and Ascent representatives that seemed, at times, to be inconsistent and potentially conflicting.

This is a major disappointment. We identified the lack of written narrative and rationale in the presentation of the alternatives in July, 2015 as a problem that left many attendees confused, frustrated and angry. It is unfortunate the content and presentation of the PA repeated this problematic approach.

The sparseness of the information provided in the PA also suggests that it will be a huge leap to go from the handful of slides for the PA to a considerably longer and more detailed preliminary General Plan. Verbal information provided at the June 1 meetings did very little to explain what more State Parks will be including in the preliminary General Plan.

Therefore, looking forward from the PA to the preliminary General Plan, our comments are intended to identify things we hope and would expect to see in that plan. We recognize that some of our comments may request actions that State Parks already plans to include in the preliminary General Plan but that were not identified in the PA. We understand that some of our comments may also seek details that State Parks feels are too specific or otherwise inappropriate for a General Plan. However, given the importance of the preliminary General Plan, we feel it essential that we share our thinking with State Parks now, so that our input can be considered in development of the preliminary General Plan.

Finally, we must register great frustration and concern about the poor facilitation of the June 1 public meeting. We recognize that many in the audience came with hostile attitudes. Nonetheless, we believe a different facilitation approach could have avoided contributing further to that hostility.

We are concerned that this discordant public meeting significantly damaged the prospects for community support of the planning process and the preliminary General Plan. Therefore, we strongly encourage State Parks to use the period between now and the release of the preliminary General Plan to reach out proactively to key groups represented at the June 1 public meeting, especially the Carmel Highlands and Carmel Meadows homeowners' associations. An urgent effort to connect more positively with the community seems necessary in order to build a more favorable reception for the preliminary General Plan than now appears likely. We also recommend that State Parks retain a qualified expert facilitator not associated with Ascent to moderate the public meeting to be held on the preliminary General Plan.

From: Monta Potter [<mailto:mpotter@carmelchamber.org>]
Sent: Friday, June 24, 2016 4:16 PM
To: General, Plan@Parks
Subject: comments on General Plan

Dear State Parks,

Thank you for the opportunity to comment on the Carmel Area State Parks General Plan.

The Carmel Chamber of Commerce runs a visitor center on San Carlos in Carmel-by-the-Sea. Speaking to visitors every day gives us insight into what they want to do while here in the area. They want to see Carmel-by-the-Sea, Point Lobos State Reserve, and Big Sur (and maybe the aquarium too). Most of the visitors have rental cars but they and those traveling without a car would love to have someone else drive them to Point Lobos and Big Sur so they can look out the window and not be stuck in traffic jams.

We would propose a shuttle system such as the one at Yosemite where they could park their car and ride. Fortunately, a property exists to accommodate this – the property is called Lower Hatton Canyon which is south of Rio Road adjacent to Safeway. This is also called Marathon Flats because it is the main site for the Big Sur Marathon. It is surplus property for state parks and the Monterey Salinas Transit would like to establish a park and ride here. The Big Sur Marathon would be fine with a Park and Ride as long as they are able to use the property once a year in April. Highway 1 is temporarily closed on that day anyway. The Crossroads Shopping Center, General Manager Cynthia Buhl, has expressed that she would be very supportive of a Park and Ride to relieve the shopping center parking lot being used as a Park and Ride.

This Park and Ride concept would help relieve pressure on Highway 1 and support the accessibility of Carmel Area State Parks for visitors and locals. It would also reduce greenhouse gas emissions related to an increase in auto trips. A Park and Ride could include a parking area, transit building with customer service and real-time transit route information. It could also include visitor information about Carmel Area State Parks. MST has not suggested it, but I believe a bathroom would be helpful.

I have talked to all the parties involved and all are in favor of this concept. What visitors would want is a shuttle that goes often enough that they can hop on and off throughout the day.

We also concur with the key management goals and the passive recreational uses that are articulated in the preferred alternative. I have participated in planning for the Lobos-Corona Parklands Project and this is an exciting idea which needs advancement. All of these great ideas are only possible with a parking and traffic mitigation plan. The elements of such a plan are available and it is critical to all to solve traffic and parking issues.

Thank you for your consideration.

Monta Potter

Monta M. Potter
Chief Executive Officer
Carmel Chamber of Commerce

PO Box 4444
Carmel, CA 93921
831-624-2522

www.carmelcalifornia.org



Ka Koon Ta Ruk Band of Costanoan-Ohlone
Indians of the Big Sur Rancheria



June 10, 2016

VIA ELECTRONIC AND U.S. MAIL

California State Parks, Planning Section
Carmel Area State Parks General Plan
1 Capitol Mall, Suite 410
Sacramento, CA 95814

RE: Carmel Area State Parks General Plan

Dear California State Parks, Planning Section:

My name is Isaac Bojorquez and I am the Tribal Spokesperson of the Ka Koon Ta Ruk Band of Costanoan-Ohlone Indians of the Big Sur Rancheria.

I write on behalf of my family who are the descendants from Ka Koon Ta Ruk now known as Andrew Molera State Park. My four times Great Grandmother Jacinta Gonzalez was the informant for our ancestral lands for ethnologist documenting California Native Culture/ Language. I continue to practice our culture through traditional ceremonies and language revitalization.

We wish to express our desire to support the naming of the Carmel Area State Parks, Lobos Ranch Park Property, the inland area of the now-proposed new State Park as **Ishxenta State Park**. This is not a new name that the Native Community wants; it is the original name that the Native Community wants restored.

The history of this issue of the original name is straightforward. The Point Lobos area was first recorded as "Ishxenta" in baptisms dating back to March 15, 1775 in the Carmel Mission. In the 1930s John Peabody Harrington, ethnologist, recorded information from Isabel Meadows also an informant. Isabel makes reference to Punta de los lobos, and then called Allan Ranch as the place of Ishxenta.

Thus, it is the time when the all the community can acknowledge the value of the original identities of the places in which they reside in and honor the California Native Tribes who walked the land so many years ago. To my knowledge this would be the first Rumsen named Federal, State or Local Park.

California State Parks, Planning Section
June 10, 2016
Page 2

We now believe it may be necessary to meet with you to address our concerns. We therefore ask that your staff contact Isaac Bojorquez at (530) 723-2380 to schedule a meeting. We understand other Rumsen tribes involved in this process may also have requested to meet with you. In the interests of efficiency and convenience, we would be pleased to meet as a group.

Sincerely,



Isaac Bojorquez
Tribal Spokesperson



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MST

MONTEREY-SALINAS TRANSIT

JOINT POWERS AGENCY MEMBERS:

*City of Carmel-by-the-Sea • City of Del Rey Oaks • City of Marina • City of Monterey • City of Pacific Grove
City of Salinas • City of Seaside • County of Monterey • City of Gonzales (ex. officio)*

June 15, 2016

California State Parks Planning + Design Section
RE: CASP General Plan
1 Capitol Mall, Suite 410
Sacramento, CA 95814

**RE: MST Comments on the CASP
General Plan**

To Whom It May Concern:

Thank you for the opportunity to comment on and make suggestions for the Carmel Area State Parks General Plan. Monterey-Salinas Transit provides bus service to the area on Line 22 Big Sur-Monterey. Southbound stops are located on Highway 1 near Ribera Road and at Point Lobos Road. Northbound stops are located at Point Lobos Road and at Ribera Road. Transit service is provided on weekends during the winter months and daily between Memorial Day and Labor Day. Weekend only service provides lifeline connections with two southbound trips and two northbound trips. Summer service is more robust with three southbound and three northbound trips daily.

The CASP General Plan proposes two new State Parks areas; inland and coastal. With this expansion in mind, the area will likely see an increase in State Parks visitorship and therefore an increase in traffic attracted to the new areas. In order to support this effort, MST suggests that the General Plan identify the lower property of Hatton Canyon (south of Rio Road adjacent to Safeway) as a future park and ride facility.

This park and ride concept could help relieve pressure on Highway 1 and support the accessibility of Carmel Area State Parks as well as reduce greenhouse gas emissions related to an increase in auto trips. A park and ride facility could include a parking area, transit building with customer service and real-time transit route information. This concept could also include visitor information about Carmel Area State Parks.

Additionally, MST encourages State Parks to include accessible bus stops when moving forward with implementing the General Plan. Accessible bus stops at the entrance to the new State Parks areas will help support the concept of the park and ride facility noted above.

If you have questions regarding these comments, please contact me at (831) 393-8124.

Sincerely,



Lisa Rheinheimer
Director of Planning and Development

MST

MONTEREY-SALINAS TRANSIT

TRANSIT DISTRICT MEMBERS:

*City of Carmel-by-the-Sea • City of Del Rey Oaks • City of Gonzales • City of Greenfield
City of King • City of Marina • City of Monterey • City of Pacific Grove • City of Salinas
City of Sand City • City of Seaside • City of Soledad • County of Monterey*

June 30, 2016

California State Parks Planning + Design Section
RE: CASP General Plan
1 Capitol Mall, Suite 410
Sacramento, CA 95814

**RE: Clarification of MST Comments
on the CASP General Plan**

To Whom It May Concern:

Monterey-Salinas Transit would like to clarify comments submitted on June 15, 2016, regarding the Carmel Area State Parks General Plan. In the previous comment letter MST suggested that the General Plan identify the lower property of Hatton Canyon (south of Rio Road adjacent to the Crossroads Shopping Center) as a future park and ride facility.

We would like further state our desire of State Parks to transfer ownership of this parcel to Monterey-Salinas Transit for the goal of a future park and ride facility and transit station. For your reference, Monterey-Salinas Transit is a governmental organization enacted by legislation under Public Utilities Code Part 17 (commencing with Section 106000) to Division 10.

If you have questions regarding these comments, please contact me at (831) 393-8129.

Sincerely,



Hunter Harvath, AICP
Assistant General Manager
Finance & Administration

cc. Mathew L. Fuzie, Monterey District Superintendent, California State Parks